



BRAZILIAN MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

THIS DOCUMENT IS APPLICABLE TO ALL EMB-145 MODELS (EXCEPT EMB-145RS AND EMB-145SA MODELS) CERTIFIED FOR OPERATION UNDER ANAC AIRWORTHINESS REQUIREMENTS.

COMMERCIAL DESIGNATIONS: ERJ-135/140/145/135BJ.

ANAC APPROVAL:	Mayare	f
CHE	SERTO COCENTINO MUNARETTO FE DA DIVISÃO DE HOMOLO AERONÁLITICA	- Mai Av. DGAÇÃO

DATE: 01 de Agosto de 1997

REGISTRATION NUMBER:

SERIAL NUMBER:

MMEL-145/1113

AUGUST 01, 1997 REVISION 15 – MAY 19, 2023

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HIGHLIGHTS OF CHANGE

REVISION 15 – MAY 19, 2023

ITEM CHANGE DESCRIPTION 23-20-01 - Included note to enable use of any portion that operates normally. 23-30-01 dispatch conditions - Included new for EMB-135BJ airplanes. 23-31-01 - Included new dispatch conditions for EMB-135BJ airplanes. 23-31-02 Included new dispatch conditions for EMB-135BJ airplanes. 23-31-03 Included new dispatch conditions for EMB-135BJ airplanes. 26-23-01 - Updated dispatch condition for Portable Fire Extinguisher. 28-21-01 - Updated proviso to remove reference to AFM. 29-30-02 - Included operational check schedule. 33-20-00 - Included new dispatch conditions for airplanes without passengers on board and for EMB-135BJ airplanes. - Updated dispatch condition for Charts and Maps 34-22-01 database. - Included new dispatch condition for Cursor Control 34-22-06 Device (CCD). 34-31-00 - Included new dispatch conditions for Radio Altimeter filter.

- 34-41-00 Updated nomenclature to reflect the architecture.
- 34-52-00 Included new item (ADS-B Out).
- 34-53-00 Updated dispatch condition and the repair category to be according to local regulations.



- 34-60-00 Included new dispatch conditions for Navigation Database.
- 52-21-01 Included effectivity informing that the dispatch condition is not applicable to EMB-135BJ airplanes.



LOG OF REVISIONS

CTA APPROVED MASTER MINIMUM EQUIPMENT LIST (MMEL-145/1113)

LOG OF REVISIONS

REVISION NUMBER	PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
1 MAR 26, 98	73-1	Replaces the message E1 (2) CTL A (B) FAIL by the message E1 (2) CTL A (B) DEGRAD on item 73-22-01.	MAR 26, 98	A mennel
	21-1	Includes Baggage Compartment Ventilation System.		
2 MAY 07, 99	25-6 and 25-7	Remove Main Door Acoustic Curtain. Include Cargo/Anti- Blockage Nets. Update items 25-60-02 and 25-60-06. Include "Fasten Seat Belts While Seated" Signs or Placards.	66'EO,	man J
	27-2	Includes SPS/ICE SPEEDS Advisory Message and updates item 27-36-03.	X HM	
	27-3	Updates item 27-53-00.		

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REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATUR
	28-2	Updates item 28-42-01.		
	29-2	Includes Engine- Driven and Electric Pumps Pressure Switches.		
	30-2	Updates item 30-21-01.		
	32-1	Updates item 32-41-08.		A
2 MAY 07, 99	33-4	Updates item 33-50-00.	6	122
	34-2	Updates item 34-31-01.	x' 0	
	38-1	Includes Potable Water and Lavatory Systems.	X	
	45-1	Updates item 45-45-01.	M/2	
	73-1 and 73-2	Update items 73-22-01 and 73-33-01.		
	74-1	Includes Ignition Systems.		
	79-1	Updates item 79-35-01.		

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AND DATE		REVISION	DATE	SIGNATURE
	3	Amends editorial error.		
	7	Adds definition.		
	22-1	Updates item 22-10-00.	2	
	23-2	Expands and clarifies item 23-31-02.	000	· _
3	26-1	Expands and clarifies item 26-15-00.	17 32' 30	Kingler
APR 25, 00	26-2 and 26-3	Includes new item 26-23-00.		
	28-1	Amends item 28-11-02.		
	30-2	Updates item 30-21-01 and includes new item 30-31-00.		4
	31-1 and 31-2	Includes new item 31-42-02.		
	33-3	Expands and clarifies item 33-43-00.		

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REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
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	33-4	Amends item 33-50-00.		
	34-3	on item 34-42-00.		
	34-5	Amends item 34-56-00 and includes two sub items on item 34-60-00.	20 00	•)
	49-1	Includes new item 49-74-01.	25,	
3 APR 25, 00	73-1	Updates item 73-22-01.	7	A
	73-2	Includes new item 73-22-02.	APR	Uz
	73-3	Updates item 73-33-01.		- Te
	78-1	Amends editorial error on item 78-34-00.		
	79-1 and 79-2	Updates item 79-35-01.		
	80-1	Amends item 80-10-01.		

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	REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	СТА А	PPROVAL
	AND DATE		REVISION	DATE	SIGNATURE
	4 NOV 08, 00	26-2, 26-3 and 26-4	Expands and clarifies item 26-21-02.	Normolog & Law	A LANGE
	5 APR 12, 01	24-1	Updates item 24-31-01 to include APU Model T-62T-40C14 in-flight start limitation.	Anil 12, 2002	Mary Mary
113 - CTA	6 NOV 20, 01	21-1 to 21-8	Includes relief for airplanes equipped with ISIS on items 21-24-01 and 21-51-00. Changes repair intervals on items 21-60-04, 21-60-05, 21-60-06 and 21-61-02.	Nov. S way	Je Je
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AND DATE		REVISION	DATE	SIGNATURE
	22-1	Amends sub item 3) on item 22-10-00.		
	23-4	Amends and expands item 23-51-12.		
6 NOV 20, 01 25 25	24-1 and 24-2	Updates item 24-31-02 to allow dispatching only airplanes equipped with Generator Model 30086-11. Changes repair intervals on item 24-34-01.	1007 '07	. Steller
	25-1 to 25-5	Expands and amends items 25-11-01, 25-11-02, 25-11-04, 25-12-01, 25-12-04 and 25-21-05.	November	- Ro
	25-6 to 25-9	Includes items 25-26-07 and 25-27-02. Amends item 25-50-01 and includes items 25-50-02 and 25-50-03.		

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NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
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	26-1 to 26-3	Expands and clarifies items 26-15-00 and 26-23-00.		
	27-3	Expands item 27-70-00 to include Electromechanical Gust Lock system.		• }
	28-1	Amends item 28-21-01.	1005	Å
6 NOV 20, 01	30-3	Includes sub item 4) on item 30-41-00.	98° 23	(interest
	31-1 and 31-2	Changes repair interval on item 31-21-01. Includes item 31-35-01.	Novemb	R
	32-2	Updates item 32-60-00.		
	33-4	Amends item 33-47-05.		

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	REVISED	DESCRIPTION	CTA A	PPROVAL
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	34-1 to 34-7	Updates item 34-24-01. Includes items 34-25-00 and 34-27-00. Amends items 34-31-00, 34-32-00 and 34-60-00.	ł)
	36-1 and 36-2	Amends and updates item 36-11-05.	محكى	l'I
6 NOV 20, 01	49-1	Changes repair interval on items 49-00-00 and 49-52-02.	aber I	A lawy
	73-2	Amends items 73-22-02 and 73-32-01.	Noven	AN O
	78-1	Amends and changes repair intervals on items 78-30-00 and 78-34-00.		
	AM-i, AM-1 to AM-6	Includes MMEL Amendments for Special Operations.		

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REVISION	REVISED	DESCRIPTION	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
	7	Includes Legacy definition.		
7	25-5, 25-6, 25-7, 26-1, 26-4, 28-1 to 28-11, 28-13, 28-14, 28-15, 28-17 to 28-28, 30-4, 33-5, 35-1 and 52-1	Include items applicable to the EMB-135BJ.	ç Soz	fornes
AUG 30, 02	21-6, 28-1, 28-2, 28-11 to 28-16, 28-29, 28-30, 30-4, 33-4 and 33-5	Include items applicable to the EMB-145XR.	Re,	
	23-1, 24-2, 25-8, 25-9, 27-3, 30-2, 30-3, 32-2 and 33-3	General items updating.		

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	REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	CTA APPROVAL
		21-2, 25-7, 30-4, 32-2, 52-1	Items included.	
	8 JUL 18, 03	21-1, 21-3, 21-4, 21-5, 24-1, 25-8, 25-9, 25-10, 28-12, 28-13, 30-3, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 52-2, 56-1, 78-1, 78-2, AM-1, AM-2	General items updating.	MMEL-145/1113 Revision 8 approved by CTA on July 18, 2003.
		25-2, 27-1, 34-4, 34-6, 73-3, 79-2 and AM-7	Items included.	
145/1113 - CTA	9 NOV 28, 03	24-1, 25-1 to 25-12, 27-2, 30-3, 30-4, 31-1, 33-2, 34-3, 34-5, 34-7, 34-8, 34-9, 36-1, 36-2, 36-3, 38-1, 38-2, 56-1, 73-3, 73-4, 79-2 and AM-i	General items updating.	MMEL-145/1113 Revision 9 approved by CTA on November 28, 2003
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10 /AR 24, 06	21-0, 21-7, 21-10, 22-1, 22-4, 23-4, 24-1, 25-1, 25-3, 25-7 to 26-5, 27-2, 28-16, 29-1, 29-2, 30-2, 30-3, 31-1, 31-2, 32-1, 32-2, 33-4, 33-5, 34-1, 34-3, 34-4, 34-6, 34-9, 35-3, 36-3, 38-1, 49-1, 52-1, 56-1, 73-1 to 73-3, 78-2 and 79-1	General items updating.	MMEL-145/1113 Revision 10 approved by CTA on March 24, 2006.
	21-8, 21-9, 22-2, 22-3, 23-3, 33-5, 34-2, 35-2, 36-3, 78-3 and 80-1	Items included.	
	10 AR 24, 06	30-3, 31-1, 31-2, 32-1, 32-2, 33-4, 33-5, 34-1, 34-3, 34-4, 34-6, 34-9, 35-3, 36-3, AR 24, 06 AR 24, 06 38-1, 49-1, 52-1, 56-1, 73-1 to 73-3, 78-2 and 79-1 21-8, 21-9, 22-2, 22-3, 23-3, 33-5, 34-2, 35-2, 36-3, 78-3 and 80-1	30-3, 31-1, 31-2, 32-1, 32-2, 33-4, 33-5, 34-1, 34-3, 34-4, 34-6, 34-9, 35-3, 36-3, AR 24, 06 General items updating. 10 35-3, 34-1, 34-6, 34-9, 35-3, 36-3, AR 24, 06 Jensen 38-1, 49-1, 52-1, 56-1, 73-1 to 73-3, 78-2 and 79-1 21-8, 21-9, 22-2, 22-3, 23-3, 33-5, 34-2, 35-2, 36-3, 78-3 and 80-1 Items included.

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		23-3, 23-5, 24-2, 26-3, 32-2 and 46-1	Items included.	
		AM-i, AM-1 to AM-7	Items deleted.	

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	REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
		All	Revision 12 is a full reissue of this manual.	
		Cover page and definitions	Inclusion of Legacy 650 applicability and general updating.	
	12 SEP 10, 10	21-1, 21-4, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 25-2, 25-3, 25-7, 25-8, 25-9, 25-10, 26-4, 27-3, 28-1, 28-3, 28-4, 28-13, 28-14, 28-15, 28-16, 28-17, 28-18, 28-19, 28-21, 28-27, 28-28, 28-31, 28-32, 28-33, 28-34, 30-3, 30-4, 32-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-2	General updated.	MMEL-145/1113 Revision 12 approved by ANAC on September 10, 2010. Matter Terry more
3-CTA		28-2, 28-35, 28-36, 76-1	Items included.	
145/111		23-7, 56-1	Items deleted.	
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	22-3 to 22-5	Included items applicable to Legacy 650E.	
	23-3 to 23-6	Included item 23-24-00.	
14 NOV 20, 19	24-1 to 24-2	Updated item 24-20-03.	1235/2019/GCPR/ GGCP/SAR-ANAC
	25-11, 25-13 to 25-16	Updated items 25-50-01, 25-61-01 and included item 25-60-04.	
	27-3 to 27-4	Updated item 27-70-00.	

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	30-4 to 30-5	Updated item 30-41-04.		
14	31-3	Included item 31-62-00 applicable to Legacy 650E.	1235/2010/GCPR/	
NOV 20, 19	34-1, 34-3 to 34-4, 34-10	Updated item 34-31-00 and included items 34-24-02 and 34-54-00.	GGCP/SAR-ANAC	
	35-1	Included item 35-11-03.		
	23-3 to 23-14	Updated item 23-20-01 23-30-01 23-31-01 23-31-02 and 23-31-03.		
15 MAY 19, 23	26-4	Updated item 26-23-01.	496/2023/GTPR/ GCPP/SAR-ANAC	
	28-3	Updated item 28-21-01.		
	29-2	Updated item 29-30-02.		

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	33-1 to 33-3	Updated item 33-20-00.	
15 MAY 19, 23	34-1 to 34-6, 34-8, 34-11 to 34-14	Updated item 34-22-01 34-31-00 34-41-00 34-52-00 34-53-00 34-60-00 and, included item 34-22-06 applicable to EMB-135BJ.	496/2023/GTPR/ GCPP/SAR-ANAC
	52-1	Updated item 52-21-01.	



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MASTER MINIMUM EQUIPMENT LIST

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SYSTEM

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MASTER MINIMUM EQUIPMENT LIST PREAMBLE

The Airworthiness Regulations require that all equipment installed on an airplane in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into 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.



DEFINITIONS AND SYMBOLOGY

1) System definitions.

System numbers are based on Air Transport Association (ATA) Specification Number 100 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 aircraft. This number represents the aircraft 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 the 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 numbers 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 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 the type certification and approved by the responsible ANAC Aircraft Certification Office. The ANAC approved AFM/RFM for the specific aircraft 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 RBAC/RBHA must be operative. When the listed item is not required by RBAC/RBHA 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 aircraft.
- 7) Reserved.
- 8) "Regulamento Brasileiro de Homologação Aeronáutica" (RBHA) or "Regulamentos Brasileiros 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 Time Coordinated (UTC) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
- **10)**"Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
- **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 malfunctions 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.

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- 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 Normally these procedures inoperative. listed item 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 by maintenance personnel. The accomplished 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 RBAC/RBHA 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.

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- **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, ash trays, stereo equipment, overhead reading lamps, etc.
- **22)**Repair Intervals: All users of an MEL approved under RBAC/RBHA 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 aircraft maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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 aircraft maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

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 aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.



23)Electronic fault alerting system – General New Generation Aircraft Display System fault indications to the flight crew by use of computerized display systems. Each aircraft 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 aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

The EMB-135/145 is equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an 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 ANAC, the item becomes an MMEL item rather than an administrative control item. A change bar adjacent to the page number indicates that the page was renumbered only and that no change was made in the text.



- **25)**"***" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. 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 provides authority to install or remove an item from an aircraft.
- **26)**"Excess Items" means those items that have been installed that are redundant to the requirements of the RBAC's/RBHA's.
- 27)"Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft 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 shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
- 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 operators 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 aircraft 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 aircraft's ability to be operated safely under all operational conditions. These nonessential items may be installed 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 aircraft. 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)**"Combustible material" is defined as being a material which is capable of catching fire and burning.
 - **NOTE:** When the MMEL item specifies that only non-combustible materials shall be carried, it is operator's responsibility to determine that all material (including packages, containers, contents, etc.) in the compartment is of a non-combustible nature. If it cannot be determined whether any proposed cargo is non-combustible, it must be loaded in the compartment.



32)EMBRAER corporate airplanes are commercially designated as "LEGACY 600" or "LEGACY 650".

For all other "LEGACY", equipped with personalized interior arrangement but no equipped with winglets or auxiliary fuel tanks, they should be considered as standard EMB-135 airplanes for the purpose of this document.

The EMB-135BJ airplanes mentioned in this MMEL are related to those airplanes equipped with:

LEGACY 600: EMB-135BJ equipped with FUS 1 and FUS 2 fuselage auxiliary fuel tanks, winglets, personalized interior arrangement and AE3007A1P or AE3007A1E engines.

LEGACY 650: EMB-135BJ equipped with FUS 1, FUS 2 and VTRL fuselage auxiliary tanks, winglets, personalized interior arrangement and AE3007A2 engines.

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Airplane				Revision Nº: 12	Page			
EMB-135, EMB-145			21					
System &	1.	2. Ni	umber	ber installed				
Sequence	ITEM		3. Nu	mber required for dispatch				
Number				4. Remarks and/or exception	IS			
21 AIR CONDITIONING								
-22-04 External Ground	в	1	0	(M)(O) May be inoperation	tive			
Connector Check	< _			open provided the flight is				
Valve				conducted in an				
				unpressurized configura	ation.			
	D	1	0	May be inoperative closed.				
-22-06 Baddade	С	1	0	(M) May be inoperative	:			
*** Compartment	em			provided:				
Ventilation Syste				a) Ventilation system remains				
				closed, and				
				b) Live animals are not				
				carried in the cargo				
	~		_	compartment.				
-23-03 Gasper Fan	C	1	0	(M) May be inoperative on				
				buses energized provided:				
				a) If doors are open: both				
				packs operate normally,				
				and the ambient				
				temperature on the	ground			
				is below ISA+25°C,	or			
				b) II doors are closed:	alleast			
				normally and the ar	nhient			
				temperature on the	around			
				is below ISA+32°C,	and			
				c) Gasper fan is deact	ivated.			
				NOTE 1: Avionics buse	s			
		energized on the ground are						
				limited to 10 minutes if doors				
		are open and both packs are						
				ue-energizeu.				
				NOTE 2: Conditions above				
				are applicable to ground				
				restriction to in flight on	5 110 Peration			
				with gasper fan inopera	ative.			
				(Continued)				

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EMB-135, EMB	6-145				21-2			
System &	1.	2. Ni	umbei	r installed				
Sequence	ITEM		3. Nu	umber required for dispatch				
Number				4. Remarks and/or exceptions				
21 AIR CONDITIONING	j							
22.02 Cooper Fen			i	NOTE 2. Deere referre	d			
-23-03 Gasper Fail				NOTE 5. DOOIS Teleffe	u			
(Continued)				above include main, se				
				deere	11			
				doors.				
-24-01 Recirculation Fa	ans							
1) Airplanes	С	2	0	(M) May be inoperative	•			
equipped wit	h			provided the failed fan	is			
conventional				deactivated.				
electro-								
mechanical								
stand-by								
instruments								
2) Airplanes	С	2	1	(M) Any Recirculation F	an			
equipped wit	h			may be inoperative pro	vided:			
Integrated				a) The failed fan is				
Standby				deactivated,				
Instrument				b) The remaining Fan	and its			
System (ISIS	5)			associated Pack op	erate			
				normally, and				
				c) Ambient temperatur	e on			
				the ground is below				
				ISA+25°C.				
	С	2	0	(M) May be inoperative	;			
				provided:				
				a) Failed fans are				
				deactivated, and				
				b) At least pack 1 is in	_			
				operation on the gro	bund.			
-24-02 Recirculation Fa	an C	2	0	(M) May be inoperative	e open			
Valves				provided associated				
				recirculation fan is verif	fied to			
				operate normally.				
	С	2	0	(M) May be inoperative	•			
				closed provided associ	ated			
				recirculation fan is				
				deactivated.				
-24-03 Air Distribution	С	2	1	(M) One may be inoper	rative			
Valves				provided remaining val	ve is			
				deactivated in open po	sition.			

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EMB-135, EMB	3-145				21-3			
System & 1.			umbei	mber installed				
Sequence	ITEM		3. NI	Imber required for dispatch				
	2			4. Remarks anu/or exception	15			
		ļ						
-25-01 Ram Air Valves	;							
1) Airplanes	С	2	1	(M)(O) One may be				
equipped wi	th			inoperative provided:				
conventiona	I			a) Associated air cond	itioning			
electro-				pack remains off,	-			
mechanical				b) Affected ram air val	ve is			
standby				verified to be in the				
instruments				emergency ram air				
				position, and				
				c) Flight is conducted a	at or			
	0	_	_					
	C	2	0	(M)(O) Both may be				
				a) Both air conditioning	a nacke			
					Jpacks			
				b) Flight is conducted i	in an			
				unpressurized				
				configuration,				
				c) Ram air valves are	verified			
				to be in the emerge	ncy			
				ram air position, and	b			
				d) Ambient temperatur	e on			
				the ground is below				
	~							
2) Airplanes	L C	2	1	(M)(O) Any ram air valv	/e may			
equipped wi	un			be inoperative provided	1. itioning			
Standby				a) Associated all cond	noning			
Instrument				b) Remaining air condi	itionina			
System (ISI	S)			pack and its associa	ated			
	/			recirculation fan are				
				operative on the gro	ound,			
				c) Affected ram air val	ve is			
				verified to be in eme	ergency			
				ram air position,				
				d) Flight is conducted	at or			
				below FL 250, and				
				the ground is below	e on			
				ISA+25°C.				
MASTER MINIMUM EQUIPMENT LIST								
---	----	-------	-------	--	---	--	--	
Airplane				Revision Nº: 13	Page			
EMB-135, EMB-145					21-4			
System &	1.	2. Nu	Imper	installed				
Sequence IIEW	1		3. NI	Imber required for dispatch	16			
21 AIR CONDITIONING				4. Remarks and/or exception	15			
			ļ					
-25-02 Ram Air Check Valves	С	2	0	(O) One or both may be inoperative open provid flight is conducted in ar unpressurized configur	∋ Jed า ation.			
-26-00 Forward Electronic Compartment Ventilation System								
1) Exhaust Fans/Air Shutoff Valves (all except EMB-135BJ)	С	2	1	One exhaust fan or one shutoff valve may be inoperative.	3			
2) Exhaust Fans/Air Shutoff Valves or Exhaust Fans/ NACA Cover Linear Actuators (EMB-135BJ)	С	2	1	One exhaust fan or one shutoff valve/NACA Co Linear Actuator may be inoperative.	è √ver è			
3) Forward Electronic Bay Recirculation Fan -30-00 Pressurization	С	2	1	One recirculation fan r inoperative.	nay be			
Control System								
1) Automatic Mode	С	1	0	 (M)(O) May be inoperal provided: a) Manual mode operations normally, b) Electropneumatic out valve is secured closs and c) Cabin differential precindication operates normally. 	tive tes itflow sed, essure			
				(Continued)				

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Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	IS		
21 AIR CONDITIONING							
-30-00 Pressurization Control System (Continued)							
2) Manual Mode	e C	1	0	(M)(O) May be inopera provided:	tive		
				a) Automatic mode op normally,	erates		
				 b) Pneumatic outflow v secured closed, and 	/alve is 1		
				 Cabin differential principality indication operates normally. 	essure		
3) Automatic an Manual Mode	d C es	2	0	(M)(O) May be inopera provided:	tive		
				 a) Flight is conducted i unpressurized configuration, and b) Both outflow valves 	in an are		
				secured open.			
-31-03 Outliow valves							
1) Electropneum	atic C	1	0	 (M)(O) May be inoperal provided: a) Valve is secured clc b) Manual pressurizati control mode operation normally, and c) Cabin differential prindication operates normally. 	tive osed, on tes essure		
2) Pneumatic	С	1	0	 (M)(O) May be inoperal provided: a) Valve is secured clc b) Automatic pressuriz control mode operation normally, and c) Cabin differential print indication operates normally. (Continued) 	tive psed, cation tes essure		

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System &	1.	2. Nu	Imper	r installed			
Sequence	ITEM		3. Nı	umber required for dispatch			
				4. Remarks and/or exception	IS		
21 AIR CONDITIONING							
-31-03 Outflow Valves (Continued)							
3) Electropneum	atic C	2	0	(M)(O) May be inopera	tive		
and Pneumation	С			provided:			
				 a) Flight is conducted i unpressurized configuration, and 	in an		
				b) Both outflow valves secured open.	are		
-32-01 Cabin Pressure Acquisition Modu	C Ile	1	0	(O) May be inoperative provided flight is condu	cted in		
				an unpressurized configuration.			
1) 10000 ft warn	ing C	1	0	(O) May be inoperative	atad at		
				or below 10000 ft MSL.			
2) Cabin Differential	С	1	0	(O) May be inoperative provided:			
Pressure Indication				 a) Cabin altitude and c rate of change indic operate normally, and b) A chart is provided to convert cabin altitude 	abin ations nd co le into		
				differential pressure			
3) Cabin Rate of Change Indication	C	1	0	 May be inoperative pro a) Automatic pressuriz control mode operating normally, and b) Cabin differential prindication and cabin altitude indication and operating normally. 	vided: ation tes essure re		
				(Continued)			

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Number				4. Remarks and/or exception	าร			
21 AIR CONDITIONING	5							
-32-01 Cabin Pressure Acquisition Mod (Continued)	ule							
4) Cabin Altitud Indication	le C	1	0	 (O) May be inoperative provided: a) Cabin differential prand rate of change indication operate normally, b) A chart is provided to convert cabin difference pressure into cabin indication, and c) Automatic pressuriz control mode operation normally. 	essure to ential altitude cation tes			
-32-02 Cabin Pressure *** Control System High Altitude Mo	D	1	0	(O) May be inoperative provided takeoff and la is limited to airports be 10000 ft.	nding low			
-51-00 Air Conditioning Pack Systems 1) Airplanes equipped wit conventional electro- mechanical standby instruments	C h	2	1	One may be inoperative provided flight is conduble below FL 250.	e ict at or			
	С	2	0	 (M)(O) May be inopera provided: a) Both ram air valves operate normally, b) Flight is conducted unpressurized configuration, and c) Ambient temperatur the ground is below ISA +21°C. (Continued) 	tive in an re on			

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Number				4. Remarks and/or exception	IS	
21 AIR CONDITIONING						
-51-00 Air Conditioning Pack Systems (Continued) 2) Airplanes equipped with Integrated Standby Instrument System (ISIS	C h	2	1	 (O) Any Pack may be inoperative provided: a) The remaining Pack its associated Recirculation Fan op normally, b) Ambient temperatur the ground is below ISA +25°C, and c) Flight is conducted a 	c and perate re on at or	
-60-02 Cockpit Automat and Manual Temperature Control Systems	tic			below FL 250.		
1) Airplanes equipped with conventional electro- mechanical standby instruments	, C	2	0	May be inoperative pro a) Pack 1 remains OFf b) Flight is conducted a below FL 250.	vided: ^F , and at or	
2) Airplanes equipped with Integrated Standby Instrument System (ISIS	C h	2	0	 (O) May be inoperative provided: a) Pack 1 remains OFf b) Pack 2 and its assoce Recirculation Fan operation ormally, c) Ambient temperature ground is below ISA +25°C, and d) Flight is conducted a below FL 250. 	=, ciated perate re on at or	

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21 AIR CONDITIONING	G						
and Manual Temperature Control System	s						
1) Airplanes equipped wi conventiona electro- mechanical standby instruments	C th I	2	0	May be inoperative pro a) Pack 2 remains OF b) Flight is conducted below FL 250.	vided: F, and at or		
2) Airplanes equipped wi Integrated Standby Instrument System (ISI	C th S)	2	0	 (O) May be inoperative provided: a) Pack 2 remains OF b) Pack 1 and its asso Recirculation Fan o normally, c) Ambient temperatur ground is below ISA +25°C, and d) Flight is conducted below FL 250. 	F, ciated perate re on at or		

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Number					4. Remarks and/or exception	IS	
21 AIR	CONDITIONING						
-60-04	Cockpit and Cab Automatic Temperature Control Systems	in A	2	0	(O) May be inoperative provided:a) Associated manual temperature control	mode	
					 operates normally, a b) Repairs are made w 30 flight days. 	and /ithin	
-60-05	Cockpit and Cab Manual Temperature Control Systems	in A	2	0	 May be inoperative pro a) The associated auto temperature control operates normally, a b) Repairs are made w 30 flight days. 	vided: omatic mode and vithin	
-60-06	Attendant's Temperature Control	A	1	0	 May be inoperative pro a) Passenger Cabin Temperature and M Selector Knob opera normally, and b) Repairs are made w 30 flight days. 	vided: ode ates ⁄ithin	
-61-02	Cockpit and Cab Temperature Indication Syster	in A ns	2	0	May be inoperative pro repairs are made withir 30 flight days.	vided 1	

Airplane Revision N°: 12 Page 22-1 System & 1. 2. Number installed 22-1 Sequence ITEM 3. Number required for dispatch 4. Remarks and/or exceptions 22 AUTOPILOT 4. Remarks and/or exceptions 4. Remarks and/or exceptions -10-00 Autopilot/Flight Director Functions 1 0 May be inoperative provided enroute or approach procedures do not require its use. 2) Flight Director Systems C 2 1 One may be inoperative provided approach minimums do not require its use.
EMB-135, EMB-14522-1System &1.2. Number installedSequenceITEM3. Number required for dispatchNumber4. Remarks and/or exceptions22 AUTOPILOT4. Remarks and/or exceptions-10-00 Autopilot/Flight Director Functions11) Autopilot FunctionC1) Autopilot Function10May be inoperative provided
System &1.2. Number installedSequenceITEM3. Number required for dispatch22 AUTOPILOT4. Remarks and/or exceptions-10-00 Autopilot/Flight Director Functions101) Autopilot Function102) Flight Director Systems210Procedures do not require its use.1000001010 <t< th=""></t<>
Sequence ITEM 3. Number required for dispatch Number 4. Remarks and/or exceptions 22 AUTOPILOT 4. Remarks and/or exceptions -10-00 Autopilot/Flight Director Functions 1 0 May be inoperative provided enroute or approach procedures do not require its use. 2) Flight Director Systems C 2 1 One may be inoperative provided approach minimums do not require its use.
22 AUTOPILOT -10-00 Autopilot/Flight Director Functions 1) Autopilot C 1) Autopilot C 2) Flight Director
 -10-00 Autopilot/Flight Director Functions Autopilot C I May be inoperative provided enroute or approach procedures do not require its use. 2) Flight Director Systems C 2 I I One may be inoperative provided approach minimums do not require its use.
 -10-00 Autopilot/Flight Director Functions 1) Autopilot C Function 2) Flight Director Systems C 2 Autopilot C Function D May be inoperative provided enroute or approach procedures do not require its use. D One may be inoperative provided approach minimums do not require its use.
Director Functions10May be inoperative provided enroute or approach procedures do not require its use.2) Flight Director SystemsC21One may be inoperative provided approach minimums do not require its use.
 Autopilot Function C I May be inoperative provided enroute or approach procedures do not require its use. Flight Director Systems C I One may be inoperative provided approach minimums do not require its use.
Function 2) Flight Director C 2 1 One may be inoperative Systems do not require its use.
 2) Flight Director C 2 1 One may be inoperative provided approach minimums do not require its use.
2) Flight Director C 2 1 Use. Systems do not require its use.
2) Flight Director C 2 1 One may be inoperative provided approach minimums do not require its use.
Systems provided approach minimums do not require its use.
do not require its use.
NOTE 1: Windshear escape
guidance function will be
available from remaining flight
director.
NOTE 2: Either Go-Around
Button will be operative.
C 2 0 Both may inoperative
provided:
a) Enroute or Approach
procedures do not require
their use,
b) Autopilot is considered
a) Windshoar Escapo
Guidance is considered
inoperative and
d) Go-Around Buttons are
considered inoperative.
3) Yaw Damper C 1 0 May be inoperative provided
Function Environment of the envi
procedures do not require its
use.
NOTE: Autopilot will not
engage with yaw damper
inoperative.

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22 AUTOPILOT							
-11-01 Flight Guidance		ĺ	ĺ				
Controller Panel							
1) Elight Director	С	2	0	(O) Both may be inone	rative		
(ED) Buttons	Ŭ	2	Ŭ				
(i b) battons	C	2	1				
2) Course Selector	0	2		May be increasive and	بنامما		
2) Course Selector	C	2	0	may be inoperative pro	VIDED		
Ribb				use			
	С	2	1				
	ĉ	2					
3) (CRS PUSH SVNC) Button	C	2	0				
A set of late (AD)	~			NA			
4) Autopilot (AP)	C	.1	0	iviay be inoperative pro	vided		
Engage Bullon				autophot function is			
	~						
5) Autopilot Couple	C	1	0				
	~						
6) Yaw Damper	С	1	0	(O) May be inoperative			
(YD) Engage				provided yaw damper is	S		
	~	4	_		ially.		
7) Heading (HDG)	C	.1	0	iviay be inoperative pro	vided		
Select Bullon				procedures do not requ	ine its		
9) Neviration	~	4	0	USC.	بنامما		
8) Navigation	C	.1	0	nay be inoperative pro	vided		
(INAV) Mode Button							
(ADD)	<u> </u>	1	0	May be increative pro	vided		
9) Approach (APR) Mode Button	C	1	0	nay be moperative pro	vided		
Mode Bullon							
10) Jow Book (BNK)	C	1	0	May be increative pro	vidod		
Mode Button	C	1	0	procedures do not requ	viueu iro ito		
Mode Bullon				procedures do not requ	ine its		
				use.			
				(Continued)			

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-11-01 Flight Guidance							
Controller Panel							
(Continued)							
11)Heading Select	С	1	0	May be inoperative pro	vided		
Knob				procedures do not requ	uire its		
				use.			
12)Heading	С	1	0	May be inoperative pro	vided		
Synchronization				procedures do not requ	uire its		
Button (PUSH				use.			
SYNC)							
13)Speed Hold	С	1	0	May be inoperative pro	vided		
(SPD) Mode				procedures do not requ	uire its		
Button				use.			
14)Flight Level	С	1	0	May be inoperative pro	vided		
Change (FLC)				procedures do not requ	uire its		
Mode Button				use.			
15)Vertical Speed	С	1	0	May be inoperative pro	vided		
Hold (VS) Mode				procedures do not requ	uire its		
Button				use.			
16)Speed Selector	С	1	0	May be inoperative pro	vided		
Control Knob				procedures do not requ	uire its		
				use.			
(EMB-135BJ)	С	2	0	One or both may be			
(only for				inoperative provided:			
Legacy 650				a) Autothrottle System	is not		
airpianes				used, and	aquira		
				b) Procedures do not r	equire		
	~	4	0	uleli use.			
Button (DUSH	C	I	U				
	C	1	0	(O) May be increative			
	C	1	U	(O) May be moperative			
Button				a) Altitude Preselect K	noh		
Button				operates normally	and		
				b) Procedures do not r	equire		
				its use.			
				(Continued)			

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-11-01 Flight Guidance Controller Pane (Continued)	l							
19)Altitude Preselect Kn (ASEL)	A iob	1	0	 May be inoperative pro a) Altitude Preselect F is considered inoperative b) Procedures do not r its use, and c) Repairs are made w 3 flight days. 	vided: unction rative, equire vithin			
*** 20) Autothrottle (A/T) Button (EMB-135B (only for Legacy 650))))	1	0	May be inoperative pro Autothrottle is not used	vided I.			
-11-08 Touch Control Steering Buttons (TCS Sync Buttons)	C s	2	0	May be inoperative in t deactivated condition.	he			
-11-09 Go-Around Butt	ons C	2	0	 May be inoperative pro a) Approach procedure not require its use, a b) Affected button is fa the deactivated con NOTE: In case of dual only the automatic engagement of the Wir Escape Guidance Mod positioning the TLA about is operative. 	vided: es do and iiled in dition. failure, ndshear e by ove 78°			
-30-00 Autothrottle *** System (EMB-135BJ) (only for Legacy 650)	С	1	0					

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Number				4. Remarks and/or exception	าร		
22 AUTOPILOT							
-31-05 Autothrottle Quick	С	2	1				
*** Disconnect							
(A/T DISC) Button	IS						
(EMB-135BJ)							
(only for							
Legacy 650)							
	С	2	0	Both may be inoperativ	'e		
				provided Autothrottle is	not		
				used.			
<u> </u>							

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System &	1.	2. Ni	umber	· installed	•	
Sequence ITE	M		3. Nu	Imber required for dispatch		
Number				4. Remarks and/or exception	าร	
23 COMMUNICATIONS						
-00-00 Communications Systems (VHF, HF, UHF)						
1) Very High Frequency (VHF Communication System	D)	-	-	Any in excess of those required by local regula may be inoperative pro is not powered by the Emergency AC Bus, Emergency DC Bus, Ba Direct Bus, or the DC T Bus and not required for emergency procedures	ations vided it attery ransfer or	
2) High Frequency (HF) Communication System	D			Any in excess of those required by local regula may be inoperative.	ations	
				(Continued)		

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System &	1.	2. Nu	Imper	rinstalled			
Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
23 COMMUNICATIONS							
00.00 Communications							
Systems							
(Continued)							
(Continued)			1	(O) May be increative	while		
2) High Frequer	icy C	-	I	(O) May be inoperative	that		
(ПГ) Communicati	o n			require two Long Bong	li la l		
Svotom	on				e 20		
(Continued)				(LPCS) provided:	115		
(Continued)				(LICCS) provided.	0.14		
				Gain) Voice operate			
				normally	55		
				h) Alternate procedure	e are		
				established and use	s ale		
				c) SATCOM Voice cov	/erade		
				is available over the	a a a a a a a a a a a a a a a a a a a		
				intended route of flig	, nht		
				and	gin,		
				d) If SATCOM Voice is	s to be		
				used over the intend	ded		
				route of flight. SATC	COM		
				Voice short codes			
				(INMARSAT) or dire	ect dial		
				commercial number	S		
				(IRIDIUM) must be			
				available. If not avai	ilable.		
				prior coordination w	ith		
				appropriate ATS (FI	R)		
				facility is required.	,		
				NOTE: SATCOM Voice	e is to		
				be used only as a back			
				normal HE communicat	tions		
3) Lilitra Llich	П			Any in excess of these			
	U	-	-	required by local require	ations		
				may be inonerative pro	wided it		
(UTIF) Communicat	tion			lis not nowered by an or	econtial		
System				hus and not required for	ssenual		
System				amergency procedures	л		

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System &	1.	2. Nu	umber	r installed		
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23 COMMUNICATIONS						
	0					
-15-00 Satellite	C	-	0	(O) May be inoperative		
Communication				provided alternate proc	edures	
System (SATCO	M)			are established and use	ed.	
	D	-	0	(O) May be inoperative		
				provided procedures do	o not	
				require its use.		
-20-01 ACARS System	С	-	0	May be inoperative pro	vided	
***				alternate procedures ar	е	
				established and used.		
				NOTE: Any portion of s	svstem	
				that operates normally	may be	
				used.	,,	
	П	-	0	May be inonerative pro	vided	
	D		Ŭ	procedures do not requ	ire its	
				use		
-20-02 ACARS Printer	C	_	0	May be inconcrative pro	habiv	
***	U	_	0	alternate procedures a	nucu re	
				established and used	Ŭ,	
	П		0	May be inconstative pro	vided	
	D	-	0	procedures do not requ	viueu iro ite	
				lise	ii e ita	
-21-01 Selective Call	C	_	0	(O) May be inonerative		
*** System (SELCA	I) Ŭ	_	0	provided alternate proc	edures	
Oystern (OELOA	L)			are established and us	ed	
	П		0	May be inconcrative pro	vided	
	D	-	0	procedures do not requ	viueu iire its	
24.00 Controller to Dil	.+			use.		
-24-00 COILIOIIEI-LO-FIIC	Л					
	0					
	1					
	~		0	(O) May be increased		
I) Future Air	U	-	0	(O) May be inoperative		
Navigation				provided that alternate	had	
System (EANIG 1/A)				procedures are establis	meu	
(FANS I/A)						
				(Continued)		

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Sequence ITEN	Λ		3. Nu	umber required for dispatch			
				4. Remarks and/or exception	IS		
23 COMMUNICATIONS							
-24-00 Controller-to-Pilot *** Data Link Communication (CPDLC) System (EMB-135BJ) (Continued)							
1) Future Air Navigation System (FANS 1/A) (Continued)	D	-	0	May be inoperative pro that procedures do not its use.	vided require		
-30-01 Passenger Address System (PA)	В	1	0	 (O) May be inoperative provided: a) Alternate normal an emergency procedu and/or operating restrictions are esta and used, and b) Flight attendant aler system (audio and voperates normally. NOTE: Any station function that operate normally nused. 	d ires blished rting visual) ction(s) nay be		
	С		0	 (O) May be inoperative provided: a) PA not required by largulations, and b) Alternate normal an emergency procedurand/or operating restrictions are estar and used. NOTE: Any station function that operate normally national set. 	ocal d ires blished ction(s) nay be		

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System &	1.	2. Ni	umbei	r installed			
Sequence	ITEM		3. Nı	umber required for dispatch			
	0			4. Remarks and/or exception	ıs		
	15						
-30-01 Passenger Ado System (PA) (Continued)	dress			A			
(LIMD-13303)	D	1	0	may be inoperative prov procedures do not requi use.	equired rided re their		
a) Lavatory Speakers	С	1	0	(O) May be inoperative provided alternate proc are established and us	edures ed.		
-31-01 Crewmember Interphone System(s)							
a) Flight Deck Cabin, Cab Flight Deck Function	to B in to			 (O) May be inoperative provided: a) Flight deck to cabin cabin to flight deck interphone functions operate normally or least 50% of the cal headsets, and b) Alternate communic procedures between affected flight attends stations are establis and used. NOTE: Any station function that operate normally nused. 	and s at bin cation n the dant shed ction(s) nay be		

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System	&	1.	2. Nu	imper	r installed		
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Number					4. Remarks and/or exception	IS	
23 00	MIMUNICATIONS						
-31-01	Crewmember Interphone System(s) (Continued) a) Flight Deck t Cabin, Cabir Flight Deck	o 1 to					
	Function						
	(Continued)						
***	(EMB-135BJ) С	1	0	 (O) May be inoperative provided: a) Crewmember interp system not required local regulations, and b) Alternate communic procedures betweer affected flight attend stations are establis and used. NOTE: Any station funct that operate normally mused. 	hone by ad ation the dant hed ction(s) nay be	
		D	1	0	Any in excess of those required may be inoper provided procedures do require its use.	ative o not	
	b) Cabin to Cab Function	in B	2	0	(O) May be inoperative provided alternate communication procedu between the affected fli attendant stations are established and used. NOTE: Any station fund that operate normally m used.	ures ight ction(s) nay be	
	 c) Flight Deck to Ground Func 	o C tion	2	0	(O) May be inoperative provided alternate proc are established and use	edures ed.	

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Number		-		4. Remarks and/or exception	ıs		
23 COMMUNICATIONS							
-31-02 Alerting Systems (Audio/Visual)	6						
1) Flight Deck Call Visual Alerting Syste	B em	1	0	May be inoperative pro the flight deck audio ald system operates norma NOTE: The flight deck	vided erting ally. audio		
				alerting must always be operative.	9		
(EMB-135BJ)	С	1	0	May be inoperative pro the flight deck audio ald system operates norma NOTE: The flight deck alerting must always be operative.	vided erting ally. audio e		
	D	1	0	May be inoperative pro procedures do not requuse.	vided uire its		
2) Flight Attendant Visual Alertin System	g	1	0	 (O) May be inoperative p a) PA system operates normally, b) If affected light is us lavatory smoke detealerting, an alternate lavatory smoke aler or visual) is installed operates normally, a c) Alternate procedure contacting flight atteare established and NOTE 1: Passenger to Attendant Call System considered Non-Essen Equipment and Furnish (NEF). NOTE 2: Any visual ale system function(s) that operates normally may used. 	rovided: ed for ector e t (audio d and and s for endants used. is tial hings erting be		

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23 COMMUNICATIONS	i							
-31-02 Alerting Systems (Audio/Visual) (Continued) 2) Flight Attendant Visual Alertin System (Continued)	g							
*** (EMB-135BJ)	С	1	0	(O) May be inoperative provided alternate proof for contacting flight atter are established and us NOTE 1: Passenger to Attendant Call System considered Non-Essen Equipment and Furnish (NEF). NOTE 2: Any visual alle system function(s) that operates normally may used.	edures endants ed. is tial hings erting be			
	D	1	0	Any in excess of those required may be inoper provided procedures do require its use.	rative o not			
				(Continued)				

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				4. Remarks and/or exception	ıs			
23 COMMUNICATIONS								
-31-02 Alerting Systems (Audio/Visual) (Continued) 3) Elight	S B	1	0	(O) May be inoperative				
Attendant Audio Alerting System	g			 provided: a) PA system operates normally, b) If affected audio ale system is used for la smoke detector aler an alternate lavatory 	s rting avatory ting, y			
*** (EMB-135BJ)	С	1	0	 smoke alert (visual audio) is installed ar operates normally, a c) Alternate procedure contacting flight atterate established and NOTE 1: Passenger to Attendant Call System considered Non-Essent Equipment and Furnish (NEF). NOTE 2: Any audio ale system function(s) that operates normally may used. (O) May be inoperative 	or ond and s for endants used. is tial hing erting be			
	0		5	provided alternate proc for contacting flight atter are established and use NOTE 1: Passenger to Attendant Call System considered Non-Essen Equipment and Furnish (NEF). NOTE 2: Any audio ale system function(s) that operates normally may used. (Continued)	edures endants ed. is tial hing erting be			

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23 COMMUNICATIONS	5						
-31-02 Alerting System (Audio/Visual) (Continued) 3) Flight Attendant Audio Alertin System	s						
(Continued)							
*** (EMB-135BJ (Continued)) D	1	0	Any in excess of those required may be inoper provided procedures do require its use.	rative o not		
1) Flight Deck	(e) С	_	0	(0) May be inonerative			
	D	-	0	 (O) May be moperative provided: a) Flight deck to cabin communication ope normally, and b) Alternate procedure established and use May be inoperative pro procedures do not requuse. 	rates es are ed. vided uire its		
				(Continued)			
				``````````````````````````````````````			

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Number	_			4. Remarks and/or exception	าร		
23 COMMUNICATIONS	3						
-31-03 Handset Systen (Continued)	n(s)						
2) Cabin	В	-	-	<ul> <li>(O) May be inoperative provided:</li> <li>a) 50% of cabin hands operate normally, at procedures between affected flight attends station(s) are estable and used.</li> <li><b>NOTE 1:</b> An operative handset at an inoperati flight attendant seat shible counted to satisfy the requirement.</li> <li><b>NOTE 2:</b> Any handset (function(s) that operate</li> </ul>	eets nd cations n the dants lished ve all not ne 50% s)		
*** (EMB-135BJ)	С	1	0	<ul> <li>normally, may be used</li> <li>(O) May be inoperative provided:</li> <li>a) Crewmember interp system not required local regulations, ar</li> <li>b) Alternate communic procedures between affected flight attend stations are establis and used.</li> <li><b>NOTE:</b> Any station func- that operate normally n used.</li> </ul>	hone by d ation the dant shed ction(s) nay be		
	D	1	0	Any in excess of those required may be inoper provided procedures do require its use.	rative o not		

MASTER MINIMUM EQUIPMENT LIST							
Airplan	9				Revision Nº: 15	Page	
	EMB-135, EMB-145					23-12	
System	&	1.	2. Ni	impei	rinstalled		
Sequen	ce ITEN			3. Nu	umber required for dispatch		
Number					4. Remarks and/or exception	IS	
23 00	MMUNICATIONS						
-32-02 ***	Prerecorded Passenger Announcement System	D	1	0	(O) May be inoperative provided alternate proc are established and use	edures ed.	
-33-01	Passenger Cabin Speakers	С	-	-	May be inoperative pro any seat from which a passenger cannot clear a passenger address announcement is not occupied.	vided rly hear	
		В	-	-	<ul> <li>May be inoperative provided Passenger Address is considered inoperative</li> </ul>		
-33-02	Lavatory Speakers				Deleted, Rev 12.		
	5 1				NOTE: Refer to item 23	3-30-01	
-51-03	B Push To Talk (PTT) Buttons on Glareshield Panel/ Control Wheel	С	4	2	One button at each star must be operative.	tion	
-51-04	Flight Deck Speakers	С	2	0	May be inoperative pro headsets operate norm and is used throughout flight.	vided ally the	
-51-05	i Cockpit Headsets	D	-	-	Any in excess of those required for each perso flight compartment duty be inoperative.	on on / may	
-51-07	' Hand Microphones	D	-	0			
-51-10	Interphone System Cockpit to Ramp/ Ramp to Cockpit				Deleted, Rev 12. <b>NOTE:</b> Refer to item 23	3-31-01	

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Airplane					Revision Nº: 15	Page	
	EMB-135, EMB-145	5				23-13	
System a	£	1.	2. Nu	Imper	installed		
Sequence	ie ITEN	N		3. Ni	umber required for dispatch	-	
Number					4. Remarks and/or exception	IS	
23 001							
-51-12	Boom Microphones		ĺ	ĺ			
••••=	1) Pilot and	Δ	_	0	May be inonerative pro	vided.	
	conilot's boom	~	-	0	a) Hand microphones	are	
	microphones				installed and operat	e	
	morephenee				normally.	•	
					b) Flight Data Recorde	er	
					operates normally, a	and	
					c) Repairs are made w	ithin 3	
					flight days.		
	2) Third crew	D	-	0	May be inoperative pro	vided	
	member's boom				observer seat is not oc	cupied.	
	microphone	_					
	3) Boom	D	-	0	May be inoperative.		
	microphone(s) in						
	excess of those						
	regulations						
71 00	Cookpit Voico	۸	1	0	May be increative prev	vidad	
-71-00	Recorder System	А	1	0	a) Flight Data Recorde	viueu. r	
					(FDR) operates norr	nallv	
					and	nony,	
					b) Repairs are made w	/ithin	
					3 flight days.		

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Airplane				Revision Nº: 15	Page		
EMB-135, EME	8-145				23-14		
System &	1.	2. Ni	umber	r installed			
Sequence	ITEM		3. Nu	Imber required for dispatch			
				4. Remarks and/or exception	IS		
23 CONIVIUNICATION	2						
-73-00 Video Surveillar	nce D	1	0	(M) May be inoperative	•		
*** System (VSS)			-	provided:			
				a) System is deactivate	ed, and		
				b) VSS is not required	by		
				local regulations.	~ }		
				NOTE: Any portion of t	he		
				system that operates ne	ormally		
				may be used.			
1) Video Unit	D	1	0	May be inoperative pro	vided it		
				is not required by local			
	_			regulations.			
2) Video Came	ra D	3	0	May be inoperative pro	vided it		
				is not required by local			
				regulations.			
-80-00 Radio Managen	nent						
Units (RMU's)		_					
1) NAV/Comm	C	2	1				
	tion		•				
2) Memory	C	2	0	May be inoperative pro	vided		
Function					5		
91.02 Tuning Bookup	C	4	0	May be increative pro	vided		
-81-02 Tuning Backup	C	I	0	hoth Padia Managama	vided		
Control meau				Linits operate normally	111		
					•		

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Airplane				Revision Nº: 14	Page		
EMB-135, EMB-	145				24-1		
System &	1.	2. Ni	umbei	r installed			
Sequence	ITEM		3. Nı	umber required for dispatch			
	. <u></u>			4. Remarks and/or exception	IS		
24 ELECTRICAL POWE	ĸ						
-20-01 Generator Curre Indications	nt C	4	2	One may be inoperative each side provided: a) The associated volt- indication is operative	e on age ve, and		
-20-02 Generator Voltag Indications	je C	4	2	of the same side or generator is fully op One may be inoperativ each side provided the associated current indi	APU erative. e on cation		
-20-03 AC Static Inverte	er			is operative.			
(only for airplane equipped with GPWS and TCA powered by 115 V AC)	s A S	1	0	<ul> <li>May be inoperative pro</li> <li>a) GPWS/Windshear is considered inoperation</li> <li>b) TCAS is considered inoperative, and</li> <li>c) Repairs are made was 2 flight days.</li> </ul>	vided: s ive, i vithin		
				<b>NOTE:</b> The Pax AC Sta Inverter installed in the entertainment cabinet i considered Passenger Convenience Item.	atic s		
(EMB-135BJ) (only for airplane equipped with GPWS powered 115 V AC)	A by	1	0	<ul> <li>May be inoperative pro</li> <li>a) GPWS/Windshear is considered inoperationand</li> <li>b) Repairs are made with 2 flight days.</li> <li>NOTE: The Pax AC State Inverter installed in the entertainment cabinet in considered Passenger Convenience Item.</li> </ul>	vided: s ive, vithin atic s		

MASTER MINIMUM EQUIPMENT LIST								
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EMB-135, EMB-	-145				24-2			
System &	1.	2. Ni	impei	r installed				
Sequence	ITEM		3. Nı	umber required for dispatch				
	D			4. Remarks and/or exception	15			
	ĸ							
-31-01 Engine Driven	С	4	3	(M) One may be inoper	rative			
Generators	_			provided APU generato	or			
				operates normally and	is used			
				to replace the affected				
				generator during takeo	ff and			
				landing.				
-31-02 Engine Driven	Α	4	3	Advisory message				
Generator Bearin	ngs			GEN BRG FAIL may be	е			
(Only for Genera	itor			presented for one gene	erator			
Model 30086-01	1)			provided:				
				a) Caution message G	iEN			
				OFF BUS for the an	rected			
				generator was not	~			
				presented during the	е			
				h) Renairs are made w	vithin			
				20 flight hours	///			
-34-01 APU Starter								
Generator								
1) Starter Funct	ion D	1	0	May be inoperative pro	vided			
.,		-	-	APU is considered				
				inoperative.				
2) Generator	D	1	0	May be inoperative pro	vided			
[´] Function				engine driven generato	ors			
				operate normally.				
-37-00 DC/DC Power	D	1	0	May be inoperative pro	vided:			
*** Conversion Syste	em			a) Protective cover is ι	used to			
				cover the 12 V DC p	olug			
				receptacle during th	e flight,			
				and b) 12 \/ DC blug record	taclo ic			
				nlacarded "DO NOT				
				DURING FLIGHT	UUL			
-40-00 External Power	C	1	0					
System	0							
1) GPU AVAII	С	2	0					
Lights	5		ľ					
1			1					

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Airplane				Revision Nº: 12	Page			
EMB-135, EMB	-145				25-1			
System &	1.	2. Ni	umbei	rinstalled				
Sequence	ITEM		3. Nu	umber required for dispatch				
				4. Remarks and/or exception	าร			
FURNISHINGS								
-11-00 Eye Locator	С	1	0					
-11-01 Flight Crew Sea	ts							
1) Vertical Adjustments	D	2	0	<ul> <li>(M)(O) Power seat adjumay be inoperative pro</li> <li>a) System is deactivate</li> <li>b) Manual seat adjustro operates normally.</li> </ul>	ustment vided: ed, and nent			
	D	2	0	(O) Manual seat adjust may be inoperative pro Power seat adjustment operates normally.	ment vided			
	С	2	0	<ul> <li>(M)(O) Power and Man seat adjustments may inoperative provided:</li> <li>a) Seat(s) are locked in position that permits normal pilots visibility</li> <li>b) Full flight control movement is availal and</li> <li>c) Position of seat is acceptable to flight</li> </ul>	ual be n a s ty, ble, crew.			
2) Lumbar Supports	D	2	0	May be inoperative pro seat is acceptable to th affected crewmember.	vided e			
3) Armrests	D	4	0					
4) Recline Functions	D	2	0	May be inoperative pro seat is acceptable to th affected crewmember.	vided e			
5) Lateral Adjustments	D	2	0	May be inoperative with seat at central position provided fore/aft adjust are operative or seat is acceptable to the affect crewmember.	n the ments ted			

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System &	1.	2. Nu	umber	r installed				
Sequence	ITEM		3. Nu	imber required for dispatch				
Number				4. Remarks and/or exception	IS			
25 EQUIPMENT AND								
FURNISHINGS			ļ					
-11-01 Flight Crew Sea	ats							
(Continued)								
6) Aft/Fore	D	2	1	One lever per seat may	/ he			
Adjustment	2	_		inoperative or broken	,			
Levers				provided:				
(Airplanes				a) The remaining lever	on			
equipped wit	h 2			seat operates norma	allv			
adjustment				and	uny,			
levers per se	eat)			b) The inoperative or h	roken			
	July			lever on affected se	at does			
				not nose a hazard to	n the			
				crew or interfere wit	h			
				proper seat operatio	n n			
7) Thigh Suppo	rt D	1	0	May be incorrective pro	widod			
7) Thigh Suppo	ת ח	4	0	way be moperative pro	wided			
				seal is acceptable to the	ie			
				allected crewmember.				
<u> </u>								

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Airplane				Revision Nº: 12	Page		
EMB-135, EMB	-145				25-3		
System &	1.	2. N	umbei	rinstalled			
Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	IS		
25 EQUIPMENT AND							
FURNISHINGS							
-11-02 Observer's Seat	: A	1	0	May be inoperative pro	vided:		
(Including			-	a) A passenger seat in	the		
associated				nassenger cabin is i	made		
equipment)				available to an ANA	C		
				inspector for the	0		
				napector for the	ial		
				duties and	lai		
					.:41- :		
				<ul> <li>b) Repairs are made w 2 flight days.</li> </ul>	litnin		
	А	1	0	May be inoperative pro	ovided:		
				a) Required minimum	safety		
				equipment (safety b	oelt		
				and oxygen) is avai	ilable,		
				b) Seat is acceptable	to an		
				ANAC inspector for	the		
				performance of offic	cial		
				duties, and			
				<ul> <li>c) Repairs are made v</li> <li>2 flight days.</li> </ul>	within		
				NOTE 1: These provis	os are		
				Intended to provide for			
				occupancy of the abov	ve seat		
				by an ANAC inspector	when		
				any international salety	ما		
				equipment (oxygen an	U D opd		
				the increase determine			
				the inspector determin	es ine		
				conditions to be accep	lable.		
				NOTE 2: The pilot-in-			
				command will determin	ne if		
				the minimum safety			
				equipment is functiona	l for		
				other persons authoriz	ed to		
				occupy observer seat.			

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EMB-135, EI	MB-145					25-4		
System &	1	1. 2.	. Nu	mber	r installed			
Sequence	ITEM			3. Nu	Imber required for dispatch			
	<b>`</b>				4. Remarks and/or exception	IS		
FURNISHINGS	J							
-11-04 Cabin Attend Seat	ant							
1) Standard Attendant	Cabin (		1		<ul> <li>(M)(O) May be inoperal provided:</li> <li>a) Associated seat posinot occupied,</li> <li>b) Cabin Attendant dis by inoperative seat occupies the passer seat closest to his/h station,</li> <li>c) Alternate procedure established for displicit attendant,</li> <li>d) Folding type seat is stowed or secured i retracted position, ae) Passenger seat assito flight attendant is placarded "FOR CA ATTENDANT USE ONOTE 1: A folding seat will not stow automatica considered inoperative I and/or shoulder harnes considered I and the shoulder harnes considered I and the</li></ul>	tive sition is placed nger er duty s are laced n the nd igned BIN ONLY". t that ally is ap belt is is ovisos cabin ons in ed may t they d		

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Airplan	Airplane				Revision Nº: 12	Page	
	EMB-135, EMB-148	5				25-5	
System	&	1.	2. Ni	umbei	rinstalled		
Sequen	ce ITEI	M		3. Ni	umber required for dispatch		
25 EO			-		4. Remarks and/or exception	15	
FU	RNISHINGS						
-11-04	Cabin Attendant Seat (Continued)						
***	2) Second Cabin Attendant Seat	D	1	0	<ul> <li>(M)(O) May be inoperal provided:</li> <li>a) Associated seat posinot occupied, and</li> <li>b) Folding type seat is stowed or secured i retracted position.</li> <li><b>NOTE 1:</b> A folding seat will not stow automatic considered inoperative</li> <li><b>NOTE 2:</b> A seat with a missing or inoperative belt and/or shoulder hat is considered inoperative</li> </ul>	tive sition is n the t that ally is lap arness ve.	
-12-01	Sunvisors	D	2	0	May be inoperative or in provided there are no v restrictions to the flight	missing /isual crew.	
-12-02	Cockpit Convenience Items	D		0	Cockpit convenience it as expressed in this MI are those items related crewmember convenie comfort such as, but no limited to: cap holders, trays, footrests, etc. Ite addressed elsewhere i document shall not be included.	ems, MEL I to nce, or ot ash ms n this	

Airplane       Revision N°: 12       Page 25-6         System & S       1.       2. Number installed       3. Number required for dispatch         Number       3. Number required for dispatch       4. Remarks and/or exceptions         25 EQUIPMENT AND FURNISHINGS       -       0         -12-03 Lighted/Mechanical C       -       0         -12-04 Chart Holders       D       4       0         -21-05 Passenger Seats       D       -       -         -21-05 Passenger Seats       D       -       -         0       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       -         -0       -       -       NOTE 1: A seat with an inoperative seat belt is considered inoperative.         NOTE 2: Inoperative.       NOTE 3: Affected seat(s) mar include the seat(s) behind and/or adjacent outboard seats.         1) Recline Mechanism       -       -         C       -       -         May be inoperative and seat occupied provided seat is secured in the full upright position.         C       -       -         (M) May be inoperative and seat occupied provided seat is secured in the full upright position.	MASTER MINIMUM EQUIPMENT LIST								
EMB-135, EMB-145       25-6         System &       1.       2. Number installed         Sequence       ITEM         Number       3. Number required for dispatch         4. Remarks and/or exceptions         25 EQUIPMENT AND FURNISHINGS       -         -12-03 Lighted/Mechanical -12-04 Chart Holders       D         -12-05 Passenger Seats       D         -       May be inoperative or missing at each pilot station.         -21-05 Passenger Seats       D         -       May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and         c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".         NOTE 1: A seat with an inoperative seats belt is considered inoperative.         NOTE 2: Inoperative.         NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.         1) Recline Mechanism       -         C       -         C       -         (M) May be inoperative and seat occupied provided seat i secured in the full upright position.         C       -         (M) May be inoperative and seat occupied provided seat i secured in the full upright position.	Airplane				Revision Nº: 12	Page			
System & 1.       2. Number installed         Sequence       ITEM         Number       3. Number required for dispatch         25 EQUIPMENT AND FURNISHINGS       -12-03 Lighted/Mechanical C         -12-04 Chart Holders       0         -12-05 Passenger Seats       0         -21-05 Passenger Seats       0         -21-05 Passenger Seats       -         -       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         -       NOTE 1: A seat with an inoperative seat belt is considered inoperative.         NOTE 2: Inoperative seats dot not affect the required numbe of flight attendants.         NOTE 3: Affected seat(s) matinclude the seat(s) behind and/or adjacent outboard seats.         1) Recline       -         Mechanism       -         C       -         (M) May be inoperative and seat occupied provided seat is secured in the full upright position.         C       -         -       -         (M) May be inoperative and seat occupied provided seat back is immovable in full upright position.	EMB-135, EMB	-145				25-6			
Sequence       ITEM         25 EQUIPMENT AND FURNISHINGS       4         -12-03 Lighted/Mechanical       C         -12-04 Chart Holders       D         -12-05 Passenger Seats       D         -       -         -21-05 Passenger Seats       D         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -         -       -	System &	1.	2. Ni	umbei	r installed				
<b>Automotion 25 EQUIPMENT AND FURNISHINGS</b> -12-03 Lighted/Mechanical       C         -12-04 Chart Holders       D       4       0         -21-05 Passenger Seats       D       -       -         -21-05 Passenger Seats       D       -       -         -21-05 Passenger Seats       D       -       -         -       Nay 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         -       The affected seat(s) are blocked and placarded "DO NOT OCCUPY".         NOTE 1: A seat with an inoperative seat belt is considered inoperative.         NOTE 2: Inoperative seats do not affect the required numbe of flight attendants.         NOTE 3: Affected seat(s) behind and/or adjacent outboard seats.         1) Recline       D         Mechanism       C         C       -         (M) May be inoperative and seat occupied provided seat is secured in the full upright position.         C       -         (M) May be inoperative and seat occupied provided seat back is immovable in full upright position.	Sequence	ITEM		3. NI	umber required for dispatch	26			
-12-03 Lighted/Mechanical       C       -       0         ****       Checklist       D       4       0       May be inoperative or missing at each pilot station.         -21-05 Passenger Seats       D       -       -       May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and         -       The affected seat(s) are blocked and placarded "DO NOT OCCUPY".         NOTE 1: A seat with an inoperative seat belt is considered inoperative.         NOTE 2: Inoperative seats do not affect the required number of flight attendants.         NOTE 3: Affected seat(s) behind and/or adjacent outboard seat seat occupied provided seat i secured in the full upright position.         C       -       -         May be inoperative and seat occupied provided seat i secured in the full upright position.	25 EQUIPMENT AND FURNISHINGS					15			
<ul> <li>12-04 Chart Holders D 4 0 May be inoperative or missing at each pilot station.</li> <li>-21-05 Passenger Seats D - A Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> <li>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</li> <li>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</li> <li>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</li> <li>1) Recline D Mechanism C - G - May be inoperative and seat occupied provided seat i secured in the full upright position.</li> <li>C - G - May be inoperative and seat occupied provided seat i back is immovable in full upright position.</li> </ul>	-12-03 Lighted/Mechan *** Checklist	ical C	-	0					
<ul> <li>-21-05 Passenger Seats D May be inoperative provided:         <ul> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main airplane aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> <li>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</li> <li>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</li> <li>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</li> <li>1) Recline D Mechanism</li> <li>C (M) May be inoperative and seat occupied provided seat is secured in the full upright position.</li> <li>C (M) May be inoperative and seat occupied provided seat back is immovable in full upright position.</li> </ul> </li> </ul>	-12-04 Chart Holders	D	4	0	May be inoperative or i at each pilot station.	missing			
<ul> <li>1) Recline D - (M) May be inoperative and seat occupied provided seat i secured in the full upright position.</li> <li>C - (M) May be inoperative and seat occupied provided seat back is immovable in full upright position.</li> </ul>	-21-05 Passenger Seat	s D	-	-	<ul> <li>May be inoperative or missing at each pilot station.</li> <li>May be inoperative provided: <ul> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main airplane aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> </li> <li>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</li> <li>NOTE 2: Inoperative seats do not affect the required number of flight attendants.</li> <li>NOTE 3: Affected seat(s) ma include the seat(s) behind and/or adjacent outboard page.</li> </ul>				
C - (M) May be inoperative and seat occupied provided seat back is immovable in full upright position.	1) Recline Mechanism	D	-	-	(M) May be inoperative seat occupied provided secured in the full uprio position.	e and I seat is ght			
(L'ontinuad)		С	-	-	(M) May be inoperative seat occupied provided back is immovable in fu upright position.	e and I seat ull			

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Number				4. Remarks and/or exception	าร		
25 EQUIPMENT AND							
FURNISHINGS			ļ				
-21-05 Passenger Sea	ts						
(Continued)							
2) Underseat	С	-	-	(O) May be inoperative			
Baggage				provided:			
Restraining	Bars			a) Baggage is not stow	ved		
				under seat with inop	perative		
				restraining bar,			
				b) Associated seat is			
				placarded "DO NOT	-		
				STOW BAGGAGE			
				UNDER THIS SEAT	「", and		
				c) Procedures are			
				established to alert	Cabin		
				Crew of inoperative			
				restraining bar.			
3) Armrest	С	-	-	(M) May be inoperative	or		
				missing and seat occup	bied		
				provided:			
				a) Armrest does not bl	ock an		
				Emergency Exit,	atriat		
				b) Anniest does not re	SINCL		
				any passenger norm	I		
				access to the main			
				c) For an armrest with	а		
				recline mechanism	seat is		
				secured in the full u	nright		
				position	F 9		
4) Rear Facing	П	-	_	(M) Shall be considered	d		
Fxecutive	U			inoperative and placare	ded		
(Single and/	or			"DO NOT OCCUPY" if	100		
Double) Sea	at .			headrest can not be ex	tended		
Headrests				and secured to the requ	uired		
(EMB-135B.	J)			passenger head positio	on.		
5) Forward Fac	, cina D	-	-	Shall be considered			
Executive				inoperative and placare	ded		
Double Seat	t (in			"DO NOT OCCUPY" if			
front of	• \			Conference Table mec	hanism		
Conference				is inoperative and table	) )		
Table)				cannot be secured in th	ne		
(EMB-135B.	J)			stowed position.			
,== .5680			1				
MASTER MINIMUM EQUIPMENT LIST							
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Airplane				Revision Nº: 12	Page		
EMB-135, EM	B-145				25-9		
System &	1.	2. Ni	Imper	r installed			
Sequence	ITEM		3. Nı	umber required for dispatch			
		-		4. Remarks and/or exception	IS		
FURNISHINGS		l					
-22-00 Overhead Stor	rage C	-	-	(M) May be inoperative	9		
Bin(s)/Cabin a	nd			provided:			
Galley Storage	9			a) Procedures are			
Compartment/				established to secur	re		
Closets				compartment OPEN	lor		
				affected door(s) is			
EIVID-100DJ)				removed,			
(Continued)				b) Associated bin or			
				compartment is			
				NOT USE,	ed DO		
				c) Affected bin or			
				compartment is not	used		
				for storage of any ite	em(s)		
				except for those			
				permanently affixed			
				<ul> <li>d) Procedures are established and used to alert</li> </ul>	blished		
				crewmembers and			
				passengers of inope	rative		
				bins, and			
				<ul> <li>e) Passenger are brief associated bin or</li> </ul>	ed that		
				compartment is not	used.		
				NOTE 1: If no partitions	s are		
				installed, the entire over	erhead		
				storage compartment is	S		
				considered one bin.			
				NOTE 2: Any emergen	су		
				equipment located in			
				associated compartme	nt		
				(permanently affixed) n	nay be		
				available for use.			
-26-07 Baggage	С	1	0	Door frame may be dar	maged		
Compartment				and/or sealing fitness n	nay be		
Partition Door				impaired to any extent			
(EMB-135/140	/145)			provided cargo compar	tment		
				remains empty or only	non		
				compustible materials a	are		
				carried and tied down.			

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EMB-135, EMB-145	5				25-10			
System &	1.	2. Nu	Imper	r installed				
Sequence ITE	И		3. Nu	umber required for dispatch				
				4. Remarks and/or exception	IS			
FURNISHINGS								
-26-08 Internal Baggage Access Door (EMB-135BJ)	С	1	0	Door frame may be dar and/or lock may be inoperative to keep doo closed, and/or sealing f may be impaired to any provided cargo compar remains empty or only combustible materials a carried and tied down.	maged, or fitness / extent tment non are			
-27-02 Lavatory Bulkhead *** Peephole	D	1	0	May be inoperative pro only view capability is obstructed. <b>NOTE:</b> The lavatory bu peephole must be in pla and not broken.	vided Ilkhead ace			
	С	1	0	<ul> <li>(M) May be broken, misor removed provided:</li> <li>a) The baggage comparemains empty or,</li> <li>b) The hole is blocked approved means.</li> </ul>	ssing artment d by an			
-27-09 Forward Attendant Control Panel Cover	D	1	0	May be inoperative with penalty provided the co removed.	n no over is			
-30-01 Galley Waste Receptacles Access Doors/Covers	С	-	-	<ul> <li>(M)(O) May be inoperal provided:</li> <li>a) The container is emand the access is set to prevent waste introduction into the compartment, and</li> <li>b) Procedures are established to ensure sufficient galley was receptacles are avat to accommodate all that may be generate a flight.</li> </ul>	tive pty ecured re that ste ilable waste ted on			

MASTER MINIMUM EQUIPMENT LIST							
Airplane	)				Revision Nº: 14	Page	
	EMB-135, EMB	6-145				25-11	
System	&	1.	2. Nu	Imber	installed		
Sequen	ce	ITEM		3. Nu	Imber required for dispatch		
					4. Remarks and/or exception	15	
FU	RNISHINGS						
-40-00	Exterior Lavator Door Ashtrays	У					
	<ol> <li>Airplanes wit only one external lavatory door ashtrays instance</li> </ol>	h A erior alled	1	0	May be missing or inop for 10 days.	perative	
-50-01	Cargo Restraint Systems	D	-	-	May be missing or rem provided baggage compartment remains of	oved empty.	
	1) Horizontal Ne	et					
	(all except EMB-135BJ)	C	1	0	May be missing or rem provided alternate or approved means to ave cargo shifting are insta <b>NOTE 1:</b> Baggage compartment loaded up 990 kg does not require use of horizontal net. <b>NOTE 2:</b> Baggage compartment equipped reinforced liners (airpla Post-Mod. SB 145-25-( equipped with an equive factory modification incorporated) does not the use of horizontal net	oved bid lled. o to e the l with nes D261 or valent require et.	
	(EMB-135BJ	) D	1	0	May be missing or rem	oved.	
***	2) Vertical Net	Ď	-	0	<b>NOTE:</b> The vertical net attachments are option may be removed or ins by the operator at their discretion.	t(s) and al and talled	
	3) Door Safety	Net C	1	0	May be missing or rem provided cargo restrain (horizontal net) is avail and used.	oved it net able	

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Airplane				Revision Nº: 12	Page		
EMB-135, EMB	-145				25-12		
System &	1.	2. Nu	umber	installed			
Sequence	IIEM		3. NI	A Remarks and/or exception	16		
25 EQUIPMENT AND FURNISHINGS					13		
-60-02 Passenger Convenience/NE Item(s)	ΞF						
1) Passenger Convenience Items	2	_	0	Passenger convenienc items, as expressed in MMEL are those relate passenger convenience comfort or entertainme as, but not limited to: g equipment, movie equi ash trays, stereo equip overhead reading lamp Items addressed elsew this document shall not included. (M) or (O) procedures, if required be available to the fligh and included in the ope appropriate document.	e this d to e, nt such alley pment, ment, os. /here in t be , must t crew erator's		
				<b>NOTE:</b> Exterior lavator ash trays are not consi passenger convenience items.	y door dered e		
2) Non-Essentia Equipment & Furnishings (NEF)	al	_	0	May be inoperative, da or missing provided that item(s) is deferred in accordance with the operator's NEF deferrat program. The NEF prop procedures and process are outlined in the oper (insert name) manual. (O) procedures, if required must be available to the crew and included in the operator's appropriate document.	maged at the l gram, ses rator's (M) and ired, e flight ie		
				ash trays are not consi NEF items.	y aoor dered		

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Airplane				Revision Nº: 14	Page		
EMB-135, EMB-14	5				25-13		
System &	1.	2. N	umbe	r installed			
Sequence ITE	М		3. Ni	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
25 EQUIPMENT AND FURNISHINGS							
-60-04 Life Raft	D	-	-	(O) May be inoperative	or		
***				missing provided			
				a) Extended overwater	r flights		
				are not conducted, a	and		
				b) Procedures are			
				established and use	ed to		
				alert the crew memb	pers of		
				inoperative or missi	na		
				equipment.			
	С	-	-	(M)(O) Any in excess o	f those		
				required for the intende	ed flight		
				may be inoperative or r	nissing		
				for extended overwater	fliahts.		
				provided:	<b>J</b> ,		
				a) Required distribution	n is		
				b) Inoperative life raft a	and its		
				installed location are	e		
				placarded inoperativ	/e		
				c) When practical the			
				inoperative life raft i	s		
				secured out of sight	and		
				d) Procedures are	, and		
				established and use	ed to		
				alert the crew memb	hers of		
				inoperative of missi	na		
				equipment.	19		
-60-05 Flight Deck/	С	-	-	May be inoperative or r	nissina		
Attendant Flashlight	-			provided affected			
and Holder	-			crewmember has a flas	shliaht		
Assemblies				of equivalent character	istics		
				readily available.			
-60-06 Megaphone	D	-	0	Any in excess of those			
				required by local regula	ations		
				may be inoperative pro	vided:		
				a) Inoperative medaph	ione is		
				removed from the			
				passenger cabin			
				b) Required distribution	n is		
				maintained.			

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Airplane					Revision Nº: 14	Page		
E	MB-135, EMB-14	5	1			25-14		
System &		1.	2. Ni	umbei	r installed			
Sequence	116	IVI		3. NI	Imper required for dispatch	20		
25 EQUIP FURN	MENT AND					13		
-60-07 Py De	vrotechnic Signal evices	D	-	-	Any in excess of that re by local regulations ma inoperative or missing.	equired ly be		
-60-09 En Ec	nergency Medica quipment	I						
*** 1)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	<ul> <li>(O) May be incomplete missing or inoperative provided:</li> <li>a) AED is resealed in a manner that will idea as a unit that can no mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacem are made within 3 fl cycles.</li> </ul>	, ntify it ot be d nents ight		
		D	-	-	Any in excess of those required by local regula may be incomplete, mis or inoperative.	ations ssing		
*** 2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	<ul> <li>(O) May be incomplete missing or inoperative provided:</li> <li>a) EMK is resealed in a manner that will ide as a unit that can not mistaken for a fully serviceable unit, and</li> <li>b) Repairs or replacem are made within 3 fl</li> </ul>	, ntify it ot be d nents ight		
		D	-	-	cycles. Any in excess of those required by local regula may be incomplete, mis or inoperative. (Continued)	ations ssing		

MASTER MINIMUM EQUIPMENT LIST							
Airplane	)				Revision Nº: 14	Page	
	EMB-135, EMB-145					25-15	
System	&	1.	2. Nu	mber	r installed		
Sequend	ce ITEN			3. Nu	umber required for dispatch		
					4. Remarks and/or exception	IS	
25 EQU FUI	RNISHINGS						
-60-09	Emergency Medical Equipment (Continued)						
	3) First Aid kit (FAK) and/or Associated Equipment	A	-	-	<ul> <li>(O) If more than one is required by local regula only one of the required aid kits may be incomp missing or inoperative provided:</li> <li>a) FAK is resealed in a manner that will iden as a unit that can point</li> </ul>	ations, d first lete, ntify it	
					mistaken for a fully serviceable unit, and	d Dents	
					are made within 3 fli cycles.	ight	
		D	-	-	Any in excess of those required by local regula may be incomplete, mis or inoperative.	ations ssing	
-60-10	"Fasten Seat Belts While Seated" Signs or Placards	С	-	-	May be illegible or miss provided a legible sign placard is readable fror occupied passenger se	sing or n each eat.	
<u> </u>							

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Airplane	9				Revision Nº: 14	Page			
	EMB-135, EMB-145					25-16			
System	&	1.	2. Ni	umbei	rinstalled				
Sequen	ce ITEN			3. NI	umber required for dispatch				
25 EQ FU	UIPMENT AND RNISHINGS					15			
-61-01	Emergency Locator Transmitter (ELT)			Ì					
***	Survival Type ELTs	D	-	-	Any in excess of that re by local regulations ma inoperative or missing.	equired ly be			
	Fixed ELTs	A	-	0	(M) May be inoperative provided:	•			
					<ul><li>a) System is deactivate</li><li>b) Repairs are made w 90 days.</li></ul>	ed, and /ithin			
		A	-	0	May be missing provide a) Placarding "ELT not installed" is placed i of the pilot, and	ed: t n view			
					<ul> <li>b) Repairs are made w 90 days.</li> </ul>	/ithin			
		D	-	-	(M) Any in excess of th required by local regula may be inoperative pro system is deactivated.	ose ations vided			
		D	-	-	Any in excess of those required by local regula may be missing.	ations			
-64-02	Potation Equipment (Crew and Passenger)	D	-	-	Any in excess of that re by local regulations ma inoperative or missing.	equired ly be			

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Airplane					Revision Nº: 12	Page		
EMB-	135, EMB-145					26-1		
System &		1.	2. Nu	impei	rinstalled			
Sequence	ITEN	1		3. Nu	mber required for dispatch			
Number					4. Remarks and/or exception	าร		
26 FIRE PRO	TECTION							
-12-00 APU F Syster	rire Detection	С	1	0	May be inoperative pro APU is not used.	vided		
-14-00 Lavato Detect	ory Smoke ion System							
1) EN 145	IB-135/140/ 5	С	-	-	(M) For each lavatory, lavatory smoke detection system may be inoperate provided lavatory fire extinguisher system op normally.	the on ative perates		
		С	-	-	<ul> <li>(M)(O) For each lavato lavatory smoke detections system may be inoperate provided:</li> <li>a) Lavatory waste reconsister is empty,</li> <li>b) Lavatory door is loc closed and placarde "INOPERATIVE - D ENTER", and</li> <li>c) Lavatory is not used any purpose.</li> <li>NOTE: These provisoss not intended to prohibit lavatory inspections by crewmembers.</li> </ul>	ry, the on ative eptacle ked, ed O NOT d for are		
2) EN -15-00 Bagga *** Compa Smoke Syster	IB-135BJ ge artment e Detection n	С	-	-				
1) Air equ Cla Bay Co	olanes uipped with uss D ggage mpartment	С	1	0	May be inoperative.			
					(Continued)			

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 12	Page		
EMB-135, EMB	-145				26-2		
System &	1.	2. Ni	umbei	rinstalled			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	IS		
26 FIRE PROTECTION							
-15-00 Baggage *** Compartment Smoke Detectior System (Continued)	ı						
2) Airplanes equipped with Class C Baggage Compartmen	C 1 t	1	0	May be inoperative pro cargo compartment rer empty.	vided nains		
	С	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Ventilation system r closed,</li> <li>b) Live animals are no carried in the cargo compartment, and</li> <li>c) Only non-combustik materials are carried</li> <li><b>NOTE:</b> Does not preclucarriage of empty cargo containers, pallets, ball etc.</li> </ul>	emains t ble d. ude the o ast,		
3) Airplanes equipped with Class B Baggage Compartmen	C t	1	0	May be inoperative pro a) Cabin to baggage compartment door r OPEN, and b) Procedures are established and use ensure the cargo compartment remail empty, or is verified contain only empty handling equipment ballast (ballast may loaded in ULDs), an Fly Away Kits. <b>NOTE:</b> Operator MEL r define which items are approved for inclusion Fly Away Kits which ma can be used as ballast.	emains ed to ns to cargo , be nd/or must in the aterials		

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Airplane	)				Revision Nº: 15	Page		
	EMB-135, EMB-14	45				26-3		
System	&	1.	2. Ni	umbei	rinstalled			
Sequen	CE IT	EM		3. Ni	umber required for dispatch			
					4. Remarks and/or exception	IS		
20 FIK	EFROIECTION			ļ				
-15-10	Baggage Compartment Smoke Detector Protective Bar	В	2	0	<ul> <li>May be damaged provi</li> <li>a) Protection bar that of not contact the smodetector,</li> <li>b) Baggage compartmes moke detector is of before each flight, a</li> <li>c) The higher horizontaris installed and no locover the net.</li> </ul>	ded: loes ke ent necked nd al net oad is		
-21-01	Engine Fire Illumination Handle	C e	2	0	(O) May be inoperative provided associated El- fire message, Master Warning lights and Aur- warning are checked an operate normally.	CAS al nd		
-21-02	E1 (2) EXTBTLA (B) INOP Caution Messages	В	4	2	(M) One or two messages may be inoperative pro- fire protection systems B are verified operation once each flight day.	ge(s) vided A and al		
-22-00	APU Fire Extinguishing System	С	1	0	May be inoperative pro APU is not used.	vided		
-22-01	APU EXTBTL INOP Caution Message	С	1	0	(M) May be inoperative provided an alternate procedure is performed each flight day to verify the APU extinguishing is operational.	l once that bottle		
		C	1	0	May be inoperative pro APU is not used.	vided		

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 15	Page		
EMB-135, EMB	-145				26-4		
System &	1.	2. N	umber	rinstalled			
Sequence	ITEM		3. NI	Imber required for dispatch			
26 FIRE PROTECTION				4. Remarks anu/or exception	15		
			ļ				
-23-00 Baggage	С	1	0	(M) May be inoperative			
*** Compartment Fi	re			provided cargo compar	tment		
Extinguisher Sys	stem			remains empty.			
	С	1	0	(M) May be inoperative			
				provided:			
				a) Ventilation system r	emains		
				Closed,			
				carried in the cargo	1		
				compartment and			
				c) Only non-combustib	le		
				materials are carried	d.		
				NOTE: Does not preclu	ude the		
				carriage of empty cargo	)		
				containers, pallets, ball	ast,		
				etc.			
-23-01 Portable Fire	D	-	-	(M)(O) Any in excess o	f those		
Extinguisher				required may be inoper	ative		
				or missing provided:			
				a) The inoperative han	d fire		
				extinguisher is remo	Ved		
				installed location is	1 115		
				nlacarded inonerativ	/e [.] or it		
				is removed from the			
				installed location, se	cured		
				out of sight, and the	hand		
				fire extinguisher and	l its		
				installed location are	Э		
				placarded inoperativ	/e,		
				b) Required distribution	n of		
				operative units is			
				maintained through	out the		
				aircraft, and			
				c) Procedures are	d to		
				alert crewmembers	of		
				inonerative or missi	na		
				equipment	ษ		

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Airplane				Revision Nº: 12	Page		
EMB-135, EMB	-145				26-5		
System &	1.	2. Ni	umbei	rinstalled			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
26 FIRE PROTECTION							
-25-00 Lavatory Fire Extinguisher System	С	-	-	(O) For each lavatory, f lavatory fire extinguishe system may be inopera provided lavatory smok detector system operat normally.	the er ative ce :es		
	С	-	-	<ul> <li>(M)(O) For each lavato lavatory fire extinguishes system may be inoperative provided:</li> <li>a) Lavatory waste recessive externation is empty, and</li> <li>b) Lavatory door is loc closed and placardes "INOPERATIVE - D ENTER", and</li> <li>c) Lavatory is not used any purpose.</li> <li><b>NOTE:</b> These provisos not intended to prohibit lavatory inspections by crewmembers.</li> </ul>	ry, the er ative eptacle ked, ed O NOT d for are		
-25-01 Galley Fire *** Extinguisher System (EMB-135BJ)	С	1	0				

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Airplane				Revision Nº: 12	Page		
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System &	1.	2. Ni	umbei	r installed			
Sequence I	TEM		3. NI	umber required for dispatch	20		
27 FLIGHT CONTROLS				4. Remarks and/or exception	15		
10-01 Aileron Damper	С	2	0	(M) May be inoperative provided:	<del>;</del>		
				a) The affected dampe deactivated and,	ər(s) is		
				<ul> <li>b) Visual inspection of affected PCA rod en fittings are performed according to the late approved revision of AD 1999-02-01.</li> </ul>	the nds and d est f the		
14-00 Roll Trim Position Indication	С	1	0	(O) May be inoperative provided:	)		
				<ul> <li>a) Roll trim is verified to centered before each departure, and</li> </ul>	to be ch		
				<ul> <li>b) Yaw trim position indication operates normally.</li> </ul>			
-15-00 Aileron Disconnection Lig	C ght	1	0	(O) May be inoperative provided a check is ma before each takeoff to that both ailerons are connected.	ide verify		
-21-03 Pedal Adjustment Mechanisms	t C	2	0	(M)(O) May be inopera provided rudder pedals be adjusted to suit indir pilot requirements and acceptable to the flight crewmember.	tive can vidual is		
-24-01 Yaw Trim Position Indication	n C	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Yaw trim is verified centered before eac departure, and</li> <li>b) Roll trim position incorporates normally.</li> </ul>	to be ch dication		

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System &	1.	2. Nu	Imper	r installed				
Sequence ITE	EM		3. Nı	umber required for dispatch				
				4. Remarks anu/or exception	15			
			ļ					
-35-00 Elevator	С	1	0	(O) May be inoperative				
Disconnection Ligh	t			provided a check is ma	de			
				before each takeoff to v	/erity			
				that both elevators are				
	-			connected.				
-36-01 SPS/ICE SPEEDS	С	1	0	May be inoperative pro	vided			
Advisory Message				airplane is not operated	1 IN			
				known or iorecast icing				
	~			conditions.				
	C	1	0	May be inoperative pro	vided			
					ле			
				PROTECTION" is follow	wed			
-36-03 Stick Shaker	R	2	1	May be inonerative pro	vided			
-50-05 Olick Onakei	D	2	1	the airspeed is monitor	ed to			
				avoid operation in the v	vhite			
				range.				
-40-00 Main Pitch Trim	С	2	1	May be inoperative pro	vided:			
Switches	-			a) Back Up Pitch Trim				
				Channel is complete	ely			
				operational, and				
				b) Pilot in command m	ust be			
				in the same side of	the			
				operational switch.				
				NOTE: The message F	TRIM			
				CPT SW FAIL or PTRI	M F/O			
	_			SW FAIL may be prese	int.			
-40-01 Pitch Trim Position	В	1	0	(O) May be inoperative	4			
Indication				provided the stabilizer i	s set			
				by means of markings (	okooff			
				Configuration Warning	ie			
				checked prior to each	15			
				departure.				

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System &	1.	2. Ni	umbei	rinstalled			
Sequence	ITEM		3. Nı	umber required for dispatch			
	<u> </u>			4. Remarks and/or exception	IS		
	3	ļ					
-53-00 Flap Channels	В	2	1	(M)(O) One channel ma	ay be		
-				inoperative provided:	-		
				a) There are no obstac	cles in		
				the Takeoff Flight P	ath		
				above Level off Heig	ght,		
				and			
				b) Motor and brakes of	f failed		
				channel are deactive	ated.		
				NOTE: Flaps will opera	ite at		
				half speed with FLAP L	.OW		
				SPEED advisory mess	age		
				being presented.	-		
-70-00 Gust Lock Syst	em						
1) Mechanical	С	1	0	(M)(O) May be inopera	tive		
Gust Lock	-	-	-	provided system is sec	ured		
System				unlocked.			
				NOTE: Appropriate me	asures		
				should be taken to prev	/ent		
				damage from gusts wh	ile on		
				the ground.			
2) Electro-	С	1	0	(M)(O) May be inopera	tive		
Mechanical				provided:			
Gust Lock				a) System is deactivate	ed		
System				unlocked such that	ocking		
				pins cannot engage	the		
				elevator, and			
				b) GUST LOCK amber	⁻ lights		
				are masked.			
				NOTE: Appropriate me	asures		
				should be taken to prev	/ent		
				damage from gusts wh	ile on		
				the ground.			
a) GUST LO	JCK C	2	1				
Amber L	ignts						
				(Continued)			
ł			<u>ا</u>				

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System &	1.	2. Nu	Imper	[,] installed			
Sequence ITEM			3. Nu	Imber required for dispatch			
Number				4. Remarks and/or exception	IS		
27 FLIGHT CONTROLS							
-70-00 Gust Lock System (Continued)							
*** 3) Gust Lock Lever Movable Stop (Airplanes with SB 145-27-0126)	С	1	0	(M) May be inoperative provided it is secured immovable in one of the edges of the crossbar	e		
	С	1	0	May be inoperative pro has failed immovable ir of the edges of the cros	vided it n one ssbar.		
<u> </u>							

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 12	Page		
EMB-135, EMB-14	5				28-1		
System &	1.	2. Ni	umbei	r installed			
Sequence ITE	EM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	IS		
28 FUEL							
-11-02 Sump Drain Valves	C C	-	-	(M) One may be inope	rative		
(EMB-135/140/145	)			provided:			
	,			a) Thora is no ovidence	o of		
				a) mere is no evidenc	6 01		
				b) No water contamina	ition		
				In the other tank is			
				verified before the fi	rst		
				flight of each day.			
(EMB-135BJ)	С	-	-	(M) One per fuel tank	system		
(only for Legacy				(WING or FUS 1 or FU	JS 2)		
600)				may be inoperative pro	ovided:		
				a) There is no evidenc	e of		
				leakage, and			
				b) No water contamina	ation		
				in the other associa	ted		
				tank is verified befor	re		
				the first flight of eac	h		
				day.			
(EMB-135BJ)	С	-	-	(M) One per fuel tank s	ystem		
(only for Legacy				(WING or FUS 1 or FU	S 2 or		
650)				VENTRAL) may be			
				inoperative provided:	_		
				a) There is no evidenc	e of		
				leakage, and			
				b) No water contamina	ition in		
				the other associated	l tank		
				is verified before the	e first		
				flight of each day.			
(EMB-145XR)	С	-	-	(M) One per fuel tank	system		
				(WING or VENTRAL)	may be		
				inoperative provided:			
				a) There is no evidenc	e of		
				leakage, and			
				b) No water contamina	ation		
				in the other tanks is			
				verified before the fi	rst		
				flight of each day.			

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EMB-135, EMB	8-145	-			28-2	
System &	1.	2. Ni	umber	rinstalled		
Sequence	ITEM		3. Nı	umber required for dispatch		
Number				4. Remarks and/or exception	าร	
28 FUEL						
-11-05 Fueling Recepta	acle C	1	0	(M) May be inoperative	е	
Сар				(missing) provided:		
				a) Refueling recentacl	e is	
				visually checked for		
				contamination befor	e	
				each refueling, and	-	
				b) No leakage can be		
				detected after refue	lina	
				is completed.	iing	
-14-00 FUEL TK VENT	В	1	0	(M) May be inoperative		
OPEN Message	;			provided Aft and Forwa	ard	
(EMB-135BJ)				vent valves are secure	ed	
(only for Legacy	/					
600)				NOTE: Only wing tanks	s will be	
				available to refueling.		
(EMB-135BJ)	В	1	0	(M) May be inoperative	e	
(only for Legacy	/			provided Ventral, Aft a	nd	
650)				Forward vent valve are		
				secured closed.		
				<b>NOTE:</b> Only wing tanks	s will be	
				available to refueling.		
			I			

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 15	Page		
EMB-135, EMB	-145				28-3		
System &	1.	2. N	umbei	rinstalled			
Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
-21-01 Wing Tank	С	6	4	(M)(O) One pump per t	ank		
Electric Fuel				may be inoperative pro	vided:		
Booster Pumps				a) Remaining two pur	ips and		
(all except Lega	су			associated indicatio	'n		
650)				operate normally,			
				b) If the pumps 1C and	d 2C		
				are inoperative, the			
				message ELEC EM	ERG		
				ABNORMAL must b	be		
				verified to operate			
				normally before dep	parture,		
				c) Affected electric fue	el		
				booster pump is			
				deactivated, and			
				d) Unusable fuel quan	tities		
	_			are accounted for.			
(EMB-135BJ) (only for Legacy	С	6	4	(M)(O) One pump per t may be inoperative pro	ank: vided:		
650)				a) Remaining two pur	nps and		
				associated indicatio	'n		
				operate normally,			
				b) If the pumps 1C and	d 2C		
				are inoperative, the			
				message ELEC EM	ERG		
				ABNORMAL must b	be		
				verified to operate			
				normally before dep	parture,		
				<ul> <li>c) Affected electric fue</li> </ul>	el 🛛		
				booster pump is			
				deactivated,			
				d) Unusable fuel quan	tities		
				are accounted for, a	and		
				e) For operation with			
				diversion time great	er than		
				60 minutes pumps 7	1B and		
				∠B must be operativ	/e.		

Airplane EMB-135, EMB-145 System & 1. 2. Numb Sequence ITEM Number 28 FUEL -21-02 Wing Tank C 6 4 Electric Fuel Booster Pumps	Revision N°: 13     Page 28-4       Der installed     Number required for dispatch       4. Remarks and/or exceptions       4. (O) One per side may be inoperative provided associated pump is verified to operate normally before
EMB-135, EMB-145System &1.2. NumbSequenceITEM3. INumber28 FUEL-21-02 Wing TankC-21-02 Wing TankC64Electric FuelBooster Pumps6	28-4       ber installed       Number required for dispatch       4. Remarks and/or exceptions       4. (O) One per side may be inoperative provided associated pump is verified to operate normally before
System &1.2. NumbSequenceITEM3.1Number28 FUEL-21-02 Wing TankC-21-02 Wing TankC6Electric FuelBooster Pumps	ber installed Number required for dispatch 4. Remarks and/or exceptions (O) One per side may be inoperative provided associated pump is verified to operate normally before
SequenceITEM3.1Number28 FUEL-21-02 Wing TankC64-21-02 Wing TankC64Electric FuelBooster Pumps64	Number required for dispatch         4. Remarks and/or exceptions         (O) One per side may be         inoperative provided         associated pump is verified to         operate normally before
Number       28 FUEL       -21-02 Wing Tank     C       Electric Fuel       Booster Pumps	<ul> <li>4. Remarks and/or exceptions</li> <li>(O) One per side may be inoperative provided associated pump is verified to operate normally before</li> </ul>
-21-02 Wing Tank C 6 4 Electric Fuel Booster Pumps	<ul> <li>(O) One per side may be inoperative provided associated pump is verified to operate normally before</li> </ul>
-21-02 Wing Tank C 6 4 Electric Fuel Booster Pumps	<ul> <li>(O) One per side may be inoperative provided associated pump is verified to operate normally before</li> </ul>
Operating Indications -21-03 Forward Auxiliary A 4 2 Tank Electric Fuel	<ul> <li>departure.</li> <li>(M)(O) One pump per tank may be inoperative provided:</li> </ul>
Transfer Pumps (EMB-135BJ)	<ul> <li>a) No more than 800 kg is maintained in the affected FUS Auxiliary Fuel System (forward plus aft tank),</li> <li>b) Remaining pump and associated indication operate normally,</li> <li>c) Affected electric fuel transfer pump is deactivated,</li> <li>d) Fuel quantity in WING tanks (and remaining FUS tanks, if applicable) is adequate to reach a suitable airport if remaining pump fails at any time,</li> <li>e) Repairs are made within 1 flight day.</li> </ul>

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Airplane				Revision Nº: 13	Page		
EMB-135, EMB-1	45	1			28-5		
System &	1.	2. N	umber	installed			
Sequence IT	EM		3. Nu	umber required for dispatch			
				4. Remarks and/or exception	IS		
28 FUEL							
-21-03 Forward Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ) (Continued)	В	4	2	<ul> <li>(M)(O) Two pumps in a forward tank may be inoperative provided:</li> <li>a) No more than 800 k maintained in the af FUS Auxiliary Fuel 3 (forward plus aft tan b) Any fuel in the affect FUS Auxiliary Fuel 3 is considered unusa treated as ballast fur is included in the calculation of Takeoff, and</li> <li>c) Affected electric fue transfer pumps are deactivated.</li> <li>(M)(O) May be inoperative provided:</li> </ul>	one g is fected System k), ted System able, is el, and off sition		
				<ul> <li>a) No more than 800 k maintained in the af FUS Auxiliary Fuel Systems (both forwa plus both aft tanks),</li> <li>b) Any fuel in the affect FUS Auxiliary Fuel Systems is consider unusable, is treated ballast fuel, and is in in the calculation of Takeoff weight and position for takeoff,</li> <li>c) Affected electric fue transfer pumps are deactivated.</li> <li>(Continued)</li> </ul>	g is fected ard ted red as ncluded C.G. and		

MASTER MINIMUM EQUIPMENT LIST						
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EMB-135, EMB-	-145				28-6	
System &	1.	2. Ni	umber	r installed		
Sequence	ITEM		3. Nı	Imber required for dispatch		
Number				4. Remarks and/or exception	าร	
28 FUEL						
-21-03 Forward Auxiliary Tank Electric Fu	y D el	4	0	(M) May be inoperative provided:	e	
(EMB-135BJ) (Continued)				a) Forward and Aft Tai the affected FUS Au Fuel System remain empty, and	nks of uxiliary 1	
				<ul> <li>b) Affected electric fue transfer pump is deactivated.</li> </ul>	1	
-21-04 Forward Auxiliar	y C	4	0	(M)(O) May be inopera provided:	ative	
Fuel Transfer Pumps Operating Indications (EMB-135BJ)				<ul> <li>a) Associated pump is verified to operate normally before dep and</li> <li>b) EICAS messages</li> </ul>	oarture,	
				FUEL XFER INOP a FUSELAGE FUEL I verified to operate normally.	and MB are	
	D	4	0	(M) May be inoperative provided Forward and Tanks of the affected F Auxiliary Fuel System empty.	e Aft FUS remain	

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Airplane				Revision Nº: 13	Page			
EMB-135. EM	B-145				28-7			
System &	1.	2. N	umber	rinstalled				
Sequence	ITEM		3. Nu	umber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL				-				
-21-05 Aft Auxiliary Tank Electric F Transfer Pump (EMB-135BJ)	B	2		<ul> <li>(M)(O) One Pump in c tank may be inoperativ provided:</li> <li>a) Affected FUS Auxili Fuel System is not if</li> <li>b) No more than 800 k maintained in the affect fUS Auxiliary Fuel (forward plus aft tar</li> <li>c) Any fuel in the affect FUS Auxiliary Fuel is considered unusa treated as ballast fut is included in the calculation of Takeo weight and C.G. po for takeoff, and</li> <li>d) Affected electric fuel transfer pump is deactivated.</li> </ul>	one aft ve ary used, cg is fected System able, is uel, and off sition			

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EME	3-145				28-8		
System &	1.	2. Ni	umber	installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
-21-05 Aft Auxiliary Tank Electric Fi Transfer Pumps (EMB-135BJ)	B uel s	2	0	(M)(O) May be inopera provided: a) Affected FUS Auxilia Fuel Systems are po	ative ary		
(Continued)				used,			
				b) No more than 800 k maintained in the af FUS Auxiliary Fuel Systems (both forwa plus both aft tanks),	g is fected ard		
				<ul> <li>c) Any fuel in the affect FUS Auxiliary Fuel Systems is consider unusable, is treated ballast fuel, and is in in the calculation of Takeoff weight and position for takeoff,</li> <li>d) Affected electric fue transfer pumps are deactivated.</li> </ul>	ted as ncluded C.G. and		
	D	2	0	(M) May be inoperative provided:	Э		
				<ul> <li>a) Forward and Aft Tai the affected FUS Au Fuel System remain empty, and</li> <li>b) Affected electric fue transfer pump is deactivated.</li> </ul>	nks of uxiliary 1		

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB	-145				28-9		
System &	1.	2. Ni	umber	installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	IS		
28 FUEL							
-21-06 Aft Auxiliary Tank Electric Fuel Transfer	С	2	0	(M)(O) May be inopera provided: a) Associated pump is	ative		
Pumps Operating Indications				verified to operate normally before dep and	oarture,		
(EMB-135BJ)				<ul> <li>b) EICAS messages</li> <li>FUEL XFER INOP a</li> <li>FUSELAGE FUEL I</li> <li>verified to operate</li> <li>normally.</li> </ul>	and MB are		
	D	2	0	(M) May be inoperative provided Forward and Tanks of the affected I Auxiliary Fuel System empty.	e Aft ⁻US remain		
-21-07 Aft Auxiliary Tank Pressurize	A ed	2	0	(O) May be inoperative provided:	e		
Fuel Transfer System (EMB-135BJ)				a) No more than 800 k maintained in the af FUS Auxiliary Fuel (forward plus aft tan b) Aft Auxiliary Tank E	g is fected System Ik), Ilectric		
				Fuel Transfer Pump associated indicatio operate normally,	and n		
				<ul> <li>c) Flight is conducted unpressurized configuration, at or below FL 100,</li> </ul>	in an		
				d) Fuel quantity in WIN tanks (and remainin tanks, if applicable) adequate to reach a	IG g FUS is a		
				suitable airport if tra pump fails at any tir e) Repairs are made w	nsfer ne, and vithin		
				(Continued)			

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EMB-135, EMB-14	5				28-12			
System &	1.	2. Ni	Imper	rinstalled				
Sequence ITE	M		3. Nu	umber required for dispatch				
				4. Remarks and/or exception	IS			
20 FUEL								
-21-08 Aft Auxiliary	С	2	0	(M)(O) May be inopera	ative			
Tank Pressurized				provided:				
Fuel Transfer				a) Associated aft vent	/relief			
System Operating				shutoff valve opera	tes			
Indications				normally,				
(EMB-135BJ)				b) Both Air Conditionii	ng			
				Packs operate norr	nally,			
				and				
				c) EICAS messages				
				FUEL XFER INOP	and			
				FUSELAGE FUEL	IMB			
				are verified to operation	ate			
				normally.				
	D	2	0	(M) May be inoperative	Э			
				provided Forward and	Aft			
				Tanks of the affected F	-US .			
				Auxiliary Fuel System	remain			
	~		•					
-21-09 Forward Auxiliary	С	2	0	(O) May be inoperative	•			
Operating								
				a) Associated Forward	ב			
(EMB-135B.I)				Auxiliary Tarik luer	noratos			
(2002-0000)				normally,	perates			
				b) Associated Fuel Tra	ansfer			
				System operates				
				normally, and				
				c) EICAS messages				
				FUEL XFER INOP	and			
				FUSELAGE FUEL	IMB			
				are verified to operation	ate			
				normally.				
	D	2	0	(M) May be inoperative	e			
				provided Forward and	Aft			
				Tanks of the affected F	-US			
				Auxiliary Fuel System	remain			
				empty.				

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Airplane				Revision Nº: 13	Page		
EMB-135, EMB-14	5				28-13		
System &	1.	2. N	umber	rinstalled			
Sequence ITE	EM		3. Nu	umber required for dispatch			
				4. Remarks and/or exception	15		
20 FUEL			ļ				
-21-10 Aft Auxiliary Tank	С	2	0	(O) May be inoperative	Э		
Fuel Transfer							
				a) Associated Aft Aux	iliary		
(EMB-135B I)				I ank fuel quantity			
				h) Accession of Fuel Tr			
				b) Associated Fuel Tra	ansier		
				normally,			
				c) EICAS messages F	FUEL		
				XFER INOP and			
				are verified to opera	ale		
	-	~	_	(NA) Nasy ha in an anativ	_		
	D	2	0	(M) May be moperative	3 \\Aff		
				Tanks of the affected P			
				Auxiliary Fuel System	remain		
				empty.			
-21-11 Ventral Tank	А	2	1	(M)(O) One may be			
Electric Fuel		_	-	inoperative provided:			
Transfer Pumps				a) No more than 800	kg is		
(EMB-145XR)				maintained in the a	ffected		
				tank,			
				b) Remaining pump a	nd		
				associated indication	วท		
				operate normally,			
				c) Affected electric fue	əl		
				transfer pump is			
				tanks is adoquate t	ig a roach		
				a suitable airport if	oreach		
				remaining ventral n	ump		
				fails at any time	P		
				e) Repairs are made	within		
				1 flight day.			
				(Continued)			
		I					

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EMB-135, EMB	8-145				28-14			
System &	1.	2. N	umbei	r installed				
Sequence	ITEM		3. Nu	umber required for dispatch				
				4. Remarks and/or exception	15			
20 FUEL			ļ					
-21-11 Ventral Tank Electric Fuel Transfer Pumps (EMB-145XR) (Continued)	C	2	0	(M) May be inoperative provided ventral tank r empty and electric fue transfer pumps are deactivated.	e emains I			
	D	2	0	(M) May be inoperative provided airplane fuel is configured to LR mo	e system ode.			
(EMB-135BJ) (only for Legacy 650)	A	2	1	<ul> <li>(M)(O) One may be inoperative provided:</li> <li>a) No more than 800 I maintained in the a tank,</li> <li>b) Remaining pump a associated indication operate normally,</li> <li>c) Affected electric function transfer pump is deactivated,</li> <li>d) Fuel quantity in wint tanks is adequate to a suitable airport if remaining ventral p fails at any time, are</li> <li>e) Repairs are made on a flight day.</li> </ul>	kg is ffected nd on el oreach oump nd within			
	С	2	0	(M) May be inoperative provided ventral tank r empty and electric fue transfer pumps are deactivated.	e emains I			
-21-12 Ventral Tank Electric Fuel Transfer Pumps Operating Indications (EMB-145XR)	C	2	1	<ul> <li>(O) May be inoperative provided:</li> <li>a) Both pumps operation normally,</li> <li>b) One pump indication operates normally,</li> <li>c) EICAS messages FUEL XFER INOP verified to operate normally.</li> <li>(Continued)</li> </ul>	e on and is			

MASTER MINIMUM EQUIPMENT LIST								
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EMB-135, EMB	3-145				28-15			
System &	1.	2. Ni	Imper	rinstalled				
Sequence	ITEM		3. Nu	umber required for dispatch				
				4. Remarks and/or exception	IS			
20 FUEL		ļ						
-21-12 Ventral Tank	С	2	0	(M) May be inoperative	е			
Electric Fuel				provided ventral tank r	remains			
Transfer Pumps	S			empty and electric fue	l			
Operating				transfer pumps are				
Indications				deactivated.				
(EMB-145XR)								
(Continued)								
	D	2	0	(M) May be inoperative	e			
				provided airplane fuel	system			
				is configured to LR mo	ode.			
(EMB-135BJ)	С	2	1	(O) May be inoperative	Э			
(only for Legac	y			provided:				
650)				a) Both pumps operat	e			
				normally,				
				b) One pump indicatio	on .			
				operates normally,	and			
				c) EICAS message FI	JEL			
					verified			
	-	_		to operate normally	<i>'</i> .			
	С	2	0	(M) May be inoperative	Э.			
				provided ventral tank r	emains			
				empty.				
-22-01 APU FUEL Shu	itoff C	1	0	(M)(O) May be inopera	ative			
vaive								
				a) APU is considered				
				inoperative, and				
				b) Valve is secured cl	osed.			
<u> </u>								

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Airplane	)				Revision Nº: 13	Page		
	EMB-135, EMB-145					28-16		
System	&	1.	2. Nu	Imber	installed			
Sequen	CE ITEN			3. Nu	umber required for dispatch			
	- =1				4. Remarks and/or exception	15		
	<u>z</u> L							
-23-00	Pressure Defueling/ Refueling System	С	1	0	(M)(O) May be inopera provided:	ative		
					<ul> <li>a) Airplane is defueled refueled by gravity,</li> </ul>	/L		
					<ul> <li>b) If an overfilling con- occurs, it must be corrected before departure, and</li> </ul>	dition		
					<li>c) There is no fuel lea at refueling/defuelin adapter.</li>	kage າg		
					<b>NOTE:</b> Does not precl ventral or auxiliary tan refueling by fuel transf procedures on the gro	ude the ks er und.		
-23-07	Defueling Shutoff Valve (EMB-135/140/145/ 135BJ)	С	1	0	(M) May be inoperative provided valve is secu closed.	∍ red		
	(EMB-145XR)	С	2	0	(M) May be inoperative provided both valve ar secured closed.	e e		
-23-08	Fuel Quantity Indicator	С	1	0	(M)(O) May be inopera provided:	ative		
	(Refueling Panel)				a) Airplane is refueled gravity, and	l by		
					<ul> <li>b) Pilot or copilot mon the refueling from t cockpit.</li> </ul>	itors he		
					<b>NOTE:</b> Does not precl ventral or auxiliary tan	ude the ks		
					refueling by fuel transf procedures on the gro	er und.		

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EMB-135, EMB-145					28-17			
System &	1.	2. Ni	umber	installed				
Sequence ITEM	l		3. Nu	Imber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL								
-40-00 Wing Tank Fuel Quantity Indications (EICAS and MFD)	В	4	2	(O) Indications for one may be inoperative pro a) Fuel quantity in ass	tank ovided: ociated			
(EMB-135/140/145)				tank is verified by an alternate means, an	n Id			
				and fuel used indica are available, and a monitored througho flight.	ations ations re ut			
(EMB-135BJ) (only for Legacy 600)	В	4	2	(M)(O) Indications for tank may be inoperativ provided:	one /e			
				a) Fuel quantity in ass wing tank is verified alternate means,	ociated by an			
				<ul> <li>b) Both fuel flow indica and fuel used indica are available, and a monitored througho flight, and</li> </ul>	ations ations re ut			
				c) Forward and Aft Tai both FUS 1 and FU Auxiliary Fuel Syste remain empty.	nks of S 2 ms			
				(Continued)				

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EMB	-135, EMB-145					28-18	
System &		1.	2. Nu	Imper	installed		
Sequence	ITEM			3. Nu	Imber required for dispatch		
					4. Remarks and/or exception	15	
20 FUEL							
-40-00 Wing Quant (EICA (Conti	Tank Fuel tity Indications S and MFD) nued)						
(EMB- (only f 650)	-135BJ) for Legacy	В	4	2	<ul> <li>(M)(O) Indications for of tank may be inoperative provided:</li> <li>a) Fuel quantity in asses wing tank is verified alternate means,</li> <li>b) Both fuel flow indicates and fuel used indicates are available, and a monitored throughon flight, and</li> <li>c) Ventral tank and For and Aft Tanks of bo 1 and FUS 2 Auxiliates</li> </ul>	one e ociated by an ations ations ations ure ut orward th FUS ary Fuel	
(EMB-	-145XR)	В	4	2	Systems remain em (M)(O) Indications for tank may be inoperativ provided: a) Fuel quantity in ass wing tank is verified alternate means, ar b) Both fuel flow indica and fuel used indica are available, and a monitored througho flight.	npty. one ve ociated by an ad ations ations ire ut	
-40-01 Forwa Tank I Indica (EICA (EMB-	rd Auxiliary Fuel Quantity tions S and MFD) -135BJ)	В	4	0	(M) May be inoperative provided Forward and Tanks of the affected I Auxiliary Fuel System empty.	e Aft FUS remain	

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EMB-135, EMB-1	45				28-19			
System &	1.	2. Ni	umber	r installed				
Sequence I	TEM		3. Nu	Imber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL								
-40-02 Aft Auxiliary	В	4	0	(M) May be inoperative	e			
Tank Fuel Quantit	tv	-	-	provided Forward and	Aft			
Indications	- ,			Tanks of the affected B	-US			
(FICAS and MED)	)			Auxiliary Fuel System	remain			
(EMB-135B I)	/			empty	lonian			
		~	_					
-40-03 Ventral Tank Fuel Quantity Indicatio	I B ns	2	0	(M)(O) May be inopera provided:	ative			
(EICAS and MFD	)			a) Ventral Tank Electri	c Fuel			
(EMB-145XR)				Transfer pumps and	1			
				associated indicatio	n			
				operate normally,				
				b) Ventral Tank Fuel T	ransfer			
				system (AUTO and	OVRD)			
				operate normally, a	nd			
				c) Fuel transfer is mon	itored			
				through EICAS and	/or			
				MFD Fuel Page dur	ing the			
				flight.	ing the			
	С	2	0	(M) May be inoperative	Э.			
				provided ventral tank r	emains			
				empty and electric fue	I			
				transfer pumps are				
	_	-		deactivated.				
	D	2	0	(M) May be inoperative	e			
				provided airplane fuel	system			
				is configured to LR mo	de.			
L				(Continued)				
MASTER MINIMUM EQUIPMENT LIST								
-------------------------------	----------------------------------------------------------------------------	----	-------	-------	-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------	-----------------------------------------------------------------------------	--	
Airplane					Revision Nº: 13	Page		
	EMB-135, EMB-14	45				28-20		
System	&	1.	2. Ni	umber	installed			
Sequen	ce IT	EM		3. NL	Imber required for dispatch			
28 FU	FI				4. Remarks anu/or exception	15		
2010		·		ļ				
-40-03	Ventral Tank Fuel Quantity Indication (EICAS and MFD) (Continued)	เร						
	(EMB-135BJ) (only for Legacy 650)	В	2	0	<ul> <li>(M)(O) May be inopera provided:</li> <li>a) Ventral Tank Electri Transfer pumps and associated indicatio operate normally,</li> <li>b) Ventral tank transfe system is operative selected on fuel trar master switch, and</li> <li>c) Fuel transfer is mon through EICAS and, MFD Fuel Page dur flight</li> </ul>	tive c Fuel d n r when nsfer hitored /or ing the		
		С	2	0	(M) May be inoperative provided ventral tank r empty and electric fue transfer pumps are deactivated.	e remains I		
-41-01	Ventral Tank FCU (EMB-145XR)	С	1	0	(M) May be inoperative provided ventral tank r empty and electric fue transfer pumps are deactivated.	e remains I		
		D	1	0	(M) May be inoperative provided airplane fuel is configured to LR mo	e system ode.		

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 13	Page			
EMB-135, EM	B-145				28-21			
System &	1.	2. N	umber	installed				
Sequence	ITEM		3. NI	Imber required for dispatch				
		-		4. Remarks anu/or exception	15			
		ļ	1					
-42-01 Direct Quantity	C C	-	0	(O) May be inoperative	Э			
Measuring Stic	ks			provided fuel quantity	is			
				determined by other m	ieans.			
-43-00 Fuel Tank	С	1	0	May be inoperative pro	ovided			
Temperature				Total Air Temperature	(TAT)			
System				is used as an indicatio	n of			
				fuel temperature and is	3			
		_		limited to $-40^{\circ}$ C.				
-44-00 FUEL 1 (or 2) L	-0 B	2	0	(O) May be inoperative	3			
LEVEL Messag	ges			provided fuel quantity	and in			
				monitored throughout	the			
				flight	liie			
_15_01 E1 (or E2) EUE		2	0	$(\Omega)$ May be inonerative	-			
PRESS Messa	des	2	0	provided.	,			
	900			a) Associated fuel pur	מר			
				automatic function	'P			
				operates normally a	nd,			
				b) All fuel pumps opera	ate			
				normally.				
-45-02 APU Fuel Low	С	1	0	(O) May be inoperative				
Press Switch				provided APU is consid	aerea			
	0	4	_	May ha increase tive and	م با ما م			
	C	1	0	May be inoperative pro				
				indication is operating	Suie			
				normally and is used a	19			
				indication of APU fuel	low			
				pressure.				

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135. EMB-145					28-22		
System &	1.	2. Ni	umber	installed			
Sequence	ITEM		3. Nı	Imber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
Sequence Number 28 FUEL -45-03 FUEL 1 (2) XFI INOP Message (EMB-135BJ)	TEM ER B	2	0 0	<ul> <li>Imber required for dispatch</li> <li>4. Remarks and/or exception</li> <li>(M)(O) May be inoperate provided: <ul> <li>a) Affected FUS Auxiliation</li> <li>Fuel Systems are very to operate normally.</li> <li>b) EICAS message CHACFT LOAD or FUEXFER CRITICAL is to operate normally.</li> <li>c) Fuel transfer is monthrough EICAS and, MFD Fuel Page durate flight.</li> <li>(M) May be inoperative provided Forward and Tanks of both FUS Au Fuel System remain end</li> </ul> </li> </ul>	ns ative ary erified , HECK EL verified , and hitored /or ing e Aft xiliary mpty.		

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 13	Page			
EMB-135, EMB-145					28-23			
System &	1.	2. N	umber	installed				
Sequence	ITEM		3. Nu	Imber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL								
-45-04 Aft Auxiliary Tar Relief Valve (EMB-135BJ)	ık B	2	1	<ul> <li>(O) One valve may be inoperative, in case it failed at closed positio both FUS Auxiliary Fu Systems may be used provided, while transfe fuel from the affected Auxiliary Fuel System:</li> <li>a) Flight is conducted below FL 250, and</li> </ul>	has n, and el erring FUS at or			
				or below 300 KIAS.	ned at			
	В	2	1	<ul> <li>(M)(O) One valve may inoperative, in case it failed at open position both FUS Auxiliary Fu Systems may be used provided, while transfe fuel from the affected Auxiliary Fuel System:</li> <li>a) Valve is secured clo b) Flight is conducted below FL 250, and</li> <li>c) Airspeed is maintain or below 300 KIAS.</li> </ul>	be has , and el erring FUS osed, at or ned at			
	В	2		(M) One valve may be inoperative, failed at a position, and one FUS Auxiliary Fuel Systems be used provided Forv and Aft Tanks of the a FUS Auxiliary Fuel Systemain empty.	ny s may vard ffected stem			
				(Continued)				

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB-145					28-24		
System &	1.	2. N	umber	r installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
-45-04 Aft Auxiliary T Relief Valve (EMB-135BJ) (Continued)	ank B	2	0	(O) Both valves may b inoperative, in case the have failed at closed p and both FUS Auxiliar Systems may be used	e ey oosition, y Fuel		
				provided: a) Flight is conducted below FL 250, and b) Airspeed is maintair	at or ned at		
	В	2	0	or below 300 KIAS. (M)(O) Both valves main inoperative, in case the have failed at open po and both FUS Auxiliar Systems may be used	ay be ey sition, y Fuel		
				<ul> <li>a) Valves are secured</li> <li>b) Flight is conducted</li> <li>below FL 250, and</li> <li>c) Airspeed is maintair or below 300 KIAS.</li> </ul>	closed, at or ned at		
	D	2	0	(M) Both valves may b inoperative, failed at a position, provided Forv and Aft Tanks of both Auxiliary Fuel Systems remain empty.	be ny ward FUS S		

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 13	Page			
EMB-135, EMB-	145				28-25			
System &	1.	2. Nu	umber	installed				
Sequence	ITEM		3. Nu	mber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL								
-45-05 FUSELAGE FUE IMB Message (EMB-135B I)	EL B	1	0	(M)(O) May be inopera provided:	ative			
				Fuel Systems is use	ed,			
				<ul> <li>b) No more than 540 k carried in the operative FUS Auxiliary Fuel 3 (forward plus aft tan c) Forward and aft tan the inoperative FUS Auxiliary Fuel Syste</li> </ul>	g is tive System k), and ks of m			
				remain empty.				
	В	1	0	(M)(O) May be inopera and both FUS Auxiliar Systems may be used provided no more than 680 kg is carried in bo Auxiliary Fuel Systems (forward plus aft tanks	ative y Fuel th FUS s ).			
				(Continued)				
				(Continued)				

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 13	Page			
EMB-135, EMB	-145				28-26			
System &	1.	2. N	umbei	rinstalled				
Sequence	ITEM		3. Nu	mber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL								
28 FUEL -45-05 FUSELAGE FU IMB Message (EMB-135BJ) (Continued)	EL B	1	0	<ul> <li>(M)(O) May be inopera provided:</li> <li>a) Only one FUS Auxil Fuel Systems is used</li> <li>b) Forward and aft tan the inoperative FUS Auxiliary Fuel Syster remain empty,</li> <li>c) No more than 1460 carried in the operal FUS Auxiliary Fuel 3 (forward plus aft tar</li> <li>d) DELTA CORRECTI function (Automatic Balance Correction) verified to operate normally,</li> <li>e) Selected FUS Auxil Fuel System is verifi operate normally,</li> <li>f) EICAS message FU XFER INOP is verifi operate normally, al</li> <li>g) Fuel transfer and fu fuel balance is mon through EICAS and MFD Fuel Page.</li> </ul>	ative iary ed, ks of frm kg is tive System k), ON ) is iary fied to JEL ied to nd selage itored /or			
				(Continued)				

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision №: 13	Page			
EMB-135, EMB	-145				28-28			
System &	1.	2. Ni	umber	installed				
Sequence	ITEM		3. Nu	Imber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL								
-45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy 600)	D	1	0	(M) May be inoperative provided Forward and Tanks of both FUS Au Fuel System remain e	e Aft xiliary mpty.			
	В	1	0	(M)(O) May be inopera provided:	ative			
				<ul> <li>a) Both FUS Auxiliary Systems are not use</li> <li>b) No more than 800 k maintained in both F Auxiliary Fuel Syste (forward plus aft tan and</li> <li>c) Any fuel in both FUS Auxiliary Fuel Syste considered unusabl treated as ballast fu is included in the calculation of Takeo weight and C.G. pos for takeoff.</li> </ul>	Fuel ed, cg is FUS ems iks), S ens is e, is uel, and off sition			
				(Continued)				

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB	8-145				28-29		
System &	1.	2. Ni	umbei	r installed			
Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
-45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy 600) (Continued)	B	1	0	<ul> <li>(M)(O) May be inoperaprovided:</li> <li>a) Both FUS Auxiliary Systems are not used</li> <li>b) No more than 800 k maintained in one F Auxiliary Fuel System (forward plus aft tan c) Forward and Aft Tar the other FUS Auxil Fuel System remain empty, and</li> <li>d) Any fuel in the FUS Auxiliary Fuel Syste considered unusabl treated as ballast fur is included in the calculation of Takeo weight and C.G. pos for takeoff.</li> </ul>	ative Fuel ed, g is US m hk), nks of iary n m is e, is el, and off sition		

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 13	Page			
EMB-135, EMB-1	45				28-30			
System &	1.	2. N	umber	installed				
Sequence l'	ТЕМ		3. Nı	Imber required for dispatch				
Number				4. Remarks and/or exception	าร			
28 FUEL								
Sequence       I         Number       28 FUEL         -45-07 Aft Auxiliary Tank         Transfer Isolation         Valve         (EMB-135BJ)	B	<ul> <li>3. Number required for dispatch</li> <li>4. Remarks and/or exception</li> <li>2 1 (M)(O) One may be inoperative and one FL Auxiliary Fuel System r used provided Forward Aft Tanks of the affecter Auxiliary Fuel System r empty.</li> <li>2 1 (M)(O) One may be inoperative provided: <ul> <li>a) Affected FUS Auxiliar Fuel System is not u</li> <li>b) No more than 800 kg maintained in the affect FUS Auxiliary Fuel S (forward plus aft tank c) Any fuel in the affect FUS Auxiliary Fuel S is considered unusa treated as ballast fue is included in the</li> </ul> </li> </ul>		US may be d and ed FUS remain ary used, ig is fected System ik), ited System ible, is el, and				
				calculation of Takeo weight and C.G. pos for takeoff, and d) Valve is secured clo (Continued)	off sition osed.			

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135. EMB-145					28-31		
System &	1.	2. Nu	umber	rinstalled	1		
Sequence	ITEM		3. Nı	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
System & Sequence Number 28 FUEL -45-07 Aft Auxiliary Tan Transfer Isolatio Valve (EMB-135BJ) (Continued)	ITEM	2	0 0	<ul> <li>Installed</li> <li>Imber required for dispatch</li> <li>4. Remarks and/or exception</li> <li>(M)(O) May be inoperaprovided: <ul> <li>a) No more than 800 k maintained in both F Auxiliary Fuel Syste (forward plus aft tan</li> <li>b) Any fuel in the affect FUS Auxiliary Fuel S is considered unusatreated as ballast fuis included in the calculation of Takeo for takeoff, and</li> <li>c) Valve is secured closed (M) May be inoperative provided Forward and Tanks of both FUS Au Fuel Systems remain of the secure of the systems remain of the syste</li></ul></li></ul>	ative ag is FUS m able, is el, and off sition osed. e Aft xiliary empty.		

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 13	Page			
EMB-135, EMB-	145				28-32			
System &	1.	2. Ni	umber	r installed				
Sequence	ТЕМ		3. Nu	umber required for dispatch				
Number				4. Remarks and/or exception	IS			
28 FUEL								
-45-08 Forward Auxiliary	A A	1	0	(M)(O) May be inopera	ative			
Tank Refueling				and FUS Auxiliary Fue	el			
Isolation Valve				Systems used provide	d:			
(EMB-135BJ)				a) Fuel distribution bet	ween			
(only for Legacy				Forward and Aft tan	ks is			
600)				verified to be correc	t.			
				b) Valve is secured clo	sed			
				and	,000,			
				c) Repairs are made w 1 flight day.	/ithin			
				NOTE: Refueling of Fl	JS			
				Auxiliary Systems can	not be			
				accomplished if this va	alve is			
				inoperative secured clo	osed.			
	D	1	0	(M) May be inoperative	Э			
				provided forward and a	aft			
				tanks of both FUS Aux	iliary			
				Fuel Systems remain e	empty.			
-45-09 Aft Auxiliary Tank	X A	1	0	(M)(O) May be inopera	ative			
Refueling Isolatio	n			and FUS Auxiliary Fue	ł			
Valve				Systems used provide	d:			
(EMB-135BJ)				a) Fuel distribution bet	ween			
(only for Legacy				Forward and Aft tan	ks is			
600)				verified to be correc	t,			
				b) Valve is secured clo	osed,			
				and				
				c) Repairs are made w	vithin			
				1 flight day.				
				NOTE: Refueling of Fl	JS			
				Auxiliary Systems can	not be			
				accomplished if this va	lve is			
				inoperative secured clo	osed.			
	D	1	0	(M) May be inoperative	Э			
				provided forward and a	aft			
				tanks of both FUS Aux	iliary			
				Fuel Systems remain e	empty.			

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13	Page	
EMB-135, EMB	-145				28-33	
System &	1.	2. N	umber	r installed		
Sequence	ITEM		3. Nı	mber required for dispatch		
Number				4. Remarks and/or exception	IS	
28 FUEL						
-45-10 Forward Auxiliar Tank Vent Valve	y B	2	0	(M)(O) May be inopera provided:	ative	
(EMB-135BJ)				<ul> <li>a) Affected vent valve secured closed, an</li> </ul>	d	
				<ul> <li>b) Associated Fuel tar transfer systems ar verified to operate normally before dep</li> </ul>	nk e parture.	
				<b>NOTE:</b> Only wing tank be available to refuelin	s will ıg.	
	D	2	0	(M) May be inoperative provided Forward and Tanks of both FUS Au Fuel System remain et	e Aft xiliary mpty.	
-45-11 Cross Transfer Shutoff Valve (EMB-135BJ)	D	1	0	(M) May be inoperative provided Forward and Tanks of both FUS Au Fuel Systems remain of	e Aft xiliary	
	В	1	0	(M)(O) May be inopera provided: a) Valve is secured clo	ative osed,	
				and	na fual	
				blance are monitor through EICAS and MFD Fuel Page.	red /or	

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB	-145				28-34		
System &	1.	2. N	umber	r installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
-45-12 FUEL XFER ING Message (EMB-145XR)	OP B	1	0	<ul> <li>(M)(O) May be inopera provided:</li> <li>a) Ventral Tank Electri Transfer pumps and associated indicatio operate normally,</li> </ul>	ative c Fuel d n		
				<ul> <li>b) Ventral Tank Fuel T System (AUTO and OVRD) operates no</li> <li>c) EICAS message FL XFER CRITICAL is to operate normally</li> <li>d) Fuel transfer is mon through EICAS and MFD Fuel Page dur flight.</li> </ul>	ransfer prmally, JEL verified , and hitored /or ing the		
	С	1	0	(M) May be inoperative provided ventral tank r empty and electric fue transfer pumps are deactivated.	e remains I		
	D	1	0	(M) May be inoperative provided airplane fuel is configured to LR mo	e system ode.		

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB	8-145				28-35		
System &	1.	2. Ni	umbei	rinstalled			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	IS		
28 FUEL							
-45-13 FUEL XFER CRITICAL Message (EMB-145XR)	С	1	0	(M) May be inoperative provided ventral tank re empty and electric fuel transfer pumps are deactivated.	emains		
	D	1	0	(M) May be inoperative provided airplane fuel s is configured to LR mod	system de.		
(EMB-135BJ)	D	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Ventral tank (only for Legacy 650) and bo Auxiliary Fuel System not used,</li> <li>b) No more than 800 k maintained in ventra (only for Legacy 650 both FUS Auxiliary I Systems (forward pl tanks), and</li> <li>c) Any fuel in ventral ta (only for Legacy 650 both FUS Auxiliary I Systems is consider unusable, is treated ballast fuel, and is ir in the calculation of weight and C.G. pos for takeoff.</li> <li>(M) May be inoperative provided Forward and Tanks of both FUS Auxiliary I System remain end</li> </ul>	de. or th FUS ms are g is al tank )) and Fuel us aft ank )) and Fuel red as ncluded takeoff sition e Aft xiliary mpty.		

MASTER MINIMUM EQUIPMENT LIST						
			Revision Nº: 13	Page		
3-145				28-36		
1. ITEM	2. Ni		r installed			
		3. NI	A Remarks and/or exception	19		
				15		
_	   .					
В	1	0	(M) May be inoperative provided:	Ð		
			a) Valve is secured clo	sed		
			b) Ventral tank remain empty, and	S		
			<ul> <li>c) Ventral Tank Electri Transfer Pumps are deactivated.</li> </ul>	c Fuel		
D	1	0	May be inoperative pro airplane fuel system is configured to LR mode	ovided e.		
ЯВ У	1	0	<ul> <li>(M)(O) May be inoperal provided:</li> <li>a) Ventral tank electric transfer pumps and associated indicatio operates normally,</li> <li>b) Ventral tank transfe system is operative selected on fuel transmaster switch,</li> <li>c) EICAS message FL XFER CRITICAL is to operate normally.</li> </ul>	tive fuel n r when nsfer JEL verified and		
			through EICAS and, MFD fuel page durin flight.	for ng the		
D	1	0	(M) May be inoperative provided ventral tank re empty.	emains		
	ER MININ 3-145 1. ITEM D R B y D D	ER MINIMUM 3-145 ITEM 1 2. N B 1 B 1	ER MINIMUM EQU         3. Number         1       2. Number         ITEM       1       0         B       1       0         R       B       1       0         Y       D       1       0         Y       D       1       0         Y       D       1       0	ER MINIMUM EQUIPMENT LIST         Revision N°: 13         3-145         1       2. Number installed         ITEM       3. Number required for dispatch         4. Remarks and/or exception         B       1       0         (M) May be inoperative provided:       a) Valve is secured closed by Ventral tank remainsempty, and         c) Ventral Tank Electrin Transfer Pumps are deactivated.         D       1       0         May be inoperative provided:       a) Ventral tank remainsempty, and         C) Ventral Tank Electrin Transfer Pumps are deactivated.       model         D       1       0         May be inoperative provided:       a) Ventral tank electric transfer pumps and associated indicatio operates normally,         y       Ventral tank response normally,         b) Ventral tank transfer system is operative selected on fuel transfer system is operative selected on fuel transfer system is operative selected on fuel transfer is mon through EICAS and, MFD fuel page durin flight.         D       1       0         Minister of the page durin flight.       0         D       1       0		

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB-	145				28-37		
System &	1	2. Ni	umber	· installed	1		
Sequence			3 Ni	umber required for dispatch			
Number			0	4. Remarks and/or exception	าร		
28 FUEI							
ZUTUEL							
-45-16 Aft Auxiliary Tan	k B	2	0	(M)(O) May be inopera	tive		
(EMB-135BJ)				a) Affected vent valve	is		
				secured closed,			
				b) Associated Fuel Tan	k suifi sul		
				to operate normally b	pefore		
				departure, and			
				c) Relief valve is verifie	d to		
				NOTE: Only wing tanks	will be		
				available to refueling.			
	D	2	0	(M)(O) May be inopera	ative		
				provided Forward and tank of both FLIS Auxil	Aft		
				Fuel System remain er	mpty.		

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13	Page	
EMB-135, EMB-	145				28-38	
System &	1.	2. Nu	umber	r installed		
Sequence	ITEM		3. Nu	umber required for dispatch		
Number				4. Remarks and/or exception	IS	
28 FUEL				-		
Sequence Number 28 FUEL -45-17 Ventral Tank Ver Valve (EMB-135BJ) (only for Legacy 650)	nt B	1	3. Nu О	<ul> <li>Imber required for dispatch</li> <li>4. Remarks and/or exception</li> <li>(M)(O) May be inoperation</li> <li>(M)(O) May be inoperation</li> <li>a) Affected vent valve secured closed, and</li> <li>b) Fuel Tank Transfer System is verified to operate normally be departure.</li> <li>NOTE: Only wing tanks be available to refueling (M)(O) May be inoperation provided Ventral tank refers to the empty.</li> </ul>	tive is is offore is will g. ve mains	

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB-14	5				29-1		
System &	1.	2. Nu	mber	installed			
Sequence IIE	:IVI		3. NL	Imber required for dispatch			
				4. Remarks and/or exception	15		
29 HIDRAOLIC POWER							
-10-02 GSE Couplings (External)	D	4	0	(M) May be inoperative provided the failed extr coupling (or the associ plumbing) is isolated fr hydraulic system.	e open ernal iated rom the		
-10-05 Electric Hydraulic							
Pump Systems							
1) AUTO Functions	s C	2	0	(O) May be inoperative provided:	•		
				a) Manual function ope normally,	erates		
				<ul> <li>b) Associated electric p is selected ON durin takeoff and landing, OFF during flight.</li> </ul>	pump ng and		
2) Manual Function	s C	2	0	(O) May be inoperative provided the AUTO an positions for the assoc pump selector are veri operate normally.	e d OFF iated fied to		
-10-14 Reservoir Refilling Check Valves	D	2	0	(M) May be inoperative provided the failed value removed and plumbing plugged.	e open ve is J		
	D	2	0	May be inoperative clo	sed.		
-10-16 Pressure Ground Connection Check Valve	D	2	0	(M) May be inoperative provided the failed value removed and plumbing plugged.	e open ve is J		
	D	2	0	May be inoperative clo	sed.		

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System &	1.	2. Nu	Imper	rinstalled			
Sequence	ITEM		3. Nu	umber required for dispatch			
				4. Remarks and/or exception	IS		
29 HIDRAULIC POWER	κ.		ļ				
-10-19 Engine-Driven	С	1	0	(M)(O) May be inopera	tive		
Pump Pressure				provided:			
Switch (Hydraulic	5			a) Pressure indication	and		
System 1)				electric pump press	ure		
				switch operates nor	mally,		
				<ul> <li>b) Electric pump is selected</li> </ul>	ected		
				ON during takeoff a	nd		
				landing and OFF du	ring		
				flight, and			
				c) Pressure switch is			
				removed and press	Jre		
				switch port is plugge			
	0	~			J.		
-30-00 Hydraulic Fluid	C	2	1	(M)(O) May be inoperation	tive		
	ons vol			provided:	ntity in		
(including low lev				verified to be norma	Intity is		
advisory messag	0)			to departure and	i prior		
				b) Hydraulic pressure			
				indication is availab	le and		
				is monitored through	nout		
				flight.			
-30-01 Reservoir Quanti	tv C	2	0	(M) May be inoperative			
Gages	,			provided:			
				a) Fluid quantity is veri	fied by		
				other means before	each		
				departure, and			
				b) Pressure indication	is		
				operating normally.			
-30-02 Hydraulic Pressu	ire C	2	1	(O) One may be inoper	ative		
Indications				provided:			
				a) Associated hydrauli	c fluid		
				quantity indication is	5		
				available and check	ed		
				betore each flight, a	nd		
				b) Associated HYD SY	SFAIL		
				caution message op	perates		
				normaliy.			

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System &	1.	2. Ni	umbe	r installed				
Sequence	ITEM		3. Ni	umber required for dispatch				
		-		4. Remarks and/or exception	IS			
PROTECTION								
-11-00 Wing Anti-icing System	С	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	vided d in			
-11-01 Wing Anti-icing Valves	С	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve is secured cloand</li> <li>b) Airplane is not oper known or forecast ic conditions.</li> </ul>	osed, ated in bing			
-11-02 Wing Anti-icing Valve OPEN Li	C ght	1	0	(M) May be inoperative provided system is veri operate normally before departure.	fied to e			
	С	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	vided d in			
-12-00 Stabilizer Anti-i System	cing C	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	vided d in			
-12-01 Stabilizer Anti-i Valve	cing C	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Valve is secured cloand</li> <li>b) Airplane is not oper known or forecast ic conditions.</li> </ul>	osed, ated in sing			
-12-02 Stabilizer Anti-i Valve OPEN Li	cing C ght	1	0	(M) May be inoperative provided system is veri operate normally before departure.	fied to e			
	С	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	vided d in			

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System &	1.	2. Ni	umbei	r installed			
Sequence I	TEM		3. Nu	umber required for dispatch			
				4. Remarks and/or exception	15		
PROTECTION							
-21-00 Engine Anti-icing	С	2	1	May be inoperative pro	vided:		
Systems				a) Affected A/I pushbu	tton is		
				positioned to OFF p	rior to		
				departure, and			
				b) Airplane is not oper	ated in		
				known or forecast ic conditions.	ing		
				NOTE: The message			
				ENG A/ICE OVERPRE	S may		
				be present.	,		
	В	2	0	May be inoperative for VMC provided:	day		
				a) Affected A/I pushbu	tton is		
				positioned to OFF p	rior to		
				departure, and			
				b) Airplane is not oper	ated in		
				known or forecast ic	sing		
				conditions.			
				NOTE: The message	· • • • • • •		
				ENG A/ICE OVERPRE	S may		
	0		~	be present.			
-21-01 Engine Anti-Icing	C	2	0	(M)(O) One or both ma	y be		
valves				A Valve is secured on	on		
				a) valve is secured op	en,		
				b) Performance penalt	ies are		
				applied.			
				NOTE: On airplanes ed	duipped		
				with EICAS version 16.	.5 and		
				on, the message ENG	A/ICE		
				OVERPRES may be pr	resent.		
-21-02 Engine Anti-icing	С	2	1	(M) One may be inoper	ative		
Valve OPEN Ligh	ts			provided system is veri	fied to		
				operate normally before	e		
				departure.			
	С	2	0	May be inoperative pro	vided		
				airplane is not operated	d in		
				known or torecast icing	J		
				conditions.			

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System &	1.	2. Ni	umber	r installed				
Sequence	ITEM		3. Ni	umber required for dispatch				
		-		4. Remarks and/or exception	15			
PROTECTION								
-31-00 Pitot/Static Hea Systems	ating C	3	2	<ul> <li>(M) One may be inoper provided:</li> <li>a) Standby and remain Pitot/Static Heating systems operate no and</li> <li>b) Airplane is not operate</li> </ul>	rative hing rmally, ated in			
				visible moisture, or known or forecast icing/rain conditions	in s.			
-32-01 AOA Sensor Heating Syster	B	2	1	May be inoperative pro airplane is not operated known or forecast icing conditions.	vided d in I			
-33-01 TAT Probe Hea Systems	ating C	2	1	May be inoperative pro airplane is not operated known or forecast icing conditions.	vided 1 in 1			
-41-00 Windshield Wi	oers C	2	0	May be inoperative pro airplane is not operated precipitation within 5 na miles of the airport of ta or intended landing. <b>NOTE:</b> For airplanes equipped with Rain Re Coating (RRC) the use windshield wipers are r required.	vided d in autical akeoff pellent of not			
1) Low Speed	С	2	0	May be inoperative pro high speed operates no	vided ormally.			
2) High Speed	C	2	0	May be inoperative pro low speed operates no	vided rmally.			
3) Parking Mo	de C	2	0	(O) May be inoperative provided the blades ca positioned providing an acceptable field of visio the flight crew.	n be i on to			
4) Timer Mode	e C	2	0					

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EMB-135, EMB-	145				30-4			
System &	1.	2. Ni	Imper	rinstalled				
Sequence	ITEM		3. Ni	umber required for dispatch				
				4. Remarks and/or exception	15			
PROTECTION								
-41-04 Rain Repellent *** Coating	С	2	0	May be inoperative pro a) No precipitation is	vided:			
				forecasted during a from one hour befor one hour after the estimated time of	period ^r e until			
				departure and arriva takeoff and destinat aerodromes, and	al at the ion			
				<ul> <li>b) Affected system is r of the equipment re for the intended operation</li> </ul>	not part quired eration.			
				<b>NOTE:</b> Takeoff destinates aerodromes include and takeoff and destination alternate aerodromes r by the operational rules	ition y equired s.			
	С	2	1	One may be degraded monitoring side provide a) Visibility for the fligh is acceptable, and	on pilot ed: it crew			
				<ul> <li>b) Affected system is r of the equipment re for the intended operation</li> </ul>	not part quired eration.			
-42-02 Windshield Heati Systems	ing C	2	1	(M) May be inoperative provided:	;			
				<ul> <li>Affected windshield heating system is deactivated, and</li> </ul>				
				<ul> <li>b) Airplane is not oper known or forecast ic conditions.</li> </ul>	ated in cing			
L			1					

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Airplane				Revision Nº: 14	Page			
EMB-135, EME	3-145				30-5			
System &	1.	2. Ni	Imper	rinstalled				
Sequence	ITEM		3. Ni	umber required for dispatch				
				4. Remarks and/or exception	15			
PROTECTION								
-80-00 Ice Detector	С	2	1	(O) One may be inoper provided the AFM proc ICE DETECTOR FAIL used.	ative edure is			
	С	2	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	vided d in			
-81-01 Clear Ice Detec System (EMB-135BJ/ EMB-145XR)	tor C	1	0	(M) May be inoperative provided the wing uppe surface is checked to b of clear ice before take	er e free off.			
EMB-145XR) -81-02 Clear Ice Indica Lamps (EMB-135BJ/ EMB-145XR)	ition C	2	0	of clear ice before take (O) May be inoperative provided the EICAS cle messages operate non before each flight.	off. ear ice mally			

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 12	Page			
EMB-135, EMB-14	5				31-1			
System &	1.	2. Ni	umbe	r installed				
Sequence ITI	EM		3. Ni	umber required for dispatch				
		-		4. Remarks and/or exception	าร			
31 INSTRUMENTS		ļ	ļ					
-21-01 Clocks								
1) Copilot's Clock	D	1	0	May be inoperative pro pilot's clock operates normally.	vided			
2) Pilot's Clock	A	1	0	<ul> <li>May be inoperative pro</li> <li>a) FDR is considered inoperative, and</li> <li>b) Repairs are made w 3 flight days.</li> </ul>	vided: vithin			
3) Both Clocks	A	2	0	<ul> <li>May be inoperative pro</li> <li>a) Both pilot and copile ready access to reli timepiece which dis seconds (a wrist wa acceptable).</li> <li>b) Approach procedure not require timing,</li> <li>c) FDR is considered inoperative, and</li> <li>d) Repair are made wi 3 flight days.</li> </ul>	vided: ot have able play itch is es do thin			
-30-00 Digital Flight Data Recorder System (DFDRS)	С	-	-	Any in excess of those required by regulations be inoperative.	may			
				(Continued)				

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 12	Page		
EMB-135, EMB-	145				31-2		
System &	1.	2. Nu	imper	[,] installed			
Sequence	ITEM		3. Nı	mber required for dispatch			
Number				4. Remarks and/or exception	IS		
31 INSTRUMENTS							
-30-00 Digital Flight Dat Recorder Systen (DFDRS) (Continued)	a า						
	A	-	0	May be inoperative pro a) Cockpit Voice Reco (CVR) operates nor b) Airplane is not dispa	vided: rder mally, atched		
				from a designated a as listed in the oper MEL unless:	irport ator's		
				(1) The FDR failure after pushback b to takeoff, and	occurs ut prior		
				(2) The FDR repair v attempted but no successful.	was ot		
				<ul> <li>c) In those cases when repair is attempted I successful, the airpl may be dispatched flight or series of flig until the next design airport where repair be accomplished pr dispatch, and</li> <li>d) Repairs are made w</li> </ul>	re put not ane on a jhts nated must ior to vithin		
				3 flight days.			
1) DFDRS Recording Parameters required by regulations	A	-	-	<ul> <li>May be inoperative pro</li> <li>a) Cockpit Voice Reco (CVR) operates non and</li> <li>b) Repairs are made w 20 calendars days.</li> </ul>	vided: rder mally, vithin		
2) DFDRS Recording Parameters n required by regulations	A ot	-	-	May be inoperative pro repairs are made prior completion of the next maintenance visit.	vided to the heavy		

MASTER MINIMUM EQUIPMENT LIST								
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EMB-135, EM	B-145				31-3			
System &	1.	2. Ni	umbei	rinstalled				
Sequence	ITEM		3. Nu	umber required for dispatch				
31 INSTRUMENTS				4. Remarks and/or exception	15			
	<b>_</b>	4						
*** Recorder	D	1	0					
-42-02 Integrated Computer Configuration Modules (IM-60	B 00)	2	1	One may be inoperative the EICAS message IC 1 (2) CONFIG FAIL displayed provided the messages CONFIG MISMATCH or CHK IC CONFIG are not displa	e with EICAS yed.			
-51-00 Aural Warning	Unit							
1) Channels	С	2	1					
-51-02 MASTER Warr	ning							
Lights/Buttons	0							
1) Lights	В	2	1	May be inoperative pro master warning aural a operates normally.	vided lert			
2) Alarm Cano Functions	el C	2	1					
-51-03 MASTER Caul	ION							
1) Lights	D	2	1	One may be increative	•			
T) Lights	D	2	1	provided master cautio alert operates normally	ə n aural			
2) Alarm Cano Functions	el C	2	1					
-62-00 Synthetic Visio *** System (SVS) (EMB-135BJ) (only for Legacy 650)	n D	1	0	(O) May be inoperative provided SVS is selecte OFF.	əd			
-70-01 Weight and *** Balance Comp	D uter	1	0					

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System & 1. 2. Number installed								
Sequence IT	EM		3. Nu	umber required for dispatch				
Number				4. Remarks and/or exception	IS			
32 LANDING GEAR								
-32-02 Landing Gear Control Lever Lato System	B h	1	0	(M)(O) May be inopera the latched position pro a) The downlock relea	tive in vided: se			
				mechanism operate normally, and b) LG AIR/GND FAIL	S			
				message is not pres	sent.			
-40-01 Brake Temperatur Monitoring Indications	e D	4	3	(M) One may be inoper provided the affected B Temperature Sensor is deactivated.	ative Irake			
	С	4	0	(M)(O) May be inopera provided:	tive			
				<ul> <li>a) Affected Brake Temperature Senso deactivated, and</li> <li>b) Quick Turn Around is used</li> </ul>	rs are Chart			
-41-08 Brake Pressure Transducers	В	4	3	(M) May be inoperative the BRAKE DEGRADE caution message prese provided:	with D ent			
				<ul> <li>a) Only the respective PRESS TRANSDUC FAIL message is presented on the br system portion of th CMC,</li> <li>b) External leakage is</li> </ul>	CER ake e not			
-44-05 Accumulator Low Pressure Switch	С	1	0	<ul> <li>c) Affected brake present, and</li> <li>c) Affected brake present, and</li> <li>c) Affected brake present transducer is deactive provided accumulator of is verified to be normal each flight day.</li> </ul>	sure vated. charge once			

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System &	1.	2. Nu	Imper	r installed				
Sequence II Number	EM		3. NI	Imber required for dispatch	16			
32 LANDING GEAR					13			
-44-07 BRAKE ON Lights	5							
1) Cockpit light	В	1	0	(M) May be inoperative provided emergency/pa brake system operates normally.	arking			
2) Ramp light	С	1	0					
-49-00 Brake Assembly	С	8	4	(M) One per brake asse	embly			
Wear Indicator				may be missing provide remaining brake wear indicator is checked ea flight day.	ed ch			
-50-01 Nosewheel Steeri Handle	ng A	1	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Steering command through pedals oper normally, and</li> <li>b) Repairs are made w flights.</li> </ul>	rates vithin 3			
-50-02 Control Wheel Steering Disengag Button	C ge	2	1	(M) Pilot flying disenga button may be inoperat provided pilot not flying disengage button opera normally.	ge tive ates			
-60-00 Landing Gear Proximity Switche	B	19	13	(M) One up lock proxim switch and one down lo proximity switch may be inoperative in each land gear leg, provided the remaining proximity sw operate normally. <b>NOTE:</b> Proximity switcl includes air/ground, up down lock, 7° steering nose-landing-gear door sequence.	hity ock e ding itches h lock, and r			

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System &	1.	2. Ni	umbei	rinstalled				
Sequence ITEN			3. Nu	umber required for dispatch				
				4. Remarks and/or exception	15			
33 LIGHTS		ļ	ļ					
-10-00 Cockpit/Flight Deck/Flight Compartment and Instrument Panel Lighting Systems	С	-	0	May be inoperative for light operations.	day			
	С	-	-	<ul> <li>Individual lights may be inoperative for night operations provided realights are:</li> <li>a) Sufficient to clearly illuminate all requires instruments and corfor which it is provid</li> <li>b) Positioned so that darays are shielded fraflight crewmember's and</li> <li>c) Lighting configuration intensity is acceptate the flight crew.</li> </ul>	maining ntrols ed, lirect om s eyes, on and ole to			
-20-00 Cabin Interior Illumination System	D	-	0	May be inoperative pro passengers are not car	vided ried.			
1) Airplane Without Photoluminescent Emergency Escape Path Marking System	С	-	0	May be inoperative for light operations.	day			
	С	-	-	Individual lights may be inoperative for night operations provided ren lighting is sufficient for attendant to perform as duties.	maining cabin signed			
				(Continued)				

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System &	1.	2. Nu	ımber	installed					
Sequence ITEI	N		3. Nu	Imber required for dispatch					
Number				4. Remarks and/or exception	าร				
33 LIGHTS -20-00 Cabin Interior Illumination System (Continued) 1) Airplane Without Photoluminescent Emergency Escape Path Marking System (Continued) (EMB-135BJ)	D		0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Cabin emergency lig system is operative besides e passenger seat, and c) Total light distribution considered sufficient the flight crew to pe assigned duties.</li> <li>(Continued)</li> </ul>	ghting ts are ach d on is it for rform				

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Airplane				Revision Nº: 15	Page				
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System &	1.	2. Ni	umber	installed					
Sequence ITEM	1		3. Nu	mber required for dispatch					
Number				4. Remarks and/or exception	ıs				
33 LIGHTS									
-20-00 Cabin Interior Illumination System (Continued)									
2) Airplane With Photoluminescent Emergency Escape Path	С	-	-	(M)(O) Individual lights including up to 10% of the ceiling and sidewal may be inoperative pro	l lamps vided:				
Marking System				<ul> <li>a) Remaining lighting i sufficient for cabin attendant to perforn assigned duties,</li> </ul>	s 1				
				<ul> <li>b) No more than 2 adja ceiling and sidewall in the longitudinal o direction are inoperative</li> </ul>	acent Iamps r lateral ative,				
				<ul> <li>c) Ceiling and sidewal in the region of the cabinets and life-raf stowage areas are operative and</li> </ul>	l lamps galley, t				
				<ul> <li>d) Attendant's panel ca lighting control butto must operate in ON BRIGHT setting.</li> </ul>	abin ons and				
-21-02 Cockpit Sterile *** Light	D	-	0	(O) Alternate procedure established and used.	es are				
-23-00 Passenger Signs	С	-	-	(M)(O) No passenger, lavatory or attendant se be occupied from whicl Smoking/Fasten Seat Belt/Return to Seat" sig not readily legible, or th must be blocked and placarded "DO NOT OCCUPY".	eat may n a "No gn is nat seat				
				(Continued)					

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System &	1.	2. Nu	Imper	rinstalled					
Sequence ITEN			3. Nu	umber required for dispatch					
				4. Remarks and/or exception	ıs				
33 LIGHTS									
-23-00 Passenger Signs (Continued)	С	-	-	<ul> <li>(O) If one or more "No Smoking/Fasten Seat E Return to Seat" signs a inoperative, the affecte passenger seat(s), lava seat or cabin attendant may be occupied provia</li> <li>a) The passenger add system operates no and can be clearly h throughout the cabin during flight, and</li> <li>b) The passenger add system is used to no the cabin attendant passengers when so belts should be fast</li> </ul>	Belt/ atory 's seat ded: ress rmally heard n ress otify and eat ened				
-26-00 Courtesy and Stairs	С	1	0	prohibited.	15				
Lighting System									
-30-00 Compartment Lights (Nose, Tail, Baggage, etc)	С	-	0						
-41-00 Landing Light	С	3	2	One may be inoperative night operations.	e for				
	С	3	0	May be inoperative for light operations.	day				
1) Nose Landing Gear Automatic Extinguishing Function	D	1	0	(O) May be inoperative provided light is manua turned off on gear retra	illy ction.				
MASTER MINIMUM EQUIPMENT LIST									
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System	&	1.	2. Ni	umbe	r installed				
Sequen	ce IT	EM		3. Ni	umber required for dispatch				
Number					4. Remarks and/or exception	IS			
33 LIG	HIS			ļ					
-42-00	Taxi Light	С	2	1					
	0	С	2	0	May be inoperative pro	vided			
		0	-	Ũ	nose landing light is on	erating			
					normally	oraang			
		C	2	0	May be inonerative for				
		C	2	0	daylight operation				
		Б	~	_					
	1) Automatic	D	2	0	(O) May be inoperative	-			
	Extinguishing				provided the light is ma	nually			
10.00		0			turned on on gear retra	cuon.			
-43-00	Navigation Light	С	-	0	May be inoperative for				
	System				daylight operations.				
		С	-	4	(O) Any light may be				
					inoperative provided or	ie			
					green light, one red ligh	nt and			
					two white lights operate	9			
					normally.				
					NOTE: Tail Strobe light	t may			
					be used in place of the				
					inoperative tail white lig	jht.			
-44-00	Wing Inspection	С	2	0					
	Lights								
-46-00	Logo Lights	D	2	0					
***									
-47-03	Strobe Lights	С	3	0	May be inoperative for				
	(EMB-135/140/145	5			daylight operations.				
	and 135BJ)								
	(EMB-135/140/145	5) C	3	0	May be inoperative pro	vided			
	(,,	, .	•	•	both red beacon lights				
					operate normally.				
	(EMB-145XR)	C	2	0	May be inoperative for				
		0	2	0	daylight operations				
		C	2	0	May be inonerative pro	vided			
		C	2	0	both red beacon lights	viueu			
					operate normally				
[									

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Airplane	)				Revision Nº: 15	Page		
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System	&	1.	2. Nu	Imper	r installed			
Sequen	ce IT	EM		3. Ni	umber required for dispatch			
					4. Remarks and/or exception	15		
33 LIG	HIS							
-47-05	Red Beacon Lights	s C	-	0	<ul><li>(O) May be inoperative provided:</li><li>a) Beacon switch is positioned to ON pri</li></ul>	ior to		
		С	-	0	engine start, and b) Strobe lights operat normally. May be inoperative for operations provided be switch is positioned to prior to engine start.	e day acon ON		
					<b>NOTE:</b> The rotating be switch should be position ON before engine start turn the FDR on.	acon oned to ing to		
-48-00 *** -50-00	Baggage Door External Light Emergency Lightin System (Battery- Powered)	D	1	0				
	1) External Lights	С	-	0	May be inoperative for daylight operations.			
	2) Floor Proximity Strips	С	-	-	Up to two individual str may be inoperative pro not adjacent and not us as exit locators (amber	ips vided sed light).		
-50-01	Photoluminescent Floor Proximity Emergency Escap Path Marking System	C	-	-	Up to 10% of any 1.22 section may be dama missing, except red ind used as exit locators.	meters aged or dicators		

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System	&	1.	2. Ni	umbei	r installed			
Sequen	CE IIEI	VI		3. NI	A Remarks and/or exception	IS		
34 NA	VIGATION							
-22-01	Main Panel Displays	В	5	4	(M)(O) Non-flying pilot's may be inoperative.	s MFD		
	1) MFD Bezel	С	2	1	One may be inoperative provided opposite MFD normally.	e ) works		
	2) Charts and Maps Databases (only for DU-875)	С	-	0	(O) May be inoperative out of date provided alt procedures are establis and used.	or ernate shed		
-22-02	TAT Indication	С	2	1	May be inoperative pro remaining TAT indication operative.	vided on is		
-22-03	SAT Indication	С	2	1	May be inoperative pro remaining SAT indication operative.	vided on is		
-22-04	Slip Indicators	С	2	1				
-22-06	Cursor Control Device (CCD) (EMB-135BJ) (only for DU-875)	С	2	0	<ul> <li>Any or all functions ma inoperative provided:</li> <li>a) Charts and Maps fu is considered inoper and</li> <li>b) XM Weather system considered inoperat</li> <li>NOTE: SVS, charts, ar maps databases canno updated if CCD is unav</li> </ul>	y be nction rative, n is ive. nd ot be railable.		
-24-01	Standby Attitude Indication (on Integrated Standby Instrument System (ISIS) or on dedicated Instrument)	В	1	0	May be inoperative for VMC operations only.	day		

	MASTER MINIMUM EQUIPMENT LIST							
Airplane	Airplane				Revision Nº: 15	Page		
	5	1			34-2			
System	&	1.	2. N	umbe	r installed			
Sequence	Ce ITE	-M		3. NI	umber required for dispatch			
34 NAV			-		4. Remarks and/or exception	15		
34 NA	VIGATION		ļ	ļ				
-24-02	Standard	С	1	0	May be inoperative pro	vided		
***	Barometric				BARO knob is manual	y used		
	Pressure (STD)				to set barometric press	ure.		
	Button on ISIS							
-25-00	Head-Up Guidance	e D	-	0	May be inoperative pro	vided		
***	System (HGS)				approach minimums or	•		
					operating procedures d	lo not		
					require its use.			
					NOTE: Any mode whic	h		
					operates normally may	be		
					used.			
-25-01	Standby Magnetic	В	1	0	May be inoperative pro	vided:		
	Compass				a) Any combination of	two		
					gyro or INS (IRS)			
					stabilized compass	20		
					systems are operation	ng		
					h) Airplane is operating	a with		
					dual navigation cap	ability		
					and under positive r	adar		
					control by ATC on t	he		
					enroute portion of th	ne		
		_			flight.			
		С	1	0	May be inoperative for	flights		
					that are entirely within a	areas		
					of magnetic unreliability	y		
					provided at least two	/ro		
					stabilized ullectional gy	uly and		
					are used in conjunction	n with		
					approved free gyro nav	vidation		
					techniques.	igation		
<u> </u>								

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Airplane				Revision Nº: 15	Page			
EMB-135, EMB-145					34-3			
System &	1.	2. Nu	Imper	installed				
Sequence ITEN			3. Nu	Imber required for dispatch				
				4. Remarks and/or exception	S			
34 NAVIGATION								
-27-00 Inertial Reference	D	1	0	May be inoperative prov	vided			
*** System				the HGS is considered				
(Only for airplanes				inoperative.				
equipped with two								
AHRS and one								
additional IRS								
dedicated to HGS)								
-27-05 IRS MSU								
*** Annunciators Lights								
1) ALIGN	С	2	0					
annunciator								
2) FAULT	С	2	0					
annunciator								
3) ON BATT	С	2	0					
annunciator								
4) NO AIR	С	2	0					
annunciator								
5) NAV RDY	С	2	0	(O) May be inoperative				
annunciator				provided IRS is checke	d			
				available for NAV mode	Э.			
6) BATT FAIL	С	2	0	(O) May be inoperative				
annunciator				provided IRS battery is				
				checked supplying pow	er.			

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Airplane				Revision Nº: 15	Page			
EMB-135, EMB-145		-			34-4			
System &	1.	2. Nu	Imper	r installed				
Sequence ITEM			3. Nu	umber required for dispatch				
				4. Remarks and/or exception	าร			
34 NAVIGATION								
-31-00 Radio Altimeter System								
1) Single radio altimeter installation	A	1	0	<ul> <li>(M)(O) May be inoperal provided:</li> <li>a) Approach minimum operating procedure not require its use,</li> <li>b) GPWS/EGPWS is considered inoperative,</li> <li>d) Affected Radio Altin deactivated, and</li> <li>e) Repairs are made was 2 flight days.</li> </ul>	tive s or es do tive, l neter is vithin			
2) Dual radio altimeter installation (Pre-Mod. SB 145-34-0083 or Pre-Mod. SB 145LEG-34- 0010)	A	2	0	<ul> <li>(M)(O) Radio Altimeter both may be inoperativ provided:</li> <li>a) Approach minimum operating procedure not require its use,</li> <li>b) GPWS/EGPWS is considered inoperative inoperative if both R Altimeter are inoper</li> <li>d) Affected Radio Altin deactivated, and</li> <li>e) Repairs are made w 2 flight days.</li> </ul>	1 or e s or es do tive, Radio rative, neter is vithin			
	D	2	1	<ul> <li>(M)(O) Radio Altimeter be inoperative provided</li> <li>a) Approach minimum operating procedure not require its use, a</li> <li>b) Radio altimeter 2 is deactivated.</li> <li>(Continued)</li> </ul>	2 may d: s or es do and			

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 15	Page			
EMB-135, EM	B-145				34-5			
System &	1.	2. Ni	umbei	r installed				
Sequence	ITEM		3. Nı	umber required for dispatch				
		-		4. Remarks and/or exception	าร			
34 NAVIGATION		ļ	ļ					
-31-00 Radio Altimete System (Continued)	r	0			4:			
Altimeter	A	2	0	provided: Approach minimum	uve s or			
(Post-Mod. SB 145-34-	0083			operating procedure not require its use,	es do			
or Post-Moo SB 145LEG	d. i-34-			<ul> <li>b) GPWS/EGPWS is considered inoperat</li> </ul>	tive,			
0010)				c) TCAS is considered inoperative.	l			
				d) Radio Altimeters are	Э			
				e) Repairs are made w	vithin 2			
	D	2	1	(M)(O) May be inopera provided:	tive			
				<ul> <li>a) Approach minimums operating procedure not require its use, a</li> <li>b) Affected radio Altim deactivated.</li> </ul>	s or es do and eter is			
*** 4) Radio Altim Filter	eter A	1	0	May be inoperative pro a) Radio Altimeter is considered inoperat and b) Ropairs are made u	vided: tive,			
				flight days.				
	A	2	0	<ul> <li>May be inoperative pro</li> <li>a) Affected Radio Altin considered inoperat and</li> <li>b) Repairs are made w flight days</li> </ul>	vided: neter is tive, vithin 2			
	D	2	1	May be inoperative pro affected Radio Altimete considered inoperative	vided er is			

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 15	Page			
EMB-135, EN	1B-145				34-6			
System &	1.	2. Ni	umbei	r installed				
Sequence	ITEM		3. Nu	umber required for dispatch				
				4. Remarks and/or exception	15			
34 NAVIGATION			ļ					
-31-01 Altitude Alerte	r A	1	0	(O) Except where enro	ute			
Function				operations require its u	se,			
				may be inoperative pro	vided:			
				a) Autopilot altitude ho	ld			
				operates normally, a	and			
				b) Repairs are made w	vithin			
				3 flight days.				
-31-02 Altitude Prese	lect A	1	0	(O) May be inoperative				
Function				provided:				
				a) Autopilot altitude ho	ld			
				operates normally,				
				b) Enroute operations	do not			
				require its use,				
				c) Alternate procedure	s are			
				established and use	ed,			
				d) Flight Level Change	(FLC)			
				mode is considered				
				A) Go Around buttons	on the			
				thrust levers are				
				considered inoperat	ive.			
				f) Altitude alerter func	tion is			
				considered inoperat	ive,			
				and				
				g) Repairs are made w	vithin 3			
				flight days.				
-32-00 VOR/ILS Syst	em C	2	-	As required by regulation	ons.			
1) Instrument	al C	2	-	May be inoperative pro	vided			
Landing Sy	/stem			approach minimums do	o not			
(ILS)				require its use.				
2) Marker Bea	acon C	2	-	May be inoperative pro	vided			
Systems				approach minimums do	o not			
o) =				May be increative and	vided			
3) Third VHF/	NAV D	-	-	the HCS is considered	vided			
				inonerative				

MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 15	Page			
EMB-135, EMB-	145				34-7			
System &	1.	2. Nu	umber	installed				
Sequence	ITEM		3. NI	Imber required for dispatch				
				4. Remarks and/or exception	15			
34 NAVIGATION								
-41-00 Enhanced Groun	d							
Proximity Warnin	g							
System (EGPWS	5)							
1) GPWS	А	1	0	(O) May be inoperative				
				provided:				
				a) Alternate procedure	s are			
				established and use	d, and			
				<ul> <li>b) Repairs are made wi</li> </ul>	thin 2			
				flight days.				
a) Modes 1 to	4 A	4	0	(O) May be inoperative				
				provided:				
				a) Alternate procedure	s are			
				established and use	ithin 2			
				b) Repairs are made w	nunin Z			
b) Test Mede	^	4	0	May be increative and	بالممار			
b) Test Mode	А		0	A CPWS is considered	viaea. A			
				inonerative and	u			
				b) Repairs are made w	ithin 2			
				flight davs.				
c) Glide Slope	С	2	1					
Deviation	-							
(Mode 5)								
	В	2	0					
d) Advisorv	В	-	0	(O) May be inoperative				
Callouts	_		-	provided alternate proc	edures			
				are established and use	ed.			
	С	-	0	(O) May be inoperative				
				provided:				
				a) Advisory callout not				
				required by local				
				regulations, and				
				b) Alternate procedure	s are			
				established and use	ed.			
				(Continued)				
L			I					

	MASTER MINIMUM EQUIPMENT LIST								
Airplane	9				Revision Nº: 15	Page			
	EMB-135, EMB-	-145				34-8			
System	&	1.	2. Ni	Imper	rinstalled				
Sequen	Ce	ITEM		3. Nu	umber required for dispatch				
					4. Remarks and/or exception	IS			
34 NA	VIGATION		ļ						
-41-00	Enhanced Grour	nd							
	Proximity Warnir	ng							
	System (EGPWS	S)							
	(Continued)								
	e) Windshear	В	1	0	(O) May be inoperative				
	Mode				provided alternate proc	edures			
	(Reactive)				are established and us	ed.			
					NOTE: Operator's alter	mate			
					procedures should inclu	ude			
					reviewing windshear				
					avoidance and windshe	ear			
		D		_	(O) Mary has in an another				
	2) Terrain Syste	m B	1	0	(O) May be inoperative	oduroo			
	Ahead Alertin	n I d			are established and us	edules			
	and Terrain	9				ou.			
	Clearance Flo	oor							
	(TCF) Function	ons							
	3) Terrain Displa	ays C	-	1					
		В	-	0					
***	4) Runway	С	1	0					
	Áwareness &								
	Advisory Syst	em							
	(RAAS)								
-41-01	Windshear Esca	pe C	1	0	(O) May be inoperative				
	Guidance Syster	n			provided alternate proc	edures			
					are established and us	ed.			

	MASTER MINIMUM EQUIPMENT LIST							
Airplan	е					Revision Nº: 15	Page	
	E	MB-135, EMB-	145				34-9	
System	&		1.	2. Ni	umbei	rinstalled		
Sequen	ice -		ITEM		3. Ni	umber required for dispatch		
34 NA						4. Remarks and/or exception	15	
	VIC							
-41-02	2 St Fu	eep Approach Inction	D	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) The steep approach is deactivated, and</li> <li>b) The steep approach procedure is not performed.</li> </ul>	n mode	
-42-00	) W Sy	eather Radar /stem	С	1	-	As required by local regulations.		
	1)	Stabilization Function	В	1	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Antenna sweep is p to airplane pitch axis</li> <li>b) Antenna tilt operate normally.</li> </ul>	arallel s, and s	
***	2)	Lightning Sensor Syster	C m	-	0			
***	3)	Control Panel (Only to airplanes equipped with two panels)	D	2	1	Flying pilot's control pa may be inoperative pro the other panel operate normally.	nel vided es	

MASTER MINIMUM EQUIPMENT LIST								
Airplane					Revision Nº: 15	Page		
EMB-135, EM	B-145					34-10		
System &		1.	2. Nu	Imper	[•] installed			
Sequence	ITEM			3. Nu	mber required for dispatch			
Number					4. Remarks and/or exception	IS		
34 NAVIGATION								
-43-00 Traffic and Col Avoidance Sys (TCAS)	lision tem	С	1	-	As required by local regulations.			
()		С	-	0	(M) May be inoperative provided the system is deactivated and secure	ed.		
1) Combined T Alert (TA) a Resolution Advisory (R Dual Displa	Гraffic nd A) У	С	2	1	<ul> <li>(O) May be inoperative non-flying pilot side pro a) TA and RA element audio functions are operative on the flyi side, and</li> <li>b) TA and RA display indications are visib the non-flying pilot.</li> </ul>	on the ivided: is and ng pilot le to		
2) Resolution Advisory (R Display System(s)	A)	С	2	1	(O) One may be inoper on the non-flying pilot s	ative side.		
		С	-	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) All Traffic Alert (TA) display elements an command audio fun are operative, and</li> <li>b) TA only mode is sel by the crew.</li> </ul>	id voice ictions lected		
3) Traffic Alert Display System(s)	(TA)	С	_	0	(O) May be inoperative provided all installed R display and audio funct are operative.	A ions		

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 15	Page		
EMB-135, EMB	3-145				34-11		
System &	1.	1. 2. Numb		r installed			
Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
34 NAVIGATION							
-51-00 DME System	С	-	-	As required by local regulations.			
-52-00 ATC Transpond and Automatic Altitude Reporti System	der C ing	-	-	As required by local regulations.			
	D	-	-	Any in excess of those required by regulations be inoperative.	may		
*** 1) ADS-B Out Extended Squitter Transmissio	B ns	-	0	(O) May be inoperative provided prior to flight, authorization is obtained ATC facilities having jurisdiction over the pla route of flight using an approved authorization process. <b>NOTE:</b> Any ADS-B Our function that operates normally may be used. One may be inoperative	ed from inned t		
	D	-	0	May be inoperative pro a) Enroute operations require its use, and b) It is not required by regulations. <b>NOTE:</b> Any ADS-B Our function that operates normally may be used.	e. vided: do not local t		

	MASTER MINIMUM EQUIPMENT LIST								
Airplane					Revision Nº: 15	Page			
EMB	-135, EMB	-145				34-12			
System &		1.	2. N	umber	r installed				
Sequence		ITEM		3. Ni	umber required for dispatch				
					4. Remarks and/or exception	15			
34 NAVIGAT				ļ					
-53-00 ADF \$	System	D	-	-	Any in excess of those				
					required by local regula	ations			
					may be inoperative.				
-54-00 XM W	/eather	D	1	0	May be inoperative.				
*** Syster	m								
-56-00 Globa	l	С	-	0	(O) May be inoperative				
*** Positio	oning				provided alternate				
Syster	m				procedures are establis	shed			
					and used.				
		D	-	0	May be inoperative pro	vided			
					procedures do not requ	uire its			
					use.				
-60-00 Flight		С	-	1	One is required if IRS is	s used			
*** Mana	gement				as primary navigation a	and			
Syster	m				attitude source.				
		С	-	0	(O) May be inoperative				
					provided alternate				
					procedures are establis	shed			
					and used.				
		D	-	0	May be inoperative pro	vided			
					procedures do not requ	lire its			
					NOTE: Airplance equin	nod			
					with ECDWS and oper	ating			
					without FMS will loss th	aung ne			
					Terrain Clearance Floo	r			
					mode A TERRAIN INC	)P			
					message will be preser	nted on			
					the EICAS.				
				1					
					(Continued)				

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision №: 15	Page		
EMB-135, EMB	8-145				34-13		
System &	1.	2. Ni	umber	installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	ıs		
34 NAVIGATION							
Sequence Number 34 NAVIGATION -60-00 Flight *** Management System (Continued) 1) Navigation Databases	С	_	3. Ni	<ul> <li>(O) One or more may be inoperative for the interflight route where conventional (non-RNAV/RNP) navigation sufficient, provided:</li> <li>a) Current aeronautica information (e.g., chavailable for the entroute and for the aerodromes to be u</li> <li>b) Navigation database information is disregand</li> <li>c) Radio navigation aid which are required the flown for departure, and approach proceare manually tuned identified.</li> <li>NOTE: Database which of date is considered to inoperative.</li> </ul>	n is nlearts) is ire sed, arrival adures and h is out b be		
				(Continued)			

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Airplane				Revision Nº: 15	Page			
EMB-135, EME	8-145				34-14			
System &	1.	2. Ni	Imper	installed				
Sequence	ITEM		3. Nı	umber required for dispatch				
				4. Remarks and/or exception	IS			
34 NAVIGATION								
-60-00 Elight								
*** Management								
System								
(continued)								
1) Novigation	C		1	$(\mathbf{O})$ Any in excess of or	o mov			
1) Navigation	U	-		(O) Any in excess of or	10 111ay 1			
				a) The operative detail	4. Naco			
(Continued)				a) The operative data	for			
					orrivol			
				and opproach proce	alliväl,			
				that require the use	of			
				native detended	01 for			
				KINAV/KINP,	ana in			
				b) The operative datab	by the			
				available and used	by the			
				flight crew member(	s)			
				responsible for navi	gation,			
				c) Radio navigation al	ds,			
				which are required t	o be			
				flown for departure,	arrival			
				and approach proce	edures			
				are manually tuned	and			
				identified.				
				NOTE: Database whic	h is out			
				of date is considered to	be			
				inoperative.				
*** 2) Joystick	С	-	-					
Controller	-							

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 14	Page		
EMB-135,	EMB-145				35-1		
System &	1.	2. Nu	umber	rinstalled			
Sequence	ITEM		3. NI	Imber required for dispatch			
35 OXYGEN				4. Remarks and/or exception	15		
-10-01 Crew Mask	(						
Stowage B	ox _		_				
1) Doors	В	4	0	(M) May be inoperative	or		
				missing provided:			
				a) Associated mask is			
				box and	age		
				b) The quick donning			
				capability is not affe	cted.		
-11-00 Oxygen Pr	essure B	2	1	(O) One may be inoper	ative		
	Systems			provided an approved			
(EIVID-133/	140/145)			procedure is used belo	re that		
				the oxygen supply is at			
				above the minimum rec	nuired		
				for flight.	1		
(EMB-135	SJ)			5			
1) Crew O	xvaen B	2	1	(O) One may be inoper	ative		
Pressur	e		-	provided an approved			
Indicatio	on			procedure is used befo	re		
System				each departure to ensu	ire that		
				the oxygen supply is at	or		
				above the minimum rec	quired		
	_			for flight.			
2) Passen	ger B	2	1	(O) One may be inoper	ative		
Oxygen				provided an approved			
Indicati	e			procedure is used belo	re that		
System	511			the oxygen supply is at	or		
e yotom				above the minimum rec	uired		
				for flight.			
-11-03 Oxygen-C	/linder C	1	0	May be missing or brok	ken		
Pressure F	Relief			provided flight crew oxy	/gen		
Disc (Gree	n Disc)			system operates norma	ally.		

MASTER	MASTER MINIMUM EQUIPMENT LIST								
Airplane				Revision Nº: 12	Page				
EMB-135, EMB-1	45				35-2				
System &	1. EM	2. Ni		r installed					
Sequence II Number	EIVI		3. NI	A Remarks and/or exception	15				
35 OXYGEN				4. Remarks and/or exception	13				
			l						
-20-00 Passenger Oxygen System	В	1	0	(O) May be inoperative provided:					
				<ul> <li>a) Altitude limitations ar portable oxygen sup comply with local regulations,</li> </ul>	nd plies				
				b) All air conditioning pa operate normally,	acks				
				<ul> <li>c) Pressurization system operates normally, a</li> </ul>	m nd				
				d) Passengers are appropriately briefed					
	В	1	0	May be inoperative pro flight is conducted at o 10000 ft MSL.	ovided or below				
1) Automatic Presentation	С	1	0	(M)(O) May be inoperat provided:	live				
System				a) Manual deployment system operates nor and	mally,				
				b) Flight is conducted a below FL 300.	t or				
2) Passenger Dispensing Unit	C ts	-	-	(M)(O) May be inopera without flight altitude	ative				
				restriction provided:					
				a) Affected seats are placarded and block	ked to				
				b) Unite operate perm	anu				
				all usable lavatory a	ind tions.				
-20-05 Passenger Oxyger *** System Door - Manual Opening Tool	n D	-	1						
	С	-	0	(O) May be inoperative missing provided an all mean is available to op dispenser.	or ernate en the				

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 12	Page		
EMB-135, EMB	8-145				35-3		
System & 1. 2.			umbei	r installed			
Sequence	ITEM		3. Nı	umber required for dispatch			
Number		-		4. Remarks and/or exception	ıs		
35 OXYGEN							
-30-01 Portable Oxyge	n C	-	-	(M) Any in excess of th	ose		
Units (Bottle and	d			required by the local			
Mask				regulations may be			
				unserviceable or missir	าต		
				provided:	5		
				a) Required distribution	n of		
				serviceable bottles i	s		
				maintained through	out		
				airplane, and			
				b) Bottles not properly			
				serviced are replace	ed.		
				serviced, or remove	d at		
				the next available			
				maintenance facility			
-30-03 Protective Breat	thing D	_	_	(M) Any in excess of th	ose		
Fauinment (PB	=)		_	required by the local	030		
	_/			regulations may be			
				inoperative provided.			
				a) Inoperative unit is			
				placarded inoperativ	/e		
				removed from the in	istalled		
				location and placed	out of		
				sight so it can not be	e		
				mistaken for a funct	ion		
				unit and			
				b) Required distribution	n is		
				maintained			
				maintainou.			
1		1	1	1			

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Airplane				Revision Nº: 12	Page		
EMB-135, EMB	8-145				36-1		
System &	1.	2. Ni	umber	rinstalled			
Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
36 PNEUMATIC							
-11-05 Engine Bleed System	С	2	1	<ul> <li>(M)(O) Left engine blee system may be inopera provided:</li> <li>a) Left engine bleed va secured closed,</li> <li>b) APU bleed is opera normally and supply bleed air,</li> <li>c) Crossbleed valve is closed, and</li> <li>d) Airplane is not opera</li> </ul>	ed ative alve is ting <i>v</i> ing ated in		
				known or forecast ic conditions.	ing		
	С	2	1	<ul> <li>(M)(O) Left engine bleet system may be inopera provided:</li> <li>a) Left engine bleed va secured closed,</li> <li>b) Flight is conducted below FL 250, and</li> <li>c) Airplane is not opera known or forecast in conditions.</li> </ul>	ed ative alve is at or ated in cing		
	С	2		<ul> <li>(M)(O) Right engine ble system may be inoperative provided:</li> <li>a) Right engine bleed a secured closed,</li> <li>b) Flight is conducted below FL 250, and</li> <li>c) Airplane is not operative known or forecast is conditions.</li> </ul>	eed ative valve is at or ated in sing		
<u> </u>				(Continued)			

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Number				4. Remarks and/or exception	ıs		
36 PNEUMATIC							
-11-10 Air Conditioning	n B	2	0	(M) May be inoperative	•		
*** Panel Bleed Air		-	Ŭ	provided associated BL	D		
Button Red Lea	ak			I FAK FICAS message			
Indication	u v			operates normally			
12 01 ADLI Blood Shi	utoff D	1	0	(M) May be incorrective			
- 12-01 APU bleed Sild	IIOII D	1	0	(IVI) IVIAY DE INOPEIALIVE			
valve				piovided.	and		
				a) valve is secured cit	iseu,		
				b) ADL blood is coloct	ad		
				D) APU bleed is select	eu		
	<i>,</i> ,			OFF and not used.			
-20-00 BLD APU LEAP	C C	1	0	May be inoperative pro	vided		
vvarning Messa	age			APU is not used.			
L		l	1	l			

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System & 1. 2. N			umber	r installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
38 WATER/WASTE							
38 WATER/WASTE -10-00 Water System	C			<ul> <li><b>4. Remarks and/or exception</b></li> <li>(M) Individual component may be inoperative proion are deactivated or is and</li> <li>b) Associated component are verified not to have the leaks.</li> <li><b>NOTE:</b> Any portion of the system, which operates normally, may be used (M) May be inoperative provided: <ul> <li>a) System is drained, at b) Procedures are established to ensure system is not service</li> </ul> </li> </ul>	ents vided: ents solated, ents ave he s and re that ed.		

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Number				4. Remarks and/or exception	ıs	
45 CENTRAL MAINTEI	NANCE					
COMPUTER						
-45-01 Central	С	1	0	(M) May be inoperative		
Maintenance	-	-	-	provided maintenance		
Computer (CMC	2)			procedures do not requ	uire its	
Compater (Chie	-)			use		
				400.		
<u> </u>			L			

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	EMB-135, EMB-145					46-1		
System	. &	1.	2. Ni	Imper	rinstalled			
Sequen	ICE ITEN	1		3. NI	Imber required for dispatch			
46 INF	ORMATION SYSTEM	S				15		
20.01	I Electronic Elight							
***	Red Systems							
	(EEBc)							
***	1) Data Connectivity	С	_	_	(O) May be inoperative			
	(Class 2)	Ŭ			provided alternate proc	edures		
	()				are established and us	ed.		
		D	-	0	May be inoperative pro	vided		
					procedures do not requ	uire its		
		_			use.			
***	2) Power	С	-	-	(O) May be inoperative			
	Connection				provided alternate proc	edures		
	(Class Tallu Z)	П	_	0	May be inonerative pro	eu. wided		
		D	_	U	procedures do not requ	viaca vire its		
					use.			
***	3) Mounting Device	С	-	0	(M)(O) May be inopera	tive		
	(Class 2)				provided:			
					a) Associated EFB and	b		
					hardware is secured	l by an		
					alternate means or			
					removed from the a	irplane,		
					and			
					b) Alternate procedure	s are		
		П	_	0	(M) May be inoperative	;u.		
		D	_	Ŭ	provided:			
					a) Associated EFB and	b		
					hardware is secured	d by an		
					alternate means or	-		
					removed from the a	irplane,		
					and			
					b) Procedures do not r	equire		
					its use.			

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System &	1.	2. N	umbei	r installed				
Sequence	ITEM		3. Nu	umber required for dispatch				
Number				4. Remarks and/or exception	าร			
49 AUXILIARY POWE								
-00-00 Auxiliary Powe Unit (APU)	r D	1	0	<ul> <li>(M)(O) May be inopera provided:</li> <li>a) APU is deactivated,</li> <li>b) Procedures are not dependent upon its</li> </ul>	tive and use.			
-70-01 APU OIL LO PRESS Cautic Message	n C	1	0	May be inoperative pro APU is used on ground	vided I only.			
-70-02 APU OIL HI TE Caution Messa	EMP C age	1	0	May be inoperative pro APU is used on ground	vided I only.			
-70-03 APU FAIL Cau Message	ition C	1	0	May be inoperative pro APU is used on ground	vided I only.			
-74-01 APU Hourmete Function	er C	1	0	(M) May be inoperative provided alternate proc are used to accomplish hourmeter function.	edures			

Airplane       Revision №: 15       Page         System &       1.       2. Number installed       52:1         Sequence       ITEM       3. Number required for dispatch       4. Remarks and/or exceptions         52 DOORS       -12-00 Main Door       B       1       0       (M) May be inoperative provided damping function operates normally.         -21-01 Overwing       B       2       1       (M)(O) One overwing emergency exit may be inoperative provided:       a) Passenger number is limited to 19 or as established and agreed by the Local Authority,         b) Affected emergency exit is verified CLOSED, LATCHED and LOCKED before each departure,       c) A conspicuous barrier strap and a placed across the inoperative door,         d) Emergency exit sign associated with the inoperative door,       d) Emergency exit sign associated with the inoperative door,         b) Emergency exit sign and elected exit.       NOTE: Overwater operation is not permitted.	MASTER MINIMUM EQUIPMENT LIST								
EMB-135, EMB-145       52-1         System &       1.         Sequence       ITEM         humber       4. Remarks and/or exceptions         52 DOORS       -12-00 Main Door         -12-00 Verwing       B         Emergency Exit       (All Except         (All Except       2         EMB-135BJ)       2         1       0         (M) (O) One overwing         emergency Exit         (All Except         EMB-135BJ)         (All Except         EMB-135BJ)         (All Except	Airplane				Revision Nº: 15	Page			
System &       1.         Sequence       ITEM         Number       3. Number installed         52 DOORS       4. Remarks and/or exceptions         -12-00 Main Door       B         Hydraulic Actuation       9.         System       2.         -21-01 Overwing       B         Emergency Exit       (All Except         EMB-135BJ)       2.         1       0         (M)(O) One overwing       emergency exit may be inoperative provided:         a) Passenger number is limited to 19 or as       established and agreed by the Local Authority,         b) Affected emergency exit is verified CLOSED,       LATCHED and LOCKED before each departure,         c) A conspicuous barrier       strap and a placard stating that the door is inoperative door,         d) Emergency exit sign associated with the inoperative door,       d) Emergency exit sign associated with the inoperative door,         d) Emergency exit sign associated with the inoperative exit must be covered to obscure the sign, and       e) Crew must be briefed not to use the affected exit.	EMB-135, EMB	8-145				52-1			
Sequence       ITEM         Number       3. Number required for dispatch         52 DOORS       4. Remarks and/or exceptions         -12-00 Main Door       B         Hydraulic Actuation       5. DOORS         -21-01 Overwing       B         Emergency Exit       (All Except         EMB-135BJ)       2       1         Mumber       (M)(O) One overwing         emergency exit       (All Except         EMB-135BJ)       3. Number required for dispatch         All Except       B         B       Colore	System &	1.	2. N	umbei	rinstalled				
Number       4. Remarks and/or exceptions         52 DOORS       4. Remarks and/or exceptions         -12-00 Main Door System       B       1       0       (M) May be inoperative provided damping function operates normally.         -21-01 Overwing Emergency Exit (All Except EMB-135BJ)       B       2       1       (M)(O) One overwing emergency exit may be inoperative provided: a) Passenger number is limited to 19 or as established and agreed by the Local Authority,         b) Affected emergency exit is verified CLOSED, LATCHED and LOCKED before each departure,       c) A conspicuous barrier strap and a placard stating that the door is inoperative shall be placed across the inoperative edor,         d) Emergency exit sign associated with the isoperative edor,       6) Emergency exit sign associated with the inoperative edor,         e) Crew must be briefed not to use the affected exit.       NOTE: Overwater operation is not permitted.	Sequence	ITEM		3. Nu	mber required for dispatch				
52 DOORS       -12-00 Main Door System       B       1       0       (M) May be inoperative provided damping function operates normally.         -21-01 Overwing Emergency Exit (All Except EMB-135BJ)       B       2       1       (M)(O) One overwing emergency exit may be inoperative provided: a) Passenger number is limited to 19 or as established and agreed by the Local Authority, b) Affected emergency exit is verified CLOSED, LATCHED and LOCKED before each departure, c) A conspicuous barrier strap and a placard stating that the door is inoperative shall be placed across the inoperative exit must be covered to obscure the sign, and         e) Crew must be briefed not to use the affected exit.       Pore must be briefed not to use the affected exit.	Number				4. Remarks and/or exception	าร			
<ul> <li>-12-00 Main Door Hydraulic Actuation System</li> <li>-21-01 Overwing Emergency Exit (All Except EMB-135BJ)</li> <li>B</li> <li>C</li> <li>C</li> <li>M)(O) One overwing emergency exit may be inoperative provided: a) Passenger number is limited to 19 or as established and agreed by the Local Authority,</li> <li>Affected emergency exit is verified CLOSED, LATCHED and LOCKED before each departure,</li> <li>C) A conspicuous barrier strap and a placard stating that the door is inoperative shall be placed across the inoperative exit must be covered to obscure the sign, and</li> <li>Crew must be briefed not to use the affected exit.</li> <li>NOTE: Overwater operation is not permitted.</li> </ul>	52 DOORS								
	52 DOORS -12-00 Main Door Hydraulic Actua System -21-01 Overwing Emergency Exit (All Except EMB-135BJ)	tion B	1	0	<ul> <li>(M) May be inoperative provided damping functoperates normally.</li> <li>(M)(O) One overwing emergency exit may be inoperative provided:</li> <li>a) Passenger number limited to 19 or as established and agrithe Local Authority,</li> <li>b) Affected emergency verified CLOSED, LATCHED and LOC before each departune c) A conspicuous barristrap and a placard that the door is inoperative door,</li> <li>d) Emergency exit sign associated with the inoperative exit must covered to obscure sign, and</li> <li>e) Crew must be briefer to use the affected emergency not permitted.</li> </ul>	e tion is reed by reed by reati is CKED ure, stating rerative oss the the ed not exit. ration is			

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Number				4. Remarks and/or exception	าร
52 DOORS					
-51-00 C&D Aerospace *** Flight Deck Security Door	/				
1) Door Latch	A	1	0	<ul> <li>May be inoperative pro</li> <li>a) Door Dead Bolt is operative,</li> <li>b) Door Dead Bolt is u lock and unlock the and</li> <li>c) Repairs are made w 2 flight days.</li> </ul>	vided: sed to door, ⁄ithin
2) Flight Deck Doo Panel Pressure Relief Latch	r A	1	0	May be inoperative pro in the latch position pro repairs are made withir 2 flight days.	vided ovided 1
3) Dead Bolt	С	1	0		

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Number				4. Remarks and/or exception	IS	
52 DOORS						
-70-00 Doors Warning						
System (Door						
Position Indication						
on MFD and						
EICAS)						
1) Main/Service	С	2	0	(O) May be inoperative		
Doors (cabin)				provided door is verified	d	
				closed and locked befo	re	
				each departure.		
2) Baggage Door	С	1	0	(O) May be inoperative		
				provided door is verified	d	
				closed and locked befo	re	
				each departure.		
3) Emergency	С	2	0	(M) May be inoperative		
Access Hatches				provided hatches are v	erified	
				closed and latched before	ore	
				each departure.		
4) Access Hatches	С	3	0	(M) May be inoperative		
				provided hatches are v	erified	
				closed and latched before	ore	
5) Evoling Deer	~	4	0	each departure.		
5) Fueling Door	C	1	0	(IVI) IVIAY be inoperative	d	
				closed and latched bef	u are	
				each departure	510	
6) Internal	С	1	0	$(\Omega)$ May be inonerative		
Baggage Access	0		Ŭ	provided door is verifie	h	
Door				closed and remains late	ched	
(EMB-135BJ)				during the entire flight.		
, , , ,				0 0		

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System &	1. 2. N	ımbei	· installed		
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Number			4. Remarks and/or exception	าร	
56 WINDOWS			•		
	ļ				
-10-01 Cockpit Windshield			Deleted, rev 12		
			NOTE: Refer to Aircraf	t	
			Maintenance M	anual	
			(AMM) or Struc	tural	
			Repair Manual	(SRM).	
				(,-	
L			1		

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System &	1	2. Ni	umber	rinstalled	1	
Sequence	ITEM		3. Ni	umber required for dispatch		
Number				4. Remarks and/or exception	าร	
73 ENGINE FUEL AND CONTROL						
-22-01 FADEC	A	4		(M) May be dispatched FADEC faults provided repairs are made in accordance with times established by engine manufacturer (refer to F Royce AE3007A Series Maintenance Manual). extensions are authoriz <b>NOTE:</b> The intent of the the number required fo dispatch column is to s that dispatch is allowed some faults present in a FADEC's.	with Rolls So Zed. e "-" in how I with all four	

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System &	1.	2. Ni	umbei	rinstalled			
Sequence	ITEM		3. Nu	umber required for dispatch			
				4. Remarks and/or exception	15		
CONTROL							
-22-02 Automatic Takeo Thrust Control System (ATTCS) (Airplanes equipp with A, A1, A1/1 and A3 engines only)	ff C	1	0	(O) May be inoperative provided T/O-1 thrust n can be selected and us through the Takeoff Da Setting.	node sed ta		
-32-01 Engine Fuel Temperature Sensors (at Fuel Cooled Oil Coole	C r)	2	0	<ul> <li>(O) May be inoperative provided:</li> <li>a) Fuel tank temperature indication is operative</li> <li>b) Temperature of fuel tank remains above 4°C throughout the second second</li></ul>	ire ve, and in the flight.		
	С	2	0	(O) May be inoperative fuel tank temperature b 4°C provided icing inhit added to the fuel.	with below bitor is		

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Airplane				Revision Nº: 12	Page		
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System &	1.	2. N	umbei	r installed			
Sequence	ITEM		3. Nu	umber required for dispatch			
Number				4. Remarks and/or exception	าร		
73 ENGINE FUEL AND							
CONTROL		ļ					
73 ENGINE FUEL AND CONTROL -33-01 E1 (2) FUEL IMI BYP Advisory Messages	РВ	2	1	<ul> <li>(M) May be inoperative provided:</li> <li>a) Associated engine f temperature sensor operative,</li> <li>b) Malfunction is verifie be in the fuel-filter electrical/mechanica impending-bypass indicator or its asso wiring,</li> <li>c) Fuel filter electrical/mechanica impending by-pass indicator is checked extended within per shorter than 10 fligh hours, and</li> <li>d) Fuel-filter mechanica checked not extend within periods short 10 flight hours.</li> </ul>	uel is ed to al ciated iods it al ator is ed er than		
-33-02 Fuel Filter	A	2	1	<ul> <li>(M) One message E1 ( FUEL IMP BYP may be displayed for one engir provided:</li> <li>a) Associated fuel-filte mechanical actual-b indicator is checked extended before ea flight, and</li> <li>b) Fuel filter is replace within 10 flight hour</li> </ul>	2) e ne r oypass not ch d s.		

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Number				4. Remarks and/or exception	ıs		
73 ENGINE FUEL AND CONTROL							
-40-03 Fuel Flow Indications	C	2		<ul> <li>(O) May be inoperative provided:</li> <li>a) Associated engine parameters are morthroughout the flight</li> <li>b) Associated fuel quatindications operate normally.</li> </ul>	hitored t, and ntity		

Airplane       Revision N°: 12       Pa         EMB-135, EMB-145       74         System &       1.         Number       1         74 IGNITION       4. Remarks and/or exceptions         -20-00 Ignition Systems       B         4       3         (O) One may be inoperative provided the affected engin is started by positioning the ignition knob to ON.	MASTER MINIMUM EQUIPMENT LIST							
EMB-135, EMB-145       74         System &       1.         Sequence       ITEM         Number       3. Number required for dispatch         74 IGNITION       4. Remarks and/or exceptions         -20-00 Ignition Systems       B       4       3         (O) One may be inoperative provided the affected engine is started by positioning the ignition knob to ON.       ignition knob to ON.	rplane				Revision Nº: 12	Page		
System &       1.       2. Number installed         Sequence       ITEM       3. Number required for dispatch         Vumber       4. Remarks and/or exceptions         74 IGNITION       4. Remarks and/or exceptions         -20-00 Ignition Systems       B       4       3       (O) One may be inoperative provided the affected engin is started by positioning the ignition knob to ON.	EMB-135, EN	IB-145				74-1		
Sequence Number       ITEM       3. Number required for dispatch         74 IGNITION       4. Remarks and/or exceptions         -20-00 Ignition Systems       B       4       3       (O) One may be inoperative provided the affected engin is started by positioning the ignition knob to ON.	/stem &	1.	2. N	umber	installed			
Number       4. Remarks and/or exceptions         74 IGNITION       -20-00 Ignition Systems       B       4       3       (O) One may be inoperative provided the affected engin is started by positioning the ignition knob to ON.	equence	ITEM		3. Nu	Imber required for dispatch			
74 IGNITION       -20-00 Ignition Systems       B       4       3       (O) One may be inoperative provided the affected engin is started by positioning the ignition knob to ON.	umber				4. Remarks and/or exceptior	IS		
-20-00 Ignition Systems B 4 3 (O) One may be inoperative provided the affected engiries started by positioning the ignition knob to ON.	4 IGNITION							
	4 IGNITION 20-00 Ignition System	ns B	4	3	(O) One may be inoper provided the affected e is started by positioning ignition knob to ON.	ative ngine g the		
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Sequence	ITEM		3. Ni	umber required for dispatch				
Number			•••••	4. Remarks and/or exception	ıs			
76 ENGINE CONTROL	S							
	•							
-12-00 Engine Takeoff	В	1	0	(O) May be inoperative				
Data Setting Kr	lob			provided flight crewme	mber			
Spring				check MFD takeoff data	а			
1 5				before takeoff.				
I			L					

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Number				4. Remarks and/or exception	IS		
77 ENGINE INDICATIO	N						
	0	~					
-41-02 HP Vibration	C	2	1				
Indication							
I		ı					

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EMB-135, EMB-14578System & SequenceITEMNumberITEM78 ENGINE EXHAUST3. Number required for dispatch-30-00 Thrust ReversersA21(M)(O) Any door actuation, lock or control on one thrust reverser may be inoperative provided: a) Affected thrust reverser not used, b) Affected system is deactivated and secured stowed, and c) Repairs are made within 30 flight days.NOTE: Thrust reverse operation with one thrust reverser secured stowed with be accomplished only if the reverse range and reverse Thrust Lever affected side is set to idle.C20(M) Any door actuation, lock or control on both thrust reversers may be inoperative provided: a) Thrust reverser are ade within 30 flight days.C20(M) Any door actuation, lock or control on both thrust reversers may be inoperative provided: a) Thrust reversers are not used, andC20(M) Any door actuation, lock or control on both thrust reversers may be inoperative provided: a) Thrust reversers are not used, and b) Systems are deactivated and secured stowed.	Airplane			Revision Nº: 12	Page		
System & 1.       1.       2. Number installed         Sequence       ITEM         Number       3. Number required for dispatch         -30-00 Thrust Reversers       A         2       1       (M)(O) Any door actuation, lock or control on one thrus reverser may be inoperative provided:         a) Affected thrust reverser not used,       b) Affected system is deactivated and secured stowed, and         b) Affected system is deactivated and secured stowed within 30 flight days.         NOTE: Thrust reverse for thrust Lever operation with one thrust reverser secured stowed wi be accomplished only if the reverse range and reverse Thrust Lever affected side is set to idle.         C       2       0         M) Any door actuation, lock or control on both thrust reversers are deactivated and secured a	EMB-135, EMB	-145			78-1		
Sequence       ITEM         78 ENGINE EXHAUST       -30-00 Thrust Reversers       A       2       1       (M)(O) Any door actuation, lock or control on one thrust reverser may be inoperative provided:         -30-00 Thrust Reversers       A       2       1       (M)(O) Any door actuation, lock or control on one thrust reverser may be inoperative provided:         -30-00 Thrust Reversers       A       2       1       (M)(O) Any door actuation, lock or control on one thrust reverser may be inoperative provided:         -30-00 Thrust Reversers       A       2       1       (M)(O) Any door actuation, one thrust reverser may be inoperative provided:         -30-00 Thrust Reversers       A       2       1       (M)(O) Any door actuation, one thrust reverser and thrust reverser secured stowed within 30 flight days.         NOTE: Thrust reverse       Operation with one thrust reverser secured stowed with a complished only if the reverser thrust Lever operative side is set to reverser thrust Lever operative side is set to idle.         C       2       0       (M) Any door actuation, locd or control on both thrust reversers may be inoperative provided:         a) Thrust reversers are not used, and       b) Systems are deactivated and secured stowed.	System &	1. 2.	2. Number	installed			
Number       78 ENGINE EXHAUST         -30-00 Thrust Reversers       A         ****       A         -30-00 Thrust Reversers       A         2       1         (M)(O) Any door actuation, lock or control on one thrust reverser may be inoperative provided:         a) Affected thrust reverser not used,         b) Affected system is deactivated and secured stowed, and         c) Repairs are made within 30 flight days.         NOTE: Thrust reverse operation with one thrust reverser secured stowed wi be accomplished only if the reverse Thrust Lever operative side is set to reverse range and reverse Thrust Lever affected side is set to idle.         C       2       0         (M) Any door actuation, locd or control on both thrust reversers may be inoperative provided:         a) Thrust reversers are not used, and         b) Systems are deactivated and secured stowed.	Sequence	ITEM	3. Nu	mber required for dispatch			
78 ENGINE EXHAUST         -30-00 Thrust Reversers       A       2       1       (M)(O) Any door actuation, lock or control on one thrust reverser may be inoperative provided:         a) Affected thrust reverser may be inoperative, provided:       a) Affected thrust reverser not used,       b) Affected system is deactivated and secured stowed, and         c) Repairs are made within 30 flight days.       NOTE: Thrust reverse operation with one thrust reverser secured stowed with be accomplished only if the reverse Thrust Lever operative side is set to reverse range and reverse Thrust Lever affected side is set to idle.         C       2       0       (M) Any door actuation, locd or control on both thrust reversers are not used, and         b) Systems are deactivated and secured stowed.       a) Thrust reversers are not used, and       b) Systems are deactivated and secured stowed.	Number			4. Remarks and/or exception	าร		
<ul> <li>-30-00 Thrust Reversers A 2 1 (M)(O) Any door actuation, lock or control on one thrust reverser may be inoperative provided: <ul> <li>a) Affected thrust reverser not used,</li> <li>b) Affected system is deactivated and secured stowed, and</li> <li>c) Repairs are made within 30 flight days.</li> </ul> </li> <li>NOTE: Thrust reverse operation with one thrust reverser Thrust Lever operative side is set to reverse Thrust Lever operative side is set to idle.</li> <li>C 2 0 (M) Any door actuation, locd or control on both thrust reversers may be inoperative provided: <ul> <li>a) Thrust reverses are not used,</li> <li>b) Systems are deactivated and secured and secured stowed.</li> </ul> </li> </ul>	78 ENGINE EXHAUST						
	-30-00 Thrust Reverser	s A	2 1	<ul> <li>(M)(O) Any door actual lock or control on one t reverser may be inoper provided:</li> <li>a) Affected thrust reven not used,</li> <li>b) Affected system is deactivated and second stowed, and</li> <li>c) Repairs are made with a second stowed, and</li> <li>c) Repairs are made with a second stowed, and</li> <li>c) Repairs are made with a second stowed, and</li> <li>c) Repairs are made with a second stowed, and</li> <li>c) Repairs are made with a second stowed, and</li> <li>c) Repairs are made with a second stowed, and</li> <li>c) Repairs are made with a second stowed stowed and second stowed stowed stowed and second stowed stowed stowed stowed stowed and second stowed stowe</li></ul>	tion, hrust rative rser is cured vithin st ed will f the erse ide is , lock erative e not vated d.		

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System &	1.	2. Ni	umber	r installed		
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Number				4. Remarks and/or exception	IS	
78 ENGINE EXHAUST						
-34-00 ENG1 (2) REV *** DISAGREE Messages	C	2	0	<ul> <li>(M)(O) May be inoperal provided:</li> <li>a) Affected thrust reve considered inoperat</li> <li>b) Affected system is deactivated and sec stowed, and</li> <li>c) Repairs are made w 30 flight days.</li> <li><b>NOTE:</b> Thrust reverse operation with one thru reverser secured stowed be accomplished only i reverse Thrust Lever operative side is set to reverse range and reverse to idle.</li> <li>(M) May be inoperative provided:</li> <li>a) Thrust reversers are considered inoperation and b) Systems are deactive and secured stowed</li> </ul>	tive rser is ive, cured /ithin st ed will f erse ide is vated I.	

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System &	1.	2. Ni	umbei	r installed			
Sequence ITE	-M		3. NI	umber required for dispatch			
		-		4. Remarks anu/or exception	15		
		ļ					
-32-01 Low Oil Pressure	С	2	1	(O) May be inoperative			
Switches				provided associated oil			
				pressure, temperature	and		
				quantity indications ope	erate		
				normally and are monit	ored		
				throughout the flight.			
-33-01 Oil Level Indication	С	2	1	(M) May be inoperative			
Systems				provided:			
				a) Associated oil temp	erature		
				and pressure indica	tions,		
				and OIL LOW PRES	55		
				nessage operate			
				h) Oil quantity is servic	had		
				each flight day	eu		
34 01 Oil Particla Sonsor		2	1	(M) May be incorrective			
	50	2	1	nrovided the oil tank m	anetic		
				plug is visually checked	l each		
				flight day.	louon		

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				4. Remarks and/or exception	าร
79 ENGINE OIL					
-35-01 E1 (2) OIL IMP Messages	BYP (	2	0	<ul> <li>(M) May be inoperative provided:</li> <li>a) Affected engine implypass visual indication operates normally,</li> <li>b) Visual indicator(s) is checked before each and is not found extrand</li> <li>c) The ENG OIL DEBF maintenance messar not presented on CI before each flight.</li> <li>NOTE: The affected meta (2) OIL IMP BYP maintenance messar (3) and a context and a con</li></ul>	e bending ator s h flight ended, RIS age is MC essage ay be
-35-02 Oil Filter Elemen	nt A	2	1	<ul> <li>(M) One message E1 ( IMP BYP may be displation for one engine provided a) Maintenance proceed do not require its replacement, and</li> <li>b) Oil filter element is replaced in less that flight hours.</li> </ul>	2) OIL ayed d: dures n 20

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System &	1.	2. Ni	umber	rinstalled			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
80 STARTING							
-00-00 Engine Start/Sto Switch Protectio Guard	op C on	2	0				
-10-01 Starter Control Valve	В	2	1	<ul> <li>(M)(O) One may be inoperative closed prova) The associated EIC Caution message E1 (2) ATS SOV OF operates normally, a</li> <li>b) Manual override staprocedures are used</li> </ul>	rided: AS PN and urt d.		