



EMB-545/EMB-550

ANAC

MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

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

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

ANAC APPROVAL:

Nelson Eisaku Nagamine General Manager - Acting Aeronautical Product Certification Branch

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BOD Z DATE:

MMEL-5000

OCTOBER 13, 2014 REVISION 6 - MAY 31, 2022



(MMEL-5000)

LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
	Section 1: 21-4, 21-5	Update remarks for item 21-31-00.	
	Section 1: 24-1	Update remarks for item 24-31-01.	
1	Section 1: 28-1, 28-2, 28-3	Include new item 28-21-03.	MMEL-5000 Revision 1 approved by ANAC on
1 MAR 04, 15	Section 1: 34-1	Include new item 34-23-01. Update remarks for item 34-31-00.	March 04, 2015.
	Section 1: 34-5	Include new item 34-42-00.	
	Section 2: ADV-1, ADV-2	Include new item LG-HYD MAINT REQD advisory message.	
2 JUL 03, 15	Section 1: 34-9	Remove dispatch with two FMS-TOLD Function inoperative.	MMEL-5000 Revision 2 approved by ANAC on July 03, 2015.

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LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
2	Section 2: ADV-1, ADV-2	Include new item FLTCTRL FAULT advisory message.	MMEL-5000 Revision 2 approved by ANAC on
JUL 03, 15	Section 2: STA-1	Include new item ELEC SDU FAULT status message.	July 03, 2015.
	Section 1: 23-1	Include new item 23-15-00.	
	Section 1: 27-1	Include new item 27-03-01.	MMEL-5000
3 FEB 23, 16	Section 1: 28-2	Update remarks for item 28-21-03.	Revision 3 approved by ANAC on February 23, 2016.
	Section 1: 32-1	Include new item 32-41-00 and update remarks for item 32-47-00.	\bigcirc

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REVISION 4



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LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
	Section 1: 34-1, 34-2, 34-5, 34-6, 34-7, 34-8, 34-10, 34-11	Update remarks for items 34-23-01, 34-31-00, 34-41-00, 34-43-00, 34-52-00, 34-61-00 and include new item 34-61-01.	
	Section 1: 36-3	Update remarks for item 36-14-04.	[]
	Section 1: 42-1	Include new item 42-31-00.	MMEL-5000 Revision 3
3 FEB 23, 16	Section 1: 45-1	Update remarks for item 45-00-01.	approved by ANAC on February 23, 2016.
	Section 1: 46-1	Update remarks for item 46-22-00.	- Auro
	Section 1: 49-1	Include new item 49-00-00.	
	Section 2: CAU-1	Include new items APU FIRE DET FAIL, APU FIREXBTL B FAIL and AUTOBRAKE FAIL caution messages.	



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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
	Section 1: 21-1, 21-2, 21-3, 21-4, 21-5, 21-8, 21-9, 21-10, 21-11, 21-13, 21-14	Update items 21-00-03, 21-21-01, 21-32-02, 21-32-04, 21-51-00, 21-60-01.	
	Section 1: 22-1	Update item title 22-11-01.	
4 APR 18, 19	Section 1: 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7	Update remarks for item 23-12-00 and update items 23-15-00, 23-23-00, 23-51-01.	357/2019/GCPR/ GGCP/SAR-ANAC
	Section 1: 24-1	Include new item 24-34-01.	
	Section 1: 25-2, 25-3, 25-4, 25-5	Include new items 25-12-08, 25-61-05 and update item 25-21-01.	



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



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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
	Section 1: 35-1	Include new item 35-01-03.	
	Section 1: 36-4	Include new item 36-17-00.	
	Section 2: CAU-1	Update item AUTOBRAKE FAIL caution message.	
4 APR 18, 19	Section 2: ADV-1	New item AUTOBRAKE FAIL advisory message.	357/2019/GCPR/ GGCP/SAR-ANAC
	Section 2: ADV-2	Update item LG-HYD MAINT REQD advisory message.	
	Section 2: STA-1	Update repair interval and remarks for item ENG DOWNLOAD REQD status message.	

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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
	Section 1: 21-1, 21-2, 21-3,21-4, 21-5, 21-8, 21-9, 21-10, 21-11, 21-13, 21-14.	Update items 21-00-03, 21-21-01, 21-32-02, 21-32-04 21-51-00, 21-60-01.	
	Section 1: 24-1, 24-2.	Update item 24-31-01.	
5 DEC 10, 20	Section 1 28-1, 28-2, 28-3, 28-4, 28-5, 28-6.	Update items 28-11-03, 28-11-05, 28-21-03, 28-23-00, 28-23-03, 28-23-08, 28-23-11, 28-24-00.	1111/2020/GTPR/ GCPP/SAR-ANAC
	Section 1 32-1, 32-2.	Update item 32-47-00.	
	Section 1 34-1, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11.	Include new item 34-26-00 and update items 34-42-00, 34-43-00, 34-56-00, 34-61-00.	

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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL	
	Section 1 36-4.	Update item 36-17-00.		
	Section 1 73-1.	Update repair interval for item 73-21-00.		
5 DEC 10, 20	Section 2 ADV-1.	Update repair interval for item ENG 1 (2) FADEC FAULT and ENG 1 (2) SHORT DISPATCH advisory message.	1111/2020/GTPR/ GCPP/SAR-ANAC	
6	Section 1 23-2, 23-3, 23-7.	Update items 23-23-00, 23-51-01 and include new item 23-51-02.	470/0000/07555/	
6 MAY 31, 22	Section 1 25-4.	Include new item 25-27-15.	GCPP/SAR-ANAC	
	Section 1 33-2.	Update item 33-46-01.		

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	Section 1 34-5, 34-11.	Update items 34-33-00, 34-61-00 and include new item 34-33-01.	
6 MAY 31, 22	Section 1 44-1.	Update item 44-16-00.	470/2022/GTPR/ GCPP/SAR-ANAC
	Section 1 52-1.	Include new item 52-10-00, 52-32-00, 52-41-00, 52-43-22, 52-44-00.	



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HIGHLIGHTS OF CHANGE

REVISION 6 – MAY 31, 2022

- SECTION 1:
 - 23-23-00 Updated remarks and/or exceptions.
 - 23-51-01 Updates remarks and/or exceptions.
 - 23-51-02 New item.
 - 25-27-15 New item.
 - 33-46-01 Updated number required.
 - 34-33-00 Updated remarks and/or exceptions.
 - 34-33-01 New item.
 - 34-61-00 Updated remarks and/or exceptions.
 - 44-16-00 Deleted optional item indication.
 - 52-10-00 New item.
 - 52-32-00 New item.
 - 52-41-00 New item.
 - 52-43-22 New item.
 - 52-44-00 New item.





LIST OF EFFECTIVE PAGES

ORIGINAL	0	OCT 13, 2014
REVISION	1	MAR 04, 2015
REVISION	2	JUL 03, 2015
REVISION		FEB 23, 2016
REVISION	4	APR 18, 2019
REVISION	5	DEC 10, 2020
REVISION	6	MAY 31, 2022

* Title REVISION 6	* INTR-1-8 REVISION 6
	* INTR-1-9 REVISION 6
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LOR-0-3 REVISION 4	* 21-1 REVISION 6
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* INTR-1-4 REVISION 6	* 23-1 REVISION 6
* INTR-1-5 REVISION 6	* 23-2 REVISION 6
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* INTR-1-7 REVISION 6	* 23-4 REVISION 6

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

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* 22 0		34-7 * 24 Q	DEVISION 6
* 24 1	REVISION 6	54-0 * 34 0	DEVISION 6
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* Asterisk indicates pages revised, added or deleted by the current revision.

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LIST OF EFFECTIVE PAGES

- * CAU-2-1 REVISION 6
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- * ADV-2-2...... REVISION 6
- * STA-2-1 REVISION 6

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

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REVISION 6



COVER SECTION 1

SECTION 1

SYSTEM/LRU – ORIENTED MMEL ITEMS



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REVISION 6

COV-1

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1) System Definitions.

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

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LIST

- a) "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b) "Number Installed" (Column 2) is the number (quantity) of items normally installed in the airplane. This number represents the airplane configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c) "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.
 - **NOTE:** Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
- **d)** "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e) A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- 2) "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible ANAC Airplane Certification Office. The ANAC approved AFM/RFM for the specific airplane is listed on the applicable Type Certificate Data Sheet.

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INTR-1

3) "As required by local regulations" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the RBHA/RBAC operating rules. The number of items required by the RBHA/RBAC must be operative. When the listed item is not required by RBHA/RBAC it may be inoperative for time specified by repair category.

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- **4)** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.
 - **NOTE:** To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
- **5)** "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
- 6) "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the airplane.
- 7) NOT APPLICABLE.
- 8) "Regulamento Brasileiro de Homologação Aeronáutica (RBHA)/Regulamento Brasileiro de Aviação Civil (RBAC)" means the applicable requirement for the certified airplane.
- **9)** "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected airplane.
- **10)** "Icing Conditions" means an atmospheric environment that may cause ice to form on the airplane or in the engine(s).
- **11)** Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
- 12) "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).



- 13) "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
- 14) Inoperative components of an inoperative system:

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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).

- "(M)" symbol indicates a requirement for a specific maintenance 15) procedure which must be accomplished prior to operation with the inoperative. Normally these procedures 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 accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
- "(O)" symbol indicates a requirement for a specific operations 16) 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 gualified 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.



"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.

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- "Visual Flight Rules" (VFR) is as defined in RBHA/RBAC Part 91. 18) This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 19) "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.
- 20) "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 21) "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc.
- 22) Repair Intervals: All users of an MEL approved under RBHA/RBAC 91, 121, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

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

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

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

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

The letter designators are inserted adjacent to Column 2.

23) Electronic fault alerting system - General

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

The EMB-545/550 airplane are equipped with an Crew Alerting System (CAS) that provides four different message levels: WARNING, CAUTION, ADVISORY and STATUS. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Onboard Maintenance System (OMS). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level CAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

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

25) "***" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of airplane covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's airplane. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an airplane.

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- **26)** "Excess Items" means those items that have been installed that are redundant to the requirements of the RBHA/RBACs.
- 27) "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the airplane maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D".
- 28) "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item should not be used or operated until the deferred item is repaired. Additional include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
- 29) "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used". In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operator to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.

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- 30) Nonessential equipment and furnishings (NEF) are those items installed on the airplane as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the airplane's ability to be operated safely under all operational conditions. These nonessential items may be in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.
- 31) "Operative" means a system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral. Other terminology sometimes used interchangeably with "operative" within the MMEL "operates normally", "fully operative", is and "considered airplane operator's MEL may incorporate operative". The standardized terminology of the airplane operator's choice to specify that an item of equipment must be operative, provided the airplane operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).



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PRAETOR

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a) Cargo handling equipment (unloaded, empty or with ballast);

MASTER

MINIMUM

EQUIPMENT

LIST

- **b)** Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.);
- **NOTE:** If serviceable tyres are included, they should only be inflated to a minimum pressure that preserves their serviceability; and
- c) Inflight service material (return catering only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).

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INTR-1



PREAMBLE – SECTION 1 (LRU-ORIENTED)

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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.

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

When these requirements are met, an Airworthiness Release, Airplane Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by Airworthiness Regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on airplane operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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INTR-1

MASTER MINIMUM EQUIPMENT LIST									
Airplane					Revision	Section	Page		
EN	<u>/IB-545/EMB-55</u>	0			6	1	21-1		
System &		1. I	Repa	air c	ategory				
Sequence	ITEM		2. 1	Num	iber installed	diawatak			
No.				3.1	A Remarks and/or e	aispatch			
21 AIR CON						Aceptions	•		
00-00 ECS	Synoptic	С	1	0	Synoptic Indication required elsewhee MMEL may be in	ons not ere in the operative	Э.		
Cont	roller (ACC)								
(All e PRAI	except ETOR 600)	C	1	0	 (O) (M) May be in provided: a) Pack is select b) Pack Backup OFF, c) Ram air door open, d) Ram air checl verified opera e) Ground opera passenger do limited to 30 n f) Airplane is op unpressurized 10000 ft, g) Outflow valve ECS synoptic normally, and h) Departure airp or above -5°C 	noperative red OFF, is select is secure k valve is tive, tions wit or closed ninutes, erated a tor be indication operates cort SAT c (23°F).	ve ed ed h d are elow on on s is at		

MASTER MINIMUM EQUIPMENT LIST										
Airplan	e						Revision	Section	Page	
	EMB-5	45/EMB-55	0				6	1	21-2	
Syster	n &		1. F	Repa	air c	ate	gory			
Seque	nce	ITEM		2.1	Num	ber	installed	diawatak		
No.					3. r		Bomarks and/or of	aispatch		
21 415						4.	Remarks anu/or e	xceptions		
2170	CONDIT		1	1						
00-03	Air Condi Controlle (Continue	tioning r (ACC) ed)								
	(PRAETO	DR 600)	A	1	0	(C pr a) b) c) d) e) f) g) h) i) j)	 (M) May be in ovided: Pack is select Pack Backup OFF, Ram air door open, Ram air check verified opera Ground opera passenger do limited to 30 m Airplane is op unpressurized 10000 ft, Outflow valve ECS synoptic normally, Departure airp or above -5°C Auxiliary Fuel Pressurizatior considered in regains are m flight days or 0 hours, whiche first. 	noperative ed OFF, is selected is secure (valve is tive, tions with or closed indication operated at or be indication operates port SAT (23°F), Tanks operative inde with 60 flight over occur	re ed ed h d are low n on s is at is at is, and in 10 rrs	

	MASTER MINIMUM EQUIPMENT LIST										
Airplane	ł					Revision	Section	Page			
	EMB-545/EN	<u>/IB-550</u>				6	1	21-3			
System	R	1.	Rep	air c	ateg	jory					
Sequen	ice ITFM		2.	Num	ber	installed					
No.				3. N	lum	ber required for	dispatch				
					4. F	Remarks and/or e	exceptions	6			
21 AIR	CONDITIONIN	G									
21 AIR 21-01	CONDITIONIN Pack Inlet Valv (PIV) (All except PRAETOR 600	<u>с</u> е) С	. 1	0	(O a) b) c) d) e) f) b) i) j) k)) (M) May be in ovided: Pack is select Pack Backup OFF, BLEED 1 is se and is not use Ram air door open, Ram air check verified opera Cross bleed is OFF after eng and is not use Ground opera passenger do limited to 30 n Outflow valve ECS synoptic normally, Airplane is op unpressurized 10000 ft, Airplane is nor into known or conditions, an Departure airp or above -5°C	noperativ ed OFF, is selected elected C ed, is secure valve is tive, s selecte jine 1 sta ed, tions wit or closed ninutes, indicatic operated at or be forecast d port SAT (23°F).	/e ed DFF ed art h d are on on s elow ed icing is at			
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	MASTER MINIMUM EQUIPMENT LIST										
Airplan	е						Revision	Section	Page		
	EMB-5	45/EMB-55	0				6	1	21-4		
Syste	m &		1. F	Repa	air c	ate	gory				
Seque	nce	ITEM		2.1	Num	bei	r installed	dienstah			
No	•				3. r	4 4	Remarks and/or e	exceptions			
21 Ali		ONING						<i>x</i> eeptiene			
21-01	Pack Inle (PIV) (Co	t Valve ntinued)									
	(PRAETC	DR 600)	A	1	0	(Cpra)b) c) d) e) f) g) h) i) j) k) l) m	 (M) May be in ovided: Pack is select Pack Backup OFF, BLEED 1 is seand is not use Ram air door open, Ram air cheel verified opera Cross bleed is OFF after eng and is not use Ground opera passenger do limited to 30 m Outflow valve ECS synoptic normally, Airplane is op unpressurized 10000 ft, Airplane is no into known or conditions, Departure airp or above -5°C Auxiliary Fuel Pressurization considered ind Repairs are m flight days or 0 hours, whiche first. 	ed OFF, is selected O ed, is secure (valve is tive, s selecte d, tions wit or closed ninutes, indicatic operated d at or be forecast port SAT (23°F), Tanks operative nade with 60 flight	ve ed DFF ed art h d are on on s elow ed icing is at e, and in 10 urs		

MASTER MINIMUM EQUIPMENT LIST										
Airplan	e				Revision	Section	Page			
	EMB-545/EMB-55	0	20	alr c	6	1	21-5			
System	n &	1.1	<epa 2 1</epa 	air c Num	ategory iber installed					
Seque	nce ITEM			3.1	Number required for	dispatch				
110.					4. Remarks and/or e	exceptions				
21 AIF	RCONDITIONING	-	1	1	1					
21-02	Pack Delta Pressure (DP) Sensor	С	1	0						
23-00	Gasper	D	-	0						
24-01	Recirculation Fan	С	1	0	(O) May be inope provided the Rec is confirmed OFF	erative firculatior	n Fan			
		С	1	0	 (O) (M) May be in provided: a) Recirculation selected OFF b) Recirculation deactivated. 	noperativ Fan is , and Fan is	e			
24-02	Recirculation Fan Shutoff Valve (RESOV)	С	1	0	 (O) (M) May be ir closed provided: a) Recirculation selected OFF b) RESOV is deal 	noperativ Fan is , and activated				
		С	1	0	May be inoperative provided airplane at or below 1500	ve open e is opera 0 ft.	ated			
24-03	Recirculation Fan Filter (HEPA Filter)	C	1	0	 (O) (M) May be n clogged provided a) Filter is removed b) Recirculation selected OFF 	nissing, c l: /ed, and Fan is	pr			

	MASTER MINIMUM EQUIPMENT LIST										
Airplan	9				Revision	Section	Page				
	EMB-545/EMB-55	0			6	1	21-6				
System	n &	1. 1	Repa	air c	ategory						
Seque	nce ITEM		2.1	3. N	Ser instance	dispatch					
No.					4. Remarks and/or e	xceptions					
21 AIF	R CONDITIONING										
25-00	Emergency Ram Air Ventilation Actuation System	С	1	0	(M) May be inope provided the Eme Air Actuator is co retracted position door open) and d	rative rgency l nfirmed (Ram A eactivate	Ram on .ir ed.				
26-01	Forward E-Bay Fan	С	2	1	One may be inoperative provided messages FWD EBAY OVERHEAT and/or EBAY SMOKE DET FAIL are not shown.						
26-02	Center E-Bay Fan	С	2	0	One or both may be inoperative provided the messages CENTER LH (RH) OVERHEAT are not shown on the side of affected fan.						
31-00	Cabin Pressure Control System										
1)	Automatic Control	С	1	0	 (O) (M) May be in provided: a) Outflow Valve ECS synoptic normally, b) Manual control verified operaties each flight, c) Auto control c pressurization on EIS are vere operative befored) Cabin pressuriare operative, e) The airplane is or below FL 23 	indication operates of is used tive befor hannel contridication rified ore each re indication s operate 50.	re on on s l and re abin ons flight, tions ed at				
					(Continued)						

	MASTER MINIMUM EQUIPMENT LIST										
Airplan					Revision	Section	Page				
	EMB-545/EMB-55	0	_	1	21-7						
System	n &	1.1	1. Repair category								
Seque	nce ITEM		2.1	3.1	Number required for (dispatch					
NO.					4. Remarks and/or e	xceptions					
21 AIF		-	-	-							
31-00	Cabin Pressure Control System (Continued)										
2)	Manual Control	С	1	0	May be inoperativ a) Automatic mo operative, and b) The airplane is or below 1500	ve provic de is l s operate 00 ft.	led: ed at				
		С	1	0	May be inoperativ OFV is considere	ve provic d inoper	led ative.				
3)	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	С	1	0	 (O) May be inoper provided: a) Flight is conducted unpressurized 10000 ft, and b) Outflow valve ECS synoptic normally. 	erative ucted I at or be indicatio operates	low n on s				
4)	Landing Field Elevation (LFE) Indication	С	1	0	May be inoperativ airplane is not op landing field eleva 8000 ft.	ve provic erated a ations at	led t bove				
31-02	Outflow Valve (OFV)	С	1	0	 (M) May be inoper provided: a) NPRV is removed is removed by Flight is conduct unpressurized 10000 ft. 	erative oved, and ucted I at or be	d Ilow				

	MASTER MINIMUM EQUIPMENT LIST									
Airplan	e	-			Revision	Section	Page			
	EMB-545/EMB-55	0			6	1	21-8			
Syster	n &	1.1	2 I	air c Num	ategory					
Seque	nce ITEM			3.1	Number required for d	lispatch				
NO.					4. Remarks and/or ex	xceptions				
21 AIF	R CONDITIONING									
32-01	Pressure Relief Valve (PRV)	С	1	0	 (O) May be inope provided: a) Flight is conduur unpressurized 10000 ft, and b) Outflow valve ECS synoptic normally. 	rative icted at or be indicatio operates	low on on S			
32-02	Negative Pressure Relief Valve (NPRV)									
	(All except PRAETOR 600)	С	1	0	 (O) May be inope provided: a) Flight is condu- unpressurized 10000 ft, and b) Outflow valve ECS synoptic normally. 	rative icted at or be indicatio operates	low on on s			
	(PRAETOR 600)	A	1	0	 (O) May be inope provided: a) Flight is condu- unpressurized 10000 ft, b) Outflow valve ECS synoptic normally, c) Auxiliary Fuel Pressurization considered inc d) Repairs are m 10 flight days of hours, whichev first. 	rative at or be indicatio operates Tanks System operative ade with or 60 flig ver occu	low n on s is e, and in ght irs			

MASTER MINIMUM EQUIPMENT LIST										
Airplan	e				Revision	Section	Page			
	EMB-545/EMB-55	50			6	1	21-9			
Syster	n &	1.1	Repa	air c	ategory					
Seque	nce ITEM		Z . I	3.1	Number required for	dispatch				
No				••••	4. Remarks and/or e	exceptions	;			
21 AIF	R CONDITIONING									
32-04	Static Port Line									
	(All except PRAETOR 600)	С	1	0	 (O) May be inoper provided: a) Flight is conducted unpressurized 10000 ft, and b) Outflow valve ECS synoptic normally. 	erative ucted at or be indicatio operate	low on on S			
	(PRAETOR 600)	A	1	0	 (O) May be inoper provided: a) Flight is conditional unpressurized 10000 ft, b) Outflow valve ECS synoptic normally, c) Auxiliary Fuel Pressurization considered in d) Repairs are m 10 flight days hours, which effirst. 	arative ucted 1 at or be indicatio operates Tanks D System operative nade with or 60 flig ever occu	elow on on s i is e, and iin ght Irs			
41-00	Aft Cargo Heating System	D	1	0	(M) May be inope provided Cargo H is secure closed deactivated.	erative leating S and syste	SOV em			

MASTER MINIMUM EQUIPMENT LIST												
Airplane				Revision	Section	Page						
EMB-545/EMB-5	<u>50</u>			6	1	21-10						
System &	1.1	Repa	air c	ategory								
Sequence ITEM		2.1		iber installed	dispatch							
No.			5.1	4. Remarks and/or e	exceptions							
21 AIR CONDITIONING												
51-00 Cooling Pack System (Air Conditioning Pack)												
(All except PRAETOR 600)	С	1	0	 (O) (M) May be in provided: a) Pack is select b) Pack Backup OFF, c) Ram air door open, d) Ram air checl verified opera e) Ground opera passenger do limited to 30 n f) Outflow valve ECS synoptic normally, g) Airplane is op unpressurized 10000 ft, and h) Departure airp or above -5°C 	noperative ed OFF, is select is secure k valve is tive, tions wit or closed ninutes, indicatio operate erated d at or be cort SAT c (23°F).	ve ed ed h d are on on s elow is at						
	MASTER MINIMUM EQUIPMENT LIST											
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Airplan	e					Revision	Section	Page				
	EMB-545/EMB-55	0	0 6 1 21-1									
Syster	n &	1.	1. Repair category									
Seque	nce ITEM		2.	Num	<u>1be</u>	r installed						
No				3.	NUR	nber required for	dispatch					
21 AI					4.	Remarks anu/or e	xceptions)				
21 AI												
51-00	Cooling Pack System (Air Conditioning Pack) (Continued)		4	0		N / M A \ N A						
	(PRAETOR 600)	A	1	0	(Cpra)b) c) d) e) f) g) h) i) j)	 (M) May be in ovided: Pack is selected Pack Backup in OFF, Ram air door in open, Ram air check verified operated Ground operated passenger dood limited to 30 m Outflow valve ECS synopticent normally, Airplane is operated 10000 ft, Departure airport or above -5°C Auxiliary Fuel Pressurization considered integration and Repairs are m 10 flight days thours, which effirst. 	ed OFF, s selecte s secure a valve is ive, tions with or closed inutes, indication operates erated at or bel port SAT (23°F), Tanks System operative ade with or 60 flig ver occu	e ed d l are n on low is at is , in ht rs				

Airplane Revision Section Page System & Sequence No. 1. Repair category 2. Number installed 21.12 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 21 AIR CONDITIONING 6 1 0 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, 0 C Cooling Pack system is operative, () Airplane is operated at or below FL 250, and 9. Airplane is operated up to 60 minutes of a suitable airport. C 1 0 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured up to 60 minutes of a suitable airport. 0 C 1 0 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, 0 C C 11 0 (O) (M) May be inoperative provided: 1 Pack Backup Shutoff Valve is secured oFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, 1 0 (C C Coling Pack system is operative, <td< th=""><th colspan="11">MASTER MINIMUM EQUIPMENT LIST</th></td<>	MASTER MINIMUM EQUIPMENT LIST										
EMB-545/EMB-550 6 1 21.12 1 System & Sequence No. ITEM 1. Repair category 2. Number installed 3. Number required for dispatch A. Remarks and/or exceptions 1 0 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and e) Airplane is operated up to 60 minutes of a suitable airport. C 1 0 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated up to 60 minutes of a suitable airport. C 1 0 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, c) FF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative.	Airplane				Revision	Section	Page				
System & Sequence No. ITEM 1. Repair category 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 21 AIR CONDITIONING 53-00 Pack Back-Up System C 1. 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and e) Airplane is operated up to 60 minutes of a suitable airport. C C 1 0 O() (M) May be inoperative, d) Airplane is operated at or below FL 250, and e) Airplane is operated up to 60 minutes of a suitable airport. C C 1 0 O() (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack System is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative. e) Airplane is operated at or below FL 250,	EMB-545/EMB-	550) 6 1 21-1								
Sequence No. ITEM 2. Number installed 3. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 21 AIR CONDITIONING 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, 0) Airplane is operated up to 60 minutes of a suitable airport. C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup is selected OFF, 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative. in Ram air check valve is verified operative.	System &	1. 1	Repa								
No. 3. Number required for displach 21 AIR CONDITIONING 4. Remarks and/or exceptions 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and c) Airplane is operated up to 60 minutes of a suitable airport. O(O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, C c) Coling Pack System is operative, O(O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack System is operative, Airplane is operated at or below FL 250, d) Airplane is operated at or below FL 250, Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, Pack Backup Shutoff Valve is verified operative.	Sequence ITEM		2.1	Num	ber installed	diawatak					
21 AIR CONDITIONING 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, C 10 (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, (O) (M) May be inoperated at or below FL 250, and (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, a) Pack Backup Shutoff Valve is secured closed and deactivated, (O) (M) May be inoperative provided: a) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, (O) Airplane is operated at or below FL 250, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative.	No.			3. r	A Romarks and/or of	aispatch					
 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and e) Airplane is operated up to 60 minutes of a suitable airport. C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative. 	21 AIR CONDITIONING		I		4. Remarks anu/or e	xceptions	•				
 53-00 Pack Back-Up System C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and e) Airplane is operated up to 60 minutes of a suitable airport. C 1 0 (O) (M) May be inoperative provided: a) Pack Backup is selected 0FF, b) Pack Backup is selected 0FF, b) Pack Backup is selected 0FF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative. 			1								
	53-00 Pack Back-Up System	C	1	0	 (O) (M) May be in provided: a) Pack Backup OFF, b) Pack Backup is secured clo deactivated, c) Cooling Pack operative, d) Airplane is op below FL 250 e) Airplane is op 60 minutes of airport. (O) (M) May be in provided: a) Pack Backup OFF, b) Pack Backup is secured clo deactivated, c) Cooling Pack operative, d) Airplane is op below FL 250 e) Rack Backup is secured clo deactivated, c) Cooling Pack operative, d) Airplane is op below FL 250 e) Ram air door open, and f) Ram air checl verified operative, 	noperativ is select Shutoff V sed and system i erated a , and erated u a suitab noperativ is select Shutoff V sed and system i erated a , is secure k valve is tive.	ve ed Valve s t or p to le ve ed Valve s t or ed				

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21 AIR CO	NDITIONING									
60-01 Trim (TA\	Air Valve /)	С	2	1	 (M) Cabin TAV may be inoperative provided: a) Airplane is operated with no passengers, and b) Cabin TAV is verified and secured closed. 					
(All & PRA	except ETOR 600)	C	2	0	 (O) (M) Both may inoperative provide a) Pack is selecte b) Pack Backup is OFF, c) Ram air door is open, d) Ram air check verified operati e) Ground operati passenger doo limited to 30 mi f) Outflow valve in ECS synoptic conormally, g) Airplane is ope unpressurized 10000 ft, and h) Departure airpoor or above -5°C (be ed: ed OFF, s select s secure valve is ve, ions wit r closed inutes, ndicatio operated at or be ort SAT (23°F).	ed ed h d are on on s elow is at			

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21 AIF						Ψ.	Remarks and/or e	xceptions	•			
_ . ,	CONDI		<u> </u>									
60-01	Trim Air V (TAV) (C (PRAETC	Valve ontinued) DR 600)	А	2	0	 0 (O) (M) Both may be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air door valve is 						
			 b) Pack Backup is select OFF, c) Ram air door is secure open, d) Ram air door valve is verified operative, e) Ground operations wit passenger door closed limited to 30 minutes, f) Outflow valve indication ECS synoptic operate normally, g) Airplane is operated unpressurized at or be 10000 ft, h) Departure airport SAT or above -5°C (23°F), i) Auxiliary Fuel Tanks Pressurization System considered inoperative j) Repairs are made with 10 flight days or 60 flig hours, whichever occu first. 					h d are on on s elow is at is at a, and in ght irs				

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NO.					4. Remarks and/or e	xceptions	6					
21 AIF	R CONDITIONING											
61-00	Cockpit Temperature Control System											
1)	Automatic Control	С	1	0	 (O) May be inoper provided: a) ECS synoptic temperature in operative, b) Manual control verified operative ach flight, an each flight, an c) Pack Backup 	erative duct ndication ol is used tive befo id is operat	i is I and re tive.					
2)	Manual Control	С	1	0	 May be inoperative provided: a) Auto mode is operative, and b) Pack Backup is operative. 							
62-00	Passenger-Cabin Temperature Control System											
1)	Automatic Control	С	1	0	 (O) May be inoper provided: a) ECS synoptic temperature in operative, b) Manual control verified operative ach flight, an each flight, an c) Pack Backup 	erative duct ndication of is used tive befo id is operat	i is I and re tive.					
2)	Manual Control	С	1	0	May be inoperativ a) Auto mode is and b) Pack Backup	ve provic operativo is operat	led: e, tive.					

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22 411					4. Remarks and/or exceptions						
22 AU		1	<u> </u>	<u> </u>							
10-00	Autopilot System	В	1	0	(O) May be inoperative provided operations do not require its use.						
11-00	Flight Director	С	2	1	(O) One may be inoperative provided operations do not require its use.						
		В	2	0	 (O) Both may be inoperative provided: a) Operations do not require its use, b) Alternate procedures are established and used, and c) Autopilot is considered inoperative. 						
11-01	AFCS Panel										
1)	Flight Director (FD) Buttons	С	2	0	One or both may be inoperative provided operations do not require its use.	5					
2)	Course Knobs (CRS)	С	2	0	One or both may be inoperative provided operations do not require its use.	i					
3)	Course (PUSH DIRECT) Button	С	2	0							
4)	Auto Throttle (AT) Button	С	1	0	May be inoperative provided auto throttle is not used.	t					
5)	Speed (SPD) Knob (MAN/FMS Selector)	С	1	0	(O) May be inoperative stuch on MAN position provided alternate procedures are established and used.	k					
					(Continued)						

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22 AU	TO FLIGHT	•									
11-01	AFCS Panel (Continued)										
6)	Airspeed to Mach (PUSH IAS MACH) Change Button	С	1	0	May be inoperations do no use.	ve provic t require	led its				
7)	Lateral Navigation (LNAV) Button	С	1	0	May be inoperative provided operations do not require its use.						
8)	Half Bank Limit (BANK) Button	С	1	0							
9)	Heading (HDG) Mode Button	С	1	0	May be inoperation autopilot is consideration inoperative.	ve provic dered	led				
10)	Heading Synchronization (PUSH SYNC) Button	С	1	0							
11)	Approach (APPR) Mode Button	С	1	0	May be inoperations do no use.	ve provic t require	led its				
12)	Autopilot (AP) Button	С	1	0	May be inoperation autopilot is consideration inoperative.	ve provic dered	led				
13)	Source (SRC) Button	С	1	0	May be inoperations do no use.	ve provic t require	led its				
14)	Altitude (ALT) Button	С	1	0	(O) May be inope provided alternat are established a	erative e proced ind used	lures				
					(Continued)						

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22 AU	TO FLIGHT	1	1	1							
11-01	AFCS Panel (Continued)										
15)	Vertical Navigation (VNAV) Button	С	1	0	May be inoperativ operations do no use.	ve provic t require	led its				
16)	Flight Level Change (FLCH) Button	С	1	0	May be inoperativ operations do no use.	ve provic t require	led its				
17)	Flight Path Angle (FPA) Button	С	1	0	May be inoperativ operations do no use.	ve provic t require	led its				
18)	Flight Path Angle Selector (FPA) Knob	С	1	0	May be inoperativ operations do no use.	ve provic t require	led its				
19)	Vertical Speed (VS DN UP) Thumb Wheel	С	1	0	May be inoperation operations do no use.	ve provic t require	led its				
20)	Vertical Speed (VS) Button	С	1	0	May be inoperation operations do no use.	ve provic t require	led its				
11-03	Takeoff/Go-Around (TO/GA) Button	С	2	1	One may be inop provided operativ flying pilot's side and approach.	erative ve button for takec	is on off				
		С	2	0	(O) May be inope provided alternate are established a	erative e proced ind used	lures				

Dago				
Fage				
22-4				
;				
ot				
(O) May be inoperative provided auto throttle is disengaged at 100 ft before landing.				
One may be inoperative provided operative button is on flying pilot's side for takeoff and approach.				
d.				

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23 CO	MMUNICATIONS	1										
11-00 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by local regulations may be inoperative.							
12-00	Very High Frequency (VHF) Communication	С	-	1	Any in excess of VHF 2 may be inoperative provided not required by local regulations. NOTE 1: ACARS and/or FANS 1/A+ may be inoperative with VHF 3 inoperative.							
	System											
					NOTE 2: ATN (inoper VHF 3	CPDLC is rative wit inopera	s h tive.					
15-00 ***	Satellite Communication System (SATCOM)	С	1	0	 (O) (M) May be in provided: a) SATCOM is d and b) Alternate processablished and 	 (O) (M) May be inoperative provided: a) SATCOM is deactivated, and b) Alternate procedures are established and used 						
		D	1	0	 (O) (M) May be in provided: a) SATCOM is d and b) It is not requir regulations. 	noperativ leactivate red by loo	ve ed, cal					
1)	Voice Channel (Satellite Telephone System)	D	1	0	(M) May be inope provided SATCC deactivated.	erative M is						
					(Continued)							

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

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					4. Remarks and/or e	xceptions						
23 CO	MMUNICATIONS	1	1									
23-00 ***	Controller Pilot Data Link Communication (CPDLC) System (Continued)											
2)	Future Air Navigation System (FANS 1/A+) (Airplanes equipped with FANS 1/A+)	С	1	0	(O) May be inoperative provided alternate procedures are established and used.							
		D	1	0	May be inoperative provided it is not required by local regulations.							
51-01	Audio Control Panel (ACP)											
1)	COM1 Audio Control Knob	С	2	0	One or both volume controls may be inoperative provided VHF 1 is considered inoperative.							
2)	COM3 Microphone Select Button	D	2	0	One or both may inoperative provid a) It is not stuck pushed-in pos b) VHF 3 is not r the intended f communicatio	be ded: in the sition, an equired t light for v ns.	d for voice					
3)	COM3 Audio Control Knob	D	2	0	One or both volu may be inoperative the VHF 3 is not the intended fligh communications.	me contr ve provic required t for voic	rols led for xe					
					(Continued)							

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No.				5.1	4. Remarks and/or e	xceptions					
23 CO	MMUNICATIONS	1									
51-01	Audio Control Panel (ACP) (Continued)										
4)	HF1 Microphone Select Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) HF 1, if installed, is considered inoperative.						
5)	HF1 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided HF 1, if installed, is considered inoperative.						
6)	HF2 Microphone Select Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) HF 2, if installed, is considered inoperative.						
7)	HF2 Audio Control Knob	D	2	0	One or both volu may be inoperativ HF 2, if installed, inoperative.	me contr ve provic is consic	ols led dered				
8)	SAT Microphone Select Button	D	2	0	One or both may be inoperative provided it is not stuck in the pushed-in position. NOTE: SATCOM will be unavailable to affected crewmember.						
9)	SAT Audio Control Knob	D	2	0	One or both volu may be inoperativ SATCOM is not u affected crewmen	me contr ve provic used by mber.	ols led				
					(Continued)						

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NO.					4. Remarks and/or e	xceptions					
23 CO	MMUNICATIONS										
51-01	Audio Control Panel (ACP) (Continued)										
10)	CAB Microphone Button	D	2	1	One may be inoperative provided it is not stuck in the pushed-in position.						
		D	2	0	 Both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) Cabin Announcement is considered inoperative, if installed. 						
11)	CAB Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided cabin announcement, if installed, is not used by affected crewmember						
12)	DME1 Audio Control Knob	С	2	1	(O) One may be	inoperati	ve.				
		С	2	0	Both may be inop provided DME 1 inoperative.	perative is consid	ered				
13)	DME2 Audio Control Knob	D	2	1	(O) One may be	inoperati	ve.				
		D	2	0	Both may be inop provided DME 2, considered inope	perative if installe rative.	ed, is				
					(Continued)						

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23 CO	MMUNICATIONS	-									
51-01	Audio Control Panel (ACP) (Continued)										
14)	NAV1 Audio Control Knob	С	2	1	(O) One may be	inoperati	ve.				
		С	2	0	Both may be inoperative provided VHF 1 navigation radio is considered inoperative.						
15)	NAV2 Audio Control Knob	С	2	1	(O) One may be inoperative.						
		С	2	0	Both may be inoperative provided VHF 2 navigation radio is considered inoperative.						
16)	MKR Audio Control Knob	С	2	1	(O) One may be	inoperati	ve.				
		С	2	0	Both may be inop provided Marker considered inope	perative Beacon erative.	is				
17)	ADF1 Audio Control Knob	D	2	1	(O) One may be	inoperati	ve.				
		D	2	0	Both may be inop provided ADF 1, considered inope	perative if installe erative.	ed, is				
18)	ADF2 Audio Control Knob	D	2	1	(O) One may be	inoperati	ve.				
		D	2	0	Both may be inop provided ADF 2, considered inope	perative if installe rative.	ed, is				

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NO.				4. Remarks and/or e	xceptions	i				
23 COMMUNICATIONS										
51-02 Cockpit Speakers	С	2	1	One may be inoperative provided associated headset is installed and operates normally.						
51-03 PTT Switch	С	6	4	(O) One for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.						
	В	6	2	2 (O) Any in excess of one for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.						
51-05 Hand Microphone	D	2	0	Any in excess of required by local may be inoperativ	those regulatic ve.	ons				
	C	2	2 0 May be inoperative provided affected side boom microphone is operative.							

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23 CO	MMUNICATIONS										
51-06	Flight Deck Headsets										
1)	Headset Boom Microphones	А	2	0	One or both may inoperative provi	be ded:					
					a) Associated hand microphone is installed and operates normally, and						
					b) Repairs are made within the same time intervals established for CVR repair.						
2)	Headset Headphones	С	2	1	May be inoperative provided associated flight deck speaker operates normally.						
3)	Active Noise Reduction Function	D	2	0	May be inoperati normal audio fun normally.	ve provic ction ope	led erates				
52-00	Ramp Interphone System	D	1	0	normany.						

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23 CO	MMUNICATIONS										
53-01	Radio Interface Unit (RIU)	B	2	 (O) RIU 1 may be inoperative provided: a) Airplane is limited to day VMC operations, b) XPDR 2 is selected as the active transponder, c) COM 1 radio BACKUP mode is verified operative and operated by pilot on I seat, and d) All channels of RIU 2 are operative. NOTE: XPDR 1, VHF 3, HF 1, NAV 1 (VOR/LOC 1, MB 1, 							
1)	RIU Channel	С	4	2	(VOR/LO ADF 1) an inoperativ inoperativ Channel A from e	C 1, MB nd DME ve with R ve. each RIU	1, 1 are NU 1 J may				
					be inoperative.						
		В	4	3	Channel B of RIL inoperative provid is limited to day \ operations.	J 1 may l ded airpl /MC	be ane				
71-00	Cockpit Voice Recorder (CVR) System	A	1	0	May be inoperation repairs are made accordance with regulations.	ve provic in local	led				
1)	Independent Power Supply	С	1	0							

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NO.						4. Remarks and/	or e	xceptions			
24 ELE	ECTRICAL POW	/ER									
31-01	Main DC Gene	rator									
	(EMB-545 and EMB-550 Pre-N SB 550-29-000	1od. 2)	В	2	1	 (O) DC Generinoperative properative properative properative properative a OFF, b) Fuel pump c) APU DC G operative a throughout d) Airplane is contaminat e) Airplane is below 3100 	ato vie tor 2A and the no ed op	r 1 may ded: 1 is sele is opera erator is used e flight, t operate runways erated at	be ected itive, ed on s, and t or	1	
			NOTE: The dispatch wi Generator 2 inoperative is no allowed for airpla Pre-Mod. SB 550 0002.					atch with r 2 ve is not or airplar SB 550-	nes 29-		
	(EMB-545 and EMB-550 Post- SB 550-29-000	Mod. 2)	В	 a) Affected DC Generator is selected OFF, b) Fuel pump 2A is operative operative and used throughout the flight, d) Airplane is not operated at or below 31000 ft. 				ve r is itive, id on ;, and t or	ł		

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

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25 EQ	UIPMENT AND FURM	IISI	HIN	GS							
00-00	Non-Essential Equipments and Furnishings	-	-	 May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator' NEF deferral program. The NEF program, procedures, ar processes are outlined in the operators (insert name) Manual. (O) and (M) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. 							
11-01	Pilot Seat										
1)	Lumbar In/Out Adjustment	С	2	0	May be inoperative seat is acceptable crewmember.	ve provic e to affe	led cted				
2)	Armrests	С	4	2	(M) Inboard armr inoperative provid secured in the re- position or remov	ests may ded they tracted (⁄ed.	/ be are up)				
3)	Armrests Tilt Adjustment	D	4	2	Inboard tilt adjust be inoperative.	ments m	nay				
4)	Recline Function	C	2	0	 May be inoperatival Affected seat locked in a popermits normatival visibility, Full flight contain is available, a Seat is acception affected crewing 	ve provic has faile sition tha al pilot rol move nd table to t member.	led: d at ement he				
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25 EQ	UIPMENT AND FURM	IISI	HIN	GS							
11-01	Pilot Seat (Continued)										
5)	Headrests Adjustment	С	2	0	One or both may be inoperative provided it is adequate to the occupant.						
6)	Vertical Seat Adjustment	С	2	0	 May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember. 						
11-02 ***	Observer Seat (Including Associated Equipment)	С	1	0	(O) May be inoperative provided Seat is stowed and oxygen mask is checked for no permanent flow.						
12-08 ***	Cockpit Pilot Table	D	2	0	(M) May be inope provided stowed position or remov	erative in secure /ed.	ed				
21-01	Passenger Seat	D		-	 position or removed. (M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt is considered inoperative. 						
					(Continued)						

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Seque	nce ITEM		3. Number required for dispatch							
NO.			4. Remarks and/or exceptions							
25 EQ	UIPMENT AND FUR	VISI	HIN	GS						
21-01	Passenger Seat (Continued)									
1)	Recline Function	D	-	-	May be inoperative provided the seat is failed locked in the upright position.					
2) ***	Armrest									
	(With recline control mechanism)	D	-	-	 (M) May be inoperative, damaged or missing and the affected seat occupied provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) If armrest is missing, seat is secured in full upright position 					
	(Without recline control mechanism)	D		 position. May be inoperative, damage or missing, and the affected seat occupied provided: a) Seat does not block an Emergency Exit, and b) Seat does not restrict an passenger from access the main airplane aisle. 						
					(Continued)					

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Airplan	e	•	Revision Section							
	EMB-545/EMB-55	0								
System	n &	1. 1	2. Number installed							
Seque	nce ITEM		3. Number required for dispatch							
01 50					4. Remarks and/or e	xceptions				
25 EQ		1121		GS						
21-01	Passenger Seat (Continued)									
3) ***	Swivel/Travel Mechanisms	D	-	-	 (M) One or more may be inoperative and the affected seat occupied provided: a) Seat is secured in the taxi, takeoff and landing position, b) Seat does not block an Emergency Exit, and c) Seat does not restrict any passenger from access to the main airplane aisle. 					
4) ***	Lumbar Adjustment	D	-	-						
5) ***	Leg Rest	D	-	-	(M) May be inope provided leg rest retracted position	erative is secure or remo	ed in oved			
6) ***	Combined Heating and Vibrating Functions	D	-	-	(M) May be inope provided function deactivated.	erative is				
27-15	Exterior Lavatory Door Ashtray	A	1	0	May be inoperative provided repairs a within three cons calendar days.	ve or mis are made ecutive	ssing e 			
61-00	Emergency Locator Transmitter	A	1	0	 (M) May be inoperprovided: a) System is dear b) Repairs are modays. 	erative activated ade with	, and iin 90			
		A	1	0	May be missing p repairs are made days.	provided within 9	0			

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Airplane					Revision	Section	Page		
	EMB-545/EMB-5	50	20		6	1	25-5		
System	1 &	1.1	xepa 2	air c Jum	ategory ber installed				
Sequen	nce ITEM			3.1	Number required for	dispatch			
NO.					4. Remarks and/or e	xceptions	i		
25 EQI	UIPMENT AND FUR	NISI	HIN	GS					
61-05 ***	Emergency Locator Transmitter (ELT)/NAV	D	1	0	(M) May be miss ELT unit switch is ARM position.	ing provi s selecte	ded d to		
		D	1	0	(M) May be inope provided ELT/NA deactivated.	erative V is			
62-01	First Aid Kit (FAK)	A	_	_	 (O) If more than a required by local only one of the reaid kits may be in missing or inoper provided: a) FAK is resealed manner that was a unit that was a unit that was reviceable un b) Repairs or repare made with 	one is regulatic equired fi complet ative ed in a vill identifi cannot b a fully nit, and blacemer nin 1 fligh	ons, rst e, fy it e nts nt.		
		D	-	_	Any in excess of required by local may be incomple inoperative or mis	those regulatic te, ssing.	ons		

Airplane EMB-545/EMB-550 System & Sequence ITEM No. 1. 25 EQUIPMENT AND FURNIS 62-02 Life Vest 62-02 Life Vest D 62-03 Life Raft D	MASTER MINIMUM EQUIPMENT LIST								
EMB-545/EMB-550 System & sequence ITEM No. 1. 25 EQUIPMENT AND FURNIS 62-02 Life Vest D 62-03 Life Raft D			Revision	Section	Page				
System & Sequence ITEM No. 1. 25 EQUIPMENT AND FURNIS 62-02 Life Vest D 62-03 Life Raft D		1	25-6						
Sequence ITEM No. 25 EQUIPMENT AND FURNIS 62-02 Life Vest D 62-03 Life Raft D	. Rep	air ca	tegory						
No. 25 EQUIPMENT AND FURNIS 62-02 Life Vest D 62-03 Life Raft D	2.	Numb	umber installed						
25 EQUIPMENT AND FURNIS 62-02 Life Vest D 62-03 Life Raft		3. NI	Bomarks and/or of	uspatch					
62-02 Life Vest D	SHIN	IGS	. Remarks and/or e	Aceptions					
62-02 Life Vest D 62-03 Life Raft D									
62-03 Life Raft D	-		 O)(M) Any in exceptified may be missing, provided a) Required distimation of the maintained, D) Inoperative lift installed locat placarded ino C) Inoperative lift secured out o C) Procedures at and used to a crewmembers inoperative or equipment. 	cess of the inoperation of that: ribution is e vest ar ion are perative, e vest is f sight, a re estable lert s of missing	nose ve or ad its nd ished				
***) -		 O) May be inopenissing provided a) Extended over operations are conducted, are conducted, are and used to a crewmembers inoperative or equipment. 	erative or that: rwater e not nd re establ lert s of missing	ished				

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Sequence ITEM		2. 1		ber installed	dienateh			
No.			J. P	4 Remarks and/or e	vcentions			
25 EQUIPMENT AND FUR	VISI	HIN	GS		xeeptiene			
62-03 Life Raft *** (Continued)	C			 (O) (M) Any in experimentation of the image of the image. The image of the	access of t intended ve or mis rwater fli ribution is e raft and ion are perative, al, the e raft is f sight, a re establ lert s of missing	those flight splts s d its nd ished		

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	EMB-545/EMB-55	0			6	1	26-1			
System	n &	1. [2 Number installed							
Seque	nce ITEM			3. 1	Number required for (dispatch				
NO.					4. Remarks and/or e	xceptions				
26 FIR	E PROTECTION			-						
13-01	Aft Cargo Compartment Smoke Detector Channel	С	2	1						
		С	2	0	 (M) Both channel inoperative provid a) Aft cargo remand not loaded wit or flammable b) Cargo heating deactivated, if 	ls may bo ded: ains emp h combu materials y system	e oty or istible s, and is d.			
13-02	Internal Stowage Compartment Smoke Detector	С	1	0	May be inoperative the internal stoward compartment rent not loaded with c flammable mater	ve provic age nains em ombustik ials.	led pty or ple or			
14-01 ***	Lavatory Smoke Detector	С	1	0						
23-00	Aft Cargo Compartment Fire Extinguisher System	С	1	0	 (M) May be inoper provided: a) Aft cargo remains not loaded wit or flammable b) Cargo heating deactivated, if 	erative ains emp h combu materials system i installed	oty or istible s, and is d.			
25-01	Lavatory Auto- Discharge Fire Extinguisher Bottle	С	1	0						

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EMB-545/EMB-55					6	1	27-1		
Syster	n &	1. F	1. Repair category						
Seque	nce ITEM		∠. r	Num	Number required for	disnatch			
No.				5.1	4. Remarks and/or e	xceptions			
27 FLI	GHT CONTROLS	1							
03-01 ***	Steep Approach Switch (EMB-550)	С	1	0	May be inoperati activated positior operations do no use.	ve in not n provide t require	d its		
1)	ARMED Switch Light	С	1	0	NOTE: The stee indication available	p approa is are on PFD.	ach		
21-02	Assembly (RPA)								
1)	Pedal Electrical Adjustment	С	2	0	(M) One or both inoperative provide pedal position is adjusted to the deposition.	may be ded rudd mechani esired	er cally		
		C	2	0	 One or both may inoperative provided as a Rudder pedal acceptable for flight crewmer b) Full movemer for rudder and actuation is an actuation is actuated actuation is actuated actuation is actuated actuation is actuated actuat	be ded: position r the affe mber, an at on ped l brakes vailable.	is icted d als		

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Airplan		~			Revision Section Page						
EIVID-343/EIVID-33			Repa	air c	ategory						
Systen	n & ITEM		2. Number installed								
No.				3. 1	Number required for dispatch						
28 FU	FI				4. Remarks and/or exceptions						
2010											
00-00	Fuel System Synoptic	С	1	0	Synoptic Indications not addressed elsewhere in the MMEL may be inoperative.						
11-03	Drain Valve										
1)	Wing Tanks	С	4	3	 (M) One may be inoperative provided: a) Affected valve is checked for no leaks, and b) No water is found at any drainage point before each flight day. 						
		С	4	2	 (M) The inner valve of one tank and the outer valve of the opposite tank may be inoperative, provided: a) Affected valves are checked for no leaks, and b) No water is found at any drainage point before each flight day. 						
2)	Auxiliary Fuel Tanks (PRAETOR 600)	A	2	0	 (M) May be inoperative closed provided: a) Affected valves are checked for no leaks, b) FWD and VTRL Auxiliary Fuel Tanks are empty, and c) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first. 						

	MASTER MINIMUM EQUIPMENT LIST								
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	EMB-545/EMB-55	0	Done	air c	6 1 28-2				
Systen	n &	1. 1	2.1	Num	ber installed				
Sequei No.	nce IIEM			3. 1	lumber required for dispatch				
	-1				4. Remarks and/or exceptions				
28 FU		1	1	1					
11-05 ***	Gravity Refueling Cap Key Lock								
1)	Wing Tanks	С	2	0					
2)	Auxiliary Tanks	С	2	0					
	(PRAETOR 600)								
21-03	Fuel Pumps								
	(All except PRAETOR 600)		4	3	 (O) (M) Pumps 1B or 2A may be inoperative provided: a) The fuel GOST 10227-86 is not used, b) Affected pump is deactivated, c) Both PUMP knobs are set to ON, d) Pumps synoptic indication is operative, e) Both engine DC generators are operative if pump 2A is affected, f) Airplane is not operated into known or forecast icing conditions, g) Airplane is operated up to 60 minutes of a suitable airport, h) Airplane operation is limited to 19000 ft, and i) Repairs are made within 3 calendar days. 				
					(Continued)				

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Syster Seque No.	n & nce ITEM	1.1	2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions						
28 FU	EL			1 1					
21-03	Fuel Pumps (Continued) (PRAETOR 600)	A	4	3	 (O) (M) Pumps 1B or 2A may be inoperative provided: a) The fuel GOST 10227-86 is not used, b) Affected pump is deactivated, c) Both PUMP knobs are set to ON, d) Pumps synoptic indication is operative, e) Both engine DC generators are operative if pump 2A is affected, f) Airplane is not operated into known or forecast icing conditions, g) Airplane is operated up to 60 minutes of a suitable airport, h) Airplane operation is limited to 19000 ft, i) FWD and VTRL Auxiliary Fuel Tanks are empty, j) FWD and VTRL Motive Shutoff Valves are secured closed, and k) Repairs are made within 3 calendar days. 				

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	EMB-545/EMB-55	0			6	1	28-4		
Systen Sequer No.	n & nce ITEM	2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions							
28 FU	EL								
23-00	Pressure Refueling System								
	(All except PRAETOR 600)	С	1	0	 (O) May be inoperative provided airplane by gravity for both 	erative e is refue h tanks.	led		
	(PRAETOR 600)	A	1	0	 (O) (M) May be in provided: a) Wing tanks an refueled only, b) FWD and VTF Fuel Tanks an C) FWD and VTF Shutoff Valves closed, d) FWD and VTF Transfer Shut secured close e) LEFT and RIC Transfer Shut secured close f) Repairs are m flight days or thours, whiche first. 	noperativ re gravity RL Auxilia re empty RL Motive s are sec off Valve off Valve off Valve off Valve d, and nade with 60 flight	re ary e cured es are uel es are nin 10 irs		
23-03	LH/RH Refueling Shutoff Valve (All except PRAETOR 600)	C	2	0	One or both may inoperative CLOS pressure refuelin considered inope	be SED prov g system erative.	vided n is		
					(Continued)				

	MASTER MINIMUM EQUIPMENT LIST									
Airplane	9				Revision	Section	Page			
	EMB-545/EMB-55	50		_	6	1	28-5			
Systen	n &	1.1	Repa	air c	ategory					
Seque	nce ITEM		2.1	Num	iber installed	dienateh				
No.				3.1	4. Remarks and/or e	xceptions				
28 FU	EL					<u></u>	·			
23-03	LH/RH Refueling	С	2	0	(M) One or both r	nay be				
	Shutoff Valve				inoperative OPE	√ provide	ed:			
	(Continued)				a) Affected valve	s are se	cured			
	(All except				in closed posi	tion and				
	PRAETOR 600)				deactivated, a	na olina ovo	tom			
	,				b) Pressure relu	inoporot	ivo			
						порегас	ive.			
23-05	Defueling Shutoff	С	1	0	May be inoperativ	ve CLOS	SED.			
	Valve									
		С	1	0	(M) May be inope	erative O	PEN			
					provided valve is	secured	in			
					closed position a	nd				
					deactivated.					
23-08	Pressure Refueling									
20 00	Adapter Cap									
	/ All assault		4	_			ما م ما ،			
			1	0	(IVI) May be missi	ng provi				
	FRAETOR 000)				contamination	prior to	nu each			
					refueling/defu	elina	Caon			
					operation, and	1				
					b) Adapter is che	ecked for	r no			
					leaks after ea	ch refuel	ing/			
					defueling oper	ration.	•			
	(PRAFTOR 600)	С	1	0	(M) May be missi	na provi	ded.			
		ľ	· ·	Ŭ	a) Adapter is che	ecked for	no			
					contamination	prior to	each			
					refueling/defu	eling				
					operation,	Ũ				
					b) Adapter is che	ecked for	r no			
					leaks after eac	ch refuel	ing/			
					defueling oper	ration, ar	nd			
					c) REFUEL ISOI	- NOT C	LSD			
					Advisory mes	sage is n	ot			
					shown.					
1		1	i i	1	1					

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Airplan	e				Revision Section Page					
EMB-545/EMB-55					6 1 28-6					
System	n &	1.	Rep:	air c Num	category					
Seque	nce ITEM		2.1	3.1	Number required for dispatch					
NO.					4. Remarks and/or exceptions					
28 FU	EL									
23-11	Refuel-Isolation Shutoff Valve (PRAETOR 600)	С	1	0	 (O) (M) May be inoperative provided: a) Airplane is gravity refueled only, b) Refuel-Isolation Shutoff Valve is secured CLOSED, and c) Auxiliary Fuel Transfer System is operative. 					
24-00	Auxiliary Fuel Tanks Transfer System (PRAETOR 600) (Main and Backup modes)	C	1	0	 (M) May be inoperative provided: a) FWD and VTRL Auxiliary Fuel Tanks are empty, b) Wing tanks are gravity refueled only, c) Auxiliary Fuel Tanks Pressurization System and Auxiliary Fuel Tanks Ventilation System are operative, d) FWD and VTRL Motive Shutoff Valves are secured closed, e) FWD and VTRL Refuel Transfer Shutoff Valves are secured closed, f) LEFT and RIGHT Refuel Transfer Shutoff Valves are secured closed, and g) Fuel transfer knob remains selected AUTO. 					
					(Continued)					

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Airplan	9				Revision Section Page					
EMB-545/EMB-55					6 1 28-7					
System	n &	1.	1. Repair category							
Seque	nce ITEM		2.1	Num	ber installed					
No.				4 Remarks and/or excentions						
28 FU	=1									
System Sequer No. 28 FUI 24-00	Auxiliary Fuel Tanks Transfer System (Continued) (PRAETOR 600) Main Fuel Transfer Mode	A	Rep; 2.1 1	air c Num 3. r	 ategory ber installed Jumber required for dispatch 4. Remarks and/or exceptions (M) May be inoperative provided: a) Auxiliary Fuel Tanks Pressure Regulating Shutoff Valve is secured closed, b) FWD and VTRL Vent Shutoff Valves are secured open, c) Automatic Backup and Manual Backup Fuel Transfer modes are operative, d) Fuel quantity indications and Fuel Synoptic page are operative, e) Both main and backup wing electric fuel pumps are operative, f) Fuel transfer knob remains selected AUTO, g) Airplane is operated within 60 minutes of a suitable airport, and 					
					airport, and h) Repairs are made within 10 flight days or 60 flight hours, whichever occurs first. NOTE: Both Auxiliary Fuel tanks may be used as					
					(Continued)					
	MASTER MINIMUM EQUIPMENT LIST									
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	EMB-545/EMB-55	<u>60</u>	Don		6	1	28-8			
System	n &	1.1	2. I	air c Num	ber installed					
Seque	nce ITEM			3.1	Number required for	dispatch				
	-				4. Remarks and/or e	xceptions				
28 FU	EL	1	<u> </u>	1	Г					
24-00	Auxiliary Fuel Tanks Transfer System (Continued)									
	(PRAETOR 600)									
2)	Backup Fuel Transfer Mode	С	1	0	(M) May be inope provided:	erative				
24-01	(Automatic and Manual) Gravity Refueling Cap Key Lock				 a) FWD and VTF Fuel Tanks ar refueled only, c) Auxiliary Fuel Pressurization Auxiliary Fuel Ventilation Sy operative, d) FWD and VTF Shutoff Valves closed, e) FWD and VTF Transfer Shut secured close f) LEFT and RIC Transfer Shut secured close g) Fuel Transfer selected AUT Moved to item 28 	RL Auxilia e empty, e gravity Tanks System Tanks stem are stem are cl. Motive off Valve d, and knob rer O. 3-11-05.	ary , a and e cured es are uel es are mains			

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Syster	n &		1. I	Repa	air c	ategory			
Seque	nce	ITEM		2.1	Num	iber Installed	disnatch		
No.					5.1	4. Remarks and/or e	xceptions	i	
28 FU	EL								
43-02	Fuel Low Switch	Pressure	С	2	0	 (O) One or both r inoperative: a) Both fuel pum side are verified b) Both PUMP key to ON, and c) Pumps synop is operative. 	may be ps of affi ed opera nobs are tic indica	ected tive, set ition	
43-03	Fuel Low Sensor	Level	C	2	1	May be inoperativ FUEL USED syn- indication is oper	ve provic optic ative.	led	

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Seque	nce ITEM			3.1	Number required for dispatch				
					4. Remarks and/or e	exceptions			
29 HY	DRAULICS		1	1					
11-08	System 1 Reservoir								
1)	Fluid Quantity Indication on Cockpit	С	1	0	(O) May be inope provided fluid lev on reservoir gau each flight.	erative el is che ge before	cked e		
12-08	System 2 Reservoir								
1)	Fluid Quantity Indication on Cockpit	С	1	0	(O) May be inope provided fluid lev on reservoir gaug each flight.	erative vel is che ge before	cked e		
13-08	System 3 Reservoir								
1)	Fluid Quantity Indication on Cockpit	С	1	0	(O) May be inope provided fluid lev on reservoir gau each flight.	erative rel is che ge before	cked		

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Seque	nce ITEM		2.1	3. 1	lumber required for (dispatch				
NO.					4. Remarks and/or e	xceptions				
30 ICE	AND RAIN PROTEC	TIC)N							
00-00	Anti-Ice System Synoptic	С	1	0	Synoptic Indication required elsewhee MMEL may be in	ons not re in the operative	е.			
12-00	Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS)	С	1	0	 (O) (M) May be in provided: a) WINGSTAB s selected OFF b) Anti-Icing Valves secured close deactivated, a c) Airplane is no known or fore conditions. 	noperativ ystem is , ve (AISO d and ind t operate cast icino	′e Ⅳ) is ed in g			
21-00	Engine Anti-Icing System	С	2	1	 (O) May be inoperprovided: a) Airplane is not known or fore conditions, and b) Affected side lice system represent selected OFF valve is confirmed and the system for the selected of the system represent the system representation of the sys	erative t operate cast icing d Engine A mains and Anti med clos	ed in g Anti- i-Icing sed.			
21-01	Engine Anti-Icing Valve	C	2	0	 (O) One or both r inoperative (oper a) Both engine A valves are sel and b) AFM engine a performance i 	may be n) provide anti-Icing ected op anti-icing s used.	∍d: ⊧en, ON			

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	EMB-545/EMB-55	50	Zon	oir o	6 1 <u>30-2</u>
Syster	n &	1.1	2.1	Num	ber installed
Seque No.	nce IIEM			3. 1	Number required for dispatch
20 105		ודי			4. Remarks and/or exceptions
30 102				1	
42-00	Windshield Heating System	С	2	1	 (O) Left or right windshield system may be inoperative provided: a) Airplane is not operated into known or forecast icing conditions, and b) Affected windshield button is selected OFF.
42-03	Windshield Heater	С	4	3	Left windshield inboard heater or right windshield inboard heater may be inoperative.
		С	4	2	Left windshield inboard heater and right windshield inboard heater may be inoperative.
43-01	Windshield Rain- Repellent Coating	C	2	0	 May be inoperative provided: a) No precipitation is forecasted during a period from one hour before until one hour after the estimated time of departure and arrival at the take-off and destination aerodromes, and b) Windshield rain protection is not part of the equipment required for the intended operation. NOTE: Take-off and destination aerodromes include any take-off and destination alternate aerodromes required by local regulations.

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Sequence	ITEM		∠. r	3.1	Number required for (dispatch			
No.				•	4. Remarks and/or e	xceptions			
30 ICE AN	D RAIN PROTEC	TIC)N						
81-00 Ice Sys	Detection tem	С	2	1	(O) One may be provided Wing ar Stabilizer and En Icing Systems are manually.	inoperati nd Horizo gine Ant e operate	ve ontal i- ed		
		с	2	0	manually. Both may be inop provided airplane operated into kno forecast icing cor	perative is not own or nditions.			

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Seque	nce ITEM			3.1	Number required for (dispatch				
NO.					4. Remarks and/or e	xceptions				
31 INC	DICATING AND RECO	DRD	DIN	G S	YSTEMS					
31-00	Flight Data Recorder (FDR) System	A	1	0	May be inoperation repairs are made accordance with regulations.	ve provic in local	led			
32-00 ***	Quick Access Recorder (QAR)	D	-	0						
52-01	Master Warning/Caution Pushbutton/ Annunciators									
1)	Warning Lights	С	2	1						
2)	Warning Alarm Cancel Function	С	2	1						
3)	Caution Lights	С	2	1						
4)	Caution Alarm Cancel Function	С	2	1						
60-00	Electronic Checklist (ECL)	С	1	0	(O) May be inope provided alternat are established a	rative e proced ind used	ures			
		D	1	0	May be inoperative procedures do no use.	ve provic ot require	led its			
61-01	Adaptive Flight Display (AFD)	С	4	3	(O) Lower AFD m inoperative provid turned OFF.	nay be ded it is				

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Seque	nce ITEM			3. N	lumber required for o	dispatch					
					4. Remarks and/or e	xceptions					
31 INC	DICATING AND RECO		DING	g s	YSTEMS						
61-02	Display Control Panel (DCP)										
1)	CVS Button	С	2	0							
2)	FPV CAGE Button	С	2	0							
3)	ET Button	С	2	0	 One or both may inoperative provide a) Timer is not slaffected PFD b) An accurate ti operative in the compartment time in hours, seconds, and c) It is not require regulations. 	be ded: hown on HSI, mepiece le flight c indicatin minutes ed by loc	is crew g the and cal				
4)	TCAS Button	С	2	0	(O) May be inope provided alternate are established a	erative e proced nd used	ures				
5)	WX Button	С	2	0	(O) May be inope provided alternate are established a	erative e proced nd used	lures				
6)	BARO SET STD Button	С	2	0	May be inoperativ BARO knob oper	ve provic ates nor	led mally.				
7)	V/L Button	С	2	0	May be inoperativ operations do not use.	ve provic t require	led its				
8)	FMS Button	С	2	0	May be inoperativ operations do not use.	ve provic t require	led its				

	MASTER M	ININ		<u>N</u> E	MASTER MINIMUM EQUIPMENT LIST									
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	EMB-545/EMB-55	0			6	1	31-3							
Syster	n &	1.1		air c	ategory ber installed									
Seque	nce ITEM	2. Num			Number required for	dispatch								
NO.					4. Remarks and/or e	xceptions								
31 INE	DICATING AND RECO	DRD)IN(g S	YSTEMS									
61-03	Reversionary Switch Panel (RSP)													
1)	DUs Brightness Knobs	С	4	0	May be inoperation affected AFD brig acceptable to flig	ve provic ghtness i ht crew.	led s							
2)	EICAS Button	С	2	1										
61-04	Cursor Control Panel (CCP)													
1)	Trackball	С	2	0	(O) May be inope provided alternat are established a	erative e proced ind used	ures							
61-06	Adaptive Flight Display (AFD) Mounting Tray Fan	С	8	6	(O) One or both f AFD may be inop provided the lowe turned OFF.	ans of lo perative er AFD is	wer							
62-00	Synthetic Vision System (SVS)	С	1	0	(O) May be inope provided SVS is a	erative disabled.								
64-00 ***	Head-Up Display (HUD) System	D	1	0	(M) May be inope provided:a) HUD is deactib) Procedures de its use.	erative vated, ar o not req	nd uire							
					NOTE: The mes FAIL is di system d	sage HL splayed eactivatio	ID after on.							

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	EMB-545/EMB-55	0			6	1	32-1		
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Seque	nce ITEM		2.1	3. 1	Number required for	dispatch			
NO.					4. Remarks and/or e	xceptions			
32 LA	NDING GEAR	-							
41-00	Main Brake System								
1)	Auto Brake System	С	1	0	 (O) May be inoper provided: a) AUTO BRAKE remains select b) Alternate procees and an an	erative E knob ted OFF cedures a nd used.	, and are		
47-00	Brake Temperature Monitoring System								
	(All except PRAETOR 600)	С	4	0	 (O) May be inoper provided: a) A brake cooling 44 minutes is airplane dispara 	erative ng time o used prie itch,	f or to		
					NOTE: A brake of 44 min worst cas For optim cooling til the Airpla Operation b) Landing gear delayed for 7 takeoff, and c) Appropriate p penalties are	cooling ti utes is th se scenar ized bra me, refer ans Manua retraction minutes erformar applied.	me ne rio. ke to al. n is after nce		
					(Continued)				

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Airplan	e				Revision Section	Page			
	EMB-545/EMB-55	0	Done	air c	6 1	32-2			
Syster	n &	1.1	2.1	Num	ber installed				
Seque	nce ITEM	3. Number required for dispatch							
		4. Remarks and/or exceptions							
32 LA	NDING GEAR	-	1	1					
47-00	Brake Temperature Monitoring System (Continued)								
	(PRAETOR 600)	С	4	0	 (O) May be inoperative provided: a) A brake cooling time of minutes is used prior to airplane dispatch, 	f 75 o			
					 NOTE: A brake cooling ti of 75 minutes is th worst case scenar For optimized brak cooling time, refer the Airplane Operations Manua b) Landing gear retraction delayed for 7 minutes a takeoff, and c) Appropriate performan penalties are applied. 	me ie io. ke to al, n is after ce			
49-06	Brake Assembly								
1)	Wear Pin Indicator	С	8	4	One wear pin indicator pe brake assembly may be missing.	r			
49-07	Main Landing Gear Tire Pressure- Gauge								
1)	Pressure Indication	D	4	0	(M) May be inoperative provided an alternate mea used to check the tire pres whenever required.	ans is ssure			

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6 1 32-3
ategory
Number required for dispatch
4. Remarks and/or exceptions
(M) May be inoperative provided an alternate means is used to check the tire pressure whenever required.
 (O) May be inoperative provided: a) Steering is confirmed engaged for normal operations, and b) Steering disconnect button operates normally if towing is required.
(O) May be inoperative provided steering and parking brake status are verified in the cockpit before towing.
(O) May be inoperative provided steering overtravel sensor target is checked for integrity before each flight.

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	EMB-545/EMB-55	0	J Bonair category								
System	n &		2.1	Num	iber installed						
Seque No.			3. Number required for dispatch								
22110					4. Remarks and/or exceptions						
33 LIG	5115	1	<u> </u>								
10-00	Cockpit and Instruments Panel Lighting Systems	C	-	-	 Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Dome Light operates normally. 						
23-00	Passenger Warning Signs	С	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.						
41-00	Landing/Taxi Light										
1)	Taxi Light	С	2	0							
2)	Landing Light	С	2	0	One or both may be inoperations.						
		В	2	1	NOTE: If any landing light array is failed, the affected landing light must be considered inoperative.						
43-00	Navigation Lights	С	4	0	One or more may be inoperative for day operations.						

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System	n &	1.1	2.1	Num	ber installed							
Seque	nce ITEM			3. N	Number required for	dispatch						
			4. Remarks and/or exceptions									
33 LIG	ihis		1	1								
44-01	Wing Inspection Light	С	1	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions at night.							
45-01	Red Beacon	С	1	0	(O) May be inoperative provided strobe lights are operative and turned ON before engine operation.							
46-01 ***	Logo Lights	D	2	0			I					
47-00	Strobe Lights	С	3	0	May be inoperativo operativo operations.	ve for da	У					
51-07	Overwing Emergency Lights	С	2	0	May be inoperativo operations.	ve for da	У					
51-09	Underwing Emergency Lights	С	1	0	May be inoperation operations.	ve for da	У					
51-11	Fuselage-to-Ground Emergency Lights	С	1	0	May be inoperativo operations.	ve for da	у					
52-01	Flashlights	D	2	-	Any in excess of required by local may be inoperativ	those regulatic ve or mis	ons ssing.					

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	EMB-545/EMB-55	50			6	1	34-1				
System	n &	1.1	2 I	air c Num	ategory ber installed						
Seque	nce ITEM		3. Number required for dispatch								
NO.					4. Remarks and/or e	xceptions	;				
34 NA	VIGATION	-									
11-01	Standby Flight Instrument System (SFIS)										
1)	STD Baro Button	С	1	0	May be inoperative provided BARO knob on the SFIS operates normally.						
23-01	Standby Magnetic Compass Unit	В	1	0	 (O) May be inoperative provided: a) The airplane is operated with dual independent navigation capability and under positive radar control by ATC on the en route portion of the flight, and b) It is not required by local regulations. 						
26-00 ***	Inertial Reference System (IRS)	С	1	0	May be inoperation not used as prima source.	ve provic ary naviç	led is gation				
31-00	Radio Altimeter System	D	_	1	(Continued)						
					(Continued)						

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Airplane			Revision Section Page								
	EMB-545/EMB-5	50			6	1	34-2				
System	&	1.1	Repa	air c	ategory						
Sequen	ce ITEM		2. 1	Num	ber installed	diamatah					
No.				3. r	A Remarks and/or o	vcontions					
34 NAV					4. Remarks and/or e	xceptions	1				
041171											
31-00	Radio Altimeter System (Continued)	A		0	 (O) (M) May be in provided: a) Affected radio deactivated, b) Operations do its use, c) Approach min set to BARO, d) Auto throttle F and TAWS models of the considered indexister of the considered index. NOTE: Message FAULT we displayed dispatch of Section 2 applicable 	altimete o not require imums a if require Retard M odes 1-6 operative ade with FLTCT ill be and the condition is not e.	ve er is uire ed, ode are e, and in RL n on				

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	EMB-545/EMB-55	50			6	1	34-3				
System	n &	1.1	. Repair category								
Seque	nce ITEM		3 Number required for dispatch								
No.			4 Remarks and/or exceptions								
34 NA	VIGATION										
_											
32-00	VHF Navigation System										
1)	VOR	С	2	1	(O) One may be inoperative provided alternate procedures are established and used.						
		С	2	0	Both may be inoperative provided it is not required by the intended route.						
					NOTE: The intended route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.						
		D	2	0	Both may be inop provided operatic conducted under	oerative ons are VFR.					
2)	Marker Beacon	С	2	1	(O) One may be provided alternate are established a	inoperati e proced ind used	ve lures				
		С	2	0	May be inoperative that approach province market approach province market by the second secon	ve provio ocedures er fixes.	led s do				
		D	2	0	Both may be inop provided operatic conducted under	oerative ons are VFR.					
3) ***	ADF	С	-	1	(O) One may be provided alternat are established a	inoperati e proced ind used	ve lures				
					(Continued)						

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Airplan	9		Revision Section Pa								
	EMB-545/EMB-55	0			6	1	34-4				
System	n &	1. F	1. Repair category								
Seque	nce ITEM		2. Number installed								
No.				3. r	A Pemarks and/or o	uspatch vcontions					
34 NA					4. Remarks and/or e	xceptions					
04107		1	1								
32-00	VHF Navigation System (Continued)										
3) ***	ADF (Continued)	С	-	- 0 One or more may be inoperative provided it is no required by the intended rou							
					NOTE: The inter correspon point on t including reach alte aerodrom be selecte operation	nded rou nds to an he route diversion ernate nes requi ed by the al rules.	te yy ns to red to				
		D	-	0	One or more may inoperative provid operations are co under VFR.	/ be ded onducted					
4)	ILS	С	2	1	 (O) One may be provided: a) Operations do its use, and b) Alternate procestablished and 	inoperati o not requ edures a nd used.	ve uire are				
		В	2	0	May be inoperativ operations provid approaches and approaches when is based on ILS a included in the flig	ve under led that missed re naviga are not ght plan.	IFR				
		D	2	0	One or more may inoperative provid operations are co under VFR.	/ be ded onducted					

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Airplan		'n	Revision Section Pa								
	EIVID-343/EIVID-33	1.1	1. Repair category								
Syster	n& nce ITEM		2.1	Num	ber installed						
No.				3. N	Number required for a	dispatch					
34 NA	VIGATION		1		4. Remarks and/or c	xeeptions	,				
33-00 ***	Enhanced Vision System (EVS)	D	1	0	 May be inoperative provided: a) EVS window heater is operative, and b) Procedures do not require its use. 						
					NOTE: Any mod operates be used.	e which normally	/ may				
1)	EVS Window Heater	D	1	0	 (M) May be inoperative provided: a) EVS unit is deactivated, b) Airplane is not operated into known or forecasting icing conditions, and c) Procedures do not require the use of the EVS. 						
33-01 ***	EVS Button (For airplanes equipped with HUD or EFVS)	D	1	0	 May be inoperative provided operations do not require its use. NOTE: EVS/SVS may only be displayed on the appropriate Head Down Display. (HDD) 						
41-00	Terrain Awareness and Warning System (TAWS) A										
1)	GPWS	A	1	0	 (O) May be inope provided: a) Alternate proc established ar b) Repairs are m 2 flight days. 	erative edures and used, nade with	are and nin				
					(Continued)						

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	EMB-545/EMB-55	0	_	1	34-6							
System	n &	1.1	1. Repair category									
Seque	nce ITEM		2.1	3.1	Number required for d	ispatch						
NO.					4. Remarks and/or ex	ceptions						
34 NA	VIGATION											
41-00	Terrain Awareness and Warning System (TAWS) A (Continued)											
1)	GPWS (Continued)											
a)	Modes 1-4	A	4	0	 (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. 							
b)	Test Mode	A	1	0	 May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight dove 							
c)	Glideslope Deviation (Mode 5)	В	1	0								
d)	Advisory Callouts (Mode 6)	В	1	0	(O) May be inoper provided alternate are established ar	rative proced nd used	lures					
		С	1	0	 (O) May be inoper provided: a) Advisory callour required by loc regulations, an b) Alternate procession 	rative ut not al id edures a d used.	are					
					(Continued)							

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	EMB-545/EMB-55	0	2000	oir o	6	1	34-7					
System	n &	1. 1	2. Number installed									
Seque	nce ITEM		3. Number required for dispatch									
			4. Remarks and/or exceptions									
34 NA	VIGATION		1	1								
41-00	Terrain Awareness and Warning System (TAWS) A (Continued)											
1)	GPWS (Continued)											
e) ***	Windshear Detection and Escape Guidance	В	1	0	(O) May be in provided alter are establishe	operative nate procec ed and used	lures					
	System (Mode 7)		NOTE 1: The CAS mess REACT WINDSHEAR may be display		sage FAIL yed.							
					NOTE 2: Op pro inc wir avo wir pro	erator's alte ocedures sh lude review odshear oidance and odshear rec ocedures.	ernate ould ing I overy					
2)	Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	В	1	0	(O) May be inoperative provided alternate procedures are established and used.							
3)	Terrain Overlays	С	1	0								
42-00	Weather Radar	С	1	0	May be inoperative provided it is not required by local regulations.							
1) ***	Predictive Windshear Detection and Avoidance System	D	1	0	(O) May be in provided alter are establishe	operative nate procec d and used	lures					

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	EMB-545/EMB-5			_		6	1	34-8			
Syster	n &		1. F	1. Repair category							
Seque	nce	ITEM		3 Number required for dispatch							
No.	•				0.1	4. Remarks and/or e	exceptions				
34 NA	VIGATIO	Ν									
43-00	Traffic C Avoidan (TCAS II	collision and ce System I)	В	1	erative activated 2 is operative proach o not req	and e, and uire					
			C 1 0 (M) May be inoperative provided: a) Not required by local regulations, b) System is deactivate secured, c) Transponder 2 is considered inoperati d) Enroute or approach procedures do not re- its use					and e, and uire			
1) ***	ADS-B I Transmi	n ssions	С	1	0	O) May be inope provided alternat are established a NOTE: Any ADS that oper may be u	rative e proced and used S-B In fur ates norr ised.	lures nction mally			
			С	1	0	May be inoperati operations do no use. NOTE: Any ADS that oper may be u	ve provic t require 3-B funct ates norr ised.	led its ion nally			

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	EMB-545/EMB-55	U 1 1	2017	air c	ategory	1	34-9			
System	n &	1.1	2.1	Num	ber installed					
Seque	nce ITEM			3. 1	Number required for	dispatch				
					4. Remarks and/or e	xceptions				
34 NA	VIGATION	1	1	1						
44-00 ***	Lightning Detection System	С	1	0						
51-00	DME System	С	-	0	One or more may be inoperative provided operations do not require its use.					
		D	-	1	1 Any in excess of those required by local regulations may be inoperative.					
52-00	Transponder	D	2	1	(O) One may be inoperative provided operative transponder is selected as the active by crew, if required.					
		 B 2 0 Both may be inoperative provided: a) Operations do not requists use, and b) Prior to flight, approval obtained from ATC fac having jurisdiction over planned route of flight 				uire l is silities r the				
					NOTE: TCAS II OUT are with both inoperativ	and ADS inoperat transpoi /e.	S-B ive nders			
1) ***	ADS-B OUT Function	D	2	0	One or both may inoperative provid required by local	be ded it is i regulatio	not ons.			
		С	2	0	(O) One or both r inoperative provid procedures are e and used.	nay be ded alter stablishe	nate ed			
					NOTE: Any ADS function t normally	S-B OUT hat oper may be u	ates used.			

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	EMB-545/EMB-55	0			6	1	34-10				
Systen	n &	1. F	Repa	air c	ategory						
Seque	nce ITEM	2. Number installed									
No.				0.1	4. Remarks and/or e	xceptions	;				
34 NA	VIGATION										
56-00	Global Positioning System (GPS)	С	2	1	One may be inoperative provided operations do not require its use.						
					NOTE: SVS is inoperative in case one GPS inoperative.						
		В	2	0	 (O) May be inoperative provided: a) Operations do not require its use, b) One VHF Navigation system and one DME is operative, and c) AHRS is aligned. 						
					NOTE: TAWS FLTA and PDA functions, SVS and ADS-B OUT are inoperative in case both GPS inoperative						
		В	2	0	 O) (O) May be inoperative provided: a) Operations do not require its use, b) Two DMEs are installed and operative, and c) AHRS is aligned. 						
					NOTE: TAWS F functions ADS-B O inoperativ both GPS	LTA and , SVS ar UT are /e in cas 6 inopera	PDA nd e ative.				
57-00 ***	Satellite Weather System	D	1	0							

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Seque	nce	ITEM			3. Number required for dispatch							
NO.						4. Remarks and/or e	xceptions	i				
34 NA	VIGATION		1									
61-00	Flight Ma System (I Navigatio Database	nagement =MS) n es	C	2	0	 (O) One may be information shift information shift checked for car with other apprendimented by Performance of than TOLD shift available to fliic. (D) Operations do use of both Gild) Alternate prodeestablished an NOTE: No interrisources is during a sof flight. (O) One or more inoperative for the flight route where (non-RNAV/RNP sufficient, provide a) Current aeron information (e available for the and for the aeron information (e available for the and for the aeron information is c) Radio navigation da information is c) Radio navigation da information is c) Radio navigation da information (e are manually field the section of the are of date is be inoper (Continued) 	inoperation nance nall be proved data, data othe all be ght crew o not requires a not used. nixing of spermitt specific p may be e intende e conven) navigat ed: autical .g. chart ne entire rodrome tabase disregar ion aids, uired to la arture, ar procedu tuned an ase that i conside rative.	ve cy er , uire are data ed bhase ed tion is tion is s) is route s) is route s to l route s to l route s to l route s to l route s out red to n red to n red l tion is l s out red to l				

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	EMB-545/EMB-55	0		1	34-12							
System	n &	1.1	2 N	air c Jum	ir category umber installed							
Seque	nce ITEM		3. Number required for dispatch									
NO.			4. Remarks and/or exceptions									
34 NA	VIGATION											
61-00	Flight Management System (FMS) (Continued)											
2)	Takeoff and Landing (TOLD) Function	С	2	1	 (O) One may be inoperative provided: a) TOLD performance information shall be checked for consistency with other approved performance data, b) Performance data other than TOLD shall be available to flight crew, c) Alternate procedures are established and used. NOTE 1: No intermixing of data sources is 							
					NOTE 2:	data s permit specifi flight. TOLD consic inoper VSPE is out	ources is ted durir c phase must be lered ative if ED datal of date.	s ng a of base				
61-01 ***	Surface Management System (SMS)	C	1	0	(O) May b provided S NOTE: SI co if a da	e inope SMS is MS mu nsidere any airp ap data te.	erative inhibited st be ed inoper port movi base is o	ative ng out of				

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Seque	nce ITEM		3. Number required for dispatch								
NO.					4. Remarks and/or e	xceptions	;				
35 OX	YGEN										
01-01	Cylinder Pressure Gauge	C	1	0	 (M) May be inoperative provided: a) Gauge is inspected for no leakage, and b) Alternate procedures to measure the oxygen cylinder pressure for servicing are established and used. 						
01-02	Pressure and Temperature Transducer	С	1	0	 0 (O) May be inoperative provided: a) Cylinder pressure gauge is operative, b) Oxygen pressure is checked in cylinder before each flight, and c) Airplane is operated at or below EL 250 						
01-03	Overboard Discharge Indicator (Green Disc)	С	1	0							
		С	1	0	(M) May be miss cavity is covered tape.	ng provi with spe	ded ed				
02-02	Cylinder Fill Valve	C	1	0	 (M) May be inoperind provided: a) Valve is insperie leakage, and b) If oxygen cyling necessary, it is outside airplated for a one. 	erative oted for nder refill nust be ne or cyl fully cha	no ling is done inder arged				

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System	n &		1. F	1. Repair category						
Seque	nce ITEM			3. Number required for dispatch						
No.					0.1	4. Remarks and/or e	xceptions			
35 OX	YGEN									
20-00	Passenger Oxy System	gen	С	1	0	0 May be inoperative provided the airplane is operated with no passengers.				
			С	1	0	(O) May be inope provided flight is unpressurized at 10000 ft.	erative conducte or below	ed /		
1)	Passenger Auto Deployment)	С	1	0	(M) May be inope provided:	erative			
	Function					a) Flight is condu below 30000 ft, a	icted at c ind	or		
						b) Manual deploy is verified operati	/ment fur ive.	nction		
20-01	Passenger Oxy Masks	gen	С	_		 a) Flight is conducted at or below 30000 ft, and b) Manual deployment function is verified operative. (M) May be inoperative provided affected seat is placarded and blocked to prevent occupancy. 				

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Svetor	System &				1. Repair category						
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No			3. Number required for dispatch								
05.01						4. Rema	rks and/or e	xceptions			
35 UX	IGEN										
30-01	Protective Brea Equipment (PB	ithing [E)	D			(O) (M) require provide a) Rec mai b) Inop insta plac c) Inop from airp d) Prod and crev inop equ NOTE:	Any in ex d may be ed: juired distri- ntained, perative Pl alled locat carded ino perative Pl n its location lane, and cedures and used to a wmembers perative or ipment. Inoperati may be s dangerou requiremo	ccess of t inoperation inoperation BE and it ion are perative, BE is ren fon or from re estable and the missing we PBE ubject to is goods ents.	hose ve s s s noved n the ished units		

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System &	&	1.1	xepa	air c	category						
Sequenc	e ITEM		2.1	3. N	Number required for dispatch						
NO.					4. Remarks and/or e	xceptions					
36 PNEU	UMATIC										
11-00 E	Engine Pneumatic Bleed System	С	2	1	 (O) (M) One may inoperative provid a) Affected bleed selected OFF b) WHSAIS is m before each fl c) Cross-bleed v operative if bla affected, d) Single Bleed S is confirmed c each flight into forecast icing e) Airplane is op below 20000 ff f) Airplane is op 60 minutes of airport. (O) One may be provided: a) Affected bleed selected OFF b) Airplane is op below FL 250 c) Cross-bleed v operative if bla affected, d) Airplane is no into known or conditions, an e) Airplane is op 60 minutes of airport. 	be ded: d system anually t ight, alve is eed 1 is Shutoff V open befor o known condition erated a rated u a suitab inoperati d system erated a suitab inoperate forecast d erated u a suitab	is ested /alve or or ns, t or p to le is t or ed icing p to le				

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NO.						4. Remarks and/or e	xceptions				
36 PN	EUMATIC										
11-01	High Stage Ble Shutoff Valve	ed	С	2	1	 (O) (M) One may be inoperative provided: a) Affected high stage bleed valve is secured closed and deactivated, and b) Associated bleed system is considered inoperative. 					
11-03	Pressure Regu Shutoff Valve (PRSOV)	lating	С	2	1	 (O) (M) One may be inoperative provided: a) Affected PRSOV is secured closed and deactivated, and b) Associated bleed system is considered inoperative. 					
11-06	Cross-Bleed Va	alve	C	1	0	 (O) (M) May be in provided: a) Cross-bleed v selected OFF, b) Cross-bleed v secured close left engine statistical confirmed of each flight into forecast icing d) Airplane is ophelow 20000 fe e) Airplane is ophelow 20000 fe e) Airplane is ophelow 20000 fe forecast icing forminutes of airport. NOTE: For in-flight into start reference windmilling procedure 	noperative alve is alve is d except rt, Shutoff V pen before to known condition erated a a suitab the left en to AFM ng start e.	re t for /alve or or ns, t or p to le			
						(Continued)					

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				4. Remarks and/or e	xceptions					
36 PNEUMATIC			<u> </u>							
11-06 Cross-Bleed Valve (Continued)	 Valve C 1 0 (O) (M) May be inoperative provided: a) Cross-bleed valve is selected OFF, b) Cross-bleed valve is secured closed except for left engine start, c) Airplane is operated at o below FL 250, d) Airplane is not operated into known or forecast ic conditions, and e) Airplane is operated up t 60 minutes of a suitable airport. NOTE: For in-flight left eng start refer to AFM windmilling start procedure. 									
14-04 Pneumatic System Controller (PSC) Channel	С	2	1	One may be inop provided: a) Airplane is ope below FL 250, an b) Airplane is ope 60 minutes of a s airport. NOTE: Message FAULT m displayed dispatch o Section 2 applicable	erative erated at d erated up uitable e FLTCT ay be and the condition is not e.	or to RL				

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No.				•	4. Remarks and/or e	xceptions					
36 PN	EUMATIC										
16-00	Main Door Pressurization System	С	1	0	 0 (M) May be inoperative provided: a) The non-inflatable seal is checked for no damage, b) The main door pressurization system is deactivated, and c) The airplane is not operated above 40000 ft. 0 (O) (M) May be inoperative 						
17-00	Auxiliary Fuel Tanks Pressurization System (PRAETOR 600)	A	1	0	 (O) (M) May be ir provided: a) Auxiliary Fuel Pressure Reg Shutoff Valve closed, b) FWD and VTF Shutoff Valves open, c) Main Fuel Tra considered ind d) Airplane is op 60 minutes of airport, and e) Repairs are m flight days or (hours, whiche first. 	noperativ Tanks ulating is secure RL Vent s are sec operative erated w a suitab nade with 60 flight ever occu	re ed cured ode is e, ithin le nin 10 irs				

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					4. Remarks and/or e	xceptions	;					
38 WA	TER AND WASTE	1										
11-00	Galley Potable Water System	С	1	0	 (M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced. 							
11-24 ***	Galley Water-Level Sensor	D	1	0								
12-00	Lavatory Potable Water System	С	1	0	 0 (M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is no serviced. 							
12-24 ***	Lavatory-Water Level Sensor	D	1	0								
32-00	Vacuum Waste System	С	1	0	 (M) May be inoper provided: a) Waste system deactivated, a b) System comperies of the comperiest of the comperi	erative i is ind onents a have lea	ire aks.					
32-21	Vacuum Pump	С	1	0	 (O) (M) May be in provided: a) Pump is deacted b) Procedure is e advise passer use lavatory o below 14000 f 	tivated, a establish ngers no n ground t in flight	ve and ed to t to d and t.					
32-32	Waste Tank Level Sensor	С	2	1	85% or 100% ser inoperative.	nsor may	/ be					

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42 INTEGE	RATED MODULA	R A	VIC	JNI	CS						
31-00 Info Mar Sys	ormation nagement otem (IMS)	C		0	(M) May be inope provided: a) IMS is deactiv b) AVNX DATAL message is no NOTE: It will not to update and map	erative vated, an OAD EN ot shown : be poss • FMS, ch database	d IBL ible narts, es.				

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NO.				l	4. Remarks and/or e	xceptions					
45 CE	NTRAL MAINTENAN	CE	SY	STE	EM						
00-01	Cockpit Maintenance Panel										
1)	ENGINES MODE Switch	D	1	0	 (O) May be inoperprovided: a) Switch is confined in NORMAL positions b) Engines are continued in NORMAL model 	erative irmed in ition, and onfirmed de.	d Lin				
2)	LG/HYD/BRK MODE Switch	D	1	0	 (O) May be inoperative provided: a) Switch is confirmed in NORMAL position, and b) LG-HYD-BRK MAINT MODE message is not shown. 						
3)	AVIONICS LOADER Switch	С	2	0	 (O) May be inoperprovided: a) Switches are of OFF position, b) AVNX DATAL message is not 	erative confirme and .OAD EN ot shown	d in IBL				
					NOTE: FMS, cha maps dat not be up AVIONIC Switch is	arts, and abases o dated if a S LOAD inoperat	can any ER ive.				
4)	WSHLD IBIT Switch	D	1	0							
45-01	Onboard Maintenance System (OMS)	D	1	0							

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ORMATION SYSTEM	IS								
Integrated Flight Information System (IFIS)	С	-	1						
	С	-	0	(O) May be inope provided alternat are established a	erative e proced ind used	ures			
Charts and Maps Databases	С	-	0	(O) May be out o inoperative provid procedures are e and used.	f date or ded alter stablishe	nate ed			
Weather Databases	C		0	(O) May be out o inoperative provid procedures are e and used.	f date or ded alter stablishe	nate			
	e EMB-545/EMB-55 n & nce ITEM CORMATION SYSTEM Integrated Flight Information System (IFIS) Charts and Maps Databases Weather Databases	e EMB-545/EMB-550 n & 1. f m & 1. f CORMATION SYSTEMS C Integrated Flight Information System (IFIS) C Charts and Maps Databases C Weather Databases C	MASTER MINIMUT e IMB-545/EMB-550 n & 1 Repairs of the second secon	MASTER MINIMUM E e EMB-545/EMB-550 n & 1 Repair c n.c ITEM 2 Num CORMATION SYSTEMS Integrated Flight C - 1 Integrated Flight C - 0 Charts and Maps C - 0 Otabases C - 0 Weather Databases C - 0 Integrated Flight Information System C - 0 Charts and Maps C - 0 Weather Databases C - 0 Integrated Flight Integrated Flight Integrated Flight Integrated Flight Integrated Flight C - 0 0 Integrated Flight Integrated Flight Integrated Flight Integrated Flight Integrated Flight Integrate Integrate Integrate Integrate Integrate Integrate Integrate Integrate Integrate Integrate Integrate Integrate Integrate<	MASTER MINIMUM EQUIPMENT LIST Revision EMB-545/EMB-550 6 n & Revision a & Repair category 2. Number installed 3. Number required for (3. Number for	MASTER MINIMUM EQUIPMENT LIST e Revision Section EMB-545/EMB-550 6 1 nee ITEM 1. Repair category 2. Number installed SORMATION SYSTEMS 3. Number required for dispatch 4. Remarks and/or exceptions CORMATION SYSTEMS C - 1 Integrated Flight Information System (IFIS) C - 1 Charts and Maps Databases C - 0 (O) May be inoperative provided alternate proceed are established and used Weather Databases C - 0 (O) May be out of date or inoperative provided alter procedures are established and used. Weather Databases C - 0 (O) May be out of date or inoperative provided alter procedures are established and used.			

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49 AIF	RBORNE AUXILIARY	PO	WE	R							
00-00	Auxiliary Power Unit (APU) (EMB-545 and EMB-550 Post-Mod. SB 550-78-0001)	С	1	0	(M) May be inope provided: a) APU is not us b) APU is deacti	erative ed, and vated.					
73-01	Hour Meter	С	1	0	(O) May be inope provided alternat for APU hours re established.	erative e proced cording a	lures are				
73-02	Start Counter	С	1	0	(O) May be inope provided alternati for APU starts red established.	erative e proced cording a	lures are				
93-03	Remote Oil Level Sensor (Cockpit Indication)	C	1	0	(M) May be inope provided oil quan checked through glass before each	erative tity is the oil s n flight d	ight ay.				

Airplane Revision Section Page System & Sequence ITEM 1. Repair category 2. Number installed 50.1 1 Sequence INS. 1. Repair category 2. Number required for dispatch 1 1 22-00 Aft Compartment Cargo Net D 1 0 May be inoperative or missing provided cargo compartment remains empty.	Airplane EMB-545/EMB-550 System & 1. Repair ca Sequence ITEM No. 50 CARGO AND ACCESSORY COMP	Revision 6 ategory Der installed umber required for d 4. Remarks and/or ex PARTMENTS May be inoperativ provided cargo co remains empty.	Section 1 lispatch cceptions re or mis ompartm	Page 50-1 ssing ent
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50 CARGO AND ACCESSORY COMPARTMENTS 22-00 Aft Compartment Cargo Net D 1 0 May be inoperative or missing provided cargo compartment remains empty. 22-00 Aft Compartment Cargo Net D 1 0 May be inoperative or missing provided cargo compartment remains empty.	50 CARGO AND ACCESSORY COMP	May be inoperativ provided cargo co remains empty.	e or mis	sing ent
22-00 Aft Compartment Cargo Net D 1 0 May be inoperative or missing provided cargo compartment remains empty.		May be inoperativ provided cargo co remains empty.	re or mis ompartm	sing ent
22-00 Aft Compartment Cargo Net D 1 0 May be inoperative or missing provided cargo compartment remains empty.		May be inoperativ provided cargo co remains empty.	ve or mis ompartm	sing ent
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52 DO	ORS									
10-00	Main Door					١				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position					
32-00	Aft Cargo Compartment Door					 				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched before each flight.					
41-00	E-Bay Access Hatch					I				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched before each flight.					
43-22	Fuel Panel Access Door					 				
1)	Key Lock	D	1	0	May be inoperative in the unlocked position provided door is verified closed and latched before each flight					
44-00	Hydraulic System Access Door					 				
1)	Key Lock	D	-	0	May be inoperative in the unlocked position provided the associated door is verified closed and latched before each flight.					
71-00	Main Door Warning System (CAS Indication)	С	1	0	 (O) May be inoperative provided, before each flight: a) The door is verified closed, latched and locked, and b) The 2 latches and 2 lock indicator flags are checked and confirmed green. 					

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52 DO	ORS		-	-						
72-00	Aft Cargo Compartment Door Warning System (CAS Indication)	С	1	0	 (O) May be inoperative provided, before each flight: a) The door is verified closed and latched, and b) The 3 Locking latches are inspected for correct engagement. 					
73-00	Overwing Emergency Exit Hatch Warning System (CAS Indication)	С	1	0	(O) May be inope provided the Eme Hatch is inspecte engagement befo	erative ergency l d for cor ore each	Exit rect flight.			
74-00	Electronic Bay Access Hatch Warning System (CAS Indication)	С	1	0	(O) May be inoper provided the Elect Access Hatch is in correct latching be flight.	arative stronic Ba inspecte efore ea	ay d for ch			

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73 EN	GINE FUEL AND CO	NTF	ROL	-							
21-00	Engine Full Authority Digital Electronic Control (FADEC) System										
1)	System Faults	A	-	-	May be dispatche system faults pro are made in 125	ed with vided re flight hou	pairs urs.				
30-01	Engine Fuel Low Pressure Switch	С	2	0	 (O) One or both may be inoperative provided: a) Both fuel pumps of affected side are operative, b) Both PUMP knobs are set to ON, and c) Pumps synoptic indication is operative. 						
30-05	Dual Function Fuel Switch										
1)	Fuel Impending Bypass Indication	A	2	1	 (O) (M) May be in provided: a) Fuel filter eler affected engir prior to the firs this item and the flight hours, a b) Repairs are model calendar days 	noperativ nent of ne is repl st flight u then eve nd nade with s.	re aced nder ry 20 nin 10				

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No. 3. Number required for disp	Ispatch	ispatch							
	ceptions	ceptions							
76 ENGINE CONTROL 10-05 Thrust Control Quadrant (TCQ) Idle Lock Switch C 2 0 One or both may be inoperative provided side thrust reverser considered inoperative 10-05 Thrust Control C 2 0 Inoperative provided side thrust reverser considered inoperative	be ed affec er is rative.	be led affected er is rative.	t						

Airplane Revision Section Page System & Sequence ITEM No. 1. Repair category 2. Number installed 77.1 31-00 Engine Vibration Indication on EICAS C 2 1 One may be inoperative provided operations are not conducted in known or forecast icing conditions.		MASTER MINIMUM EQUIPMENT LIST									
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No. Interference independent statut 77 ENGINE INDICATING 4. Remarks and/or exceptions 31-00 Engine Vibration Indication on EICAS C 2 1 One may be inoperative provided operations are not conducted in known or forecast icing conditions.	Seque	nce	ITEM		2. r	NUM 3 N	Nur	r installed	1 lired for (disnatch	
77 ENGINE INDICATING C 2 1 One may be inoperative provided operations are not conducted in known or forecast icing conditions. 31-00 Engine Vibration indication on EICAS C 2 1 One may be inoperative provided operations are not conducted in known or forecast icing conditions.	No.					5.1	4.	Remarks	and/or e	xceptions	
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						4. Remarks and/or e	xceptions	
78 EN	GINE EXH	IAUSI						
30-00	Thrust Re System	everser	C	2	0	 (O) (M) One or be inoperative provid a) Affected thrus locked in the f position and d and b) Appropriate pr performance p applied. 	oth may ded: t reverse orward t leactivate rocedure benalties	be er is hrust ed, es and are

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75 EN		•	1						
32-00	Engine F Quantity System	Remote Oil Indication	С	2	0	(O) May be inope provided oil quan checked through sight glasses befo flight.	erative tity is associat ore each	ed oil	
34-00	Engine (Impendir Indicatio	Dil ng Bypass n System	A	2	1	 (M) May be inoper provided: a) Affected oil filt replaced, and b) Repairs are magnetized in the second secon	erative er is ade with	in	

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80 EN	GINE STA Starter Co Valve (SC	RTING ontrol CV)	С	2	1	(C in pi p N	D) (M) One may operative (fail f rovided manua rocedures are u OTE: Assisted available Windmill affected required.	/ be o open) l override used. l airstart i See AF ing air sta engine, if	s not M for art on

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MASTER MINIMUM EQUIPMENT LIST COVER SECTION 2

SECTION 2

MESSAGE – ORIENTED MMEL ITEMS

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MASTER MINIMUM EQUIPMENT LIST

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REVISION 6



DEFINITIONS – SECTION 2 (MESSAGE-ORIENTED)

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

1) Failure Definitions.

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

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



13) Same definition stated in Section 1 is applicable.

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

ANAC APPROVED



PREAMBLE - SECTION 2 (MESSAGE-ORIENTED)

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

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

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

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

Such failures include:

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

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

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



EICAS messages Dispatch Policy

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

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

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



MASTER MINIMUM EQUIPMENT LIST								
Airplane	~		Revision	Section	Page			
EMB-545/EMB-550 6 2 C/				CAU-1				
FAILURE INDICATION	1.1	2. Remarks and/or exceptions						
APU FIRE DET FAIL Caution Message (EMB-545 and EMB-550 Post-Mod.	С	Airplane APU is r	e may be dispa not used.	itched pr	ovided			
APU FIREXBTL B FAIL Caution Message (EMB-545 and EMB-550 Post-Mod. SB 550-78-0001)	С	Airplane provideo a) APU b) ENG ENG mess	e may be dispa d: is not used, a 1 FIREXBTL 2 FIREXBTL sages are not	itched nd B FAIL a B FAIL c displayed	and caution d.			
AUTOBRAKE FAIL Caution Message (EMB-545 and EMB-550 Pre-Mod. SB 550-42-0006)	С	 (O) Airpl provided a) AUT seled b) Altern estat 	lane may be d d: O BRAKE kno cted OFF, and nate procedur blished and us	ispatche b remair es are ed.	d ıs			
CARGO FIREX FAIL Caution Message	С	 (M) Airp provided a) The a rema comb mate b) Carg deac c) AVN mess d) Carg for no 	lane may be d d: aft cargo comp ins empty or r oustible or flan erial, o heating syst tivated, if insta X DMC A (B) I sages are not o compartmer o damage.	ispatche partment not loade nmable em is alled, [–] AIL cau displayed nt is inspo	d with tion d, and ected			

MASTER MINIMUM EQUIPMENT LIST						
Airplane	_		Revision	Section	Page	
EMB-545/EMB-55	0	6 2 CAU-2				
FAILURE INDICATION	1.1	2 Remai	egory ks and/or excent	ions		
CARGO SMK DET FAIL Caution Message	С	(M) Airr provide a) The rema com mate b) Carc dead c) AVN mes d) ELE mes) Airplane may be dispatched ovided: The aft cargo compartment remains empty or not loaded with combustible or flammable material, Cargo heating system is deactivated, if installed, AVNX DMC A (B) FAIL caution messages are not displayed, and ELEC SDU FAIL advisory message is not displayed.			
STWG INT SMK DET FAIL Caution Message	C	 deactivated, if installed, c) AVNX DMC A (B) FAIL cautio messages are not displayed, a d) ELEC SDU FAIL advisory message is not displayed. C Airplane may be dispatched provided: a) The internal stowage compartment remains empty of not loaded with combustible of flammable material, b) AVNX DMC A (B) FAIL cautio messages are not displayed, a c) ELEC SDU FAIL advisory message is not displayed. 			ty or e or ution d, and	

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Airplane	_		Revision	Section	Page
EMB-545/EMB-55	0	Dowolu oot	6	2	ADV-1
FAILURE INDICATION	1.1	2. Remar	egory ks and/or except	ions	
AUTOBRAKE FAIL Advisory Message (EMB-545 and EMB-550 Post-Mod. SB 550-42-0006)	С	(O) Airp provide a) AUT sele b) Alter esta	blane may be d d: O BRAKE kno cted OFF, and rnate procedur blished and us	ispatche b remair es are	ed ns
CARGO SMK DET FAULT Advisory Message	С				
ENG 1 (2) FADEC FAULT Advisory Message	A	Airplane messag provide 125 flig	e may be dispa ge on one or bo d repairs are n ht hours.	atched w oth engin nade with	ith ies nin
		NOTE:	Advisory mes SHORT DISP associated en	sage EN ATCH fo gine will	IG 1 (2) r show.
ENG 1 (2) LO MARGIN Advisory Message	A	Airplane messag provide a) ENG advi disp b) Rep hour	e may be dispa ge on one or bo d: 6 1 (2) EXCEEI sory messages layed, and airs are made or rs.	atched w oth engin DANCE s are not within 20	ith les 00 flight
ENG 1 (2) SHORT DISPATCH Advisory Message	A	Airpland messag provide 125 flig	e may be dispa ge on one or bo d repairs are n ht hours,	atched w oth engin nade with	ith ies nin
FLTCTRL FAULT Advisory Message	С	Airpland provide a) Stee requ and b) AVN mes	e may be dispa d: ep approach op ired for the inte IX DMC A (B) I sages are not	eration i ended ro FAIL cau displaye	s not oute, ition d.

MMEL-5000

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Airplane	_		Revision	Section	Page
EMB-545/EMB-55	0	Dowola oot	6	2	ADV-2
FAILURE INDICATION	1.1	2. Remar	egory ks and/or except	ions	
LAV SMK DET FAIL Advisory Message	С	Airplane provideo a) AVN mess b) ELE mess	e may be dispa d: X DMC A (B) I sages are not C SDU FAIL a sage is not dis	atched FAIL cau displaye dvisory played.	ition d, and
LG-HYD MAINT REQD Advisory Message					
(Pre-Mod. SB 550-032-0008)	A	 (O) Airp provided a) PTU oper b) Take altitu of IS c) Repa day. 	lane may be d is checked for ation before ea eoff is limited to ide of 2000 ft a A+15°C maxin airs are made	ispatche r correct ach flight o pressu and temp num, and within or	ed t, re berature d ne flight
(Post-Mod. SB 550-032-0008)	A	Airplane repairs a days.	e may be dispa are made withi	itched pr in 10 flig	rovided ht
PACK FAULT Advisory Message	С	Airplane Pack Ba	e may be dispa ack-Up system	itched pr is opera	rovided ative.

Airplane Revision Section Page EMB-545/EMB-550 6 2 STA-1 FAILURE INDICATION 1. Repair category 2. Remarks and/or exceptions STA-1 ELEC SDU FAULT 2. Remarks and/or exceptions 0 0 Status Message ENG 1 (2) REV INHIBIT C Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative. ENG DOWNLOAD REQD A Airplane may be dispatched with	MASTER M								
EMB-545/EMB-550 6 2 STA-1 FAILURE INDICATION 1. Repair category 2. Remarks and/or exceptions ELEC SDU FAULT 2. Remarks and/or exceptions Status Message C NOTE: The message may be presented on CAS during ground operations. ENG 1 (2) REV INHIBIT C Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative. ENG DOWNLOAD REQD A Airplane may be dispatched with	Airplane Revision Section Pa					Page			
FAILURE INDICATION 1. Repair category 2. Remarks and/or exceptions 2. Remarks and/or exceptions ELEC SDU FAULT Status Message ENG 1 (2) REV INHIBIT Status Message C Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative. ENG DOWNLOAD REQD A Airplane may be dispatched with	EMB-545/EMB-55	EMB-545/EN	B-550	J 6 2 STA-1					
ELEC SDU FAULT C NOTE: The message may be presented on CAS during ground operations. ENG 1 (2) REV INHIBIT C Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative. ENG DOWNLOAD REQD A Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative.	FAILURE INDICATION	URE INDICATION	1.	2 Remar	egory ks and/or excent	ions			
ENG 1 (2) REV INHIBIT Status MessageCAirplane may be dispatched with message on one or both engines provided affected thrust reverser is 	ELEC SDU FAULT Status Message	DU FAULT lessage	С	NOTE:	The message presented on (ground operati	may be CAS duri ons.	ing		
ENG DOWNLOAD REQD A Airplane may be dispatched with	ENG 1 (2) REV INHIBIT Status Message	2) REV INHIBI lessage	г с	Airplane messag provide conside	Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative.				
Status Message Brovided the download of engine fault data is made within 100 flight-hours.	ENG DOWNLOAD REQD Status Message	WNLOAD RE lessage	QD A	conside Airpland messag engine 100 flig	ered inoperative e may be dispa ge provided the fault data is ma ht-hours.	e. Itched wi downloa ade withi	ith ad of n		