



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

---

# Master Minimum Equipment List

---

Revision: 15  
Date: 04/14/2011

Embraer - Empresa Brasileira de Aeronáutica S. A.

EMB-135, EMB-145  
Commercial Designations: ERJ-135,  
ERJ-140, ERJ-145, Legacy 600 and Legacy 650

John K. Pinnow, Chairman  
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration  
Flight Standards Division  
Seattle Aircraft Evaluation Group, SEA-AEG  
1601 Lind Ave. S.W.  
Renton, WA 98057-3356

Telephone: (425) 917-6600  
FAX: (425) 917-6638

EMB-135, EMB-145

## Table of Contents

SYSTEM NO.	SYSTEM	PAGE
--	Cover Page	I
--	Table of Contents	II
--	Control Page	III, IV, V
--	Highlights of Change	VI
--	Definitions	VII
--	Preamble	VIII
21	Air Conditioning	21-1, THRU 10
22	Auto Flight	22-1, THRU 4
23	Communications	23-1, THRU 11
24	Electrical Power	24-1, 2
25	Equipment/Furnishings	25-1, THRU 21
26	Fire Protection	26-1, THRU 4
27	Flight Controls	27-1, 2, 3
28	Fuel	28-1, THRU 22
29	Hydraulic Power	29-1, 2
30	Ice and Rain Protection	30-1, THRU 5
31	Indicating/Recording Systems	31-1, 2, 3
32	Landing Gear	32-1, 2
33	Lights	33-1, THRU 6
34	Navigation	34-1, THRU 12
35	Oxygen	35-1, 2, 3
36	Pneumatic	36-1, 2, 3
38	Water/Waste	38-1
45	Central Maintenance Computer	45-1
46	Information Systems	46-1
49	Airborne Auxiliary Power	49-1
52	Doors	52-1, 2
56	Windows	56-1
73	Engine Fuel & Control	73-1, 2
74	Ignition	74-1
77	Engine Indicating	77-1
78	Engine Exhaust	78-1
79	Engine Oil	79-1
80	Starting	80-1

EMB-135, EMB-145

## Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	I	15	04/14/2011
Table of Contents	II	15	04/14/2011
Control Page	III	15	04/14/2011
Highlights of Change	VI	15	04/14/2011
Definitions	VII	15	04/14/2011
Preamble	VIII	15	04/14/2011
ATA 21	21-1	13	02/28/2008
	21-2	13	02/28/2008
	21-3	13	02/28/2008
	21-4	14	01/08/2010
	21-5	13	02/28/2008
	21-6	13	02/28/2008
	21-7	13	02/28/2008
	21-8	13	02/28/2008
	21-9	13	02/28/2008
	21-10	13	02/28/2008
ATA 22	22-1	13	02/28/2008
	22-2	13	02/28/2008
	22-3	13	02/28/2008
	22-4	13	02/28/2008
ATA 23	23-1	15	04/14/2011
	23-2	15	04/14/2011
	23-3	15	04/14/2011
	23-4	15	04/14/2011
	23-5	15	04/14/2011
	23-6	15	04/14/2011
	23-7	15	04/14/2011
	23-8	15	04/14/2011
	23-9	15	04/14/2011
	23-10	15	04/14/2011
	23-11	15	04/14/2011
ATA 24	24-1	15	04/14/2011
	24-2	15	04/14/2011
ATA 25	25-1	14	01/20/2010
	25-2	14	01/20/2010
	25-3	14	01/20/2010
	25-4	14	01/20/2010
	25-5	14	01/20/2010
	25-6	14	01/20/2010
	25-7	14	01/20/2010
	25-8	14	01/20/2010
	25-9	14	01/08/2010
	25-10	14	01/08/2010
	25-11	14	01/08/2010
	25-12	14	01/08/2010
	25-13	14	01/08/2010
	25-14	14	01/08/2010
	25-15	14	01/08/2010
	25-16	14	01/08/2010
	25-17	14	01/08/2010

EMB-135, EMB-145

## Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	25-18	14	01/08/2010
	25-19	14	01/08/2010
	25-20	14	01/08/2010
	25-21	14	01/08/2010
ATA 26	26-1	13	02/28/2008
	26-2	13	02/28/2008
	26-3	13	02/28/2008
	26-4	13	02/28/2008
ATA 27	27-1	11	06/15/2006
	27-2	11	06/15/2006
	27-3	14	01/08/2010
ATA 28	28-1	15	04/14/2011
	28-2	15	04/14/2011
	28-3	15	04/14/2011
	28-4	15	04/14/2011
	28-5	15	04/14/2011
	28-6	15	04/14/2011
	28-7	15	04/14/2011
	28-8	15	04/14/2011
	28-9	15	04/14/2011
	28-10	15	04/14/2011
	28-11	15	04/14/2011
	28-12	15	04/14/2011
	28-13	15	04/14/2011
	28-14	15	04/14/2011
	28-15	15	04/14/2011
	28-16	15	04/14/2011
	28-17	15	04/14/2011
	28-18	15	04/14/2011
	28-19	15	04/14/2011
	28-20	15	04/14/2011
	28-21	15	04/14/2011
	28-22	15	04/14/2011
ATA 29	29-1	11	06/15/2006
	29-2	11	06/15/2006
ATA 30	30-1	13	02/28/2008
	30-2	13	02/28/2008
	30-3	13	02/28/2008
	30-4	13	02/28/2008
	30-5	13	02/28/2008
ATA 31	31-1	15	04/14/2011
	31-2	15	04/14/2011
	31-3	15	04/14/2011
ATA 32	32-1	13	02/28/2008
	32-2	14	01/08/2010
ATA 33	33-1	11	06/15/2006
	33-2	11	06/15/2006
	33-3	14	01/08/2010
	33-4	14	01/08/2010

EMB-135, EMB-145

## Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
	33-5	14	01/08/2010
	33-6	14	01/08/2010
ATA 34	34-1	15	04/14/2011
	34-2	15	04/14/2011
	34-3	15	04/14/2011
	34-4	15	04/14/2011
	34-5	15	04/14/2011
	34-6	15	04/14/2011
	34-7	15	04/14/2011
	34-8	15	04/14/2011
	34-9	15	04/14/2011
	34-10	15	04/14/2011
	34-11	15	04/14/2011
	34-12	15	04/14/2011
ATA 35	35-1	13	02/28/2008
	35-2	14	01/08/2010
	35-3	13	02/28/2008
ATA 36	36-1	13	02/28/2008
	36-2	13	02/28/2008
	36-3	13	02/28/2008
ATA 38	38-1	11	06/15/2006
ATA 45	45-1	2	10/28/1998
ATA 46	46-1	14	01/08/2010
ATA 49	49-1	11	06/15/2006
ATA 52	52-1	9	06/13/2003
	52-2	9	06/13/2003
ATA 56	56-1	14	01/08/2010
ATA 73	73-1	11	06/15/2006
	73-2	11	06/15/2006
ATA 74	74-1	3	08/02/1999
ATA 76	76-1	15	04/14/2011
ATA 77	77-1	2	10/28/1998
ATA 78	78-1	13	02/28/2008
ATA 79	79-1	11	06/15/2006
ATA 80	80-1	11	06/15/2006

## EMB-135, EMB-145

## Highlights of Change

EFFECTIVE ABOVE DATE, the Embraer EMB-135, EMB-145 Master Minimum Equipment List has been revised. Please replace affected pages with revision #15 for a complete up-to-date MMEL.

## ATA 23 Communications

Item 31-01: Revised per FAA Policy Letter 9, Revision 8. Revise to allow dispatch only with alternate procedures.

## ATA 24 Electrical Power

Item 31-01: Added note for Non-Etops operations.

## ATA 28 Fuel

Item 11-02: Incorporated Legacy 650.  
Item 14-00: Incorporated Legacy 650.  
Item 21-11: Incorporated Legacy 650.  
Item 21-12: Removed (M) proviso and incorporated Legacy 650.  
Item 40-00: Incorporated Legacy 650.  
Item 40-03: Incorporated Legacy 650.  
Item 42-01: Adjusted to allow for more configurations.  
Item 45-03: Incorporated Legacy 650.  
Item 45-06: Incorporated Legacy 650.  
Item 45-08: Incorporated Legacy 650.  
Item 45-09: Incorporated Legacy 650.  
Item 45-10: Incorporated Legacy 650.  
Item 45-13: Incorporated Legacy 650.  
Item 45-15: Incorporated Legacy 650.  
Item 45-16: Incorporated Legacy 650.  
Item 45-17: Incorporated Legacy 650.

## ATA 31 Indicator and Recording Systems

Item 33-02: New Item

## ATA 34 Navigation

Item 22-01: Incorporated Charts and Maps for DU-875.  
Item 27-05: Added new proviso.  
Item 31-01: Revised per FAA Policy Letter 39, Revision 5.  
Item 31-02: Revised per FAA Policy Letter 39, Revision 5.

## ATA 76 Engine Controls

Item 12-00: New Item.

EMB-135, EMB-145

Definitions

For the Master Minimum Equipment List, Definitions addendum, refer to the current FAA Policy Letter PL-25, "Policy Concerning MMEL Definitions", as well as, the current FAA Policy Letter PL-70, "Definitions Required in MELs", as found on the Flight Standards Information Management System "FSIMS" website.

FSIMS - Policy Letters

EMB-135, EMB-145

Preamble

For the Master Minimum Equipment List, Preamble addendum, refer to the current FAA Policy Letter PL-34, "MMEL and MEL Preamble", for operations under 14 CFR Parts 121, 125, 129, and 135, and FAA Policy Letter PL-36, "FAR Part 91 MEL Approval & Preamble", for operations under 14 CFR Part 91, as found on the Flight Standards Information Management System "FSIMS" website.

FSIMS - Policy Letters

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 21-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
22-04 External Ground Connector Check Valve	B	1	0	(M)(O)May be inoperative open provided flight is conducted in an unpressurized configuration.	
	C	1	0	May be inoperative closed.	
22-06 Baggage *** Compartment Ventilation System	C	1	0	(M)May be inoperative provided: a) Ventilation system remains closed, and b) Live animals are not carried in the cargo compartment.	
23-03 Gasper Fan	C	1	0	(M)May be inoperative on ground with the avionics busses energized provided: a) If doors are open: Both packs operate normally and remain in continuous operation, and ambient temperature is below ISA + 25 degrees C, b) If doors are closed: At least one pack operates normally and remains in continuous operation, and ambient temperature is below ISA + 32 degrees C, and c) Gasper fan is deactivated.  NOTE 1: Avionics buses energized on the ground are limited to 10 minutes if doors are open and both packs are not operating.  (Continued)	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 21-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING						
23-03	Gasper Fan (Cont'd)					NOTE 2: Conditions above are applicable to ground operation only. There is no restriction to in-flight operation with gasper fan inoperative.
24-01	Recirculation Fans					NOTE 3: Doors referred to above include main, service and cargo compartment doors.
1)	Airplanes equipped with conventional electro-mechanical standby instruments	C	2	0	(M)May be inoperative provided failed fan is deactivated.	
2)	Airplanes equipped with Integrated Standby Instrument System (ISIS)	C	2	1	(M)Recirculation Fan 1 may be inoperative provided: a) Failed fan is deactivated, b) Pack 2 operates normally, and c) Ambient temperature on the ground is below ISA +25 degrees C.	
		C	2	0	(M)May be inoperative provided: a) Failed fan is deactivated, and b) Pack 1 operates normally.	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 21-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			2.	3. NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
24-02 Recirculation Fan Valves	C	2	0		(M)May be inoperative open provided associated recirculation fan is verified to operate normally.
	C	2	0		(M)May be inoperative closed provided associated recirculation fan is deactivated and considered inoperative.
24-03 Air Distribution Valves	C	2	1		(M)One may be inoperative provided remaining valve is deactivated in open position.
25-01 Ram Air Valves					
1) Airplanes equipped with conventional electro-mechanical standby instruments	C	2	1		(M)(O)One may be inoperative provided: a) Associated air conditioning pack remains off, b) Affected ram air valve is verified to be in emergency ram air position, and c) Flight is conducted at or below FL 250.
	C	2	0		(M)(O)May be inoperative provided: a) Both packs remain off, b) Flight is conducted in an unpressurized configuration, c) Ram air valves are verified to be in emergency ram air position, and d) Ambient temperature on the ground is below ISA +21 degrees C.

(Continued)

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 14

PAGE:

DATE: 01/08/2010

21-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING					
25-01 Ram Air Valves (Cont'd)					
2) Airplanes equipped with Integrated Standby Instrument System (ISIS)	C	2	1		(M)(O)Either ram air valve may be inoperative provided: a) Associated pack remains off, b) Remaining pack and associated recirculation operate normally and remain in continuous operation on the ground, c) Associated ram air valve is verified to be in emergency ram air position, d) Flight is conducted at or below FL 250, and e) Ambient temperature on the ground is below ISA +25 degrees C.
25-02 Ram Air Check Valves	C	2	0		(M)(O)May be inoperative open provided flight is conducted in an unpressurized configuration.
26-00 Forward Electronic Compartment Ventilation System					
*** 1) Exhaust Fan/Air Shutoff Valves	C	2	1		One exhaust fan or one shutoff valve may be inoperative.
*** 2) Exhaust Fan/NACA Cover Linear Actuators	C	2	1		One exhaust fan or one NACA cover linear actuator may be inoperative.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 21-5

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
30-00 Pressurization Control System					
1) Automatic Mode	C	1	0	(M)(O)May be inoperative provided: a) Manual mode operates normally, b) Electropneumatic outflow valve is secured closed, and c) Cabin differential pressure indication, cabin rate of change indication, and cabin altitude indication operate normally.	
2) Manual Mode	C	1	0	(M)(O)May be inoperative provided: a) Automatic mode operates normally, b) Pneumatic outflow valve is secured closed, and c) Cabin differential pressure indication operates normally.	
3) Automatic and Manual Modes	C	2	0	(M)(O)May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both outflow valves are secured open.	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

21-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING						
31-03 Outflow Valves						
1) Electropneumatic	C	1	0	0	(M)(O)May be inoperative provided: a) Valve is secured closed, b) Manual pressurization control mode operates normally, and c) Cabin differential pressure indication, cabin rate of change indication, and cabin altitude indication operate normally.	
2) Pneumatic	C	1	0	0	(M)(O)May be inoperative provided: a) Valve is secured closed, b) Automatic pressurization control mode operates normally, and c) Cabin differential pressure indication operates normally.	
3) Electropneumatic and Pneumatic	C	2	0	0	(M)(O)May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both outflow valves are secured open.	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

21-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
32-01	Cabin Pressure Acquisition Module (CPAM)	C	1	0	(M)(O)May be inoperative provided flight is conducted in an unpressurized configuration.
	1) 10000 FT Warning	C	1	0	(O)May be inoperative provided flight is conducted at or below 10000 ft MSL.
	2) Cabin Differential Pressure Indication	C	1	0	(O)May be inoperative provided: a) Cabin altitude and cabin rate of change indication operates normally, and b) A chart is provided to convert cabin altitude into differential pressure.
	3) Cabin Rate of Change Indication	C	1	0	May be inoperative provided: a) Automatic pressurization control mode operates normally, and b) Cabin differential pressure indication and cabin altitude indication are operating normally.
	4) Cabin Altitude Indication	C	1	0	(O)May be inoperative provided: a) Cabin differential pressure indication operates normally, b) A chart is provided to convert cabin differential pressure into cabin altitude indication, and c) Automatic pressurization control mode operates normally.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

21-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
21 AIR CONDITIONING					
32-02 Cabin Pressure *** Control System High Altitude Mode	D	1	0	0	May be inoperative provided takeoff and landing is limited to airports below 10000 feet MSL.
51-00 Air Conditioning Pack Systems					
1) Airplanes equipped with conventional electro- mechanical standby instruments	C	2	1	1	One may be inoperative provided flight is conducted at or below FL 250.
	C	2	0	0	(M)(O)May be inoperative provided: a) Both ram air valves operate normally, b) Flight is conducted in an unpressurized configuration, and c) Ambient temperature on the ground is below ISA +21 degrees C.
2) Airplanes equipped with Integrated Standby Instrument System (ISIS)	C	2	1	1	(O)One may be inoperative provided: a) Remaining pack and its associated recirculation fan operates normally, b) Ambient temperature on the ground is below ISA +25 degrees C, and c) Flight is conducted at or below FL 250.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 21-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
21 AIR CONDITIONING					
60-04	Cockpit Automatic and Manual Temperature Control Systems				
	1) Automatic System	C	1	0	(O)May be inoperative provided associated manual temperature control mode operates normally.
	2) Manual System	C	1	0	May be inoperative provided associated automatic temperature control mode operates normally.
	3) Both Systems (Airplanes equipped with conventional electro-mechanical standby instruments)	C	2	0	(O)May be inoperative provided: a) Pack 1 remains off, and b) Flight is conducted at or below FL 250.
	4) Both Systems (Airplanes equipped with Integrated Standby Instrument System (ISIS))	C	2	0	(O)May be inoperative provided: a) Pack 1 remains off, b) Pack 2 and its associated recirculation fan operate normally, c) Ambient temperature on the ground is below ISA +25 degrees C, and d) Flight is conducted at or below FL 250.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

21-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING					
60-05	Cabin Automatic and Manual Temperature Control Systems				
	1) Automatic System	C	1	0	(O)May be inoperative provided associated manual temperature control mode operates normally.
	2) Manual System	C	1	0	May be inoperative provided associated automatic temperature control mode operates normally.
	3) Both Systems (Airplanes equipped with conventional electro- mechanical standby instruments)	C	2	0	(O)May be inoperative provided: a) Pack 2 remains off, and b) Flight is conducted at or below FL 250.
	4) Both Systems (Airplanes equipped with Integrated Standby Instrument System (ISIS))	C	2	0	(O)May be inoperative provided: a) Pack 2 remains off, b) Pack 1 and its associated recirculation fan operate normally, c) Ambient temperature on the ground is below ISA +25 degrees C, and d) Flight is conducted at or below FL 250.
60-06	Attendant's Temperature Control	C	1	0	May be inoperative provided Passenger Cabin Temperature and Mode Selector Knob operates normally.
61-02	Cockpit and Cabin Temperature Indication Systems	C	2	0	

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 22-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
22 AUTO FLIGHT					
10-00	Autopilot/Flight Director Functions				
	1) Autopilot Function	B	1	0	May be inoperative provided enroute or approach procedures do not require its use.
	2) Flight Director Function	C	1	0	May be inoperative provided enroute or approach procedures do not require its use.
	3) Yaw Damper Function	B	1	0	May be inoperative provided enroute or approach procedures do not require its use.
NOTE: Autopilot will not engage with yaw damper inoperative.					
11-01	Flight Guidance Controller Panel				
	1) Flight Director (FD) Buttons	C	2	0	(O)Both may be inoperative.
	2) (CRS PUSH SYNC) Buttons	C	2	0	
	3) Autopilot (AP) Engage Button	B	1	0	May be inoperative provided autopilot function is considered inoperative.
	4) Autopilot Couple (CPL) Button	C	1	0	
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 22-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
22 AUTO FLIGHT					
11-01 Flight Guidance Controller Panel (Cont'd)					
5)	Yaw Damper (YD) Engage Button	C	1	0	(O)May be inoperative provided yaw damper is verified to operate normally.
6)	Heading (HDG) Mode Button	B	1	0	May be inoperative provided procedures do not require its use.
7)	Navigation (NAV) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.
8)	Approach (APP) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.
9)	Low Bank (BNK) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.
10)	Heading Select Knob	B	1	0	May be inoperative provided procedures do not require its use.
11)	Heading Synchro- nization (PUSH SYNC) Button	C	1	0	May be inoperative provided procedures do not require its use.
12)	Speed Hold (SPD) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.
13)	Flight Level Change (FLC) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 22-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT						
11-01 Flight Guidance Controller Panel (Cont'd)						
14)Vertical Speed Hold (VS) Mode Button	C	1	0	0	May be inoperative provided procedures do not require its use.	
15)Speed Selector Control Knob	C	1	0	0	May be inoperative provided procedures do not require its use.	
16)IAS/M Selector (PUSH IAS/M) Button	C	1	0	0		
17)Altitude Hold (ALT) Mode Button	C	1	0	0	(O)May be inoperative provided: a) Altitude Preselect knob operates normally, and b) Procedures do not require its use.	
18)Altitude Preselect Knob (ASEL)	A	1	0	0	May be inoperative provided: a) Altitude Preselect function is considered inoperative, b) Procedures do not require its use, and c) Repairs are made within three flight days.	
11-08 Touch Control Steering Button (TCS Sync Buttons)	C	2	0	0	May be inoperative in the deactivated condition.	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

22-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT				
11-09 Go-Around Buttons	C	2	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Enroute or approach procedures do not require its use, and</li> <li>b) Affected button is failed in the deactivated condition.</li> </ul> <p>NOTE: In case of dual failure, only automatic engagement of Windshear Escape Guidance Mode by positioning TLA above 78 degrees operates normally.</p>

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 23-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
00-00 Communications System (VHF, HF, UHF)				
1) Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an essential bus and not required for emergency procedures.
2) High Frequency (HF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative.
	C	-	1	(O)May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: a) SATCOM (High or Low Gain) Data Link system operates normally, and b) SATCOM Data Link communication operates normally over the intended route of the flight.
3) Ultra High Frequency (UHF) Communication System	D	-	-	Any in excess of those required by FAR may be inoperative provided it is not powered by an essential bus and not required for emergency procedures.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

DATE: 04/14/2011

PAGE:

23-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
20-01 ACARS System ***		C	-	0	(O)May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
*** 1) ACARS Printer		C	-	0	(O)May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
21-01 Selective Call *** System (SELCAL)		C	-	0	(O)May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 23-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
30-01 Passenger Address System				
	B	1	0	(O)May be inoperative provided: a) Alternate, normal and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (chime and pilot attendant call light) operates normally.  NOTE: Any station function(s) that operate normally may be used.
	C	1	0	(O)May be inoperative provided: a) PA not required by FAR, and b) Alternate, normal and emergency procedures and/or operating restrictions are established and used.  NOTE: Any station function(s) that operate normally may be used.
a) Lavatory Speakers	C	-	0	(O)May be inoperative provided alternate procedures are established and used.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

23-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS						
31-01 Crewmember Interphone System(s)	C	2	1			
1) Passenger Configuration						
a) Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-			(O)May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty percent of the cabin handsets, and b) Alternate communication procedures between the affected flight attendant stations are established and used.  NOTE: Any station function(s) that operate normally may be used.
b) Cabin to Cabin Function	B	2	0			(O)May be inoperative provided alternate communication procedures between the affected flight attendant stations are established and used.  NOTE: Any station function(s) that operate normally may be used.
(Continued)						

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

23-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS							
31-01 Crewmember Interphone System(s) (Cont'd)							
1) Passenger Configuration (Cont'd)							
c) Flight Deck to Ground Function							
i) Airplanes Operating Under FAR Part 121	C	2	1	(O)Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Forward fuselage flight interphone jack operates normally.			
	B	2	0		(O)May be inoperative provided alternate procedures are established and used.		
ii) All Other Aircraft/ Operations	C	2	0		(O)May be inoperative provided alternate procedures are established and used.		
	D	2	0		May be inoperative provided procedures do not require its use.		

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 23-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
31-02 Alerting Systems (Audio/Visual)					
1) Passenger Configuration					
a) Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	NOTE: The flight deck audio alerting must always be operative.
b) Flight Attendant Visual Alerting System	B	1	0	(O)May be inoperative provided: a) PA system operates normally, b) If affected light is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any visual alerting system function(s) that operates normally may be used.
(Continued)					

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 23-7

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS				
31-02 Alerting Systems (Audio/Visual) (Cont'd)				
1) Passenger Configuration (Cont'd)				
c) Flight Attendant Audio Alerting System	B	-	0	(O)May be inoperative provided: a) PA system operates normally, b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.  NOTE 1: Passenger to Attendant Call System is considered Non-Essential Equipment and Furnishing (NEF).  NOTE 2: Any audio alerting system function(s) that operates normally may be used.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 23-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS						
31-03 Handset Systems						
1) Passenger Configuration						
	a) Cabin Attendant Handsets	B	-	-		(O)May be inoperative provided: a) Fifty percent of cabin handsets operate normally, and b) Alternate communication procedures between the affected Flight Attendants station(s) are established and used.  NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the fifty percent requirement.  NOTE 2: Any handset function(s) that operate normally may be used.
32-02	Pre-recorded Passenger Announcement System	C	1	0		(O)May be inoperative provided alternate procedures are established and used.
33-01	Passenger Cabin Speakers	C	-	-		May be inoperative provided any seat from which a passenger cannot clearly hear a passenger address announcement is not occupied.
		C	-	0		May be inoperative provided Passenger Address System is considered inoperative.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 23-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
51-03	Push To Talk (PTT) (Button on Glareshield Panel Control Wheel)	C	4	2	Two may be inoperative provided one button at each pilot's station operates normally.
51-04	Flight Deck Speakers	C	2	0	May be inoperative provided headsets operate normally.
51-05	Flight Deck Headsets	D	-	-	Any in excess of those required for each person on flight deck duty may be inoperative or missing.
51-07	Flight Deck Handheld Microphones	C	-	0	May be inoperative provided associated boom microphones operate normally.
***	1) Touchtone Type (DTMF)	C	-	0	May be inoperative provided associated microphones operate normally.
***	2) Touchtone Keypad Functions (DTMF)	C	-	0	May be inoperative provided alternate procedures are established and used.
		D	-	0	May be inoperative provided procedures do not require its use.
51-10	Interphone System (Flight Deck to Ramp)/(Ramp to Flight Deck)				Deleted, Rev 9a.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 23-10

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
51-12 Boom Microphones					Deleted, Rev 13.
70-00 Flightdeck Door *** Monitoring System	C	-	0	(O)May be inoperative provided:	a) An alternative means of viewing the area on the cabin side of the flightdeck door from the flightdeck is available and functional, and b) Alternate procedures are established and used.  NOTE: Any portion of the system which operates normally may be used.
71-00 Cockpit Voice Recorder System	A	1	0	May be inoperative provided:	a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

23-11

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
73-00	Video *** Surveillance System (VSS)	D	1	0	(M)(O)May be inoperative provided: a) System is deactivated, and b) Alternate procedures are established and used.
	1) Video Unit	D	1	0	(O)May be inoperative provided alternate procedures are established and used.
	2) Video Camera	D	3	0	(O)May be inoperative provided alternate procedures are established and used.
80-00	Radio Management Units (RMU's)				
	1) NAV/Comm Tuning Function	C	2	1	
	2) Memory Function	C	2	0	May be inoperative provided tuning function operates normally.
81-02	Tuning Backup Control Head	C	1	0	May be inoperative provided both Radio Management Units operate normally.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24 ELECTRICAL POWER					
20-01	Generator Current Indications	C	4	2	(O)One may be inoperative on each side provided: a) Associated voltage indication operates normally, and b) Remaining generator on the same side operates normally.
20-02	Generator Voltage Indications	C	4	2	One may be inoperative on each side provided associated current indication operates normally.
20-03	Inverter	A	1	0	May be inoperative provided: a) GPWS/Windshear powered by 115 VAC is considered inoperative, b) TCAS powered by 115 VAC is considered inoperative, and c) Repairs are made within two flight days.
31-01 Engine Driven Generators					
	1) Airplanes equipped with conventional electro-mechanical standby instruments	B	4	3	(M)(O)Except for ER operations beyond 120 minutes, one may be inoperative provided APU generator operates normally and is used to replace affected generator during takeoff and landing.
	2) Airplanes equipped with Integrated Standby Instrument System (ISIS)	B	4	3	(M)(O)Except for ER operations beyond 120 minutes, one may be inoperative provided APU generator operates normally and is used to replace affected generator during the entire flight.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

24-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
24 ELECTRICAL POWER					
31-02	Engine Driven Generator Bearings (Only for Generator Model 30086-11)	A	4	3	Advisory message GEN BRG FAIL may be present for one generator provided: a) Caution message GEN OFF BUS for the affected generator was not presented during the previous flight, and b) Repairs are made within 20 flight hours.
34-01	APU Starter Generator				
	1) Starter Function	C	1	0	May be inoperative provided APU is considered inoperative.
	2) Generator Function	C	1	0	May be inoperative provided engine driven generators operate normally.
37-00	DC/DC Power Conversion System	D	1	0	May be inoperative provided protective cover is used to cover the 12VDC plug receptacle during flight.
40-00	External Power System	C	1	0	
	1) GPU AVAIL Lights	C	2	0	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
25 EQUIPMENT/FURNISHINGS					
11-00	Eye Locator	C	1	0	
11-01	Flight Crew Seats				
1)	Vertical Power Seat Adjustment Systems	C	2	0	(M)(O)May be inoperative provided: a) System is deactivated, and b) Manual seat adjustment operates normally.
2)	Manual Vertical Adjustments	C	2	0	(M)May be inoperative provided: a) Seat(s) are locked in a position that permits normal pilots visibility, b) Full flight control movement is available, and c) Position of seat is acceptable to flight crew.
3)	Lumbar Supports	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
4)	Armrests	C	4	0	
5)	Recline Functions	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
6)	Lateral Adjustments	C	2	0	May be inoperative with the seat at the central position provided fore/aft adjustments are operative and seat is acceptable to affected crewmember.
7)	Aft/Fore Adjustment Levers (Airplanes equipped with 2 adjustment levers per seat)	D	4	2	One lever per seat may be inoperative or broken provided: a) The remaining lever on seat operates normally, and b) The inoperative or broken lever on affected seat does not pose a hazard to the crew or interfere with proper seat operation.
8)	Thigh Support	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 25-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
11-02 Primary Observer Seat (Including associated equipment)	A	1	0	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within two flight days.	
	A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to an FAA inspector for the performance of official duties, and c) Repairs are made within two flight days.	
NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (oxygen and safety belt) is functional and the inspector determines the conditions to be acceptable.					
NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy observer seat.					

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 25-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
11-04 Flight Attendant Seat Assembly				
1) Aircraft With Only One Flight Attendant Seat				
a) Forward Seat Assembly	A	1	0	(M)(O)May be inoperative provided: a) Affected seat is not occupied, b) Flight attendant(s) displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat is stowed or is secured in the retracted position, e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and f) Repairs are made within two flight days.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  (Continued)

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 25-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				<p>11-04 Flight Attendant Seat Assembly (Cont'd)</p> <p>1) Aircraft With Only One Flight Attendant Seat (Cont'd)</p> <p>a) Forward Seat Assembly (Cont'd)</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.</p> <p>(Continued)</p>

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

25-5

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
11-04 Flight Attendant Seat Assembly (Cont'd)				
2) Aircraft With More Than One Flight Attendant Seat				
a) Forward Seat Assembly	B	1	0	(M)(O)May be inoperative provided:
				a) Affected seat is not occupied,
				b) Flight attendant(s) displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat so as to most effectively perform assigned duties,
				c) Alternate procedures are established and used as published in crewmember manuals,
				d) Folding type seat stows automatically or is secured in the retracted position, and
				e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".
				(Continued)

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 25-6

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS  11-04 Flight Attendant Seat Assembly (Cont'd)  2) Aircraft With More Than One Flight Attendant Seat  a) Forward Seat Assembly (Cont'd)				<p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p> <p>NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable FAR are met.</p> <p>(Continued)</p>

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 25-7

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
11-04	Flight Attendant Seat Assembly (Cont'd)				
2)	Aircraft With More Than One Flight Attendant Seat (Cont'd)				
b)	Aft Flight Attendant Seat	C	1	0	(M)May be inoperative provided: a) Affected seat is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position.  NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.  NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.
12-01	Sunvisors	C	2	0	May be inoperative or missing provided there are no visual restrictions to flight crew.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 25-8

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
12-02 Cockpit Convenience Item(s)	C	-	0		Cockpit convenience items, as expressed in this MMEL are those items related to crewmember convenience or comfort such as, but not limited to: cap holders, ash trays, footrests, etc. Items addressed elsewhere in this document shall not be included.
12-03 Lighted/ *** Mechanical Checklist	C	-	0		
12-04 Chart Holders	C	-	2		May be inoperative or missing provided one is available at each pilot station.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS						
21-05 Passenger Seat(s)	D	-	-	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of Flight Attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.
*** 1) Recline Mechanism	D	-	-	-	-	(M) May be inoperative and seat occupied provided seat is secured in the up-right position. May be inoperative and seat occupied provided seat back is immovable in full up-right position.
*** 2) Underseat Baggage Restraining Bars	C	-	-	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Baggage is not stowed under seat with inoperative restraining bar,</li> <li>b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and</li> <li>c) Procedures are established to alert Cabin Crew of inoperative restraining bar.</li> </ul>
(Continued)						

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS						
21-05 Passenger Seat(s) (Cont'd)						
3) Armrests						
***	a) Armrest With Recline Mechanism	D	-	-	(M)May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, b) Armrest does not restrict any passenger from access to the main aircraft aisle, and c) If armrest is missing, seat is secured in the full upright position.	
	b) Armrest Without Recline Mechanism	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
	4) Rear Facing Executive (Single and/or Double) Seat Headrests (EMB-135BJ)	C	-	-	May be inoperative and seat occupied provided it is extended and secured to the required passenger head position.  Note: If the headrest cannot be properly positioned, the applicable seat shall be considered inoperative.	
(Continued)						

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-11

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
21-05	Passenger Seat(s) (Cont'd)			
5)	Conference Table (EMB-135BJ)	C	-	- May be inoperative and forward facing executive double seat in front of the table occupied provided the table is secured in the stowed position.  Note: If the table cannot be properly positioned, the applicable seat shall be considered inoperative.
22-00	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets	C	-	- (M)May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded DO NOT USE, c) Compartment is not used for storage of emergency equipment, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed.  Note: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.  (Continued)

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-12

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
22-00 Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets (Cont'd)				
***	1) Hinged Door(s)	C	-	<p>(M)(O)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected door(s) is removed,</li> <li>b) Associated bin or compartment is not used for storage of any items, except those permanently affixed,</li> <li>c) Associated bin or compartment is prominently placarded DO NOT USE,</li> <li>d) Procedures are established and used to alert crew members and passengers of inoperative bins, and</li> <li>e) Passengers are briefed that associated bin or compartment is not used.</li> </ul> <p>Note 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.</p> <p>NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.</p> <p>(Continued)</p>

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 14

PAGE:

DATE: 01/08/2010

25-13

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
22-00 Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets (Cont'd)				
***	2) Retractable Door(s)	C	-	<p>(M)(O)May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Affected door(s) is removed or secured in the retracted (fully open) position,</li> <li>b) Associated bin or compartment is not used for storage of any items, except those permanently affixed,</li> <li>c) Associated bin or compartment is prominently placarded DO NOT USE,</li> <li>d) Procedures are established and used to alert crew members and passengers of inoperative bins, and</li> <li>e) Passengers are briefed that associated bin or compartment is not used.</li> </ul> <p>Note 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.</p> <p>NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.</p> <p>(Continued)</p>

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-14

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
22-00	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets (Cont'd)			
*** 3)	Storage Compartment Key Locks	D -	0	(M)May be inoperative in the unlocked position provided doors can be secured by other means.
26-07	Internal Baggage Access Door (EMB-135BJ only)	C 1	0	(O)Door frame may be damaged, and/or lock may be inoperative preventing door locking, and/or sealing fitness may be impaired provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
	C	1	0	Door handle and/or lock may be inoperative preventing door opening.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-15

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS					
27-02 Lavatory Bulkhead *** Peephole	D	1	0	0	May be inoperative provided: a) Only the view capability is obstructed, and b) Bulkhead peephole is in place and not broken.
	D	1	0	0	(M)May be broken, missing or removed provided the hole is blocked by an acceptable means.
27-09 Forward Attendant Control Panel Cover	D	1	0	0	(M)May be inoperative provided the cover is removed.
30-01 Galley Waste Receptacles Access Doors/Covers	C	-	-	-	(M)(O)May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
32-01 Main Door Acoustic Curtain					Deleted, Rev 2a.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-16

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
40-00	Exterior Lavatory Door Ashtrays			
1)	Airplanes with more than one exterior lavatory door ashtrays installed	A -	-	One may be missing provided it is replaced within 10 calendar days.
2)	Airplanes with only one exterior lavatory door ashtray installed	A 1	0	May be missing provided it is replaced within 3 calendar days.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-17

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
50-01 Cargo Restraint Systems	C	-	-	May be inoperative or missing provided acceptable cargo loading limits from an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.
	C	-	-	May be inoperative or missing provided baggage compartment remains empty.
1) Horizontal Net	C	1	0	May be inoperative or missing provided acceptable cargo loading limits from an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.  NOTE 1: Baggage compartment loaded up to 2182 lb does not require the use of horizontal net.  NOTE 2: Baggage compartment equipped with reinforced liners (airplanes Post-Mod. SB 145-25-0261 or equipped with an equivalent factory modification incorporated) does not require the use of horizontal net.  (Continued)

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 14

DATE: 01/08/2010

PAGE:

25-18

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS						
50-01 Cargo Restraint Systems (Cont'd)						
***	2) Vertical Net	D	-	0	NOTE: The vertical net(s) and attachments are optional and may be removed or installed by the operator at their discretion.	
	3) Door Safety Net	C	1	0	May be inoperative or missing provided cargo restraint net (horizontal net) is available and used.	

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-19

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25 EQUIPMENT/FURNISHINGS					
60-02	Non-Essential Equipment & Furnishings (NEF)	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.  NOTE: Exterior lavatory door ash trays are not considered NEF items.	
60-05	Flight Deck/ Attendant Flashlight and Holder Assemblies	C	-	-	May be inoperative or missing provided affected crewmember has a flashlight of equivalent characteristics readily available.
60-06	Megaphones	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Required distribution is maintained.
60-07	Pyrotechnic Signal Devices	D	-	-	Any in excess of those required by FAR may be inoperative or missing.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 25-20

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS				
60-09 Emergency Medical Equipment				
	1) Automatic External Defibrillator (AED) and/or Associated Equipment	A - 0	0	(O)May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
	2) Emergency Medical Kit (EMK) and/or Associated Equipment	A - 0	0	(O)May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.
(Continued)				

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 14

PAGE:

DATE: 01/08/2010

25-21

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS						
60-09	Emergency Medical Equipment (Cont'd)					
	3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O)If more than one is required by FAR, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.	
		D	-	-	Any in excess of those required by FAR may be incomplete, missing or inoperative.	
60-10	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	
61-01	Emergency Locator Transmitter (ELT)	D	-	-	Any in excess of those required by FAR may be inoperative.	
64-02	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by FAR may be inoperative or missing.	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 26-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION					
12-00	APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative.
14-00	Lavatory Smoke Detection System				
	1) All except EMB-135BJ not operated under Part 121	C	-	-	(M)(O)For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Lavatory waste receptacle is empty,</li> <li>b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and</li> <li>c) Lavatory is used only by crewmembers.</li> </ul> NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.
***	2) EMB-135BJ not operated under Part 121	C	-	0	(O)May be inoperative provided an alternate procedure is established and used to detect smoke in the lavatory.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 26-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
15-00 Baggage Compartment Smoke Detection System				
1) Airplanes Equipped with Class C or D Baggage Compartment	C	1	0	(O)May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.
2) Airplanes Equipped with Class B Baggage Compartment	C	1	0	(O)May be inoperative provided: a) Cabin to baggage compartment door remains secured open, and, b) Procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast, (ballast may be loaded in ULDs), and/or Fly Away Kits.  NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

26-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION						
15-10	Baggage *** Compartment Smoke Detector Protective Bar	B	2	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Protective bar does not contact the smoke detector,</li> <li>b) Baggage compartment smoke detector is checked before each flight, and</li> <li>c) The higher horizontal net is installed and no load is over the net.</li> </ul>	
21-02	E1(2) EXBTTLA(B) INOP Caution Messages	B	4	2	(M)One or two messages may be inoperative provided engine fire protection systems A and B are verified operational once each flight day.	
22-00	APU Fire Extinguishing System	C	1	0	May be inoperative provided APU is considered inoperative.	
22-01	APU EXBTTL INOP Caution Message	C	1	0	(M)May be inoperative provided APU fire protection system is verified operational once each flight day.	
		C	1	0	May be inoperative provided APU is considered inoperative.	
23-00	Baggage Compartment Fire Extinguisher System	C	1	0	May be inoperative provided cargo compartment remains empty.	
						NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 26-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26 FIRE PROTECTION				
23-01	Portable Fire Extinguishers	D -	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
25-00	Lavatory Fire Extinguisher Systems	C -	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided Lavatory Smoke Detector system operates normally.
		C -	-	(M)(O)For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded, "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers.  NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.
25-01	Galley Fire Extinguisher System	C 1	0	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 11

PAGE:

DATE: 06/15/2006

27-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
27 FLIGHT CONTROLS					
10-01	Aileron Dampers	C	2	0	(M)May be inoperative provided: a) The affected damper(s) is deactivated, and b) Visual inspection of the affected PCA rod ends and fittings are performed according to the latest approved revision of AD 99-05-04.
14-00	Roll Trim Position Indication	C	1	0	(O)May be inoperative provided: a) Roll trim is verified to be centered before each departure, and b) Yaw trim position indication operates normally.
15-00	Aileron Disconnection Light	C	1	0	(O)May be inoperative provided a check is made before each takeoff to verify that both ailerons are connected.
21-03	Pedal Adjustment Mechanisms	C	2	0	(M)(O)May be inoperative provided rudder pedals can be adjusted to suit individual pilot requirements and is acceptable to the flight crewmember.
24-01	Yaw Trim Position Indications	C	1	0	(O)May be inoperative provided: a) Yaw trim is verified to be centered before each departure, and b) Roll trim position indication operates normally.
35-00	Elevator Disconnection Light	C	1	0	(O)May be inoperative provided a check is made before each takeoff to verify that both elevators are connected.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 11  
 DATE: 06/15/2006

PAGE:  
 27-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS					
36-01 SPS/ICE SPEEDS Advisory Message	C	1	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
	C	1	1	0	May be inoperative provided AFM abnormal procedure "ADVANCED STALL PROTECTION" is followed.
36-03 Stick Shakers	B	2	2	1	
40-00 Main Pitch Trim Switches					Deleted, Rev 5.
40-01 Pitch Trim Position Indication	B	1	1	0	(O)May be inoperative provided stabilizer is set by means of markings on vertical stabilizer prior to each departure.
53-00 Flap Channels	B	2	2	1	(M)(O)One may be inoperative with FLAP LOW SPEED advisory message present provided: a) There are no obstacles in the Takeoff Flight Path above Level Off Height, and b) Motor and brakes of failed channel are deactivated.  NOTE: Flaps will operate at half speed.

AIRCRAFT:  
EMB-135, EMB-145

REVISION NO: 14  
DATE: 01/08/2010

PAGE:  
27-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
27 FLIGHT CONTROLS						
70-00 Electro-mechanical Gust Lock System	C	1	1	0	(M)(O)May be inoperative provided: a) System is deactivated unlocked such that locking pins cannot engage the elevator, and b) GUST LOCK amber lights are masked.  NOTE: Appropriate measures should be taken to prevent damage from gusts while on the ground.	
1) GUST LOCK Amber Lights	C	2	2	1		

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
11-02 Sump Drain Valves				
1) All except EMB-135BJ and EMB-145XR	C	-	-	(M)One may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other tank is verified before the first departure of each flight day.
2) EMB-135BJ (Legacy 600 only)	C	-	-	(M)One per fuel tank system (WING or FUS 1 or FUS 2) may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other associated tank is verified before the first departure of each flight day.
3) EMB-135BJ (Legacy 650 only)	C	-	-	(M)One per fuel tank system (WING or FUS 1 or FUS 2 or Ventral) may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other associated tank is verified before the first departure of each flight day.
4) EMB-145XR	C	-	-	(M)One per fuel tank system (WING or Ventral) may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other tanks are verified before the first departure of each flight day.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			1.	2.	
			3. NUMBER REQUIRED FOR DISPATCH		
28 FUEL					
11-05	Fueling Receptacle Cap	C	1	0	(M)May be inoperative (missing) provided: a) Refueling receptacle is visually checked for contamination before each refueling, and b) No leakage can be detected after refueling is completed.
14-00	FUEL TK VENT OPEN Message (EMB-135BJ) (Legacy 600 only)	B	1	0	(M) May be inoperative provided Forward and Aft tanks of both FUS Auxiliary Fuel Systems remain empty.
	(EMB-135BJ) (Legacy 650 only)	B	1	0	(M) May be inoperative provided Ventral, Forward and Aft tanks of both FUS Auxiliary Fuel Systems remain empty.
21-01	Wing Tank Electric Fuel Booster Pumps	C	6	4	(M)(O)One pump per tank may be inoperative provided: a) Remaining two pumps operate normally, b) If the pumps 1C and 2C are inoperative, the message ELEC EMERG ABNORMAL must be verified to operate normally before departure, c) Affected electric fuel booster pump is deactivated, and d) AFM limitations regarding unusable fuel are accounted for.
21-02	Wing Tank Electric Fuel Booster Pump Operating Indications	C	6	4	(M)One per side may be inoperative provided associated pump is verified to operate normally before departure.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

28-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL						
21-03 Forward Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ)	B	4	0	(M)(O)May be inoperative provided: a) Affected FUS Auxiliary Fuel System(s) (forward plus aft tank) contain no more than 1764 lb (800 kg) total, b) Any fuel in the affected FUS Auxiliary Fuel System(s) is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and c) Affected electric fuel transfer pumps are deactivated.		
	D	4	0	(M)May be inoperative provided: a) Forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty, and b) Affected electric fuel transfer pumps are deactivated.		
21-04 Forward Auxiliary Tank Electric Fuel Transfer Pumps Operating Indications (EMB-135BJ)	C	4	0	(M)May be inoperative provided: a) Associated pump is verified to operate normally before departure, and b) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.		
	D	4	0	May be inoperative provided forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty.		

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

28-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			2.	3. NUMBER REQUIRED FOR DISPATCH	
28 FUEL					
21-05 Aft Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ)	B	2	0	(M)(O)May be inoperative provided: a) Affected FUS Auxiliary Fuel System(s) are not used, b) Affected FUS Auxiliary Fuel System(s) (forward plus aft tank) contain no more than 1764 lb (800 kg) total, c) Any fuel in the affected FUS Auxiliary Fuel Systems is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and d) Affected electric fuel transfer pumps are deactivated.	
	D	2	0	(M)May be inoperative provided: a) Forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty, and b) Affected electric fuel transfer pumps are deactivated.	
21-06 Aft Auxiliary Tank Electric Fuel Transfer Pumps Operating Indications (EMB-135BJ)	C	2	0	(M)May be inoperative provided: a) Associated pump is verified to operate normally before departure, and b) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.	
	D	2	0	May be inoperative provided forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty.	

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
21-07 Aft Auxiliary Tank Pressurized Fuel Transfer Systems (EMB-135BJ)	B	2	0	(M)(O)May be inoperative provided: a) Affected FUS Auxiliary Fuel System(s) are not used, b) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL, c) Affected FUS Auxiliary Fuel System(s) (forward plus aft tank) contain no more than 1764 lb (800 kg) total, and d) Any fuel in the affected FUS Auxiliary Fuel Systems is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff.	
	D	2	0	(O)May be inoperative provided: a) Forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty, and b) Flight is conducted in an unpressurized configuration at or below 10,000 ft MSL.	
21-08 Aft Auxiliary Tank Pressurized Fuel Transfer System Operating Indications (EMB-135BJ)	C	2	0	(M)(O)May be inoperative provided: a) Associated aft tank vent/relief shutoff valve operates normally, b) Both air conditioning packs operate normally, and c) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.	
	D	2	0	May be inoperative provided forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty.	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-6

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
21-09 Forward Auxiliary Tank Pressurized Fuel Transfer System Operating Indications (EMB-135BJ)	C	2	0	0	(M)(O)May be inoperative provided: a) Associated forward auxiliary tank fuel quantity indicator operates normally, b) Associated Fuel Transfer System operates normally, and c) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.
	D	2	0	0	May be inoperative provided forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty.
21-10 Aft Auxiliary Tank Fuel Transfer Operating Indications (EMB-135BJ)	C	2	0	0	(M)(O)May be inoperative provided: a) Associated aft auxiliary tank fuel quantity indicator operates normally, b) Associated Fuel Transfer System operates normally, and c) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.
	D	2	0	0	May be inoperative provided forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-7

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
21-11 Ventral Tank Electric Fuel Transfer Pumps (EMB-145XR)	A	2	1	(M)(O)One may be inoperative provided: a) Remaining pump and associated indication operate normally, b) Affected electric fuel transfer pump is deactivated, c) Fuel quantity in wing tanks is adequate to reach a suitable airport if remaining ventral pump fails at any time, and d) Repairs are made within one flight day.
	C	2	0	(M)May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.
	D	2	0	(M)May be inoperative provided airplane fuel system is configured to LR mode.
(EMB-135BJ) (Legacy 650 only)	A	2	1	(M)(O) One may be inoperative provided: a) No more that 800 kg is maintained in the affected tank, b) Remaining pump and associated indication operate normally c) Affected electric fuel transfer pump is deactivated, d) Fuel quantity in wing tanks is adequate to reach a suitable airport if remaining ventral pump fails at anytime, e) Repairs are made within one flight day.
	C	2	0	(M)May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

28-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28 FUEL							
21-12 Ventral Tank Electric Fuel Transfer Pumps Operating Indications (EMB-145XR)	C	2	1	1	(O)One may be inoperative provided: a) Both associated pumps operate normally, b) One pump indication operates normally, and c) EICAS message FUEL XFER INOP is verified to operate normally.		
	C	2	0	0	(M)May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.		
	D	2	0	0	(M)May be inoperative provided airplane fuel system is configured to LR mode.		
(EMB-135BJ) (Legacy 650 only)	C	2	1	1	(O)One may be inoperative provided: a) Both associated pumps operate normally, b) One pump indication operates normally, and c) EICAS message FUEL XFR VTR INOP is verified to operate normally.		
	C	2	0	0	(M) May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.		

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-9

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28 FUEL					
22-01	APU FUEL Shutoff Valve	C	1	0	(M)(O)May be inoperative provided: a) APU is not used, and b) Valve is secured closed.
23-00	Pressure Defueling/Refueling System	C	1	0	(M)May be inoperative provided airplane is defueled/refueled by gravity.  NOTE 1: If an overfill condition occurs, it must be corrected prior to departure.  NOTE 2: Does not preclude ventral or auxiliary tanks refueling by fuel transfer procedures on the ground.  NOTE 3: Any fuel leakage at the refueling/defueling adapter must be corrected before departure.
23-07	Defueling Shutoff Valve(s)	C	-	0	(M)May be inoperative provided valve is secured closed.
23-08	Fuel Quantity Indicator (Refueling panel)	C	1	0	(M)May be inoperative provided airplane is refueled by gravity.  NOTE: Does not preclude ventral or auxiliary tanks refueling by fuel transfer procedures on the ground.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-10

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
40-00 Wing Tank Fuel Quantity Indications (EICAS and MFD)				
1) All except EMB-135BJ and EMB-145XR	B	4	2	(O)Indications for one tank may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate means, and b) Both fuel flow indications and fuel used indications are available, and are monitored throughout flight.
2) EMB-135BJ (Legacy 600 only)	B	4	2	(M)(O)Indications for one tank may be inoperative provided: a) Fuel quantity in associated wing tank is verified by an alternate means, b) Both fuel flow indications and fuel used indications are available, and are monitored throughout flight, and c) Forward and aft tanks of both FUS 1 and FUS 2 Auxiliary Fuel Systems remain empty.
3) EMB-135BJ (Legacy 600 only)	B	4	2	(M)(O)Indications for one tank may be inoperative provided: a) Fuel quantity in associated wing tank is verified by an alternate means, b) Both fuel flow indications and fuel used indications are available, and are monitored throughout flight, and c) Ventral, Forward and aft tanks of both FUS 1 and FUS 2 Auxiliary Fuel Systems remain empty.
				(Continued)

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-11

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
40-00 Wing Tank Fuel Quantity Indications (EICAS and MFD) (Cont'd)				
4) EMB-145XR	B	4	2	(M)(O)Indications for one tank may be inoperative provided: a) Fuel quantity in associated wing tank is verified by an alternate means, b) Both fuel flow indications and fuel used indications are available, and are monitored throughout flight, c) Ventral tank is defueled, and d) Ventral tank electric fuel transfer pumps are deactivated.
40-01 Forward Auxiliary Tank Fuel Quantity Indications (EICAS and MFD) (EMB-135BJ)	B	4	0	(M)May be inoperative provided forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty.
40-02 Aft Auxiliary Tank Fuel Quantity Indications (EICAS and MFD) (EMB-135BJ)	B	4	0	(M)May be inoperative provided forward and aft tanks of the affected FUS Auxiliary Fuel System remain empty.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-12

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
	B	2	0	(M)(O)May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operate normally, b) Ventral Tank Fuel Transfer System (AUTO and OVRD) operate normally, c) Ventral tank fuel quantity is determined by an alternate means prior to departure, and d) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.
	C	2	0	(M)May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.
	D	2	0	(M)May be inoperative provided airplane fuel system is configured to LR mode.
(EMB-135BJ) (Legacy 650 only)	B	2	0	(M)(O)May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operate normally, b) Ventral Tank Fuel Transfer System is operative when selected on fuel transfer master switch, and c) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.
	C	2	0	(M) May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-13

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28 FUEL					
41-01	Ventral Tank Fuel Conditioning Unit (FCU) (EMB-145XR)	C	1	0	(M)May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.
		D	1	0	(M)May be inoperative provided airplane fuel system is configured to LR mode.
42-01	Direct Quantity Measuring Sticks	C	-	0	(O)May be inoperative provided fuel quantity is determined by other means.
43-00	Fuel Tank Temperature Indication System	C	1	0	May be inoperative provided Total Air Temperature (TAT) is used as an indication of fuel temperature and is limited to -40 degrees C.
44-00	FUEL 1 (or 2) LO LEVEL Messages	B	2	0	May be inoperative provided fuel quantity indication is available and is monitored throughout flight.
45-01	E1 (or 2) FUEL LO PRESS Messages	B	2	0	(O)May be inoperative provided associated fuel pump automatic function operates normally.
45-02	APU Fuel Low Press Switch	C	1	0	(O)May be inoperative provided APU is not used.
		C	1	0	(O)May be inoperative provided engine 2 fuel low pressure indication is operating normally and is used to check APU fuel pressure.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-14

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
45-03 FUEL XFER 1(or 2) XFER INOP messages (EMB-135BJ)	B	2	0	(M)(O)May be inoperative and both FUS Auxiliary Systems used provided: a) Both FUS Auxiliary Fuel Systems operate normally, b) EICAS message CHECK ACFT LOAD or FUEL XFER CRITICAL is verified to operate normally, and c) Fuel transfer is monitored through EICAS and/or MFD Fuel Page during flight.	
	D	2	0	(M) May be inoperative provided forward and aft tanks of both FUS Auxiliary Fuel Systems remain empty.	
45-04 Aft Auxiliary Tank Relief Valves (EMB-135BJ)	B	2	0	(M)(O)May be inoperative and affected FUS Auxiliary System used provided, while transferring fuel from the affected FUS Auxiliary Fuel System: a) Valve is failed closed or secured closed, b) Altitude remains at or below FL 250, and c) Airspeed remains at or below 300 KIAS.	
	D	2	0	(M)May be inoperative failed in any position provided Forward and Aft Tanks of the affected FUS Auxiliary Fuel System remain empty.	

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-15

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
45-05 FUSELAGE FUEL IMB Message (EMB-135BJ)	B	1	0	(M)(O)May be inoperative provided: a) Only one FUS Auxiliary Fuel System is used and contains no more then 1190 lb (540 kg) (forward plus aft tank), and b) Forward and aft tanks of the other FUS Auxiliary System remain empty.	
	B	1	0	(M)(O)May be inoperative and both FUS Auxiliary Fuel Systems used provided both systems (forward plus aft tanks) contain no more then 1499 lb (680 kg).	
	B	1	0	(M)(O)May be inoperative provided: a) Only one FUS Auxiliary Fuel System is used and contains no more then 3219 lb (1460 kg) (forward plus aft tank), b) Forward and aft tanks of the other FUS Auxiliary Fuel System remain empty, c) DELTA CORRECTION function (Automatic Balance Control) is verified to operate normally, d) Selected FUS Auxiliary Fuel System is verified to operate normally, e) EICAS message FUEL XFER INOP is verified to operate normally, and f) Fuel transfer is monitored through EICAS and/or MFD Fuel Page during flight.	
(Continued)					

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-16

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
45-05 FUSELAGE FUEL IMB Message (EMB-135BJ) (Cont'd)	B	1	0	(M)(O)May be inoperative and both FUS Auxiliary Fuel Systems used provided: a) Both FUS Auxiliary Fuel Systems contain no more than 3219 lb (1460 kg) (forward plus aft tanks), b) DELTA CORRECTION function (Automatic Balance Control) is verified to operate normally, c) Both FUS Auxiliary Fuel Systems are verified to operate normally, d) EICAS message FUEL XFER INOP is verified to operate normally, and e) Fuel transfer is monitored through EICAS and/or MFD Fuel Page during flight.	
	D	1	0	May be inoperative provided forward and aft tanks of both FUS Auxiliary Fuel Systems remain empty.	
45-06 CHECK ACFT LOAD Message (EMB-135BJ) (Legacy 600 only)	B	1	0	(M)(O)May be inoperative provided both FUS Auxiliary Fuel Systems (forward plus aft tanks) contain no more than 1764 lb (800 kg).	
	D	1	0	May be inoperative provided forward and aft tanks of both FUS Auxiliary Fuel Systems remain empty.	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

28-17

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL					
45-07 Aft Auxiliary Tank Transfer Isolation Valves (EMB-135BJ)	B	2	1	(M)(O)One may be inoperative and one FUS Auxiliary Fuel System may be used provided forward and aft tanks of the other FUS Auxiliary Fuel System remain empty.	
	B	2	1	(M)(O)One may be inoperative provided: a) Affected FUS Auxiliary Fuel System is not used, b) Affected FUS Auxiliary Fuel System (forward plus aft tank) contains no more than 1764 lb (800 kg), c) Any fuel in the affected FUS Auxiliary Fuel Systems is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and d) Valve is secured closed.	
	B	2	0	(M)(O)May be inoperative provided: a) Both FUS Auxiliary Fuel Systems (forward plus aft tanks) contain no more than 1764 lb (800 kg), b) Any fuel in the FUS Auxiliary Fuel Systems is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and c) Valves are secured closed.	
	D	2	0	May be inoperative provided forward and aft tanks of both FUS Auxiliary Fuel Systems remain empty.	



AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

28-19

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
28 FUEL							
45-10 Forward Auxiliary Tank Refueling Ventilation Electrical Shutoff Valves (EMB-135BJ) (Legacy 650 only) (Cont'd)	B	2	0	(M)(O)May be inoperative provided: a) Affected vent valves are secured closed, and b) Ventral tank and forward and aft tanks of both FUS Auxiliary Fuel Systems remain empty.	NOTE: Refueling of FUS Auxiliary Fuel Systems cannot be accomplished if this valve is inoperative secured closed.		
45-11 Cross Transfer Shutoff Valve (EMB-135BJ)	B	1	0	(M)(O)May be inoperative provided: a) Valve is secured closed, and b) Fuel transfer and wing fuel balance are monitored through EICAS and/or MFD Fuel Page during flight.			
	D	1	0	(M)May be inoperative provided: a) Valve is secured closed, and b) Forward and aft tanks of both FUS Auxiliary Fuel Systems remain empty.			

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-20

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
45-12 FUEL XFER INOP Message (EMB-145XR)	B	1	0	(M)(O)May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operate normally, b) Ventral Tank Fuel Transfer System (AUTO and OVRD) operate normally, c) EICAS message FUEL XFER CRITICAL is verified to operate normally, and d) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.
	C	1	0	(M)May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.
	D	1	0	(M)May be inoperative provided airplane fuel system is configured to LR mode.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-21

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
28 FUEL					
45-13	FUEL XFER CRITICAL Message (EMB-145XR)	C	1	0	(M)May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.
		D	1	0	(M)May be inoperative provided airplane fuel system is configured to LR mode.
	(EMB-135BJ)	B	1	0	(M)May be inoperative provided: a) Ventral Tank (Legacy 650 only) and both FUS Auxiliary Fuel Systems are not used. b) No more than 800 kg is maintained in ventral tank (Legacy 650 only)and both FUS Auxiliary Fuel Systems (forward plus aft tanks), and c) Any fuel in ventral tank (Legacy 650 only) and both FUS Auxiliary Fuel Systems are considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and C.G. position for takeoff.
		D	1	0	(M)May be inoperative provided ventral tank (Legacy 650 only), forward and aft tanks of both FUS Auxiliary Fuel Systems remain empty.
45-14	Ventral Tank Fuel Isolation Valve (EMB-145XR)	C	1	0	(M)May be inoperative provided: a) Valve is secured closed, b) Ventral tank is defueled, and c) Ventral tank electric fuel transfer pumps are deactivated.
		D	1	0	(M)May be inoperative provided airplane fuel system is configured to LR mode

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 28-22

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28 FUEL				
45-15 FUEL XFR VTR INOP message (EMB-135BJ) Legacy 600 only	B	1	0	(M)(O) May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operates normally. b) Ventral tank transfer system is operative when selected on fuel transfer master switch, c) EICAS message FUEL XFER CRITICAL is verified to operate normally, and d) Fuel transfer is monitored through EICAS and/or MFD fuel page during the flight.
	C	1	0	May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.
45-16 Aft Auxiliary Tank Vent Valve (EMB-135BJ)	B	2	0	(M)(O) May be inoperative provided: a) Affected valves are secured closed, and b) Flight is conducted in an unpressurized configuration.  NOTE: Refueling of FUS Auxiliary Systems cannot be accomplished if this valve is inoperative secured closed.
45-17 Ventral Tank Vent Valve (EMB-135BJ) Legacy 650 only	B	1	0	(M) May be inoperative provided affected vent valve is secured closed.  NOTE: Refueling of FUS Auxiliary Systems cannot be accomplished if this valve is inoperative secured closed.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 11

PAGE:

DATE: 06/15/2006

29-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
29	HYDRAULIC POWER				
10-02	GSE Couplings (External)	C	6	0	(M)May be inoperative open provided the failed external coupling (or the associated plumbing) is isolated from the hydraulic system.
10-05	Electric Hydraulic Pump Systems				
	1) AUTO Functions	C	2	0	(O)May be inoperative provided: a) Manual function operates normally, and b) Associated electric pump is selected ON for takeoff and landing, and OFF during flight.
	2) Manual Functions	C	2	0	(O)May be inoperative provided AUTO and OFF positions for associated pump selector are verified to operate normally.
10-14	Reservoir Refilling Check Valves	C	2	0	(M)May be inoperative open provided failed valve is removed and plumbing plugged.
		C	2	0	May be inoperative closed.
10-16	Pressure Ground Connection Check Valves	C	2	0	(M)May be inoperative open provided the failed valve is removed and plumbing plugged.
		C	2	0	May be inoperative closed.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 11  
 DATE: 06/15/2006

PAGE:  
 29-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
29 HYDRAULIC POWER					
10-19	Engine-driven Pump Pressure Switch (Hydraulic System 1)	C	1	0	(M)(O)May be inoperative provided: a) Pressure indication and electric pump switch operate normally, b) Electric pump is selected ON for takeoff and landing, and OFF during flight, and c) Pressure switch is removed and pressure switch port is plugged in case of fluid leakage.
30-00	Hydraulic Fluid Quantity Indications (including low level warning)	C	2	1	(M)One may be inoperative provided: a) Associated fluid quantity is verified to be normal before each departure, and b) Hydraulic pressure indication is available and is monitored throughout flight.
30-01	Reservoir Quantity Gages	C	2	0	(M)May be inoperative provided: a) Fluid quantity is verified by other means before each departure, and b) Pressure indication is operating normally.
30-02	Hydraulic Pressure Indications	C	2	1	(O)One may be inoperative provided associated hydraulic fluid quantity indication operates normally.
30-04	Electric Pump Pressure Switch (Hydraulic System 1)	C	1	0	(M)(O)May be inoperative provided: a) Pressure indication and engine-driven pump switch operate normally, and b) Pressure switch is removed and pressure switch port is plugged in case of fluid leakage.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
30 ICE AND RAIN PROTECTION					
11-00	Wing Anti-icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
11-01	Wing Anti-icing Valves	C	2	0	(M)May be inoperative provided: a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.
11-02	Wing Anti-icing Valve OPEN Light	C	1	0	(M)May be inoperative provided system is verified to operate normally.
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
12-00	Stabilizer Anti-icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.
12-01	Stabilizer Anti-icing Valve	C	1	0	(M)May be inoperative provided: a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.
12-02	Stabilizer Anti-icing Valve OPEN Light	C	1	0	(M)May be inoperative provided system is verified to operate normally.
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 30-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2.	3.	4.
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
30 ICE AND RAIN PROTECTION				
21-00 Engine Anti-icing Systems	C	2	1	May be inoperative provided: a) Affected A/I pushbutton is positioned to OFF prior to departure, and b) Airplane is not operated in known or forecast icing conditions.  NOTE: The message ENG A/ICE OVERPRES may be present.
	B	2	0	May be inoperative for day VMC provided: a) Affected A/I pushbutton is positioned to OFF prior to departure, and b) Airplane is not operated in known or forecast icing conditions.  NOTE: The message ENG A/ICE OVERPRES may be present.
21-01 Engine Anti-icing Valves	C	2	0	(M)(O)May be inoperative provided: a) Valve is secured open, and b) AFM performance penalties are applied.  NOTE: On airplanes equipped with EICAS version 16.5 or subsequent, the message ENG A/ICE OVERPRES may be present.
	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 30-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
21-02 Engine Anti-icing Valve OPEN Light	C	2	1	1	(M)One may be inoperative provided system is verified to operate normally.
	C	2	1	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.
31-00 Pitot/Static Heating Systems	C	3	2	2	(M)One may be inoperative provided: a) Standby and remaining pitot/static heating systems operate normally, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.
32-01 AOA Sensor Heating Systems	B	2	1	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.
33-01 TAT Probe Heating Systems	C	2	1	1	One may be inoperative provided airplane is not operated known or forecast icing conditions.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 30-4

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION					
41-00 Windshield Wipers					
1) Airplanes Not Equipped with Rain Repellent Coating (RRC)	C	2	0	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.
a) Low Speed	C	2	0	0	May be inoperative provided high speed operates normally.
b) High Speed	C	2	0	0	May be inoperative provided low speed operates normally.
c) Parking Mode	C	2	0	0	(O)May be inoperative provided blades can be positioned providing an acceptable field of vision to flight crew.
d) Timer Mode	C	2	0	0	
2) Airplanes Equipped with Rain Repellent Coating (RRC)	D	2	0	0	
42-02 Windshield Heating Systems	C	2	1	1	(M)One may be inoperative provided: a) Affected windshield heating system is deactivated, and b) Airplane is not operated in known or forecast icing conditions.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 30-5

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
30 ICE AND RAIN PROTECTION						
80-00 Ice Detectors	C	2	2	1		
	B	2	2	0		(O)May be inoperative provided alternate procedures are established and used.
81-01 Clear Ice *** Detector System	C	1	1	0		May be inoperative provided wing upper surface is verified to be free of clear ice prior to departure.
1) Clear Ice Indication Lights	C	2	2	0		(O)May be inoperative provided the EICAS clear ice messages operate normally.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 31-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31 INDICATING/RECORDING SYSTEMS					
21-01 Clocks					
1) Copilot's Clock	C	1	0		May be inoperative provided pilot's clock operates normally.
2) Pilot's Clock	A	1	0		May be inoperative provided: a) Flight Data Recorder (FDR) is considered inoperative, b) Copilot's clock operates normally, and c) Repairs are made within three flight days.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 31-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2.	3.	4.
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
31 INDICATING/RECORDING SYSTEMS				
30-01 Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by FAR may be inoperative.
	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally,</li> <li>b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:                             <ul style="list-style-type: none"> <li>(1) The FDR failure occurs after pushback but prior to takeoff, or</li> <li>(2) The FDR repair was attempted but was not successful,</li> </ul> </li> <li>c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>d) Repairs are made within three flight days.</li> </ul>
1) FDR Recording Parameters required by FAR	A	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally, and</li> <li>b) Repairs are made within 20 calendar days.</li> </ul>
2) FDR Recording Parameters not required by FAR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

AIRCRAFT:  
EMB-135, EMB-145

REVISION NO: 15  
DATE: 04/14/2011

PAGE:  
31-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
31 INDICATING/RECORDING SYSTEMS					
33-02	Quick Access Recorder (QAR) ***	D	1	0	
42-02	Integrated Computer Configuration Modules (IM-600)	B	2	1	One may be inoperative with the EICAS message IC 1(2) CONFIG FAIL displayed provided the EICAS messages CONFIG MISMATCH or CHK IC CONFIG are not displayed.
51-00	Aural Warning Unit				
	1) Channels	C	2	1	
51-02	MASTER Warning Lights/Buttons				
	1) Lights	C	2	1	One may be inoperative provided master warning aural alert operates normally.
	2) Alarm Cancel Functions	C	2	1	
51-03	MASTER Caution Lights/Buttons				
	1) Lights	C	2	1	One may be inoperative provided master caution aural alert operates normally.
	2) Alarm Cancel Functions	C	2	1	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 32-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
32 LANDING GEAR					
33-02	Landing Gear Control Lever Latch System	B	1	0	(M)(O)May be inoperative in the latched position provided: a) Downlock release mechanism operates normally, and b) LG AIR/GND FAIL message is not present.
40-01	Brake Temperature Indications	C	4	3	(M)One may be inoperative provided the affected Brake Temperature Sensor is deactivated.
		C	4	0	(M)(O)May be inoperative provided: a) Affected Brake Temperature Sensors are deactivated, and b) Quick Turnaround Chart in AFM is complied with.
41-08	Brake Pressure Transducers	B	4	3	(M)One may be inoperative with the BRAKE DEGRADED caution message present provided: a) Only the respective PRESS TRANSDUCER FAIL message is present on the brake system portion of the CMC, b) External leakage is not present, and c) Affected brake pressure transducer is deactivated.
44-05	Accumulator Low Pressure Switch	C	1	0	(M)May be inoperative provided accumulator charge is verified to be normal once each flight day.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 32-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
32 LANDING GEAR					
44-07 BRAKE ON Lights					
	1) Cockpit Light	B	1	0	(M)May be inoperative provided emergency/parking brake system operates normally.
	2) Ramp Light	C	1	0	
	49-00 Brake Assembly Wear Indicator	C	8	4	(M)One per brake assembly may be inoperative.
	50-00 External *** Steering Disengagement Switch	C	1	0	(O)May be inoperative provided nose wheel steering operates normally.
	50-02 Control Wheel Steering Disengage Buttons	C	2	1	(M)Pilot's disengage button may be inoperative provided copilot's disengage button operates normally.
	60-00 Landing Gear Proximity Switches	B	19	13	(M)One up lock proximity switch and one down lock proximity switch may be inoperative in each landing gear leg.
NOTE: Proximity switches include: air/ground, up lock, down lock, 7 degree steering, and nose landing gear door sequence.					

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 11

PAGE:

DATE: 06/15/2006

33-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS						
10-00 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting Systems	C	-	-	-	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> <li>a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Positioned so that direct rays are shielded from flight crewmembers' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flight crew.</li> </ul>	
20-00 Cabin Interior Illumination System		C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendant to perform assigned duties.	
1) Aircraft Without Photoluminescent Emergency Escape Path Marking System		C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendant to perform assigned duties.	
(Continued)						

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 11  
 DATE: 06/15/2006

PAGE:  
 33-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS						
20-00 Cabin Interior Illumination System (Cont'd)						
***	2) Aircraft With Photoluminescent Emergency Escape Path Marking System	C	-	-	(M)(O)Individual lights including up to 10 per cent of the ceiling and sidewall lamps may be inoperative provided: a) Remaining lighting is sufficient for cabin attendant to perform assigned duties, b) No more than 2 adjacent ceiling and sidewall lamps in the longitudinal or lateral direction are inoperative, c) Ceiling and sidewall lamps in the region of the galley, cabinets and life-raft stowage areas are operative, and d) Overhead lighting at entry doors must operate in the ON and BRIGHT setting.	
***	21-02 Cockpit Sterile Light	C	-	0	(O)May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 14

PAGE:

DATE: 01/08/2010

33-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS					
23-00 Passenger Lighted Information Signs					
1) All Except Aircraft Operated Under 14 CFR Part 91.	C	-	-	(M)May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded "DO NOT OCCUPY".	
	C	-	-	NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.  (O)May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) are placed on or off.	
2) All Aircraft Operated Under 14 CFR Part 91.	C	-	-	(O)May be inoperative provided alternate procedures are established and used to notify cabin occupants.	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 33-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS					
26-00	Courtesy and Stairs Lighting System	C	1	0	May be inoperative provided sufficient light is available at the stairs region.
30-00	Compartment Lights (Nose, Tail, etc)	C	-	0	
41-00	Landing Lights	C	3	2	One may be inoperative for night operations.
		C	3	0	May be inoperative for day operations.
1)	Nose Landing Gear Automatic Extinguishing Function	C	1	0	(O)May be inoperative provided light is manually turned off after gear retraction.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 33-5

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS					
42-00	Taxi Light	C	2	1	
		C	2	0	May be inoperative provided nose landing light is operating normally.
		C	2	0	May be inoperative for day operations.
	1) Automatic Extinguishing Function	C	1	0	(O)May be inoperative provided light is manually turned off after gear retraction.
43-00	Navigation Lights	C	-	4	(M)Any light may be inoperative provided one green light, one red light and two white lights operate normally.
		C	-	0	May be inoperative for day operations.
	1) Tail Boom White Navigation Lights	C	-	0	May be inoperative provided associated strobe light operates normally.
44-00	Wing Inspection Lights	C	2	0	May be inoperative provided ground deicing procedures do not require their use.
46-00	Logo Lights ***	D	2	0	
47-03	Strobe Lights	C	-	0	May be inoperative for day operations.
	1) All except EMB-135BJ	C	3	0	May be inoperative provided red beacon operates normally.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 14

PAGE:

DATE: 01/08/2010

33-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			-	0	
			3. NUMBER REQUIRED FOR DISPATCH		
33 LIGHTS					
47-05	Red Beacons Lights	C	-	0	(O)May be inoperative provided: a) Beacon switch is positioned to ON prior to engine start, and b) Strobe lights operate normally.
		C	-	0	May be inoperative for day operations provided beacon switch is positioned to ON prior to engine start.  NOTE: The rotating beacon switch should be positioned to ON before engine start to turn the FDR on.
48-00	Baggage Door *** External Light	C	-	0	
50-00	Emergency Lighting System (Battery-Powered)				
	1) External Lights	C	-	0	May be inoperative for day operations.
	2) Floor Proximity Strips	C	-	-	Up to two individual strips may be inoperative provided: a) They are not adjacent, and b) They are not used as an exit locator (amber light).
50-01	Photoluminescent Floor Proximity Emergency Escape Path Marking System	C	-	-	Up to 10 per cent of any 48 inch section may be damaged or missing.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION					
22-01	Main Panel Displays	B	5	4	(M)Non-flying pilot's MFD (inboard display unit) may be inoperative.
	1) MFD Bezel	C	2	1	One may be inoperative provided opposite MFD works normally.
	2) Charts and Maps Databases (DU-875 LCD displays only)	C	-	-	May be out of currency provided: a) Use of charts and maps function as primary navigation source is prohibited, and b) Paperless cockpit approval/application is prohibited.
22-02	TAT Indications	C	2	1	
22-03	SAT Indications	C	2	1	
24-01	Standby Attitude Indication (on Integrated Standby Instrument (ISIS) or on dedicated instrument)	C	-	0	May be inoperative provided not required by FAR.
		B	-	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast VFR-over-the-top conditions.
25-00	Head-Up Guidance System (HGS)	D	-	0	May be inoperative provided approach minimums or operating procedures do not require its use.
***					NOTE: Any mode which operates normally may be used.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION					
25-01 Standby Magnetic Compass	B	1	1	0	(O)May be inoperative provided any combination of three gyro or INS (IRU) stabilized Compass Systems are operative.
	B	1	1	0	(O)May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute portion of the flight.
	B	1	1	0	(O)May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and used in conjunction with approved Free Gyro Navigation Techniques.
27-00 Inertial *** Reference System (IRS)	D	-	-	0	May be inoperative provided: a) IRS is not used as primary navigation or attitude source, and b) For airplanes equipped with an additional IRS dedicated to the HGS, the HGS is not used.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

34-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
34 NAVIGATION							
27-05	IRS MSU						
***	Annunciators Lights						
	1) ALIGN Annunciator	C	2	0			
	2) FAULT Annunciator	C	2	1			
	3) ON BATT Annunciator	C	2	0			
	4) NO AIR Annunciator	C	2	0			
	5) NAV RDY Annunciator	C	2	0			(O) May be inoperative provided IRS is checked available for NAV mode.
	6) BATT FAIL Annunciator	C	2	0			(M) May be inoperative provided IRS battery is checked supplying power before each flight.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

34-4

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION					
31-00 Radio Altimeter System					
1) Single Radio Altimeter Installation	A	1	0		(M)(O)May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) GPWS/EGPWS is considered inoperative, c) TCAS is considered inoperative, d) Radio altimeter is deactivated, and e) Repairs are made within two flight days.
2) Dual Radio Altimeter Installation	C	2	1		(M)(O)Radio altimeter 2 may be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Radio altimeter 2 is deactivated.
	A	2	0		(M)(O)Radio altimeter 1 or both may be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) GPWS/EGPWS is considered inoperative, c) TCAS is considered inoperative if both radio altimeters are inoperative, d) Affected radio altimeter(s) is deactivated, and e) Repairs are made within two flight days.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 34-5

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
31-01 Altitude Alerter Function	A	1	1	0	(O) May be inoperative provided: a) Autopilot with Altitude Hold and Altitude Capture operates normally, b) Enroute operations, i.e, RVSM, do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight days.
31-02 Altitude Preselect Function	A	1	1	0	(O) may be inoperative provided: a) Autopilot with Altitude Hold and Altitude Capture operates Normally, b) Enroute operations, i.e, RVSM, do not require its use, c) Alternate procedures are established and used, d) Flight Level Change (FLC) Mode is not used, e) Go Around buttons on the Thrust levers are not used, f) Altitude alerter function is not used, g) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and h) Repairs are made within 3 flight days.
32-00 VOR/ILS Systems	C	2	2	-	As required by FAR.
1) Instrument Landing System (ILS)	C	2	2	-	May be inoperative provided approach minimums do not require its use.
2) Marker Beacon Systems	C	2	2	-	May be inoperative provided approach minimums do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 34-6

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION						
41-00 Enhanced Ground Proximity Warning System (EGPWS)						
	1) GPWS	A	1	0		(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	a) Modes 1-4	A	4	0		(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
	b) Test Mode	A	1	0		May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
	d) Advisory Callouts	B	-	0		(O)May be inoperative provided alternate procedures are established and used.
		C	-	0		(O)May be inoperative provided: a) Advisory callout not required by FAR, and b) Alternate procedures are established and used.
(Continued)						

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

34-7

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION					
41-00	Enhanced Ground Proximity Warning System (EGPWS)				
	1) GPWS (Cont'd)				
***	e) Windshear Mode (Reactive)	B	1	0	(O)May be inoperative provided alternate procedures are established and used.  NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
		C	1	0	(O)May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.
	2) Terrain System - Forward Looking Terrain Avoidance (FLTA And Premature Descent Alert (PDA) Functions	B	1	0	(O)May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	C	-	1	
		B	-	0	
***	4) Runway Awareness & Advisory System (RAAS)	C	1	0	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

34-8

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION						
41-01	Windshear Detection and Guidance Systems					Deleted, Rev 5. (Included in item 41-00.)
41-02 ***	Steep Approach Function	C	-	0	(M)May be inoperative provided: a) Steep approach is deactivated, and b) Steep approach procedure is not performed.	
42-00	Weather Radar System	C	1	-	As required by FAR.	
	1) Stabilization Function	B	1	0	(M)May be inoperative provided: a) Antenna sweep is parallel to aircraft pitch axis, and b) Antenna tilt operates normally.	
***	2) Lightning Sensor System	C	-	0		
***	3) Control Panels (Only airplanes equipped with two panels)	C	2	1		
42-01 ***	Stormscope	C	1	0		

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 34-9

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION				
43-00	Traffic Alert and Collision Avoidance System (TCAS I)	B -	0	(M)May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	Traffic Alert and Collision Avoidance System (TCAS I)	C -	0	(M)(O)May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
	Traffic Alert and Collision Avoidance System (TCAS II)	B -	0	(M)May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
	Traffic Alert and Collision Avoidance System (TCAS II)	C -	0	(M)(O)May be inoperative provided: a) Not required by FAR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
1)	Combined Traffic Alert (TA) and Resolution Alert (RA) Dual Display System(s)	C 2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
(Continued)				

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

34-10

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION						
43-00	Traffic Alert and Collision Avoidance System (Cont'd)					
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O)May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert Display System(s)	C	-	0	(O)May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
51-00	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by FAR may be inoperative.	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 15

PAGE:

DATE: 04/14/2011

34-11

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
34 NAVIGATION					
52-00	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of those required by FAR may be inoperative.
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by FAR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
***	2) ADS-B Squitter Transmissions	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
53-00	ADF System	C	-	-	As required by FAR.
56-00	Global Positioning System	C	-	0	(O)May be inoperative provided alternate procedures are established and used.
		C	-	0	May be inoperative provided procedures do not require its use.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 34-12

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34 NAVIGATION					
60-00 Flight Management System	C	-	1	1	One is required if IRS is used as primary navigation or attitude source.
***	C	-	0	0	(O)May be inoperative provided alternate procedures are established and used.
	D	-	0	0	May be inoperative provided procedures do not require its use.
1) Navigation Databases	C	-	-	-	NOTE: Airplanes equipped with EGPWS and operating without FMS will lose the Terrain Clearance Floor mode. A TERRAIN INOP message will be presented on the EICAS.
*** 2) Joystick Controller	C	-	0	0	(O)May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 35-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN					
10-01 Crew Mask Stowage Boxes					Deleted, Rev 8.
11-00 Oxygen Pressure Indication Systems					
1) All except EMB-135BJ	B	2	1		(O)One may be inoperative provided an approved procedure is used before each departure to ensure that oxygen supply is at or above minimum required for flight.
2) EMB-135BJ					
a) Crew Oxygen Pressure Indication Systems	B	2	1		(O)One may be inoperative provided an approved procedure is used before each departure to ensure that oxygen supply is at or above minimum required for flight.
b) Passenger Oxygen Pressure Indication Systems	B	2	1		(O)One may be inoperative provided an approved procedure is used before each departure to ensure that oxygen supply is at or above minimum required for flight.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 35-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
35 OXYGEN					
20-00 Passenger Oxygen System	B	1	0		(O)May be inoperative provided: a) Altitude limitations and portable oxygen supplies comply with FAR requirements, b) All air conditioning packs operate normally, c) Pressurization system operates normally, and d) Passengers are appropriately briefed.
	B	1	0		May be inoperative provided flight is conducted at or below 10,000 ft. MSL.
1) Automatic Presentation System	C	1	0		(M)(O)May be inoperative provided: a) Manual deployment system operates normally, and b) Flight is conducted at or below FL 300.
2) Passenger Dispensing Units	C	-	0		(M)(O)May be inoperative without flight altitude restriction provided: a) Affected seats are placarded and blocked to prevent occupancy, and b) Units operate normally at all usable lavatory and flight attendant locations.
20-05 Passenger Oxygen *** System Door - Manual Opening Tool	C	-	1		
	C	-	0		(O)May be inoperative or missing provided alternate procedures are established and used.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 35-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35 OXYGEN				
30-01 Portable Oxygen Units (Bottle and Mask)	C	-	-	(M)Any in excess of those required by FAR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout airplane, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.
30-03 Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by FAR may be inoperative.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 36-1

1. SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC					
11-05 Engine Bleed Systems	C	2	1	(M)(O)Left engine bleed system may be inoperative provided: a) Left engine bleed valve is secured closed, b) APU bleed is operating normally and supplying bleed air, c) Crossbleed valve is closed and d) Airplane is not operated in known or forecast icing conditions.	
	C	2	1	(M)(O)Left engine bleed system may be inoperative provided: a) Left engine bleed valve is secured closed, b) When APU is not supplying bleed air, flight is conducted at or below FL 250, and c) Airplane is not operated in known or forecast icing conditions.	
	C	2	1	(M)(O)Right engine bleed system may be inoperative provided: a) Right engine bleed valve is secured closed, b) Flight is conducted at or below FL 250, and c) Airplane is not operated in known or forecast icing conditions.	
(Continued)					

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 36-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC  11-05 Engine Bleed Systems (Cont'd)	C	2	0	(M)(O)May be inoperative provided: a) Engine bleed valves are secured closed, b) APU bleed is operating normally and supplying bleed air, c) Flight is conducted at or below 18000 ft MSL, and d) Airplane is not operated in known or forecast icing conditions.  NOTE: For airplanes equipped with ISIS, at least Pack 2 and Recirculation Fan 2 must be operative or Pack 1 must be operative.
	C	2	0	(M)(O)May be inoperative provided: a) Engine bleed valves are secured closed, b) Flight is conducted at or below 10000 ft MSL, c) Flight is conducted in an unpressurized configuration, d) Airplane is not operated in known or forecast icing conditions, and e) Ambient temperature on the ground is below ISA +21 degrees C.  NOTE: This configuration is not applicable for airplanes equipped with ISIS.

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 13

PAGE:

DATE: 02/28/2008

36-3

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
36 PNEUMATIC						
11-10 Air Conditioning *** Panel Air Button Red Leak Indication	B	2	0	(M)May be inoperative provided associated BLD LEAK EICAS message operates normally.		
12-01 APU Bleed System	C	1	0	(M)May be inoperative provided: a) APU bleed shutoff valve is secured closed, and b) APU Bleed is selected off and not used.		
20-00 BLD APU LEAK Warning Message	C	1	0	May be inoperative provided APU is considered inoperative.		

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 11

PAGE:

DATE: 06/15/2006

38-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
38 WATER/WASTE						
10-00 Water Systems	C	C	-	-		(M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks.  NOTE: Any portion of the system which operates normally may be used.
		C	-	-		(M)May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.
30-00 Lavatory Waste Systems (Including Wheelchair Accessible Lavatories)		C	-	-		(M)Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks.  NOTE: Any portion of the system which operates normally may be used.
		C	-	-		(M)Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded inoperative.  NOTE: These provisions are not intended to prohibit inspections by crewmembers.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: EMB-135, EMB-145	REVISION NO: 2 DATE: 10/28/1998	PAGE: 45-1
-------------------------------	------------------------------------	---------------

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
45 CENTRAL MAINTENANCE COMPUTER					
45-01 Control Maintenance Computer (CMC)	C	1	1	0	May be inoperative provided maintenance procedures do not require its use.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 14  
 DATE: 01/08/2010

PAGE:  
 46-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
46 INFORMATION SYSTEMS				
20-01 Electronic Flight Bag Systems (EFB)				
***	1) Class 3 EFB	C -	-	(O)May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
***	2) Data Connectivity (Class 2)	C -	-	(O)May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
***	3) Power Connection (Class 1 and 2)	C -	-	(O)May be inoperative provided alternate procedures are established and used.
	D	-	0	May be inoperative provided procedures do not require its use.
***	4) Mounting Device (Class 2)	C -	0	(M)(O)May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
	D	-	0	(M)May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 11  
 DATE: 06/15/2006

PAGE:  
 49-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
49 AIRBORNE AUXILIARY POWER					
00-00 Auxiliary Power Unit (APU)	C	1	0	(M)(O)May be inoperative provided: a) APU is deactivated, and b) Procedures are not dependent upon its use.	
52-02 APU Bleed Air System				Deleted, Rev 11.	
70-01 APU OIL LO PRESS Caution Message	C	1	0	May be inoperative provided APU is used on ground only.	
70-02 APU OIL HI TEMP Caution Message	C	1	0	May be inoperative provided APU is used on ground only.	
70-03 APU FAIL Caution Message	C	1	0	May be inoperative provided APU is used on ground only.	
74-01 APU Hourmeter Function	C	1	0	(M)May be inoperative provided alternate procedures are used to accomplish hourmeter function.	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 9  
 DATE: 06/13/2003

PAGE:  
 52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			2.	3. NUMBER REQUIRED FOR DISPATCH	
52 DOORS					
12-00	Main Door Hydraulic Actuation System	B	1	0	(M)May be inoperative provided damping function operates normally.
51-00 ***	C&D Aerospace Flight Deck Security Door (FAR 25.795 Compliant)				
	1) Door Latch	A	1	0	May be inoperative provided: a) Door Dead Bolt is operative, b) Door Dead Bolt is used to lock and unlock the door, and c) Repairs are made within two flight days.
	2) Flight Deck Door Panel Pressure Relief Latch	A	1	0	May be inoperative in the latched position provided repairs are made within two flight days.
	3) Dead Bolt	C	1	0	

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 9

PAGE:

DATE: 06/13/2003

52-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
52 DOORS							
70-00 Doors Warning System (Door Position Indication On MFD and EICAS)							
1) Main/Service Doors	B	2	0	(O)May be inoperative provided affected door is verified closed and latched before each departure.	0		
2) Baggage Door	C	1	0	(O)May be inoperative provided door is verified closed and latched before each departure.	0		
3) Emergency Access Hatches	C	2	0	(M)May be inoperative provided affected hatch is verified closed and latched before each departure.	0		
4) Access Hatches	C	3	0	(M)May be inoperative provided affected hatch is verified closed and latched before each departure.	0		
5) Fueling Door	C	1	0	(M)May be inoperative provided door is verified closed and latched before each departure.	0		
6) Internal Baggage Access Door (EMB-135BJ)	C	1	0	(O)May be inoperative provided: a) Door is verified closed and latched before each departure, and b) Door remains closed during the entire flight.	0		

AIRCRAFT:  
EMB-135, EMB-145

REVISION NO: 14  
DATE: 01/08/2010

PAGE:  
56-1

SYSTEM & SEQUENCE NUMBERS	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
56 WINDOWS  10-01 Windshield				Deleted, Rev 14.  NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual (SRM).

AIRCRAFT:

EMB-135, EMB-145

REVISION NO: 11

PAGE:

DATE: 06/15/2006

73-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL						
22-01 Engine Full Authority Digital Electronic Control (FADEC) System						
1) System Faults	A	-	-	-	May be dispatched with FADEC faults provided repairs are made in accordance with times established by the engine manufacturer (refer to Rolls-Royce Maintenance Manual CSP340022). No Extensions are authorized.	
22-02 Automatic Takeoff Thrust Control System (ATTCS) (Airplanes equipped with A, A1/1, A1, and A3 engines only)	C	1	0	0	(O)May be inoperative provided T/O-1 thrust mode can be selected and used through the Takeoff Data Setting.	
32-01 Engine Fuel Temperature Sensors	C	2	0	0	(O)May be inoperative provided temperature of fuel in the tank remains above 4 degrees C throughout the flight.	
	C	2	0	0	(O)May be inoperative with fuel tank temperature below 4 degrees C provided icing inhibitor is added to the fuel.	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 11  
 DATE: 06/15/2006

PAGE:  
 73-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73 ENGINE FUEL & CONTROL						
33-01 E1 (2) FUEL IMP BYP Advisory Messages	C	2	1	1	(M)One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated engine fuel temperature sensor is operative,</li> <li>b) Malfunction is verified to be in the fuel filter electrical/mechanical impending-bypass indicator or its associated wiring,</li> <li>c) Fuel filter electrical/mechanical impending-bypass indicator is checked not extended at least every 10 flight hours, and</li> <li>d) Fuel filter mechanical actual-bypass indicator is checked not extended at least every 10 flight hours.</li> </ul>	
33-02 Fuel Filters	A	2	1	1	(M)One E1 (2) FUEL IMP BYP advisory message may be displayed per engine provided: <ul style="list-style-type: none"> <li>a) Associated fuel-filter mechanical actual-bypass indicator is checked not extended before each departure, and</li> <li>b) Fuel filter is replaced within 10 flight hours.</li> </ul>	
40-03 Fuel Flow Indications	C	2	1	1	(O)One may be inoperative provided: <ul style="list-style-type: none"> <li>a) Associated engine parameters are monitored throughout the flight, and</li> <li>b) Both fuel quantity indications operate normally.</li> </ul>	

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 3  
 DATE: 08/02/1999

PAGE:  
 74-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
74 IGNITION  20-00 Ignition System Channels	B	4	3	(O)One may be inoperative provided engine is started by positioning the ignition selector knob to ON.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 15  
 DATE: 04/14/2011

PAGE:  
 76-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
76 ENGINE CONTROLS				
12-00 Engine takeoff Data Setting Knob Spring	B	1	0	(0) May be inoperative provided flight crewmember check MFD takeoff data before takeoff.

AIRCRAFT:  
EMB-135, EMB-145

REVISION NO: 2  
DATE: 10/28/1998

PAGE:  
77-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77 ENGINE INDICATING  41-02 HP Vibration Indication	C	2	1	One may be inoperative provided tactile or audible indications allow the vibrating engine to be identified.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 13  
 DATE: 02/28/2008

PAGE:  
 78-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	C	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
78 ENGINE EXHAUST					
30-00 Thrust Reversers ***		C	2	1	(M)(O)Any door actuation, lock or control on one thrust reverser may be inoperative provided: a) Thrust Reverser is not used, and b) System is deactivated and secured stowed.  NOTE: Reverse thrust operation with one thrust reverser secured closed will be accomplished only if the operative thrust lever is set to the reverse range and the thrust lever of the affected side is set to idle.
34-00 ENG 1 (2) REV *** DISAGREE Messages		C	2	1	(M)(O)May be inoperative on one thrust reverser provided: a) Thrust reverser is not used, and b) System is deactivated and secured stowed.  NOTE: Reverse thrust operation with one thrust reverser secured closed will be accomplished only if the operative thrust lever is set to the reverse range and the thrust lever of the affected side is set to idle.
34-05 Idle Stop *** (Solenoid)		C	2	1	(M)(O)May be inoperative provided: a) Thrust reverser is considered inoperative, and b) System is deactivated and secured stowed.

U.S. DEPARTMENT OF TRANSPORTATION  
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 11  
 DATE: 06/15/2006

PAGE:  
 79-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
79 ENGINE OIL					
32-01 Low Oil Pressure Switches	C	2	0	(M)May be inoperative provided:	a) Oil pressure indication is available and is monitored throughout the flight, and b) Engine oil quantity is serviced each flight day.
33-01 Oil Level Indication Systems	C	2	0	(M)May be inoperative provided	engine oil quantity is serviced each flight day.
34-01 Oil Particle Sensors	C	2	0	(M)May be inoperative provided the	oil tank mag plug is visually checked each flight day.
35-01 E1 (2) OIL IMP BYP Messages	C	2	0	(M)May be inoperative provided:	a) Visual indicator(s) are checked each flight day and neither is found extended, and b) The CMC is checked each flight day and the ENG OIL DEBRIS maintenance message is not present.
35-02 Oil Filters	A	2	1	NOTE: The affected E1 (2) OIL IMP BYP advisory message may be displayed.	
				(M)One E1 (2) OIL IMP BYP advisory message may be displayed for one engine provided:	a) Maintenance procedures do not require its replacement, and b) Oil filter element is replaced in less than 20 flight hours.

AIRCRAFT:  
 EMB-135, EMB-145

REVISION NO: 11  
 DATE: 06/15/2006

PAGE:  
 80-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2.	3.	4.
		2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
80 STARTING				
00-00 Engine Start/Stop *** Switch Protection Guards	C	2	0	
10-02 Starter Control Valves	B	2	1	(M)(O)One may be inoperative closed provided: a) Associated EICAS Caution message E1(2) ATS SOV OPN operates normally, and b) Manual override start procedures are used.