



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 05/11/2017

Embraer EMB-500

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HIGHLIGHTS OF CHANGE			

The following changes are the Highlights of Change for **Revision 3**. The changes in this revision were made to align with FAA policy letters and to increase dispatch flexibility. All changes are reflected in the Highlights of Change listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter heading.

PAGE NO.	EXPLANATION OF CHANGE
General	Removed all references to "Day" and rewrote limitation using night or sunrise to sunset for clarity. Several syntax corrections made throughout document.
Definitions	Update the information.
Preamble	Update the information.
Guidelines for (M) and (O) Procedures	Update the information.
ATA 21 AIR CONDITIONING	
Item 52-00	Decreased temperature limitation for VCS relief.
Item 52-04	Decreased temperature limitation for Cockpit fan relief.
ATA 22 AUTOFLIGHT	
Item 10-01	Updated to include information applicable to G3000 equipped airplanes.
Item 11-01	Corrected item -08 from "HDG" to "APR Mode Button".
ATA 23 COMMUNICATIONS	
Item 11-00	HF relief number revised, item sequenced, and second condition deleted.
Item 12-00	Updated with Policy Letter 095
Item 24-00	Included relief for Controller-to-Pilot Data Link Communications system.
Item 51-01	Updated to indicate relief is applicable only to G1000 equipped airplanes.
ATA 25 EQUIPMENT/ FURNISHINGS	
Item 21-01-02	Updated with Policy Letter 079.
Item 61-02	Updated with Policy Letter 120.
Item 62-01	Updated with Policy Letter 073.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 26 FIRE PROTECTION Item 24-01	Included relief for Cabin Portable Fire Extinguisher.
ATA 30 ICE AND RAIN PROTECTION Item 81-02	Included relief for Ice Detector system.
ATA 31 INDICATING/ RECORDING SYSTEMS Item 31-01 Item 61-01 Item 62-00	Updated with Policy Letter 029. Relief for Display units separated into different items for G1000 and G3000 equipped airplanes. Included relief for Synthetic Vision System (SVS).
ATA 33 LIGHTS Item 10-00 Item 23-01 Item 44-01	Updated with Policy Letter 077. Updated with Policy Letter 123. Updated with Policy Letter 072 and titled item "Wing Inspection Light" as per manufacturer's Operational Manuals.
ATA 34 NAVIGATION Item 52-00 Item 53-00 Item 61-01	Included relief for ADS-B OUT Function. Included relief for ADF. Updated to indicate relief is applicable only to G1000 equipped airplanes.
ATA 74 ENGINE IGNITION Item 00-00	Included relief for Ignition Channels.
ATA 77 ENGINE INDICATING Item 00-00	Included relief for TT0 Inlet Total Air Temperature Sensor Heating.

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DEFINITIONS		

Refer to the current FAA MMEL Policy Letter 25, Policy Concerning MMEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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PREAMBLE		

For the MMEL, Preamble used for operations under 14 CFR Parts 121, 125, 129, and 135, refer to the current FAA Policy Letter PL-34, MMEL and MEL Preamble, or for the preamble used for 14 CFR Part 91 operations, refer to MMEL Policy Letter PL-36, FAR Part 91 MEL Approval and Preamble. Both preambles may be found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES			

Guidance for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the MEL-3589, published by the aircraft manufacturer.

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Environment Control System Synoptic Display (MFD ECS Page)	C	1	0	MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
21-01	Flow Control Shutoff Valves (FCSOV)	C	2	1	(M)(O) May be inoperative provided: a) BLEED switch command to Ram Air Valve is checked operative, b) Takeoff is performed with the bleeds OFF, c) Bleed switch is set to the opposite side after takeoff, d) Affected bleed is considered unavailable, e) The airplane is operated at or below FL 250, and f) Airplane is not operated into known or forecast icing conditions.	
22-00	Gasper Valves	D	-	0		
23-05	Ground Cooling Fan (GCF)	C	1	0	(O) May be inoperative provided: a) Ground operations with doors closed are limited to 30 minutes, b) Bleeds are selected OFF on ground operations, c) Available Bleeds are selected ON after takeoff, d) Operations are not conducted into known or forecast icing conditions, and e) Vapor Cycle System (VCS) is considered inoperative on ground.	

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Cabin Pressure Control System					
-01	Automatic Control	C	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Airplane is operated by a crew of two, b) Outflow Valve indication on MFD operates normally, c) Manual Control is used and verified operative before each flight, d) Auto control channel cabin pressurization indications on EIS are verified operative before each flight, e) Cabin Pressure indications are operative, and f) Airplane is operated at or below FL 250. 	
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	
-02	Manual Control	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Automatic Mode is operative, and b) Airplane is operated at or below FL 250. 	
		C	1	0	May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	
-03	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	
-04	Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided that, for landing field elevation above 8,000 feet MSL, the airplane is manually depressurized before landing.	

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21. AIR CONDITIONING

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Outflow Valve (OFV)	C	1	0	(M)(O) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 10,000 feet MSL.	
31-03	Negative Pressure Relief Valve (NPRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	
31-04	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	
52-00	Vapor Cycle System (VCS)	C	1	0	May be inoperative provided Ground operations are limited to 30 minutes for OAT above ISA+17 degrees C.	
52-04	Evaporator Fans					
-01	Cabin Fan	C	1	0		
-02	Cockpit Fan	C	1	0	May be inoperative provided: a) Cabin Fan is operative, b) Vapor Cycle System is operative, and c) Ground operations are limited to 30 minutes for OAT above ISA+20 degrees C.	
		C	1	0	May be inoperative provided: a) Cabin Fan is operative, and b) Ground operations are limited to 30 minutes for OAT above ISA+17 degrees C.	
61-00	Temperature Control System – Automatic Control	C	1	0	(O) May be inoperative provided: a) Both Pressure Regulating and Shutoff Valves (PRSOV) operate normally, b) Temperature Sensor indication on MFD operates normally, and c) Temperature Control Manual Mode is used and verified operative before each flight.	

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Autopilot System	C	1	0	May be inoperative provided: a) Flight is conducted with a two pilot flightcrew, and b) RVSM operations are not conducted. NOTE: Altitude Hold function required for RVSM.	
10-01	Flight Director	C	2	1	(O) If Flight Director is required, PFDs must be coupled to operative one. NOTE: Navigation and Approach Modes sources are selected only through the PFD on the side of the operative Flight Director, unless CDIs (for G1000 Avionics System) or Active NAV (for G3000 Avionics System) are synchronized.	
		C	2	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Autopilot is considered inoperative.	
10-02	Yaw Damper Function	C	1	0	May be inoperative provided the airplane is operated at or below FL 250 and 250 knots indicated.	
11-01	Guidance Panel (GP)					
-01	Course Buttons (CRS)	C	2	0	May be inoperative provided operations do not require its use.	
-02	Flight Director (FD) Buttons	C	2	0	May be inoperative provided operations do not require its use.	
-03	Autopilot (AP) Button	C	1	0	May be inoperative provided Autopilot is considered inoperative.	
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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP) (Cont'd))					
-04	Yaw Damper (YD) Button	C	1	0	(O) May be inoperative provided Autopilot is operative and engaged above FL 250 or 250 knots indicated.	
		C	1	0	May be inoperative provided the airplane is operated at or below FL 250 and 250 knots indicated.	
-05	Couple (CPL) Button	C	1	0		
-06	Navigation (NAV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
-07	Heading (HDG) Mode Button	C	1	0	May be inoperative provided Autopilot is considered inoperative.	
-08	Approach (APR) Mode Button	C	1	0	May be inoperative provided approach minimums do not require its use.	
-09	Bank Limiter (BANK) Button	C	1	0	May be inoperative provided approach minimums do not require its use.	
-10	Heading Selector (HDG SEL) Knob	C	1	0	May be inoperative provided Autopilot is considered inoperative.	
-11	Heading Synchronization (PUSH SYNC) Button	C	1	0		
-12	Flight Level Change (FLC) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
-13	Vertical Navigation (VNV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
-14	Altitude Hold (ALT) Mode Button	C	1	0	May be inoperative provided operations, including RVSM, do not require its use.	
-15	Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
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22. AUTOFLIGHT

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP) (Cont'd)					
-16	Vertical Speed (VS DN UP) Thumb Wheel	C	1	0	May be inoperative provided operations do not require its use.	
-17	Airspeed To Mach (PUSH IAS/MACH) Change Button	C	1	0		
-18	Altitude Selector (ALT SEL) Knob	C	1	0	May be inoperative provided Autopilot is considered inoperative.	
-19	Speed Selector (SPD SEL) Knob	C	1	0	May be inoperative provided operations do not require its use.	
11-21	AP/FD CWS Pushbutton	C	2	0	May be inoperative in the NOT ACTIVE position.	
11-22	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 feet AGL, and b) Approach minimums do not require the use of the Autopilot.	
		B	2	0	May be inoperative provided Autopilot is not used.	
11-23	Takeoff/Go-Around (TOGA) Button	C	2	1	One may be inoperative in the NOT ACTIVE position.	
		C	2	0	(O) May be inoperative in the NOT ACTIVE position provided Alternate procedures are established and used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
11-00 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
12-00	Very High Frequency (VHF) Communication System	D	2	1	VHF 2 may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency Procedures.	
15-00 ***	Data Link Management System – Satellite Communication (SATCOM) Function	D	-	0	May be inoperative provided procedures do not require its use. NOTE: See item 23-11, below.	
21-00 ***	Selective Call System (SELCAL)	D	-	0	May be inoperative provided procedures do not require its use.	
23-00 ***	Data Link Management System – Data Transmittal Function	D	-	0	NOTE: See item 23-11, below.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
24-00 ***	Controller-to-Pilot Data Link (CPDLC)	C	-	0	(O) May be inoperative provided that alternate procedures are established and used.	
		D	-	0	May be inoperative provided that procedures do not require its use.	
51-00 ***	Passenger Address System (PA)					
-01	Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
					NOTE: Any Station Functions that operate normally may be used.	
51-01	Audio Panel (For airplanes equipped with G1000 Avionics System)					
-01	Annunciators LEDs	D	-	-	(O) May be inoperative provided associated function is checked operative by alternate means.	
-02	INTR COM Button	D	2	0	For single pilot operations, may be inoperative.	
-03	PA Button	D	2	0		
-04	CABIN Button	D	2	0		
-05	MUSIC Button	D	2	0		
-06	PLAY Button	D	2	0		
-07	Display Backup Buttons	D	2	1	For single pilot operations, copilot side may be inoperative.	
51-02	Cockpit Speakers	D	2	1	For single pilot operations, copilot side Speaker may be inoperative provided pilot Headset is operative and used.	

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23. COMMUNICATIONS

Sequence No.	Item	1	2	3	4	Change Bar
51-07	PTT Switches	D	4	2	For single pilot operations, both copilot side Switches (Glareshield and Yoke) may be inoperative.	
		C	4	2	For operations requiring a second in command, one on each side may be inoperative.	
51-11	Hand Microphones	D	-	1	For single pilot operations, copilot side may be inoperative.	
		C	-	0	For operations requiring a second in command, one or both may be inoperative provided associated Boom Microphone is operative.	

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Electrical Synoptic Display (MFD Electrical Page)	C	1	0	MFD indications not addressed elsewhere in the MMEL may be inoperative.	
41-00	DC External Power System					
-01	DC GPU AVAIL/IN USE Pushbutton Lights	D	2	0	(O) One or both may be inoperative provided alternate procedures are established and used.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Non-Essential Equipment and Furnishings	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
11-01	Pilot Seats	C	2	1	For single pilot operation, copilot Seat may be inoperative provided Seat is not occupied.	
-01	Lumbar Support	C	2	0	May be inoperative provided Seat is acceptable to affected crewmember.	
-02	Armrests	C	4	0	(M) May be inoperative provided Armrest is secured in the retracted (UP) position or removed.	
-03	Recline Function	B	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Affected Seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember. 	
-04	Headrests	C	2	0	May be inoperative provided it is adequate to the occupant.	
-05	Seat Belts System	C	2	1	For single pilot operations, copilot Seat Belt may be inoperative provided the Seat is unoccupied.	
-06	Vertical Seat Adjustment	B	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Affected Seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember. 	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seats	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) Affected Seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE: A Seat with an inoperative Seat Belt is considered inoperative.	
-01	Recline Mechanism	C	-	-	(M) May be inoperative and Seat occupied provided Seat Back is immovable in full UPRIGHT position.	
-02	Armrest without Recline Mechanism	C	-	-	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.	
61-00	Emergency Locator Transmitter (ELT)					
01	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

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25. EQUIPMENT/FURNISHINGS

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Medical Equipment					
-01	First Aid Kit (FAK)	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
62-02 ***	Life Vests	D	-	-	(M) Any in excess of those required may be missing or inoperative provided: a) Inoperative Lifejacket is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of operative Lifejackets is maintained.	
62-05	Flashlights	C	-	1	For single pilot operations, any in excess of one may be inoperative. NOTE: The operative Flashlight must be accessible from pilot left Seat.	
		C	-	-	For operations requiring a second in command, any in excess of those required by 14 CFR may be inoperative.	

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26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
24-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) 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.	

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27. FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
14-00	Roll Trim System	C	1	0	(O) May be inoperative provided: a) Aileron Trim Tabs are verified in NEUTRAL position before each flight, and b) Roll Trim Circuit Breaker is pulled.	
-01	Roll Trim Position Indication on EIS	C	1	0	(O) May be inoperative provided Ailerons' Trim Tabs are verified CENTERED before each flight.	
24-00	Yaw Trim Position Indication on EIS	C	1	0	(O) May be inoperative provided Rudder Trim Tab is verified CENTERED before each flight.	
34-01	Yoke Pitch Trim Switch	B	2	1	For single pilot operations, copilot side Switch may be inoperative.	
		B	2	1	For operations requiring a second in command, either side may be inoperative.	

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28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Fuel System Synoptic Display (MFD Fuel Page)	C	1	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
11-07	Fuel Dump Valves	D	2	0	(M) May be inoperative (OPEN) provided the affected Valve is checked for no leakage.	
11-09	Gravity Fuel Caps	C	2	1	(O) May be inoperative (LOCKED) provided: a) If refueling is necessary, it must be done following single side refueling procedure and limited to 60% tank's capacity, and b) Fuel Quantity Indication System is operative.	
41-00	Fuel Quantity Indication	B	2	1	(O) May be inoperative provided: a) Airplane is refueled to full fuel capacity before each flight, b) Fuel Used indication on MFD and both Fuel Flow indications are operative and monitored throughout the flight, and c) Both Gravity Fuel Caps operate normally.	
45-01	Fuel Low Pressure Switches	B	2	1	(O) One may be inoperative provided the on side DC Pump is selected ON throughout the flight.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Ice Protection System Synoptic Display (ICEPROT MFD Page)	C	1	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
13-00	Wing Deicing System	C	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Wing Boots are verified DEFLATED before each flight, and c) System is DEACTIVATED.	
15-00	Horizontal Stabilizer Deicing System	C	1	0	(M)(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) HS Boots are verified DEFLATED before each flight, and c) System is DEACTIVATED.	
21-00	Nacelle Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) MFD Nacelle Anti-Ice Switch remains selected OFF and Anti-Ice Valve is confirmed CLOSED.	
21-01	Nacelle Anti-Icing Valves	C	2	0	(M)(O) One or both may be inoperative provided: a) Both Valves are secured OPEN, and b) AFM anti-icing ON performance is used.	

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30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Static Ports Heaters	B	4	3	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
		B	4	2	One per side may be inoperative provided: a) Flight is conducted under VMC, b) The airplane is not operated in known or forecast icing conditions, and c) Airplane is not operated in RVSM airspace.	
31-02	Pitot Heater	B	2	1	May be inoperative provided: a) Flight is conducted in day VFR conditions, and b) Airplane is not operated in known or forecast icing conditions.	
42-00	Windshield Heater	C	4	2	For single pilot operations, one or both copilot side heaters may be inoperative provided operations are not conducted in known or forecast icing conditions.	
		C	4	2	For operations requiring a second in command, one or both heaters on one side may be inoperative provided operations are not conducted in known or forecast icing conditions.	
81-02 ***	Ice Detector	D	1	0		

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Yoke Chronometer Pushbutton	D	2	1	For single pilot operations, copilot side may be inoperative.	
		C	2	0	For operations requiring a second in command, both may be inoperative.	
31-01	Cockpit Voice and Data Recorder					
-01	(Holder of an air carrier or commercial operator certificate)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
	(Other than a holder of an air carrier or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
-02	Flight Data Recorder (FDR) Function	D	1	0		
41-07	Avionics Blower	C	1	0	May be inoperative provided: a) VCS is operative, and b) Cockpit Evaporator Fan is operative.	
60-00 ***	Electronic Checklist (ECL)	C	1	0	May be inoperative provided current revision of approved paper checklists are available and used.	
61-01	Flight Display Units (FDU)					
	(For airplanes equipped with G1000 Avionics System)	D	3	2	(M) For single pilot operations, PFD 2 may be inoperative provided PFD 2 circuit breaker is pulled.	
(Continued)						

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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd)					
	(For airplanes equipped with G1000 Avionics System)	C	3	2	(M) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, c) Both engines FADECs are considered with System Faults until the next MFD Status Page check (after the first flight with operative MFD), d) GPS, Weather Radar, and Traffic information are considered inoperative, and e) Approach minimums or operating procedures do not require its use. NOTE: The CPDLC messages, if installed, and Databases currency information are not available.	
	(For airplanes equipped with G3000 Avionics System)	D	3	2	(M) For single pilot operations, PFD 2 may be inoperative provided PFD 2 circuit breaker is pulled.	
		C	3	2	(M)(O) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, and c) Check status page on PFD for engine messages. NOTE: All MFD information is available on PFD through reversionary or split modes.	
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31. INDICATING/RECORDING SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd)					
-01	Buttons and Knobs (For airplanes equipped with G1000 Avionics System)	D	-	-	For single pilot operations, any PFD 2 button or knob may be inoperative.	
		C	-	-	For operations requiring a second in command, any button or knob may be inoperative in one FDU provided the button or knob that performs the same function is operative on the other two FDUs.	
-02 ***	Charts and Maps Database	C	-	0	May be out of currency provided: a) Current aeronautical information (e.g., charts) is available for the entire route and for the airports to be used, and b) Charts and maps database is disregarded.	
		D	-	0	May be inoperative provided operations do not require its use.	
61-02	Display Cooling Fans	C	3	0	May be inoperative provided: a) VCS is operative, and b) Cockpit Evaporator Fan is operative.	
62-00 ***	Synthetic Vision System (SVS) Inoperative	D	-	0	(O) May be inoperative provided: a) SVS function is deselected, and b) Terrain, obstacle, and navigation databases are not out of date.	

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
23-01	Passenger Notice System (Fasten Seat Belt/ Return To Seat)	C	1	0	(O) May be inoperative provided appropriate verbal briefings are given to the cabin occupants.	
41-00	Landing/Taxi Lights	C	2	0	May be inoperative for operations between sunrise and sunset.	
		B	2	1		
43-00	Navigation/Anti-Collision Lights					
-01	Navigation Lights	C	2	0	One or both may be inoperative for operations between sunrise and sunset.	
-02	Anti-Collision Lights	B	2	1		

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33. LIGHTS

Sequence No.	Item	1	2	3	4	Change Bar
44-01	Wing Inspection Light (Not equipped with primary ice detection system)	C	1	0	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require their use.	
45-01	Red Beacon	C	1	0	(O) May be inoperative provided Anti-Collision Lights are operative and turned ON before engine operation.	
46-01	Logo Lights	D	-	0		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Integrated Electronic Standby Instrument (IESI)					
-01	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in day VMC only, and b) Operations are not conducted into known or forecast over the top conditions.	
-02	STD Baro Button	C	1	0	May be inoperative provided BARO Knob on the IESI operates normally.	
-03	Brightness Buttons	C	2	0	May be inoperative provided brightness level is acceptable to the crew.	
-04	CAGE Button	B	1	0	(O) May be inoperative provided IESI is reinitialized before each flight.	
		B	1	0	May be inoperative provided IESI attitude indication is considered inoperative.	
21-00	Attitude and Heading Reference System (AHRS)	B	2	1	(O) One may be inoperative provided: a) Operations are conducted in day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) RVSM operations are not conducted. NOTE: Autopilot is inoperative with one AHRS inoperative.	
23-01	Non-Stabilized Magnetic Compass System	B	1	0	(O) May be inoperative provided any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative. (Continued)	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Non-Stabilized Magnetic Compass System (Cont'd)	B	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	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 are used in conjunction with approved Free Gyro Navigation Techniques.	
32-00	VHF Navigation System					
-01	VOR/ILS	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
-02	Marker Beacon	C	2	0	May be inoperative provided approach operating procedures do not require its use.	
42-00 ***	Weather Radar System	D	-	0		
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.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and SECURED, and c) Enroute or approach procedures do not require its use.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
43-00 ***	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.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-01	Combined Traffic Alert (TA) and Resolution Advisory (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 the flying pilot side, and b) TA and RA Audio Function is operative on the flying pilot side.	
-02	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
-03	Traffic Alert (TA) 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.	
-04	Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function	C	-	0		
51-00	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
52-00	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations, including RVSM, do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: If installed, ADS-B OUT is inoperative when transponder inoperative.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
-01 ***	ADS-B OUT Function	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
53-00 ***	Automatic Direction Finder (ADF)	B	-	0	(O) One or more may be inoperative provided alternate approved navigational equipment is operative and used.	
		C	-	0	One or more may be inoperative provided navigation procedures for the planned routes to be flown are not dependent upon the use of affected ADF.	
		D	-	-	Any in excess of those required may be inoperative.	
56-00	Global Positioning System (GPS)	C	2	1	One may be inoperative provided operations do not require its use.	
57-00	Satellite Weather/Radio System	D	1	0		

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34. NAVIGATION

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Flight Management System					
-01	Navigation Databases	C	-	-	(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 the route of flight, and c) Approach navigation radios are manually tuned and identified.	
61-01	Flight Management System (FMS) Panel (For airplanes equipped with G1000 Avionics System)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	-----

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35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
01-01	Cylinder Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Gauge is inspected for no leakage, and b) Alternate procedures to measure the Oxygen Cylinder pressure for servicing must be established.	
01-02	Pressure and Temperature Transducer	B	1	0	(O) May be inoperative provided: a) Cylinder Pressure Gauge is operative, and b) Oxygen pressure is checked in Cylinder before each flight.	
02-02	Cylinder Fill Port	C	1	0	(M) May be inoperative provided: a) Valve is inspected for no leakage, and b) If Oxygen Cylinder refilling is necessary, it must be done outside airplane or cylinder replaced for a fully charged one.	
11-02	Crew Oxygen Mask	C	2	1	For single pilot operations, copilot mask may be inoperative (no flow) provided the copilot Seat is not occupied.	
21-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.	
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	
-01	Passenger Auto Deployment Function	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted at or below 30,000 feet MSL, b) Manual deployment function is verified operative once each flight day, and c) Both Air Bleed Sources operate normally.	
21-01	Passenger Oxygen Masks	C	-	0	(M) May be inoperative provided affected Seat is placarded and BLOCKED to prevent occupancy.	

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38. WATER/WASTE

Sequence No.	Item	1	2	3	4	Change Bar
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 System 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, b) The Pilot-in-Command will determine if flight duration is acceptable with a Lavatory unusable, and c) Associated Lavatory Door(s) is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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46. INFORMATION SYSTEMS

Sequence No.	Item	1	2	3	4	Change Bar
21-00 ***	Electronic Flight Bag Systems (EFBs)					
-01 ***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
-02 ***	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.	
-03 ***	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.	
-04 ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) The 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.	

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52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
70-00	Doors Warning System (CAS Indication)					
-01	Passenger Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided before each flight: a) Door is verified closed and LATCHED, b) The eight Latches Visual Indicators are checked and confirmed CLOSED, and c) The two Lock Indicator Flags are checked and confirmed CLOSED.	
-02	Forward Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided before each flight: a) Affected Door is verified closed and LATCHED, and b) Locking Latches are inspected for correct engagement.	
-03	Aft Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided before each flight: a) Affected Door is verified closed and LATCHED, and b) Locking Latches are inspected for correct engagement.	
-04	Emergency Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the Door is verified closed and Latched before each flight.	

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73. ENGINE FUEL AND CONTROL

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Full Authority Digital Electronic Control (FADEC)					
-01	System Faults	A	2	0	May be dispatched with System Faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are authorized. NOTE: The intent of the 0 in the number required for dispatch column is to show that dispatch is allowed with some faults present in both FADECs.	
33-00	Fuel Flow Indication	B	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both Wings Fuel Quantity Indications on EIS are operative, and b) Used fuel information on Synoptic Fuel Page and remaining fuel information on FMS are not used by flightcrew. 	
34-01	Fuel Filter Impending Bypass Switch	A	2	1	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Associated fuel filter impending bypass mechanical indicator is checked not popped out, b) Fuel filter is inspected for no contamination, c) MFD is operative, d) Both engines are checked not to be in SHORT or LONG Dispatch condition, and e) Repairs are made within 5 flight-hours. 	

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74. IGNITION

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Ignition Channels	C	4	2	(O) One or both ignition channels B may be inoperative provided associated ENG IGNITION switch is selected ON for ground starts.	

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		2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

77. ENGINE INDICATING

Sequence No.	Item	1	2	3	4	Change Bar
00-00	TT0 Inlet Total Air Temperature Sensor Heating System	C	2	1	One may be inoperative provided airplane is not operated into known or forecast icing conditions.	

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MMEL TABLE KEY

SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

79. ENGINE OIL

Sequence No.	Item	1	2	3	4	Change Bar
34-00	Oil Filter Impending Bypass Indicator	B	2	1	(M) May be inoperative provided: a) No engine chip indication on either engine, b) Oil Filter is inspected for no clogging, and c) Oil level is checked at maximum.	
34-01	Oil Filter	A	2	1	(M) May be inoperative provided: a) Impending Bypass indicated on one engine only, b) No engine chip indication on either engine, c) Oil level is checked before each flight, and d) Repairs are made within 2 flight-hours.	