



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

Master Minimum Equipment List (MMEL)

Revision: 1
Date: 12/30/2015

Embraer **EMB-545, EMB-550**

For PART 91 and PART 135 ONLY

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FEDERAL AVIATION ADMINISTRATION

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HIGHLIGHTS OF CHANGE

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ATA 28, 21-03-01

ATA 28, 21-03-02

ATA 32, 41-00-01

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DEFINITIONS AND PREAMBLE		

DEFINITIONS

Insert the applicable definitions listed in the current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions. Additional definitions may be included in an operators MEL as desired. Revision of PL-25 does not require revision to the operator's MEL.

PREAMBLE

The applicable preamble must be inserted in the operator's MEL from current

FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble

or

FAA MMEL Policy Letter PL-36, FAR Part 91 MEL Approval and Preamble

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Guidelines For (O) & (M) Procedures

The Flight Operations Evaluation Board (FOEB) has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures.

Embraer has developed recommended operational (O) and maintenance (M) procedures for the EMB-550 MMEL. Operator's MEL procedures should be based on the EMB-550 MEL Guide (P/N: MEL-5003).

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SECTION 1

LRU / COMPONENT ORIENTED MMEL RELIEF

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ATA	Item	1. Repair Category			
		2. Number Installed			
21	AIR CONDITIONING	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-00	ECS System Synoptic	C	1	0	
-00-03	Air Conditioning Controller (ACC)	C	-	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram Air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Airplane is operated unpressurized at or below 9500 feet, and, g) Outflow valve indication on synoptics operates normally.
-21-01	Pack Inlet Valve (PIV)	C	1	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) BLEED 1 is selected OFF and is not used, d) Ram air door is secured open, e) Ram air check valve is verified operative,

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ATA	Item	1. Repair Category			
21	AIR CONDITIONING	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-21-01	Pack Inlet Valve (PIV) (Continued)	C	1	0	f) Cross bleed is selected OFF after engine 1 start and is not used, g) Ground operations with passenger door closed are limited to 30 minutes, h) Outflow valve indication on synoptics operates normally, i) Airplane is operated unpressurized at or below 9500 feet, and, j) Airplane is not operated into known or forecast icing conditions.
-21-02	Pack Delta Pressure (DP) Sensor	C	1	0	
-23-00	Gasper	D	-	0	
-24-01	Recirculation Fan	C	1	0	(O) May be inoperative provided the Recirculation Fan is confirmed OFF.
		C	1	0	(O) (M) May be inoperative provided: a) Recirculation Fan is selected OFF, and, b) Recirculation Fan is deactivated.

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ATA	Item	1. Repair Category			
21	AIR CONDITIONING	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-24-02	Recirculation Fan Shutoff Valve (RESOV)	C	1	0	(O) (M) May be inoperative closed provided: a) Recirculation Fan is selected OFF, and, b) RESOV is deactivated.
		C	1	0	May be inoperative open provided airplane is operated at or below 15000 feet.
-24-03 ***	Recirculation Fan Filter (HEPA Filter)	C	1	0	(O) (M) May be missing, or clogged provided: a) Filter is removed, and, b) Recirculation Fan is selected OFF.
-25-00	Emergency Ram Air Ventilation Actuation System	C	1	0	(M) May be inoperative provided the Emergency Ram Air Actuator is confirmed on retracted position (Ram Air door open) and deactivated.
-26-01	Forward E-Bay Fan	C	2	1	One may be inoperative provided messages FWD EBAY OVERHEAT and/or EBAY SMOKE DET FAIL are not shown.
-26-02	Center E-Bay Fan	C	2	0	One or both may be inoperative provided the messages CENTER LH (RH) OVERHEAT are not shown on the side of affected fan.

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ATA	Item	1. Repair Category			
		2. Number Installed			
21	AIR CONDITIONING	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-31-00	Cabin Pressure Control System				
-01	Automatic Control	C	1	0	(O)(M) May be inoperative provided: a) Outflow Valve indication on ECS synoptic operates normally, b) Manual control is used and verified operative before each flight, c) Auto control channel cabin pressurization indications on EIS are verified operative before each flight, d) Cabin pressure indications are operative, and, e) The airplane is operated at or below FL 250.
-02	Manual Control	C	1	0	May be inoperative provided: a) Automatic mode is operative, and, b) The airplane is operated at or below 15000 feet.
		C	1	0	May be inoperative provided outflow valve is considered inoperative.
-03	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9500 feet, and, b) Outflow valve indication on synoptics operates normally.

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21	AIR CONDITIONING	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-31-00	Cabin Pressure Control System (Continued)				
-04	Landing Field Elevation (LFE) Indication	C	1	0	May be inoperative provided airplane is not operated at landing field elevations above 8000 feet.
-31-02	Outflow Valve (OFV)	C	1	0	(O) (M) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 9500 feet.
-32-01	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9500 feet, and, b) Outflow valve indication on synoptics operates normally.
-32-02	Negative Pressure Relief Valve (NPRV)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9500 feet, and, b) Outflow valve indication on synoptics operates normally.

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ATA	Item	1. Repair Category			
21	AIR CONDITIONING	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-32-04	Static Port Line	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9500 feet, and, b) Outflow valve indication on synoptics operates normally.
-41-00 ***	Aft Cargo Heating System	D	1	0	(M) May be inoperative provided system is secured closed.
-51-00	Cooling Pack System (Air Conditioning Pack)	C	1	0	(O) (M) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram Air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on synoptics operates normally, and, g) Airplane is operated unpressurized at or below 9500 feet.

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ATA	Item	1. Repair Category			
21	AIR CONDITIONING	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-53-00	Pack Back-Up System	C	1	0	(O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and, e) Airplane is operated within 60 minutes of a suitable airport.
		C	1	0	(O) (M) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and, f) Ram air check valve is verified operative.

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21	AIR CONDITIONING	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-60-01	Trim Air Valve (TAV)	C	2	1	(M) Cabin TAV may be inoperative provided: a) Airplane is operated with no passengers, and, b) Cabin TAV is verified and secured closed.
		C	2	0	(O) (M) Both may be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air door valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on synoptics operates normally, and, g) Airplane is operated unpressurized at or below 9500 feet.
-61-00	Cockpit Temperature Control System				
-01	Automatic Control	C	1	0	(O) May be inoperative provided: a) ECS system synoptic is operative, b) Manual control is used and verified operative before each flight, and, c) Pack Backup is operative.

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21	AIR CONDITIONING	3. Number Required for Dispatch			
-61-00	Cockpit Temperature Control System (Continued)				
-02	Manual Control	C	1	0	May be inoperative provided: a) Auto mode is operative, and, b) Pack Backup is operative.
-62-00	Passenger-Cabin Temperature Control System				
-01	Automatic Control	C	1	0	(O) May be inoperative provided: a) ECS system synoptic is operative, b) Manual control is used and verified operative before each flight, and, c) Pack Backup is operative.
-02	Manual Control	C	1	0	May be inoperative provided: a) Auto mode is operative, and, b) Pack Backup is operative.

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		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
22	AUTO FLIGHT				
-10-00	Autopilot System	B	1	0	(O) May be inoperative provided operations do not require its use.
-11-00	Flight Director	C	2	1	(O) One may be inoperative provided operations do not require its use.
		B	2	0	(O) Both may be inoperative provided: a) Operations do not require its use, b) Alternate procedures are established and used, and, c) Autopilot is considered inoperative.
-11-01	AFCS Panel				
-01	Flight Director (FD) Button	C	2	0	May be inoperative provided operations do not require its use.
-02	Course Knobs (CRS)	C	2	0	May be inoperative provided operations do not require its use.
-03	Course (PUSH DIRECT) Button	C	2	0	
-04	Auto Throttle (AT) Button	C	1	0	May be inoperative provided auto throttle is not used.

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		4. Remarks or Exceptions			
22	AUTO FLIGHT				
-11-01	AFCS Panel (Continued)				
-05	Speed (SPD) Switch (MAN/FMS selector)	C	1	0	(O) May be inoperative provided switch is on MAN position and alternate procedures are established and used.
-06	Airspeed to Mach (PUSH IAS MACH) Change Button	C	1	0	May be inoperative provided operations do not require its use.
-07	Lateral Navigation (LNAV) Button	C	1	0	May be inoperative provided operations do not require its use.
-08	Half Bank Limit (BANK) Button	C	1	0	
-09	Heading (HDG) Mode Button	C	1	0	May be inoperative provided autopilot is considered inoperative.
-10	Heading Synchronization (PUSH SYNC) Button	C	1	0	
-11	Approach (APPR) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
-12	Autopilot (AP) Button	C	1	0	May be inoperative provided autopilot is considered inoperative.

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22	AUTO FLIGHT	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-11-01	AFCS Panel (Continued)				
-13	Source (SRC) Button	C	1	0	
-14	Altitude (ALT) Button	C	1	0	
-15	Vertical Navigation (VNAV) Button	C	1	0	May be inoperative provided operations do not require its use.
-16	Flight Level Change (FLCH) Button	C	1	0	May be inoperative provided operations do not require its use.
-17	Flight Path Angle (FPA) Button	C	1	0	May be inoperative provided operations do not require its use.
-18	Flight Path Angle Selector (FPA) Knob	C	1	0	May be inoperative provided operations do not require its use.
-19	Vertical Speed (VS DN UP) Thumb Wheel	C	1	0	May be inoperative provided operations do not require its use.
-20	Vertical Speed (VS) Button	C	1	0	May be inoperative provided operations do not require its use.

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		4. Remarks or Exceptions					
22	AUTO FLIGHT						
		-11-03	Takeoff/Go-Around (TO/GA) Switch	C	2	1	One may be inoperative provided operative button is on flying pilot's side for takeoff and approach.
				C	2	0	(O) May be inoperative provided alternate procedures are established and used.
		-30-00	Auto Throttle Channel	C	-	0	
		-01	Takeoff Hold Mode	C	1	0	(O) May be inoperative provided auto throttle is not engaged during takeoff.
		-02	Retard Mode	C	1	0	(O) May be inoperative provided auto throttle is disengaged at 100 feet before landing.
		-30-01	Auto Throttle Quick Disconnect (AT DISC) Switch	C	2	1	One may be inoperative provided operative button is on flying pilot's side for takeoff and approach.
		C	2	0	May be inoperative provided auto throttle system is not used.		

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		4. Remarks or Exceptions			
23	COMMUNICATION				
-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	-	1	Any in excess of VHF 2 may be inoperative. NOTE: ACARS and CPDLC are inoperative with VHF 3 inoperative.
-15-00 ***	Satellite Telephone System - IRIDIUM	D	1	0	
-21-00 ***	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
-22-00 ***	Aircraft Communications Addressing and Reporting System (ACARS)	D	1	0	
-23-00 ***	Controller Pilot Data Link Communication (CPDLC) System	D	1	0	May be inoperative provided is not required by 14 CFR.
-51-01	Audio Control Panel (ACP)				
-01	COM 1 Select/Volume Knob	D	2	0	One or both volume controls may be inoperative provided VHF 1 is considered inoperative.
-02	COM 3 Push Button	D	2	1	One may be inoperative provided: a) It is not stuck in the pushed-in position. b) VHF 3 is not required for the intended flight for voice communications.

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23	COMMUNICATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-51-01	Audio Control Panel (ACP) (Continued)				
-02	COM 3 Push Button	D	2	0	Both may be inoperative provided: a) It is not stuck in the pushed-in position, and, b) VHF 3 is not used for voice communications. c) VHF 3 is not required for the intended flight for voice communications.
-03	COM 3 Select/Volume Knob	D	2	0	One or both volume controls may be inoperative provided: a) VHF 3 is not used for voice communications by the affected crew member. b) VHF 3 is not required for the intended flight for voice communications.
-04	HF 1 Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and, b) HF 1, if installed, is considered inoperative.

(Continued)

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ATA	Item	1. Repair Category			
23	COMMUNICATION	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-51-01	Audio Control Panel (ACP) (Continued)				
-05	HF 1 Select/Volume Knob	D	2	0	One or both volume controls may be inoperative provided HF 1, if installed, is considered inoperative.
-06	HF 2 Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and, b) HF 2, if installed, is considered inoperative.
-07	HF 2 Select/Volume Knob	D	2	0	One or both volume controls may be inoperative provided HF 2, if installed, is considered inoperative.
-08	SAT Button	D	2	0	One or both may be inoperative provided it is not stuck in the pushed-in position. NOTE: SATCOM will be unavailable to affected crew member.
-09	SAT Select/Volume Knob	D	2	0	One or both volume control may be inoperative provided SATCOM is not used by affected crew member.
-10	CAB Button	D	2	1	One may be inoperative provided it is not stuck in the pushed-in position. (Continued)

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
23	COMMUNICATION				
-51-01	Audio Control Panel (ACP) (Continued)				
-10	CAB Button	D	2	0	(O) Both may be inoperative provided: a) It is not stuck in the pushed-in position, and, b) Alternate procedures are established and used.
-11	CAB Select/Volume Knob	D	2	0	One or both volume control may be inoperative provided cabin announcement is not used by affected crew member.
-12	DME 1 Select/Volume Knob	C	2	1	(O) One may be inoperative.
		C	2	0	Both may be inoperative provided DME 1 is considered inoperative.
-13	DME 2 Select/Volume Knob	D	2	1	(O) One may be inoperative.
		D	2	0	Both may be inoperative provided DME 2, if installed, is considered inoperative.
-14	NAV 1 Volume Knob	C	2	1	(O) One may be inoperative.
		C	2	0	Both may be inoperative provided VHF 1 navigation radio is considered inoperative.

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ATA	Item	1. Repair Category					
		2. Number Installed					
		3. Number Required for Dispatch					
		4. Remarks or Exceptions					
23	COMMUNICATION						
		-51-01	Audio Control Panel (ACP) (Continued)				
			NAV 2 Volume Knob	C	2	1	(O) One may be inoperative.
				C	2	0	Both may be inoperative provided VHF 2 navigation radio is considered inoperative.
			MKR Volume Knob	C	2	1	(O) One may be inoperative.
				C	2	0	Both may be inoperative provided Marker Beacon is considered inoperative.
			ADF 1 Volume Knob	D	2	1	(O) One may be inoperative.
				D	2	0	Both may be inoperative provided ADF 1, if installed, is considered inoperative.
	ADF 2 Volume Knob	D	2	1	(O) One may be inoperative.		
		D	2	0	Both may be inoperative provided ADF 2, if installed, is considered inoperative.		

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ATA	Item	1. Repair Category					
		2. Number Installed					
		3. Number Required for Dispatch					
		4. Remarks or Exceptions					
23	COMMUNICATION						
		-51-03	PTT Switch	C	6	4	(O) One for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.
				B	6	2	(O) Any in excess of one for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.
		-51-05	Hand Microphone	D	2	0	Any in excess of those required by regulation may be inoperative.
				C	2	0	May be inoperative provided affected side boom microphone operates normally.
		-51-06	Flight Deck Headset				
-01	Headset Boom Microphone	A	2	0	One or both may be inoperative provided: a) Associated hand microphone is installed and operates normally, and, b) Repairs are made within three flight days.		
-02	Headset Headphone	C	2	1	May be inoperative provided associated flight deck speaker operates normally.		

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ATA	Item	1. Repair Category			
23	COMMUNICATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-51-06	Flight Deck Headset (Continued)				
-03	Active Noise Reduction Function	D	2	0	May be inoperative provided normal audio function operates normally.
-52-00	Ramp Interphone System	D	1	0	
-53-01	Radio Interface Unit (RIU)	B	2	1	(O) RIU 1 may be inoperative provided: a) Airplane is limited to day VMC operations, b) XPDR 2 is selected as the active transponder, and, c) COM 1 radio BACKUP mode is verified operative and operated by pilot on left seat. d) All channels of RIU 2 are operative. NOTE: XPDR 1, VHF 3, HF 1, NAV 1 (VOR/LOC 1, MB 1, ADF 1) and DME 1 are inoperative with RIU 1 inoperative.
-01	RIU Channel	C	4	2	Channel A from each RIU may be inoperative.
		B	4	3	Channel B of RIU 1 may be inoperative provided airplane is limited to day VMC operations.

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ATA	Item	1. Repair Category			
23	COMMUNICATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-71-00	Cockpit Voice Recorder (CVR) System (For holders of commercial operator certificate) (For other than holders of commercial operator certificate)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.
		A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
-01	Independent Power Supply	C	1	0	

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ATA	Item	1. Repair Category			
24	ELECTRICAL	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-31-01	Main DC Generator	B	2	1	(O) One may be inoperative provided: a) Affected DC Generator is selected OFF, b) APU DC Generator is operative and used throughout the flight, c) Pump 2A is operative, d) Airplane is not operated on contaminated runways, and, e) Airplane is operated at or below 31,000 feet.
-41-00	External DC Power System	C	1	0	May be inoperative provided operations do not require its use.
-01	AVAIL / IN USE Switch Lights	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used.
-62-09	Secondary Power Distribution System (SPDS) Display Unit (DU)	D	2	1	(O) Cockpit DU may be inoperative provided DU is verified OFF.
		D	2	0	(M) Electronic bay DU may be inoperative provided DU is verified OFF.
		C	2	0	(M) Both may be inoperative provided DUs are verified OFF.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
25	EQUIPMENT / FURNISHINGS				
-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 flight crew and included in the operator's appropriate document.
-11-01	Pilot Seat				
-01	Lumbar in/out Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
-02	Armrests	C	4	2	(M) Inboard armrests may be inoperative provided they are secured in the retracted (up) position or removed.
-03	Armrests Tilt Adjustment	D	4	2	Inboard tilt adjustments may be inoperative.
-04	Recline Function	C	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and, c) Seat is acceptable to the affected crewmember.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
25	EQUIPMENT / FURNISHINGS				
-11-01	Pilot Seat (Continued)				
-05	Headrest Adjustment	C	2	0	One or both may be inoperative provided it is acceptable to the affected crewmember.
-06	Vertical Seat Adjustment	C	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and, c) Seat is acceptable to the affected crewmember.
-11-02 ***	Observer Seat (Including associated equipment)	C	1	0	(O) May be inoperative provided: a) Seat is stowed and oxygen mask is checked for no permanent flow, and, b) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties. (Continued)

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ATA	Item	1. Repair Category			
25	EQUIPMENT / FURNISHINGS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-11-02 ***	Observer Seat (Including associated equipment) (Continued)	C	1	0	<p>May be inoperative provided:</p> <p>a) Required minimum safety equipment (safety belt and oxygen) is available, and,</p> <p>b) Seat is acceptable to the FAA inspector for the performance of official duties.</p> <p>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.</p> <p>NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).</p>
-21-01	Passenger Seat	D	-	-	<p>(M) May be inoperative provided:</p> <p>a) Seat does not block an Emergency Exit,</p> <p>b) Seat does not restrict any passenger from access to the main airplane aisle, and,</p> <p>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</p> <p>NOTE: A seat with an inoperative seat belt is considered inoperative.</p>

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
25	EQUIPMENT / FURNISHINGS				
-21-01	Passenger Seat (Continued)				
-01	Recline Function	D	-	-	May be inoperative and seat occupied provided seat back is immovable in the full upright position.
-02 ***	Lumbar Adjustment	D	-	-	
-03 ***	Leg Rest	D	-	-	(M) May be inoperative provided leg rest is secured on retracted position or removed.
-04 ***	Combined Heating and Vibrating functions	D	-	-	(M) May be inoperative provided function is deactivated.
-61-00	Emergency Locator Transmitter	A	1	0	(M) May be inoperative provided: a) System is deactivated, and, b) Repairs are made within 90 days.
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
25	EQUIPMENT / FURNISHINGS				
-62-01	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 1 flight.
-62-02	Life Vest	D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative or missing.
-62-03 ***	Life Raft	D	-	-	(M) (O) Any in excess of those required may be inoperative or missing, provided that: a) Required distribution is maintained, b) Inoperative life vest and its installed location are placarded inoperative, c) Inoperative life vest is secured out of sight, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.
					(O) May be inoperative or missing provided that: a) Extended overwater operations are not conducted, and, b) Procedures are established and used to alert crew members of inoperative or missing equipment.

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ATA	Item	1. Repair Category			
25	EQUIPMENT / FURNISHINGS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-62-03 ***	Life Raft (Continued)	C	-	-	(O) (M) Any in excess of those required for the intended flight may be inoperative or missing for extended overwater flights provided that: a) Required distribution is maintained, b) Inoperative life raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.

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ATA	Item	1. Repair Category			
26	FIRE PROTECTION	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-13-01	Aft Cargo Compartment Smoke Detector Channel	C	2	1	
		C	2	0	(M) Both channels may be inoperative provided: a) Aft cargo remains empty or not loaded with combustible or flammable materials, and, b) Cargo heating system is deactivated, if installed.
-13-02	Internal Stowage Compartment Smoke Detector	C	1	0	May be inoperative provided the internal stowage compartment remains empty or not loaded with combustible or flammable materials.
-14-01 ***	Lavatory Smoke Detector	C	1	0	May be inoperative provided Lavatory Auto-Discharge Fire Extinguisher Bottle operates normally.
-23-00	Aft Cargo Compartment Fire Extinguisher System	C	1	0	(M) May be inoperative provided: a) Aft cargo remains empty or not loaded with combustible or flammable materials, and, b) Cargo heating system is deactivated, if installed.
-25-01 ***	Lavatory Auto-Discharge Fire Extinguisher Bottle	C	1	0	May be inoperative provided Lavatory Smoke Detector operates normally.

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ATA	Item	1. Repair Category			
27	FLIGHT CONTROLS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-21-02	Rudder Pedal Assembly (RPA)				
-01	Pedal Electrical Adjustment	C	2	0	(M) One or both may be inoperative provided rudder pedal position is mechanically adjusted to the desired position.
		C	2	0	One or both may be inoperative provided: a) Rudder pedal position is acceptable for the affected flight crew member and, b) Full movement on pedals for rudder and brakes actuation is available.

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ATA	Item	1. Repair Category			
28	FUEL	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-00	Fuel System Synoptic	C	1	0	
-11-03	Drain Valve	C	4	3	(M) One may be inoperative provided: a) Affected valve is verified to not leak and, b) No water is found at any drainage point before each flight day.
		C	4	2	(M) The inner valve of one tank and the outer valve of the opposite tank may be inoperative, provided: a) Affected valves are checked for no leaks and, b) No water is found at any drainage point before each flight day.
-21-03 -01	Fuel Pump Pump 1B	A	1	0	(O) (M) May be inoperative provided: a) Pump is deactivated, b) Both Pump knobs are set to ON, c) Pumps synoptic indication is operative, d) Airplane is not operated into known or forecast icing conditions, e) Airplane is operated within 60 minutes of a suitable airport, f) Airplane operation is limited to 19,000 feet, and, g) Repairs are made within 3 calendar days.

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ATA	Item	1. Repair Category			
		2. Number Installed			
28	FUEL	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-21-03 -02	Fuel Pump (Continued) Pump 2A	A	1	0	(O) (M) May be inoperative provided: a) Pump is deactivated, b) Both Pump knobs are set to ON, c) Pumps synoptic indication is operative, d) Both engine DC generators are operative, e) Airplane is not operated into known or forecast icing conditions, f) Airplane is operated within 60 minutes of a suitable airport, g) Airplane operation is limited to 19,000 feet, and, h) Repairs are made within 3 calendar days.
-23-00	Pressure Refueling System	C	1	0	(O) May be inoperative provided Airplane is gravity refueled only.
-23-03	Refueling Shutoff Valve	C	2	0	One or both may be inoperative CLOSED provided pressure refueling system is considered inoperative.
		C	2	0	(M) One or both may be inoperative OPEN provided: a) Affected valves are secured in closed position and deactivated, and, b) Pressure refueling system is considered inoperative.

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ATA	Item	1. Repair Category			
		2. Number Installed			4. Remarks or Exceptions
28	FUEL	3. Number Required for Dispatch			
		-23-05	Defueling Shutoff Valve	C	1
		C	1	0	(M) May be inoperative OPEN provided valve is secured in closed position and deactivated.
-23-08	Pressure Refueling Adapter Cap	C	1	0	(M) May be missing provided: a) Adapter is checked for no contamination prior to each refueling/defueling operation. b) Adapter is checked for no leaks after each refueling/defueling operation.
-24-01 ***	Gravity Refueling Cap Key Lock	C	2	0	
-43-02	Fuel Low Pressure Switch	C	2	0	(O) One or both may be inoperative: a) Both fuel pumps of affected side are operative, b) Both PUMP knobs are set to ON, and, c) Pumps synoptic indication is operative.
-43-03	Fuel Low Level Sensor	C	2	1	May be inoperative provided FUEL USED synoptic indication is operative.

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ATA	Item	1. Repair Category			
		2. Number Installed			
29	HYDRAULICS	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-11-08	System 1 Reservoir				
-01	Fluid Quantity Indication in Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.
-12-08	System 2 Reservoir				
-01	Fluid Quantity Indication in Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.
-13-08	System 3 Reservoir				
-01	Fluid Quantity Indication in Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.

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ATA	Item	1. Repair Category			
30	ICE AND RAIN PROTECTION	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		C	1	0	
		C	1	0	
-00-00	Anti-Icing System Synoptic	C	1	0	
-12-00	Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS)	C	1	0	(O) (M) May be inoperative provided: a) WINGSTAB system is selected OFF, b) Anti-Icing Valve (AISOV) is secured closed and deactivated, and, c) Airplane is not operated in known or forecast icing conditions.
-21-00	Engine Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and, b) Affected side Engine Anti-Ice system remains selected OFF and Anti-Icing valve is confirmed closed.
-21-01	Engine Anti-Icing Valve	C	2	0	(O) One or both may be inoperative (open) provided: a) Both engine anti-icing valves are selected open, and, b) AFM engine anti-icing ON performance is used.
-42-00	Windshield Heating System	C	2	1	(O) Left or right windshield system may be inoperative provided: a) Airplane is not operated into known or forecast icing conditions, and, b) Affected windshield button is selected OFF.

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ATA	Item	1. Repair Category			
30	ICE AND RAIN PROTECTION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-42-03	Windshield Heater	C	4	2	Left windshield inboard heater or right windshield inboard heater may be inoperative.
		C	4	3	Left windshield inboard heater and right windshield inboard heater may be inoperative.
-43-01	Windshield Rain-Repellent Coating	C	2	0	May be inoperative provided: a) No precipitation is forecasted during a period from one hour before until one hour after the estimated time of departure and arrival at the take-off and destination airports, and b) Windshield rain protection is not part of the equipment required for the intended operation. NOTE: Take-off and destination airports include any take-off and destination alternate airport required by local regulations.
-81-00	Ice Detection System	C	2	1	(O) One may be inoperative provided Wing and Horizontal Stabilizer and Engine Anti-Icing Systems are operated manually.
		C	2	0	Both may be inoperative provided airplane is not operated into known or forecast icing conditions.

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ATA	Item	1. Repair Category			
31	INDICATING & RECORDING	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-31-00	Flight Data Recorder (FDR) System (For holders of commercial operator certificate)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed on operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful. 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 d) Repairs are made within three flight days.
	(For other than holders of commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
-32-00 ***	Quick Access Recorder (QAR)	D	1	0	

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ATA	Item	1. Repair Category			
		2. Number Installed			
31	INDICATING & RECORDING	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-60-00	Electronic Checklist (ECL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
-61-01	Adaptive Flight Display (AFD)	C	4	3	(O) Lower AFD may be inoperative provided it is turned OFF.
-61-02	Display Control Panel (DCP)				
-01	CVS Button	C	2	0	
-02	FPV CAGE Button	C	2	0	
-03	ET Button	C	2	0	One or both may be inoperative provided: a) Timer is not shown on affected PFD HSI, and, b) An accurate timepiece is operative in the flight crew compartment indicating the time in hours, minutes and seconds.
-04	TCAS Button	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
-05	WX Button	C	2	0	(O) May be inoperative provided alternate procedures are established and used.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
31	INDICATING & RECORDING				
-61-02	Display Control Panel (DCP) (Continued)				
-06	BARO SET STD Button	C	2	0	May be inoperative provided BARO knob operates normally.
-07	V/L Button	C	2	0	May be inoperative provided operations do not require its use.
-08	FMS Button	C	2	0	May be inoperative provided operations do not require its use.
-61-03	Reversionary Switch Panel (RSP)				
-01	DUs Brightness Knob	C	4	0	May be inoperative provided affected AFD brightness is acceptable to flight crew.
-02	EICAS Button	C	2	1	
-61-04	Cursor Control Panel (CCP)				
-01	Trackball	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
-61-06	Adaptive Flight Display (AFD) Mounting Tray Fan	C	8	6	(O) One or both fans of lower AFD may be inoperative provided the lower AFD is turned OFF.
-62-00	Synthetic Vision System (SVS)	C	1	0	

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
32	LANDING GEAR				
-41-00 -01	Main Brake System Auto Brake System ***	D	1	0	(O) May be inoperative provided: a) Auto brake knob remains selected OFF, and, b) Alternate procedures are established and used.
-47-00	Brake Temperature Monitoring System	C	4	0	(O) May be inoperative provided: a) A brake cooling time of 44 minutes is used prior to airplane dispatch. NOTE: For optimized brake cooling time, refer to the Airplane Operations Manual. b) Landing gear retraction is delayed for 7 minutes after takeoff, and, c) Appropriate performance penalties are applied.
-49-06	Brake Assembly				
-01	Wear Pin Indicator	C	8	4	One wear pin indicator per brake assembly may be missing.
-50-00	Steering System				
-01	Steering External Disengage Switch	C	1	0	(O) May be inoperative provided: a) Steering is confirmed engaged for normal operations, and, b) Steering disconnect button operates normally if towing is required.

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ATA	Item	1. Repair Category			
32	LANDING GEAR	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-50-00	Steering System (Continued)				
-02	Towing Light	C	1	0	(O) May be inoperative provided steering and parking brake status are verified in the cockpit before towing.
-53-13	Nose Wheel Steering Overtravel Sensor	C	1	0	(O) May be inoperative provided steering overtravel sensor target is checked for integrity before each flight.

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ATA	Item	1. Repair Category			
33	LIGHTS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-10-00	Cockpit and Instruments Panel Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: 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 flight crewmembers' eyes, and, c) Lighting configuration and intensity is acceptable to the flight crew, and, d) Dome Light operates normally. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.
-23-00	Passenger Warning Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.
-41-00	Landing/Taxi Light				
-01	Taxi Light	C	2	0	
-02	Landing Light	C	2	0	One or both may be inoperative for day operations.
		B	2	1	NOTE: If any landing light array is failed, the affected landing light must be considered inoperative.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
33	LIGHTS				
-43-00	Navigation Light	C	4	0	One or more may be inoperative for day operations.
-44-01	Wing Inspection Light	C	1	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions at night.
-45-01	Red Beacon	C	1	0	(O) May be inoperative provided strobe lights are operative and turned ON before engine operation.
-46-01 ***	Logo Light	D	1	0	
-51-07	Overwing Emergency Light	C	1	0	May be inoperative for day operations.
-51-09	Underwing Emergency Light	C	1	0	May be inoperative for day operations.
-51-11	Fuselage-to-Ground Emergency Light	C	1	0	May be inoperative for day operations.
-52-00	Flashlight	C	2	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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ATA	Item	1. Repair Category			
		2. Number Installed			4. Remarks or Exceptions
34	NAVIGATION	3. Number Required for Dispatch			
-11-01	Standby Flight Instrument System (SFIS)				
-01	STD Baro Button	C	1	0	May be inoperative provided BARO knob on the SFIS operates normally.
-23-01 ***	Standby Magnetic Compass Unit	B	1	0	(O) May be inoperative provided: a) 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 en route portion of the flight.
-31-00	Radio Altimeter System (EMB-545 and EMB-550 Post-Mod. SB550-42-0005)	D	-	1	(M) Affected radio altimeter is deactivated.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-31-00	Radio Altimeter System (EMB-545 and EMB-550 Post-Mod. SB550-42-0005) (Continued)	A	-	0	(O) (M) May be inoperative provided: a) Affected radio altimeter is deactivated, b) Operations do not require its use, c) Approach minimums are set to BARO, if required, d) Auto Throttle Retard Mode and TAWS modes 1-6 are considered inoperative, and, e) Repairs are made within two flight days. NOTE: Message FLTCTRL FAULT will be displayed and the dispatch condition on Section 2 is not applicable.
-32-00	VHF Navigation System				
-01	VOR	C	2	1	(O) One may be inoperative provided alternate procedures are established and used, where applicable.
		C	2	0	Both may be inoperative provided it is not required by the intended route. NOTE: The intended route corresponds to any point on the route including diversions to reach alternate airport required to be selected by the operational rules. (Continued)

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ATA	Item	1. Repair Category			
		2. Number Installed			4. Remarks or Exceptions
34	NAVIGATION	3. Number Required for Dispatch			
-32-00	VHF Navigation System (Continued)				
-01	VOR	D	2	0	Both may be inoperative provided operations are conducted under VFR.
-02	Marker Beacon	C	2	1	(O) One may be inoperative provided alternate procedures are established and used, where applicable.
		C	2	0	Both may be inoperative provided that approach procedures do not require marker fixes.
		D	2	0	Both may be inoperative provided operations are conducted under VFR.
-03 ***	ADF	C	-	1	(O) One may be inoperative provided alternate procedures are established and used, where applicable.
		C	-	0	One or more may be inoperative provided it is not required by the intended route.
					NOTE: The intended route corresponds to any point on the route including diversions to reach alternate airport required to be selected by the operational rules.

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ATA	Item	1. Repair Category			
		2. Number Installed			
34	NAVIGATION	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-32-00	VHF Navigation System (Continued)				
-03 ***	ADF	D	-	0	One or more may be inoperative provided operations are conducted under VFR.
-04	ILS	C	2	1	(O) One may be inoperative provided: a) Operations do not require its use and, b) Alternate procedures are established and used.
		B	2	0	May be inoperative under IFR operations provided that approaches and missed approaches where navigation is based on ILS are not included in the flight plan.
		D	2	0	One or more may be inoperative provided operations are conducted under VFR.
-41-00	Terrain Awareness and Warning System (TAWS) A (EMB-545 and EMB-550 Post-Mod. SB550-42-0005)				
-01	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.

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ATA	Item	1. Repair Category			
		2. Number Installed			
34	NAVIGATION	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-41-00	Terrain Awareness and Warning System (TAWS) A (EMB-545 and EMB-550 Post-Mod. SB550-42-0005) (Continued)				
-01	GPWS				
-01	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.
-02	Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and, b) Repairs are made within two flight days.
-03	Glideslope Deviation (Mode 5)	B	1	0	
-04	Advisory Callouts (Mode 6)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
		C	1	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and, b) Alternate procedures are established and used.
-02	Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.

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ATA	Item	1. Repair Category			
		2. Number Installed			4. Remarks or Exceptions
34	NAVIGATION	3. Number Required for Dispatch			
		-41-00	Terrain Awareness and Warning System (TAWS) A (EMB-545 and EMB-550 Post-Mod. SB550-42-0005) (Continued)		
-03	Terrain Overlay	C	1	0	
-42-00	Weather Radar	C	1	0	May be inoperative provided it is not required by 14 CFR.
-43-00	Traffic Collision and Avoidance System (TCAS II) (EMB-545 and EMB-550 Post-Mod. SB550-42-0005)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	1	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.
-44-00 ***	Lightning Detection System	C	1	0	
-51-00	DME System	C	-	0	One or more may be inoperative provided operations do not require its use.
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-52-00	Transponder (EMB-545 and EMB-550 Post-Mod. SB550-42-0005)	D	2	1	(O) May be inoperative provided active transponder is selected by crew if required.
		B	2	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: TCAS II and ADS-B OUT are inoperative with both transponders inoperative.
-01 ***	ADS-B OUT Function	D	2	0	One or both may be inoperative provided it is not required by 14 CFR.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-56-00	Global Positioning System (GPS)	C	2	1	(O) One may be inoperative provided affected side flight director is considered inoperative.
		B	2	0	May be inoperative provided: a) Operations do not require its use, b) Both flight directors are considered inoperative, and, c) One VHF Navigation system and one DME is operative. NOTE: TAWS FLTA and PDA functions, SVS and ADS-B OUT are inoperative with GPSs inoperative.
		B	2	0	May be inoperative provided: a) Operations do not require its use, b) Both flight directors are considered inoperative, and, c) Two DMEs are installed and operative. NOTE: TAWS FLTA and PDA functions, SVS and ADS-B OUT are inoperative with GPSs inoperative.

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ATA	Item	1. Repair Category			
		2. Number Installed			
34	NAVIGATION	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-56-00	Global Positioning System (GPS) (Continued)	B	2	0	May be inoperative provided: a) Operations do not require its use, b) Both flight directors are considered inoperative, and, c) FMS is not used. NOTE: TAWS FLTA and PDA functions, SVS and ADS-B OUT are inoperative with GPSs inoperative.
-57-00 ***	Satellite Weather System	D	1	0	
-61-00	Flight Management System (FMS)	C	2	1	(O) One may be inoperative provided: a) TOLD performance information shall be checked for consistency with other approved performance data, b) Performance data shall be available to flight crew, c) Operations do not require use of both GPS, and d) Alternate procedures are established and used. NOTE: No intermixing of data sources is permitted during a specific phase of flight.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-61-00	Flight Management System (FMS) (Continued)				
-01	Navigation Database	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 route of flight, and c) Approach Navigation Radios are manually tuned and identified.
-02	Takeoff and Landing (TOLD) Function	C	2	1	(O) One may be inoperative provided: a) TOLD performance information shall be checked for consistency with other approved performance data, b) Performance data shall be available to flight crew, and, c) Alternate procedures are established and used. NOTE 1: No intermixing of data sources is permitted during a specific phase of flight NOTE 2: TOLD is considered inoperative when VSPEED database number does not match the one indicated on AFM.

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ATA	Item	1. Repair Category			
34	NAVIGATION	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-61-01	Surface Management System (SMS) ***	D	1	0	(O) One may be inoperative provided SMS is inhibited. NOTE: SMS must be considered inoperative if any airport map database is out of currency.

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ATA	Item	1. Repair Category			
35	OXYGEN	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-01-01	Cylinder Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Gauge is inspected for no leakage, and, b) Alternates procedures to measure the oxygen cylinder pressure for servicing are be established and used.
-01-02	Pressure and Temperature Transducer	C	1	0	(O) May be inoperative provide: a) Cylinder pressure gauge is operative, and, b) Oxygen pressure is checked in Cylinder before each flight.
-02-02	Cylinder Fill Valve	C	1	0	(M) May be inoperative provided: a) Valve is inspected for no leakage, and, b) If oxygen cylinder refilling is necessary, it must be done outside airplane or cylinder replaced for a fully charged one.
-20-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 9,500 feet.

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ATA	Item	1. Repair Category			
35	OXYGEN	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-20-00	Passenger Oxygen System (Continued)				
-01	Passenger Auto Deployment Function	C	1	0	(M) May be inoperative provided: a) Flight is conducted at or below FL 300, and, b) Manual deployment function is verified operative.
-20-01	Passenger Oxygen Mask	C	-	-	(M) May be inoperative provided affected seat is placarded and blocked to prevent occupancy.
-30-01	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided location placarding is removed or obscured.

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ATA	Item	1. Repair Category			
		2. Number Installed			
36	PNEUMATIC	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-11-00	Engine Pneumatic Bleed System	C	2	1	(O) (M) One may be inoperative provided: a) Affected bleed system is selected OFF, b) WHSAIS is manually tested before each flight, c) Cross-bleed valve is operative if bleed 1 is affected, d) Single Bleed Shutoff Valve is confirmed open before each flight in icing conditions, e) Airplane is operated at or below FL 200 ,and, f) Airplane is operated within 60 minutes of a suitable airport.
		C	2	1	(O) One may be inoperative provided: a) Affected bleed system is selected OFF, b) Airplane is operated at or below FL 250, c) Cross-bleed valve is operative if bleed 1 is affected, d) Airplane is not operated into known or forecast icing conditions, and, e) Airplane is operated within 60 minutes of a suitable airport.
-11-01	High Stage Bleed Shutoff Valve	C	2	1	(O) (M) One may be inoperative provided: a) Affected high stage bleed valve is secured closed and deactivated, and, b) Associated bleed systems is considered inoperative.

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ATA	Item	1. Repair Category			
36	PNEUMATIC	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-11-03	Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(O) (M) One may be inoperative provided: a) Affected PRSOV is secured closed, and, b) Associated bleed systems is considered inoperative.
-11-06	Cross-Bleed Valve	C	1	0	(O) (M) May be inoperative provided: a) Cross bleed valve is selected OFF, b) Cross-bleed valve is secured closed except for left engine start, c) Single Bleed Shutoff Valve is confirmed open before each flight in icing conditions, d) Airplane is operated at or below FL 200, and, e) Airplane is operated within 60 minutes of a suitable airport. NOTE: For in-flight left engine start refer to AFM windmilling start procedure.

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ATA	Item	1. Repair Category			
36	PNEUMATIC	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		-11-06	Cross-Bleed Valve (Continued)	C	1
-14-04	Pneumatic System Controller (PSC) Channel	C	1	0	One may be inoperative provided: a) Airplane is operated at or below FL 250, and, b) Airplane is operated within 60 minutes of a suitable airport. NOTE: Message FLTCTRL FAULT will show.
-16-00	Main Door Pressurization System	C	1	0	(M) May be inoperative provided: a) The non-inflatable seal is checked for no damage, b) The main door pressurization system is deactivated, and, c) The airplane is not operated above FL 400.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
38	WATER / WASTE				
-11-00	Galley Potable Water System	C	1	0	(M) May be inoperative provided: a) System is drained, and, b) Procedures are established to ensure that system is not serviced.
-11-24 ***	Galley Water-Level Sensor	D	1	0	
-12-00	Lavatory Potable Water System	C	1	0	(M) May be inoperative provided: a) System is drained, and, b) Procedures are established to ensure that system is not serviced.
-12-24 ***	Lavatory Water-Level Sensor	D	1	0	
-32-00	Vacuum Waste System	C	1	0	(M) May be inoperative provided: a) Waste system is deactivated, and, b) System components are verified not to have leaks.
-32-21	Vacuum Pump	C	1	0	(O) (M) May be inoperative provided: a) Pump is deactivated and, b) Procedure is established to advise passengers not to use lavatory on ground and below 14,000 feet in flight.
-32-32	Waste Tank Level Sensor	C	2	1	85% or 100% sensor may be inoperative.

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ATA	Item	1. Repair Category			
42	INTEGRATED MODULAR AVIONICS	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		-31-00	Information Management System (IMS)	C	

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ATA	Item	1. Repair Category			
44	CABIN SYSTEMS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-16-00 ***	Cabin Announcement System	D	1	0	

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ATA	Item	1. Repair Category			
		2. Number Installed			
45	CENTRAL MAINTENANCE SYSTEM	3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-00-01	Cockpit Maintenance Panel				
-01	ENGINES MODE Switch	D	1	0	(O) May be inoperative provided: a) Switch is confirmed in NORMAL position, and, b) Engines are confirmed in NORMAL mode.
-02	LG/HYD/BRK MODE Switch	D	1	0	(O) May be inoperative provided: a) Switch is confirmed in NORMAL position, and, b) LG-HYD-BRK MAINT MODE message is not shown.
-03	AVIONICS LOADER Switch	C	2	0	(O) May be inoperative provided: a) Switches are confirmed in OFF position, and, b) AVNX DATALOAD ENBL message is not shown. NOTE: FMS, charts, and maps databases cannot be updated if any AVIONICS LOADER Switch is inoperative.
-04	WSHLD IBIT Switch	D	1	0	
-45-01	Onboard Maintenance System (OMS)	D	1	0	

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ATA	Item	1. Repair Category			
46	INFORMATION SYSTEMS	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-22-00	Integrated Flight Information System (IFIS)	D	-	1	(O) May be inoperative provided alternate procedures are established and used.
		D	-	0	
-01	Charts and Maps Database	D	-	0	
-02	Weather Database	D	-	0	(O) May be out of currency or inoperative provided alternate procedures are established and used.

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ATA	Item	1. Repair Category			
49	AIRBORNE AUXILIARY POWER	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		-00-00	Auxiliary Power Unit (APU) (EMB-545 and EMB-550 Post-Mod SB550-78-0001)	C	1
-73-01	Hour Meter	C	1	0	(O) May be inoperative provided alternate procedures for APU hours recording are established.
-73-02	Start Counter	C	1	0	(O) May be inoperative provided alternate procedures for APU starts recording are established.
-93-03	Remote Oil Level Sensor (Cockpit Indication)	C	1	0	(M) May be inoperative provided oil quantity is checked through the oil sight glass before each flight day.

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ATA	Item	1. Repair Category			
50	CARGO & ACCESSORY COMPARTMENTS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		-22-00	Aft Compartment Cargo Net	D	1

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ATA	Item	1. Repair Category			
52	DOORS	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
-71-00	Main Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The door is verified closed, latched and locked, and, b) The 2 latches and 2 lock indicator flags are checked and confirmed green.
-72-00	Aft Cargo Compartment Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The door is verified closed and latched, and b) The 3 locking latches are inspected for correct engagement.
-73-00	Overwing Emergency Exit Hatch Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the Emergency Exit Hatch is inspected for correct engagement before each flight.
-74-00	Electronic Bay Access Hatch Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the Electronic Bay Access Hatch is inspected for correct latching before each flight.

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ATA	Item	1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
73	ENGINE / FUEL CONTROLS				
-21-00	Engine Full Authority Digital Electronic Control (FADEC) System				
-01	System Faults	A	-	-	May be dispatched with system faults provided repairs are made in 40 flight hours. No extensions are authorized.
-30-01	Engine Fuel Low Pressure Switch	C	2	0	(O) One or both may be inoperative provided: a) Both fuel pumps of affected side are operative, b) Both PUMP knobs are set to ON, and, c) Pumps synoptic indication is operative.
-30-05	Dual Function Fuel Switch				
-01	Fuel Impending Bypass Indication	A	2	1	(O)(M) May be inoperative provided: a) Fuel filter element of affected engine is replaced prior to the first flight under this item and then every 20 flight hours, b) Repairs are made within 10 calendar days.

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ATA	Item	1. Repair Category			
76	ENGINE CONTROLS	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		-10-05	Thrust Control Quadrant (TCQ) Idle Lock Switch	C	2

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ATA	Item	1. Repair Category			
77	ENGINE INDICATING	2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks or Exceptions			
		-31-00	Engine Vibration Indication on EICAS	C	2

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ATA	Item	1. Repair Category			
78	ENGINE EXHAUST	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		-30-00	Thrust Reverser System	C	

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ATA	Item	1. Repair Category			
79	ENGINE OIL	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
-32-00	Engine Remote Oil Quantity Indication System	C	2	0	(O) May be inoperative provided oil quantity is checked through associated oil sight glasses before each flight.
-34-00	Engine Oil Impending Bypass Indication System	A	2	1	(M) May be inoperative provided: a) Affected oil filter is replaced, and, b) Repairs are made within 10 flight hours.

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ATA	Item	1. Repair Category			
80	ENGINE STARTING	2. Number Installed			
		3. Number Required for Dispatch			4. Remarks or Exceptions
		-10-02	Starter Control Valve (SCV)	C	

U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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TITLE 2

SECTION 2

CAS MESSAGE ORIENTED MMEL RELIEF

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
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SECTION 2 INTRODUCTION		

INTRODUCTION

Two-section MMELs are authorized by FAA Policy Letter 119.

Section Two of two-section MMELs may grant relief for failure indications presented as CAS messages on Engine Indicating and Crew Alerting Systems (EICAS), or Electronic Centralized Aircraft Monitoring (ECAM), rather than the traditional relief (Section One) for failed equipment.

1) Section Two of the MMEL will list only Crew Alerting system (CAS) messages meeting the following requirements:

- a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane,
- b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and **for which the crew has been trained.**
- c) Messages using the new self-diagnostic technology (virtual) actions **for which the crew has been trained.**

2) CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

Section Two CAS message relief items may require flight crews to accomplish one or more steps to deactivate/re-configure or test the affected system prior to flight. The "(O)" indicates the need for these tasks.

Tasks include, but are not necessarily limited to the following duties:

- a) Procedures accomplished using cockpit (or cabin) system controls.
- b) Deactivation of affected systems (by pulling system breaker or use of remote electronic system isolation),
- c) Visual confirmation of remote gauge indications, or valve positions as provided by integral external indicators.
- d) Visual inspection behind panels (internal or external).
 - 1) These panels must be accessible without tools via quick-release latches and must clearly indicate their unlocked or unsafe state (red/green safe window; flush fit latches - candidates to be verified at FOEB).
 - 2) **The visual inspection of compartments accessed by the panels is within the normal crew duty requirements for which they have been trained; and**
 - 3) **The crew may use an external ladder for visual inspection behind panels as long as this procedure is within the normal crew duty requirements for which they have been trained. Special equipment such as maintenance stands and hydraulic lifts may not be used by the crew to perform visual inspections.**

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<p>1. CAS Indication</p>	<p>2. Dispatch Consideration</p>	
<p>APU FIRE DET FAIL (Caution) (EMB-545 and EMB-550 Post-Mod SB550-78-0001)</p>	<p>C</p>	<p>(M) Airplane may be dispatched provided APU is deactivated.</p>
<p>APU FIREXBTL B FAIL (Caution) (EMB-545 and EMB-550 Post-Mod SB550-78-0001)</p>	<p>C</p>	<p>(M) Airplane may be dispatched provided: a) APU is deactivated, and, b) ENG 1 FIREXBTL B FAIL and ENG 2 FIREXBTL B FAIL Caution messages are not displayed.</p>
<p>AUTOBRAKE FAIL (Caution)</p>	<p>C</p>	<p>(O) Airplane may be dispatched provided: a) AUTOBRAKE knob remains selected OFF, and, b) Alternate procedures are established and used.</p>
<p>CARGO FIREX FAIL (Caution)</p>	<p>C</p>	<p>(M) Airplane may be dispatched provided: a) The aft cargo compartment remains empty or not loaded with combustible or flammable material, b) Cargo heating system is deactivated, if installed, c) AVNX DMC A (B) FAIL CAUTION messages are not displayed, and, d) Cargo compartment is inspected for no damage.</p>
<p>CARGO SMK DET FAIL (Caution)</p>	<p>C</p>	<p>(M) Airplane may be dispatched provided: a) The aft cargo compartment remains empty or not loaded with combustible or flammable material, b) Cargo heating system is deactivated, if installed, c) AVNX DMC A (B) FAIL CAUTION messages are not displayed, and, d) ELEC SDU FAIL Advisory message is not displayed.</p>
<p>CARGO SMK DET FAULT (Advisory)</p>	<p>C</p>	
<p>ELEC SDU FAULT (Status)</p>	<p>C</p>	<p>NOTE: The message will be presented only on ground operations.</p>

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<p>1. CAS Indication</p>	<p>2. Dispatch Consideration</p>	
<p>ENG 1(2) FADEC FAULT (Advisory)</p>	<p>A</p>	<p>Airplane may be dispatched with message on one or both engines provided repairs are made within 40 flight hours.</p>
<p>ENG 1(2) SHORT DISPATCH (Advisory)</p>	<p>A</p>	<p>NOTE: Message ENG 1(2) SHORT DISPATCH for associated engine will show.</p>
<p>ENG 1(2) LO MARGIN (Advisory)</p>	<p>A</p>	<p>Airplane may be dispatched with message on one or both engines provided:</p>
<p>ENG 1(2) REV INHIBIT (Status)</p>	<p>C</p>	<p>a) ENG 1(2) EXCEEDANCE messages are not displayed, and, b) Repairs are made within 200 flight hours.</p>
<p>ENG 1(2) REV INHIBIT (Status)</p>	<p>C</p>	<p>Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative.</p>
<p>ENG 1(2) SHORT DISPATCH (Advisory)</p>	<p>A</p>	<p>Airplane may be dispatched with message on one or both engines provided repairs are made within 40 flight hours.</p>
<p>ENG DOWNLOAD REQD (Status)</p>	<p>C</p>	
<p>FLTCTRL FAULT (Advisory)</p>	<p>C</p>	<p>Airplane may be dispatched provided:</p>
<p>FLTCTRL FAULT (Advisory)</p>	<p>C</p>	<p>a) Steep approach operation is not required for the intended route, and, b) AVNX DMC A (B) FAIL CAUTION messages are not displayed.</p>
<p>LAV SMK DET FAIL (Advisory)</p>	<p>C</p>	<p>Airplane may be dispatched provided:</p>
<p>LAV SMK DET FAIL (Advisory)</p>	<p>C</p>	<p>a) AVNX DMC A(B) FAIL CAUTION messages are not displayed, and, b) ELEC SDU FAIL ADVISORY message is not displayed.</p>

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CAS Indication	1.	2. Dispatch Consideration
LG-HYD MAINT REQD (Advisory)	A	(O) Airplane may be dispatched provided: a) PTU is checked for correct operation before each flight, b) Takeoff operations are limited to a pressure altitude of 2000 feet and a temperature of ISA+15°C maximum, and, c) Repairs are made within one flight day.
PACK FAULT (Advisory)	C	Airplane may be dispatched provided Pack Back-up system is operative.
STWG INT SMK DET FAIL (Caution)	C	Airplane may be dispatched provided: a) The internal stowage compartment remains empty or not loaded with combustible or flammable material, b) AVNX DMC A(B) FAIL CAUTION messages are not displayed, and, c) ELEC SDU FAIL ADVISORY message is not displayed.