



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

Master Minimum Equipment List (MMEL)

Revision: 4
Date: 08/19/2020

Embraer EMB-500

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79	Engine Oil	79-1	Original	01/15/2009

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 4**. 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	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21 AIR CONDITIONING	
21-1	Item 00-00: Updated ATA sequence number.
ATA 23 COMMUNICATIONS	
23-1	Item 12-00: Updated relief for Very High Frequency (VHF) Communication System.
23-1	Item 21-00: Updated relief for Selective Call System (SELCAL).
23-1	Item 24-00: Updated relief for ATN-CPDLC and FANS 1/A - CPDLC.
ATA 24 ELECTRICAL POWER	
24-1	Item 41-00: Included relief for DC External Power System.
24-1	Item 41-00-01: Updated relief for DC GPU AVAIL/IN USE Pushbutton Lights.
ATA 25 EQUIPMENT/FURNISHINGS	
25-2	Item 21-01: Updated relief with Policy Letter 079.
25-3	Items 61-00-03/-04/-05: Updated reliefs.
25-4	Item 62-05 and 62-05-01: Updated reliefs.
25-4	Item 62-05-02: Included relief for Flashlight Holders.
ATA 31 INDICATING/RECORDING SYSTEMS	
31-1	Item 61-01: Updated relief for Flight Display Units (FDUs), according to the effectivities.
31-2	Item 61-01: Updated relief for Flight Display Units (FDUs), according to the effectivities.
31-3	Item 61-01: Updated relief for Flight Display Units (FDUs), according to the effectivities.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
31-4	Item 61-01-02: Updated relief for Charts and Maps Database.
31-4 thru 5	Items 61-01-02 thru -06: Added NOTE to each relief.
31-4	Item 61-01-03: Included relief for Basemap.
31-4	Item 61-01-04: Included relief for SafeTaxi.
31-4	Item 61-01-05: Included relief for Airport Directory.
31-4	Item 61-01-06: Included relief for IFR/VFR Charts.
31-5	Item 61-04: Included relief for GTC Cooling Fans.
31-5	Item 62-00: Updated relief for Synthetic Vision System (SVS).
ATA 33 LIGHTS	
33-1	Item 26-02: Included relief for Courtesy Airstairs Step Lights.
ATA 34 NAVIGATION	
34-2	Item 23-01: Deleted relief not applicable to EMB-500 based on archived PL-10.
34-2	Item 31-00: Included relief for Radar Altimeter System.
34-3	Item 31-00: Included relief for Radar Altimeter System.
34-4	Item 31-00: Included relief for Radar Altimeter System.
34-4	Item 41-00: Included relief for Class A Terrain Awareness and Warning System (TAWS-A).
34-5	Item 41-00: Included relief for Class A Terrain Awareness and Warning System (TAWS-A).
34-6	Item 41-10: Included relief for Class B Terrain Awareness and Warning System (TAWS-B).
34-8	Item 46-00: Included relief for SurfaceWatch.
34-8	Item 47-00: Included relief for Reactive Windshear Detection System.
34-9	Item 52-00-01: Deleted relief (included in item 34-52-01).
34-9	Item 52-01: Included relief for Automatic Dependent Surveillance Broadcast (ADS-B) System.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
34-10	Item 52-01-01: Included relief for ADS-B Out Extended Squitter Transmissions.
34-10	Item 52-01-02: Included relief for ADS-B In Transmissions.
34-11	Item 61-00-01: Updated relief with Policy Letter 098.
34-12	Item 61-00-02: Included relief for Weight and Balance Function (W&B) Function.
34-12	Item 61-00-03: Included relief for Performance Management (PERF) Function.
34-12	Item 61-00-04: Included relief for Takeoff and Landing Data (TOLD) Function.
ATA 35 OXYGEN	
35-1	Item 01-03: Included relief for Overboard Discharge Indicator (Green Disc).
35-2	Item 31-01: Included relief with Policy Letter 043.
ATA 46 Information Systems	
46-1	Items 21-00-01: Updated item name.
46-1	Items 21-00-02 thru -04: Removed "Class" reference from each.
ATA 52 DOORS	
52-1	Item 11-00-01: Included relief for Latch Indication Visor of Main Door Locking and Actuating Mechanism.
52-1	Item 11-00-02: Included relief for Lock Indication Visor of Main Door Locking and Actuating Mechanism.
ATA 74 ENGINE IGNITION	
74-1	Item 00-00: Updated relief for Ignition Channels.

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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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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
00-00	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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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: a) Airplane is operated by a two pilot flightcrew, 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 ft. MSL.	
-02	Manual Control	C	1	0	May be inoperative provided: 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 ft. 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 ft. MSL.	
-04	Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided that, for landing field elevation above 8,000 ft. 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 ft. 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 ft. MSL.	
31-04	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 ft. 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 °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 °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 °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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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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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.	
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP) (Cont'd)					
-15	Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
-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 ft. 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	-	1	Any in excess of those required by 14 CFR may be inoperative provided VHF 1 operates normally. NOTE: ATN CPDLC and/or FANS 1/A – CPDLC are inoperative when VHF 3 is inoperative.	
15-00 ***	Data Link Management System – Satellite Communication (SATCOM) Function	D	-	0	May be inoperative provided procedures do not require its use.	
21-00 ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used	
		D	-	0	May be inoperative provided procedures do not require its use.	
23-00 ***	Data Link Management System – Data Transmittal Function	D	-	0		
24-00 ***	Controller-to-Pilot Data Link (CPDLC)					
-01	ATN 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.	
-02	FANS 1/A - 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.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
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.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-02	Cockpit Speakers	D	2	1	For single pilot operations, copilot side Speaker may be inoperative provided pilot Headset is operative and used.	
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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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	C	1	0	May be inoperative provided operations do not require its use.	
-01	DC GPU AVAIL/IN USE Pushbutton Lights	D	2	0	(O) One or both of the bulbs 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: 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: 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					
-01	Passenger Seats (Includes all Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected Seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE: A seat with an inoperative seat belt or shoulder harness is considered inoperative.	
-02	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and Seat occupied provided Seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
-03	Armrests without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and Seat occupied provided it does not restrict access to any emergency exit, egress route, or main 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.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Emergency Locator Transmitter (ELT) (Cont'd)	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.	
-03	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04	ELT Indicator Light	D	-	0		
-05	ELT Aural Alarm	D	-	0		
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.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
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	Flashlight and Holder Assemblies					
-01	Flashlights	C	-	1	For single pilot operations, any in excess of one may be inoperative. NOTE: The operative Flashlight must be accessible from the pilot's left Seat.	
		C	-	-	For operations requiring a second in command, any in excess of those required by 14 CFR may be inoperative.	
-02	Flashlight Holders	C	-	0	(O) May be inoperative or missing provided associated flashlight is stowed by alternate means.	

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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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TABLE KEY

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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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TABLE KEY

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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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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)	D	3	2	(M) For single pilot operations, PFD 2 may be inoperative provided PFD 2 circuit breaker is pulled.	
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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: <ul style="list-style-type: none"> a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, c) Both engine 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, e) For airplanes equipped with CPDLC, the system is considered inoperative, and f) Approach minimums or operating procedures do not require its use. <p>NOTE: Databases expiration date information is not available.</p>	
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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 G3000 Avionics System except Version 3305)	C	3	2	(M)(O) For operations requiring a second in command, MFD may be inoperative provided: <ul style="list-style-type: none"> a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, and c) Check status page on PFD for engine messages. <p>NOTE: All MFD information is available on PFD through reversionary or split modes.</p>	
	(For airplanes equipped with G3000 Avionics System Version 3305)	C	3	2	(M)(O) For operations requiring a second in command, MFD may be inoperative provided: <ul style="list-style-type: none"> a) MFD Circuit Breakers are PULLED, and b) Check status page on PFD for engine messages. <p>NOTE: All MFD information is available on PFD through reversionary or split modes.</p>	
-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.	
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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)					
-02 ***	Charts and Maps Database (ChartView and FliteCharts)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: An out of date database is not considered inoperative.	
-03 ***	Basemap	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: An out of date database is not considered inoperative.	
-04 ***	SafeTaxi	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: An out of date database is not considered inoperative.	
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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)					
-05 ***	Airport Directory	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: An out of date database is not considered inoperative.	
-06 ***	IFR/VFR Charts	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: An out of date database is not considered inoperative.	
61-02	Display Cooling Fans	C	3	0	May be inoperative provided: a) VCS is operative, and b) Cockpit Evaporator Fan is operative.	
61-04	GTC Cooling Fans (For airplanes equipped with G3000 Avionics System)	C	2	0	One or both may be inoperative provided: a) Cockpit temperature does not exceed 30 °C, and b) MFD ECS Synoptic is operative.	
62-00 ***	Synthetic Vision System (SVS)	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.	
26-02	Courtesy Airstairs Step Lights	D	3	0	May be inoperative provided alternate source of illumination is available at night.	
41-00	Landing/Taxi Lights	C	2	0	May be inoperative for operations between sunrise and sunset.	
		B	2	1		

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
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		
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.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Standby Magnetic Compass System				Deleted, Revision 4	
		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.	
					Deleted, Revision 4	
31-00 ***	Radar Altimeter System					
-01	For airplanes without TCAS	A	1	0	(M) (O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System (TAWS-A) is considered inoperative, d) Alternate procedures are established and used, and e) Repairs are made within 2 flight-days.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31-00 ***	Radar Altimeter System (Cont'd)					
-02	For airplanes with TCAS I (G3000 Avionics System except Version 3305)	A	1	0	(M)(O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System (TAWS-A) is considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS I) is considered inoperative, e) Alternate procedures are established and used, and f) Repairs are made within 2 flight-days.	
	(G3000 Avionics System Version 3305)	A	1	0	(M)(O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System (TAWS-A) is considered inoperative, d) Alternate procedures are established and used, and e) Repairs are made within 2 flight-days.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31-00 ***	Radar Altimeter System (Cont'd)					
-03	For airplanes with TCAS II	A	1	0	(M) (O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System (TAWS-A) is considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS II) is considered inoperative, e) Alternate procedures are established and used, and f) Repairs are made within 2 flight-days.	
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.	
41-00 ***	Class A Terrain Awareness and Warning System (TAWS-A)					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-00 ***	Class A Terrain Awareness and Warning System (TAWS-A) (Cont'd)					
-01	GPWS (Cont'd)					
b)	Test Mode	A	1	0	May be inoperative provided: a) TAWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 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.	
-03	Terrain Displays	C	-	1		
		B	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-10 ***	Class B Terrain Awareness and Warning System (TAWS-B)					
-01	GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	A	1	0	May be inoperative provided: a) TAWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Modes 2, 4, and 5	C	3	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 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		
-03	Terrain Displays	C	-	0		

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
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.	
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.	
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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) (Cont'd)					
-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		
46-00 ***	SurfaceWatch	C	1	0		
47-00 ***	Reactive Windshear Detection System	C	1	0	May be inoperative provided alternate procedures are established and used.	
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: ADS-B OUT is inoperative when transponder inoperative.	
-01	ADS-B out function	D	-	1	Any in excess of those required by 14 CFR may be inoperative. Deleted, Revision 4 (included in item 34-52-01)	
52-01 ***	Automatic Dependent Surveillance Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-01 ***	Automatic Dependent Surveillance Broadcast (ADS-B) System (Cont'd)					
-01 ***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-02 ***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
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		
61-00	Flight Management System					
-01	Navigation Databases	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. 	
					NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

(Continued)

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Flight Management System (Cont'd)					
-02 ***	Weight and Balance (W&B) Function	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) PERF function is considered inoperative.	
		D	2	0	May be inoperative provided: a) Procedures do not require its use, and b) PERF function is considered inoperative.	
-03 ***	Performance Management (PERF) Function	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
-04 ***	Takeoff and Landing Data (TOLD) Function	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
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.	
01-03	Overboard Discharge Indicator (Green Disc)	C	1	0		
		C	1	0	(M) May be missing provided cavity is covered with speed tape.	
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.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
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 ft. MSL.	
-01	Passenger Auto Deployment Function	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted at or below 30,000 ft. 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.	
31-01 ***	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

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: <ol style="list-style-type: none"> a) Associated Components are deactivated or isolated, and b) Associated System Components are verified not to have leaks. <p>NOTE: Any portion of the System which operates normally may be used.</p>	
		C	-	-	(M) Associated Lavatory System(s) may be inoperative provided: <ol style="list-style-type: none"> 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". <p>NOTE: These provisions are not intended to prohibit inspections by crewmembers.</p>	

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
21-00 ***	Electronic Flight Bag Systems (EFBs)					
-01 ***	EFB system (Installed EFB System)	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	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	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	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
11-00	Main door Locking and Actuating Mechanism					
-01	Latch Indication Visor	C	8	7	(O) One may be visually obstructed provided: a) The other latches visual indicators are checked and confirmed CLOSED, and b) The door is verified closed, latched, and locked before each flight.	
		D	8	0	(O)(M) May be inoperative or missing provided: a) The door latches and locks indications are visible, b) Cavity is covered with polyurethane tape, and c) The door is verified closed, latched, and locked before each flight.	
-02	Lock Indication Visor	D	2	0	(O)(M) May be inoperative or missing provided: a) The door latches and locks indications are visible, b) Cavity is covered with polyurethane tape, and c) The door is verified closed, latched, and locked before each flight.	

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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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TABLE KEY

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4. REMARKS OR EXCEPTIONS

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: <ol 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: <ol 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 channel per engine may be inoperative provided associated ENG IGNITION switch is selected ON for ground starts.	

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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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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.	