



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 03/28/2018

Embraer S.A. EMB-505

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| 38 | Water/Waste | 38-1 | 2 | 03/28/2018 |
| 44 | Cabin Systems | 44-1 | 2 | 03/28/2018 |
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| 73 | Engine Fuel and Control | 73-1 | 1 | 12/30/2013 |
| 74 | Ignition | 74-1 | Original | 01/27/2010 |
| 77 | Engine Indicating | 77-1 | Original | 01/27/2010 |
| 79 | Engine Oil | 79-1, 2 | 2 | 03/28/2018 |

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LOG OF REVISIONS

| REV NO. | DATE | PAGE NO. |
|----------|------------|--|
| Original | 01/27/2010 | Original issue. All pages. |
| 1 | 12/30/2013 | |
| 2 | 03/28/2018 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 4, 22-1, 23-1 thru 3, 24-1, 25-1 thru 5, 26-1, 30-1, 31-1 thru 4, 33-1, 33-2, 34-1 thru 9, 35-1, 35-2, 38-1, 44-1, 52-1, 79-1, 79-2. |

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| HIGHLIGHTS OF CHANGE | | | |

The following changes are the Highlights of Change for **Revision 2**. The changes in this revision were made to align with FAA policy letters and to increase dispatch flexibility. All changes are reflected in the Highlights of Change listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter heading.

| PAGE NO. | EXPLANATION OF CHANGE |
|----------------------------|---|
| General | Removed all references to "day" and rewrote limitation using night or sunrise to sunset for clarity. Several syntax corrections made throughout document. |
| General | Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. |
| VI | Definitions: Updated information. |
| VII | Preamble: Updated information. |
| VIII | Guidelines for (M) and (O) Procedures: Updated information. |
| ATA 21 AIR CONDITIONING | |
| 21-1 | Item 00-00: Updated relief sequence number. |
| 21-1 | Item 24-01: Included relief for IFE Cooling Fan. |
| 21-2 | Item 31-00: Included maintenance procedure in order to verify auto control channel parameters before each flight. |
| 21-3 | Item 52-04: Decreased temperature limitation for IFE operation. |
| ATA 22 AUTOFLIGHT | |
| 22-1 | Item 10-00: Updated proviso as per PL-101. |
| ATA 23 COMMUNICATIONS | |
| 23-1 | Item 12-00: Updated number installed and remarks due to the third VHF system. |
| 23-1 | Item 21-00: Updated proviso as per PL-117. |
| 23-2 | Item 51-01-03: Updated in order to consider Passenger Address System inoperative in case both PA buttons are inoperative. |
| 23-2 | Item 51-01-07: Included relief for Display Backup Buttons for G1000 equipped airplanes. |
| 23-3 | Item 51-09: Updated provisos as per PL-58. |
| 23-3 | Item 51-11: Updated "Item" title as per PL-58. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|---|--|
| ATA 24 ELECTRICAL POWER | |
| 24-1 | Item 41-00: Included relief for DC External Power System. |
| 24-1 | Item 41-00-01: Added "of the bulbs" to the proviso to clarify relief. |
| ATA 25 EQUIPMENT/ FURNISHINGS | |
| 25-2 | Item 21-01: Updated item as per Policy Letter 79. |
| 25-3 | Item 44-02: Included relief for Exterior Lavatory Door Ashtray. |
| 25-3 | Item 61-00-02: Updated with Policy Letter 120. |
| 25-4 | Item 62-01-01: Updated with Policy Letter 73. |
| 25-5 | Item 62-05-02: Included relief for Flashlight Holders. |
| ATA 26 FIRE PROTECTION | |
| 26-1 | Item 15-00: Updated with Policy Letter 102. |
| 26-1 | Item 24-01: Included relief for Cabin Portable Fire Extinguisher. |
| ATA 30 ICE AND RAIN PROTECTION | |
| 30-1 | Item 41-00: Updated relief considering dispatch condition based on precipitation within 5 nautical miles of the airport. |
| ATA 31 INDICATING/ RECORDING SYSTEMS | |
| 31-1 | Item 31-01-01: Updated with Policy Letter 029. |
| 31-1 | Item 61-01: Updated with maintenance procedure in order to open circuit breakers and to set the HSDB switch. |
| 31-3 | Item 61-01-02: Included relief for Charts and Maps Database. |
| 31-4 | Item 61-04: Included relief for GTC Cooling Fans. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
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| ATA 33 LIGHTS | |
| 33-1 | Item 10-00: Updated with Policy Letter 077. |
| 33-1 | Item 23-01: Updated with Policy Letter 123. |
| 33-1 | Item 42-01: Added relief for LoPresti Taxi Lights. |
| 33-2 | Item 44-01: Updated with Policy Letter 072 and titled item "Wing Inspection Light" as per manufacturer's Operational Manuals. |
| 33-2 | Items 47-00 and 48-00: Changed from Day operations to "not at night". |
| 33-2 | Item 47-01: Added relief for LoPresti Landing Lights. |
| 33-2 | Item 49-00: Changed number required for dispatch from "0" to "1" as per 14 CFR § 91.209. |
| 33-2 | Item 52-07: Included relief for Emergency Airstair Step Lights. |
| 33-2 | Item 52-09: Included relief for Overwing and Underwing Emergency Lights. |
| ATA 34 NAVIGATION | |
| 34-1 | Item 23-01: Deleted the first and third relief for Standby Magnetic Compass System. |
| 34-2 | Item 31-00: Included relief for Radar Altimeter System. |
| 34-3 | Item 41-00: Updated with Policy Letter 054. |
| 34-4 | Item 41-10: Included relief according to Policy Letter 054. |
| 34-6 | Item 46-00: Included relief for SurfaceWatch. |
| 34-6 | Item 47-00: Included relief for Reactive Windshear Detection System. |
| 34-6 | Item 52-00: Updated with Policy Letter 76. |
| 34-6 | Item 52-01: ADS-B relief added as per Policy Letter 105. |
| 34-9 | Item 61-00: Updated with Policy Letter 098. |
| ATA 35 OXYGEN | |
| 35-1 | Item 01-03: Included relief for Overboard Discharge Indicator (Green Disk). |
| 35-2 | Item 21-00: Included relief considering a pressurized flight at or below 10,000 feet MSL. |
| 35-2 | Item 31-01: Included relief for Protective Breathing Equipment (PBE). |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | EXPLANATION OF CHANGE |
|-------------------------|--|
| ATA 38 WATER/WASTE | |
| 38-1 | Item 21-01: Included relief for Lavatory Potable Water System. |
| 38-1 | Item 30-00: Updated with Policy Letter 083. |
| ATA 44 CABIN SYSTEMS | |
| 44-1 | Item 13-00: Procedure involving circuit breaker changed from (O) to (M). |
| 44-1 | Item 32-00: Procedure involving circuit breaker changed from (O) to (M). |
| ATA 52 DOORS | |
| 52-1 | Item 70-00-01: Removed requirement for flashlight. |
| ATA 79 ENGINE OIL | |
| 79-1 | Item 34-00: Included maintenance procedure in order to check oil level and oil filter. |

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| DEFINITIONS | | |

Refer to the current FAA MMEL Policy Letter 25, Policy MMEL and MEL 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.

U.S. DEPARTMENT OF TRANSPORTATION

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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-3871, published by the aircraft manufacturer.

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MMEL TABLE KEY

SYSTEM &
SEQUENCE
NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

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) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested before each flight, c) ECS Knob is set to the opposite side for flight, d) Affected FCISOV is confirmed closed and deactivated, and e) Airplane is operated at or below FL 250. | |
| | | C | 2 | 1 | (M)(O) May be inoperative provided: a) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested before each flight, c) ECS Knob is set to the opposite side for flight, d) PRISOV of affected side is kept closed, e) Cross Bleed Valve is kept closed, f) Airplane is operated at or below FL 250, and g) Operations are not conducted in 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 ECS Knob is OFF during ground operations. | |
| 24-01 *** | IFE Cooling Fan | D | 1 | 0 | May be inoperative provided IFE/REFRESHMENT CTR Switch is set to OFF position. | |

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MMEL TABLE KEY

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|--|------------|
| 31-00 | Cabin Pressure Control System | | | | | |
| -01 | Automatic Control | C | 1 | 0 | (M)(O) May be inoperative provided: a) Airplane is operated by a crew of two, b) Outflow Valve Indication on MFD operates normally, c) Manual Control is used and verified operative before each flight, d) Auto control channel cabin pressurization indications on EIS are verified operative before each flight, e) Cabin Pressure Indications are operative, and f) Airplane is operated at or below FL 250. | |
| | | C | 1 | 0 | (O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL. | |
| -02 | Manual Control | C | 1 | 0 | May be inoperative provided: a) Automatic Mode is operative, and b) Airplane is operated at or below FL 250. | |
| | | C | 1 | 0 | May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL. | |
| -03 | Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication | C | 1 | 0 | (O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL. | |
| -04 | Landing Field Elevation (LFE) Indication | C | 1 | 0 | (O) May be inoperative provided that for landing field elevation above 8,000 feet MSL, airplane is manually depressurized before landing. | |

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

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) Negative Pressure Relief Valve is removed, and b) Flight is conducted unpressurized at or below 10,000 feet MSL. | |
| 31-03 | Negative Pressure Relief Valve (NPRV) | C | 1 | 0 | (O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL. | |
| 31-04 | Pressure Relief Valve (PRV) | C | 1 | 0 | (O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL. | |
| 31-05 | Pressure Relief Valve (PRV) Static-Pressure Line | C | 1 | 0 | (O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL. | |
| 52-00 | Vapor Cycle System (VCS) | C | 1 | 0 | May be inoperative provided ground operations are limited to 25 minutes when OAT is above ISA +19 degrees C. | |
| 52-04 | Evaporator Fans | | | | | |
| -01 | Cabin Fan | C | 1 | 0 | May be inoperative provided ground operations are limited to 60 minutes when OAT is above ISA +33 degrees C. NOTE: IFE must be turned OFF for ground operations when OAT is above ISA +20 degrees C. | |
| -02 | Cockpit Fan | C | 1 | 0 | May be inoperative provided: a) Cabin Fan is operative, b) Vapor Cycle System is operative, c) Ground operations are limited to OAT below ISA +22 degrees C, and d) Aircraft is not operated in known or forecast icing conditions. | |

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 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) Heat Exchanger (HX) Temperature Sensor Indication on MFD operates normally, and c) Temperature Control Manual Mode is used and verified operative before each flight. | |
| 61-02 | Temperature Modulating Valve (TMV) | C | 2 | 1 | (O) May be inoperative provided: a) ECS Switch is set to the opposite side (FCSOV confirmed CLOSED), b) Pressure Regulating Shutoff Valve (PRSOV) of affected side is operative, and c) Airplane operation is conducted at or below FL 250. | |

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MMEL TABLE KEY

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1. REPAIR CATEGORY

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------------|---|---|---|---|------------|
| 10-00 | Autopilot System | C | 1 | 0 | May be inoperative provided: a) Flight is conducted with a two-pilot flightcrew, and b) Operations do not require its use. | |
| 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 | May be inoperative provided operations do not require Autopilot use. | |
| 10-02 | Yaw Damper Function | C | 1 | 0 | May be inoperative provided airplane airspeed is limited to 180 knots IAS if in icing conditions. | |
| 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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MMEL TABLE KEYSYSTEM &
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1. REPAIR CATEGORY

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|---|------------|
| 11-01 | Guidance Panel (GP) (Continued) | | | | | |
| -04 | Yaw Damper (YD) Button | C | 1 | 0 | May be inoperative provided autopilot is operative and engaged if above 180 knots IAS if in icing conditions. | |
| | | C | 1 | 0 | May be inoperative provided airplane airspeed is limited to 180 knots IAS if in icing conditions. | |
| -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 | | |
| -10 | Heading Selector (HDG SEL) Knob | C | 1 | 0 | May be inoperative provided Autopilot is considered inoperative. | |
| -11 | Heading Synchronization (PUSH SYNC) Button | C | 1 | 0 | | |
| -12 | Flight Level Change (FLC) Mode Button | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| -13 | Vertical Navigation (VNV) Mode Button | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| -14 | Altitude Hold (ALT) Mode Button | C | 1 | 0 | May be inoperative provided operations, including RVSM, do not require its use. | |
| -15 | Vertical Speed (VS) Mode Button | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| | | | | | (Continued) | |

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

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

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4. REMARKS OR EXCEPTIONS

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: CPDLC is inoperative when VHF 3 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 – Maintenance Data Transmittal Function | D | - | 0 | | |
| 24-00 *** | Controller-to-Pilot Data Link (CPDLC) | C | - | 0 | (O) May be inoperative provided that alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided that procedures do not require its use. | |
| 51-00 *** | Passenger Address System (PA) | | | | | |
| -01 | Passenger Configuration | C | 1 | 0 | (O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any Station Function(s) that operates normally may be used. | |

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|--|------------|
| 51-01 | Audio Panel (only for G1000 equipped airplanes) | | | | | |
| -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 | C | 2 | 0 | Both may be inoperative provided Passenger Address System is considered inoperative. | |
| | | D | 2 | 1 | | |
| -04 | CABIN Button | D | 2 | 0 | | |
| -05 | MUSIC Button | D | 2 | 0 | | |
| -06 | PLAY Button | D | 2 | 0 | | |
| -07 | Display Backup Buttons | D | 2 | 1 | For single pilot operations, copilot side may be inoperative. | |
| 51-02 | Cockpit Speakers | D | 2 | 1 | For single pilot operations, copilot side Speaker may be inoperative provided pilot Headset is operative and used. | |
| | | C | 2 | 1 | For operations requiring a second in command, one may be inoperative provided a headset is used in lieu of associated speaker. | |
| 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. | |

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|---|------------|
| 51-09 | Headset With Boom Microphones | D | 2 | 1 | For single pilot operations, copilot side may be inoperative | |
| | (Holder of an air carrier or commercial operator certificate) | A | 2 | 0 | For operations requiring a second in command, may be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight days. | |
| | (Other than a holder of an air carrier or commercial operator certificate) | A | 2 | 0 | For operations requiring a second in command, may be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations. | |
| -01 | Active Noise Canceling/Reduction Function | D | - | 0 | May be inoperative provided normal audio function of headset is operative. | |
| 51-11 | Flight Deck Hand Microphones | D | - | 1 | For single pilot operations, copilot side may be inoperative. | |
| | | C | - | 0 | For operations requiring a second in command, one or both may be inoperative provided associated Boom Microphone is operative. | |

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|---|------------|
| 00-00 | Electrical Synoptic Display (MFD Electrical Page) | C | 1 | 0 | MFD indications not addressed elsewhere in the MMEL may be inoperative. | |
| 41-00 | DC External Power System | 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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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|--|----------|----------|----------|---|------------|
| 00-00 | Nonessential Equipment and Furnishings (NEF) | - | - | 0 | May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. | |
| 10-00 *** | Cockpit Smoke Vision System (CSVS) | D | - | 0 | May be inoperative or missing. | |
| 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. | |
| (Continued) | | | | | | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|--|------------|
| 11-01 | Pilot Seats (Continued) | | | | | |
| -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. | |
| 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. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|----------|----------|----------|---|------------|
| 44-02 | Exterior Lavatory Door Ashtray | A | 1 | 0 | May be inoperative or missing for 10 calendar-days. | |
| 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, b) Repairs are made within 90 days, and c) Placard stating "ELT not installed" is placed in view of the pilot. | |
| | | A | - | 0 | May be missing provided: a) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot. | |
| | | D | - | - | (M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating "ELT not installed" is placed in view of the pilot. | |
| | | D | - | - | May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot. | |

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|-----------------------------|----------|---|---|--|------------|
| 62-01 | Emergency Medical Equipment | | | | | |
| -01 | First Aid Kit (FAK) | A | - | - | (O) If more than one is required by 14 CFR, only one of the required First Aid Kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 62-02 *** | Life Vests | D | - | - | (M) Any in excess of those required may be missing or inoperative provided: a) Inoperative Life Vest 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 Life Vests is maintained. | |

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25. EQUIPMENT/FURNISHINGS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|----------------------------------|----------|---|----------|---|------------|
| 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 pilot 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 | May be inoperative or missing provided associated flashlight is stowed by alternate means. | |
| 66-01 *** | Life Raft | D | - | - | (M) Any in excess of those required may be missing or inoperative provided inoperative Life Raft is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit. | |

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|--|------------|
| 15-00 | Baggage Compartment Smoke Detection System | C | 1 | 0 | (O) May be inoperative provided procedures are established and used to ensure the Baggage Compartment remains EMPTY or is verified to contain only empty cargo handling equipment, ballast, and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits and which materials can be used as ballast. | |
| 24-01 | Portable Fire Extinguishers | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. | |

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27. FLIGHT CONTROLS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------------------|----------|----------|----------|--|------------|
| 14-00 | Roll Trim System | C | 1 | 0 | (O) May be inoperative provided: a) Aileron Trim Tabs are verified in NEUTRAL position before each flight, and b) Roll Trim Circuit Breaker is PULLED. | |
| -01 | Roll Trim Position Indication on EIS | C | 1 | 0 | (O) May be inoperative provided Aileron 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 provided pilot flying side is operative. | |
| 70-00 | Gust Lock System | | | | | |
| -01 | Rudder Gust Lock System (RGL) | C | 1 | 0 | (M) May be inoperative provided rudder gust lock system is removed from the airplane. NOTE: Airplane must be parked inside to avoid damages caused by gusts on rudder surfaces. | |

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4. REMARKS OR EXCEPTIONS

28. FUEL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|---|------------|
| 00-00 | Fuel System Synoptic Display (MFD Fuel Page) | C | 1 | 0 | (O) MFD Indications not addressed elsewhere in the MMEL may be inoperative. | |
| 11-07 | Fuel Dump Valves | D | 2 | 0 | (M) May be inoperative (OPEN) provided the affected Valve is checked for no leakage. | |
| 11-09 | Gravity Fuel Caps | C | 2 | 1 | (O) May be inoperative (LOCKED) provided: a) Cap is checked for no leakage, b) Pressure Refueling System is operative, and c) Fuel Quantity Indication System is operative. | |
| 23-00 | Pressure Refueling System | C | 1 | 0 | (O) May be inoperative provided airplane is refueled by gravity. NOTE: Both Fuel Caps must be operative for gravity refueling. | |
| 23-01 | Fuel Quantity Indication On Refueling Panel | C | 1 | 0 | (O) May be inoperative provided: a) Airplane is refueled by Pressure Manual Mode or by gravity, and b) Fuel Quantity Indication on EIS is operative. | |
| 41-00 | Fuel Quantity Indication | B | 2 | 1 | (O) May be inoperative provided: a) Airplane is refueled to full fuel capacity before each flight, and b) Fuel Used Indication on MFD and both Fuel Flow Indications are operative and monitored throughout the flight. | |

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4. REMARKS OR EXCEPTIONS

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. | |
| 12-00 | Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS) | C | 1 | 0 | (M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Anti-Icing Valves are secured CLOSED. | |
| 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. | |
| 41-00 | Windshield Rain Repellent Coating | C | 2 | 0 | May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport used for takeoff or intended landing, including alternate airports. | |
| 42-00 | Windshield Heater | C | 4 | 2 | For single pilot operations, 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, 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 | Cockpit Voice Recorder (CVR) Function | | | | | |
| | (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. | |
| 61-01 | Flight Display Units (FDU) (for aircraft equipped with G1000 Avionics System) | D | 3 | 2 | (M) For single pilot operations, PFD2 may be inoperative provided PFD2 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) (for aircraft equipped with G1000 Avionics System) (Continued) | | | | | |
| | | C | 3 | 2 | (M) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, c) GPS, Weather Radar, and Traffic Information are considered inoperative, d) Both engine FADECs are considered with System Faults until the next MFD Status Page check (after the first flight with operative MFD), and e) Approach minimums or operating procedures do not require its use. NOTE: Database currency information is not available. | |
| | | | | | (Continued) | |

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31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-------------------|---|----------|----------|----------|---|------------|
| 61-01 | Flight Display Units (for aircraft equipped with G3000 Avionics System) (Continued) | D | 3 | 2 | (M) For single pilot operations, PFD2 may be inoperative provided PFD2 Circuit Breaker is PULLED. | |
| | | C | 3 | 2 | (M)(O) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, c) Check status page on PFD for engine messages. NOTE: All MFD information is available on PFD through reversionary or split modes. | |
| -01 | Buttons And Knobs (for G1000 equipped airplanes) | D | - | - | For single pilot operations, any PFD2 Button or Knob may be inoperative or missing. | |
| | | C | - | - | For operations requiring a second in command, any Button and/or Knob may be inoperative in one FDU provided the Buttons and/or Knobs that perform the same function are operative on the other two FDUs. | |
| -02 *** | Charts and Maps Database | 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-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |

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31. INDICATING/RECORDING SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|----------|----------|----------|---|------------|
| 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 Cockpit temperature does not exceed 30 degrees C. | |
| 62-00 *** | Synthetic Vision System (SVS) | D | - | 0 | | |

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4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------|---|---|---|--|------------|
| 45-21 | Brake Assembly Wear Indicator | A | 4 | 2 | One per brake assembly may be missing or may be inoperative provided: a) The remaining brake wear assembly is checked each flight day, and b) Brake repairs are made within 2,000 flight cycles. | |

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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/ Turn Off PED) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. | |
| 42-00 | Taxi Lights | C | 2 | 0 | | |
| 42-01 | LoPresti Boom Beam HID Taxi Lights STC # ST02893AT | C | 2 | 0 | Both may be inoperative. | |

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33. LIGHTS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 44-01 | Wing Inspection Light | 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 use of Wing Ice Lights. | |
| 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 | | |
| 47-00 | Landing Lights | C | 2 | 0 | May be inoperative provided airplane is not operated at night. | |
| | | B | 2 | 1 | | |
| 47-01 | LoPresti Boom Beam HID Landing Light System STC # ST02893AT | C | 4 | 0 | May be inoperative provided airplane is not operated at night. | |
| | | C | 4 | 1 | Up to three landing lights may be inoperative and the airplane operated at night. | |
| | | C | 4 | 0 | May be inoperative provided both taxi lights are operative. | |
| 48-00 | Navigation Lights | C | 4 | 0 | Any or all may be inoperative for operations between sunrise and sunset. | |
| 49-00 | Anti-Collision Lights | B | 2 | 1 | | |
| 52-07 | Emergency Airstair Step Lights | C | 2 | 0 | Both may be inoperative for operations between sunrise and sunset. | |
| | | C | 2 | 1 | | |
| 52-09 | Overwing and Underwing Emergency Lights | C | 2 | 0 | One or both may be inoperative for operations between sunrise and sunset. | |

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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 Indicator is considered inoperative. | |
| 21-00 | Attitude and Heading Reference System (AHRS) | B | 2 | 1 | (O) One may be inoperative provided: a) Operations are conducted in day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) RVSM operations are not conducted. NOTE: Autopilot is inoperative with one AHRS inoperative. | |
| 23-01 | Standby Magnetic Compass System | | | | | |
| | Deleted, Revision 2 | | | | | |
| | | | | | (Continued) | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|----------|----------|----------|---|------------|
| 23-01 | Standby Magnetic Compass System (Continued) | 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 2 | | | | | |
| 31-00 *** | Radar Altimeter System | 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) 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. | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|--|----------|----------|----------|--|------------|
| 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. | |
| 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 procedure are established and used. | |
| -03 | Terrain Displays | C | - | 1 | | |
| | | B | - | 0 | | |

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4. REMARKS OR EXCEPTIONS

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 | | |
| 42-00 *** | Weather Radar System | D | - | 0 | | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|----------|----------|----------|--|------------|
| 43-00 *** | Traffic Alert and Collision Avoidance System (TCAS II) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. | |
| | | C | - | 0 | (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. | |
| -01 | Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side provided: a) TA and RA Visual Display is operative on the flying pilot side, and b) TA and RA Audio Function is operative on the flying pilot side. | |
| -02 | Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on non-flying pilot side. | |
| | | C | - | 0 | (O) May be inoperative provided: a) Traffic Alert (TA) Visual Display and Audio Functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use. | |
| -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 | | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|----------|----------|----------|---|------------|
| 46-00 *** | Surface Watch | C | 1 | 0 | | |
| 47-00 *** | Reactive Windshear Detection System | C | 1 | 0 | (O) 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. | |
| 52-00 | ATC Transponders and Automatic Altitude Reporting Systems | B | - | 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: ADS-B OUT is inoperative when transponder inoperative. | |
| 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 Out function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided: a) 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. | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|----------|---|----------|---|------------|
| 52-01 *** | Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued) | | | | | |
| -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 Out UAT Transmissions | C | - | 0 | (O) May be inoperative provided: a) Enroute operations do not require its use, 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 Out 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. | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|----------|----------|----------|--|------------|
| 52-01 *** | Automatic Dependent Surveillance-Broadcast (ADS-B) System (Continued) | | | | | |
| -03 *** | 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. | |
| 53-00 *** | Automatic Direction Finder (ADF) | C | - | 0 | May be inoperative provided navigation procedures for the planned routes to be flown are not dependent upon use of the affected ADF. | |
| | | B | - | 0 | (O) May be inoperative provided alternate approved navigational equipment is operative and used. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 56-00 | Global Positioning System (GPS) | C | 2 | 1 | One may be inoperative provided operations do not require its use. | |
| 57-00 | Satellite Weather/Radio System | D | 1 | 0 | | |

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|----------|----------|----------|---|------------|
| 61-00 | Flight Management System (FMS) | | | | | |
| -01 | Navigation Database | 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. | |
| 61-01 | Flight Management System (FMS) Panel (only for G1000 Avionic system equipped airplanes) | D | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. | |

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4. REMARKS OR EXCEPTIONS

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 Disk) | 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. | |
| 21-00 | Passenger Oxygen System | C | 1 | 0 | May be inoperative provided the airplane is operated with no passengers. | |
| | | C | 1 | 0 | (O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL. | |
| (Continued) | | | | | | |

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|----------|----------|----------|--|------------|
| 21-00 | Passenger Oxygen System (Continued) | | | | | |
| | | C | 1 | 0 | (O) May be inoperative provided: a) Flight is conducted at or below 10,000 feet MSL, b) Flightcrew Oxygen System operates normally, c) Environmental Control Systems operate normally, and d) Cabin Pressure Control System operates normally. | |
| -01 | Passenger Auto Deployment Function | C | 1 | 0 | (M)(O) May be inoperative provided: a) Flight is conducted at or below 30,000 feet MSL, b) Manual Deployment Function is verified operative once each flight day, and c) Both Air Bleed Sources operate normally. | |
| 31-01 *** | Portable 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. | |
| 21-01 | Passenger Oxygen Masks | C | - | 0 | (M) May be inoperative provided affected Seat is placarded and BLOCKED to prevent occupancy. | |

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4. REMARKS OR EXCEPTIONS

36. PNEUMATICS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 11-00 | Engine Pneumatic Bleed System | C | 2 | 1 | (O) May be inoperative provided: a) Associated Engine Bleed remains selected OFF, b) Airplane is not operated in known or forecast icing conditions, and c) Airplane is operated at or below FL 250. | |
| 11-01 | Pressure Regulating Shutoff Valve (PRSOV) | C | 2 | 1 | (M)(O) May be inoperative provided: a) Associated Engine Bleed remains selected OFF, b) Affected PRSOV is secured CLOSED, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is operated at or below FL 250. | |
| 11-03 | AMS Controller Channel | C | 2 | 1 | (O) May be inoperative provided airplane is operated at or below FL 250. | |
| 11-04 | Fan Air Valves (FAV) | C | 2 | 1 | May be inoperative provided associated Engine Pneumatic Bleed System is considered inoperative. | |
| 11-06 | Cross Bleed Valve | C | 1 | 0 | (M)(O) May be inoperative provided: a) XBLEED Switch remains selected OFF, and b) Cross Bleed Valve is secured CLOSED. | |

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4. REMARKS OR EXCEPTIONS

38. WATER/WASTE

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|-------------------------------|----------|----------|----------|---|------------|
| 21-01 *** | 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. | |
| 30-00 | Lavatory Waste System | C | - | - | (M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used. | |
| | | C | - | - | (M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) Associated Lavatory door is secured CLOSED and placarded "INOPERATIVE – DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers. | |

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4. REMARKS OR EXCEPTIONS

44. CABIN SYSTEMS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| 13-00 | Passenger Intercom System | D | - | 0 | (M) May be inoperative provided Passenger Intercom System circuit breaker is pulled. | |
| 32-00 | Airborne Broadband Internet System (ABIS) | D | - | 0 | (M) May be inoperative provided ABIS Circuit Breakers are pulled. | |

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4. REMARKS OR EXCEPTIONS

52. DOORS

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|---|------------|
| 46-00 | Keyed Locks | C | - | 0 | (O) May be inoperative provided associated door or access panel is verified closed and latched prior to each flight. | |
| 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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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: 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) One may be inoperative for one flight provided: a) After affected engine shutdown, the E1(2) FUEL IMP BYP message is still displayed, b) All engine parameters are operative, and c) Fuel Filter is inspected for no contamination. | |

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4. REMARKS OR EXCEPTIONS

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 ENG IGNITION Switches are moved to ON for ground starts. | |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS OR EXCEPTIONS | | | |

77. ENGINE INDICATING

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|----------|----------|----------|---|------------|
| 21-03 | TT0 Inlet Total Air Temperature Heating System | C | 2 | 1 | One may be inoperative provided airplane is not operated in 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 |
|--------------|---------------------------------------|---|---|---|--|------------|
| 00-01 | Chip Detected | A | 2 | 1 | May be dispatched with system faults provided: a) Indication is in one engine only, b) E1(2) CHIP DETECTED message is displayed on engine maintenance page, c) No engine chip indication on either engine in the previous 50 engine flight hours, d) All engine parameters are operative, e) No engine oil filter impending bypass indication, and f) Repairs are made within 10 engine flight hours or in two flights after initial indication, whichever occurs first. No extensions are authorized. | |
| 34-00 | Oil Filter Impending Bypass Indicator | A | 2 | 1 | (M) May be inoperative in one engine only provided: a) After affected engine shutdown, the E1(2) OIL IMP BYP message is still displayed, b) All engine parameters are operative, c) No engine chip indication on either engine in the previous 50 engine flight hours, d) Oil level is checked at maximum, e) Oil filter visual inspection for contamination is required prior to the first flight under this item and then daily prior to the first flight of the day, and f) Repairs are made within 10 calendar-days. No extensions are authorized. | |

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4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------|---|---|---|--|------------|
| 35-01 | Chip Detector Sensor | A | 2 | 1 | (M) May be inoperative in one engine only provided: a) E1(2) CHIP DETECTED message is not displayed on engine maintenance page, b) No engine chip indication on either engine in the previous 50 engine flight hours, c) All engine parameters are operative, d) No engine oil filter impending bypass indication, e) Affected Magnetic Chip Detector Sensor is checked for no debris prior to the first flight under this item and then every 10 calendar-days or 10 flight hours, whichever occurs first, and f) Repairs are made within 30 calendar-days. No extensions are authorized. | |