



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

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 11/09/2020

Embraer S.A. EMB-505

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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.
0a	09/20/2010	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 28-1, 33-1, 33-2.
1	12/30/2013	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, Guidelines for (O) & (M) Procedures, 21-1, 21-2, 21-3, 21-4, 22-1, 22-2, 22-3, 22-4, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 25-3, 25-4, 27-1, 28-2, 30-2, 31-1, 31-2, 31-3, 32-1, 33-1, 33-2, 34-1, 34-2, 34-4, 34-5, 34-6, 35-2, 44-1, 52-1, 73-1, 79-1, 79-2, 79-3.
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.
3	11/09/2020	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 21-2, 23-1, 25-3, 31-1 thru 5, 33-1, 34-2, 34-3, 34-6 thru 8, 34-10, 34-11, 52-1. All pages format change.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 3**. The changes in this revision were made to align with FAA Policy Letters (PL) 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 21-2	Item 31-00-01: Changed "Airplane is operated by a crew of two" to "Airplane is operated by a two-pilot flightcrew" for clarity.
ATA 23 COMMUNICATIONS 23-1 23-1	Item 12-00: Updated the note in the remarks and/or exceptions due to the addition of Future Air Navigation System (FANS) 1/A - Controller-Pilot Data Link Communications (CPDLC). Item 24-00: Updated relief for Aeronautical Telecommunication Network (ATN)-CPDLC and FANS 1/A - CPDLC.
ATA 25 EQUIPMENT/ FURNISHINGS 25-3	Item 61-00-02: Updated to comply with PL-120 Rev 3 on this subject. Item 61-00-03: Updated to comply with PL-120 Rev 3 on this subject. Item 61-00-04: Updated to comply with PL-120 Rev 3 on this subject. Item 61-00-05: Updated to comply with PL-120 Rev 3 on this subject.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 31 INDICATING/ RECORDING SYSTEMS 31-1 31-2 31-3 31-4 31-4 31-4 31-4 31-5 31-5 31-5	Item 61-01: Updated relief for Flight Display Units (FDU), according to the effectivities. Item 61-01: Updated relief for FDUs, according to the effectivities. Item 61-01: Updated relief for FDUs, according to the effectivities. Item 61-01-02: Updated relief for Charts and Maps Database. Item 61-01-03: Included relief for Electronic Checklist (ECL). Item 61-01-04: Included relief for Basemap. Item 61-01-05: Included relief for SafeTaxi. Item 61-01-06: Included relief for Airport Directory. Item 61-01-07: Included relief for instrument flight rules (IFR)/visual flight rules (VFR) Charts. Item 61-04: Updated relief for Garmin Touch controller (GTC) Cooling Fans, due to the temperature monitoring through the multifunction display (MFD) Environment Control System (ECS) Synoptic.
ATA 33 LIGHTS 33-1	Item 26-02: Included relief for Courtesy Airstairs Step Lights.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 NAVIGATION	
34-2	Item 31-00: Updated relief for Radar Altimeter System, due to the inclusion of the Predictive Windshear (PWS) Function.
34-3	Item 31-00: Updated relief for Radar Altimeter System, due to the inclusion of the PWS Function.
34-6	Item 42-00-01: Included relief for PWS Function.
34-7	Item 46-10: Included relief for Stabilized Approach.
34-7	Item 48-00: Included relief for Runway Overrun Awareness and Alerting System (ROAAS).
34-8	Item 52-01: Deleted relief for Automatic Dependent Surveillance-Broadcast (ADS-B) Out UAT Transmissions.
34-10	Item 61-00-02: Included relief for Weight and Balance (W&B) Function.
34-10	Item 61-00-03: Included relief for Performance Management (PERF) Function.
34-11	Item 61-00-04: Included relief for Takeoff and Landing Data (TOLD) Function.
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.

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DEFINITIONS

Refer to the current FAA MMEL PL-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, the preamble used for operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 125, 129, and 135, refer to the current FAA PL-34, MMEL and MEL Preamble, or for the preamble used for 14 CFR Part 91 operations, refer to MMEL PL-36, FAR Part 91 MEL Approval and Preamble. Both preambles may be found on the FAA 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-3871, 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 (ECS) Synoptic Display (Multifunction 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 FCSOV is confirmed CLOSED and deactivated, and e) Airplane is operated at or below flight level (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) Pressure Regulating Shutoff Valve (PRSOV) 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 ***	In-Flight Entertainment (IFE) Cooling Fan	D	1	0	May be inoperative provided IFE/REFRESHMENT CTR Switch is set to OFF position.	

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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	(M)(O) May be inoperative provided: a) Airplane is operated by a two-pilot flightcrew, b) Outflow Valve (OFV) Indication on MFD operates normally, c) Manual Control is used and verified operative before each flight, d) Auto control channel cabin pressurization indications on Engine Indication System (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 mean sea level (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 LFE above 8,000 ft MSL, 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.	
31-05	PRV Static-Pressure Line	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 25 minutes when outside air temperature (OAT) is above ISA +19°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°C. NOTE: IFE must be turned OFF for ground operations when OAT is above ISA +20°C.	
-02	Cockpit Fan	C	1	0	May be inoperative provided: a) Cabin Fan is operative, b) VCS is operative, c) Ground operations are limited to OAT below ISA +22°C, and d) Aircraft is not operated in known or forecast icing conditions	

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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 PRSOVs 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) PRSOV of affected side is operative, and c) Airplane operation is conducted at or below FL 250.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Autopilot (AP) 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 (FD)	C	2	1	(O) If FD is required, primary flight displays (PFD) must be coupled to operative one. NOTE: Navigation and Approach Modes sources are selected only through the PFD on the side of the operative FD, unless Course Deviation Indicators (CDI) (for G1000 Avionics System) or Active NAV (for G3000 Avionics System) are synchronized.	
		C	2	0	May be inoperative provided operations do not require AP use.	
10-02	Yaw Damper (YD) Function	C	1	0	May be inoperative provided airplane airspeed is limited to 180 knots indicated airspeed (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	FD Buttons	C	2	0	May be inoperative provided operations do not require its use.	
-03	AP Button	C	1	0	May be inoperative provided AP is considered inoperative.	
(Continued)						

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP) (Cont'd)					
-04	YD Button	C	1	0	May be inoperative provided AP 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 AP 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 AP 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 Reduced Vertical Separation Minimum (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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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP) (Cont'd)					
-16	Vertical Speed (VS DN UP) Thumb Wheel	C	1	0	May be inoperative provided operations do not require its use.	
-17	Airspeed To Mach (PUSH IAS/MACH) Change Button	C	1	0		
-18	Altitude Selector (ALT SEL) Knob	C	1	0	May be inoperative provided AP 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	AP Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) AP is not used below 1,500 ft above ground level (AGL), and b) Approach minimums do not require the use of the AP.	
		B	2	0	May be inoperative provided AP 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 (SELCAL) System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
23-00 ***	Data Link Management System – Maintenance Data Transmittal Function	D	-	0		
24-00 ***	Controller-Pilot Data Link Communications (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	Future Air Navigation System (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 (PA) System					
-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.	
51-01	Audio Panel (Only for G1000-Equipped Airplanes)					
-01	Annunciators Light-Emitting Diodes (LED)	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 PA 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, co-pilot side may be inoperative.	
51-02	Cockpit Speakers	D	2	1	For single-pilot operations, co-pilot side Speaker may be inoperative provided pilot Headset is operative and used.	
		C	2	1	For operations requiring a second in command (SIC), one may be inoperative provided a headset is used in lieu of associated speaker.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar	
51-07	Push-to-Talk (PTT) Switches	D	4	2	For single-pilot operations, both co-pilot side Switches (Glare Shield and Yoke) may be inoperative.		
		C	4	2		For operations requiring an SIC, one on each side may be inoperative.	
51-09	Headset With Boom Microphones	D	2	1	For single-pilot operations, co-pilot side may be inoperative		
		A	2	0		For operations requiring an SIC, may be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
							A
-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, co-pilot side may be inoperative.		
		C	-	0		For operations requiring an SIC, 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	Direct Current (DC) External Power System	C	1	0	May be inoperative provided operations do not require its use.	
-01	DC Ground Power Unit (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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<p>AIRCRAFT: EMB-505</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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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 (CSV)	D	-	0	May be inoperative or missing.	
11-01	Pilot Seats	C	2	1	For single-pilot operation, co-pilot 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: <ol style="list-style-type: none"> a) Affected Seat has failed, locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember. 	
-04	Headrests	C	2	0	May be inoperative provided it is adequate to the occupant.	
-05	Seat Belts System	C	2	1	For single-pilot operations, co-pilot Seat Belt may be inoperative provided the Seat is unoccupied.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot Seats (Cont'd)					
-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 TTL position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the TTL position.	
-03	Armrests without Seat Positioning Controls for 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, and b) Repairs are made within 90 days.	
		A	-	0	(M) 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) 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		

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Medical Equipment					
-01	First Aid Kit (FAK)	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be 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's left Seat.	
		C	-	-	For operations requiring an SIC, 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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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 flyaway kits. NOTE: Operator MELs should define which items are approved for inclusion in the flyaway 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, co-pilot side Switch may be inoperative.	
		B	2	1	For operations requiring an SIC, either side may be inoperative provided pilot-flying side is operative.	
70-00	Gust Lock System					
-01	Rudder Gust Lock (RGL) System	C	1	0	(M) May be inoperative provided RGL 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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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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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 (NM) of the airport used for takeoff or intended landing, including alternate airports.	
42-00	Windshield Heater	C	4	2	For single-pilot operations, both co-pilot side heaters may be inoperative provided operations are not conducted in known or forecast icing conditions.	
		C	4	2	For operations requiring an SIC, 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, co-pilot side may be inoperative.	
		C	2	0	For operations requiring an SIC, 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	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)	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) (Cont'd)					
	For Airplanes Equipped with G3000 Avionics System Except Version 3305	C	3	2	(M)(O) For operations requiring an SIC, MFD may be inoperative provided: a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, c) Status page on PFD is checked for engine messages. NOTE: All MFD information is available on PFD through reversionary or split modes.	
	For Airplanes Equipped with G3000 Avionics System Version 3305	C	3	2	(M)(O) For operations requiring an SIC, MFD may be inoperative provided: a) MFD Circuit Breakers are PULLED, b) Status page on PFD is checked 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 an SIC, 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.	
					(Continued)	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd)					
-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 ***	Electronic Checklist (ECL)	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.	
-04 ***	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.	
-05 ***	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.	
					(Continued)	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd)					
-06 ***	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.	
-07 ***	Instrument Flight Rules (IFR)/Visual Flight Rules (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	(O) 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		

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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: <ul style="list-style-type: none"> 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 annunciators/indications are excluded from this relief. NOTE 2: Unaided operation (without night vision goggles (NVG)) 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.	
26-02	Courtesy Airstairs Step Lights	D	3	0	May be inoperative provided alternate source of illumination is available at night.	
42-00	Taxi Lights	C	2	0		
42-01	LoPresti Boom Beam High-Intensity Discharge (HID) Taxi Lights (Supplemental Type Certificate (STC) No. 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 No. 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		

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33. Lights						
Sequence No.	Item	1	2	3	4	Change Bar
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 Visual Meteorological Conditions (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: AP is inoperative with one AHRS inoperative.	
23-01	Standby Magnetic Compass System				Deleted, Revision 2 (Continued)	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Standby Magnetic Compass System (Cont'd)	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or Inertial Navigation System (INS) Inertial Reference Unit (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by air traffic control (ATC) on the enroute portion of the flight. Deleted, Revision 2	
31-00 ***	Radar Altimeter System					
	For Airplanes Not Equipped with Predictive Windshear	A	1	0	(M)(O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Class A 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.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31-00 ***	Radar Altimeter System (Cont'd)					
	For Airplanes Equipped with Predictive Windshear	A	1	0	(M)(O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) TAWS-A is considered inoperative, d) TCAS II is considered inoperative, e) Predictive Windshear (PWS) function is considered inoperative, f) Alternate procedures are established and used, and g) Repairs are made within 2 flight-days.	
32-00	VHF Navigation System					
-01	Very High Frequency Omni-Directional Range (VOR)/Instrument Landing System (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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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-00 ***	Class A Terrain Awareness and Warning System (TAWS-A)					
-01	Ground Proximity Warning System (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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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 – FLTA and 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		
-01 ***	PWS Function	D	-	0	(O) May be inoperative provided alternate procedures are established and used.	
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	RA Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) 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	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.	
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
43-00 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-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 ***	Surface Watch	C	1	0		
46-10 ***	Stabilized Approach	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
47-00 ***	Reactive Windshear Detection System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
48-00 ***	Runway Overrun Awareness and Alerting System (ROAAS)	C	1	0		
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: Automatic Dependent Surveillance-Broadcast (ADS-B) OUT is inoperative when transponder inoperative.	
		D	-	1	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
52-01 ***	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	May be inoperative provided: a) Operations do not require its use, and b) It is not required by 14 CFR.
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
-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				Deleted, Revision 3	

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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)					
-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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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: 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 International Civil Aviation Organization (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.	
-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.	
					(Continued)	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Flight Management System (FMS) (Cont'd)					
-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	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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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, co-pilot Mask may be inoperative (no flow) provided the co-pilot 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 ft MSL.	
(Continued)						

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Passenger Oxygen System (Cont'd)	C	1	0	(O) May be inoperative provided: a) Flight is conducted at or below 10,000 ft MSL, b) Flightcrew Oxygen System operates normally, c) ECSs 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 ft 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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36. Pneumatic

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	Air Management System (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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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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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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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	(M)(O) 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	(M)(O) 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.	
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.	

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52. Doors

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

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Full-Authority Digital Engine Control (FADEC)					
-01	System Faults	A	2	0	May be dispatched with System Faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are authorized. NOTE: The intent of the "0" in the number required for dispatch column is to show that dispatch is allowed with some faults present in both FADECs.	
33-00	Fuel Flow Indication	B	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Both Wings Fuel Quantity Indications on EIS are operative, and b) Used fuel information on Synoptic Fuel Page and remaining fuel information on FMS are not used by flightcrew. 	
34-01	Fuel Filter Impending Bypass Switch	A	2	1	(M) One may be inoperative for one flight provided: <ul style="list-style-type: none"> 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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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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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Engine Inlet Temperature (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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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: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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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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: <ul style="list-style-type: none"> 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. 	