



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

Master Minimum Equipment List (MMEL)

Revision: 4
Date: 04/29/2019

Embraer EMB-545, EMB-550

**** FOR 14 CFR PART 91 and PART 135 OPERATIONS ONLY ****

Bryan Watson, Chairman
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Transport Aircraft Seattle Branch
2200 S. 216th St, 2nd Floor, North Wing
Des Moines, WA 98198

Telephone: (206) 231-3903
Email: 9-AVS-AFS-100@faa.gov

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	01/20/2015	
1	12/30/2015	
2	07/28/2017	
3	03/07/2018	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 21-1 thru 7, 22-1 thru 4, 23-1 thru 10, 24-1, 25-1 thru 5, 26-1, 30-1, 30-2, 31-1 thru 3, 32-1, 32-2, 33-1, 33-2, 34-1 thru 9, 35-1, 35-2, 36-1 thru 3, 42-1, 73-1, 2-1 thru 2-5
4	04/29/2019	All pages format change. Technical Changes noted in Highlights of Change. PLs 79 and 120.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for Revision 4. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 02/25/2019.

ITEM	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.
All	Format change.
Various	Policy Letters 79 and 120 updated.
ATA 21 Air Conditioning	
Items 00-03, 21-01, 32-01, 32-02, 32-04, 51-00 and 60-01	Updated items in order to add proviso for airplanes equipped with Auxiliary Fuel Tanks Transfer System.
ATA 23 Communications	
Item 12-00	Added information on remarks note.
ATA 25 Equipment/Furnishing	
Item 21-01	Updated according to PL-79.
Item 61-00-02	Updated according to PL-120.
Item 61-05	Updated position on list. Improved information concerning ELT unit switch selection.
ATA 28 Fuel	
Items 11-03, 21-03, 23-00 and 23-08	Updated items in order to add proviso for airplanes equipped with Auxiliary Fuel Tanks Transfer System.
Item 23-03	Added word "LH/RH in order to harmonize with airplane publications, and added restriction to the proviso applicability.
Item 23-11 and 24-00	Added new items.
Item 24-01	Moved to item 28-11-05.

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HIGHLIGHTS OF CHANGE

ITEM	EXPLANATION OF CHANGE
ATA 32	Landing Gear
Item 47-00	Added information in order to restrict the applicability.
ATA 36	Pneumatic
Item 17-00	Added new item.

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DEFINITIONS

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

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PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

SECTION ONE

LINE REPLACEABLE UNIT (LRU) COMPONENT RELIEF

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
00-00	ECS System Synoptic	C	1	0		
00-03	Air Conditioning Controller (ACC) (For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(M)(O) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram Air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Airplane is operated unpressurized at or below 9,500 feet, and g) Outflow valve indication on synoptics operates normally.	
	(For airplanes equipped with Auxiliary Fuel Tanks)	A	1	0	(M)(O) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram Air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Airplane is operated unpressurized at or below 9,500 feet, g) Outflow valve indication on synoptics operates normally, h) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and i) Repairs are made within 10 flight-days or 60 flight-hours, whichever occurs first.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Pack Inlet Valve (PIV) (For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(M)(O) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) BLEED 1 is selected OFF and is not used, d) Ram air door is secured open, e) Ram air check valve is verified operative, f) Cross bleed is selected OFF after engine 1 start and is not used, g) Ground operations with passenger door closed are limited to 30 minutes, h) Outflow valve indication on synoptics operates normally, i) Airplane is operated unpressurized at or below 9,500 feet, and j) Airplane is not operated into known or forecast icing conditions.	
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Pack Inlet Valve (PIV) (Cont'd) (For airplanes equipped with Auxiliary Fuel Tanks)	A	1	0	(M)(O) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) BLEED 1 is selected OFF and is not used, d) Ram air door is secured open, e) Ram air check valve is verified operative, f) Cross bleed is selected OFF after engine 1 start and is not used, g) Ground operations with passenger door closed are limited to 30 minutes, h) Outflow valve indication on synoptics operates normally, i) Airplane is operated unpressurized at or below 9,500 feet, j) Airplane is not operated into known or forecast icing conditions, k) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and l) Repairs are made within 10 flight-days or 60 flight hours, whichever occurs first	
21-02	Pack Delta Pressure (DP) Sensor	C	1	0		
23-00	Gasper	D	-	0		
24-01	Recirculation Fan	C	1	0	(O) May be inoperative provided the Recirculation Fan is confirmed OFF.	
		C	1	0	(M)(O) May be inoperative provided: a) Recirculation Fan is selected OFF, and b) Recirculation Fan is deactivated.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
24-02	Recirculation Fan Shutoff Valve (RESOV)	C	1	0	(M)(O) May be inoperative closed provided: a) Recirculation Fan is selected OFF, and b) RESOV is deactivated.	
		C	1	0	May be inoperative open provided airplane is operated at or below 15,000 feet.	
24-03 ***	Recirculation Fan Filter (HEPA Filter)	C	1	0	(M)(O) May be missing or clogged provided: a) Filter is removed, and b) Recirculation Fan is selected OFF.	
25-00	Emergency Ram Air Ventilation Actuation System	C	1	0	(M) May be inoperative provided the Emergency Ram Air Actuator is confirmed retracted (Ram Air door open) and deactivated.	
26-01	Forward E-Bay Fan	C	2	1	One may be inoperative provided messages FWD EBAY OVERHEAT and/or EBAY SMOKE DET FAIL are not shown.	
26-02	Center E-Bay Fan	C	2	0	One or both may be inoperative provided the messages CENTER LH (RH) OVERHEAT are not shown on the side of affected fan.	

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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: <ol style="list-style-type: none"> a) Outflow Valve indication on ECS synoptic operates normally, b) Manual control is used and verified operative before each flight, c) Auto control channel cabin pressurization indications on EIS are verified operative before each flight, d) Cabin pressure indications are operative, and e) The airplane is operated at or below FL 250. 	
-02	Manual Control	C	1	0	May be inoperative provided: <ol style="list-style-type: none"> a) Automatic mode is operative, and, b) The airplane is operated at or below 15,000 feet. 	
-03	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	May be inoperative provided outflow valve is considered inoperative.	
-04	Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Flight is conducted unpressurized at or below 9,500 feet, and, b) Outflow valve indication on synoptics operates normally. 	

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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 9,500 feet.	
32-01	Pressure Relief Valve (PRV) (For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9,500 feet, and b) Outflow valve indication on synoptics operates normally.	
	(For airplanes equipped with Auxiliary Fuel Tanks)	A	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9,500 feet, b) Outflow valve indication on synoptics operates normally, c) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and d) Repairs are made within 10 flight-days or 60 flight hours whichever occurs first.	
32-02	Negative Pressure Relief Valve (NPRV) (For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9,500 feet, and b) Outflow valve indication on synoptics operates normally.	
	(For airplanes equipped with Auxiliary Fuel Tanks)	A	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9,500 feet, b) Outflow valve indication on synoptics operates normally, c) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and d) Repairs are made within 10 flight-days or 60 flight hours whichever occurs first.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
32-04	Static Port Line (For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9,500 feet, and b) Outflow valve indication on synoptics operates normally.	
	(For airplanes equipped with Auxiliary Fuel Tanks) Static Port Line	A	1	0	(O) May be inoperative provided: a) Flight is conducted unpressurized at or below 9,500 feet, b) Outflow valve indication on synoptics operates normally, c) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and d) Repairs are made within 10 flight-days or 60 flight hours, whichever occurs first.	
41-00 ***	Aft Cargo Heating System	D	1	0	(M) May be inoperative provided system is secured closed.	
51-00	Cooling Pack System (Air Conditioning Pack) (For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(M)(O) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram Air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on synoptics operates normally, and g) Airplane is operated unpressurized at or below 9,500 feet.	
(Continued)						

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-00	Cooling Pack System (Air Conditioning Pack) (Cont'd) (For airplanes equipped with Auxiliary Fuel Tanks)	A	1	0	(M)(O) May be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram Air check valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on synoptics operates normally, g) Airplane is operated unpressurized at or below 9,500 feet, h) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and i) Repairs are made within 10 flight-days or 60 flight hours, whichever occurs first.	
53-00	Pack Backup System	C	1	0	(M)(O) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed and deactivated, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, and e) Airplane is operated within 60 minutes of a suitable airport.	
(Continued)						

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
53-00	Pack Backup System (Cont'd)	C	1	0	(M)(O) May be inoperative provided: a) Pack Backup is selected OFF, b) Pack Backup Shutoff Valve is secured closed, c) Cooling Pack system is operative, d) Airplane is operated at or below FL 250, e) Ram air door is secured open, and f) Ram air check valve is verified operative.	
60-01	Trim Air Valve (TAV)	C	2	1	(M) Cabin TAV may be inoperative provided: a) Airplane is operated with no passengers, and b) Cabin TAV is verified and secured closed.	
	(For airplanes not equipped with Auxiliary Fuel Tanks)	C	2	0	(M)(O) Both may be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air door valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on synoptics operates normally, and g) Airplane is operated unpressurized at or below 9,500 feet.	
(Continued)						

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
60-01	Trim Air Valve (TAV) (Cont'd) (For airplanes equipped with Auxiliary Fuel Tanks)	A	2	0	(M)(O) Both may be inoperative provided: a) Pack is selected OFF, b) Pack Backup is selected OFF, c) Ram air door is secured open, d) Ram air door valve is verified operative, e) Ground operations with passenger door closed are limited to 30 minutes, f) Outflow valve indication on synoptics operates normally, g) Airplane is operated unpressurized at or below 9,500 feet, h) Auxiliary Fuel Tanks Pressurization System is considered inoperative, and i) Repairs are made within 10 flight-days or 60 flight hours, whichever occurs first.	
61-00	Cockpit Temperature Control System					
-01	Automatic Control	C	1	0	(O) May be inoperative provided: a) ECS system synoptic is operative, b) Manual control is used and verified operative before each flight, and c) Pack Backup is operative.	
-02	Manual Control	C	1	0	May be inoperative provided: a) Auto mode is operative, and b) Pack Backup is operative.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
62-00	Passenger-Cabin Temperature Control System					
-01	Automatic Control	C	1	0	(O) May be inoperative provided: a) ECS system synoptic is operative, b) Manual control is used and verified operative before each flight, and c) Pack Backup is operative.	
-02	Manual Control	C	1	0	May be inoperative provided: a) Auto mode is operative, and b) Pack Backup is operative.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Autopilot System	B	1	0	(O) May be inoperative provided operations do not require its use.	
11-00	Flight Director	C	2	1	(O) One may be inoperative provided operations do not require its use.	
		B	2	0	(O) Both may be inoperative provided: a) Operations do not require its use, b) Alternate procedures are established and used, and c) Autopilot is considered inoperative.	
11-01	AFCS Panel					
-01	Flight Director (FD) Button	C	2	0	May be inoperative provided operations do not require its use.	
-02	Course Knobs (CRS)	C	2	0	May be inoperative provided operations do not require its use.	
-03	Course (PUSH DIRECT) Button	C	2	0		
-04	Autothrottle (AT) Button	C	1	0	May be inoperative provided autothrottle is not used.	
(Continued)						

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	AFCS Panel (Cont'd)					
-05	Speed (SPD) Knob (MAN/FMS Selector)	C	1	0	(O) May be inoperative provided: a) Knob is on MAN position, and b) Alternate procedures are established and used.	
-06	Airspeed to Mach (PUSH IAS MACH) Change Button	C	1	0	May be inoperative provided operations do not require its use.	
-07	Lateral Navigation (LNAV) Button	C	1	0	May be inoperative provided operations do not require its use.	
-08	Half Bank Limit (BANK) Button	C	1	0		
-09	Heading (HDG) Mode Button	C	1	0	May be inoperative provided autopilot is considered inoperative.	
-10	Heading Synchronization (PUSH SYNC) Button	C	1	0		
-11	Approach (APPR) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
-12	Autopilot (AP) Button	C	1	0	May be inoperative provided autopilot is not used.	
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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	AFCS Panel (Cont'd)					
-13	Source (SRC) Button	C	1	0		
-14	Altitude (ALT) Button	C	1	0	May be inoperative provided operations do not require its use.	
-15	Vertical Navigation (VNAV) Button	C	1	0	May be inoperative provided operations do not require its use.	
-16	Flight Level Change (FLCH) Button	C	1	0	May be inoperative provided operations do not require its use.	
-17	Flight Path Angle (FPA) Button	C	1	0	May be inoperative provided operations do not require its use.	
-18	Flight Path Angle Selector (FPA) Knob	C	1	0	May be inoperative provided operations do not require its use.	
-19	Vertical Speed (VS DN UP) Thumb Wheel	C	1	0	May be inoperative provided operations do not require its use.	
-20	Vertical Speed (VS) Button	C	1	0	May be inoperative provided operations do not require its use.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Takeoff/Go-Around (TO/GA) Button	C	2	1	One may be inoperative provided operative button is on flying pilot's side for takeoff and approach.	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
30-00	Autothrottle Channel	C	-	0		
-01	Takeoff Hold Mode	C	1	0	(O) May be inoperative provided autothrottle is not engaged during takeoff.	
-02	Retard Mode	C	1	0	(O) May be inoperative provided autothrottle is disengaged at or above 100 feet before landing.	
30-01	Autothrottle Quick Disconnect (AT DISC) Button	C	2	1	One may be inoperative provided operative button is on flying pilot's side for takeoff and approach.	
		C	2	0	May be inoperative provided autothrottle system is not used.	

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TABLE KEY

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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	-	0	Any in excess of those required by 14 CFR may be inoperative provided VHF 2 operates normally. NOTE 1: ACARS and/or FANS 1/A+ may be inoperative with VHF 3 inoperative. NOTE 2: ATN CPDLC is inoperative with VHF 3 inoperative.	
15-00 ***	Satellite Communication System (SATCOM)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided is not required by 14 CFR.	
-01	Voice Channel (Satellite Telephone System)	D	1	0		
-02	Data Channel (Airplanes Equipped with FANS 1/A+)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided is not required by 14 CFR.	
21-00 ***	Selective Call System (SELCAL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
22-00 ***	Aircraft Communications Addressing and Reporting System (ACARS)	D	1	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-00 ***	Controller Pilot Data Link Communication (CPDLC) System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided it is not required by 14 CFR.	
-01	ATN CPDLC	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided it is not required by 14 CFR.	
-02	Future Air Navigation System (FANS 1/A+) (Airplanes Equipped with FANS 1/A+)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided it is not required by 14 CFR.	
51-01	Audio Control Panel (ACP)					
-01	COM 1 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided VHF 1 is considered inoperative.	
-02	COM 3 Microphone Select Button	D	2	1	One may be inoperative provided: a) It is not stuck in the pushed-in position, and b) VHF 3 is not required for the intended flight for voice communications.	
		D	2	0	Both may be inoperative provided: a) It is not stuck in the pushed-in position, b) VHF 3 is not required for the intended flight for voice communications.	

(Continued)

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Audio Control Panel (ACP) (Cont'd)					
-03	COM 3 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided VHF 3 is not required for the intended flight for voice communications.	
-04	HF 1 Microphone Select Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) HF 1, when installed, is considered inoperative.	
-05	HF 1 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided HF 1, when installed, is considered inoperative.	
-06	HF 2 Microphone Select Button	D	2	0	One or both may be inoperative provided: a) It is not stuck in the pushed-in position, and b) HF 2, when installed, is considered inoperative.	
-07	HF 2 Audio Control Knob	D	2	0	One or both volume controls may be inoperative provided HF 2, when installed, is considered inoperative.	
-08	SAT Microphone Select Button	D	2	0	One or both may be inoperative provided it is not stuck in the pushed-in position. NOTE: SATCOM will be unavailable to affected crewmember.	
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Audio Control Panel (ACP) (Cont'd)					
-09	SAT Audio Control Knob	D	2	0	One or both volume control may be inoperative provided SATCOM is not used by affected crewmember.	
-10	CAB Microphone Select Button	C	2	1	One may be inoperative provided it is not stuck in the pushed-in position.	
		C	2	0	(O) Both may be inoperative provided: <ul style="list-style-type: none"> a) Crewmember interphone system not required by 14 CFR, b) It is not stuck in the pushed-in position, and c) Alternate, normal, and emergency procedures and/or operation restrictions are established and used. 	
-11	CAB Audio Control Knob	D	2	0	One or both volume control may be inoperative provided cabin announcement is not used by affected crewmember.	
-12	DME 1 Audio Control Knob	C	2	1	(O) One may be inoperative.	
		C	2	0	Both may be inoperative provided DME 1 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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Audio Control Panel (ACP) (Cont'd)					
-13	DME 2 Audio Control Knob	D	2	1	(O) One may be inoperative.	
		D	2	0	Both may be inoperative provided DME 2, when installed, is considered inoperative.	
-14	NAV 1 Audio Control Knob	C	2	1	(O) One may be inoperative.	
		C	2	0	Both may be inoperative provided VHF 1 navigation radio is considered inoperative.	
-15	NAV 2 Audio Control Knob	C	2	1	(O) One may be inoperative.	
		C	2	0	Both may be inoperative provided VHF 2 navigation radio is considered inoperative.	
-16	MKR Audio Control Knob	C	2	1	(O) One may be inoperative.	
		C	2	0	Both may be inoperative provided Marker Beacon is considered inoperative.	
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-01	Audio Control Panel (ACP) (Cont'd)					
-17	ADF 1 Audio Control Knob	D	2	1	(O) One may be inoperative.	
		D	2	0	Both may be inoperative provided ADF 1, when installed, is considered inoperative.	
-18	ADF 2 Audio Control Knob	D	2	1	(O) One may be inoperative.	
		D	2	0	Both may be inoperative provided ADF 2, when installed, is considered inoperative.	
51-03	PTT Switch	C	6	4	(O) One for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.	
		B	6	2	(O) Any in excess of one for each pilot may be inoperative provided affected switch is verified not stuck in transmit position.	
51-05	Hand Microphone	D	2	0	Any in excess of those required by regulation may be inoperative.	
		C	2	0	May be inoperative provided affected side boom microphone operates normally.	

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TABLE KEY

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-06	Flight Deck Headset					
-01	Headset Boom Microphone					
	(For Holders of Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	(For Other Than Holders of Commercial Operator Certificate)	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
-02	Headset Headphone					
	(For Holders of Commercial Operator Certificate)	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	(For Other Than Holders of Commercial Operator Certificate)	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-06	Flight Deck Headset (Cont'd)					
-03	Active Noise Reduction Function					
	(For Holders of Commercial Operator Certificate)	D	-	0	May be inoperative provided normal audio function of headset is operative.	
	(For Other Than Holders of Commercial Operator Certificate)	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
52-00	Ramp Interphone System	D	1	0		
53-01	Radio Interface Unit (RIU)	B	2	1	(O) RIU 1 may be inoperative provided: <ul style="list-style-type: none"> a) Airplane is limited to VMC operations between sunrise and sunset, b) XPDR 2 is selected as the active transponder, c) COM 1 radio BACKUP mode is verified operative and operated by pilot on left seat, and d) All channels of RIU 2 are operative. NOTE: XPDR 1, VHF 3, HF 1, NAV 1 (VOR/LOC 1, MB 1, ADF 1), and DME 1 are inoperative with RIU 1 inoperative.	
-01	RIU Channel	C	4	2	Channel A from each RIU may be inoperative.	
		B	4	3	Channel B of RIU 1 may be inoperative provided airplane is limited to VMC operations between sunrise and sunset.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
71-00	Cockpit Voice Recorder (CVR) System					
	(For Holders of Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
	(For Other Than Holders of Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
-01	Independent Power Supply	C	1	0		

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TABLE KEY

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Main DC Generator	B	2	1	(O) One may be inoperative provided: a) Affected DC Generator is selected OFF, b) APU DC Generator is operative and used throughout the flight, c) Pump 2A is operative, d) Airplane is not operated on contaminated runways, and e) Airplane is operated at or below 31,000 feet.	
34-01	Auxiliary Power Unit (APU) DC Generator	C	1	0	(O) May be inoperative provided: a) APU DC Generator is selected OFF, b) Both main DC Generators are operative.	
41-00	External DC Power System	C	1	0	May be inoperative provided operations do not require its use.	
-01	AVAIL/IN USE Switch Lights	C	2	0	(O) One or both may be inoperative provided alternate procedures are established and used.	
62-09	Secondary Power Distribution System (SPDS) Display Unit (DU)	D	2	1	(O) Cockpit DU may be inoperative provided DU is verified OFF.	
		D	2	0	(M) Electronic bay DU may be inoperative provided DU is verified OFF.	
		C	2	0	(M) Both may be inoperative provided DUs are verified OFF.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Nonessential Equipment and Furnishings	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
11-01	Pilot Seat					
-01	Lumbar In/Out Adjustment	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
-02	Armrests	C	4	2	(M) Inboard armrests may be inoperative provided they are secured in the retracted (up) position or removed.	
-03	Armrests Tilt Adjustment	D	4	2	Inboard tilt adjustments may be inoperative.	
-04	Recline Function	C	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.	
-05	Headrest Adjustment	C	2	0	One or both may be inoperative provided it is acceptable to the affected crewmember.	
-06	Vertical Seat Adjustment	C	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-02 ***	Primary Observer Seat (Including Associated Equipment)	A	1	0	(O) May be inoperative provided: a) Seat is stowed and oxygen mask is checked for no permanent flow, b) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight-days.	
-01	Observer Seat	A	1	0	May be inoperative provided: a) Required minimum safety equipment (safety belt and oxygen) is available, b) Seat is acceptable to the FAA inspector for the performance of official duties, and c) Repairs are made within 2 flight-days. NOTE 1: These provisos are intended to provide for occupancy of the above seat by an FAA inspector when the minimum safety equipment (safety belt and oxygen) is functional and the inspector determines the conditions to be acceptable. NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-02 ***	Primary Observer Seat (Including Associated Equipment) (Cont'd)					
-02	Observer Seat Not Required by CFR (Including Associated Equipment)	D	1	0	NOTE: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy any observer seat(s).	
12-08 ***	Cockpit Pilot Table	D	2	0	(M) May be inoperative provided stowed in secured position or removed.	
21-01	Passenger Seat					
-01	Passenger Seat (Includes all configurations and locations)	D	-	-	(M) 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) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 3: Inoperative seats do not affect the required number of Flight Attendants.	
(Continued)						

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TABLE KEY

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Passenger Seat (Cont'd)					
-02	Positioning Controls for Taxi, Takeoff, and Landing (TTL)	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 ***	Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining system.	
-04 ***	Armrests					
	(With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls)	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
	(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
21-01	Passenger Seat (Cont'd)					
-05 ***	Seat Belt/Air Bag Restraint Systems					
	(Seat Belt/Air Bag Required by 14 CFR)	D	-	-	May be inoperative provided affected seat is blocked and placard "DO NOT OCCUPY".	
	(Seat Belt/Air Bag Not Required by 14 CFR)	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
-06 ***	Lumbar Adjustment	D	-	-		
-07 ***	Leg Rest	D			(M) May be inoperative provided leg rest is secured in retracted position or removed.	
-08 ***	Combined Heating and Vibrating functions	D	-	-	(M) May be inoperative provided function is deactivated.	
61-00	Emergency Locator Transmitter					
-01 ***	Survival Type	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	A	1	0	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days.	
(Continued)						

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Emergency Locator Transmitter (Cont'd)					
-02	Fixed ELTs (Cont'd)	A	1	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	-	0	(M) May be missing provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	0	(M) 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.	
61-05 ***	Emergency Locator Transmitter (ELT)/NAV	D	1	0	(M) May be missing provided ELT unit switch is selected ARM position.	
		D	1	0	(M) May be inoperative provided ELT/NAV is deactivated.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	First Aid Kit (FAK)	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
62-02	Life Vest	D	-	-	(M)(O) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative life vest and its installed location are placarded inoperative, c) Inoperative life vest is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-03 ***	Life Raft	D	-	-	(O) May be inoperative or missing provided: a) Extended overwater operations are not conducted, and b) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	
		C	-	-	(M)(O) Any in excess of those required by 14 CFR for the intended flight may be inoperative or missing for extended overwater flights provided: a) Required distribution is maintained, b) Inoperative life raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.	

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TABLE KEY

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
13-01	Aft Cargo Compartment Smoke Detector Channel	C	2	1		
		C	2	0	(M)(O) Both channels may be inoperative provided: <ul style="list-style-type: none"> a) Procedures are established and used to ensure the Aft Cargo Compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. b) Cargo heating system is deactivated. NOTE: Operator MELs should define which items are approved for inclusion in the fly way kits and which material can be used as ballast.	
13-02	Internal Stowage Compartment Smoke Detector	C	1	0	(O) May be inoperative provided the internal stowage compartment remains empty or not loaded with combustible or flammable materials.	
14-01 ***	Lavatory Smoke Detector	C	1	0		
23-00	Aft Cargo Compartment Fire Extinguisher System	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Aft cargo remains empty or not loaded with combustible or flammable materials, and b) Cargo heating system is deactivated. 	
25-01 ***	Lavatory Auto-Discharge Fire Extinguisher Bottle	C	1	0		

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
03-01 ***	Steep Approach Switch	C	1	0	May be inoperative in not activated position provided operations do not require its use.	
-01	ARMED Switch Light	C	1	0	NOTE: Steep approach indications are available on PFD.	
21-02	Rudder Pedal Assembly (RPA)					
-01	Pedal Electrical Adjustment	C	2	0	(M) One or both may be inoperative provided rudder pedal position is mechanically adjusted to the desired position.	
		C	2	0	One or both may be inoperative provided: a) Rudder pedal position is acceptable for the affected flightcrew member, and b) Full movement on pedals for rudder and brakes actuation is available.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Fuel System Synoptic	C	1	0		
11-03	Drain Valve					
-01	Wing Tanks	C	4	3	(M) One may be inoperative provided: a) Affected valve is checked for leaks, and b) No water is found at any drainage point before each flight day.	
		C	4	2	(M) The inner valve of one tank and the outer valve of the opposite tank may be inoperative provided: a) Affected valves are checked for no leaks, and b) No water is found at any drainage point before each flight day.	
-02 ***	Auxiliary Fuel Tanks (For airplanes equipped with Auxiliary Fuel Tanks)	A	2	0	(M) May be inoperative closed provided: a) Affected valves are checked for leaks, b) FWD and VTRL Auxiliary Fuel Tanks are empty, and c) Repairs are made within 10 flight-days or 60 flight hours, whichever occurs first.	
11-05 ***	Gravity Refueling Cap Key Lock					
-01	Wing Tanks	C	2	0		
-02	Auxiliary Tanks	C	2	0		

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Fuel Pump					
-01	Pump 1B					
	(For airplanes not equipped with Auxiliary Fuel Tanks)	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) The fuel GOST 10227-86 is not used, b) Pump is deactivated, c) Both Pump knobs are set to ON, d) Pumps synoptic indication is operative, e) Airplane is not operated into known or forecast icing conditions, f) Airplane is operated within 60 minutes of a suitable airport, g) Airplane operation is limited to 19,000 feet, and h) Repairs are made within 3 consecutive calendar-days. 	
	(For airplanes equipped with Auxiliary Fuel Tanks)	A	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) The fuel GOST 10227-86 is not used, b) Pump is deactivated, c) Both Pump knobs are set to ON, d) Pumps synoptic indication is operative, e) Airplane is not operated into known or forecast icing conditions, f) Airplane is operated within 60 minutes of a suitable airport, g) Airplane operation is limited to 19,000 feet, h) FWD and VTRL Auxiliary Fuel Tanks are empty, i) FWD and VTRL Motive Shutoff Valves are secured closed, and j) Repairs are made within 3 consecutive calendar-days. 	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Fuel Pump (Cont'd)					
-02	Pump 2A (For airplanes not equipped with Auxiliary Fuel Tanks)	A	1	0	(M)(O) May be inoperative provided: a) The fuel GOST 10227-86 is not used, b) Pump is deactivated, c) Both Pump knobs are set to ON, d) Pumps synoptic indication is operative, e) Both engine DC generators are operative, f) Airplane is not operated into known or forecast icing conditions, g) Airplane is operated within 60 minutes of a suitable airport, h) Airplane operation is limited to 19,000 feet, and i) Repairs are made within 3 calendar-days.	
(Continued)						

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Fuel Pump (Cont'd)					
-02	Pump 2A (Cont'd) (For airplanes equipped with Auxiliary Fuel Tanks)	A	1	0	(M)(O) May be inoperative provided: a) The fuel GOST 10227-86 is not used, b) Pump is deactivated, c) Both Pump knobs are set to ON, d) Pumps synoptic indication is operative, e) Both engine DC generators are operative, f) Airplane is not operated into known or forecast icing conditions, g) Airplane is operated within 60 minutes of a suitable airport, h) Airplane operation is limited to 19,000 feet, k) FWD and VTRL Auxiliary Fuel Tanks are empty, l) FWD and VTRL Motive Shutoff Valves are secured closed, and i) Repairs are made within 3 calendar-days.	
23-00	Pressure Refueling System (For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(O) May be inoperative provided Airplane is gravity refueled only.	

(Continued)

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
23-08	Pressure Refueling Adapter Cap					
	(For airplanes not equipped with Auxiliary Fuel Tanks)	C	1	0	(M) May be missing provided: a) Adapter is checked for no contamination prior to each refueling/defueling operation, and b) Adapter is checked for no leaks after each refueling/defueling operation.	
	(For airplanes equipped with Auxiliary Fuel Tanks)	C	1	0	(M) May be missing provided: a) Adapter is checked for no contamination prior to each refueling/defueling operation, b) Adapter is checked for no leaks after each refueling/defueling operation, and c) REFUEL ISOL NOT CLSD Advisory message is not shown.	
23-11	Refuel-Isolation Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) Airplane is gravity refueled only, b) Refuel-Isolation Shutoff Valve is secured CLOSED, and c) Auxiliary Fuel Transfer System is operative.	
	(For airplanes equipped with Auxiliary Fuel Tanks)					

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
24-00	Auxiliary Fuel Tanks Transfer System (Main and Backup modes)	C	1	0	(M) May be inoperative provided: a) FWD and VTRL Auxiliary Fuel Tanks are empty, b) The wing tanks are gravity refueled only, c) Auxiliary Fuel Tanks Pressurization System and Auxiliary Fuel Tanks Ventilation System are operative, d) FWD and VTRL Motive Shutoff Valves are secured closed, e) FWD and VTRL Refuel-Transfer Shutoff Valves are secured closed, f) LEFT and RIGHT Refuel-Transfer Shutoff Valves are secured closed, and g) FUEL TRANSFER knob remains selected AUTO.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
24-00	Auxiliary Fuel Tanks Transfer System (Cont'd)					
-01	Main Fuel Transfer Mode	A	1	0	(M) May be inoperative provided: a) Auxiliary Fuel Tanks Pressure Regulating Shutoff Valve is secured closed, b) FWD and VTRL Vent Shutoff Valves are secured open c) Automatic Backup and Manual Backup Fuel Transfer modes are operative, d) Fuel quantity indications and Fuel Synoptic page are operative, e) Both main and backup wing electric fuel pumps are operative, f) FUEL TRANSFER knob remains selected AUTO, g) Airplane is operated within 60 minutes of a suitable airport, and h) Repairs are made within 10 flight-days or 60 flight hours, whichever occurs first. NOTE: Both Auxiliary Fuel tanks may be used as required.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
24-00	Auxiliary Fuel Tanks Transfer System (Cont'd)					
-02	Backup Fuel Transfer Mode (Automatic and/or Manual)	C	1	0	(M) May be inoperative provided: a) FWD and VTRL Auxiliary Fuel Tanks are empty, b) The wing tanks are gravity refueled only, c) Auxiliary Fuel Tanks Pressurization System and Auxiliary Fuel Tanks Ventilation System are operative, d) FWD and VTRL Motive Shutoff Valves are secured closed, e) FWD and VTRL Refuel-Transfer Shutoff Valves are secured closed, f) LEFT and RIGHT Refuel-Transfer Shutoff Valves are secured closed, and g) FUEL TRANSFER knob remains selected AUTO.	
24-01 ***	Gravity Refueling Cap Key Lock				Moved to Item 28-11-05.	
43-02	Fuel Low Pressure Switch	C	2	0	(O) One or both may be inoperative provided: a) Both fuel pumps of affected side are operative, b) Both PUMP knobs are set to ON, and c) Pumps synoptic indication is operative.	
43-03	Fuel Low Level Sensor	C	2	1	May be inoperative provided FUEL USED synoptic indication is operative.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
11-08	System 1 Reservoir					
-01	Fluid Quantity Indication in Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.	
12-08	System 2 Reservoir					
-01	Fluid Quantity Indication in Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.	
13-08	System 3 Reservoir					
-01	Fluid Quantity Indication in Cockpit	C	1	0	(O) May be inoperative provided fluid level is checked on reservoir gauge before each flight.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Anti-Icing System Synoptic	C	1	0		
12-00	Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS)	C	1	0	(M)(O) May be inoperative provided: a) WINGSTAB system is selected OFF, b) Anti-Icing Valve (AISOV) is secured closed and deactivated, and c) Airplane is not operated in known or forecast icing conditions.	
21-00	Engine Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Engine Anti-Ice system remains selected OFF and Anti-Icing valve is confirmed closed.	
21-01	Engine Anti-Icing Valve	C	2	0	(O) One or both may be inoperative provided: a) Both engine anti-icing valves are selected OPEN, b) Valve is verified in the open position, and c) AFM engine anti-icing ON performance is used.	
42-00	Windshield Heating System	C	2	1	(O) Left or right windshield system may be inoperative provided: a) Airplane is not operated into known or forecast icing conditions, and b) Affected windshield button is selected OFF.	

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TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
42-03	Windshield Heater	C	4	3	Left windshield inboard heater or right windshield inboard heater may be inoperative.	
		C	4	2	Left windshield inboard heater and right windshield inboard heater may be inoperative.	
43-01	Windshield Rain-Repellent Coating	C	2	0	May be inoperative provided: <ol style="list-style-type: none"> a) No precipitation is forecasted during a period from 1 hour before until 1 hour after the estimated time of departure and arrival at the takeoff and destination airports, and b) Windshield rain protection is not part of the equipment required for the intended operation. NOTE: Takeoff and destination airports include any takeoff and destination alternate airport required by local regulations.	
81-00	Ice Detection System	C	2	1	(O) One may be inoperative provided Wing and Horizontal Stabilizer and Engine Anti-Icing Systems are operated manually.	
		C	2	0	Both may be inoperative provided airplane is not operated into known or forecast icing conditions.	

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Flight Recorder (FDR) System (For Holders of Commercial Operator Certificate)	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed on operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within 3 flight-days.	
	(For Other Than Holders of Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
32-00	Quick Access Recorder (QAR)	D	1	0		
52-01	Master Warning/Caution Pushbutton/Annunciators					
-01	Warning Lights	C	2	1		
-02	Warning Alarm Cancel Function	C	2	1		
-03	Caution Lights	C	2	1		
-04	Caution Alarm Cancel Function	C	2	1		

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TABLE KEY

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
60-00	Electronic Checklist (ECL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
61-01	Adaptive Flight Display (AFD)	C	4	3	(O) Lower AFD may be inoperative provided it is turned OFF.	
61-02	Display Control Panel (DCP)					
-01	CVS Button	C	2	0		
-02	FPV CAGE Button	C	2	0		
-03	ET Button	C	2	0	One or both may be inoperative provided: <ol style="list-style-type: none"> a) Timer is not shown on affected PFD HSI, and b) An accurate timepiece is operative in the flightcrew compartment indicating the time in hours, minutes, and seconds. 	
-04	TCAS Button	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-05	WX Button	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
-06	BARO SET STD Button	C	2	0	May be inoperative provided BARO knob operates normally.	
-07	V/L Button	C	2	0	May be inoperative provided operations do not require its use.	
-08	FMS Button	C	2	0	May be inoperative provided operations do not require its use.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-03	Reversionary Switch Panel (RSP)					
-01	DUs Brightness Knob	C	4	0	May be inoperative provided affected AFD brightness is acceptable to flightcrew.	
-02	EICAS Button	C	2	1		
61-04	Cursor Control Panel (CCP)					
-01	Trackball	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
61-06	Adaptive Flight Display (AFD) Mounting Tray Fan	C	8	6	(O) One or both fans of lower AFD may be inoperative provided the lower AFD is turned OFF.	
62-00	Synthetic Vision System (SVS)	C	1	0	(O) May be inoperative provided SVS is disabled through the Combined Vision System (CVS) Button.	
64-00 ***	Head-Up Display (HUD) System	D	1	0	(M) May be inoperative provided: a) HUD is deactivated, and b) Procedures do not require its use. NOTE: The message HUD FAIL is displayed after system deactivation.	

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TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Main Brake System					
-01 ***	Autobrake System	C	1	0	(O) May be inoperative provided: a) Autobrake knob remains selected OFF, and c) Alternate procedures are established and used.	
47-00	Brake Temperature Monitoring System (For airplanes not equipped with Auxiliary Fuel Tanks)	C	4	0	(O) May be inoperative provided: a) The Airplane Operations Manual (AOM) is used to calculate brake cooling time prior to airplane dispatch, b) Landing gear retraction is delayed for 7 minutes after takeoff, and c) Appropriate performance penalties are applied. NOTE: For optimized brake cooling time, refer to the Airplane Operations Manual.	
49-06	Brake Assembly					
-01	Wear Pin Indicator	C	8	4	One wear pin indicator per brake assembly may be missing.	
49-07	Main Landing Gear Tire Pressure-Gauge					
-01	Pressure Indication	D	4	0	(M) May be inoperative provided tire pressure is checked manually.	
49-08	Nose Landing Gear Tire Pressure-Gauge					
-01	Pressure Indication	D	2	0	(M) May be inoperative provided tire pressure is checked manually.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
50-00	Steering System					
-01	Steering External Disengage Switch	C	1	0	(O) May be inoperative provided: a) Steering is confirmed engaged for normal operations, and b) Steering disconnect button operates normally if towing is required.	
-02	Towing Light	C	1	0	(O) May be inoperative provided steering and parking brake status are verified in the cockpit before towing.	
53-13	Nose Wheel Steering Overtravel Sensor	C	1	0	(O) May be inoperative provided steering overtravel sensor target is checked for integrity before each flight.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Cockpit and Instruments Panel Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: <ol style="list-style-type: none"> 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, c) Lighting configuration and intensity is acceptable to the flightcrew, and d) Dome Light operates normally. NOTE: Individual button/switch lights and/or annunciators/indications are excluded from this relief.	
23-00	Passenger Warning-Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
41-00	Landing/Taxi Light					
-01	Taxi Light	C	2	0		
-02	Landing Light	C	2	0	May be inoperative provided operations are not conducted at night.	
		B	2	1	NOTE: If any landing light array is failed, the affected landing light must be considered inoperative.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
43-00	Navigation Light	C	4	0	May be inoperative provided operations are not conducted between sunset and sunrise.	
44-01	Wing Inspection Light	C	1	0	May be inoperative provided: a) Primary Ice Detection system is operative, and b) Ground deicing procedures do not require its use.	
45-01	Red Beacon	C	1	0	(O) May be inoperative provided strobe lights are operative and turned ON before engine operation.	
46-01 ***	Logo Light	D	1	0		
47-00	Strobe Lights	C	3	0	May be inoperative provided operations are not conducted between sunset and sunrise.	
51-07	Overwing Emergency Light	C	2	0	May be inoperative provided operations are not conducted at night.	
51-09	Underwing Emergency Light	C	1	0	May be inoperative provided operations are not conducted at night.	
51-11	Fuselage-to-Ground Emergency Light	C	1	0	May be inoperative provided operations are not conducted at night.	
52-00	Flashlight	C	2	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Standby Flight Instrument System (SFIS)					
-01	STD Baro Button	C	1	0	May be inoperative provided BARO knob on the SFIS operates normally.	
23-01 ***	Standby Magnetic Compass Unit	B	1	0	(O) May be inoperative provided: a) Any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with dual independent navigation capability and under positive radar control by ATC on the en route portion of the flight.	
31-00	Radio Altimeter System	D	-	1	(M) Affected radio altimeter is deactivated.	
		A	-	0	(M)(O) May be inoperative provided: a) Affected radio altimeter is deactivated, b) Operations do not require its use, c) Approach minimums are set to BARO, if required, d) Autothrottle Retard Mode and TAWS modes 1–6 are considered inoperative, and e) Repairs are made within 2 flight-days.	
					NOTE: Message FLTCTRL FAULT will be displayed and the dispatch condition on Section 2 is not applicable.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
32-00	VHF Navigation System					
-01	VOR	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.	
		C	2	0	Both may be inoperative provided it is not required by the intended route.	
					NOTE: The intended route corresponds to any point on the route including diversions to reach alternate airport required to be selected by the operational rules.	
		D	2	0	Both may be inoperative provided operations are conducted under VFR.	
-02	Marker Beacon	C	2	1	(O) One may be inoperative provided alternate procedures are established and used.	
		C	2	0	Both may be inoperative provided that approach procedures do not require marker fixes.	
		D	2	0	Both may be inoperative provided operations are conducted under VFR.	
-03 ***	ADF	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
-04	ILS	D	2	-	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
33-00 ***	Enhanced Vision (EVS) System	D	1	0	May be inoperative provided: a) EVS heater is operative, and b) Procedures do not require its use. NOTE: Any mode which operates normally may be used.	
		D	1	0	(M) May be inoperative provided: a) EVS heater is deactivated, b) Airplane is not operated into know or forecasting icing conditions, and c) Procedures do not require its use.	
41-00	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) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Terrain Awareness and Warning System (TAWS) A (Cont'd)					
-01	GPWS (Cont'd)					
-C	Glideslope Deviation (Mode 5)	B	1	0		
		C	-	1		
-D	Advisory Callouts (Mode 6)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	1	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
-E ***	Windshear Detection and Escape Guidance System (Mode 7)	B	1	0	(O) May be inoperative provided: alternate procedures are established and used. NOTE 1: The CAS message REACT WINDSHEAR FAIL may be displayed. NOTE 2: Operator's alternate procedures should include reviewing windshear recovery procedures.	
-02	Terrain System - Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Function	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03	Terrain Overlay	C	1	0		

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-00	Weather Radar	C	1	0	May be inoperative provided it is not required by 14 CFR.	
43-00	Traffic Collision and Avoidance System (TCAS II)	B	1	0	(M) May be inoperative provided: a) System is deactivated and secured, b) Transponder 2 is considered inoperative, and c) En route or approach procedures do not require its use.	
		C	1	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Transponder 2 is considered inoperative, and d) En route or approach procedures do not require its use.	
44-00 ***	Lightning Detection System	C	1	0		
51-00	DME System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-00	Transponder	D	2	1	(O) Any in excess of those required by 14 CFR may be inoperative provided active transponder is selected by crew.	
		B	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. NOTE: TCAS II and ADS-B OUT are inoperative with both transponders inoperative.	
-01 ***	ADS-B OUT Function	D	2	0	May be inoperative provided it is not required by 14 CFR.	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
56-00	Global Positioning System (GPS)	C	2	1	(O) One may be inoperative provided affected side flight director is considered inoperative.	
		B	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) Both flight directors are considered inoperative, c) One VHF Navigation system and one DME is operative, and d) AHRS is aligned. NOTE: TAWS FLTA and PDA functions, SVS, and ADS-B OUT are inoperative with GPSs inoperative.	
		B	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) Both flight directors are considered inoperative, c) Two DMEs are installed and operative, and d) AHRS is aligned. NOTE: TAWS FLTA and PDA functions, SVS, and ADS-B OUT are inoperative with GPSs inoperative.	
		B	2	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) Both flight directors are considered inoperative, c) FMS is not used, and d) AHRS is aligned. NOTE: TAWS FLTA and PDA functions, SVS, and ADS-B OUT are inoperative with GPSs inoperative.	

AIRCRAFT:
 EMB-545, EMB-550

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
57-00 ***	Satellite Weather System	D	1	0		
61-00	Flight Management System (FMS)	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) TOLD performance information shall be checked for consistency with other approved performance data, b) Performance data shall be available to flightcrew, c) Operations do not require use of both GPS, and d) Alternate procedures are established and used. <p>NOTE: No intermixing of data sources is permitted during a specific phase of flight.</p>	
-01	Navigation Database	A	-	0	May be inoperative provided: <ol 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. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

(Continued)

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AIRCRAFT:
 EMB-545, EMB-550

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Flight Management System (FMS) (Cont'd)					
-02	Takeoff and Landing (TOLD) Function	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) TOLD performance information shall be checked for consistency with other approved performance data, b) Performance data shall be available to flightcrew, and c) Alternate procedures are established and used. NOTE 1: No intermixing of data sources is permitted during a specific phase of flight. NOTE 2: TOLD is considered inoperative when VSPEED database number does not match the one indicated on AFM.	
61-01 ***	Surface Management System (SMS)	D	1	0	(O) One may be inoperative provided SMS is inhibited. NOTE: SMS must be considered inoperative if any airport map database is out of currency.	

AIRCRAFT:
EMB-545, EMB-550

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
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 are established and used.	
01-02	Pressure and Temperature Transducer	C	1	0	(O) May be inoperative provided: a) Cylinder pressure gauge is operative, and b) Oxygen pressure is checked in cylinder before each flight.	
01-03	Overboard Discharge Indicator (Green Disc)	C	1	0		
		C	1	0	(M) May be missing provided cavity is covered with speed tape.	
02-02	Cylinder Fill Valve	C	1	0	(M) May be inoperative provided: a) Valve is inspected for no leakage, and b) If oxygen cylinder refilling is necessary, it must be done outside airplane or cylinder replaced for a fully charged one.	
20-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.	
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 9,500 feet.	
-01	Passenger Auto Deployment Function	C	1	0	(M) May be inoperative provided: a) Flight is conducted at or below FL 300, and b) Manual deployment function is verified operative.	

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DATE: 03/07/2018

AIRCRAFT:
 EMB-545, EMB-550

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Passenger Oxygen Mask	C	-	-	(M) May be inoperative provided affected seat is placarded and blocked to prevent occupancy.	
30-01	Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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<p>AIRCRAFT: EMB-545, EMB-550</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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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Engine Pneumatic Bleed System	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected bleed system is selected OFF, b) WHSAIS is manually tested before each flight, c) Cross-bleed valve is operative when bleed 1 is affected, d) Single Bleed Shutoff Valve is confirmed open before each flight in icing conditions, e) Airplane is operated at or below FL 200, and f) Airplane is operated within 60 minutes of a suitable airport. 	
		C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected bleed system is selected OFF, b) Airplane is operated at or below FL 250, c) Cross-bleed valve is operative when bleed 1 is affected, d) Airplane is not operated into known or forecast icing conditions, and e) Airplane is operated within 60 minutes of a suitable airport. 	
11-01	High Stage Bleed Shutoff Valve	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Affected high stage bleed valve is secured closed and deactivated, and b) Associated bleed system is considered inoperative. 	

AIRCRAFT:
 EMB-545, EMB-550

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-03	Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(M)(O) One may be inoperative provided: <ul style="list-style-type: none"> a) Affected PRSOV is secured closed, and b) Associated bleed system is considered inoperative. 	
11-06	Cross-Bleed Valve	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cross-bleed valve is selected OFF, b) Cross-bleed valve is secured closed except for left engine start, c) Single Bleed Shutoff Valve is confirmed open before each flight in icing conditions, d) Airplane is operated at or below FL 200, and f) Airplane is operated within 60 minutes of a suitable airport. <p>NOTE: For in-flight left engine start, refer to AFM windmilling start procedure.</p>	
		C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Cross-bleed valve is selected OFF, b) Cross-bleed valve is secured closed except for left engine start, c) Airplane is operated at or below FL 250, d) Airplane is not operated into known or forecast icing conditions, and e) Airplane is operated within 60 minutes of a suitable airport. <p>NOTE: For in-flight left engine start, refer to AFM windmilling start procedure.</p>	

AIRCRAFT:
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TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
14-04	Pneumatic System Controller (PSC) Channel	C	1	0	One may be inoperative provided: a) Airplane is operated at or below FL 250, and b) Airplane is operated within 60 minutes of a suitable airport. NOTE: Message FLTCTRL FAULT will show.	
16-00	Main Door Pressurization System	C	1	0	(M) May be inoperative provided: a) The non-inflatable seal is checked for no damage, b) The main door pressurization system is deactivated, and c) The airplane is not operated above FL 400.	
17-00 ***	Auxiliary Fuel Tanks Pressurization System	A	1	0	(M)(O) May be inoperative provided: a) Auxiliary Fuel Tanks Pressure Regulating Shutoff Valve is secured closed, b) FWD and VTRL Vent Shutoff Valves are secured open, c) Main Fuel Transfer Mode is considered inoperative, d) Airplane is operated within 60 minutes of a suitable airport, and e) Repairs are made within 10 flight-days or 60 flight hours, whichever occurs first	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Galley Potable Water System	C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
11-24 ***	Galley Water-Level Sensor	D	1	0		
12-00	Lavatory Potable Water System	C	1	0	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
12-24 ***	Lavatory Water-Level Sensor	D	1	0		
32-00	Vacuum Waste System	C	1	0	(M) May be inoperative provided: a) Waste system is deactivated, and b) System components are verified not to have leaks.	
32-21	Vacuum Pump	C	1	0	(M)(O) May be inoperative provided: a) Pump is deactivated, and b) Procedure is established to advise passengers not to use lavatory on ground and below 14,000 feet in flight.	
32-32	Waste Tank Level Sensor	C	2	1	85% or 100% sensor may be inoperative.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
31-00 ***	Information Management System (IMS)	C	1	0	(M) May be inoperative provided: a) IMS is deactivated, and b) AVNX DATALOAD ENBL message is not shown. NOTE: FMS, charts, and map databases will not be updated.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
16-00 ***	Cabin Announcement System	D	1	0		

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Cockpit Maintenance Panel					
-01	ENGINES MODE Switch	D	1	0	(O) May be inoperative provided: a) Switch is confirmed in NORMAL position, and b) Engines are confirmed in NORMAL mode. (O) May be inoperative provided: a) Switch is confirmed in NORMAL position, and b) LG-HYD-BRK MAINT MODE message is not shown. (O) May be inoperative provided: a) Switches are confirmed OFF, and b) AVNX DATALOAD ENBL message is not shown. NOTE: FMS, charts, and maps databases cannot be updated if any AVIONICS LOADER Switch is inoperative.	
-02	LG/HYD/BRK MODE Switch	D	1	0		
-03	AVIONICS LOADER Switch	C	2	0		
-04	WSHLD IBIT Switch	D	1	0		
45-01	Onboard Maintenance System (OMS)	D	1	0		

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
22-00	Integrated Flight Information System (IFIS)	D	-	1		
		D	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-01	Charts and Maps Database	D	-	0	(O) May be out of currency or inoperative provided alternate procedures are established and used.	
-02	Weather Database	D	-	0	(O) May be out of currency or inoperative provided alternate procedures are established and used.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Auxiliary Power Unit (APU) (EMB-545 and EMB-550 Post-Mod SB550-78-0001)	C	1	0	(M) May be inoperative provided: a) APU is not used, and b) APU is deactivated.	
73-01	Hour Meter	C	1	0	(O) May be inoperative provided alternate procedures for APU hours recording are established.	
73-02	Start Counter	C	1	0	(O) May be inoperative provided alternate procedures for APU starts recording are established.	
93-03	Remote Oil Level Sensor (Cockpit Indication)	C	1	0	(M) May be inoperative provided oil quantity is checked through the oil sight glass before each flight day.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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50. Cargo and Accessory Compartments						
Sequence No.	Item	1	2	3	4	Change Bar
22-00	Aft Compartment Cargo Net	D	1	0	May be inoperative or missing provided cargo compartment remains empty.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
71-00	Main Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided before each flight: a) The door is verified closed, latched, and locked, and b) The two latches and two lock indicator flags are checked and confirmed green.	
72-00	Aft Cargo Compartment Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided before each flight: a) The door is verified closed and latched, and b) The three locking latches are inspected for correct engagement.	
73-00	Overwing Emergency Exit Hatch Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the Emergency Exit Hatch is inspected for correct engagement before each flight.	
74-00	Electronic Bay Access Hatch Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the Electronic Bay Access Hatch is inspected for correct latching before each flight.	

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AIRCRAFT:
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TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Engine Full Authority Digital Electronic Control (FADEC) System					
-01	System Faults	A	-	-	May be dispatched with system faults provided repairs are made within 40 flight-hours. No extensions are authorized.	
30-01	Engine Fuel Low Pressure Switch	C	2	0	(O) One or both may be inoperative provided: <ol style="list-style-type: none"> a) Both fuel pumps of affected side are operative, b) Both PUMP knobs are set to ON, and c) Pumps synoptic indication is operative. 	
30-05	Dual Function Fuel Switch					
-01	Fuel Impending Bypass Indication	A	2	1	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Fuel filter element of affected engine is replaced prior to the first flight under this item and then every 20 flight-hours, and b) Repairs are made within 10 consecutive calendar-days. 	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-------------------------------	--

76. Engine Control						
Sequence No.	Item	1	2	3	4	Change Bar
10-05	Thrust Control Quadrant (TCQ) Idle Lock Switch	C	2	0	One or both may be inoperative provided affected side thrust reverser is considered inoperative.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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77. Engine Indicating						
Sequence No.	Item	1	2	3	4	Change Bar
31-00	Engine Vibration Indication on EICAS	C	2	1	One may be inoperative provided operations are not conducted in known or forecast icing conditions.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Thrust Reverser System	C	2	0	(M)(O) One or both may be inoperative provided: a) Affected thrust reverser is locked in the forward thrust position and deactivated, and b) Appropriate procedures and Performance Penalties are applied.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-------------------------------	--

79. Engine Oil						
Sequence No.	Item	1	2	3	4	Change Bar
32-00	Engine Remote Oil Quantity Indication System	C	2	0	(O) May be inoperative provided oil quantity is checked through associated oil sight glasses before each flight.	
34-00	Engine Oil Impending Bypass Indication System	A	2	1	(M) May be inoperative provided: a) Affected oil filter is replaced, and b) Repairs are made within 10 flight-hours.	

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AIRCRAFT: EMB-545, EMB-550	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-------------------------------	--

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
10-02	Starter Control Valve (SCV)	C	2	1	(M)(O) One may be inoperative (fail to open) provided manual override procedures are used. NOTE: Assisted air start is not available. See AFM for Windmilling air start on affected engine, if required.	

SECTION TWO

CREW ALERT SYSTEM (CAS) MESSAGE RELIEF

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 3 DATE: 03/07/2018	PAGE NO. 2-2
AIRCRAFT: EMB-545, EMB-550	STATEMENT PAGE

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

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

1. Section Two of the MMEL will list only Crew Alerting system (CAS) Messages meeting the following requirements:
 - a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
 - b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
 - c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL. Section Two CAS message relief items may require flightcrews to accomplish one or more steps to deactivate/reconfigure or test the affected system prior to flight. The "(O)" indicates the need for these tasks.

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

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

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TABLE KEY

1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
APU FIRE DET FAIL (Caution) (EMB-545 and EMB-550 Post-Mod SB550-78-0001)	C	(M) Airplane may be dispatched provided APU is deactivated.	
APU FIREXBTL B FAIL (Caution) (EMB-545 and EMB-550 Post-Mod SB550-78-0001)	C	(M) Airplane may be dispatched provided: a) APU is deactivated, and b) ENG 1 FIREXBTL B FAIL and ENG 2 FIREXBTL B FAIL Caution messages are not displayed.	
AUTOBRAKE FAIL (Caution) (EMB-545 and EMB-550 Pre-Mod SB550-42-0006)	C	(O) Airplane may be dispatched provided: a) AUTOBRAKE knob remains selected OFF, and b) Alternate procedures are established and used.	
AUTOBRAKE FAIL (Advisory) (EMB-545 and EMB 550 Post-Mod SB550-42-0006)	C	(O) Airplane may be dispatched provided: a) AUTOBRAKE knob remains selected OFF, and b) Alternate procedures are established and used.	
CARGO FIREX FAIL (Caution)	C	(M) Airplane may be dispatched provided: a) The aft cargo compartment remains empty or not loaded with combustible or flammable material, b) Cargo heating system is deactivated, c) AVNX DMC A (B) FAIL CAUTION messages are not displayed, and d) Cargo compartment is inspected for no damage.	
CARGO SMK DET FAIL (Caution)	C	(M) Airplane may be dispatched provided: a) The aft cargo compartment remains empty or not loaded with combustible or flammable material, b) Cargo heating system is deactivated, c) AVNX DMC A (B) FAIL CAUTION messages are not displayed, and d) ELEC SDU FAIL Advisory message is not displayed.	
CARGO SMK DET FAULT (Advisory)	C		

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TABLE KEY
 1. REPAIR CATEGORY
 2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ELEC SDU FAULT (Advisory)	C	NOTE: The message will be presented only on ground operations.	
ENG 1(2) FADEC FAULT (Advisory)	A	Airplane may be dispatched with message on one or both engines provided repairs are made within 40 flight-hours. NOTE: Message ENG 1(2) SHORT DISPATCH for associated engine will show.	
ENG 1(2) LO MARGIN (Advisory)	A	Airplane may be dispatched with message on one or both engines provided: a) ENG 1(2) EXCEEDANCE messages are not displayed, and b) Repairs are made within 200 flight-hours.	
ENG 1(2) REV INHIBIT (Status)	C	Airplane may be dispatched with message on one or both engines provided affected thrust reverser is considered inoperative.	
ENG 1(2) SHORT DISPATCH (Advisory)	A	Airplane may be dispatched with message on one or both engines provided repairs are made within 40 flight-hours.	
ENG DOWNLOAD REQD (Status)	A	Airplane may be dispatched with message provided the download of engine fault data is made within 100 flight-hours.	
FLTCTRL FAULT (Advisory)	C	Airplane may be dispatched provided: a) Steep approach operation is not required for the intended route, and b) AVNX DMC A(B) FAIL CAUTION messages are not displayed.	
LAV SMK DET FAIL (Advisory)	C	Airplane may be dispatched provided: a) AVNX DMC A(B) FAIL CAUTION messages are not displayed, and b) ELEC SDU FAIL ADVISORY message is not displayed.	

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AIRCRAFT:
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TABLE KEY
 1. REPAIR CATEGORY
 2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
LG-HYD MAINT REQD (Advisory) (Pre-Mod SB 550-032-0008)	A	(O) Airplane may be dispatched provided: a) PTU is checked for correct operation before each flight, b) Takeoff operations are limited to a pressure altitude of 2,000 feet and a temperature of ISA+15 degrees C maximum, and c) Repairs are made within 1 flight-day.	
(Post-Mod SB 550-032-0008)	A	Airplane may be dispatched provided repairs are made within 10 flight-days.	
PACK FAULT (Advisory)	C	Airplane may be dispatched provided Pack Backup system is operative.	
STWG INT SMK DET FAIL (Caution)	C	Airplane may be dispatched provided: a) The internal stowage compartment remains empty or not loaded with combustible or flammable material, b) AVNX DMC A(B) FAIL CAUTION messages are not displayed, and c) ELEC SDU FAIL ADVISORY message is not displayed.	