



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

Master Minimum Equipment List (MMEL)

Revision: 18
Date: 07/14/2020

Embraer
EMB-135, EMB-145
Commercial Designations: ERJ-135,
ERJ-140, ERJ-145, Legacy 600, and Legacy 650

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REVISION NO. 18

PAGE NO. I

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AIRCRAFT:

EMB-135, EMB-145

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AIRCRAFT: EMB-135, EMB-145		LOG OF REVISIONS
REV NO.	DATE	PAGE NO.
18	07/14/2020	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 21-4 thru 5, 22-1 thru 3, 23-7, 24-1, 25-6 thru 7, 25-12 thru 13, 25-16, 26-4, 27-3, 30-2, 30-4, 31-2, 33-2 thru 4, 34-1, 34-9 thru 12, 35-3, 38-1, 45-1. All pages format change.

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AIRCRAFT: EMB-135, EMB-145	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 18**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 03/22/2019.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in minimum equipment lists (MEL) at the operator's discretion.
All	Format change.
Various	Policy Letters 24, 43, 79, 83, 105, and 120.
ATA 21 Air Conditioning	
21-4	Item 30-00-00, Pressurization Control System - Manual Mode, Amended to requires unpressurized operation.
21-5	Item 31-03-03, Outflow Valves - Pneumatic, Amended to require unpressurized operation.
ATA 22 Autoflight	
22-1	Item 22-11-01, Course Synchronization Modified item name.
22-2	Item 22-11-01, Heading Synchronization Modified item name.
22-2 to 22-3	Item 22-11-01, Flight Guidance Controller Panel Included Legacy 650 reliefs for airplanes equipped with autothrottle.
22-3	Item 22-30-00, Autothrottle System Included new item applicable to Legacy 650.
22-3	Item 22-31-05, Autothrottle Quick Disconnect (A/T DISC) Buttons Included new item applicable to Legacy 650.
ATA 23 Communications	
23-7	Item 23-32-02, Prerecorded Passenger Announcement System Changed Repair interval.

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AIRCRAFT: EMB-135, EMB-145		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 24 Electrical Power		
24-1	24-20-03, Inverter Included optional marks on the item.	
ATA 25 Equipment/Furnishings		
25-6 thru 7	25-21-05, Passenger Seat(s) Updated reliefs according to Policy Letter 79.	
25-12 thru 13	25-50-01, Cargo Restraint Systems Included EMB-135BJ relief. Change acceptable documents definition proviso language.	
25-16	25-61-01, Emergency Locator Transmitter (ELT) Updated reliefs according to Policy Letter 120.	
ATA 26 Fire Protection		
26-4	26-25-00, Lavatory Fire Extinguisher Systems Updated EMB-135BJ relief according to Policy Letter 24.	
ATA 27 Flight Controls		
27-3	27-70-00, Electromechanical Gust Lock System Included new sub-item "Gust Lock Lever Movable Stop".	
ATA 30 Ice and Rain Protection		
30-2	30-21-00, Engine Anti-Icing Systems Modified relief to say "sunrise to sunset".	
30-4	30-41-04, Rain Repellent Coating Included a new relief.	
ATA 31 Indicating/Recording Systems		
31-2	31-62-00, Synthetic Vision System (SVS) Included new item applicable to Legacy 650.	

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AIRCRAFT:
EMB-135, EMB-145

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 33 Lights	
33-2	33-41-00, Landing Lights Modified relief to say "sunrise to sunset".
33-3	33-42-00, Taxi Light Modified relief to say "sunrise to sunset".
33-3	33-43-00, Navigation Lights Modified relief to say "sunrise to sunset".
33-3	33-43-00-1), Tail Boom White Navigation Lights – DELETED Rev 18.
33-3	33-47-03, Strobe Lights Modified NO. Installed and relief.
33-4	33-47-05, Red Beacons Lights Amend relief so the aircraft has some form of anti-collision light (red beacon or strobes) that is operative, for both day and night.
33-4	33-50-00-1), Emergency Lighting System Modified relief to say "sunrise to sunset".
ATA 34 Navigation	
34-1	34-24-01, Standby Attitude Indication Modified relief to say "sunrise to sunset".
34-9	34-43-00, Resolution Advisory (RA) Display System(s) Added ADS-B Note.
34-10	34-52-00, ATC Transponders and Automatic Altitude Reporting Systems Updated reliefs according to Policy Letter 105. Added ADS-B Note.
34-11	34-56-00, Global Positioning System Added ADS-B Note.
34-11	34-60-00, Flight Management System Added ADS-B Note.
34-12	34-60-00, Flight Management System Updated relief according to Policy Letter 98.

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AIRCRAFT: EMB-135, EMB-145		HIGHLIGHTS OF CHANGE
PAGE NO.	EXPLANATION OF CHANGE	
ATA 35 Oxygen 35-3	35-30-03, Portable Protective Breathing Equipment (PBE) Updated relief according to Policy Letter 43. Add the required note to the proviso.	
ATA 38 Water/Waste 38-1	38-30-00, Lavatory Waste Systems Updated relief according to Policy Letter 83.	
ATA 45 Central Maintenance Computer 45-1	45-45-01, Central Maintenance Computer (CMC) Changed Item title from "Control" to "Central".	

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AIRCRAFT: EMB-135, EMB-145	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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AIRCRAFT: EMB-135, EMB-145	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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AIRCRAFT: EMB-135, EMB-145	GUIDELINES FOR (M) AND (O) PROCEDURES

Guidance for (M) and (O) Procedures should be based on Dispatch Deviation Procedures Manual. For ERJ-135, ERJ 140 and ERJ 145, refer to DDPM-145/1116-02. For Legacy 600 and Legacy 650, refer to MEL135-1905.

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PAGE NO. 21-1

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AIRCRAFT: EMB-135, EMB-145	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
22-04	External Ground Connector Check Valve	B	1	0	(M)(O) May be inoperative open provided flight is conducted in an unpressurized configuration.	
		C	1	0	May be inoperative closed.	
22-06 ***	Baggage Compartment Ventilation System	C	1	0	(M) May be inoperative provided: a) Ventilation system remains closed, and b) Live animals are not carried in the cargo compartment.	
23-03	Gasper Fan	C	1	0	(M) May be inoperative on ground with the avionics busses energized provided: a) If doors are open: both packs operate normally and remain in continuous operation, and ambient temperature is below ISA +25 °C, b) If doors are closed: at least one pack operates normally and remains in continuous operation, and ambient temperature is below ISA +32 °C, and c) Gasper fan is deactivated. NOTE 1: Avionics buses energized on the ground are limited to 10 min if doors are open and both packs are not operating. NOTE 2: Conditions above are applicable to ground operation only. There is no restriction to in flight operation with gasper fan inoperative. NOTE 3: Doors referred to above include main, service, and cargo compartment doors.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
24-01	Recirculation Fans					
1)	Airplanes Equipped with Conventional Electromechanical Standby Instruments	C	2	0	(M) May be inoperative provided failed fan is deactivated.	
2)	Airplanes Equipped with Integrated Standby Instrument System (ISIS)	C	2	1	(M) Recirculation fan 1 may be inoperative provided: a) Failed fan is deactivated, b) Pack 2 operates normally, and c) Ambient temperature on the ground is below ISA +25 °C.	
		C	2	0	(M) May be inoperative provided: a) Failed fan is deactivated, and b) Pack 1 operates normally.	
24-02	Recirculation Fan Valves	C	2	0	(M) May be inoperative open provided associated recirculation fan is verified to operate normally.	
		C	2	0	(M) May be inoperative closed provided associated recirculation fan is deactivated and considered inoperative.	
24-03	Air Distribution Valves	C	2	1	(M) One may be inoperative provided remaining valve is deactivated in open position.	
25-01	Ram Air Valves					
1)	Airplanes Equipped with Conventional Electromechanical Standby Instruments	C	2	1	(M)(O) One may be inoperative provided: a) Associated air conditioning pack remains off, b) Affected ram air valve is verified to be in emergency ram air position, and Flight is conducted at or below FL 250.	
(Continued)						

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
25-01	Ram Air Valves (Cont'd)					
1)	Airplanes Equipped with Conventional Electromechanical Standby Instruments (Cont'd)	C	2	0	(M)(O) May be inoperative provided: a) Both packs remain off, b) Flight is conducted in an unpressurized configuration, c) Ram air valves are verified to be in emergency ram air position, and d) Ambient temperature on the ground is below ISA +21 °C.	
2)	Airplanes Equipped with Integrated Standby Instrument System (ISIS)	C	2	1	(M)(O) Either ram air valve may be inoperative provided: a) Associated pack remains off, b) Remaining pack and associated recirculation operate normally and remain in continuous operation on the ground, c) Associated ram air valve is verified to be in emergency ram air position, d) Flight is conducted at or below FL 250, and e) Ambient temperature on the ground is below ISA +25 °C.	
25-02	Ram Air Check Valves	C	2	0	(M)(O) May be inoperative open provided flight is conducted in an unpressurized configuration.	
26-00	Forward Electronic Compartment Ventilation System					
1) ***	Exhaust Fans/Air Shutoff Valves (All Except EMB-135BJ)	C	2	1	One exhaust fan or one shutoff valve may be inoperative.	
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
26-00	Forward Electronic Compartment Ventilation System (Cont'd)					
2) ***	Exhaust Fans/Air Shutoff Valves or Exhaust Fans/NACA Cover Linear Actuators (EMB-135BJ)	C	2	1	One exhaust fan or one shutoff valve/NACA cover linear actuator may be inoperative.	
3) ***	Forward Electronic Bay Recirculation Fan	C	2	1	One recirculation fan may be inoperative.	
30-00	Pressurization Control System					
1)	Automatic Mode	C	1	0	(M)(O) May be inoperative provided: a) Manual mode is verified operative, b) Electropneumatic outflow valve is secured closed, and c) Cabin differential pressure indication, cabin rate of change indication, and cabin altitude indication operate normally.	
2)	Manual Mode	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both outflow valves are secured open.	
3)	Automatic and Manual Modes	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both outflow valves are secured open.	

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AIRCRAFT:
EMB-135, EMB-145

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-03	Outflow Valves					
1)	Electropneumatic	C	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, b) Manual pressurization control mode operates normally, and c) Cabin differential pressure indication, cabin rate of change indication, and cabin altitude indication operate normally.	
2)	Pneumatic	C	1	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both outflow valves are secured open.	
3)	Electropneumatic and Pneumatic	C	2	0	(M)(O) May be inoperative provided: a) Flight is conducted in an unpressurized configuration, and b) Both outflow valves are secured open.	
32-01	Cabin Pressure Acquisition Module (CPAM)	C	1	0	(M)(O) May be inoperative provided flight is conducted in an unpressurized configuration.	
1)	10,000 FT. Warning	C	1	0	(O) May be inoperative provided flight is conducted at or below 10,000 ft. MSL.	
2)	Cabin Differential Pressure Indication	C	1	0	(O) May be inoperative provided: a) Cabin altitude and cabin rate of change indication operates normally, and b) A chart is provided to convert cabin altitude into differential pressure.	
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AIRCRAFT: EMB-135, EMB-145	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
32-01	Cabin Pressure Acquisition Module (CPAM) (Cont'd)					
3)	Cabin Rate of Change Indication	C	1	0	May be inoperative provided: a) Automatic pressurization control mode operates normally, and b) Cabin differential pressure indication and cabin altitude indication are operating normally.	
4)	Cabin Altitude Indication	C	1	0	(O) May be inoperative provided: a) Cabin differential pressure indication operates normally, b) A chart is provided to convert cabin differential pressure into cabin altitude indication, and c) Automatic pressurization control mode operates normally.	
32-02 ***	Cabin Pressure Control System High Altitude Mode	D	1	0	May be inoperative provided takeoff and landing is limited to airports below 10,000 ft MSL.	
51-00	Air Conditioning Pack Systems					
1)	Airplanes Equipped with Conventional Electromechanical Standby Instruments	C	2	1	One may be inoperative provided flight is conducted at or below FL 250.	
		C	2	0	(M)(O) May be inoperative provided: a) Both ram air valves operate normally, b) Flight is conducted in an unpressurized configuration, and c) Ambient temperature on the ground is below ISA +21 °C.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
51-00	Air Conditioning Pack Systems (Cont'd)					
2)	Airplanes Equipped with Integrated Standby Instrument System (ISIS)	C	2	1	(O) One may be inoperative provided: a) Remaining pack and its associated recirculation fan operates normally, b) Ambient temperature on the ground is below ISA +25 °C, and c) Flight is conducted at or below FL 250.	
60-04	Cockpit Automatic and Manual Temperature Control Systems					
1)	Automatic System	C	1	0	(O) May be inoperative provided associated manual temperature control mode operates normally.	
2)	Manual System	C	1	0	May be inoperative provided associated automatic temperature control mode operates normally.	
3)	Both Systems (Airplanes Equipped with Conventional Electromechanical Standby Instruments)	C	2	0	(O) May be inoperative provided: a) Pack 1 remains off, and b) Flight is conducted at or below FL 250.	
4)	Both Systems (Airplanes Equipped with Integrated Standby Instrument System (ISIS))	C	2	0	(O) May be inoperative provided: a) Pack 1 remains off, b) Pack 2 and its associated recirculation fan operate normally, c) Ambient temperature on the ground is below ISA +25 °C, and d) Flight is conducted at or below FL 250.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
60-05	Cockpit Automatic and Manual Temperature Control Systems					
1)	Automatic System	C	1	0	(O) May be inoperative provided associated manual temperature control mode operates normally.	
2)	Manual System	C	1	0	May be inoperative provided associated automatic temperature control mode operates normally.	
3)	Both Systems (Airplanes Equipped with Conventional Electromechanical Standby Instruments)	C	2	0	(O) May be inoperative provided: a) Pack 2 remains off, and b) Flight is conducted at or below FL 250.	
4)	Both Systems (Airplanes Equipped with Integrated Standby Instrument System (ISIS))	C	2	0	(O) May be inoperative provided: a) Pack 2 remains off, b) Pack 1 and its associated recirculation fan operate normally, c) Ambient temperature on the ground is below ISA +25 °C, and d) Flight is conducted at or below FL 250.	
60-06	Attendant's Temperature Control	C	1	0	May be inoperative provided passenger cabin temperature and mode selector knob operates normally.	
61-02	Cockpit and Cabin Temperature Indication Systems	C	2	0		

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EMB-135, EMB-145**TABLE KEY**

1. REPAIR CATEGORY
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Autopilot/Flight Director Functions					
1)	Autopilot Function	B	1	0	May be inoperative provided enroute or approach procedures do not require its use.	
2)	Flight Director Function	C	1	0	May be inoperative provided enroute or approach procedures do not require its use.	
3)	Yaw Damper Function	B	1	0	May be inoperative provided enroute or approach procedures do not require its use.	
					NOTE: Autopilot will not engage with yaw damper inoperative.	
11-01	Flight Guidance Controller Panel					
1)	Flight Director (FD) Buttons	C	2	0	(O) Both may be inoperative.	
2)	Course Synchronization (CRS PUSH SYNC) Buttons	C	2	0		
3)	Autopilot (AP) Engage Button	B	1	0	May be inoperative provided autopilot function is considered inoperative.	
4)	Autopilot Couple (CPL) Button	C	1	0		
5)	Yaw Damper (YD) Engage Button	C	1	0	(O) May be inoperative provided yaw damper is verified to operate normally.	
6)	Heading (HDG) Mode Button	B	1	0	May be inoperative provided procedures do not require its use.	
7)	Navigation (NAV) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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	Flight Guidance Controller Panel (Cont'd)					
8)	Approach (APP) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.	
9)	Low Bank (BNK) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.	
10)	Heading Select Knob	B	1	0	May be inoperative provided procedures do not require its use.	
11)	Heading Synchronization (HDG PUSH SYNC) Button	C	1	0	May be inoperative provided procedures do not require its use.	
12)	Speed Hold (SPD) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.	
13)	Flight Level Change (FLC) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.	
14)	Vertical Speed Hold (VS) Mode Button	C	1	0	May be inoperative provided procedures do not require its use.	
15)	Speed Selector Control Knob	C	1	0	May be inoperative provided procedures do not require its use.	
16)	(EMB-135 BJ) (Legacy 650 Airplanes Equipped with Autothrottle)	C	2	0	One or both may be inoperative provided: a) Autothrottle system is not used, and b) Procedures do not require their use.	
17)	IAS/M Selector (PUSH IAS/M) Button	C	1	0		
18)	Altitude Hold (ALT) Mode Button	C	1	0	(O) May be inoperative provided: a) Altitude preselect knob operates normally, and b) Procedures do not require its use.	
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Flight Guidance Controller Panel (Cont'd)					
19)	Altitude Preselect Knob (ASEL)	A	1	0	May be inoperative provided: a) Altitude preselect function is considered inoperative, b) Procedures do not require its use, and c) Repairs are made within 3 flight-days.	
20) ***	Autothrottle (A/T) Button (EMB-135 BJ) (Legacy 650 Only)	C	1	0	May be inoperative provided autothrottle is not used.	
11-08	Touch Control Steering Button (TCS Sync Buttons)	C	2	0	May be inoperative in the deactivated condition.	
11-09	Go-Around Buttons	C	2	0	May be inoperative provided: a) Enroute or approach procedures do not require its use, and b) Affected button is failed in the deactivated condition. NOTE: In case of dual failure, only automatic engagement of windshear escape guidance mode by positioning TLA above 78 degrees operates normally.	
30-00 ***	Autothrottle System (EMB-135BJ) (Legacy 650 Only)	C	1	0		
31-05 ***	Autothrottle Quick Disconnect (A/T DISC) Buttons (EMB-135BJ) (Legacy 650 Only)	C	2	1		
		C	2	0	Both may be inoperative provided autothrottle is not used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Communications System (VHF, HF, UHF)					
1)	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an essential bus and not required for emergency procedures.	
2)	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO flight plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
3)	Ultra High Frequency (UHF) Communication System	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by an essential bus and not required for emergency procedures.	
15-00 ***	Satellite Communication System (SATCOM)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	(O) May be inoperative provided procedures do not require its use.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	ACARS System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
1) ***	ACARS Printer	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
21-01 ***	Selective Call System (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
24-00 ***	Controller-Pilot Data Link Communication (CPDLC)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
30-01	Passenger Address System					
1)	Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and used, and b) Flight attendant alerting system (chime and pilot attendant call light) operates normally.	
					NOTE: Any station function(s) that operates normally may be used.	
					(Continued)	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Passenger Address System (Cont'd)					
1)	Passenger Configuration (Cont'd)					
		C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
					NOTE: Any station function(s) that operates normally may be used.	
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
31-01	Crewmember Interphone System(s)					
1)	Passenger Configuration					
a)	Flight Deck to Cabin, Cabin to Flight Deck Functions	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communication procedures between the affected flight attendant stations are established and used.	
					NOTE: Any station function(s) that operates normally may be used.	
(Continued)						

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23. Communications

Sequence No.	Item	1	2	3	4 Change Bar
31-01	Crewmember Interphone System(s) (Cont'd)				
1)	Passenger Configuration (Cont'd)				
b)	Cabin to Cabin Function	B	2	0	(O) May be inoperative provided alternate communication procedures between the affected flight attendant stations are established and used. NOTE: Any station function(s) that operates normally may be used.
c)	Flight Deck to Ground Function				
i)	Airplanes Operating Under 14 CFR Part 121	C	2	1	(O) Flight interphone flight deck to ground/ground to flight deck function may be inoperative provided: a) Alternate procedures are established and used, and b) Forward fuselage flight interphone jack operates normally.
		B	2	0	(O) May be inoperative provided alternate procedures are established and used.
ii)	All Other Aircraft/Operations	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
		D	2	0	May be inoperative provided procedures do not require its use.

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Alerting Systems (Audio/Visual)					
1)	Passenger Configuration					
a)	Flight Deck Call Visual Alerting System	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
					NOTE: The flight deck audio alerting must always be operative.	
b)	Flight Attendant Visual Alerting System	B	1	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected light is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used.	
					NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF).	
					NOTE 2: Any visual alerting system function(s) that operates normally may be used.	
					(Continued)	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Alerting Systems (Audio/Visual) (Cont'd)					
1)	Passenger Configuration (Cont'd)					
c)	Flight Attendant Audio Alerting System	B	-	0	(O) May be inoperative provided: a) PA system operates normally, b) If affected chime is used for lavatory smoke detector alerting, an alternate lavatory smoke alert (audio or visual) is installed and operates normally, and c) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to attendant call system is considered nonessential equipment and furnishing (NEF). NOTE 2: Any audio alerting system function(s) that operates normally may be used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
31-03	Handset Systems					
1)	Passenger Configuration					
a)	Cabin Attendant Handsets	B	-	-	(O) May be inoperative provided: a) 50% of cabin handsets operate normally, and b) Alternate communication procedures between the affected flight attendant station(s) are established and used.	
					NOTE 1: An operative handset at an inoperative flight attendant seat shall not be counted to satisfy the 50% requirement.	
					NOTE 2: Any handset function(s) that operates normally may be used.	
32-02 ***	Prerecorded Passenger Announcement System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
33-01	Passenger Cabin Speakers	C	-	-	May be inoperative provided any seat from which a passenger cannot clearly hear a passenger address announcement is not occupied.	
		C	-	0	May be inoperative provided passenger address system is considered inoperative.	
51-03	Push To Talk (PTT) (Button on Glareshield Panel Control Wheel)	C	4	2	Two may be inoperative provided one button at each pilot's station operates normally.	
51-04	Flight Deck Speakers	C	2	0	May be inoperative provided headsets operate normally.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-05	Flight Deck Headsets	D	-	-	Any in excess of those required for each person on flight deck duty may be inoperative or missing.	
51-07	Flight Deck Handheld Microphones	C	-	0	May be inoperative provided associated boom microphones operate normally.	
1) ***	Touchtone Type (DTMF)	C	-	0	May be inoperative provided associated microphones operate normally.	
2) ***	Touchtone Keypad Functions (DTMF)	C	-	0	May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
70-00 ***	Flight Deck Door Monitoring System	C	-	0	(O) May be inoperative provided: a) An alternative means of viewing the area on the cabin side of the flight deck door from the flight deck is available and functional, and b) Alternate procedures are established and used. NOTE: Any portion of the system which operates normally may be used.	
71-00	Cockpit Voice Recorder System	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
73-00 ***	Video Surveillance System (VSS)	D	1	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Alternate procedures are established and used.	
1)	Video Unit	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
2)	Video Camera	D	3	0	(O) May be inoperative provided alternate procedures are established and used.	
80-00	Radio Management Units (RMU)					
1)	NAV/Comm Tuning Function	C	2	1		
2)	Memory Function	C	2	0	May be inoperative provided tuning function operates normally.	
81-02	Tuning Backup Control Head	C	1	0	May be inoperative provided both radio management units operate normally.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
20-01	Generator Current Indications	C	4	2	(O) One may be inoperative on each side provided: a) Associated voltage indication operates normally, and b) Remaining generator on the same side operates normally.	
20-02	Generator Voltage Indications	C	4	2	One may be inoperative on each side provided associated current indication operates normally.	
20-03 ***	Inverter	A	1	0	May be inoperative provided: a) GPWS/windshear powered by 115V AC is considered inoperative, b) TCAS powered by 115V AC is considered inoperative, and c) Repairs are made within 2 flight-days.	
31-01	Engine Driven Generators					
1)	Airplanes Equipped with Conventional Electromechanical Standby Instruments	B	4	3	(M)(O) Except for ER operations beyond 120 min, one may be inoperative provided APU generator operates normally and is operated during takeoff and landing.	
2)	Airplanes Equipped with Integrated Standby Instrument System (ISIS)	B	4	3	(M)(O) Except for ER operations beyond 120 min, one may be inoperative provided APU generator operates normally and is operated during the entire flight.	
31-02	Engine Driven Generator Bearings (Only for Generator Model 30086-011)	A	4	3	Advisory message GEN BRG FAIL may be present for one generator provided: a) EICAS caution message GEN OFF BUS for the affected generator was not displayed during the previous flight, and b) Repairs are made within 20 flight-hours.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4 Change Bar
34-01	APU Starter Generator				
1)	Starter Function	C	1	0	May be inoperative provided APU is considered inoperative.
2)	Generator Function	C	1	0	May be inoperative provided engine driven generators operate normally.
37-00	DC/DC Power Conversion System	D	1	0	May be inoperative provided protective cover is used to cover the 12V DC plug receptacle during flight.
40-00	External Power System	C	1	0	
1)	GPU AVAIL Lights	C	2	0	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Eye Locator	C	1	0		
11-01	Flightcrew Seats					
1)	Vertical Power Seat Adjustment Systems	C	2	0	(M)(O) May be inoperative provided: a) System is deactivated, and b) Manual seat adjustment operates normally.	
2)	Manual Vertical Adjustments	C	2	0	(M) May be inoperative provided: a) Seat(s) is locked in a position that permits normal pilot's visibility, b) Full flight control movement is available, and c) Position of seat is acceptable to flightcrew.	
3)	Lumbar Supports	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
4)	Armrests	C	4	0		
5)	Recline Functions	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.	
6)	Lateral Adjustments	C	2	0	May be inoperative with the seat at the central position provided fore/aft adjustments are operative and seat is acceptable to affected crewmember.	
7)	Aft/Fore Adjustment Levers (Airplanes Equipped with Two Adjustment Levers per Seat)	D	4	2	One lever per seat may be inoperative or broken provided: a) The remaining lever on seat operates normally, and b) The inoperative or broken lever on affected seat does not pose a hazard to the crew or interfere with proper seat operation.	
8)	Thigh Support	C	2	0	May be inoperative provided seat is acceptable to 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	May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days.	
		A	1	0	May be inoperative provided: a) Required minimum safety equipment (oxygen and safety belt) is available, b) Seat is acceptable to an 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 (oxygen and safety belt) 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 observer seat.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-04	Flight Attendant Seat Assembly					
1)	Aircraft with Only One Flight Attendant Seat					
a)	Forward Seat Assembly	A	1	0	(M)(O) May be inoperative provided:	
					a) Affected seat is not occupied,	
					b) Flight attendant(s) displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat,	
					c) Alternate procedures are established and used as published in crewmember manuals,	
					d) Folding type seat is stowed or is secured in the retracted position,	
					e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY", and	
					f) Repairs are made within 2 flight-days.	
					NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.	
					NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
					(Continued)	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-04	Flight Attendant Seat Assembly (Cont'd)					
1)	Aircraft with Only One Flight Attendant Seat (Cont'd)					
a)	Forward Seat Assembly (Cont'd)					
2)	Aircraft with More than One Flight Attendant Seat					
a)	Forward Seat Assembly	B	1	0	NOTE 3: The above provisos apply to flight attendant seats. Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met. (M)(O) May be inoperative provided: a) Affected seat is not occupied, b) Flight attendant(s) displaced by inoperative seat occupies the passenger seat most accessible to the inoperative seat so as to most effectively perform assigned duties, c) Alternate procedures are established and used as published in crewmember manuals, d) Folding type seat stows automatically or is secured in the retracted position, and e) Passenger seat assigned to flight attendant is placarded "FOR FLIGHT ATTENDANT USE ONLY".	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-04	Flight Attendant Seat Assembly (Cont'd)					
2)	Aircraft with More than One Flight Attendant Seat (Cont'd)					
a)	Forward Seat Assembly (Cont'd)				NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative. NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable 14 CFR are met.	
b)	Aft Flight Attendant Seat	C	1	0	(M) May be inoperative provided: a) Affected seat is not occupied, and b) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
12-01	Sunvisors	C	2	0	May be inoperative or missing provided there are no visual restrictions to flightcrew.	
12-02	Cockpit Convenience Item(s)	C	-	0	Cockpit convenience items, as expressed in this MMEL, are those items related to crewmember convenience or comfort such as, but not limited to: cup holders, ashtrays, footrests, etc. Items addressed elsewhere in this document shall not be included.	
12-03 ***	Lighted/Mechanical Checklist	C	-	0		
12-04	Chart Holders	C	-	2	May be inoperative or missing provided one is available at each pilot station.	
21-05	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Inoperative seats do not affect the required number of flight attendants. NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-05	Passenger Seat(s) (Cont'd)					
1) ***	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
2) ***	Underseat Baggage Restraining Bars	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert cabin crew of inoperative restraining bar.	
3)	Armrests					
a) ***	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.	
b)	Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an emergency exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
21-05	Passenger Seat(s) (Cont'd)					
4)	Rear Facing Executive (Single and/or Double) Seat Headrests (EMB-135BJ)	C	-	-	May be inoperative and seat occupied provided it is extended and secured to the required passenger head position. NOTE: If the headrest cannot be properly positioned, the applicable seat shall be considered inoperative.	
5)	Conference Table (EMB-135BJ)	C	-	-	May be inoperative and forward facing executive double seat in front of the table occupied provided the table is secured in the stowed position. NOTE: If the table cannot be properly positioned, the applicable seat shall be considered inoperative.	
6)	Seat Belt Air Bag Restraint Systems					
a)	Seat Belt Air Bags Required By 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
b)	Seat Belt Air Bags Not Required by 14 CFR	D	-	-	May be inoperative or disconnected provided seat belt operates normally.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-00	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: a) Procedures are established to secure compartment CLOSED, b) Associated bin or compartment is prominently placarded "DO NOT USE", c) Compartment is not used for storage of emergency equipment, and d) Affected compartment is not used for storage of any item(s) except for those permanently affixed. NOTE: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment.	
1) ***	Hinged Door(s)	C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed, b) Associated bin or compartment is not used for storage of any items except those permanently affixed, c) Associated bin or compartment is prominently placarded "DO NOT USE", d) Procedures are established and used to alert crewmembers and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. NOTE 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
22-00	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets (Cont'd)					
2) ***	Retractable Door(s)	C	-	-	(M)(O) May be inoperative provided: a) Affected door(s) is removed or secured in the retracted (fully open) position, b) Associated bin or compartment is not used for storage of any items except those permanently affixed, c) Associated bin or compartment is prominently placarded "DO NOT USE", d) Procedures are established and used to alert crewmembers and passengers of inoperative bins, and e) Passengers are briefed that associated bin or compartment is not used. NOTE 1: If no partitions are installed, the entire overhead storage compartment is considered one bin or compartment. NOTE 2: Any emergency equipment located in the associated compartment (permanently affixed) is available for use.	
3) ***	Storage Compartment Key Locks	D	-	0	(M) May be inoperative in the unlocked position provided doors can be secured by other means.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
26-07	Internal Baggage Access Door (EMB-135BJ Only)	C	1	0	(O) Door frame may be damaged, and/or lock may be inoperative preventing door locking, and/or sealing fitness may be impaired provided procedures are established and used to ensure the associated 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. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
		C	1	0	Door handle and/or lock may be inoperative preventing door opening.	
27-02 ***	Lavatory Bulkhead Peephole	D	1	0	May be inoperative provided: a) Only the view capability is obstructed, and b) Bulkhead peephole is in place and not broken.	
		D	1	0	(M) May be broken, missing, or removed provided the hole is blocked by an acceptable means.	
27-09	Forward Attendant Control Panel Cover	D	1	0	(M) May be inoperative provided the cover is removed.	
30-01	GalleyWaste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
40-00	Exterior Lavatory Door Ashtrays					
1)	More than One Lavatory Door Installed	A	-	-	50% may be inoperative or missing provided: a) Repairs are made to 50% of those inoperative or missing ashtrays within 3 calendar-days, and b) Repairs are made to the remaining inoperative or missing ashtrays within 10 calendar-days.	
2)	One Lavatory Door Installed	A	1	0	May be inoperative or missing for 10 calendar-days.	
50-01	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided approved cargo loading limits are observed. The source documents are only the Type Certificate (TC)/Supplemental Type Certificate (STC)/Airplane Flight Manual (AFM) or the separate TC/STC Weight and Balance Manual (WBM).	
		C	-	-	May be inoperative or missing provided baggage compartment remains empty.	
1) ***	Horizontal Net (All Except EMB-135BJ)	C	1	0	May be inoperative or missing provided approved cargo loading limits are observed. The source documents are only the Type Certificate (TC)/Supplemental Type Certificate (STC)/Airplane Flight Manual (AFM) or the separate TC/STC Weight and Balance Manual (WBM).	
NOTE 1: Baggage compartment loaded up to 2,182 lbs. does not require the use of horizontal net.						
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
50-01	Cargo Restraint Systems (Cont'd)					
1) ***	Horizontal Net (All Except EMB-135BJ) (Cont'd)				NOTE 2: Baggage compartment equipped with reinforced liners (airplanes post-mod. SB-145-25-0261 or equipped with an equivalent factory modification incorporated) does not require the use of horizontal net.	
	(EMB-135BJ)	D	1	0	May be inoperative or missing provided approved cargo loading limits are observed. The source documents are only the Type Certificate (TC)/Supplemental Type Certificate (STC)/Airplane Flight Manual (AFM) or the separate TC/STC Weight and Balance Manual (WBM).	
2) ***	Vertical Net	D	-	0	NOTE: The vertical net(s) and attachments are optional and may be removed or installed by the operator at their discretion.	
3)	Door Safety Net	C	1	0	May be inoperative or missing provided cargo restraint net (horizontal net) is available and used.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-02	Nonessential Equipment and Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
60-04 ***	Life Raft	D	-	-	(O) May be inoperative or missing provided: a) Extended overwater flights 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 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.	
60-05	Flight Deck/Attendant Flashlight and Holder Assemblies	C	-	-	May be inoperative or missing provided affected crewmember has a flashlight of equivalent characteristics readily available.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-06	Megaphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, and b) Associated placard is removed or obscured, and c) Required distribution is maintained.	
60-07	Pyrotechnic Signal Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
60-09	Emergency Medical Equipment					
1)	Automatic External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) AED 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.	
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete, missing, or inoperative provided: a) EMK 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.	

(Continued)

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
60-09	Emergency Medical Equipment (Cont'd)					
3)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required first aid kits may be incomplete, missing, or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
60-10	"Fasten Seat Belt While Seated" Sign or Placard	C	-	-	One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.	
61-01	Emergency Locator Transmitter (ELT)					
1) ***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2)	Fixed Type ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided: a) Placarding "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4 Change Bar
61-01	Emergency Locator Transmitter (ELT) (Cont'd)				
2)	Fixed Type ELT (Cont'd)	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.
64-02	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by 14 CFR may be inoperative or missing.

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
12-00	APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative.	
14-00	Lavatory Smoke Detection System					
1)	All Except EMB-135BJ Not Operated Under Part 121	C	-	-	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: Lavatory smoke detection system is not required for all-cargo operations.	
2) ***	EMB-135BJ Not Operated Under Part 121	C	-	0	(O) May be inoperative provided an alternate procedure is established and used to detect smoke in the lavatory.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15-00	Baggage Compartment Smoke Detection System					
1)	Airplanes Equipped with Class C or D Baggage Compartment	C	1	0	(O) May be inoperative provided procedures are established and used to ensure the associated 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. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
2)	Airplanes Equipped with Class B Baggage Compartment	C	1	0	(O) May be inoperative provided: a) Cabin to baggage compartment door remains secured open, and b) Procedures are established and used to ensure the associated 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. NOTE: Operator MELs must define which items are approved for inclusion in the fly away kits and which materials can be used as ballast.	
15-10 ***	Baggage Compartment Smoke Detector Protective Bar	B	2	0	May be inoperative provided: a) Protective bar does not contact the smoke detector, b) Baggage compartment smoke detector is checked before each flight, and c) The higher horizontal net is installed and no load is over the net.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
21-02	E1(2) EXTBTLA(B) INOP Caution Messages	B	4	2	(M) One or two messages may be inoperative provided engine fire protection systems A and B are verified operational once each flight-day.	
22-00	APU Fire Extinguishing System	C	1	0	May be inoperative provided APU is considered inoperative.	
22-01	APU EXTBTL INOP Caution Message	C	1	0	(M) May be inoperative provided APU fire protection system is verified operational once each flight-day.	
		C	1	0	May be inoperative provided APU is considered inoperative.	
23-00	Baggage Compartment Fire Extinguisher System	C	1	0	May be inoperative provided cargo compartment remains empty. NOTE: Does not preclude the carriage of empty cargo containers, pallets, ballast, etc.	
23-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
25-00	Lavatory Fire Extinguisher Systems	C	-	-	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detector system operates normally.	
		C	-	-	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE 1: These provisos are not intended to prohibit lavatory use or inspections by crewmembers. NOTE 2: A lavatory fire extinguisher system is not required for all-cargo operations.	
	(EMB-135BJ)	D	-	-	Any in excess of that required by 14 CFR may be inoperative.	
25-01 ***	Galley Fire Extinguisher System	C	1	0		

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Aileron Dampers	C	2	0	(M) May be inoperative provided: a) The affected damper(s) is deactivated, and b) Visual inspection of the affected PCA rod ends and fittings are performed according to the latest approved revision of AD 99-05-04.	
14-00	Roll Trim Position Indication	C	1	0	(O) May be inoperative provided: a) Roll trim is verified to be centered before each departure, and b) Yaw trim position indication operates normally.	
15-00	Aileron Disconnection Light	C	1	0	(O) May be inoperative provided a check is made before each takeoff to verify that both ailerons are connected.	
21-03	Pedal Adjustment Mechanisms	C	2	0	(M)(O) May be inoperative provided rudder pedals can be adjusted to suit individual pilot requirements and is acceptable to the flightcrew member.	
24-01	Yaw Trim Position Indications	C	1	0	(O) May be inoperative provided: a) Yaw trim is verified to be centered before each departure, and b) Roll trim position indication operates normally.	
35-00	Elevator Disconnection Light	C	1	0	(O) May be inoperative provided a check is made before each takeoff to verify that both elevators are connected.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
36-01	SPS/ICE SPEEDS Advisory Message	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
		C	1	0	May be inoperative provided AFM abnormal procedure "ADVANCED STALL PROTECTION" is followed.	
36-03	Stick Shakers	B	2	1		
40-00	Main Pitch Trim Switches	C	2	1	One may be inoperative on non-flying pilot's side provided stabilizer trim system operates normally on flying pilot's side.	
40-01	Pitch Trim Position Indication	B	1	0	(O) May be inoperative provided stabilizer is set by means of markings on vertical stabilizer prior to each departure.	
53-00	Flap Channels	B	2	1	(M)(O) One may be inoperative with FLAP LOW SPEED advisory message present provided: a) there are no obstacles in the takeoff flight path above level off height, and b) Motor and brakes of failed channel are deactivated. NOTE: Flaps will operate at half speed.	

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27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
70-00	Electromechanical Gust Lock System	C	1	0	(M)(O) May be inoperative provided: a) System is deactivated unlocked such that locking pins cannot engage the elevator, and b) GUST LOCK amber lights are masked. NOTE: Appropriate measures should be taken to prevent damage from gusts while on the ground.	
1)	GUST LOCK Amber Lights	C	2	1		
2) ***	Gust Lock Lever Movable Stop (Airplanes with SB 145-27-0126)	C	1	0	(M) May be inoperative provided it is secured immovable in one of the edges of the crossbar.	
		C	1	0	May be inoperative provided it has failed immovable in one of the edges of the crossbar.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
11-02	Sump Drain Valves					
1)	All Except EMB-135BJ and EMB-145XR	C	-	-	(M) One may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other tank is verified before the first departure of each flight-day.	
2)	EMB-135BJ (Legacy 600 Only)	C	-	-	(M) One per fuel tank system (WING or FUS 1 or FUS 2) may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other associated tank is verified before the first departure of each flight-day.	
3)	EMB-135BJ (Legacy 650 Only)	C	-	-	(M) One per fuel tank system (WING or FUS 1 or FUS 2 or ventral) may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other associated tank is verified before the first departure of each flight-day.	
4)	EMB-145XR	C	-	-	(M) One per fuel tank system (WING or ventral) may be inoperative provided: a) There is no evidence of leakage, and b) No water contamination in the other tanks are verified before the first departure of each flight-day.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Fueling Receptacle Cap	C	1	0	(M) May be inoperative (missing) provided: a) Refueling receptacle is visually checked for contamination before each refueling, and b) No leakage can be detected after refueling is completed.	
14-00	FUEL TK VENT OPEN Message (EMB-135BJ) (Legacy 600 Only)	C	1	0	(M)(O) May be inoperative provided: a) FWD and AFT vent valves secured closed, b) Both AFT tank relief valves are verified prior to the first flight under this item and then every 10 flight-hours, c) FWD and AFT tanks of both FUS auxiliary system remain empty, d) Electric fuel transfer pumps of affected FUS auxiliary system are deactivated, and e) Alternate procedures established and used. NOTE: Refueling of FUS auxiliary system cannot be accomplished if this valve is inoperative.	
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
14-00	FUEL TK VENT OPEN Message (Cont'd) (EMB-135BJ) (Legacy 650 Only)	C	1	0	(M)(O) May be inoperative provided: a) FWD, AFT, and VTRL vent valves are secured closed, b) Both AFT tank relief valves are verified prior to the first flight under this item and then every 10 flight-hours, c) VTRL, FWD, and AFT auxiliary fuel tanks remain empty, d) Electric fuel transfer pumps of affected FUS auxiliary system and ventral tank are deactivated, and e) Alternate procedures established and used. NOTE: Refueling of FUS auxiliary system cannot be accomplished if this valve is inoperative.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Wing Tank Electrical Fuel Booster Pumps					
	(Except Legacy 650)	C	6	4	(M)(O) One pump per tank may be inoperative provided: a) Remaining two pumps operate normally, b) If the pumps 1C and 2C are inoperative, the message ELEC EMERG ABNORMAL must be verified to operate normally before departure, c) Affected electric fuel booster pump is deactivated, and d) AFM limitations regarding unusable fuel are accounted for.	
	(Legacy 650 Only)	C	6	4	(M)(O) One pump per tank may be inoperative provided: a) Remaining two pumps operate normally, b) If the pumps 1C and 2C are inoperative, the message ELEC EMERG ABNORMAL must be verified to operate normally before departure, c) Affected electric fuel booster pump is deactivated, d) AFM limitations regarding unusable fuel are accounted, and e) Pumps 1B and 2B are operative for diversion times greater than 60 min.	
21-02	Wing Tank Electric Fuel Booster Pump Operating Indications	C	6	4	(M) One per side may be inoperative provided associated pump is verified to operate normally before departure.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Forward Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ)	B	4	0	(M)(O) May be inoperative provided: a) Affected FUS auxiliary fuel system(s) (forward plus aft tank) contains no more than 1,764 lbs. (800 kg) total, b) Any fuel in the affected FUS auxiliary fuel system(s) is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and c) Affected electric fuel transfer pumps are deactivated.	
		D	4	0	(M)(O) May be inoperative provided: a) Forward and aft tanks of the affected FUS auxiliary fuel system remain empty, and b) Affected electric fuel transfer pumps are deactivated.	
21-04	Forward Auxiliary Tank Electric Fuel Transfer Pumps Operating Indications (EMB-135BJ)	C	4	0	(M)(O) May be inoperative provided: a) Associated pump is verified to operate normally before departure, b) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally, and c) Alternate procedures are established and used.	
		D	4	0	(M)(O) May be inoperative provided: a) Forward and aft tanks of the affected FUS auxiliary fuel system remain empty, b) Electric fuel transfer pumps of affected FUS auxiliary system are deactivated, and c) Alternate procedures are established and used.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-05	Aft Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ)	B	2	0	(M)(O) May be inoperative provided: a) Affected FUS auxiliary fuel system(s) is not used, b) Affected FUS auxiliary fuel system(s) (forward plus aft tank) contains no more than 1,764 lbs. (800 kg) total, c) Any fuel in the affected FUS auxiliary fuel system(s) is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and d) Affected electric fuel transfer pumps are deactivated.	
		D	2	0	(M) May be inoperative provided: a) Forward and aft tanks of the affected FUS auxiliary fuel system remain empty, and b) Affected electric fuel transfer pumps are deactivated.	
21-06	Aft Auxiliary Tank Electric Fuel Transfer Pumps Operating Indications (EMB-135BJ)	C	2	0	(M)(O) May be inoperative provided: a) Associated pump is verified to operate normally before departure, b) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally and c) Alternate procedures are established and used.	
		D	2	0	(M)(O) May be inoperative provided: a) Forward and aft tanks of the affected FUS auxiliary fuel system remain empty, b) Electric fuel transfer pumps of affected FUS auxiliary system are deactivated, and c) Alternate procedures established and used.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
21-07	Aft Auxiliary Tank Pressurized Fuel Transfer Systems (EMB-135BJ)	B	2	0	(M)(O) May be inoperative provided: a) Affected FUS auxiliary fuel system(s) is not used, b) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL, c) Affected FUS auxiliary fuel system(s) (forward plus aft tank) contains no more than 1,764 lbs. (800 kg) total, and d) Any fuel in the affected FUS auxiliary fuel systems is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff.	
		D	2	0	(M)(O) May be inoperative provided: a) Forward and aft tanks of the affected FUS auxiliary fuel system remain empty, and b) Flight is conducted in an unpressurized configuration at or below 10,000 ft. MSL.	
21-08	Aft Auxiliary Tank Pressurized Fuel Transfer System Operating Indications (EMB-135BJ)	C	2	0	(M)(O) May be inoperative provided: a) Associated aft tank vent/relief shutoff valve operates normally, b) Both air conditioning packs operate normally, and c) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.	
		D	2	0	(M) May be inoperative provided forward and aft tanks of the affected FUS auxiliary fuel system remain empty.	

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DATE: 07/28/2015

AIRCRAFT:
EMB-135, EMB-145

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
21-09	Forward Auxiliary Tank Pressurized Fuel Transfer System Operating Indications (EMB-135BJ)	C	2	0	(M)(O) May be inoperative provided: a) Associated forward auxiliary tank fuel quantity indicator operates normally, b) Associated fuel transfer system operates normally, and c) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.	
		D	2	0	(M) May be inoperative provided forward and aft tanks of the affected FUS auxiliary fuel system remain empty.	
21-10	Aft Auxiliary Tank Fuel Transfer Operating Indications (EMB-135BJ)	C	2	0	(M)(O) May be inoperative provided: a) Associated aft auxiliary tank fuel quantity indicator operates normally, b) Associated fuel transfer system operates normally, and c) EICAS messages FUEL XFER INOP and FUSELAGE FUEL IMB are verified to operate normally.	
		D	2	0	(M) May be inoperative provided forward and aft tanks of the affected FUS auxiliary fuel system remain empty.	

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PAGE NO. 28-9

DATE: 07/28/2015

AIRCRAFT:
EMB-135, EMB-145**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
21-11	Ventral Tank Electric Fuel Transfer Pumps					
	(EMB-145XR)	A	2	1	(M)(O) One may be inoperative provided: a) Remaining pump and associated indication operate normally, b) Affected electric fuel transfer pump is deactivated, c) Fuel quantity in wing tanks is adequate to reach a suitable airport if remaining ventral pump fails at any time, and d) Repairs are made within 1 flight-day.	
		C	2	0	(M) May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.	
		D	2	0	(M) May be inoperative provided airplane fuel system is configured to LR mode.	
	(EMB-135BJ) (Legacy 650 Only)	A	2	1	(M)(O) One may be inoperative provided: a) No more than 800 kg is maintained in the affected tank, b) Remaining pump and associated indication operate normally, c) Affected electric fuel transfer pump is deactivated, d) Fuel quantity in wing tanks is adequate to reach a suitable airport if remaining ventral pump fails at any time, and e) Repairs are made within 1 flight-day.	
(Continued)						

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DATE: 07/28/2015

AIRCRAFT: EMB-135, EMB-145	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
21-11	Ventral Tank Electric Fuel Transfer Pumps (Cont'd)					
	(EMB-135BJ) (Legacy 650 Only) (Cont'd)	C	2	0	(M) May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.	
21-12	Ventral Tank Electric Fuel Transfer Pumps Operating Indications					
	(EMB-145XR)	C	2	1	(O) One may be inoperative provided: a) Both associated pumps operate normally, b) One pump indication operates normally, and c) EICAS message FUEL XFER INOP is verified to operate normally.	
		C	2	0	(M) May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.	
		D	2	0	(M) May be inoperative provided airplane fuel system is configured to LR mode.	
	(EMB-135BJ) (Legacy 650 Only)	C	2	1	(O) One may be inoperative provided: a) Both associated pumps operate normally, b) One pump indication operates normally, and c) EICAS message FUEL XFR VTR INOP is verified to operate normally.	
		C	2	0	(M) May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.	

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DATE: 07/28/2015

AIRCRAFT: EMB-135, EMB-145	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
22-01	APU FUEL Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) APU is not used, and b) Valve is secured closed.	
23-00	Pressure Defueling/Refueling System	C	1	0	(M) May be inoperative provided airplane is defueled/refueled by gravity. NOTE 1: If an overfill condition occurs, it must be corrected prior to departure. NOTE 2: Does not preclude ventral or auxiliary tanks refueling by fuel transfer procedures on the ground. NOTE 3: Any fuel leakage at the refueling/defueling adapter must be corrected before departure.	
23-07	Defueling Shutoff Valve(s)	C	-	0	(M) May be inoperative provided valve is secured closed.	
23-08	Fuel Quantity Indicator (Refueling Panel)	C	1	0	(M) May be inoperative provided airplane is refueled by gravity. NOTE: Does not preclude ventral or auxiliary tanks refueling by fuel transfer procedures on the ground.	
40-00	Wing Tank Fuel Quantity Indications (EICAS and MFD)					
1)	All Except EMB-135BJ and EMB-145XR	B	4	2	(O) Indications for one tank may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate means, and b) Both fuel flow indications and fuel used indications are available and are monitored throughout flight.	
(Continued)						

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PAGE NO. 28-12

DATE: 07/28/2015

AIRCRAFT: EMB-135, EMB-145	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
40-00	Wing Tank Fuel Quantity Indications (EICAS and MFD) (Cont'd)					
2)	EMB-135BJ (Legacy 600 Only)	B	4	2	(M)(O) Indications for one tank may be inoperative provided: a) Fuel quantity in associated wing tank is verified by an alternate means, b) Both fuel flow indications and fuel used indications are available and are monitored throughout flight, and c) Forward and aft tanks of both FUS 1 and FUS 2 auxiliary fuel systems remain empty.	
3)	EMB-135BJ (Legacy 650 Only)	B	4	2	(M)(O) Indications for one tank may be inoperative provided: a) Fuel quantity in associated wing tank is verified by an alternate means, b) Both fuel flow indications and fuel used indications are available and are monitored throughout flight, and c) Ventral, forward, and aft tanks of both FUS 1 and FUS 2 auxiliary fuel systems remain empty.	
4)	EMB-145XR	B	4	2	(M)(O) Indications for one tank may be inoperative provided: a) Fuel quantity in associated wing tank is verified by an alternate means, b) Both fuel flow indications and fuel used indications are available and monitored throughout flight, c) Ventral tank is defueled, and d) Ventral tank electric fuel transfer pumps are deactivated.	

AIRCRAFT:
EMB-135, EMB-145

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

Sequence No.	Item	1	2	3	4	Change Bar
40-01	Forward Auxiliary Tank Fuel Quantity Indications (EICAS and MFD) (EMB-135BJ)	B	4	0	(M) May be inoperative provided forward and aft tanks of the affected FUS auxiliary fuel system remain empty.	
40-02	Aft Auxiliary Tank Fuel Quantity Indications (EICAS and MFD) (EMB-135BJ)	B	4	0	(M) May be inoperative provided forward and aft tanks of the affected FUS auxiliary fuel system remain empty.	
40-03	Ventral Tank Fuel Quantity Indications (EICAS and MFD) (EMB-145XR)	B	2	0	(M)(O) May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operate normally, b) Ventral tank fuel transfer system (AUTO and OVRD) operate normally, c) Ventral tank fuel quantity is determined by an alternate means prior to departure, and d) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.	
		C	2	0	(M) May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.	
		D	2	0	(M) May be inoperative provided airplane fuel system is configured to LR mode.	
					(Continued)	

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PAGE NO. 28-14

DATE: 07/28/2015

AIRCRAFT:
EMB-135, EMB-145

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
40-03	Ventral Tank Fuel Quantity Indications (EICAS and MFD) (Cont'd)					
	(EMB-135BJ) (Legacy 650 Only)	B	2	0	(M)(O) May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operate normally, b) Ventral tank fuel transfer system is operative when selected on fuel transfer master switch, and c) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.	
		C	2	0	(M) May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.	
41-01	Ventral Tank Fuel Conditioning Unit (FCU) (EMB-145XR)	C	1	0	(M) May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.	
		D	1	0	(M) May be inoperative provided airplane fuel system is configured to LR mode.	
42-01	Direct Quantity Measuring Sticks	C	-	0	(O) May be inoperative provided fuel quantity is determined by other means.	
43-00	Fuel Tank Temperature Indication System	C	1	0	May be inoperative provided total air temperature (TAT) is used as an indication of fuel temperature and is limited to -40 °C.	
44-00	FUEL 1 (or 2) LO LEVEL Messages	B	2	0	May be inoperative provided fuel quantity indication is available and is monitored throughout flight.	

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
45-01	E1 (or 2) FUEL LO PRESS Messages	B	2	0	(O) May be inoperative provided associated fuel pump automatic function operates normally.	
45-02	APU Fuel Low Press Switch	C	1	0	(O) May be inoperative provided APU is not used.	
		C	1	0	(O) May be inoperative provided engine 2 fuel low pressure indication is operating normally and is used to check APU fuel pressure.	
45-03	FUEL XFER 1(or 2) INOP messages (EMB-135BJ)	B	2	0	(M)(O) May be inoperative provided: a) Affected FUS auxiliary fuel systems are verified to operate normally, b) EICAS message CHECK ACFT LOAD or FUEL XFER CRITICAL is verified to operate normally, and c) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.	
		D	2	0	(M)(O) May be inoperative provided: a) Forward and aft tank of the affected FUS auxiliary fuel system remain empty, b) Electric fuel transfer pumps of affected FUS auxiliary system are deactivated, and c) Alternate procedures are established and used.	
45-04	Aft Auxiliary Tank Relief Valves (EMB-135BJ)	B	2	0	(M)(O) May be inoperative and affected FUS auxiliary system used provided, while transferring fuel from the affected FUS auxiliary fuel system: a) Valve is failed closed or secured closed, b) Altitude remains at or below FL 250, and c) Airspeed remains at or below 300 KIAS.	
(Continued)						

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PAGE NO. 28-16

DATE: 07/28/2015

AIRCRAFT: EMB-135, EMB-145	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
45-04	Aft Auxiliary Tank Relief Valves (EMB-135BJ) (Cont'd)	D	2	0	(M) May be inoperative failed in any position provided forward and aft tanks of the affected FUS auxiliary fuel system remain empty.	
45-05	FUSELAGE FUEL IMB Message (EMB-135BJ)	B	1	0	(M)(O) May be inoperative provided: a) Only one FUS auxiliary fuel system is used and contains no more than 1,190 lbs. (540 kg) (forward plus aft tank), and b) Forward and aft tanks of the other FUS auxiliary system remain empty.	
		B	1	0	(M)(O) May be inoperative and both FUS auxiliary fuel systems used provided both systems (forward plus aft tanks) contain no more than 1,499 lbs. (680 kg).	
		B	1	0	(M)(O) May be inoperative provided: a) Only one FUS auxiliary fuel system is used and contains no more than 3,219 lbs. (1,460 kg) (forward plus aft tank), b) Forward and aft tanks of the other FUS auxiliary fuel system remain empty, c) DELTA CORRECTION function (automatic balance control) is verified to operate normally, d) Selected FUS auxiliary fuel system is verified to operate normally, e) EICAS message FUEL XFER INOP is verified to operate normally, and f) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.	
(Continued)						

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
45-05	FUSELAGE FUEL IMB Message (EMB-135BJ) (Cont'd)	B	1	0	(M)(O) May be inoperative and both FUS auxiliary fuel systems used provided: a) Both FUS Auxiliary fuel systems contain no more than 3,219 lbs. (1,460 kg) (forward plus aft tanks), b) DELTA CORRECTION function (automatic balance control) is verified to operate normally, c) Both FUS auxiliary fuel systems are verified to operate normally, d) EICAS message FUEL XFER INOP is verified to operate normally, and e) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.	
		D	1	0	May be inoperative provided forward and aft tanks of both FUS auxiliary fuel systems remain empty.	
45-06	CHECK ACFT LOAD Message (EMB-135BJ) (Legacy 600 Only)	B	1	0	(M)(O) May be inoperative provided both FUS auxiliary fuel systems (forward plus aft tanks) contain no more than 1,764 lbs. (800 kg).	
		D	1	0	(M) May be inoperative provided forward and aft tanks of both FUS auxiliary fuel systems remain empty.	
45-07	Aft Auxiliary Tank Transfer Isolation Valves (EMB-135BJ)	B	2	1	(M)(O) One may be inoperative and one FUS auxiliary fuel system may be used provided forward and aft tanks of the other FUS auxiliary fuel system remain empty.	
					(Continued)	

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PAGE NO. 28-18

DATE: 07/28/2015

AIRCRAFT:
EMB-135, EMB-145

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
45-07	Aft Auxiliary Tank Transfer Isolation Valves (EMB-135BJ) (Cont'd)	B	2	1	(M)(O) One may be inoperative provided: a) Affected FUS auxiliary fuel system is not used, b) Affected FUS auxiliary fuel system (forward plus aft tank) contains no more than 1,764 lbs. (800 kg), c) Any fuel in the affected FUS auxiliary fuel systems is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and d) Valve is deactivated.	
		B	2	0	(M)(O) May be inoperative provided: a) Both FUS auxiliary fuel systems (forward plus aft tanks) contain no more than 1,764 lbs. (800 kg), b) Any fuel in the FUS auxiliary fuel systems is considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff, and c) Valves are deactivated.	
		D	2	0	(M) May be inoperative provided forward and aft tanks of both FUS auxiliary fuel systems remain empty.	
45-08	Forward Auxiliary Tank Refueling Isolation Valve (EMB-135BJ) (Legacy 600 Only)	C	1	0	(M)(O) May be inoperative provided: a) Fuel distribution between forward and aft tanks is verified to be correct, and b) Valve is secured closed. NOTE: Refueling of FUS auxiliary fuel systems cannot be accomplished with this valve secured closed.	

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PAGE NO. 28-19

DATE: 07/28/2015

AIRCRAFT: EMB-135, EMB-145	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
45-09	Aft Auxiliary Tank Refueling Isolation Valve (EMB-135BJ) (Legacy 600 Only)	C	1	0	(M)(O) May be inoperative provided: a) Fuel distribution between forward and aft tanks is verified to be correct, and b) Valve is secured closed. NOTE: Refueling of FUS auxiliary fuel systems cannot be accomplished with this valve secured closed.	
45-10	Forward Auxiliary Tank Vent Valves (EMB-135BJ)	C	2	0	(M)(O) May be inoperative provided: a) Affected vent valve is secured closed, b) Forward and aft tank of the affected FUS auxiliary fuel system remain empty, c) Electric fuel transfer pumps of affected FUS auxiliary system are deactivated, and d) Alternate procedures are established and used. NOTE: Refueling of FUS auxiliary systems cannot be accomplished if this vent valve is inoperative secured closed.	
45-11	Cross Transfer Shutoff Valve (EMB-135BJ)	B	1	0	(M)(O) May be inoperative provided: a) Valve is secured closed, and b) Fuel transfer and wing fuel balance are monitored through EICAS and/or MFD fuel page during flight.	
		D	1	0	(M) May be inoperative provided: a) Valve is secured closed, and b) Forward and aft tanks of both FUS auxiliary fuel systems remain empty.	

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DATE: 07/28/2015

AIRCRAFT:
EMB-135, EMB-145

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
45-12	FUEL XFER INOP Message (EMB-145XR)	B	1	0	(O) May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operate normally, b) Ventral tank fuel transfer system (AUTO and OVRD) operate normally, c) EICAS message FUEL XFER CRITICAL is verified to operate normally, and d) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.	
		C	1	0	(M) May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.	
		D	1	0	(M) May be inoperative provided airplane fuel system is configured to LR mode.	
45-13	FUEL XFER CRITICAL Message (EMB-145XR)	C	1	0	(M) May be inoperative provided: a) Ventral tank is defueled, and b) Ventral tank electric fuel transfer pumps are deactivated.	
		D	1	0	(M) May be inoperative provided airplane fuel system is configured to LR mode.	
(Continued)						

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AIRCRAFT: EMB-135, EMB-145	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
45-13	FUEL XFER CRITICAL Message (Cont'd) (EMB-135BJ)	B	1	0	(M) May be inoperative provided: a) Ventral tank (Legacy 650 only) and both FUS auxiliary fuel systems are not used, b) No more than 800 kg is maintained in ventral tank (Legacy 650 only) and both FUS auxiliary fuel systems (forward plus aft tanks), and c) Any fuel in ventral tank (Legacy 650 only) and both FUS auxiliary fuel systems are considered unusable, is treated as ballast fuel, and is included in the calculation of takeoff weight and CG position for takeoff.	
		D	1	0	(M) May be inoperative provided ventral tank (Legacy 650 only), forward, and aft tanks of both FUS auxiliary fuel systems remain empty.	
45-14	Ventral Tank Fuel Isolation Valve (EMB-145XR)	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, b) Ventral tank is defueled, and c) Ventral tank electric fuel transfer pumps are deactivated.	
		D	1	0	(M) May be inoperative provided airplane fuel system is configured to LR mode.	

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PAGE NO. 28-22

DATE: 07/28/2015

AIRCRAFT: EMB-135, EMB-145	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
45-15	FUEL XFR VTR INOP message (EMB-135BJ) (Legacy 650 Only)	B	1	0	(M)(O) May be inoperative provided: a) Ventral tank electric fuel transfer pumps and associated indication operates normally, b) Ventral tank transfer system is operative when selected on fuel transfer master switch, c) EICAS message FUEL XFER CRITICAL is verified to operate normally, and d) Fuel transfer is monitored through EICAS and/or MFD fuel page during flight.	
		D	1	0	(M) May be inoperative provided ventral tank remains empty and electric fuel transfer pumps are deactivated.	
45-16	Aft Auxiliary Tank Vent Valve (EMB-135BJ)	C	2	0	(M)(O) May be inoperative provided: a) Affected vent valve is secured closed, b) Relief valve of affected tank is verified prior to the first flight under this item and then every 10 flight-hours, c) Forward and aft tank of the affected FUS auxiliary system remain empty, d) Electric fuel transfer pumps of affected FUS auxiliary system are deactivated, and e) Alternate procedures are established and used. NOTE: Refueling of FUS auxiliary system cannot be accomplished if this valve is inoperative secured closed.	

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AIRCRAFT: EMB-135, EMB-145	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
45-17	Ventral Tank Vent Valve (EMB-135BJ) (Legacy 650 Only)	C	1	0	(M)(O) May be inoperative provided: a) Affected vent valve is secured closed, b) Ventral tank remains empty, c) Electric fuel transfer pumps of ventral tank are deactivated, and d) Alternate procedures are established and used. NOTE: Refueling of FUS auxiliary systems cannot be accomplished if this valve is inoperative secured closed.	

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PAGE NO. 29-1

DATE: 01/14/2014

AIRCRAFT: EMB-135, EMB-145	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4 Change Bar
10-02	GSE Couplings (External)	C	4	0	(M) May be inoperative open provided the failed external coupling (or the associated plumbing) is isolated from the hydraulic system.
10-05	Electric Hydraulic Pump Systems				
1)	AUTO Functions	C	2	0	(O) May be inoperative provided: a) Manual function operates normally, and b) Associated electric pump is selected ON for takeoff and landing and OFF during flight.
2)	Manual Functions	C	2	0	(O) May be inoperative provided AUTO and OFF positions for associated pump selector are verified to operate normally.
10-14	Reservoir Refilling Check Valves	C	2	0	(M) May be inoperative open provided failed valve is removed and plumbing plugged.
		C	2	0	May be inoperative closed.
10-16	Pressure Ground Connection Check Valves	C	2	0	(M) May be inoperative open provided the failed valve is removed and plumbing plugged.
		C	2	0	May be inoperative closed.
10-19	Engine-Driven Pump Pressure Switch (Hydraulic System 1)	C	1	0	(M)(O) May be inoperative provided: a) Pressure indication and electric pump switch operate normally, b) Electric pump is selected ON for takeoff and landing and OFF during flight, and c) Pressure switch is removed and pressure switch port is plugged in case of fluid leakage.

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PAGE NO. 29-2

DATE: 01/14/2014

AIRCRAFT: EMB-135, EMB-145	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
30-00	Hydraulic Fluid Quantity Indications (Including Low Level Warning)	C	2	1	(M) One may be inoperative provided: a) Associated fluid quantity is verified to be normal before each departure, and b) Hydraulic pressure indication is available and is monitored throughout flight.	
30-01	Reservoir Quantity Gages	C	2	0	(M) May be inoperative provided: a) Fluid quantity is verified by other means before each departure, and b) Pressure indication is operating normally.	
30-02	Hydraulic Pressure Indications	C	2	1	(O) One may be inoperative provided associated hydraulic fluid quantity indication operates normally.	
30-04	Electric Pump Pressure Switch (Hydraulic System 1)	C	1	0	(M)(O) May be inoperative provided: a) Pressure indication and engine-driven pump switch operate normally, and b) Pressure switch is removed and pressure switch port is plugged in case of fluid leakage.	

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PAGE NO. 30-1

DATE: 07/14/2020

AIRCRAFT:
EMB-135, EMB-145

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
11-00	Wing Anti-Icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
11-01	Wing Anti-Icing Valves	C	2	0	(M) May be inoperative provided: a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.	
11-02	Wing Anti-Icing Valve OPEN Light	C	1	0	(M) May be inoperative provided system is verified to operate normally.	
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
12-00	Stabilizer Anti-Icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
12-01	Stabilizer Anti-icing Valve	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.	
12-02	Stabilizer Anti-Icing Valve OPEN Light	C	1	0	(M) May be inoperative provided system is verified to operate normally.	
		C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
21-00	Engine Anti-Icing Systems	C	2	1	May be inoperative provided: a) Affected A/I pushbutton is positioned to OFF prior to departure, and b) Airplane is not operated in known or forecast icing conditions.	
NOTE: The message ENG A/ICE OVERPRES may be present.						
(Continued)						

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Engine Anti-Icing Systems (Cont'd)	B	2	0	May be inoperative for operations in VMC from sunrise to sunset provided: a) Affected A/I pushbutton is positioned to OFF prior to departure, and b) Airplane is not operated in known or forecast icing conditions. NOTE: The message ENG A/ICE OVERPRES may be present.	
21-01	Engine Anti-Icing Valves (All Except EMB-135BJ)	C	2	0	(M)(O) May be inoperative provided: a) Valve is secured open, and b) AFM performance penalties are applied. NOTE: On airplanes equipped with EICAS version 16.5 or subsequent, the message ENG A/ICE OVERPRES may be present.	
		C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
	(EMB-135BJ)	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
21-02	Engine Anti-Icing Valve OPEN Light	C	2	1	(M) One may be inoperative provided system is verified to operate normally.	
		C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
31-00	Pitot/Static Heating Systems	C	3	2	(M) One may be inoperative provided: a) Standby and remaining pitot/static heating systems operate normally, and b) Airplane is not operated in visible moisture or in known or forecast icing conditions.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
31-03 ***	Pitot Lines Heater	C	2	1		
32-01	AOA Sensor Heating Systems	B	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
33-01	TAT Probe Heating Systems	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
41-00	Windshield Wipers	C	2	0	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing.	
1)	Low Speed	C	2	0	May be inoperative provided high speed operates normally.	
2)	High Speed	C	2	0	May be inoperative provided low speed operates normally.	
3)	Parking Mode	C	2	0	(O) May be inoperative provided blades can be positioned providing an acceptable field of vision to flightcrew.	
4)	Timer Mode	C	2	0		
41-04 ***	Rain Repellent Coating	C	2	0	May be inoperative provided: 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) Affected system is not part of the equipment required for the intended operation.	
					NOTE: Takeoff and destination alternate airports required for operations must be included.	
					(Continued)	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
41-04 ***	Rain Repellent Coating (Cont'd)	B	2	1	One may be degraded on pilot monitoring side provided: a) Visibility for the flightcrew is acceptable, and b) Affected system is not part of the equipment required for the intended operation.	
42-02	Windshield Heating Systems	C	2	1	(M) One may be inoperative provided: a) Affected windshield heating system is deactivated, and b) Airplane is not operated in known or forecast icing conditions.	
80-00	Ice Detectors	C	2	1		
		B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
81-01 ***	Clear Ice Detector System	C	1	O	May be inoperative provided wing upper surface is verified to be free of clear ice prior to departure.	
1)	Clear Ice Indication Lights	C	2	0	(O) May be inoperative provided the EICAS clear ice messages operate normally.	

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Clocks					
1)	Co-Pilot's Clock	C	1	0	May be inoperative provided pilot's clock operates normally.	
2)	Pilot's Clock	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) is considered inoperative, b) Co-pilot's clock operates normally, and c) Repairs are made within 3 flight-days.	
30-01	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was 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.	
1)	FDR Recording Parameters Required by 14 CFR	A	-	-	May be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
(Continued)						

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
30-01	Flight Data Recorder (FDR) System (Cont'd)					
2)	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
33-02 ***	Quick Access Recorder (QAR)	D	1	0		
42-02	Integrated Computer Configuration Modules (IM-600)	B	2	1	One may be inoperative with the EICAS message IC 1(2) CONFIG FAIL displayed provided the EICAS messages CONFIG MISMATCH or CHK IC CONFIG are not displayed.	
51-00	Aural Warning Unit					
1)	Channels	C	2	1		
51-02	MASTER Warning Lights/Buttons					
1)	Lights	C	2	1	One may be inoperative provided master warning aural alert operates normally.	
2)	Alarm Cancel Functions	C	2	1		
51-03	MASTER Caution Lights/Buttons					
1)	Lights	C	2	1	One may be inoperative provided master caution aural alert operates normally.	
2)	Alarm Cancel Functions	C	2	1		
62-00 ***	Synthetic Vision System (SVS) (EMB-135BJ) (Legacy 650 Only)	D	1	0	(O) May be inoperative provided SVS is selected OFF.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
33-02	Landing Gear Control Lever Latch System	B	1	0	(M)(O) May be inoperative in the latched position provided: a) Downlock release mechanism operates normally, and b) LG AIR/GND FAIL message is not present.	
40-01	Brake Temperature Indications	C	4	3	(M) One may be inoperative provided the affected brake temperature sensor is deactivated.	
		C	4	0	(M)(O) May be inoperative provided: a) Affected brake temperature sensors are deactivated, and b) Quick Turnaround Chart in AFM is complied with.	
41-08	Brake Pressure Transducers	B	4	3	(M) One may be inoperative with the BRAKE DEGRADED caution message present provided: a) Only the respective PRESS TRANSDUCER FAIL message is present on the brake system portion of the CMC, b) External leakage is not present, and c) Affected brake pressure transducer is deactivated.	
44-05	Accumulator Low Pressure Switch	C	1	0	(M) May be inoperative provided accumulator charge is verified to be normal once each flight-day.	
44-07	BRAKE ON Lights					
	1) Cockpit Light	B	1	0	(M) May be inoperative provided emergency/parking brake system operates normally.	
	2) Ramp Light	C	1	0		
49-00	Brake Assembly Wear Indicator	C	8	4	(M) One per brake assembly may be inoperative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4 Change Bar
50-00 ***	External Steering Disengagement Switch	C	1	0	(O) May be inoperative provided nose wheel steering operates normally.
50-02	Control Wheel Steering Disengage Buttons	C	2	1	(M) Pilot flying's disengage button may be inoperative provided pilot not flying's disengage button operates normally.
60-00	Landing Gear Proximity Switches	B	19	13	(M) One up lock proximity switch and one down lock proximity switch may be inoperative in each landing gear leg. NOTE: Proximity switches include: air/ground, up lock, down lock, 7-degree steering, and nose landing gear door sequence.

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.	
20-00	Cabin Interior Illumination System					
1)	Aircraft without Photoluminescent Emergency Escape Path Marking System	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendant to perform assigned duties.	
2) ***	Aircraft with Photoluminescent Emergency Escape Path Marking System	C	-	-	(M)(O) Individual lights including up to 10% of the ceiling and sidewall lamps may be inoperative provided: a) Remaining lighting is sufficient for cabin attendant to perform assigned duties, b) No more than two adjacent ceiling and sidewall lamps in the longitudinal or lateral direction are inoperative, c) Ceiling and sidewall lamps in the region of the galley, cabinets, and liferaft stowage areas are operative, and d) Overhead lighting at entry doors must operate in the ON and BRIGHT setting.	
21-02 ***	Cockpit Sterile Light	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
23-00	Passenger Lighted Information Signs					
1)	All Except Aircraft Operated Under 14 CFR Part 91	C	-	-	(M) May be inoperative provided: a) Associated passenger seat or lavatory is not occupied from which a passenger lighted information sign is not readily legible, and b) Associated seat or lavatory must be blocked and placarded "DO NOT OCCUPY". NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
		C	-	-	(O) May be inoperative and associated passenger seat or lavatory may be occupied provided: a) PA system operates normally, and b) PA system is used to notify passengers and cabin crew when associated sign(s) is placed on or off.	
2)	All Aircraft Operated Under 14 CFR Part 91	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
26-00	Courtesy and Stairs Lighting System	C	1	0	May be inoperative provided sufficient light is available at the stairs region.	
30-00	Compartment Lights (Nose, Tail, etc.)	C	-	0		
41-00	Landing Lights	C	3	2	One may be inoperative for night operations.	
		C	3	0	May be inoperative for operations from sunrise to sunset.	
					(Continued)	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Landing Lights (Cont'd)					
1)	Nose Landing Gear Automatic Extinguishing Function	C	1	0	(O) May be inoperative provided light is manually turned off after gear retraction.	
42-00	Taxi Light	C	2	1		
		C	2	0	May be inoperative provided nose landing light is operating normally.	
		C	2	0	May be inoperative for operations from sunrise to sunset.	
1)	Automatic Extinguishing Function	C	1	0	(O) May be inoperative provided light is manually turned off after gear retraction.	
43-00	Navigation Lights	C	-	4	(M) Any light may be inoperative provided one green light, one red light, and two white lights operate normally.	
		C	-	0	May be inoperative for operations from sunrise to sunset.	
1)	Tail Boom White Navigation Lights				Deleted, Rev 18.	
44-00	Wing Inspection Lights	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
46-00 ***	Logo Lights	D	2	0		
47-03	Strobe Lights	C	3	0	May be inoperative provided red beacon operates normally.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
47-05	Red Beacons Lights	C	-	0	(O) May be inoperative provided: a) Beacon switch is positioned to ON prior to engine start, and b) Strobe lights operate normally.	
					NOTE: The rotating beacon switch should be positioned to ON before engine start to turn the FDR on.	
48-00 ***	Baggage Door External Light	C	-	0		
50-00	Emergency Lighting System (Battery-Powered)					
1)	External Lights	C	-	0	May be inoperative for operations from sunrise to sunset.	
2)	Floor Proximity Strips	C	-	-	Up to two individual strips may be inoperative provided: a) They are not adjacent, and b) They are not used as an exit locator (amber light).	
50-01	Photoluminescent Floor Proximity Emergency Escape Path Marking System	C	-	-	Up to 10% of any 48-in section may be damaged or missing.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Main Panel Displays	B	5	4	(M) Non-flying pilot's MFD (inboard display unit) may be inoperative.	
1)	MFD Bezel	C	2	1	One may be inoperative provided opposite MFD works normally.	
2)	Charts and Maps Databases (DU-875 LCD Displays Only)	C	-	-	May be out-of-currency provided: a) Use of charts and maps function as primary navigation source is prohibited, and b) Paperless cockpit approval/application is prohibited.	
22-02	TAT Indications	C	2	1		
22-03	SAT Indications	C	2	1		
24-01	Standby Attitude Indication (On Integrated Standby Instrument (ISIS) or On Dedicated Instrument)	C	-	0	May be inoperative provided not required by 14 CFR.	
		B	-	0	May be inoperative provided: a) Operations are conducted in VMC from sunrise to sunset only, and b) Operations are not conducted in known or forecast VFR over-the-top conditions.	
24-02	Standby Barometric pressure (STD) Button on ISIS	C	1	0	May be inoperative provided BARO knob is manually used to set barometric pressure.	
25-00 ***	Head-Up Guidance System (HGS)	D	-	0	May be inoperative provided approach minimums or operating procedures do not require its use.	
NOTE: Any mode which operates normally may be used.						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
25-01	Standby Magnetic Compass	B	1	0	(O) May be inoperative provided any combination of three gyro or INS (IRU) stabilized compass systems are operative.	
		B	1	0	(O) May be inoperative provided: a) Any combination of two gyro or INS (IRU) stabilized compass systems operate normally, and b) Airplane is operated with Dual Independent Navigation capability and under positive radar control by ATC on the enroute portion of the flight.	
		B	1	0	(O) May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operate normally, and are used in conjunction with approved free gyro navigation techniques.	
27-00 ***	Inertial Reference System (IRS) (For Aircraft Equipped with an Additional IRS Dedicated to HGS)	D	-	0	May be inoperative provided: a) IRS is not used as primary navigation or attitude source, and b) Head-up guidance system (HGS) is considered inoperative.	
27-05 ***	IRS MSU Annunciators Lights					
1)	ALIGN Annunciator	C	2	0		
2)	FAULT Annunciator	C	2	1		
3)	ON BATT Annunciator	C	2	0		
4)	NO AIR Annunciator	C	2	0		
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
27-05 ***	IRS MSU Annunciators Lights (Cont'd)					
5)	NAV RDY Annunciator	C	2	0	(O) May be inoperative provided IRS is checked available for NAV mode.	
6)	BATT FAIL Annunciator	C	2	0	(M) May be inoperative provided IRS battery is checked supplying power before each flight.	
31-00	Radio Altimeter System					
1)	Single Radio Altimeter Installation	A	1	0	(M)(O) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, b) GPWS/EGPWS is considered inoperative, c) TCAS is considered inoperative, d) Radio altimeter is deactivated, and e) Repairs are made within 2 flight-days.	
2)	Dual Radio Altimeter Installation	C	2	1	(M)(O) Radio altimeter 2 may be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Radio altimeter 2 is deactivated.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Radio Altimeter System (Cont'd)					
2)	Dual Radio Altimeter Installation (Cont'd)	A	2	0	(M)(O) Radio altimeter 1 or both may be inoperative provided: a) Approach minimums or operating procedures do not require their use, b) GPWS/EGPWS is considered inoperative, c) TCAS is considered inoperative if both radio altimeters are inoperative, d) Affected radio altimeter(s) is deactivated, and e) Repairs are made within 2 flight-days.	
3)	Dual Radio Altimeter Installation (With SB 145-34-0083 or SB 145LEG-34-0010 Incorporated)	C	2	1	(M)(O) May be inoperative provided: a) Approach minimums or operating procedures do not require its use, and b) Affected radio altimeter is deactivated.	
		A	2	0	(M)(O) Both may be inoperative provided: a) Approach minimums or operating procedures do not require their use, b) GPWS/EGPWS is considered inoperative, c) TCAS is considered inoperative, d) Radio altimeters are deactivated, and e) Repairs are made within 2 flight-days.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31-01	Altitude Alerter Function	A	1	0	(O) May be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and d) Repairs are made within 3 flight-days.	
31-02	Altitude Preselect Function	A	1	0	(O) may be inoperative provided: a) Autopilot with altitude hold and altitude capture operates normally, b) Enroute operations (i.e., RVSM) do not require its use, c) Alternate procedures are established and used, d) Flight level change (FLC) mode is not used, e) Go-around buttons on the thrust levers are not used, f) Altitude alerter function is not used, g) Airplane does not depart from a designated airport (as listed in the operator's MEL) where repair or replacement can be made, and h) Repairs are made within 3 flight-days.	
32-00	VOR/ILS Systems	C	2	-	As required by 14 CFR.	
1)	Instrument Landing System (ILS)	C	2	-	May be inoperative provided approach minimums do not require its use.	
2)	Marker Beacon Systems	C	2	-	May be inoperative provided approach minimums do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Enhanced Ground Proximity Warning System (EGPWS)					
1)	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.	
c)	Glideslope Deviation(s) (Mode 5)	C	-	1		
		B	-	0		
d)	Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
(Continued)						

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Sequence No.	Item	1	2	3	4	Change Bar
41-00	Enhanced Ground Proximity Warning System (EGPWS) (Cont'd)					
1)	GPWS (Cont'd)					
e) ***	Windshear Mode (Reactive)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear detection and avoidance system (predictive) operates normally.	
2)	Terrain System – Forward-Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions)	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Displays	C	-	1		
		B	-	0		
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0		
41-01	Windshear Detection and Guidance Systems				Deleted, Revision 5. (Included in Item 41-00.)	

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34. Navigation					
Sequence No.	Item	1	2	3	4 Change Bar
41-02 ***	Steep Approach Function	C	-	0	(M) May be inoperative provided: a) Steep approach is deactivated, and b) Steep approach procedure is not performed.
42-00	Weather Radar System	C	1	-	As required by 14 CFR.
1)	Stabilization Function	B	1	0	(M) May be inoperative provided: a) Antenna sweep is parallel to aircraft pitch axis, and b) Antenna tilt operates normally.
2) ***	Lightning Sensor System	C	-	0	
3) ***	Control Panels (Only Airplanes Equipped with Two Panels)	C	2	1	
42-01 ***	Stormscope	C	1	0	
43-00	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43-00	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)	C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
1)	Combined Traffic Alert (TA) and Resolution Alert (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
2)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
					NOTE: Normal ADS-B function may be effected by above relief.	
3)	Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
51-00	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-00	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Enroute 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: Normal ADS-B function may be effected by above relief.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1) ***	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.	
2) ***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
53-00	ADF System	C	-	-	As required by 14 CFR.	
54-00 ***	XM Weather System	D	1	0	May be inoperative provided system considered inoperative.	
56-00 ***	Global Positioning System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Normal ADS-B function may be effected by above relief.	
		C	-	0	May be inoperative provided procedures do not require its use.	
					NOTE: Normal ADS-B function may be effected by above relief.	
60-00 ***	Flight Management System	C	-	1	One is required if IRS is used as primary navigation or attitude source.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Normal ADS-B function may be effected by above relief.	
		D	-	0	May be inoperative provided procedures do not require its use.	
					NOTE 1: Airplanes equipped with EGPWS and operating without FMS will lose the terrain clearance floor mode. A TERRAIN INOP message will be presented on the EICAS.	
					NOTE 2: Normal ADS-B function may be effected by above relief.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
60-00 ***	Flight Management System (Cont'd)					
1)	Navigation Databases	A	-	0	(O) May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE 1: Normal ADS-B function may be effected by above relief. NOTE 2: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
2) ***	Joystick Controller	C	-	0		

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
10-01	Crew Mask Stowage Boxes				Deleted, Revision 8.	
11-00	Oxygen Pressure Indication Systems					
1)	All Except EMB-135BJ	B	2	1	(O) One may be inoperative provided an approved procedure is used before each departure to ensure that oxygen supply is at or above minimum required for flight.	
2)	EMB-135BJ					
a)	Crew Oxygen Pressure Indication Systems	B	2	1	(O) One may be inoperative provided an approved procedure is used before each departure to ensure that oxygen supply is at or above minimum required for flight.	
b)	Passenger Oxygen Pressure Indication Systems	B	2	1	(O) One may be inoperative provided an approved procedure is used before each departure to ensure that oxygen supply is at or above minimum required for flight.	
11-03	Oxygen Cylinder Pressure Relief Disc (Green Disc)	C	1	0	May be missing or broken provided flightcrew oxygen system operates normally.	
20-00	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: a) Altitude limitations and portable oxygen supplies comply with 14 CFR requirements, b) All air conditioning packs operate normally, c) Pressurization system operates normally, and d) Passengers are appropriately briefed.	
(Continued)						

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
20-00	Passenger Oxygen System (Cont'd)	B	1	0	May be inoperative provided flight is conducted at or below 10,000 ft. MSL.	
1)	Automatic Presentation System	C	1	0	(M)(O) May be inoperative provided: a) Manual deployment system operates normally, and b) Flight is conducted at or below FL 300.	
2)	Passenger Dispensing Units	C	-	0	(M)(O) May be inoperative without flight altitude restriction provided: a) Affected seats are placarded and blocked to prevent occupancy, and b) Units operate normally at all usable lavatory and flight attendant locations.	
20-05 ***	Passenger Oxygen System Door - Manual Opening Tool	C	-	1		
		C	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.	
30-01	Portable Oxygen Units (Bottle and Mask)	C	-	-	(M) Any in excess of those required by 14 CFR may be unserviceable or missing provided: a) Required distribution of serviceable bottles is maintained throughout airplane, and b) Bottles not properly serviced are replaced, serviced, or removed at the next available maintenance facility.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
30-03	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative PBE remains in a certified location or is removed from the aircraft, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBE units removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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DATE: 02/28/2008

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Engine Bleed Systems	C	2	1	(M)(O) Left engine bleed system may be inoperative provided: a) Left engine bleed valve is secured closed, b) APU bleed is operating normally and supplying bleed air, c) Crossbleed valve is closed, and d) Airplane is not operated in known or forecast icing conditions.	
		C	2	1	(M)(O) Left engine bleed system may be inoperative provided: a) Left engine bleed valve is secured closed, b) When APU is not supplying bleed air, flight is conducted at or below FL 250, and c) Airplane is not operated in known or forecast icing conditions.	
		C	2	1	(M)(O) Right engine bleed system may be inoperative provided: a) Right engine bleed valve is secured closed, b) Flight is conducted at or below FL 250, and c) Airplane is not operated in known or forecast icing conditions.	
		(Continued)				

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36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-05	Engine Bleed Systems (Cont'd)	C	2	0	(M)(O) May be inoperative provided: a) Engine bleed valves are secured closed, b) APU bleed is operating normally and supplying bleed air, c) Flight is conducted at or below 18,000 ft. MSL, and d) Airplane is not operated in known or forecast icing conditions. NOTE: For airplanes equipped with ISIS, at least pack 2 and recirculation fan 2 must be operative or pack 1 must be operative.	
		C	2	0	(M)(O) May be inoperative provided: a) Engine bleed valves are secured closed, b) Flight is conducted at or below 10,000 ft. MSL, c) Flight is conducted in an unpressurized configuration, d) Airplane is not operated in known or forecast icing conditions, and e) Ambient temperature on the ground is below ISA +21 °C. NOTE: This configuration is not applicable for airplanes equipped with ISIS.	

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36. Pneumatic

Sequence No.	Item	1	2	3	4 Change Bar
11-10 ***	Air Conditioning Panel Air Button Red Leak Indication	B	2	0	(M) May be inoperative provided associated BLD LEAK EICAS message operates normally.
12-01	APU Bleed System	C	1	0	(M) May be inoperative provided: a) APU bleed shutoff valve is secured closed, and b) APU bleed is selected off and not used.
20-00	BLD APU LEAK Warning Message	C	1	0	May be inoperative provided APU is considered inoperative.

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38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Water Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
30-00	Lavatory Waste Systems	C	-	-	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated components are verified not to have leaks. NOTE: Any portion of the system which operates normally may be used.	
		C	-	-	(M) Associated lavatory system(s) may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, and b) Associated lavatory door(s) is secured closed and placarded "INOPERATIVE - DO NOT ENTER". NOTE: These provisions are not intended to prohibit inspections by crewmembers.	

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45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
45-01	Central Maintenance Computer (CMC)	C	1	0	May be inoperative provided maintenance procedures do not require its use.	

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DATE: 01/08/2010

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46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
20-01 ***	Electronic Flight Bag Systems (EFB)					
1) ***	Class 3 EFB	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
4) ***	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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DATE: 06/15/2006

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49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4 Change Bar
00-00	Auxiliary Power Unit (APU)	C	1	0	(M)(O) May be inoperative provided: a) APU is deactivated, and b) Procedures are not dependent upon its use.
52-02	APU Bleed Air System				Deleted, Revision 11.
70-01	APU OIL LO PRESS Caution Message	C	1	0	May be inoperative provided APU is used on ground only.
70-02	APU OIL HI TEMP Caution Message	C	1	0	May be inoperative provided APU is used on ground only.
70-03	APU FAIL Caution Message	C	1	0	May be inoperative provided APU is used on ground only.
74-01	APU Hour Meter Function	C	1	0	(M) May be inoperative provided alternate procedures are used to accomplish hour meter function.

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PAGE NO. 52-1

DATE: 01/14/2014

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
12-00	Main Door Hydraulic Actuation System	B	1	0	(M) May be inoperative provided damping function operates normally.	
51-00 ***	C&D Aerospace Flight Deck Security Door (14 CFR Part 25, § 25.795 Compliant)					
1)	Door Latch	A	1	0	May be inoperative provided: a) Door deadbolt is operative, b) Door deadbolt is used to lock and unlock the door, and c) Repairs are made within 2 flight-days.	
2)	Flight Deck Door Panel Pressure Relief Latch	A	1	0	May be inoperative in the latched position provided repairs are made within 2 flight-days.	
3)	Deadbolt	C	1	0		
70-00	Doors Warning System (Door Position Indication on MFD and EICAS)					
1)	Main/Service Doors	B	2	0	(O) May be inoperative provided affected door is verified closed and latched before each departure.	
2)	Baggage Door	C	1	0	(O) May be inoperative provided door is verified closed and latched before each departure.	
3)	Emergency Access Hatches	C	2	0	(M) May be inoperative provided affected hatch is verified closed and latched before each departure.	
4)	Access Hatches	C	3	0	(M) May be inoperative provided affected hatch is verified closed and latched before each departure.	
(Continued)						

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DATE: 01/14/2014

AIRCRAFT: EMB-135, EMB-145	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
70-00	Doors Warning System (Door Position Indication on MFD and EICAS) (Cont'd)					
5)	Fueling Door	C	1	0	(M) May be inoperative provided door is verified closed and latched before each departure.	
6)	Internal Baggage Access Door (EMB-135BJ)	C	1	0	(O) May be inoperative provided: a) Door is verified closed and latched before each departure, and b) Door remains closed during the entire flight.	

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56. Windows

Sequence No.	Item	1	2	3	4 Change Bar
10-01	Windshield				Deleted, Revision 14. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual (SRM).

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PAGE NO. 73-1

DATE: 06/15/2006

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Engine Full-Authority Digital Electronic Control (FADEC) System					
1)	System Faults	A	-	-	May be dispatched with FADEC faults provided repairs are made in accordance with times established by the engine manufacturer (refer to Rolls-Royce Maintenance Manual CSP340022). No Extensions are authorized.	
22-02	Automatic Takeoff Thrust Control System (ATTCS) (Airplanes Equipped with A, A1/1, A1, and A3 Engines Only)	C	1	0	(O) May be inoperative provided T/O-1 thrust mode can be selected and used through the takeoff data setting.	
32-01	Engine Fuel Temperature Sensors	C	2	0	(O) May be inoperative provided temperature of fuel in the tank remains above 4 °C throughout the flight.	
		C	2	0	(O) May be inoperative with fuel tank temperature below 4 °C provided icing inhibitor is added to the fuel.	
33-01	E1 (2) FUEL IMP BYP Advisory Messages	C	2	1	(M) One may be inoperative provided: a) Associated engine fuel temperature sensor is operative, b) Malfunction is verified to be in the fuel filter electrical/mechanical impending-bypass indicator or its associated wiring, c) Fuel filter electrical/mechanical impending-bypass indicator is checked not extended at least every 10 flight-hours, and d) Fuel filter mechanical actual-bypass indicator is checked not extended at least every 10 flight-hours.	

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73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
33-02	Fuel Filters	A	2	1	(M) One E1 (2) FUEL IMP BYP advisory message may be displayed per engine provided: a) Associated fuel filter mechanical actual-bypass indicator is checked not extended before each departure, and b) Fuel filter is replaced within 10 flight-hours.	
40-03	Fuel Flow Indications	C	2	1	(O) One may be inoperative provided: a) Associated engine parameters are monitored throughout the flight, and b) Both fuel quantity indications operate normally.	

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DATE: 08/02/1999

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AIRCRAFT: EMB-135, EMB-145	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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74. Ignition

Sequence No.	Item	1	2	3	4 Change Bar
20-00	Ignition System Channels	B	4	3	(O) One may be inoperative provided engine is started by positioning the ignition selector knob to ON.

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DATE: 04/14/2011

AIRCRAFT: EMB-135, EMB-145	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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76. Engine Control

Sequence No.	Item	1	2	3	4 Change Bar
12-00	Engine Takeoff Data Setting Knob Spring	B	1	0	(O) May be inoperative provided flightcrew member check MFD takeoff data before takeoff.

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DATE: 10/28/1998

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
41-02	HP Vibration Indication	C	2	1	One may be inoperative provided tactile or audible indications allow the vibrating engine to be identified.	

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DATE: 02/28/2008

AIRCRAFT:
EMB-135, EMB-145

TABLE KEY

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

78. Engine Exhaust

Sequence No.	Item	1	2	3	4	Change Bar
30-00 ***	Thrust Reversers	C	2	1	(M)(O) Any door actuation, lock, or control on one thrust reverser may be inoperative provided: a) Thrust reverser is not used, and b) System is deactivated and secured stowed. NOTE: Reverse thrust operation with one thrust reverser secured closed will be accomplished only if the operative thrust lever is set to the reverse range and the thrust lever of the affected side is set to idle.	
34-00 ***	ENG 1 (2) REV DISAGREE Messages	C	2	1	(M)(O) May be inoperative on one thrust reverser provided: a) Thrust reverser is not used, and b) System is deactivated and secured stowed. NOTE: Reverse thrust operation with one thrust reverser secured closed will be accomplished only if the operative thrust lever is set to the reverse range and the thrust lever of the affected side is set to idle.	
34-05 ***	Idle Stop (Solenoid)	C	2	1	(M)(O) May be inoperative provided: a) Thrust reverser is considered inoperative, and b) System is deactivated and secured stowed.	

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DATE: 06/15/2006

AIRCRAFT:
EMB-135, EMB-145

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
32-01	Low Oil Pressure Switches	C	2	0	(M) May be inoperative provided: a) Oil pressure indication is available and is monitored throughout the flight, and b) Engine oil quantity is serviced each flight-day.	
33-01	Oil Level Indication Systems	C	2	0	(M) May be inoperative provided engine oil quantity is serviced each flight-day.	
34-01	Oil Particle Sensors	C	2	0	(M) May be inoperative provided the oil tank mag plug is visually checked each flight-day.	
35-01	E1 (2) OIL IMP BYP Messages	C	2	0	(M) May be inoperative provided: a) Visual indicator(s) is checked each flight-day and neither is found extended, and b) The CMC is checked each flight-day and the ENG OIL DEBRIS maintenance message is not present. NOTE: The affected E1 (2) OIL IMP BYP advisory message may be displayed.	
35-02	Oil Filters	A	2	1	(M) One E1 (2) OIL IMP BYP advisory message may be displayed for one engine provided: a) Maintenance procedures do not require its replacement, and b) Oil filter element is replaced in less than 20 flight-hours.	

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DATE: 06/15/2006

AIRCRAFT: EMB-135, EMB-145	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
00-00 ***	Engine Start/Stop Switch Protection Guards	C	2	0		
10-02	Starter Control Valves	B	2	1	(M)(O) One may be inoperative closed provided: a) Associated EICAS Caution message E1(2) ATS SOV OPN operates normally, and b) Manual override start procedures are used.	