



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

Master Minimum Equipment List (MMEL)

Revision: 19
Date: 06/22/2023

Embraer S.A. **EMB-135 Series, EMB-145 Series** **All Models**

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Flight Operations Evaluation Board (FOEB)

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80	Starting	80-1	19	06/22/2023

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LOG OF REVISIONS

REV NO.	DATE
Original	01/31/1997
0a	05/30/1997
0b	05/30/1997
1	07/03/1997
1a	07/10/1997
1b	09/03/1997
1c	05/30/1998
2	10/28/1998
2a	01/15/1999
3	08/02/1999
4	03/30/2000
5	05/14/2001
6	08/06/2001
7	09/16/2002
8	10/23/2002
8a	01/06/2003
9	06/13/2003
9a	10/16/2003
10	07/06/2004
11	06/15/2006
12	09/18/2006
13	02/28/2008
14	01/08/2010
15	04/14/2011
16	01/14/2014
16a	06/30/2014
16b	11/10/2014
17	07/28/2015
18	07/14/2020
19	06/22/2023

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HIGHLIGHTS OF CHANGE

The following are the Highlights of Changes for **Revision 19**.

ITEM 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.
General	Removed all previous item deletion statements from MMEL and re-sequenced subsequent sequence number item rank within each system chapter sub-system, where applicable. These changes are indicated with change bars but are not hereafter listed in these change explanations.
General	Added dispatch condition statements to all Remarks and Exceptions fields throughout document where there are no written provisos (blank field). Changes are indicated with change bars, but are not listed hereafter in these change explanations.
ATA 21 Air Conditioning	
21-60-05	Updated Item title.
ATA 22 Autoflight	
22-11-01	Updated Item title.
ATA 23 Communications	
23-20-01	Added a new NOTE.
23-30-01	Added model applicability.
23-31-01	Added model applicability.
23-31-02	Added model applicability.
23-31-03	Added model applicability.
23-51-05	Updated item in accordance with FAA MMEL Policy Letter PL-58 R4.
23-51-07	Updated item in accordance with FAA MMEL Policy Letter PL-58 R4.
23-71-00	Updated item in accordance with FAA MMEL Policy Letter PL-29 R5.
ATA 25 Equipment/Furnishings	
25-11-04	Updated item in accordance with FAA MMEL Policy Letter PL-125 R1.
25-60-05	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.
25-60-06	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.

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HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
25-60-09	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.
ATA 26 Fire Protection	
26-14-00	Updated item in accordance with FAA MMEL Policy Letter PL-24 R5.
26-23-00	Updated item in accordance with FAA MMEL Policy Letter PL-108 R1.
26-23-01	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.
26-25-00	Updated item in accordance with FAA MMEL Policy Letter PL-24 R5.
ATA 27 Flight Controls	
27-10-01	Updated proviso AD reference.
ATA 28 Fuel	
28-21-01	Updated proviso item.
ATA 29 Hydraulic Power	
29-30-02	Added a new proviso.
ATA 31 Indicating/Recording Systems	
31-30-01	Updated item in accordance with FAA MMEL Policy Letter PL-87 R10.
ATA 33 Lights	
33-10-00	Updated item in accordance with FAA MMEL Policy Letter PL-77 R4.
33-20-00	Added model applicability.
33-23-00	Updated item in accordance with FAA MMEL Policy Letter PL-123 R1.
33-50-00	Updated item in accordance with FAA MMEL Policy Letter PL-125 R1.
33-50-01	Updated item in accordance with FAA MMEL Policy Letter PL-125 R1.
ATA 34 Navigation	
34-22-01	Updated Item title and proviso.
34-22-06	Added new item.
34-31-00	Added new item.

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HIGHLIGHTS OF CHANGE

ITEM NO.	EXPLANATION OF CHANGE
34-41-00	Updated Item title.
34-52-00	Updated item in accordance with FAA MMEL Policy Letter PL-105 R4.
34-53-00	Updated repair category and proviso.
ATA 35 Oxygen	
35-30-01	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.
35-30-03	Updated item in accordance with FAA MMEL Policy Letter PL-132 R0.
ATA 38 Water/Waste	
38-10-00	Updated Item title.
ATA 46 Information Systems	
46-20-01	Updated item in accordance with FAA MMEL Policy Letter PL-121 R1.
ATA 52 Doors	
52-51-00	Updated item in accordance with FAA MMEL Policy Letter PL-112 R2.
52-70-00	Updated item in accordance with FAA MMEL Policy Letter PL-69 R2.

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FAA MMEL POLICY APPLICATION RECORD

With this MMEL **Revision 19**, stated policy from the following list of FAA MMEL Policy Letters (PL) has been applied to the appropriate items listed on this MMEL, as applicable. Any PL, either new or revised, with an issue date later than **01/23/2023** (most recent listing on this record) has not been considered for application in this revision.

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-001	Wide-Body Passenger Airplane Door/Slide Relief	Revision 4 02/27/2010	N/A
PL-002	Aural and Visual Speed Warning Policy	Revision 1 08/15/1997	Applied
PL-003	DME Systems MMEL Policy	Revision 1 08/15/1997	34-51-00
PL-005	Takeoff Warning Systems	Revision 1 08/15/1997	Applied
PL-009	Public Address System, Crewmember Interphone and Alerting Systems	Revision 12 10/23/2015	23-30-01 23-31-01 23-31-02 23-31-03
PL-013	Oil Temperature and Pressure Instrument MEL Policy	Revision 1 08/15/1997	Applied
PL-024	Lavatory Fire Protection	Revision 5 10/23/2015	26-14-00 26-25-00
PL-025	MMEL and MEL Definitions	Revision 22 08/19/2021	As Applicable
PL-026	Thrust Reversers on Small Turbojet Airplanes	Revision 1 08/15/1997	78-30-00
PL-029	Master Minimum Equipment List (MMEL) Requirements for Cockpit Voice Recorder (CVR)	Revision 5 08/10/2010	23-71-00
PL-031	MMEL Format Specification	Revision 3 01/20/2011	As Applicable
PL-032	Traffic Alert and Collision Avoidance System (TCAS)	Revision 7 07/07/2006	34-43-00

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PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-034	MMEL and MEL Preamble	Revision 4 08/15/1997	As Applicable
PL-036	FAR Part 91 MEL Approval & Preamble	Revision 3 06/16/2020	As Applicable
PL-038	Policy Regarding MMEL Relief for Primary Thrust Setting Instruments on Two-Engine Airplanes	Revision 1 08/15/1997	77-41-02
PL-039	Altitude Alerting Systems	Revision 5 01/29/2010	34-31-01
PL-040	ETOPS and Polar Operations	Revision 3 11/10/2020	N/A
PL-045	Time Limited Dispatch (TLD) Authorization for Full Authority Digital Electronic Control (FADEC) Engines	Revision 2 03/04/2004	73-22-01
PL-054	Terrain Awareness and Warning System (TAWS)	Revision 10 10-31-2005	34-41-00
PL-056	Flight Deck FWD Observer Seat	Revision 5 01/01/2012	25-11-02
PL-058	Flight Deck Headsets and Hand Microphones	Revision 4 03/24/2012	23-51-05 23-51-07
PL-063	Instrument and Equipment Items Required for Emergency Procedures	Revision 4 07/05/2012	As Applicable
PL-064	Electrical Power MMEL Policy - Four Engine Cargo Airplanes	Revision 1 08/15/1997	N/A
PL-065	Policy Regarding Cargo Provisions in the MMEL for Cargo Operations	Revision 1 08/15/1997	As Applicable
PL-067	Windshear Warning and flight Guidance System (RWS) Windshear Detection and Avoidance System (PWS)	Revision 4 01/15/2012	34-41-00
PL-069	External Door Indication System	Revision 2 09/24/2003	52-70-00
PL-072	Wing Icing Detection Lights	Revision 4 03/12/2012	33-44-00

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-076	ATC Transponders and Automatic Altitude Reporting Systems	Revision 7 12/04/2017	34-52-00
PL-077	Cockpit and Instrument Lighting Systems	Revision 4 12/17/2012	33-10-00
PL-079	Passenger Seat Relief	Revision 9 12/05/2017	25-21-05
PL-083	Water and Waste Systems on Air Carrier Aircraft	Revision 8 05/11/2015	38-10-00 38-30-00
PL-084	Master Minimum Equipment List (MMEL) for Reduced Separation Minimum (RVSM) Operations	Revision 1 08/15/1997	34-31-01
PL-087	Flight Data Recorder (FDR)	Revision 10 08/10/2010	31-30-01
PL-089	FASTEN SEAT BELT WHILE SEATED Signs or Placards	Revision 2 01/31/2009	25-60-10
PL-090	Pitot Heat Indicating System	Revision 1 09/20/2001	30-31-00
PL-093	Autopilot Disconnect MMEL Policy	Revision 1 09/11/2006	N/A
PL-094	Liquid or Paste Propeller Deicer	Revision 1 10/08/2004	N/A
PL-095	VHF Communications MMEL Requirements	Revision 2 01/15/2012	23-00-00
PL-096	Galley/Cabin Waste Receptacles Access Doors/Covers	Revision 2 01/29/2010	25-30-01
PL-097	Flight Attendant Seat(s)	Revision 4 09/06/2007	25-11-04
PL-098	Navigation Databases	Revision 1 06/01/2017	34-60-00
PL-099	Door/Slide Relief Policy	Revision 2 02/26/2010	N/A

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-100	MMEL/MEL Relief for Cargo Restraint Components	Revision 3 10/02/2020	25-50-01
PL-101	Autopilot Relief	Revision 2 12/15/2011	22-11-00
PL-102	Cargo Compartment Smoke Detection and Fire Suppression Systems	Revision 2 12/17/2012	26-15-00
PL-104	Storage Bins/Cabin, Galley and Lavatory Storage Compartments/Closets	Revision 7 06/24/2020	25-22-00
PL-105	Automatic Dependent Surveillance-Broadcast (ADS-B) System	Revision 4 02/08/2021	34-52-00
PL-106	High Frequency (HF) Communications	Revision 5 06/06/2014	23-00-00
PL-107	MMEL Relief for Inoperative APU Generator	Revision 1 05/22/2001	24-34-01
PL-108	Carriage of Empty Cargo Handling Equipment	Revision 1 10/17/2011	26-15-00 26-23-00
PL-109	Supplemental Type Certificate (STC) MMEL/MEL Relief Process	Revision 1 11/07/2019	As Applicable
PL-111	MMEL Policy for Inoperative Standby Attitude Indicator	Revision 1 01/29/2004	34-24-01
PL-112	Relief for 14 CFR 25.795 Compliant Flight Deck Doors	Revision 2 01/18/2012	52-51-00
PL-113	MMEL Relief for Anti-Skid Inoperative	Revision 0 12/20/2002	N/A
PL-114	Nose Gear Steering Systems	Revision 1 10/09/2012	N/A
PL-117	Selective Call System (SELCAL)	Revision 0 10/07/2005	23-21-01
PL-119	Two-Section MMELs (Parts 91, 125, and 135)	Revision 4 12/04/2017	N/A

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FAA MMEL POLICY APPLICATION RECORD

PL No.	Subject	PL Revision and Date	Affected Item Sequence Number(s)
PL-120	Emergency Locator Transmitters (ELT)	Revision 3 04/12/2019	25-61-01
PL-121	(EFB) Electronic Flight Bag	Revision 1 05/03/2021	46-20-01
PL-122	Flight Deck Door Surveillance Systems	Revision 1 10/09/2012	N/A
PL-123	Passenger Notice System (Lighted Information Signs)	Revision 1 04/30/2010	33-23-00
PL-124	Damaged Window/Windshield Relief	Revision 0 01/20/2009	56-10-01
PL-125	Equipment Relief without Passengers	Revision 1 11/27/2012	25-11-04 25-60-05 25-60-06 33-50-00 33-50-01
PL-126	Chelton FlightLogic Electronic Flight Instrument Systems (EFIS)	Revision 0 05/28/2010	N/A
PL-127	Night Vision Imaging Systems (NVIS)	Revision 0 06/07/2010	N/A
PL-129	Cockpit Smoke Vision Systems (CSVs)	Revision 0 03/24/2012	N/A
PL-130	Flightcrew Rest Facilities (FCRF)	Revision 2 03/12/2021	N/A
PL-131	Radar (Radio) Altimeters for Rotorcraft	Revision 0 10/23/2019	N/A
PL-132	Portable Emergency Equipment	Revision 0 05/03/2021	25-60-05 25-60-06 25-60-09 26-23-01 35-30-01 35-30-03

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DEFINITIONS AND PREAMBLE

Definitions

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website.

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 Dynamic Regulatory System (DRS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

Guidelines for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List EMB-135 Series, EMB-145 Series, All Models (M) and (O) Procedures, published by Embraer S.A.

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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-22-04	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.	
21-22-06 ***	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.	
21-23-03	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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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-24-01	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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> a) Failed fan is deactivated, and b) Pack 1 operates normally. 	
21-24-02	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.	
21-24-03	Air Distribution Valves	C	2	1	(M) One may be inoperative provided remaining valve is deactivated in open position.	
21-25-01	Ram Air Valves					
1)	Airplanes Equipped with Conventional Electromechanical Standby Instruments	C	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> 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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TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-25-01	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.	
21-25-02	Ram Air Check Valves	C	2	0	(M)(O) May be inoperative open provided flight is conducted in an unpressurized configuration.	
21-26-00	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.	
(Continued)						

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-26-00	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.	
21-30-00	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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TABLE KEY

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-31-03	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.	
21-32-01	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.	
(Continued)						

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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
21-32-01	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.	
21-32-02 ***	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.	
21-51-00	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.	
(Continued)						

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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
21-51-00	Air Conditioning Pack Systems (Cont'd)					
2)	Airplanes Equipped with Integrated Standby Instrument System (ISIS)	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> 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. 	
21-60-04	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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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
21-60-05	Cabin 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.	
21-60-06	Attendant's Temperature Control	C	1	0	May be inoperative provided passenger cabin temperature and mode selector knob operates normally.	
21-61-02	Cockpit and Cabin Temperature Indication Systems	C	2	0	May be inoperative.	

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TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-10-00	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.	
22-11-01	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	May be inoperative.	
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	May be inoperative.	
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)	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-11-01	Flight Guidance Controller Panel (Cont'd)					
8)	Approach (APR) 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	May be inoperative.	
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.	
(Continued)						

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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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
22-11-01	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.	
22-11-08	Touch Control Steering Button (TCS Sync Buttons)	C	2	0	May be inoperative in the deactivated condition.	
22-11-09	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.	
22-30-00 ***	Autothrottle System (EMB-135BJ) (Legacy 650 Only)	C	1	0	May be inoperative.	
22-31-05 ***	Autothrottle Quick Disconnect (A/T DISC) Buttons (EMB-135BJ) (Legacy 650 Only)	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided autothrottle is not used.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-00-00	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: <ol style="list-style-type: none"> 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.	
23-15-00 ***	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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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-20-01 ***	ACARS System	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any portion of the system which operates normally may be 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.	
23-21-01 ***	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.	
23-24-00 ***	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.	

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-30-01	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.	
		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.	
	(EMB-135BJ)	D	1	0	May be inoperative provided not required by 14 CFR and procedures do not require its use.	
a)	Lavatory Speakers	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-01	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.	
	(EMB-135BJ)	C	1	0	(O) May be inoperative provided: a) Crewmember interphone system 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 operate normally may be used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-01	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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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-02	Alerting Systems (Audio/Visual)					
1)	Passenger Configuration					
a)	Flight Deck Call Visual Alerting System (EMB-135BJ)	C	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
					NOTE: The flight deck audio alerting must always be operative.	
		D	1	0	May be inoperative provided procedures do not require its use.	
b)	Flight Deck Call Audio Alerting System	B	1	0	May be inoperative provided: a) Flight deck visual alerting system operates normally, and b) Flight deck visual alerting system differentiates between normal and emergency calls.	
	(EMB-135BJ)	C	1	0	May be inoperative provided the flight deck visual alerting system operates normally.	
		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-02	Alerting Systems (Audio/Visual) (Cont'd)					
1)	Passenger Configuration (Cont'd)					
c)	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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TABLE KEY

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-02	Alerting Systems (Audio/Visual) (Cont'd)					
1)	Passenger Configuration (Cont'd)					
c)	Flight Attendant Visual Alerting System (Cont'd)					
***	(EMB-135BJ)	C	1	0	(O) May be inoperative provided 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 functions(s) that operates normally may be used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-31-02	Alerting Systems (Audio/Visual) (Cont'd)					
1)	Passenger Configuration (Cont'd)					
d)	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.	
***	(EMB-135BJ)	C	1	0	(O) May be inoperative provided 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 functions(s) that operates normally may be used.	
		D	1	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
23-31-03	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.	
***	(EMB-135BJ)	C	1	0	(O) May be inoperative provided: a) Crewmember interphone system 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 operate normally may be used.	
		D	1	0	May be inoperative provided procedures do not require its use.	
23-32-02 ***	Prerecorded Passenger Announcement System	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-33-01	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.	
23-51-03	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.	
23-51-04	Flight Deck Speakers	C	2	0	May be inoperative provided headsets operate normally.	
23-51-05	Flight Deck Headsets/Headphones	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
1)	Headset Boom Microphones					
a)	Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
b)	Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
2)	Headset Earphones/Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.	
3)	Active Noise Cancelling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-51-07	Flight Deck Hand Microphones	C	-	0	May be inoperative provided associated boom microphone operates normally.	
		D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
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.	
23-70-00 ***	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.	
23-71-00	Cockpit Voice Recorder System					
1)	Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided: a) Flight data recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
2)	Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable regulations.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-73-00 ***	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.	
23-80-00	Radio Management Units (RMU)					
1)	NAV/Comm Tuning Function	C	2	1	One may be inoperative.	
2)	Memory Function	C	2	0	May be inoperative provided tuning function operates normally.	
23-81-02	Tuning Backup Control Head	C	1	0	May be inoperative provided both radio management units operate normally.	

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TABLE KEY

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-20-01	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.	
24-20-02	Generator Voltage Indications	C	4	2	One may be inoperative on each side provided associated current indication operates normally.	
24-20-03 ***	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.	
24-31-01	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.	
24-31-02	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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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
24-34-01	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.	
24-37-00	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.	
24-40-00	External Power System	C	1	0	May be inoperative.	
1)	GPU AVAIL Lights	C	2	0	May be inoperative.	

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-11-00	Eye Locator	C	1	0	May be inoperative.	
25-11-01	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	May be inoperative.	
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
25-11-02	Primary Observer Seat (Including Associated Equipment)	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> 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: <ul style="list-style-type: none"> 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. <p>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.</p> <p>NOTE 2: The pilot in command will determine if the minimum safety equipment is functional for other persons authorized to occupy observer seat.</p>	

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TABLE KEY

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
25-11-04	Flight Attendant Seat Assembly	C	-	0	(M)(O) May be missing or inoperative provided: <ol style="list-style-type: none"> a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, c) Folding type seat is stowed or is secured in the retracted position, and d) Alternate procedures are established and used. 	
1)	Aircraft with Only One Flight Attendant Seat					
a)	Forward Seat Assembly	A	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> 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. <p>NOTE 1: An automatic folding seat that will not stow automatically is considered inoperative.</p> <p>NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.</p>	
(Continued)						

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TABLE KEY

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
25-11-04	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	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> 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". 	
(Continued)						

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.

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TABLE KEY

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
25-11-04	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
25-12-01	Sunvisors	C	2	0	May be inoperative or missing provided there are no visual restrictions to flightcrew.	
25-12-02	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.	
25-12-03 ***	Lighted/Mechanical Checklist	C	-	0	May be inoperative.	
25-12-04	Chart Holders	C	-	2	May be inoperative or missing provided one is available at each pilot station.	
25-21-05	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.	

(Continued)

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TABLE KEY

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
25-21-05	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.	
(Continued)						

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TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-21-05	Passenger Seat(s) (Cont'd)					
3)	Armrests (Cont'd)					
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.	
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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TABLE KEY

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-22-00	Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/Closets	C	-	-	(M) May be inoperative provided: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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
25-22-00	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
25-26-07	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.	
25-27-02 ***	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.	
25-27-09	Forward Attendant Control Panel Cover	D	1	0	(M) May be inoperative provided the cover is removed.	
25-30-01	Galley Waste 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
25-40-00	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.	
25-50-01	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
25-50-01	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
25-60-02	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. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
25-60-04 ***	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.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-05	Flight Deck/Attendant Portable Flashlights/ Flashlight Holders	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-06	Megaphones	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative megaphone remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
25-60-07	Pyrotechnic Signal Devices	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-09	Emergency Medical Equipment					
1)	Automated External Defibrillator (AED) and/or Associated Equipment	A	-	0	(O) May be incomplete, inoperative, or removed provided: a) AED is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an Emergency Medical Service (EMS) operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, inoperative, or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper servicing is verified at each preflight.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-09	Emergency Medical Equipment (Cont'd)					
2)	Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	0	(O) May be incomplete or removed provided: <ul style="list-style-type: none"> a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. <p>NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.</p>	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-09	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 FAKs may be incomplete or removed provided: <ul style="list-style-type: none"> a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
25-60-10	"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.	
25-61-01	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.	
		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.	
25-64-02	Flotation Equipment (Crew and Passenger)	D	-	-	Any in excess of that required by 14 CFR may be inoperative or missing.	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-12-00	APU Fire Detection System	C	1	0	May be inoperative provided APU is considered inoperative.	
26-14-00	Lavatory Smoke Detection System					
1)	Airplanes Operating Under 14 CFR Part 121	C	-	0	(M)(O) For each lavatory, the lavatory smoke detection system may be inoperative provided: <ul style="list-style-type: none"> 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: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
2) ***	All Other Aircraft/Operations	C	-	0	(O) May be inoperative provided an alternate procedure is established and used to detect smoke in the lavatory.	
		D	-	0	Any in excess of that required by 14 CFR may be inoperative.	

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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-15-00	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.	

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-15-10 ***	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.	
26-21-02	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.	
26-22-00	APU Fire Extinguishing System	C	1	0	May be inoperative provided APU is considered inoperative.	
26-22-01	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.	
26-23-00	Baggage Compartment Fire Extinguisher System	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 should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	

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 EMB-135, EMB-145

TABLE KEY

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-23-01	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-25-00	Lavatory Fire Extinguisher Systems					
1)	Airplanes Operating Under 14 CFR Part 121	C	-	0	For each lavatory, the lavatory fire extinguisher system may be inoperative provided lavatory smoke detector system operates normally.	
		C	-	0	(M)(O) For each lavatory, the lavatory fire extinguisher system may be inoperative provided: <ul style="list-style-type: none"> 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: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
2)	All Other Aircraft/Operations	D	-	-	Any in excess of that required by 14 CFR may be inoperative.	
26-25-01 ***	Galley Fire Extinguisher System	C	1	0		

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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-10-01	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 2008-20-08.	
27-14-00	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.	
27-15-00	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.	
27-21-03	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.	
27-24-01	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.	
27-35-00	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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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-36-01	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.	
27-36-03	Stick Shakers	B	2	1	One may be inoperative.	
27-40-00	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.	
27-40-01	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.	
27-53-00	Flap Channels	B	2	1	(M)(O) One may be inoperative with FLAP LOW SPEED advisory message present provided: <ol style="list-style-type: none"> 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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TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
27-70-00	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	One may be inoperative.	
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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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-11-02	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.	

AIRCRAFT:
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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-11-05	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.	
28-14-00	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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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
28-14-00	FUEL TK VENT OPEN Message (Cont'd) (EMB-135BJ) (Legacy 650 Only)	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> 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. <p>NOTE: Refueling of FUS auxiliary system cannot be accomplished if this valve is inoperative.</p>	

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
28-21-01	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) Unusable fuel quantities 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) Unusable fuel quantities are accounted, and e) Pumps 1B and 2B are operative for diversion times greater than 60 min.	
28-21-02	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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TABLE KEY

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21-03	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.	
28-21-04	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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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21-05	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.	
28-21-06	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.	

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
28-21-07	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.	
28-21-08	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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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
28-21-09	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.	
28-21-10	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.	

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
28-21-11	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.	
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TABLE KEY

1. REPAIR CATEGORY
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-21-11	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.	
28-21-12	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.	

<p>AIRCRAFT: EMB-135, EMB-145</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-22-01	APU FUEL Shutoff Valve	C	1	0	(M)(O) May be inoperative provided: a) APU is not used, and b) Valve is secured closed.	
28-23-00	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.	
28-23-07	Defueling Shutoff Valve(s)	C	-	0	(M) May be inoperative provided valve is secured closed.	
28-23-08	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.	
28-40-00	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.	

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TABLE KEY

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-00	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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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	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
28-40-01	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.	
28-40-02	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.	
28-40-03	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.	
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-40-03	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.	
28-41-01	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.	
28-42-01	Direct Quantity Measuring Sticks	C	-	0	(O) May be inoperative provided fuel quantity is determined by other means.	
28-43-00	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.	
28-44-00	FUEL 1 (or 2) LO LEVEL Messages	B	2	0	May be inoperative provided fuel quantity indication is available and is monitored throughout flight.	

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
28-45-01	E1 (or 2) FUEL LO PRESS Messages	B	2	0	(O) May be inoperative provided associated fuel pump automatic function operates normally.	
28-45-02	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.	
28-45-03	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.	
28-45-04	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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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
28-45-04	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.	
28-45-05	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)						

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TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-45-05	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.	
28-45-06	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.	
28-45-07	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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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-45-07	Aft Auxiliary Tank Transfer Isolation Valves (EMB-135BJ) (Cont'd)	B	2	1	(M)(O) One may be inoperative provided: <ol style="list-style-type: none"> 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: <ol style="list-style-type: none"> 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.	
28-45-08	Forward Auxiliary Tank Refueling Isolation Valve (EMB-135BJ) (Legacy 600 Only)	C	1	0	(M)(O) May be inoperative provided: <ol style="list-style-type: none"> a) Fuel distribution between forward and aft tanks is verified to be correct, and b) Valve is secured closed. <p>NOTE: Refueling of FUS auxiliary fuel systems cannot be accomplished with this valve secured closed.</p>	

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TABLE KEY

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2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-45-09	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.	
28-45-10	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.	
28-45-11	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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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-45-12	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.	
28-45-13	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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TABLE KEY

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-45-13	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.	
28-45-14	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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TABLE KEY

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-45-15	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.	
28-45-16	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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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-45-17	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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TABLE KEY

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-10-02	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.	
29-10-05	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.	
29-10-14	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.	
29-10-16	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.	
29-10-19	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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TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-30-00	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.	
29-30-01	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.	
29-30-02	Hydraulic Pressure Indications	C	2	1	(M) One may be inoperative provided a) Associated hydraulic fluid quantity indication is available and checked before each flight, and b) Associated HYD SYS FAIL caution message is checked operational.	
29-30-04	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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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-11-00	Wing Anti-Icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-11-01	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.	
30-11-02	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.	
30-12-00	Stabilizer Anti-Icing System	C	1	0	May be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-12-01	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.	
30-12-02	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.	
30-21-00	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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TABLE KEY

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-21-00	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.	
30-21-01	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.	
	(EMB-135BJ)	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
		C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-21-02	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.	
30-31-00	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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TABLE KEY

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
30-31-03 ***	Pitot Lines Heater	C	2	1	One may be inoperative.	
30-32-01	AOA Sensor Heating Systems	B	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-33-01	TAT Probe Heating Systems	C	2	1	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	
30-41-00	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		
30-41-04 ***	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
30-41-04 ***	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.	
30-42-02	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.	
30-80-00	Ice Detectors	C	2	1		
		B	2	0	(O) May be inoperative provided alternate procedures are established and used.	
30-81-01 ***	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.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-21-01	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.	
31-30-01	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1)	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)					 -
a)	Holder of an Air Carrier or Commercial Operator Certificate	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.	 -
(Continued)						

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-30-01	Flight Data Recorder (FDR) System (Cont'd)					
1)	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR) (Cont'd)					
b)	Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	-	0	May be inoperative provided repairs are made in accordance with applicable regulations.	
2)	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three (3) recording parameters may be inoperative provided: a) Cockpit voice recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
3)	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.	
31-33-02 ***	Quick Access Recorder (QAR)	D	1	0	May be inoperative.	
31-42-02	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.	
31-51-00	Aural Warning Unit					
1)	Channels	C	2	1	One may be inoperative.	

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31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
31-51-02	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	One may be inoperative.	
31-51-03	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	One may be inoperative.	
31-62-00 ***	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
32-33-02	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.	
32-40-01	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.	
32-41-08	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.	
32-44-05	Accumulator Low Pressure Switch	C	1	0	(M) May be inoperative provided accumulator charge is verified to be normal once each flight-day.	
32-44-07	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	May be inoperative.	
32-49-00	Brake Assembly Wear Indicator	C	8	4	(M) One per brake assembly may be inoperative.	

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4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-50-00 ***	External Steering Disengagement Switch	C	1	0	(O) May be inoperative provided nose wheel steering operates normally.	
32-50-02	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.	
32-60-00	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.	

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-10-00	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> 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. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	

AIRCRAFT:
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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-20-00	Cabin Interior Illumination System					
1)	Aircraft without Photoluminescent Emergency Escape Path Marking System (EMB-135BJ)	C	-	-	Individual lights may be inoperative provided remaining lighting is sufficient for cabin attendant to perform assigned duties.	
		D	-	-	(O) May be inoperative provided: a) Cabin emergency lighting system is operative, b) At least reading lights are operative beside each passenger seat, and c) Total light distribution is considered sufficient for the flightcrew 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.	
33-21-02 ***	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
33-23-00	Passenger Lighted Information Signs					
1)	All Except EMB-135BJ	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 conditions are not intended to prohibit lavatory use or inspections by crewmembers.	
2)	EMB-135BJ	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.	
33-26-00	Courtesy and Stairs Lighting System	C	1	0	May be inoperative provided sufficient light is available at the stairs region.	
33-30-00	Compartment Lights (Nose, Tail, etc.)	C	-	0	May be inoperative.	

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AIRCRAFT:
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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-41-00	Landing Lights	C	3	2	One may be inoperative for night operations.	
		C	3	0	May be inoperative for operations from sunrise to sunset.	
1)	Nose Landing Gear Automatic Extinguishing Function	C	1	0	(O) May be inoperative provided light is manually turned off after gear retraction.	
33-42-00	Taxi Light	C	2	1	One may be inoperative.	
		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.	
33-43-00	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, Revision 18.	
33-44-00	Wing Inspection Lights	C	2	0	May be inoperative provided ground deicing procedures do not require their use.	
33-46-00 ***	Logo Lights	D	2	0	May be inoperative.	
33-47-03	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
33-47-05	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.	
33-48-00 ***	Baggage Door External Light	C	-	0	May be inoperative.	
33-50-00	Emergency Lighting System (Battery-Powered)	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
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).	

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TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
33-50-01	Photoluminescent Floor Proximity Emergency Escape Path Marking System	C	-	-	Up to 10% of any 48-in section may be damaged or missing.	
		C	-	0	(O) May be missing or inoperative provided: <ul style="list-style-type: none"> a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by 14 CFR for non-passenger-carrying operations, and c) Alternate procedures are established and used. 	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-22-01	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 (only for DU-875)	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
34-22-02	TAT Indications	C	2	1	One may be inoperative.	
34-22-03	SAT Indications	C	2	1	One may be inoperative.	
34-22-06	Cursor Control Device (CCD) (EMB-135BJ) (Only for DU-875)	C	2	0	(O) Any or all functions may be inoperative provided: a) Chart and Maps function is considered inoperative, and b) XM Weather system is considered inoperative. NOTE: SVS, charts, and maps databases cannot be updated if CCD is unavailable.	
34-24-01	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.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-24-02	Standby Barometric pressure (STD) Button on ISIS	C	1	0	May be inoperative provided BARO knob is manually used to set barometric pressure.	
34-25-00 ***	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.	
34-25-01	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.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-27-00 ***	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.	
34-27-05 ***	IRS MSU Annunciators Lights					
1)	ALIGN Annunciator	C	2	0	May be inoperative.	
2)	FAULT Annunciator	C	2	1	One may be inoperative.	
3)	ON BATT Annunciator	C	2	0	May be inoperative.	
4)	NO AIR Annunciator	C	2	0	May be inoperative.	
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.	
34-31-00	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.	

(Continued)

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-31-00	Radio Altimeter System (Cont'd)					
2)	Dual Radio Altimeter Installation	C	2	1	(M)(O) Radio altimeter 2 may be inoperative provided: <ul style="list-style-type: none"> a) Approach minimums or operating procedures do not require its use, and b) Radio altimeter 2 is deactivated. 	
		A	2	0	(M)(O) Radio altimeter 1 or both may be inoperative provided: <ul style="list-style-type: none"> 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. 	
(Continued)						

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-31-00	Radio Altimeter System (Cont'd)					
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.	
4)	Radio Altimeter Filter (With SB 145-34-0124 or SB LEG-34-0044 incorporated)	A	1	0	May be inoperative provided: a) Radio Altimeter is considered inoperative, and b) Repairs are made within 2 flight-days.	
		C	2	1	May be inoperative provided affected Radio Altimeter is considered inoperative.	
		A	2	0	May be inoperative provided: a) Affected Radio Altimeter is considered inoperative, and b) Repairs are made within 2 flight-days.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-31-01	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.	
34-31-02	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.	
34-32-00	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.	

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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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-41-00	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	Any in excess of one may be inoperative.	
		B	-	0	May be inoperative.	
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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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-41-00	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 – Terrain Look Ahead Alerting and Terrain Clearance Floor (TCF) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
3)	Terrain Displays	C	-	1	Any in excess of one may be inoperative.	
		B	-	0	May be inoperative.	
4) ***	Runway Awareness and Advisory System (RAAS)	C	1	0	May be inoperative.	
34-41-01 ***	Steep Approach Function	C	-	0	(M) May be inoperative provided: a) Steep approach is deactivated, and b) Steep approach procedure is not performed.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-42-00	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	May be inoperative.	
3) ***	Control Panels (Only Airplanes Equipped with Two Panels)	C	2	1	One may be inoperative.	
34-42-01 ***	Stormscope	C	1	0	May be inoperative.	
34-43-00	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.	
(Continued)						

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-43-00	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.	
34-51-00	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
34-52-00	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 affected 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	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	Any in excess of one may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-53-00	ADF System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-54-00 ***	XM Weather System	D	1	0	May be inoperative provided system considered inoperative.	
34-56-00 ***	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.	
34-60-00 ***	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.	

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TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
34-60-00 ***	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	May be inoperative.	

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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-11-00	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.	
35-11-03	Oxygen Cylinder Pressure Relief Disc (Green Disc)	C	1	0	May be missing or broken provided flightcrew oxygen system operates normally.	
35-20-00	Passenger Oxygen System	B	1	0	(O) May be inoperative provided: <ol style="list-style-type: none"> 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. 	
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TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-20-00	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.	
35-20-05 ***	Passenger Oxygen System Door - Manual Opening Tool	C	-	1	Any in excess of one may be inoperative.	
		C	-	0	(O) May be inoperative or missing provided alternate procedures are established and used.	

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-30-01	Portable Oxygen Units (Including Masks and Hoses)	C	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ol style="list-style-type: none"> a) An inoperative or not properly serviced portable oxygen bottle/unit remains in a certified location until removed or serviced at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE 1: Inoperative portable oxygen bottles or units, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

REVISION NO. 19

PAGE NO. 35-4

DATE: 06/22/2023

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
35-30-03	Portable Protective Breathing Equipment (PBE)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs removed from a certified location, or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-05	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)						

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-05	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.	

REVISION NO. 13

PAGE NO. 36-3

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
36-11-10 ***	Air Conditioning Panel Air Button Red Leak Indication	B	2	0	(M) May be inoperative provided associated BLD LEAK EICAS message operates normally.	
36-12-01	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.	
36-20-00	BLD APU LEAK Warning Message	C	1	0	May be inoperative provided APU is considered inoperative.	

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
38-10-00	Potable 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.	
38-30-00	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.	

REVISION NO. 18

PAGE NO. 45-1

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

45. Central Maintenance System

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

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-20-01 ***	Electronic Flight Bag Systems (EFB)					
1) ***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2) ***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3) ***	Power Connection	C	-	-	(M)(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Depending upon configuration, power supply/power connection may require deactivation by (M) procedure.	
		D	-	0	May be inoperative provided procedures do not require its use.	
					(Continued)	

REVISION NO. 19

PAGE NO. 46-2

DATE: 06/22/2023

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
46-20-01 ***	Electronic Flight Bag Systems (EFB) (Cont'd)					
4) ***	Mounting Device	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.	

REVISION NO. 19

PAGE NO. 49-1

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

49. Airborne Auxiliary Power

Sequence No.	Item	1	2	3	4	Change Bar
49-00-00	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.	
49-70-01	APU OIL LO PRESS Caution Message	C	1	0	May be inoperative provided APU is used on ground only.	
49-70-02	APU OIL HI TEMP Caution Message	C	1	0	May be inoperative provided APU is used on ground only.	
49-70-03	APU FAIL Caution Message	C	1	0	May be inoperative provided APU is used on ground only.	
49-74-01	APU Hour Meter Function	C	1	0	(M) May be inoperative provided alternate procedures are used to accomplish hour meter function.	

REVISION NO. 19

PAGE NO. 52-1

DATE: 06/22/2023

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-12-00	Main Door Hydraulic Actuation System	B	1	0	(M) May be inoperative provided damping function operates normally.	
52-51-00 ***	C&D Aerospace Flight Deck Security Door (14 CFR Part 25, § 25.795 Compliant)					
1)	Door Latch	C	1	0	(O) May be inoperative provided: a) Door deadbolt operates normally and is used to lock the door, and b) Alternate procedures are established and used for locking and unlocking the door using the door deadbolt.	
2)	Flight Deck Door Panel Pressure Relief Latch	A	1	0	May be inoperative provided: a) Panels are in the latched position, and b) Repairs are made within 2 flight-days.	
3)	Deadbolt	C	1	0	May be inoperative provided door latch operates normally.	

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-70-00	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	(M)(O) May be inoperative provided: a) Door is verified closed and latched before each departure, and b) Push against inward opening access doors to verify that they are closed and locked.	
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.	
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.	

REVISION NO. 14

PAGE NO. 56-1

DATE: 01/08/2010

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

56. Windows

Sequence No.	Item	1	2	3	4	Change Bar
56-10-01	Windshield				Deleted, Revision 14. NOTE: Refer to Aircraft Maintenance Manual (AMM) or Structural Repair Manual (SRM).	

AIRCRAFT:
EMB-135, EMB-145

TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-22-01	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.	
73-22-02	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.	
73-32-01	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.	
73-33-01	E1 (2) FUEL IMP BYP Advisory Messages	C	2	1	(M) One may be inoperative provided: <ol style="list-style-type: none"> 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. 	

REVISION NO. 11

PAGE NO. 73-2

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-33-02	Fuel Filters	A	2	1	(M) One E1 (2) FUEL IMP BYP advisory message may be displayed per engine provided: <ol style="list-style-type: none"> 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. 	
73-40-03	Fuel Flow Indications	C	2	1	(O) One may be inoperative provided: <ol style="list-style-type: none"> a) Associated engine parameters are monitored throughout the flight, and b) Both fuel quantity indications operate normally. 	

REVISION NO. 3
 DATE: 08/02/1999

PAGE NO. 74-1

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
74-20-00	Ignition System Channels	B	4	3	(O) One may be inoperative provided engine is started by positioning the ignition selector knob to ON.	

REVISION NO. 15

PAGE NO. 76-1

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

76. Engine Control

Sequence No.	Item	1	2	3	4	Change Bar
76-12-00	Engine Takeoff Data Setting Knob Spring	B	1	0	(O) May be inoperative provided flightcrew member check MFD takeoff data before takeoff.	

REVISION NO. 2
 DATE: 10/28/1998

PAGE NO. 77-1

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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77. Engine Indicating						
Sequence No.	Item	1	2	3	4	Change Bar
77-41-02	HP Vibration Indication	C	2	1	One may be inoperative provided tactile or audible indications allow the vibrating engine to be identified.	

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
78-30-00 ***	Thrust Reversers	C	2	1	(M)(O) Any door actuation, lock, or control on one thrust reverser may be inoperative provided: <ul style="list-style-type: none"> a) Thrust reverser is not used, and b) System is deactivated and secured stowed. <p>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.</p>	
78-34-00 ***	ENG 1 (2) REV DISAGREE Messages	C	2	1	(M)(O) May be inoperative on one thrust reverser provided: <ul style="list-style-type: none"> a) Thrust reverser is not used, and b) System is deactivated and secured stowed. <p>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.</p>	
78-34-05 ***	Idle Stop (Solenoid)	C	2	1	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) Thrust reverser is considered inoperative, and b) System is deactivated and secured stowed. 	

REVISION NO. 11

PAGE NO. 79-1

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
79-32-01	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.	
79-33-01	Oil Level Indication Systems	C	2	0	(M) May be inoperative provided engine oil quantity is serviced each flight-day.	
79-34-01	Oil Particle Sensors	C	2	0	(M) May be inoperative provided the oil tank mag plug is visually checked each flight-day.	
79-35-01	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.	
79-35-02	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.	

REVISION NO. 19

PAGE NO. 80-1

DATE: 06/22/2023

AIRCRAFT:
 EMB-135, EMB-145

TABLE KEY

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

80. Starting

Sequence No.	Item	1	2	3	4	Change Bar
80-00-00 ***	Engine Start/Stop Switch Protection Guards	C	2	0	May be inoperative.	
80-10-02	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.	