

**PHENOM™**  
BY EMBRAER



## PHENOM 100

**ANAC**

### MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

THIS DOCUMENT IS APPLICABLE TO ALL EMB-500  
MODELS CERTIFIED FOR OPERATION UNDER ANAC  
AIRWORTHINESS REQUIREMENTS.

**NOTE:** THE EMB-500 AIRPLANE HAS THE COMMERCIAL  
DESIGNATION OF PHENOM 100.

**ANAC APPROVAL:** *Hélio Tarquino Júnior*  
**HÉLIO TARQUINO JÚNIOR**  
ACTING MANAGER, AERONAUTICAL PRODUCT CERTIFICATION

**DATE:** 12-DEC-2008

**MMEL-2909**

**DECEMBER 12, 2008**

**REVISION 7 – DECEMBER 01, 2022**



**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST  
(MMEL-2909)**

**LOG OF REVISIONS**

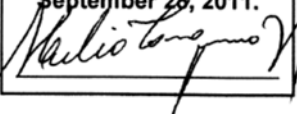
REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p>1 APR 30, 09</p>	<p>Cover page</p> <p>21-1</p> <p>36-1</p>	<p>Deletes Copyright Statement.</p> <p>Deletes items 21-21-01 and 21-23-05.</p> <p>Deletes item 36-11-00.</p>	
<p>2 DEC 10, 09</p>	<p>31-2 and 31-3</p> <p>34-2, 34-3 and 34-4</p>	<p>Update remarks for item 31-61-01.</p> <p>Include new item 34-43-00.</p>	
<p>3 APR 30, 10</p>	<p>31-1</p>	<p>Includes new item 31-60-00.</p>	

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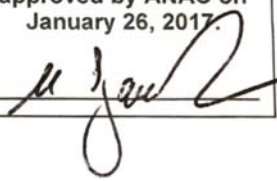
**LOG OF REVISIONS**

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p style="text-align: center;">4 SEP 28, 11</p>	<p>21-1, 21-2, 21-3, 21-4</p>	<p>Include new item 21-23-05 and update remarks for item 21-31-00.</p>	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p><b>MMEL-2909 Revision 4 approved by ANAC on September 28, 2011.</b></p>  </div>
	<p>23-1, 23-2, 23-3</p>	<p>Include new items 23-11-00, 23-15-00, 23-21-00 and 23-23-00.</p>	
	<p>30-2, 30-3</p>	<p>Update of item 30-31-01.</p>	
	<p>31-1, 31-3</p>	<p>Update remarks and include new sub-item for item 31-61-01.</p>	
	<p>34-2, 34-3, 34-4</p>	<p>Include new items 34-43-00 and 34-53-00.</p>	
	<p>73-1, 73-2</p>	<p>Update remarks for item 73-33-00 and include new item 73-34-01.</p>	
	<p>74-1</p>	<p>Include new item 74-00-00.</p>	
	<p>77-1</p>	<p>Include new item 77-00-00.</p>	
	<p>79-1</p>	<p>Include new item 79-35-01.</p>	



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REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p style="text-align: center;">5 JAN 26, 17</p>	21-3, 21-4	Update remarks for item 21-52-00 and 21-52-04.	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p><b>MMEL-2909 Revision 5 approved by ANAC on January 26, 2017.</b></p>  </div>
	22-1	Update remarks for item 22-10-01.	
	23-2, 23-3	Include new item 23-24-00 and update remarks for item 23-51-01.	
	26-1	Include new item 26-24-01.	
	30-3	Include new item 30-81-02.	
	31-1, 31-2, 31-3, 31-4	Update remarks for item 31-61-01 and include new item 31-62-00.	
	34-3, 34-4, 34-5	Include new sub-item for item 34-52-00 and updated remarks for items 34-61-00 and 34-61-01.	



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<p style="text-align: center;"><b>6</b> <b>AUG 13, 20</b></p>	<p>0-INTR 1 to 11</p>	<p>Update Definitions.</p>	<p><b>705/2020/GCPR/ GGCP/SAR-ANAC</b></p>
	<p>23-1, 23-2, 23-3 and 23-4</p>	<p>Update items 23-12-00 and 23-24-00.</p>	
	<p>24-1</p>	<p>Update item 24-41-00.</p>	
	<p>25-2, 25-3, 25-4 and 25-5</p>	<p>Update items 25-21-01 and 25-62-05.</p>	
	<p>31-2, 31-3, 31-4, 31-5 and 31-6</p>	<p>Update item 31-61-01 and include new item 31-61-04.</p>	
	<p>33-1 and 33-2</p>	<p>Include new item 33-26-02 and update items 33-41-00 and 33-43-00.</p>	
<p>34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11 and 34-12</p>	<p>Include new items 34-31-00, 34-46-00, 34-47-00 and 34-52-02 and update items 34-41-00 and 34-61-00.</p>		

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6 AUG 13, 20	35-1, 35-2 and 35-3  52-1, 52-2 and 52-3	Include new items 35-01-03 and 35-31-01.  Include new items 52-10-00, 52-11-00, 52-31-00 and 52-32-00.	705/2020/GCPR/ GGCP/SAR-ANAC
7 DEC 01, 22	22-3  25-2, 25-3 and 25-4  33-1 and 33-2  34-2, 34-3, 34-4, 34-6 and 34-7  46-1	Update sub-item 22-11-01-19 and include new sub-item 22-11-01-20.  Update item 25-21-01.  Update item 33-23-01.  Update item 34-31-00. Include new subitem for item 34-42-00. Include new items 34-46-10 and 34-48-00.  Include new item 46-20-00.	1219/2022/GTPR/ GCPP/SAR-ANAC



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**HIGHLIGHTS OF CHANGE**

**REVISION 7 – DECEMBER 01, 2022**

- 22-11-01-19 - Updated item title.
- 22-11-01-20 - Added relief for Speed (FMS/MAN) Selector.
- 25-21-01 - Updated item.
- 33-23-01 - Updated item.
- 34-31-00 - Updated remarks and/or exceptions.
- 34-42-00 - Updated number installed and added relief for Predictive Windshear (PWS) Function.
- 34-46-10 - Added relief for Stabilized Approach.
- 34-48-00 - Added relief for Runway Overrun Awareness and Alerting System (ROAAS).
- 46-20-00 - Added relief for Flight Stream 510.



## LIST OF EFFECTIVE PAGES

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REVISION .....	2 .....	DEC 10, 2009
REVISION .....	3 .....	APR 30, 2010
REVISION .....	4 .....	SEP 28, 2011
REVISION .....	5 .....	JAN 26, 2017
REVISION .....	6 .....	AUG 13, 2020
REVISION .....	7 .....	DEC 01, 2022

\* Title ..... REVISION 7

\* INTR-11 ..... REVISION 7

\* LOR-1 ..... REVISION 7

\* 21-1 ..... REVISION 7

\* LOR-2 ..... REVISION 7

\* 21-2 ..... REVISION 7

\* LOR-3 ..... REVISION 7

\* 21-3 ..... REVISION 7

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\* INTR-10 ..... REVISION 7

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\* Asterisk indicates pages revised, added or deleted by the current revision.





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## DEFINITIONS

- 1) **"Administrative control item"** means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the OEB, the item becomes an MMEL item rather than an administrative control item.
- 2) **"Airplane Flight Manual"** (AFM) is the document required for type certification and approved by the responsible ANAC Airplane Certification Office. The ANAC approved AFM for the specific airplane is listed on the applicable Type Certificate Data Sheet.
- 3) **"Alternate procedures are established and used"** or similar statement, means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.
- 4) **"Any in excess of those required by regulations"** or similar statement, means that the listed item of equipment required by applicable legislation (applicable airworthiness codes, Air Operations Regulation or the applicable airspace requirements) must be operative and only excess equipment may be inoperative. When the equipment is not required, it may be inoperative for the time specified by its repair interval category.
- 5) **"As required by applicable regulations"**, means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the RBHA/RBAC operating rules. The number of items required by the RBHA/RBAC must be operative. When the equipment is not required by RBHA/RBAC, it may be inoperative for the time specified by its repair interval category.



- 6) **"Calendar Day"** means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.
- 7) **"Combustible Material"** means the material which is capable of catching fire and burning. In particular: if an MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:
- a) Cargo handling equipment (unloaded, empty or with ballast);
  - b) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc);
- NOTE:** If serviceable tires are included, they should only be inflated to a minimum pressure that preserves their serviceability; and
- c) Inflight service material (return catering – only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).
- 8) **"Commencement of flight"** is the point when an airplane begins to move under its own power for the purpose of preparing for take-off.
- 9) **"Considered Inoperative"**, as used in the dispatch conditions, means that item must be treated for dispatch, taxi and flight purposes as though it was inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair interval.
- 10) **"Daylight"** means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.
- 11) **"Day of discovery"** means the calendar day that a malfunction was recorded in the airplane maintenance record/log book.



- 12) **"Flight"**, for the purposes of this MMEL, means the period of time between the moment when an airplane begins to move under its own power, for the purpose of preparing for take-off, until the moment the airplane comes to a complete stop on its parking area, after the first landing.
- 13) **"Flight Day"** means a 24 hour period from midnight to midnight based on either Universal Time Coordinated (UTC) or local time, as selected by the operator, during which at least one flight is initiated for the affected airplane.
- 14) **"Icing Conditions"** means an atmospheric environment that may cause ice to form on the airplane or in the engine(s) as defined in the AFM.
- 15) **"\*\*\*\*"** symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of airplane covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's airplane. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an airplane.
- 16) **"Inoperative"** means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.
- 17) **"Is not used"** in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used". In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related provisions, (O) procedures and repair interval must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not to be used under normal operations.



- 18) **"Intended Route"** corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
- 19) **"Item"** means component, instrument, equipment, system or function.
- 20) **"(M)"** symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

**NOTE:** The (M) and (O) symbols are required in the operator's MEL.

- 21) **"Master Minimum Equipment List"** means a document approved by the Agency that establishes the airplane equipment allowed to be inoperative under conditions specified therein for a specific type of airplane.
- 22) **"Minimum Equipment List"** means a document established as specified under RBHA/RBAC 91.213 and RBHA/RBAC 135.179 and approved by the competent authority, that authorizes an operator to dispatch an airplane with airplane equipment inoperative under the conditions specified therein.



**23) Nonessential equipment and furnishings (NEF):**

Are those items installed on the airplane as part of the original certification, supplemental type certificate, or engineering order that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the airplane's ability to be operated safely under all operational conditions. These nonessential items may be in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

**24) "Notes"** provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.

**25) "Number Installed"** is the number (quantity) of items normally installed in the airplane. This number represents the airplane configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a "-" is then inserted.

**NOTE:** Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed.



- 26) **"Number required for dispatch"** is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a "-" is then inserted.

**NOTE:** Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch or an alternate means of configuration control approved by the competent authority.

- 27) **"-"** in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not applicable.

**NOTE:** Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed.

- 28) **"(O)"** indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

**NOTE:** The (M) and (O) symbols are required in the operator's MEL.

- 29) **"Operating minima"** means the set of requirements associated to operations requiring a specific approval.
- 30) **"Placarding"** Each inoperative item must be placarded, as applicable, to inform and remind the crewmembers and maintenance personnel of the item's condition.

**NOTE:** To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.





31) "Regulamento Brasileiro de Homologação Aeronáutica (RBHA)/Regulamento Brasileiro de Aviação Civil (RBAC)" means the applicable requirement for the certified airplane.

32) Repair Intervals: All users of a MEL approved under RBHA/RBAC 91, 121, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A: Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B: Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the airplane maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C: Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the airplane maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D: Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the airplane maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.



- 33) "Remarks or Exceptions"** include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.
- 34) "System numbers"** are based on the Air Transport Association (ATA) Specification Number 2200 and items are numbered sequentially.
- 35) "Visible Moisture"** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 36) "Deactivated"** and **"Secured"** means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
- 37)** A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- 38) "Deleted"** in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the airplane.
- 39)** Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
- 40) Inoperative components of an inoperative system:**  
Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system (Warning/Caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
- 41) "Visual Flight Rules" (VFR)** is as defined in RBHA/RBAC Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.



42) **"Visual Meteorological Conditions"** (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

43) **Electronic fault alerting system – General**

New generation airplane display system fault indications to the flight crew by use of computerized display systems. Each airplane manufacturer has incorporated individual design philosophies in determining the data that would be represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the airplane's dispatch status. When preparing the MEL document, operators are to select the proper definition for their airplane, if appropriate.

The EMB-500/505 airplane are equipped with a Crew Alerting System (CAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level CAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

44) **"Extended overwater operations"** means operations over water at a distance away from land suitable for making an emergency landing, greater than that corresponding to 120 minutes at cruising speed or 400 NM, whichever is the lesser.



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**PREAMBLE**

The Airworthiness Regulations require that all equipment installed on an airplane in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into airplane, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the Airworthiness Authority, with participation by the aviation industry, to improve airplane utilization and thereby provide more convenient and economic air transportation for the public. The Airworthiness Authority approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular airplane equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the airplane with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of Airworthiness Regulations requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Airplane Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the airplane not listed on the MMEL must be operative.



Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the airplane for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Airplane Maintenance Record/Logbook as prescribed by Airworthiness Regulations. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the airplane is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Airplane Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by Airworthiness Regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on airplane operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

**WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.**

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**21 AIR CONDITIONING**

00-00	Environment Control System Synoptic Display (MFD ECS Page)	C	1	0	MFD Indications not addressed elsewhere in the MMEL may be inoperative.
21-01	Flow Control Shutoff Valves (FCSOV)				Deleted, Rev 1.
22-00	Gasper Valves	D	-	0	
23-05	Ground Cooling Fan (GCF)	C	1	0	(O) May be inoperative provided: a) Ground operations with doors closed are limited to 30 minutes, b) Bleeds are selected OFF on ground operations, c) Available Bleeds are selected ON after takeoff, d) Airplane is not operated into known or forecast icing conditions, and e) Vapor Cycle System (VCS) is considered inoperative on ground.

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**21 AIR CONDITIONING**

31-00	Cabin Pressure Control System				
1)	Automatic Control	C	1	0	(O) May be inoperative provided: a) The airplane is operated by a crew of two, b) Outflow valve indication on MFD operates normally, c) Manual control is used and verified operative before each flight, d) Auto control channel cabin pressurization indications on EIS are verified operative before each flight, e) Cabin pressure indications are operative, and f) The airplane is operated at or below FL 250.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
2)	Manual Control	C	1	0	May be inoperative provided: a) Automatic mode is operative, and b) The airplane is operated at or below FL 250.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.

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<b>21 AIR CONDITIONING</b>					
31-00	Cabin Pressure Control System (Continued)				
3)	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
4)	Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided that for landing field elevation above 8000 ft, the airplane is manually depressurized before landing.
31-02	Outflow Valve (OFV)	C	1	0	(O) (M) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 10000 ft.
31-03	Negative Pressure Relief Valve (NPRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
31-04	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
52-00	Vapor Cycle System (VCS)	C	1	0	May be inoperative provided Ground operations are limited to 30 minutes for OAT above ISA + 17°C.



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**21 AIR CONDITIONING**

52-04	Evaporator Fans				
1)	Cabin Fan	C	1	0	
2)	Cockpit Fan	C	1	0	May be inoperative provided: a) Cabin fan is operative, b) Vapor Cycle System is operative, c) Ground operations are limited to 30 minutes for OAT above ISA + 20°C, and d) Operations are not conducted in known or forecast icing conditions.
		C	1	0	May be inoperative provided: a) Cabin fan is operative, b) Ground operations are limited to 30 minutes for OAT above ISA + 17°C, and c) Operations are not conducted in known or forecast icing conditions.
61-00	Temperature Control System – Automatic Control	C	1	0	(O) May be inoperative provided: a) Both pressure regulating and shutoff valves (PRSOV) operate normally, b) Temperature Sensor indication on MFD operates normally, and c) Temperature Control Manual mode is used and verified operative before each flight.

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**22 AUTO FLIGHT CONTROL SYSTEM**

10-00	Autopilot System	C	1	0	May be inoperative provided operations do not require its use.
10-01	Flight Director	C	2	1	(O) If flight director is required, PFDs must be coupled to operative one.  <b>NOTE:</b> Navigation and Approach modes sources are selected only through the PFD on the side of the operative Flight Director, unless CDIs (for G1000 Avionics System) or Active NAV (for G3000 Avionics System) are synchronized.
		C	2	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Autopilot is considered inoperative.
10-02	Yaw Damper Function	C	1	0	May be inoperative provided the airplane is operated at or below FL 180.
11-01	Guidance Panel (GP)				
1)	Course Buttons (CRS)	C	2	0	May be inoperative provided operations do not require its use.
2)	Flight Director (FD) Buttons	C	2	0	May be inoperative provided operations do not require its use.
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**22 AUTO FLIGHT CONTROL SYSTEM**

11-01	Guidance Panel (GP) (Continued)				
3)	Autopilot (AP) Button	C	1	0	May be inoperative provided autopilot is considered inoperative.
4)	Yaw Damper (YD) Button	C	1	0	(O) May be inoperative provided autopilot is operative and engaged above FL 180.
		C	1	0	May be inoperative provided the airplane is operated at or below FL 180.
5)	Couple (CPL) Button	C	1	0	
6)	Navigation (NAV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
7)	Heading (HDG) Mode Button	C	1	0	May be inoperative provided autopilot is considered inoperative.
8)	Approach (APR) Mode Button	C	1	0	May be inoperative provided approach minimums do not require its use.
9)	Bank Limiter (BANK) Button	C	1	0	
10)	Heading Selector (HDG SEL) Knob	C	1	0	May be inoperative provided autopilot is considered inoperative.
11)	Heading Synchronization (PUSH SYNC) Button	C	1	0	
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**22 AUTO FLIGHT CONTROL SYSTEM**

11-01	Guidance Panel (GP) (Continued)				
12)	Flight Level Change (FLC) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
13)	Vertical Navigation (VNV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
14)	Altitude Hold (ALT) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
15)	Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
16)	Vertical Speed (VS DN UP) Thumb Wheel	C	1	0	May be inoperative provided operations do not require its use.
17)	Airspeed to Mach (PUSH IAS/MACH) Change Button	C	1	0	May be inoperative provided operations do not require its use.
18)	Altitude Selector (ALT SEL) Knob	C	1	0	May be inoperative provided autopilot is considered inoperative.
19)	Speed (SPD SEL) Knob	C	1	0	May be inoperative provided operations do not require its use.
20)	Speed (FMS/MAN) Selector  (For airplanes equipped with G3000 Avionics System Version 3305)	C	1	0	(O) May be inoperative provided: a) Selection of the source of the speed reference is in manual mode (cyan on PFD), and b) Alternate procedures are established and used.

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**22 AUTO FLIGHT CONTROL SYSTEM**

11-21	AP/FD CWS Pushbutton	C	2	0	
11-22	Autopilot/Trim Disengage (AP/YD/TRIM/ PUSHER DISC) Button	C	2	1	For single pilot operations, copilot side may be inoperative.
		C	2	1	For operations requiring a second in command, either side may be inoperative provided operative button is on flying pilot's side.
11-23	Takeoff/Go-Around (TO/GA) Button	C	2	1	
		C	2	0	(O) May be inoperative provided alternate procedures are established and used.

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**23 COMMUNICATIONS**

11-00 ***	High Frequency (HF) Communication System	D	-	-	<p>Any in excess of those required by local regulations may be inoperative.</p>
		C	-	1	<p>(O) May be inoperative while conducting operations that require two LRCS provided:</p> <ul style="list-style-type: none"> <li>a) SATCOM Voice or Data Link operates normally,</li> <li>b) Alternate procedures are established and used,</li> <li>c) SATCOM coverage is available over the intended route of flight, and</li> <li>d) If INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.</li> </ul> <p><b>NOTE:</b> SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.</p>
12-00	Very High Frequency (VHF) Communication System	D	-	1	<p>VHF may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) VHF 1 operates normally, and</li> <li>b) Local regulation does not require its use.</li> </ul> <p><b>NOTE:</b> ATN CPDLC and/or FANS 1/A – CPDLC are inoperative when VHF 3 is inoperative.</p>

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<b>23 COMMUNICATIONS</b>			
15-00 ***	Data Link Management System – Satellite Communication (SATCOM) Function	D - 0	May be inoperative provided procedures do not require its use.
21-00 ***	Selective Call System (SELCAL)	D - 0	
23-00 ***	Data Link Management System – Maintenance Data Transmittal Function	D - 0	
24-00 ***	Controller-to-Pilot Data Link Communication System (CPDLC)		
1) ***	ATN CPDLC	C - 0	(O) May be inoperative provided that alternate procedures are established and used.
		D - 0	May be inoperative provided that procedures do not require its use.
2) ***	FANS 1/A – CPDLC	C - 0	(O) May be inoperative provided that alternate procedures are established and used.
		D - 0	May be inoperative provided that procedures do not require its use.

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**23 COMMUNICATIONS**

51-01	Audio Panel  (For airplanes equipped with G1000 Avionics System)				
1)	Annunciators LEDs	D	-	-	(O) May be inoperative provided associated function is checked operative by alternate means.
2)	INTR COM Button	D	2	0	For single pilot operations, may be inoperative.
3)	PA Button	D	2	0	
4)	CABIN Button	D	2	0	
5)	MUSIC Button	D	2	0	
6)	PLAY Button	D	2	0	
7)	Display Backup Buttons	D	2	1	For single pilot operations, copilot side may be inoperative.
51-02	Cockpit Speakers	C	2	1	For single pilot operations, copilot side speaker may be inoperative, provided pilot headset is operative and used.
51-07	PTT Switches	D	4	2	For single pilot operations, both copilot side switches (glareshield and yoke) may be inoperative.
		C	4	2	For operations requiring a second in command, one in each side may be inoperative.



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**23 COMMUNICATIONS**

51-09	Headset with Boom Microphones	D	2	1	For single pilot operations, copilot side may be inoperative.
		C	2	-	For operations requiring a second in command, may be inoperative provided: a) It is not required by local regulations, and b) On side cockpit speaker and hand microphone are operative.
51-11	Hand Microphone	C	1	0	May be inoperative provided associated boom microphone is operative.

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**24 ELECTRICAL POWER**

00-00	Electrical Synoptic Display (MFD Electrical Page)	C	1	0	MFD Indications not addressed elsewhere in the MMEL may be inoperative.
41-00	DC External Power System	C	1	0	
1)	DC GPU AVAIL/ IN USE Pushbutton Lights	D	2	0	(O) May be inoperative provided alternate procedures are established and used.

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**25 EQUIPMENT/FURNISHINGS**

00-00	Non-Essential Equipments and Furnishings	-	0	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
11-01	Pilot Seats	C	2	1	For single pilot operation, copilot seat may be inoperative provided seat is not occupied.
1)	Lumbar Support	C	2	0	May be inoperative provided seat is acceptable to affected crewmember.
2)	Armrests	C	4	0	(M) May be inoperative provided armrest is secured in the retracted (up) position or removed.
3)	Recline Function	B	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.
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**25 EQUIPMENT/FURNISHINGS**

11-01	Pilot Seats (Continued)				
4)	Headrests Adjustment Function	C	2	-	One or both may be inoperative provided it is adequate to the occupant.
5)	Seat Belts	C	2	1	For single pilot operations, copilot seat belt may be inoperative provided the seat is unoccupied.
6)	Vertical Seat Adjustment	B	2	0	May be inoperative provided: a) Affected seat has failed locked in a position that permits normal pilot visibility, b) Full flight control movement is available, and c) Seat is acceptable to the affected crewmember.
21-01	Passenger Seats (Includes all Configurations and Locations)	D	-	-	(M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, and c) The affected seat(s) are blocked and placarded as not to be occupied.  <b>NOTE:</b> A seat with an inoperative seat belt is considered inoperative.

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**25 EQUIPMENT/FURNISHINGS**

21-01	Passenger Seats (Includes all Configurations and Locations) (Continued)	C	-	-	(O) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main airplane aisle, c) The affected seat(s) is(are) immovable in the takeoff and landing position, and d) The affected seat(s) is(are) blocked and placarded as not to be occupied.  <b>NOTE:</b> A seat with an inoperative seat belt is considered inoperative.
1)	Recline Function	D	-	-	(O) One or more may be inoperative and the affected seat occupied provided the seat is secured in the take-off and landing position.  Deleted, Revision 7.

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**25 EQUIPMENT/FURNISHINGS**

21-01	Passenger Seats (Includes all Configurations and Locations) (Continued)				
2)	Passenger seat armrests without recline control mechanism	D	-	-	May be inoperative, damaged or missing, and the affected seat occupied provided: a) The affected armrest does not block an emergency exit, and b) The affected armrest is not in such a position that it restricts any passengers from access to the airplane aisle.
3)	Swivel/Travel Mechanisms	D	-	-	(O) One or more may be inoperative and the affected seat occupied provided: a) Affected seat is secured in take-off and landing position, b) Affected seat does not block an emergency exit, and c) Affected seat does not restrict any passenger from access to the main airplane aisle.
		C	-	-	One or more may be inoperative and the affected seat occupied provided the affected seat is immovable in take-off and landing position.

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**25 EQUIPMENT/FURNISHINGS**

61-00	Emergency Locator Transmitter	A	1	0	May be inoperative provided repairs are made in accordance with local regulations.
		D	-	-	Any in excess of those required by local regulations may be inoperative or missing.
62-01	First Aid Kit (FAK)	A	-	-	(O) If more than one is required by local regulations, only one of the required first aid kits may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that can not be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
		D	-	-	Any in excess of those required by local regulations may be incomplete, inoperative or missing.

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**25 EQUIPMENT/FURNISHINGS**

62-02 Life Vests ***	D	-	-	(M) Any in excess of those required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of operative lifejackets is maintained.
62-05 Flashlights and Holder Assemblies				
1) Flashlights	C	-	1	For single pilot operations, any in excess of one may be inoperative.  <b>NOTE:</b> The operative flashlight must be accessible from pilot left seat.
	C	-	-	For operations requiring a second in command, any in excess of those required by local regulations may be inoperative.
2) Flashlights Holders	C	-	0	May be inoperative or missing provided associated flashlight is stowed by alternate means.



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**26 FIRE PROTECTION**

24-01	Portable Fire Extinguishers			
1)	Cabin  (For airplanes with 7-passenger configuration)	D	1	0
				(M) May be inoperative or missing provided: a) Cockpit Portable Fire Extinguisher is operative, b) A maximum of 6 passengers on board, c) One passenger seat is considered inoperative, d) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and e) Required distribution is maintained.

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**27 FLIGHT CONTROL**

14-00	Roll Trim System	C	1	0	(O) May be inoperative provided: a) Aileron trim tabs are verified in neutral position before each flight, and b) Roll trim circuit breaker is pulled.
1)	Roll Trim Position Indication on EIS	C	1	0	(O) May be inoperative provided Ailerons trim tabs are verified centered before each flight.
20-00	Rudder Pedal Adjustment	C	2	0	One or both may be inoperative provided rudder pedal position is acceptable to affected crewmember.
24-00	Yaw Trim Position Indication on EIS	C	1	0	(O) May be inoperative provided Rudder trim tab is verified centered before each flight.
34-01	Yoke Pitch Trim Switch	C	2	1	For single pilot operations, copilot side switch may be inoperative.
		C	2	1	For operations requiring a second in command, either side may inoperative.

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**28 FUEL**

00-00	Fuel System Synoptic Display (MFD Fuel Page)	C	1	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
11-05	Fuel Drain Valves	C	2	1	(O) May be inoperative (closed) provided: a) The affected valve is checked for no leakage, and b) No water is found on the opposite tank before each flight day.
11-07	Fuel Dump Valves	D	2	0	(M) May be inoperative (open) provided the affected valve is checked for no leakage.
11-09	Gravity Fuel Caps	C	2	1	(O) (M) May be inoperative (locked) provided: a) Cap is checked for no leakage, b) If refueling is necessary, it must be done following single point refueling procedure limited to 60% tanks capacity, and c) Fuel Quantity Indication system is operative.

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**28 FUEL**

41-00 Fuel Quantity Indication	B	2	1	(O) May be inoperative provided: a) Airplane is refueled to full fuel capacity before each flight, b) Fuel Used indication on MFD is operative and monitored throughout the flight, c) Both Fuel Flow indications are operative and monitored throughout the flight, and d) Both gravity fuel caps operates normally.
45-01 Fuel Low Pressure Switches	B	2	1	(O) One may be inoperative provided the on side DC pump is selected ON throughout the flight.

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**30 ICE AND RAIN PROTECTION**

00-00	Ice Protection System Synoptic Display (MFD ICEPROT Page)	C	1	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
13-00	Wing De-Icing System	C	1	0	(O) (M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) Wing boots are verified deflated before each flight, and c) System is deactivated.
15-00	Horizontal Stabilizer De-Icing System	C	1	0	(O) (M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, b) HS boots are verified deflated before each flight, and c) System is deactivated.
21-00	Nacelle Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Anti-Ice switch remains selected OFF and Anti-Ice valve is confirmed closed.

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**30 ICE AND RAIN PROTECTION**

21-01	Nacelle Anti-Icing Valves	C	2	0	(O) (M) One or both may be inoperative provided: a) Both valves are secured open, and b) AFM anti-icing ON performance is used.
31-01	Static Ports Heaters	B	4	2	(O) One per side may be inoperative provided: a) The static ports heaters are verified to operate normally prior to each flight, b) Flight is conducted under VMC, c) The airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated under RVSM airspace.
31-02	Pitot Heater	B	2	1	May be inoperative provided: a) Flight is conducted in day VFR conditions, and b) Airplane is not operated in known or forecast icing conditions.

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**30 ICE AND RAIN PROTECTION**

42-00 Windshield Heater	C	4	2	For single pilot operations, both copilot side heaters may be inoperative provided operations are not conducted in known or forecast icing condition.
		4	2	For operations requiring a second in command, both heaters on one side may be inoperative provided operations are not conducted in known or forecast icing condition.
81-02 Ice Detector ***	C	1	0	<b>NOTE:</b> Pilot has the primary responsibility to determine when to activate ice protection system.

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**31 INDICATING/RECORDING SYSTEMS**

22-01	Yoke Chronometer Pushbutton	D	2	1	For single pilot operations, copilot side may be inoperative.
		C	2	0	For operations requiring a second in command, both may be inoperative, provided FDUs chronometer command buttons are operative.
31-01	Cockpit Voice and Data Recorder				
1)	CVR Function	D	1	0	May be inoperative provided it is not required by local regulations.
2)	FDR Function	D	1	0	
41-07	Avionics Blower	C	1	0	May be inoperative provided: a) VCS is operative, and b) Cockpit evaporator fan is operative.
60-00	Electronic Checklist *** (ECL)	C	1	0	(O) May be inoperative provided current revision of approved paper checklists are available and used.





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**31 INDICATING/RECORDING SYSTEMS**

61-01 Flight Display Units (FDU) (Continued)  (For airplanes equipped with G3000 Avionics System except Version 3305)	C	3	2	(O) (M) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB switch is set to REV position, b) MFD circuit breakers are PULLED, and c) Check status page on PFD for engine messages.  <b>NOTE:</b> All MFD information is available on PFD through reversionary or split modes.
(For airplanes equipped with G3000 Avionics System Version 3305)	C	3	2	(O) (M) For operations requiring a second in command, MFD may be inoperative provided: a) MFD circuit breakers are PULLED, and b) Check status page on PFD for engine messages.  <b>NOTE:</b> All MFD information is available on PFD through reversionary or split modes.
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**31 INDICATING/RECORDING SYSTEMS**

61-01	Flight Display Units (FDU) (Continued)				
3) ***	Basemap	C	-	0	(O) May be inoperative or out of date provided alternate procedures are established and used.
		D	-	0	May be inoperative or out of date provided procedures do not require its use.  <b>NOTE:</b> An out-of-date database is considered inoperative.
4) ***	SafeTaxi	C	-	0	(O) May be inoperative or out of date provided alternate procedures are established and used.
		D	-	0	May be inoperative or out of date provided procedures do not require its use.  <b>NOTE:</b> An out-of-date database is considered inoperative.
5) ***	Airport Directory	C	-	0	(O) May be inoperative or out of date provided alternate procedures are established and used.
		D	-	0	May be inoperative or out of date provided procedures do not require its use.  <b>NOTE:</b> An out-of-date database is considered inoperative.
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### 31 INDICATING/RECORDING SYSTEMS

61-01	Flight Display Units (FDU) (Continued)				
6) ***	IFR/VFR Charts	C	-	0	(O) May be inoperative or out of date provided alternate procedures are established and used.
		D	-	0	May be inoperative or out of date provided procedures do not require its use.  <b>NOTE:</b> An out-of-date database is considered inoperative.
61-02	Display Cooling Fans	C	3	0	May be inoperative provided: a) VCS is operative, and b) Cockpit evaporator fan is operative.
61-04	GTC Cooling Fans  (For airplanes equipped with G3000 Avionics System)	C	2	0	(O) One or both may be inoperative provided: a) Cockpit temperature does not exceed 30°C, and b) MFD ECS Synoptic is operative.
62-00 ***	Synthetic Vision System (SVS)	C	-	0	

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**33 LIGHTS**

10-00	Cockpit and Instruments Panel Lighting Systems	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) Sufficient Flight Deck emergency lights operate normally.
23-01	Passenger Warning Signs (Fasten Seat Belt, Return to Seat, Turn off PED, No Smoking)	C	-	1	(O) (M) One or more may be inoperative provided affected passenger seat(s), crewmember seat(s) or lavatory(ies) from which at least one cabin sign is not readily legible are blocked and placarded "DO NOT OCCUPY".

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**33 LIGHTS**

23-01	Passenger Warning Signs (Fasten Seat Belt, Return to Seat, Turn off PED, No Smoking) (Continued)	C	-	0	(O) (M) May be inoperative and the affected passenger seat(s), cabin crew seat(s) or lavatories may be occupied provided: a) The PA system is installed, operative, and can be clearly heard throughout the cabin during flight, and b) A procedure is used to notify passengers as appropriate.
		C	-	0	May be inoperative provided passengers are not carried.

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**33 LIGHTS**

26-02	Courtesy Airstairs Step Lights	D	3	0	May be inoperative provided alternate source of illumination is available during night operations.
41-00	Landing/Taxi Lights	C	2	0	May be inoperative for daylight operations.
		B	2	1	
43-00	Navigation/Anti-Collision Lights				
1)	Navigation Lights	C	2	0	One or both may be inoperative for daylight operations.
2)	Anti-Collision Lights	A	2	0	May be inoperative provided repairs are made in accordance with applicable local regulations.
44-01	Wing Inspection Light	C	1	0	May be inoperative provided the airplane is not operated in known or forecast icing conditions at night.
45-01	Red Beacon	A	1	0	May be inoperative provided repairs are made in accordance with applicable local regulations.
46-01	Logo Lights	D	-	0	
***					



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**34 NAVIGATION**

11-01	Integrated Electronic Standby Instrument (IESI)					
1)	Standby Attitude Indication	B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
2)	STD Baro Button	C	1	0	May be inoperative provided BARO knob on the IESI operates normally.	
3)	Brightness Buttons	C	2	0	May be inoperative provided brightness level is acceptable to the crew.	
4)	CAGE Button	B	1	0	(O) May be inoperative provided IESI is reinitialized before each flight.	
		B	1	0	May be inoperative provided IESI attitude indication is considered inoperative.	
21-00	Attitude and Heading Reference System (AHRS)	B	2	1	(O) One may be inoperative provided: a) Operations are conducted in Day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) IESI is operative.  <b>NOTE:</b> Autopilot is inoperative with one AHRS inoperative.	

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**34 NAVIGATION**

23-01	Standby Magnetic Compass System	B	1	0	(O) May be inoperative provided: a) Both AHRS stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the entire enroute portion of the flight.
31-00	Radar Altimeter System				
***					
1)	For airplanes without TCAS	C	1	0	(O) (M) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System Class A (TAWS-A) is considered inoperative, d) For airplanes equipped with Predictive Windshear (PWS), the function is considered inoperative, and e) Alternate procedures are established and used.

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**34 NAVIGATION**

31-00 Radar Altimeter *** System (Continued)					
2) For airplanes with TCAS I  (G3000 Avionics System except Version 3305)	C	1	0	(O) (M) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System Class A (TAWS-A) is considered inoperative, d) Traffic Collision and Avoidance System (TCAS I) is considered inoperative, and e) Alternate procedures are established and used.	
(G3000 Avionics System Version 3305)	C	1	0	(O) (M) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System Class A (TAWS-A) is considered inoperative, d) For airplanes equipped with Predictive Windshear (PWS), the function is considered inoperative, and e) Alternate procedures are established and used.	
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**34 NAVIGATION**

31-00 Radar Altimeter *** System (Continued)					
3) For airplanes with TCAS II	C	1	0	(O) (M) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Terrain Awareness and Warning System Class A (TAWS-A) is considered inoperative, d) Traffic Collision and Avoidance System (TCAS II) is considered inoperative, e) For airplanes equipped with Predictive Windshear (PWS), the function is considered inoperative, and f) Alternate procedures are established and used.	
32-00 VHF Navigation System					
1) VOR/ILS	C	2	-	Any in excess of those required by local regulations may be inoperative.	
2) Marker Beacon	C	2	-	May be inoperative provided approach operating procedures do not require its use.	

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### 34 NAVIGATION

41-00 Terrain Awareness and Warning System ***			
1) Terrain Awareness and Warning System	A	-	0
a) Modes 1-4	B	-	0
b) Test Mode	A	-	0
c) Glideslope Deviation(s) (Mode 5)	B	-	0
2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	B	-	0
May be inoperative for a maximum of 6 flights or 2 calendar days, whichever occurs first.  Any in excess of those required may be inoperative.  <b>NOTE:</b> If Radar Altimeter is inoperative, Terrain Awareness and Warning System Class A (TAWS-A) is considered inoperative.  One or more mode may be inoperative provided FLTA and PDA functions are operative.  May be inoperative for a maximum of 6 flights or 2 calendar days, whichever occurs first.  May be inoperative.  May be inoperative for day VMC only.  May be inoperative provided: a) Modes 1-4 are operative, and b) Approaches procedures do not require its use.			
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**34 NAVIGATION**

41-00 *** Terrain Awareness and Warning System (Continued)					
3) Advisory Callouts	C	-	0	(O) May be inoperative provided: a) Low visibility approaches requiring the use of affected callouts are not performed, and b) Alternate procedures are established and used.	
42-00 *** Weather Radar System	D	1	0		
1) Predictive Windshear (PWS) Function	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
43-00 *** Traffic Collision and Avoidance System (TCAS I)	C	-	0	(M) May be inoperative provided: a) Not required by local regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
43-00 *** Traffic Collision and Avoidance System (TCAS II)	C	-	0	(M) May be inoperative provided: a) Not required by local regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

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**34 NAVIGATION**

46-00 ***	SurfaceWatch	C	1	0	
46-10 ***	Stabilized Approach	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
47-00 ***	Reactive Windshear Detection System	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
48-00 ***	Runway Overrun Awareness and Alerting System (ROAAS)	C	1	0	

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**34 NAVIGATION**

51-00 DME System ***	C	-	0	One or more may be inoperative provided operations do not require its use.
	D	-	-	Any in excess of those required by local regulations may be inoperative.
52-00 Transponder	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.  <b>NOTE:</b> If installed, ADS-B Out is inoperative when transponder inoperative.
	D	-	-	Any in excess of those required by local regulations may be inoperative.
1) ADS-B Out Function ***	C	-	0	(O) May be inoperative provided alternate procedures are established and used.  <b>NOTE:</b> Any ADS-B Out function that operates normally may be used.
	D	-	0	May be inoperative provided operations do not require its use.



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**34 NAVIGATION**

52-02 ***	ADS-B In Transmissions	C	-	0	<p>(O) May be inoperative provided alternate procedures are established and used.</p> <p><b>NOTE:</b> Any ADS-B function that operates normally may be used.</p>
		D	-	0	<p>May be inoperative provided operations do not require its use.</p> <p><b>NOTE:</b> Any ADS-B function that operates normally may be used.</p>
53-00 ***	Automatic Direction Finder (ADF)	C	-	0	<p>One or more may be inoperative provided navigation procedures for the planned routes to be flown are not dependant upon the use of affected ADF.</p>
		B	-	0	<p>(O) One or more may be inoperative provided alternate approved navigational equipment is operative and used.</p>
		D	-	-	<p>Any in excess of those required may be inoperative.</p>
56-00	Global Positioning System (GPS)	C	2	1	<p>One may be inoperative provided operations do not require its use.</p>
57-00	Satellite Weather/Radio System	D	1	0	

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**34 NAVIGATION**

61-00 Flight Management System (FMS)				
1) Navigation Databases	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Conventional (Non-RNAV) departure, arrival and approach procedures are used as an alternative to RNAV procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.
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**34 NAVIGATION**

61-00 Flight Management System (FMS) (Continued)				
1) Navigation Databases (Continued)	C	-	0	(O) One or more may be out of date for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.
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**34 NAVIGATION**

61-00 Flight Management System (FMS) (Continued)					
1) Navigation Databases (Continued)	C	-	1	(O) Any in excess of one may be inoperative provided: a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV/RNP, b) The operative database is available and used by the flight crewmember(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.	
2) Weight and Balance *** (W&B) Function	C	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) PERF function is considered inoperative.	
	D	2	0	May be inoperative provided: a) Procedures do not require its use, and b) PERF function is considered inoperative.	
(Continued)					

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**34 NAVIGATION**

61-00	Flight Management System (FMS) (Continued)					
3) ***	Performance Management (PERF) Function	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
4) ***	Takeoff and Landing Data (TOLD) Function	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	2	0	May be inoperative provided procedures do not require its use.	
61-01	Flight Management System (FMS) Panel  (For airplanes equipped with G1000 Avionics System)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.	

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**35 OXYGEN**

01-01	Cylinder Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Gauge is inspected for no leakage, and b) Alternates procedures to measure the oxygen cylinder pressure for servicing must be established.
01-02	Pressure and Temperature Transducer	C	1	0	(O) May be inoperative provide: a) Cylinder pressure gauge is operative, and b) Oxygen pressure is checked in Cylinder before each flight.
01-03	Overboard Discharge Indicator (Green Disc)	C	1	0	
		C	1	0	(M) May be missing provided cavity is covered with speed tape.
02-02	Cylinder Fill Port	C	1	0	(M) May be inoperative provided: a) Valve is inspected for no leakage, and b) If oxygen cylinder refilling is necessary, it must be done outside airplane or cylinder replaced for a fully charged one.
11-02	Crew Oxygen Masks	C	2	1	For single pilot operations, copilot mask may be inoperative (no flow) provided the copilot seat is not occupied.

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**35 OXYGEN**

21-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
		C	1	0	(O) (M) May be inoperative provided: a) Flight is conducted at or below 30000 ft, b) Manual deployment function is verified operative before the first flight of the day, and c) Both Air Bleed sources operate normally.
1)	Passenger Auto Deployment Function	C	1	0	
21-01	Passenger Oxygen Masks	C	7	-	(M) May be inoperative provided affected seat is placarded and blocked to prevent occupancy.

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**35 OXYGEN**

31-01 ***	Protective Breathing Equipment (PBE)	D	-	-	<p>(O) (M) Any in excess of those required may be inoperative or missing provided:</p> <ul style="list-style-type: none"> <li>a) Required distribution is maintained,</li> <li>b) Inoperative PBE and its installed location are placarded inoperative,</li> <li>c) Inoperative PBE unit is secured out of sight in an approved stowage, and</li> <li>d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.</li> </ul> <p><b>NOTE:</b> Inoperative PBE units may be subject to dangerous goods requirements.</p>
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<b>36 PNEUMATIC</b>			

11-00 Engine Pneumatic Bleed System				Deleted, Rev 1.
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**38 WATER AND WASTE**

30-00 Waste Disposal System	C	-	0	(M) Individual components may be inoperative provided: a) Associated components are deactivated or isolated, and b) Associated system components are verified not to have leaks.
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## 46 INFORMATION SYSTEMS

20-00 Flight Stream 510 ***	D	-	0	May be inoperative or missing.
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**52 DOORS**

10-00	Main Door				
1)	Keyed Lock	D	1	0	May be inoperative provided unlocked.
11-00	Main Door Locking and Actuating Mechanism				
1)	Latch Indication Visor	C	8	7	(O) One may be visually obstructed provided: a) The other Latches Visual Indicators are checked and confirmed closed, and b) The door is verified closed, latched, and locked before each flight.
		D	8	0	(O) (M) May be inoperative or missing provided: a) The door latches and locks indications are visible, b) Cavity is covered with polyurethane tape, and c) The door is verified closed, latched, and locked before each flight.
2)	Lock Indication Visor	D	2	0	(O) (M) May be inoperative or missing provided: a) The door latches and locks indications are visible, b) Cavity is covered with polyurethane tape, and c) The door is verified closed, latched, and locked before each flight.

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**52 DOORS**

31-00	Forward Baggage Door					
1)	Keyed Lock	D	2	0	May be inoperative provided unlocked.	
32-00	Aft Baggage Door					
1)	Keyed Lock	D	1	0	May be inoperative provided unlocked.	
70-00	Doors Warning System (CAS Indication)					
1)	Passenger Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The door is verified closed, latched and locked, b) The 8 latches visual indicators are checked and confirmed closed, and c) The 2 lock indicator flags are checked and confirmed closed.	
2)	Forward Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The affected door is verified closed and latched, and b) Locking latches are inspected for correct engagement.	
(Continued)						

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**52 DOORS**

70-00	Doors Warning System (CAS Indication) (Continued)				
3)	Aft Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The affected door is verified closed and latched, and b) Locking latches are inspected for correct engagement.
4)	Emergency Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the door is verified closed and latched before each flight.

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**73 ENGINE FUEL AND CONTROL**

21-01	Full Authority Digital Electronic Control (FADEC)					
1)	System Faults	A	2	0	<p>May be dispatched with system faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are authorized.</p> <p><b>NOTE:</b> The intent of the 0 in the number required for dispatch column is to show that dispatch is allowed with some faults present in both FADEC's.</p>	
33-00	Fuel Flow Indication	B	2	1	<p>(O) May be inoperative provided:</p> <p>a) Both wings Fuel Quantity Indications on EIS are operative,</p> <p>b) Used Fuel information on synoptic Fuel Page, and</p> <p>c) Remaining Fuel information on FMS are not used by flight crew.</p>	

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**73 ENGINE FUEL AND CONTROL**

34-01	Fuel Filter Impending Bypass Switch	A	2	1	<p>(M) One may be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Associated Fuel filter impending bypass mechanical indicator is checked not popped-out,</li> <li>b) Fuel filter is inspected for no contamination,</li> <li>c) MFD is operative,</li> <li>d) Both engines are checked not to be in SHORT or LONG dispatch condition, and</li> <li>e) Repairs are made within 5 flight hours. No extension is allowed.</li> </ul>
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**74 ENGINE IGNITION**

00-00 Ignition Channels	C	4	2	(O) One channel per engine may be inoperative provided associated ENG IGNITION switch is selected ON for ground starts.
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**77 ENGINE INDICATING**

00-00 TT0 Inlet Total Air Temperature Sensor Heating System	C	2	1	One may be inoperative provided airplane is not operated into known or forecast icing conditions.
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**79 ENGINE OIL**

34-00	Oil Filter Impending Bypass Indicator	B	2	1	(M) May be inoperative provided: a) No engine chip indication on either engine, b) Oil filter is inspected for no clogging, and c) Oil level is checked at maximum.
34-01	Oil Filter	A	2	1	(M) May be inoperative provided: a) Impending Bypass indicated on one engine only, b) No engine chip indication on either engine, c) Oil level is checked before each flight, and d) Repairs are made within 2 flight hours.
35-01	Chip Detector Sensor	A	2	1	(M) One may be inoperative provided: a) Magnetic Chip Detector of affected engine is checked for no debris prior to the first flight under this item and then every 10 calendar days or 5 flight hours, whichever occurs first, and b) Repairs are made within 30 calendar days.