

**PHENOM™**  
BY EMBRAER



## PHENOM 300

**ANAC**

### MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

THIS DOCUMENT IS APPLICABLE TO ALL EMB-505 MODELS  
CERTIFIED FOR OPERATION UNDER ANAC AIRWORTHINESS  
REQUIREMENTS.

NOTE: THE EMB-505 AIRPLANE HAS THE COMMERCIAL  
DESIGNATION OF PHENOM 300.

ANAC APPROVAL: \_\_\_\_\_

  
**ADEMIR ANTÔNIO DA SILVA**  
GERENTE GERAL DE CERTIFICAÇÃO  
DE PRODUTO AERONÁUTICO

DATE: \_\_\_\_\_

29 April 2010

**MMEL-2910**

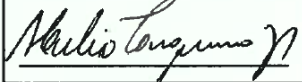
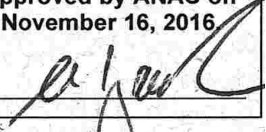
**APRIL 29, 2010**

**REVISION 3 – DECEMBER 21, 2017**



**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST  
(MMEL-2910)**

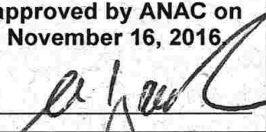
**LOG OF REVISIONS**

<b>REVISION NUMBER AND DATE</b>	<b>REVISED PAGES</b>	<b>DESCRIPTION OF REVISION</b>	<b>ANAC APPROVAL</b>
1 NOV 29, 12	21-1  23-1, 23-2  28-2	Update remarks for item 21-21-01.  Include new item 23-11-00.  Delete item 28-45-01.	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p><b>MMEL-2910 Revision 1 approved by ANAC on November 29, 2012.</b></p>  </div>
2 NOV 16, 16	21-2, 21-3, 21-4, 21-5  23-1, 23-2, 23-3  25-2, 25-3, 25-4, 25-5  27-2  28-1	Update remarks for item 21-31-00.  Update remarks for items 23-12-00 and 23-51-01. Include new items 23-15-00, 23-21-00, 23-23-00 and 23-24-00.  Update remarks for item 25-21-01.  Include new item 27-70-00.  Update remarks for item 28-23-00.	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p><b>MMEL-2910 Revision 2 approved by ANAC on November 16, 2016</b></p>  <p><b>Mario Igawa</b> General Manager Aeronautical Product Certification Branch</p> </div>



**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST  
(MMEL-2910)**

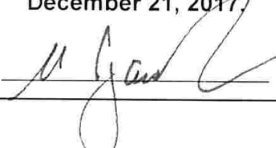
**LOG OF REVISIONS**

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
<p style="text-align: center;">2 NOV 16, 16</p>	30-1, 30-2	Include new item 30-41-00.	<div style="border: 1px solid black; padding: 10px; text-align: center;"> <p><b>MMEL-2910 Revision 2 approved by ANAC on November 16, 2016</b></p>  <p><b>Mario Igawa</b> General Manager Aeronautical Product Certification Branch</p> </div>
	31-1, 31-2, 31-3, 31-4	Update remarks for item 31-61-01. Include item 31-62-00.	
	32-1	Include new item 32-45-21.	
	34-4, 34-5	Include new item 34-53-00. Update remarks for item 34-61-01.	
	35-2	Update remarks for item 35-21-00.	
	44-1	Include new items 44-13-00 and 44-32-00.	
	73-2	Include new item 73-34-01.	
	79-1, 79-2, 79-3	Include new items 79-00-01, 79-34-00 and 79-35-01.	



**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST  
(MMEL-2910)**

**LOG OF REVISIONS**

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
3 DEC 21, 17	21-4	Update remarks for item 21-52-04.	<div style="border: 1px solid black; padding: 5px; text-align: center;"> <p>MMEL-2910 Revision 3 approved by ANAC on December 21, 2017</p>  </div>



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**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST  
(MMEL-2910)**

**HIGHLIGHTS OF CHANGE**

**REVISION 3 – DECEMBER 21, 2017**

- 21-52-04 - Updated remarks in order to decrease temperature limitation for IFE operation.



## LIST OF EFFECTIVE PAGES

ORIGINAL .....	0 .....	APR 29, 2010
REVISION .....	1 .....	NOV 29, 2012
REVISION .....	2 .....	NOV 16, 2016
REVISION .....	3 .....	DEC 21, 2017

* Title .....	REVISION 3	22-4 .....	ORIGINAL
LOR-1 .....	REVISION 2	23-1 .....	REVISION 2
LOR-2 .....	REVISION 2	23-2 .....	REVISION 2
* LOR-3 (new) ..	REVISION 3	23-3 .....	REVISION 2
* LEP-1 .....	REVISION 3	24-1 .....	ORIGINAL
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		34-4 .....	REVISION 2

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



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



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**MASTER MINIMUM EQUIPMENT LIST**

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## DEFINITIONS

### 1) System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 2200 and items are numbered sequentially.

- a) "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column.
- b) "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c) "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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

- d) "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
  - e) 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.
- 2) "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible ANAC Aircraft Certification Office. The ANAC approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
- 3) "As required by local regulations" means that the listed item 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 listed item is not required by RBHA/RBAC it may be inoperative for time specified by repair category.



- 4) Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment 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.

- 5) "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
- 6) "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 aircraft.
- 7) NOT APPLICABLE.
- 8) "Regulamento Brasileiro de Homologação Aeronáutica (RBHA)/"Regulamento Brasileiro de Aviação Civil (RBAC)" means the applicable requirement for the certified airplane.
- 9) "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
- 10) "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
- 11) Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
- 12) "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
- 13) "Notes:" in Column 4 provides additional information for crewmember 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 provisos.



**14) 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).

**15) "(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.**

**16) "(O)" symbol 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 unless otherwise authorized by the Administrator.

**17) "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.**

**18) "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.**



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- 19) "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.
  - 20) "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.
  - 21) "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
  - 22) Repair Intervals: All users of an 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 aircraft maintenance record/logbook. For example, if it were 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 aircraft maintenance record/logbook. For example, if it were 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 aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.



**23) Electronic fault alerting system - General**

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft 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 aircraft's dispatch status. When preparing the MEL document, operators are to select the proper definition for their aircraft, if appropriate.

The EMB-500/505 aircraft are equipped with an 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.

**24)** "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.

**25)** "\*\*\*\*" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft 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 aircraft. 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 aircraft.



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- 26)** "Excess Items" means those items that have been installed that are redundant to the requirements of the RBHA/RBACs.
- 27)** "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D".
- 28)** "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item should not be used or operated until the deferred item is repaired. Additional 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 category.
- 29)** "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 operator to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and 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.



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- 30)** Nonessential equipment and furnishings (NEF) are those items installed on the aircraft 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 aircraft'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 aircraft. 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.



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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.**

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		Revision 1		Page 21-1	
PHENOM 300					
System & Sequence Number	ITEM	1.	2.	3.	4.
		Number installed		Number required for dispatch	
				Remarks and/or exceptions	
<b>21 AIR CONDITIONING</b>					
00-00	ECS Synoptic (MFD ECS Page)	C	1	0	MFD Indications not required elsewhere in the MMEL may be inoperative.
21-01	Flow Control Shutoff Valves (FCSOV)	C	2	1	(O) (M) May be inoperative provided: a) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested, c) ECS Knob is set to the opposite side for flight, d) Affected FCSOV is confirmed closed and deactivated, and e) The airplane is operated at or below FL 250.
		C	2	1	(O) (M) May be inoperative provided: a) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested, c) ECS Knob is set to the opposite side for flight, d) PRSOV of affected side is kept closed, e) Cross Bleed Valve is kept closed, f) The airplane is operated at or below FL 250, and g) Operations are not conducted in known or forecast icing conditions.

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		Revision 2		Page 21-2	
PHENOM 300					
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>21 AIR CONDITIONING</b>					
22-00	Gasper Valves	D	7	0	
23-05	Ground Cooling Fan (GCF)	C	1	0	(O) May be inoperative provided ECS Switch is OFF during ground operations.
31-00	Cabin Pressure Control System				
	1) Automatic Control	C	1	0	(O) (M) May be inoperative provided: a) The airplane is operated with a second in command, 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.

(Continued)

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		Revision 2		Page 21-3	
PHENOM 300					
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>21 AIR CONDITIONING</b>					
31-00	Cabin Pressure Control System (Continued)				
	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.
	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.

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		Revision 3		Page 21-4	
PHENOM 300					
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	
				4. Remarks and/or exceptions	
<b>21 AIR CONDITIONING</b>					
31-04	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
31-05	Pressure Relief Valve (PRV) Static Pressure Line	C	1	0	(O) May be blocked 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 25 minutes for OAT above ISA+19°C.
52-04	Evaporator Fans				
	1) Cabin Fan	C	1	0	May be inoperative provided Ground operations are limited to 60 minutes for OAT above ISA+33°C.
	2) Cockpit Fan	C	1	0	<p>May be inoperative provided:</p> <p>a) Cabin fan is operative,</p> <p>b) Vapor Cycle System is operative,</p> <p>c) Ground operations are limited to OAT below ISA+22°C, and</p> <p>d) Airplane is not operated in known or forecast icing conditions.</p>

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		Revision 2		Page 21-5	
PHENOM 300					
System & Sequence Number	ITEM	1.	2. Number installed		
		3. Number required for dispatch			
		4. Remarks and/or exceptions			
<b>21 AIR CONDITIONING</b>					
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) Heat Exchanger (HX) Temperature Sensor indications on MFD operates normally, and  c) Temperature Control Manual mode is used and verified operative before each flight.
61-02	Temperature Modulating Valve (TMV)	C	2	1	(O) May be inoperative provided:  a) ECS Switch is set to the opposite side (FCSOV of affected side is confirmed closed),  b) Pressure regulating shutoff valve (PRSOV) of affected side is operative, and  c) Airplane operations is conducted at or below FL 250.

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<b>22 AUTO FLIGHT CONTROL SYSTEM</b>					
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) May be inoperative provided if flight director is required, PFDs must be coupled to operative one.
		C	2	0	May be inoperative provided operations do not require autopilot use.
10-02	Yaw Damper Function	C	1	0	May be inoperative provided airplane airspeed is limited to 180 kt if in icing conditions.
11-01	Guidance Panel (GP)				
	1) Course Knobs (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.
	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 if above 180 kt if in icing conditions.
		C	1	0	May be inoperative provided airplane airspeed is limited to 180 kt if in icing conditions.
(Continued)					

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<b>22 AUTO FLIGHT CONTROL SYSTEM</b>					
11-01	Guidance Panel (GP) (Continued)				
5)	Couple (CPL) Button	C	1	0	May be inoperative provided operations do not require its use.
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 operations 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	
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.
(Continued)					



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22 AUTO FLIGHT CONTROL SYSTEM		4. Remarks and/or exceptions			
11-01	Guidance Panel (GP) (Continued)				
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 Selector (SPD SEL) Knob	C	1	0	May be inoperative provided operations do not require its use.
11-21	AP/FD CWS Button	C	2	0	

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		Number installed		Number required for dispatch	Remarks and/or exceptions
<b>22 AUTO FLIGHT CONTROL SYSTEM</b>					
11-22	Autopilot/Trim Disengage (QUICK DISCONNECT) 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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<b>23 COMMUNICATIONS</b>					
11-00 ***	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by local regulations may be inoperative.
12-00	Very High Frequency (VHF) Communication System	D	-	1	VHF may be inoperative provided: a) VHF 1 operates normally, and b) Local regulation does not require its use.  <b>NOTE:</b> CPDLC is inoperative with VFH 3 inoperative.
15-00 ***	Data Link Management System – Satellite Communication (SATCOM) Function	D	-	0	May be inoperative provided procedures do not require its use.
21-00 ***	Selective Call 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)	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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<b>23 COMMUNICATIONS</b>					
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 Key	D	2	0	For single pilot operations, may be inoperative.
	3) PA Key	D	2	0	
	4) CABIN Key	D	2	0	
	5) MUSIC Key	D	2	0	
	6) PLAY Key	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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<b>23 COMMUNICATIONS</b>					
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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<b>24 ELECTRICAL POWER</b>					
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				
	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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		Number installed		Number required for dispatch	
				Remarks and/or exceptions	
<b>25 EQUIPMENT/ FURNISHINGS</b>					
00-00	Non-Essential Equipments and Furnishings	-	0		May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the 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.
(Continued)					

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<b>25 EQUIPMENT/ FURNISHINGS</b>					
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.



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<b>25 EQUIPMENT/ FURNISHINGS</b>					
21-01	Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <p>a) Seat does not block an Emergency Exit,</p> <p>b) Seat does not restrict any passenger from access to the main airplane aisle, and</p> <p>c) The affected seat(s) are blocked and placarded as not to be occupied.</p> <p><b>NOTE:</b> A seat with an inoperative seat belt or inoperative seatbelt airbag whenever applicable is considered inoperative.</p>
	1) Recline Function	D	-	-	<p>May be inoperative provided the seat is failed locked in the upright position.</p>
	2) Armrest	D	-	-	<p>May be inoperative or missing and seat occupied provided:</p> <p>a) Armrest does not block an Emergency Exit, and</p> <p>b) Armrest does not restrict any passenger from access to the main airplane aisle.</p>

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<b>25 EQUIPMENT/ FURNISHINGS</b>					
61-00	Emergency Locator Transmitter	A	1	0	May be inoperative provided repairs are made in accordance with local regulations.
		D	-	-	
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	-	-	

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<b>25 EQUIPMENT/ FURNISHINGS</b>					
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	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.
66-01 Life Raft ***	D	-	-		(M) Any in excess of those required may be missing or inoperative, provided inoperative life raft is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.

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			<b>4. Remarks and/or exceptions</b>	
<b>26 FIRE PROTECTION</b>				
15-00	Baggage Compartment Smoke Detection System	C	1	0
				May be inoperative provided cargo compartment remains empty or does not contain combustible or inflammable material.

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<b>27 FLIGHT CONTROL</b>					
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 be inoperative provided pilot flying side is operative.

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			<b>4. Remarks and/or exceptions</b>	
<b>27 FLIGHT CONTROL</b>				
70-00	Gust Lock System			
	1) Rudder Gust Lock (RGL)	C	1 0	(M) May be inoperative provided: a) RGL system is removed from airplane, b) Rudder Gust Lock circuit breaker and FEEDER 13 circuit breaker are pulled and collared, and c) Appropriate measures should be taken to prevent damage from gust while on ground.

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<b>28 FUEL</b>					
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	0	(M) May be inoperative (locked) provided: a) Cap is checked for no leakage, b) Pressure Refueling System is operative, and c) Fuel Quantity Indication system is operative.
23-00	Pressure Refueling System	C	1	0	(O) May be inoperative provided airplane is refueled by gravity.  <b>NOTE:</b> Both fuel caps must be operative for gravity refueling.

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<b>28 FUEL</b>					
23-01	Fuel Quantity Indication on Refueling Panel	C	1	0	(O) May be inoperative provided: a) Airplane is refueled by pressure manual mode or by gravity, and b) Fuel Quantity indication on EIS is operative.
41-00	Fuel Quantity Indication	B	2	1	(O) May be inoperative provided: a) Airplane is refueled to full fuel capacity before each flight, b) Fuel Used indication on MFD is operative and monitored throughout the flight, c) Required roll trim is monitored throughout the flight, d) Both Fuel Flow indications are operative and monitored throughout the flight, e) Both Fuel Low Pressure Switches are operative, and f) Roll trim is operative.
45-01	Fuel Low Pressure Switches				Deleted, Rev 1.



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<b>30 ICE AND RAIN PROTECTION</b>					
00-00	Ice Protection System Synoptic Display (MFD ICEPROT Page)	C	1	0	(O) MFD Indications not required elsewhere in the MMEL may be inoperative.
12-00	Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS)	C	1	0	(M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Anti-Icing Valves are secured closed.
21-00	Nacelle Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Anti-Ice switch remains selected OFF and Anti-Ice valve is confirmed closed.
41-00	Windshield Rain Repellent Coating	C	2	0	May be inoperative provided: a) No precipitation is forecasted during a period from one hour before until one hour after the estimated time of departure and arrival at the take-off and destination aerodromes including take-off alternated aerodrome, and b) Affected system is not part of the equipment required for the intended operation.

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			3. Number required for dispatch		
<b>30 ICE AND RAIN PROTECTION</b>					
42-00	Windshield Heater	C	4	2	For single pilot operations, one or both copilot side heaters may be inoperative provided operations are not conducted in known or forecast icing condition.
		C	4	2	
81-02	Ice Detector ***	D	1	0	

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<b>31 INDICATING/RECORDING SYSTEMS</b>					
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	A	1	0	May be inoperative provided repairs are made in accordance with local regulations.
		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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<b>31 INDICATING/RECORDING SYSTEMS</b>					
61-01	Flight Display Units (FDU)  (For airplanes equipped with G1000 Avionics System)	D	3	2	(M) For single pilot operations, PFD 2 may be inoperative provided PFD 2 Circuit Breaker is PULLED.
		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,  c) Both engines FADECs are considered with System Faults until the next MFD Status page check (after the first flight with operative MFD),  d) GPS, Weather Radar, and Traffic Information are considered inoperative, and  e) Approach minimums or operating procedures do not require its use.  <b>NOTE:</b> The CPDLC messages, if installed, and Databases currency information are not available.

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<b>31 INDICATING/RECORDING SYSTEMS</b>					
61-01	Flight Display Units (FDU) (Continued)  (For airplanes equipped with G3000 Avionics System)	D	3	2	(M) For single pilot operations, PFD 2 may be inoperative provided PFD 2 Circuit Breaker is PULLED.
		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 are available on PFD through reversionary or split modes.
	1) Buttons and Knobs  (For airplanes equipped with G1000 Avionics System)	D	-	-	For single pilot operations, any PFD 2 Button or Knob may be inoperative or missing.
		C	-	-	For operations requiring a second in command, any button and/or knob may be inoperative in one FDU provided the buttons and/or knobs that perform the same function are operative on other two FDUs.
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<b>31 INDICATING/RECORDING SYSTEMS</b>					
61-01	Flight Display Units (FDU) (Continued)				
***	2) Charts and Maps Database	C	- 0		(O) May be out of currency or inoperative provided alternate procedures are established and used.
		D	- 0		May be out of currency provided operations do not require its use.
61-02	Display Cooling Fans	C	3 0		May be inoperative provided: a) VCS is operative, and b) Cockpit evaporator fan is operative.
62-00	Synthetic Vision System (SVS) Inoperative	D	- 0		
***					

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<b>32 LANDING GEAR</b>						
45-21	Brake Assembly Wear Indicator	A	4	2	<p>One per brake assembly may be missing or may be inoperative provided:</p> <p>a) The remaining brake wear indicator is checked each flight day, and</p> <p>b) Brake repairs are made within 2000 flight cycles.</p> <p><b>NOTE:</b> In case of the remaining pin indicate brake wear, the maintenance must be accomplished before the MMEL time interval.</p>	

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<b>33 LIGHTS</b>					
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	C	-	-	(M) No passenger seat may be occupied from which a "No Smoking/Fasten Seat Belt/Return to Seat" sign is not readily legible and that seat must be blocked and placarded as not to be occupied.

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33 LIGHTS		4. Remarks and/or exceptions			
23-01	Passenger Warning Signs (Continued)	C	-	-	(O) 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 and checked operative, and can be clearly heard throughout the cabin during flight, and  b) A procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited as appropriate.
42-00	Taxi Lights	C	2	0	
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	C	1	0	(O) May be inoperative provided anti-collision lights are operative and turned ON before engine operation.
46-01	Logo Lights ***	D	-	0	
47-00	Landing Lights	C	2	0	May be inoperative for day operations.
		B	2	1	

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System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
<b>33 LIGHTS</b>				4. Remarks and/or exceptions	
48-00	Navigation Lights	C	4	0	One or more may be inoperative for day operations.
49-00	Anti-Collision Lights	A	2	0	May be inoperative provided repairs are made in accordance with applicable local regulations.

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<b>PHENOM 300</b>				<b>34-1</b>	
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch	4. Remarks and/or exceptions	
<b>34 NAVIGATION</b>					
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.

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System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>34 NAVIGATION</b>					
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 attitude is operative. <b>NOTE:</b> Autopilot is inoperative with one AHRS inoperative.
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.
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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Airplane		PHENOM 300		Original	Page 34-3
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
				4. Remarks and/or exceptions	
<b>34 NAVIGATION</b>					
41-00	Terrain Awareness and Warning System	D	1	0	May be inoperative provided it is not required by local regulations.
42-00 ***	Weather Radar System	D	-	0	
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.
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) 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.
		D	-	-	Any in excess of those required by local regulations may be inoperative.

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<b>PHENOM 300</b>				<b>34-4</b>	
System & Sequence Number	ITEM	1.	2. Number installed		4. Remarks and/or exceptions
			3. Number required for dispatch		
<b>34 NAVIGATION</b>					
53-00 ***	Automatic Direction Finder (ADF)	C	-	0	May be inoperative provided navigation procedures for the planned routes to be flown are not dependant upon the use of affected ADF.
		B	-	0	(O) May be inoperative provided alternate approved navigational equipment is operative and used.
		D	-	-	Any in excess of those required may be inoperative.
56-00	Global Positioning System (GPS)	C	2	1	One may be inoperative provided operations do not require its use.
57-00	Satellite Weather/Radio System	D	1	0	
61-00	Flight Management System (FMS)				
	1) Navigation Databases	C	-	-	(O) May be out of currency provided:  a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,  b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and  c) Approach Navigation Radios are manually tuned and identified.

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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>34 NAVIGATION</b>					
61-01 Flight Management System (FMS) Panel  (For airplanes equipped with G1000 Avionics System)	C	1	1	0	(O) May be inoperative provided alternate procedures are established and used.

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<b>PHENOM 300</b>				<b>35-1</b>	
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>35 OXYGEN</b>					
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.
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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PHENOM 300					
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>35 OXYGEN</b>					
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) May be inoperative provided: a) Flight is conducted at or below 10000 ft, b) Flight Crew Oxygen System operates normally, c) Environmental Control Systems operate normally, and, d) Cabin Pressure Control System operates normally.
	1) Passenger Auto Deployment Function	C	1	0	(M) (O) 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.
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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<b>PHENOM 300</b>				<b>36-1</b>	
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch	4. Remarks and/or exceptions	
<b>36 PNEUMATIC</b>					
11-00	Engine Pneumatic Bleed System	C	2	1	(O) May be inoperative provided: a) Associated engine bleed remains selected OFF, b) The airplane is not operated in known or forecast icing conditions, and c) The airplane is operated at or below FL 250.
11-01	Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(O) (M) May be inoperative provided: a) Associated engine bleed remains selected OFF, b) Affected PRSOV is secured closed, c) The airplane is not operated in known or forecast icing conditions, and d) The airplane is operated at or below FL 250.
11-03	AMS Controller Channel	C	2	1	May be inoperative provided airplane is operated at or below FL 250.

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<b>PHENOM 300</b>				<b>36-2</b>	
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch	4. Remarks and/or exceptions	
<b>36 PNEUMATIC</b>					
11-04	Fan Air Valves (FAV)	C	2	1	May be inoperative provided associated engine pneumatic bleed system is considered inoperative.
11-06	Cross Bleed Valve	C	1	0	(O) (M) May be inoperative provided: a) XBLEED switch remains selected OFF, and b) Cross bleed valve is secured closed.

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Airplane		PHENOM 300		Original	Page 38-1
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
<b>38 WATER AND WASTE</b>				4. Remarks and/or exceptions	
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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**PHENOM 300**

System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>44 CABIN SYSTEMS</b>					
13-00 ***	Passenger Intercom System	D	-	0	(M) May be inoperative provided Passenger Intercom System circuit breaker is pulled.
32-00 ***	Airborne Broadband Internet System (ABIS)	D	-	0	(M) May be inoperative provided ABIS circuit breakers are pulled.

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Airplane		PHENOM 300		Original	Page 52-1
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>52 DOORS</b>					
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, c) The 2 lock indicator flags are checked and confirmed closed, and d) At least one flashlight is operative.
	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.
	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.
(Continued)					

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Airplane  <b>PHENOM 300</b>	Original	Page 52-2
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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>52 DOORS</b>					
70-00 Doors Warning System (CAS Indication) (Continued)					
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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Airplane		Original		Page	
<b>PHENOM 300</b>				73-1	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>73 ENGINE FUEL AND CONTROL</b>					
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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<b>PHENOM 300</b>				
<b>System &amp; Sequence Number</b>	<b>ITEM</b>	<b>1.</b>	<b>2. Number installed</b>	
			<b>3. Number required for dispatch</b>	
			<b>4. Remarks and/or exceptions</b>	
<b>73 ENGINE FUEL AND CONTROL</b>				
34-01	Fuel Filter Impending Bypass Sensor	A	2	1
				<p>(M) One may be inoperative for one flight, provided:</p> <p>a) After affected engine shut down the E1 (2) FUEL IMP BYP message is still displayed,</p> <p>b) All engine parameters be operative,</p> <p>c) Fuel filter is inspected for no contamination.</p> <p><b>NOTE 1:</b> Fuel temperature indication must be operational.</p> <p><b>NOTE 2:</b> No extensions are authorized.</p>

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Airplane <b>PHENOM 300</b>	Original	Page 74-1
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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>74 ENGINE IGNITION</b>					
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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PHENOM 300				77-1
System & Sequence Number	ITEM	1.	2. Number installed	
			3. Number required for dispatch	
<b>77 ENGINE INDICATING</b>			4. Remarks and/or exceptions	
21-03	TT0 Inlet Total Air Temperature Sensor Heating System	C	2	1 One may be inoperative provided airplane is not operated in known or forecast icing conditions.

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Airplane		Revision 2		Page 79-1
PHENOM 300				
System & Sequence Number	ITEM	1.	2. Number installed	
			3. Number required for dispatch	
<b>79 ENGINE OIL</b>			4. Remarks and/or exceptions	
00-01	Chip Detected	A	2	1 (M) May be dispatched with systems faults provided: a) Indication in one engine only, b) E1 (2) CHIP DETECTED message is displayed on engine maintenance page, c) No engine chip indication on either engine in the previous 50 engine flight hours, d) All engine parameters be operative, e) No engine oil filter impending bypass indication, f) Repairs are made within 10 engine flight hours or in 2 flights after initial indication, whichever occurs first. No extensions are authorized.  <b>NOTE:</b> No extensions are authorized.

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Airplane		Revision 2		Page 79-2
<b>PHENOM 300</b>				
<b>System &amp; Sequence Number</b>	<b>ITEM</b>	<b>1.</b>	<b>2. Number installed</b>	
			<b>3. Number required for dispatch</b>	
			<b>4. Remarks and/or exceptions</b>	
<b>79 ENGINE OIL</b>				
34-00	Oil Filter Impending Bypass Indicator	A	2	1
				<p>(M) May be inoperative in one engine only provided:</p> <p>a) After affected engine shut down the E1 (2) OIL BMP BYP message is still displayed,</p> <p>b) All engine parameters be operative,</p> <p>c) No engine chip indication on either engine in the previous 50 engine flight hours,</p> <p>d) Oil level is checked at maximum,</p> <p>e) Oil filter visual inspection for contamination is required prior to the first flight under this item and then daily prior to the first flight of the day, and,</p> <p>f) Repairs are made within 10 calendar days.</p> <p><b>NOTE:</b> No extensions are authorized.</p>

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PHENOM 300				79-3
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch
				4. Remarks and/or exceptions
<b>79 ENGINE OIL</b>				
35-01	Chip Detector Sensor	A	2	1
				<p>(M) May be inoperative in one engine only, provided:</p> <p>a) E1 (2) CHIP DETECTED message not displayed on engine maintenance page,</p> <p>b) No engine chip indication on either engine in the previous 50 engine flight hours,</p> <p>c) All engine parameters be operative,</p> <p>d) No engine oil filter impending bypass indication,</p> <p>e) Affected Magnetic Chip Detector Sensor is checked for no debris prior to the first flight under this item and then every 10 calendar days, or 10 flight hours, whichever occurs first, and,</p> <p>f) Repairs are made within 30 calendar days.</p> <p><b>NOTE:</b> No extensions are authorized.</p>