PHENOM® 300
BY EMBRAER

Master Minimum Equipment List (MMEL)

Revision: 5
Date: XX/XX/XXXX

Embraer S.A.
EMB-505

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

Correspondence concerning this document should be addressed to the office listed below:

Embraer S.A.
Flight Operations Support Executive
E-mail: contact.center@embraer.com

AIRCRAFT:
EMB-505

TABLE OF CONTENTS AND CONTROL PAGE

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	5	XX/XX/XXXX
--	Table of Contents and Control Page	I	5	XX/XX/XXXX
--	Log of Revisions	II	5	XX/XX/XXXX
--	Highlights of Change	III thru V	5	XX/XX/XXXX
--	Definitions	VI	5	XX/XX/XXXX
--	Preamble	VII	5	XX/XX/XXXX
--	Guidelines for (M) and (O) Procedures	VIII	5	XX/XX/XXXX
21	Air Conditioning	21-1 thru 5	5	XX/XX/XXXX
22	Autoflight	22-1 thru 5	5	XX/XX/XXXX
23	Communications	23-1 thru 5	5	XX/XX/XXXX
24	Electrical Power	24-1	2	03/28/2018
25	Equipment/Furnishings	25-1 thru 6	4	11/07/2023
26	Fire Protection	26-1	4	11/07/2023
27	Flight Controls	27-1 thru 2	5	XX/XX/XXXX
28	Fuel	28-1	1	12/30/2013
30	Ice and Rain Protection	30-1	5	XX/XX/XXXX
31	Indicating/Recording Systems	31-1 thru 5	4	11/07/2023
32	Landing Gear	32-1	5	XX/XX/XXXX
33	Lights	33-1 thru 5	5	XX/XX/XXXX
34	Navigation	34-1 thru 13	5	XX/XX/XXXX
35	Oxygen	35-1 thru 2	4	11/07/2023
36	Pneumatic	36-1	Original	01/27/2010
38	Water/Waste	38-1 thru 2	5	XX/XX/XXXX
44	Cabin Systems	44-1	2	03/28/2018
46	Information Systems	46-1	4	11/07/2023
52	Doors	52-1 thru 2	3	11/09/2020
73	Engine Fuel and Control	73-1	1	12/30/2013
74	Ignition	74-1	Original	01/27/2010
77	Engine Indicating	77-1	Original	01/27/2010
79	Engine Oil	79-1 thru 2	2	03/28/2018
90	Recovery	90-1	5	XX/XX/XXXX

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	01/27/2010	Original issue. All pages.
0a	09/20/2010	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 28-1, 33-1, 33-2.
1	12/30/2013	Cover Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions, Preamble, Guidelines for (O) & (M) Procedures, 21-1, 21-2, 21-3, 21-4, 22-1,22-2, 22-3, 22-4, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 25-3, 25-4, 27-1, 28-2, 30-2, 31-1, 31-2, 31-3, 32-1, 33-1, 33-2, 34-1, 34-2, 34-4, 34-5, 34-6, 35-2, 44-1, 52-1, 73-1, 79-1, 79-2, 79-3.
2	03/28/2018	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, Guidelines for (M) and (O) Procedures, 21-1 thru 4, 22-1, 23-1 thru 3, 24-1, 25-1 thru 5, 26-1, 30-1, 31-1 thru 4, 33-1, 33-2, 34-1 thru 9, 35-1, 35-2, 38-1, 44-1, 52-1, 79-1, 79-2.
3	11/09/2020	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 21-2, 23-1, 25-3, 31-1 thru 5, 33-1, 34-2, 34-3, 34-6 thru 8, 34-10, 34-11, 52-1. All pages format change.
4	11/07/2023	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Preamble, 21-1, 22-1, 22-3, 22-4, 23-3, 23-4, 25-2 thru 5, 26-1, 31-1, 33-1, 33-2, 34-4, 34-5, 34-8, 34-9, 35-2, 46-1.
5	XX/XX/XXXX	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, 21-3, 21-4, 22-1, 22-2, 22-4, 22-5, 23-1, 23-2, 27-1, 27-2, 30-1, 32-1, 33-1 thru 5, 34-1 thru 3, 34-8 thru 13, 38-1, 38-2, 90-1.

The following changes are the Highlights of Changes for **Revision 5**. The changes in this revision were made to align with FAA Policy Letters (PL) and to increase dispatch flexibility. All changes are reflected in the Highlights of Change listed below and are indicated by revision bars in the associated ATA section. For any change affecting an ATA section, all pages in that associated ATA section are re-dated accordingly, with the exception of nomenclature changes for ATA chapter heading.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
ATA 21 AIR CONDITIONING	
21-3	Item 52-00: Updated reliefs according to P/N of Compressor Drive Module.
21-4	Item 52-04-01: Updated reliefs according to ABIS installation.
ATA 22 AUTOFLIGHT	
22-1	Item 10-00: Added relief for airplanes equipped with Emergency Autoland. Item 10-02: Updated item title.
22-2	Item 11-01-04: Added relief for airplanes equipped with Rudder by Wire.
22-4	Item 30-00: Added relief for airplanes equipped with Emergency Autoland.
ATA 23 COMMUNICATIONS	
23-1	Item 12-00: Updated relief to add NOTE regarding FANS 1/A+. Item 15-00: Updated item tile. Item 15-00-01: Updated item title. Item 15-00-01-a): Added relief for Voice Function. Item 15-00-01-b): Added relief for Data Transmittal Function. Item 15-00-02: Added relief for Air Traffic Services.
23-2	Item 24-00: Updated item title. Item 24-00-01: Updated number installed. Item 24-00-02: Updated number installed. Item 24-00-03: Added reliefs for FANS 1/A+.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 27	FLIGHT CONTROLS
27-1	Item 00-00: Added relief for Flight Control System. Item 14-01: Added reliefs for Roll Trim Switch.
27-2	Item 24-00: Added relief for airplanes equipped with Rudder by Wire. Item 24-01: Added reliefs for Yaw Trim Switch. Item 24-02: Added relief for Normal Mode Button. Item 70-00-01: Updated item title.
ATA 30	ICE AND RAIN PROTECTION
30-1	Item 12-00: Updated relief to add NOTE regarding Emergency Autoland. Item 21-00: Updated relief to add NOTE regarding Emergency Autoland.
ATA 32	LANDING GEAR
32-1	Item 41-00-01: Added reliefs for Autobrake System. Item 41-00-02: Added reliefs for Brake Assisted Steering (BASS).
ATA 33	LIGHTS
33-1	Item 21-00: Added reliefs for Passenger Upwash Lights.
33-2	Item 42-00: Updated relief to add NOTE regarding Emergency Autoland. Item 42-00: Added reliefs for airplanes equipped with LED Taxi Lights.
33-3	Item 47-00: Updated relief to add NOTE regarding Emergency Autoland.
33-4	Item 47-00: Added reliefs for airplanes equipped with LED Landing Lights.
33-5	Item 52-01: Added reliefs for Emergency Light Battery.
ATA 34	NAVIGATION
34-1	Item 23-01: Updated item.
34-2	Item 26-00: Added relief for Inertial Reference System (IRS). Item 31-00: Updated first relief to add NOTE regarding Emergency Autoland.
34-3	Item 31-00: Updated second relief to add NOTE regarding Emergency Autoland.

HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34 NAVIGATION	
34-8	Item 52-00: Updated reliefs to add NOTE regarding Emergency Autoland. Item 52-01: Updated reliefs to add NOTE regarding Emergency Autoland.
34-9	Item 52-01: Updated reliefs to add NOTE regarding Emergency Autoland. Item 52-01-01: Updated reliefs to add NOTE regarding Emergency Autoland.
34-10	Item 52-01-03: Updated reliefs to add NOTE regarding Emergency Autoland. Item 57-00: Updated relief to add NOTE regarding Emergency Autoland.
34-11	Item 61-00-01: Updated item title.
34-12	Item 61-00-01: Added relief for airplanes equipped with Emergency Autoland.
34-13	Item 61-00-04: Added reliefs for TOLD regarding G3000 Avionics System Version.
ATA 38 WATER/WASTE	
38-1	Item 30-00: Updated item title. Item 32-00: Added relief for Vacuum Waste System.
38-2	Item 32-13: Added relief for Rinse Valve. Item 32-21: Added relief for Vacuum Pump. Item 32-32: Added relief for Waste Tank Level Sensor. Item 32-52: Added relief for Rinse Water Tank Level Sensor.
ATA 90 RECOVERY	
90-1	Item 31-00: Added relief for Emergency Autoland.
	Item 31-01: Added relief for Emergency Autoland Button.

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

For the MMEL, the preamble used for operations under Title 14 of the Code of Federal Regulations (14 CFR) parts 121, 125, 129, and 135, refer to the current FAA PL-34, MMEL and MEL Preamble, or for the preamble used for 14 CFR Part 91 operations, refer to MMEL PL-36, FAR Part 91 MEL Approval and Preamble. Both preambles may be found on the FAA Dynamic Regulatory System (DRS) website.

Guidance for (M) and (O) Procedures should be based on the Maintenance and Operational Procedures for the MEL-3871, published by the aircraft manufacturer.

AIRCRAFT:
EMB-505

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Environment Control System (ECS) Synoptic Display (Multifunction 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)	**C**	**2**	**1**	(M)(O) May be inoperative provided: a) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested before each flight, c) ECS Knob is set to the opposite side for flight, d) Affected FCSOV is confirmed CLOSED and deactivated, and e) Airplane is operated at or below flight level (FL) 250.	
		C	**2**	**1**	(O) May be inoperative provided: a) MFD ECS Synoptic is operative, b) ECS Knob command to Ram Air Valve is tested before each flight, c) ECS Knob is set to the opposite side for flight, d) Pressure Regulating Shutoff Valve (PRSOV) of affected side is kept CLOSED, e) Cross Bleed Valve is kept CLOSED, f) Airplane is operated at or below FL 250, and g) Operations are not conducted in known or forecast icing conditions.	
22-00	Gasper Valves	**D**	**-**	**0**		
23-05	Ground Cooling Fan (GCF)	**C**	**1**	**0**	(O) May be inoperative provided ECS Knob is OFF during ground operations.	
24-01 ***	In-Flight Entertainment (IFE) Cooling Fan	**D**	**1**	**0**	May be inoperative provided IFE/REFRESHMENT CTR Switch is set to OFF position.	

AIRCRAFT:
EMB-505

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-00	Cabin Pressure Control System					
-01	Automatic Control	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Airplane is operated by a two-pilot flightcrew, b) Outflow Valve (OFV) Indication on MFD operates normally, c) Manual Control is used and verified operative before each flight, d) Auto control channel cabin pressurization indications on Engine Indication System (EIS) are verified operative before each flight, e) Cabin Pressure Indications are operative, and f) Airplane is operated at or below FL 250.	
		C	**1**	**0**	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 ft mean sea level (MSL).	
-02	Manual Control	**C**	**1**	**0**	May be inoperative provided: a) Automatic Mode is operative, and b) Airplane is operated at or below FL 250.	
		C	**1**	**0**	May be inoperative provided flight is conducted unpressurized at or below 10,000 ft MSL.	
-03	Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	**C**	**1**	**0**	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 ft MSL.	
-04	Landing Field Elevation (LFE) Indication	**C**	**1**	**0**	(O) May be inoperative provided that for LFE above 8,000 ft MSL, airplane is manually depressurized before landing.	

AIRCRAFT:
EMB-505

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
31-02	Outflow Valve (OFV)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 10,000 ft MSL.	
31-03	Negative Pressure Relief Valve (NPRV)	**C**	**1**	**0**	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 ft MSL.	
31-04	Pressure Relief Valve (PRV)	**C**	**1**	**0**	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 ft MSL.	
31-05	PRV Static-Pressure Line	**C**	**1**	**0**	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 ft MSL.	
52-00	Vapor Cycle System (VCS)					
	(For airplanes equipped with Compressor Drive Module P/N 1133640-8, P/N 1133640-10 or P/N 1133640-11 and on)	**C**	**1**	**0**	(O) May be inoperative provided: a) AIR CONDITIONING MODE Switch is set to AUTO or MAN position, and b) Ground operations are limited to 25 minutes when outside air temperature (OAT) is above ISA +19°C.	|
	(For airplanes equipped with Compressor Drive Module P/N 1133640-9 or P/N 1133640-5 and before)	**C**	**1**	**0**	(O) (M) May be inoperative provided: a) AIR CONDITIONING MODE Switch is set to AUTO or MAN position, b) Compressor Drive Module is deactivated, and c) Ground operations are limited to 25 minutes when outside air temperature (OAT) is above ISA +19°C.	|

AIRCRAFT:
EMB-505

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
52-04	Evaporator Fans					
-01	Cabin Fan					
	(Airplanes not equipped with ABIS)	**C**	**1**	**0**	May be inoperative provided Vapor Cycle System is operative. NOTE: IFE (if installed) and Outlets must be turned OFF for ground operations with OAT above ISA+20°C.	|
	(Airplanes equipped with ABIS)	**C**	**1**	**0**	May be inoperative provided: a) Vapor Cycle System is operative, and b) Ground operations are limited to 40 minutes when OAT is above ISA+32ºC. NOTE: IFE (if installed) and Outlets must be turned OFF for ground operations with OAT above ISA+17°C.	|
-02	Cockpit Fan	**C**	**1**	**0**	May be inoperative provided: a) Cabin Fan is operative, b) VCS is operative, c) Ground operations are limited to OAT below ISA +22°C, and d) Aircraft is not operated in known or forecast icing conditions	
61-00	Temperature Control System – Automatic Control	**C**	**1**	**0**	(O) May be inoperative provided: a) Both PRSOVs operate normally, b) Heat Exchanger (HX) Temperature Sensor Indication on MFD operates normally, and c) Temperature Control Manual Mode is used and verified operative before each flight.	

AIRCRAFT:
EMB-505

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
61-02	Temperature Modulating Valve (TMV)	**C**	**2**	**1**	(O) May be inoperative provided: a) ECS Switch is set to the opposite side (FCSOV confirmed CLOSED), b) PRSOV of affected side is operative, and c) Airplane operation is conducted at or below FL 250.	

AIRCRAFT:
EMB-505

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Autopilot (AP) System					
	(For airplanes not equipped with Emergency Autoland)	**C**	**1**	**0**	May be inoperative provided: a) Flight is conducted with a two pilot flightcrew, and b) Operations do not require its use.	|
	(For airplanes equipped with Emergency Autoland)	**C**	**1**	**0**	May be inoperative provided: a) Flight is conducted with a two pilot flightcrew, b) Operations do not require its use, and c) Emergency Autoland is considered inoperative.	|
10-01	Flight Director (FD)	**C**	**2**	**1**	(O) If FD is required, primary flight displays (PFD) must be coupled to operative one. NOTE: Navigation and Approach Modes sources are selected only through the PFD on the side of the operative FD, unless Course Deviation Indicators (CDI) (for G1000 Avionics System) or Active NAV (for G3000 Avionics System) are synchronized.	
		C	**2**	**0**	May be inoperative provided operations do not require AP use.	
10-02	Yaw Damper (YD) Function (For airplanes not equipped with Rudder by Wire)	**C**	**1**	**0**	May be inoperative provided airplane airspeed is limited to 180 knots indicated airspeed (IAS) if in icing conditions.	|
10-03	Current Speed Control (CSC) ***	**C**	**1**	**0**		

AIRCRAFT:
EMB-505

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP)					
-01	Course Buttons (CRS)	**C**	**2**	**0**	May be inoperative provided operations do not require its use.	
-02	FD Buttons	**C**	**2**	**0**	May be inoperative provided operations do not require its use.	
-03	AP Button	**C**	**1**	**0**	May be inoperative provided AP is considered inoperative.	
-04	YD Button					
	(For airplanes not equipped with Rudder by Wire)	**C**	**1**	**0**	May be inoperative provided AP is operative and engaged if above 180 knots IAS if in icing conditions.	|
		C	**1**	**0**	May be inoperative provided airplane airspeed is limited to 180 knots IAS if in icing conditions.	
	(For airplanes equipped with Rudder by Wire)	C	1	0	May be inoperative.	|
-05	Couple (CPL) Button	**C**	**1**	**0**		
-06	Navigation (NAV) Mode Button	**C**	**1**	**0**	May be inoperative provided operations do not require its use.	
-07	Heading (HDG) Mode Button	**C**	**1**	**0**	May be inoperative provided AP is considered inoperative.	
-08	Approach (APR) Mode Button	**C**	**1**	**0**	May be inoperative provided approach minimums do not require its use.	
-09	Bank Limiter (BANK) Button	**C**	**1**	**0**		
-10	Heading Selector (HDG SEL) Knob	**C**	**1**	**0**	May be inoperative provided AP is considered inoperative.	
-11	Heading Synchronization (PUSH SYNC) Button	**C**	**1**	**0**		

(Continued)

AIRCRAFT:
EMB-505

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP) (Cont'd)					
-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, including Reduced Vertical Separation Minimum (RVSM), 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**		
-18	Altitude Selector (ALT SEL) Knob	**C**	**1**	**0**	May be inoperative provided AP is considered inoperative.	
-19	Speed (SPD SEL) Knob	**C**	**1**	**0**	May be inoperative provided operations do not require its use.	
	(Only for airplanes equipped with Autothrottle)	**C**	**1**	**0**	May be inoperative provided: a) Autothrottle is not used, and b) 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.	
-21	Autothrottle (A/T) Button ***	**C**	**1**	**0**	May be inoperative provided A/T System is not used.	

(Continued)

AIRCRAFT:
EMB-505

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Guidance Panel (GP) (Cont'd)					
-22	Current Speed Control (CSC) Button ***	**C**	**1**	**0**	May be inoperative provided CSC function is considered inoperative.	
11-21	AP/FD CWS Pushbutton	**C**	**2**	**0**	May be inoperative in the NOT ACTIVE position.	
11-22	AP Disconnect Functions (Quick Release Controls)	**C**	**2**	**1**	One may be inoperative provided: a) AP is not used below 1,500 ft above ground level (AGL), and b) Approach minimums do not require the use of the AP.	
		B	**2**	**0**	May be inoperative provided AP is not used.	
11-23	Takeoff/Go-Around (TOGA) Button	**C**	**2**	**1**	One may be inoperative in the NOT ACTIVE position.	
		C	**2**	**0**	(O) May be inoperative in the NOT ACTIVE position provided alternate procedures are established and used.	
30-00 ***	A/T Channels	**C**	**2**	**1**	(O) One channel may be inoperative provided: a) FD associated to the operative A/T channel is coupled, and b) A/T is not used during takeoff.	|
	(For airplanes not equipped with Emergency Autoland)	**C**	**2**	**0**	Both may be inoperative provided A/T is not used.	|
	(For airplanes equipped with Emergency Autoland)	**C**	**2**	**0**	Both may be inoperative provided: a) A/T is not used, and b) Emergency Autoland is considered inoperative.	|
-01	A/T HOLD Mode	**C**	**1**	**0**	(O) May be inoperative provided A/T is not used during takeoff.	

AIRCRAFT:
EMB-505

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
30-01 ***	Autothrottle Quick Disconnect (A/T DISC) Buttons	**C**	**2**	**1**		|
		C	**2**	**0**	(M) Both may be inoperative provided the A/T System is deactivated.	

AIRCRAFT:
EMB-505

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
11-00 ***	High Frequency (HF) Communication System	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
12-00	Very High Frequency (VHF) Communication System	**D**	**-**	**1**	Any in excess of those required by 14 CFR may be inoperative provided VHF 1 operates normally. NOTE 1: ATN CPDLC and/or FANS 1/A – CPDLC are inoperative when VHF 3 is inoperative. NOTE 2: FANS 1/A+ may be inoperative when VHF 3 is inoperative.	|
15-00 ***	Satellite Communication (SATCOM) Systems					|
-01	Data Link Management System SATCOM Function					|
a)	Voice Function (Telephone Satellite Communication)	**D**	**1**	**0**	May be inoperative provided procedures do not require its use.	|
b)	Data Transmittal Function	**D**	**1**	**0**	May be inoperative. NOTE: Data Transmittal Function will be unavailable for Emergency Autoland	|
-02	Air Traffic Services (For airplanes equipped with FANS 1/A+)	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	|
21-00 ***	Selective Call (SELCAL) System	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	

AIRCRAFT:
EMB-505

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-00 ***	Data Link Management System – Maintenance Data Transmittal Function	**D**	**-**	**0**		
24-00 ***	Controller-Pilot Data Link Communication (CPDLC) System					|
-01 ***	ATN CPDLC	**C**	**1**	**0**	(O) May be inoperative provided that alternate procedures are established and used.	| |
		D	**1**	**0**	May be inoperative provided that procedures do not require its use.	|
-02 ***	Future Air Navigation System (FANS) 1/A - CPDLC	**C**	**1**	**0**	(O) May be inoperative provided that alternate procedures are established and used.	| |
		D	**1**	**0**	May be inoperative provided that procedures do not require its use.	|
-03 ***	Future Air Navigation System (FANS) 1/A+	**C**	**1**	**0**	(O) May be inoperative provided that alternate procedures are established and used.	| | |
		D	**1**	**0**	May be inoperative provided that procedures do not require its use	| |

AIRCRAFT:
EMB-505

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-00 ***	Passenger Address (PA) System					
-01	Passenger Configuration	**C**	**1**	**0**	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used. NOTE: Any Station Function(s) that operates normally may be used.	
51-01	Audio Panel (Only for G1000-Equipped Airplanes)					
-01	Annunciators Light-Emitting Diodes (LED)	**D**	**-**	**-**	(O) May be inoperative provided associated function is checked operative by alternate means.	
-02	INTR COM Button	**D**	**2**	**0**	For single-pilot operations, may be inoperative.	
-03	PA Button	**C**	**2**	**0**	Both may be inoperative provided PA System is considered inoperative.	
		D	**2**	**1**		
-04	CABIN Button	**D**	**2**	**0**		
-05	MUSIC Button	**D**	**2**	**0**		
-06	PLAY Button	**D**	**2**	**0**		
-07	Display Backup Buttons	**D**	**2**	**1**	For single-pilot operations, co-pilot side may be inoperative.	
51-02	Cockpit Speakers	**D**	**2**	**1**	For single-pilot operations, co-pilot side Speaker may be inoperative provided pilot Headset is operative and used.	
		C	**2**	**1**	For operations requiring a second in command (SIC), one may be inoperative provided a headset is used in lieu of associated speaker.	

AIRCRAFT:
EMB-505

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-07	Push-to-Talk (PTT) Switches	**D**	**4**	**2**	For single-pilot operations, both co-pilot side Switches (Glare Shield and Yoke) may be inoperative.	
		C	**4**	**2**	For operations requiring an SIC, one on each side may be inoperative.	
51-09	Flight Deck Headset Headphones and Boom Microphones	**D**	**2**	**1**	For single-pilot operations, co-pilot side may be inoperative	
-01	Headset Boom Microphone					
	(Holder of an Air Carrier or Commercial Operator Certificate)	**A**	**2**	**0**	For operations requiring an SIC, may be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.	
	(Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	**A**	**2**	**0**	For operations requiring an SIC, may be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made in accordance with applicable regulations.	
		D	**2**	**1**	For single-pilot operations, co-pilot side may be inoperative.	

(Continued)

AIRCRAFT:
EMB-505

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
51-09	Flight Deck Headset Headphones and Boom Microphones (Cont'd)					
-02	Headset Headphone					
	(Holder of an Air Carrier or Commercial Operator Certificate)	**C**	**2**	**1**	For operations requiring an SIC, may be inoperative provided associated Cockpit Speaker operates normally.	
	(Other than a Holder of an Air Carrier or Commercial Operator Certificate)	**C**	**2**	**1**	For operations requiring an SIC, may be inoperative provided associated Cockpit Speaker operates normally.	
		D	**2**	**1**	For single-pilot operations, co-pilot side may be inoperative.	
-03	Active Noise Canceling/Reduction Function	**D**	**-**	**0**	May be inoperative provided normal audio function of headset is operative.	
51-11	Flight Deck Hand Microphones	**D**	**-**	**1**	For single-pilot operations, co-pilot side may be inoperative.	
		C	**-**	**0**	For operations requiring an SIC, one or both may be inoperative provided associated Boom Microphone is operative.	

AIRCRAFT:
EMB-505

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Electrical Synoptic Display (MFD Electrical Page)	**C**	**1**	**0**	MFD indications not addressed elsewhere in the MMEL may be inoperative.	
41-00	Direct Current (DC) External Power System	**C**	**1**	**0**	May be inoperative provided operations do not require its use.	
-01	DC Ground Power Unit (GPU) AVAIL/IN USE Pushbutton Lights	**D**	**2**	**0**	(O) One or both of the bulbs may be inoperative provided alternate procedures are established and used.	

AIRCRAFT:
EMB-505

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Nonessential Equipment and Furnishings (NEF)	**-**	**-**	**0**	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M) and (O) procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
10-00 ***	Cockpit Smoke Vision System (CSVS)	**D**	**-**	**0**	May be inoperative or missing.	
11-01	Pilot Seats	**C**	**2**	**1**	For single-pilot operation, co-pilot Seat may be inoperative provided Seat is not occupied.	
-01	Lumbar Support	**C**	**2**	**0**	May be inoperative provided Seat is acceptable to affected crewmember.	
-02	Armrests	**C**	**4**	**0**	(M) May be inoperative provided Armrest is secured in the retracted (UP) position or removed.	
-03	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.	
-04	Headrests	**C**	**2**	**0**	May be inoperative provided it is adequate to the occupant.	
-05	Seat Belts System	**C**	**2**	**1**	For single-pilot operations, co-pilot Seat Belt may be inoperative provided the Seat is unoccupied.	

(Continued)

AIRCRAFT:
EMB-505

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Pilot Seats (Cont'd)					
-06	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					
-01	Passenger Seats (Includes All Configurations and Locations)	**D**	**-**	**-**	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected Seat(s) is blocked and placarded "DO NOT OCCUPY." NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
-02	Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	**D**	**-**	**-**	(M) May be inoperative and Seat occupied provided Seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	**-**	**-**	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	
-03	Armrests without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	**D**	**-**	**-**	May be inoperative or missing and Seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	

AIRCRAFT:
EMB-505

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
44-02	Exterior Lavatory Door Ashtray	**A**	**1**	**0**	May be inoperative or missing for 10 calendar-days.	
61-00	Emergency Locator Transmitter (ELT)					
-01	Survival Type ELTs	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or missing.	
-02	Fixed ELTs	**A**	**-**	**0**	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	**-**	**0**	(M) May be missing provided: a) Placard stating, “ELT not installed,” is placed in view of the pilot. b) Repairs are made within 90 consecutive calendar-days.	
		D	**-**	**-**	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	**-**	**-**	Any in excess of those required by 14 CFR may be missing.	
-03	Remote ELT Switch	**D**	**-**	**0**	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
-04	ELT Indicator Light	**D**	**-**	**0**		
-05	ELT Aural Alarm	**D**	**-**	**0**		

AIRCRAFT:
EMB-505

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-01	Emergency Medical Equipment					
-01	First Aid Kit (FAK)	**A**	**-**	**-**	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment and 14 CFR maintenance and inspection requirements do not apply.	
		D	**-**	**-**	Any in excess of those required by 14 CFR may be incomplete or removed.	
	(Tamper Seals or Tags) ***	**C**	**-**	**-**	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

AIRCRAFT:
EMB-505

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
62-02 ***	Life Vests	**D**	**-**	**-**	(M) Any in excess of those required may be missing or inoperative provided: a) Inoperative Life Vest 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 Life Vests is maintained.	
62-05	Portable Flashlights/ Flashlight Holders	**C**	**-**	**-**	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seals or Tags	**C**	**-**	**-**	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

AIRCRAFT:
EMB-505

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
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.	

AIRCRAFT:
EMB-505

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

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
15-00	Baggage Compartment Smoke Detection System	**C**	**1**	**0**	(O) May be inoperative provided procedures are established and used to ensure the Baggage Compartment remains EMPTY or is verified to contain only empty cargo-handling equipment, ballast, and/or flyaway kits. NOTE: Operator MELs should define which items are approved for inclusion in the flyaway kits and which materials can be used as ballast.	
24-01	Portable Fire Extinguishers	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
	(Tamper Seals or Tags) ***	**C**	**-**	**-**	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

AIRCRAFT:
EMB-505

TABLE KEY

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Flight Control System (For airplanes equipped with Rudder by Wire)					|
-01	System Faults	**C**	**-**	**-**	(O) May be dispatched with FLTCTRL FAULT Advisory CAS message displayed provided: a) The air/ground logic of the controller is verified operative before each flight, and b) IESI is operative. NOTE 1: This relief must not be used in association with other CAS messages that prevent the aircraft to be dispatched. NOTE 2: The FLTCTRL FAULT advisory message may be accompanied by additional CAS messages or evident failures. In this case, refer to the applicable MMEL item for dispatch.	|
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.	
-01	Roll Trim Position Indication on EIS	**C**	**1**	**0**	(O) May be inoperative provided Aileron Trim Tabs are verified CENTERED before each flight.	
14-01	Roll Trim Switch	**C**	**1**	**0**	May be inoperative provided Roll Trim System is considered inoperative. NOTE: For airplanes equipped with Rudder by Wire, the FLTCTRL FAULT advisory message may be displayed.	|

AIRCRAFT:
EMB-505

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

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
24-00	Yaw Trim Position Indication on EIS					|
	(For airplanes not equipped with Rudder by Wire)	**C**	**1**	**0**	(O) May be inoperative provided Rudder Trim Tab is verified CENTERED before each flight.	|
	(For airplanes equipped with Rudder by Wire)	**C**	**1**	**0**	May be inoperative.	|
24-01	Yaw Trim Switch					|
	(For airplanes not equipped with Rudder by Wire)	**C**	**1**	**0**	(O) May be inoperative provided Rudder Trim Tab is verified CENTERED before each flight.	|
	(For airplanes equipped with Rudder by Wire)	**C**	**1**	**0**	May be inoperative. NOTE: The FLTCTRL FAULT advisory message may be displayed.	|
24-02	Normal Mode Button (For airplanes equipped with Rudder by Wire)	**C**	**1**	**0**	May be inoperative. NOTE: The FLTCTRL FAULT advisory message may be displayed.	|
34-01	Yoke Pitch Trim Switch	**B**	**2**	**1**	For single-pilot operations, co-pilot side Switch may be inoperative.	
		B	**2**	**1**	For operations requiring an SIC, either side may be inoperative provided pilot-flying side is operative.	
70-00	Gust Lock System					
-01	Rudder Gust Lock (RGL) System (For airplanes equipped with Rudder Gust Lock)	**C**	**1**	**0**	(M) May be inoperative provided RGL system is removed from the airplane. NOTE: Airplane must be parked inside to avoid damages caused by gusts on rudder surfaces.	|

AIRCRAFT:
EMB-505

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Fuel System Synoptic Display (MFD Fuel Page)	**C**	**1**	**0**	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
11-07	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) 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. NOTE: Both Fuel Caps must be operative for gravity refueling.	
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, and b) Fuel Used Indication on MFD and both Fuel Flow Indications are operative and monitored throughout the flight.	

AIRCRAFT:
EMB-505

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Ice Protection System Synoptic Display (ICEPROT MFD Page)	**C**	**1**	**0**	(O) MFD Indications not addressed 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. NOTE: WHSAIS will be unavailable for Emergency Autoland, if installed.	|
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) MFD Nacelle Anti-Ice Switch remains selected OFF and Anti-Ice Valve is confirmed CLOSED. NOTE: Nacelle Anti-Icing System will be unavailable for Emergency Autoland, if installed.	|
41-00	Windshield Rain Repellent Coating	**C**	**2**	**0**	May be inoperative provided airplane is not operated in precipitation within 5 nautical miles (NM) of the airport used for takeoff or intended landing, including alternate airports.	
42-00	Windshield Heater	**C**	**4**	**2**	For single-pilot operations, both co-pilot side heaters may be inoperative provided operations are not conducted in known or forecast icing conditions.	
		C	**4**	**2**	For operations requiring an SIC, heaters on one side may be inoperative provided operations are not conducted in known or forecast icing conditions.	
81-02 ***	Ice Detector	**D**	**1**	**0**		

AIRCRAFT:
EMB-505

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
22-01	Yoke Chronometer Pushbutton	**D**	**2**	**1**	For single-pilot operations, co-pilot side may be inoperative.	
		C	**2**	**0**	For operations requiring an SIC, both may be inoperative.	
31-01	Cockpit Voice and Data Recorder					
-01	Cockpit Voice Recorder (CVR) Function					
	Holder of an Air Carrier or Commercial Operator Certificate	**A**	**1**	**0**	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
	Other Than a Holder of an Air Carrier or Commercial Operator Certificate	**A**	**1**	**0**	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
-02	FDR Function	**D**	**1**	**0**		
32-00	Quick Access Recorder (QAR) ***	**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.	
61-01	Flight Display Units (FDU)	**D**	**3**	**2**	(M) For single-pilot operations, PFD2 may be inoperative provided PFD2 Circuit Breaker is PULLED.	

(Continued)

AIRCRAFT:
EMB-505

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd) For Airplanes Equipped with G1000 Avionics System	**C**	**3**	**2**	(M) For operations requiring an SIC, MFD may be inoperative provided: a) High Speed Data Bus (HSDB) Switch is set to REV position, b) MFD Circuit Breakers are PULLED, c) Global Positioning System (GPS), Weather Radar, and Traffic Information are considered inoperative, d) Both engine full-authority digital engine controls (FADEC) are considered with System Faults until the next MFD Status Page check (after the first flight with operative MFD), e) For airplanes equipped with CPDLC, the system is considered inoperative, and f) Approach minimums or operating procedures do not require its use. NOTE: Databases expiration date information is not available. (Continued)	

AIRCRAFT:
EMB-505

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd)					
	For Airplanes Equipped with G3000 Avionics System Except Version 3305	**C**	**3**	**2**	(M)(O) For operations requiring an SIC, MFD may be inoperative provided: a) HSDB Switch is set to REV position, b) MFD Circuit Breakers are PULLED, c) Status page on PFD is checked for engine messages. NOTE: All MFD information is available on PFD through reversionary or split modes.	
	For Airplanes Equipped with G3000 Avionics System Version 3305	**C**	**3**	**2**	(M)(O) For operations requiring an SIC, MFD may be inoperative provided: a) MFD Circuit Breakers are PULLED, b) Status page on PFD is checked for engine messages. NOTE: All MFD information is available on PFD through reversionary or split modes.	
-01	Buttons and Knobs (For G1000-Equipped Airplanes)	**D**	**-**	**-**	For single-pilot operations, any PFD2 Button or Knob may be inoperative or missing.	
		C	**-**	**-**	For operations requiring an SIC, 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 the other two FDUs. (Continued)	

AIRCRAFT:
EMB-505

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd)					
-02 ***	Charts and Maps Database (ChartView and FliteCharts)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided operations do not require its use. NOTE: An out-of-date database is not considered inoperative.	
-03 ***	Electronic Checklist (ECL)	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided procedures do not require its use.	
-04 ***	Basemap	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided operations do not require its use. NOTE: An out-of-date database is not considered inoperative.	
-05 ***	SafeTaxi	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided operations do not require its use. NOTE: An out-of-date database is not considered inoperative. (Continued)	

AIRCRAFT:
EMB-505

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

31. Indicating/Recording Systems

Sequence No.	Item	1	2	3	4	Change Bar
61-01	Flight Display Units (FDU) (Cont'd)					
-06 ***	Airport Directory	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided operations do not require its use. NOTE: An out-of-date database is not considered inoperative.	
-07 ***	Instrument Flight Rules (IFR)/Visual Flight Rules (VFR) Charts	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		D	**-**	**0**	May be inoperative provided operations do not require its use. NOTE: An out-of-date database is not 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)	**D**	**-**	**0**		

AIRCRAFT:
EMB-505

TABLE KEY

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

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
41-00	Main Brake System					|
-01 ***	Autobrake System	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	|
a)	System faults	**D**	**-**	**-**	May be dispatched with AUTOBRAKE FAULT advisory CAS message displayed. NOTE: Autobrake System is operative and may be used.	|
-02 ***	Brake Assisted Steering (BASS)	**D**	**1**	**0**	May be inoperative.	|
45-21	Brake Assembly Wear Indicator	**A**	**4**	**2**	One per brake assembly may be missing or may be inoperative provided: a) The remaining brake wear assembly is checked each flight-day, and b) Brake repairs are made within 2,000 flight cycles.	

AIRCRAFT:
EMB-505

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
10-00	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	**C**	**-**	**-**	Individual Lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/ indications are excluded from this relief. NOTE 2: Unaided operation (without night vision goggles (NVG)) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
21-00	Passenger Upwash Lights	**C**	**-**	**-**	Individual lights may be inoperative provided lighting is acceptable to the flightcrew.	|
		C	**-**	**0**	May be inoperative provided airplane is not operated at night.	|
		D	**-**	**0**	May be inoperative provided passengers are not carried.	|
23-01	Passenger Notice System (Fasten Seat Belt/ Return To Seat/ Turn Off PED)	**C**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	

AIRCRAFT:
EMB-505

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
26-02	Courtesy Airstairs Step Lights	**D**	**3**	**0**	May be inoperative provided alternate source of illumination is available at night.	
42-00	Taxi Lights					|
	(For airplanes equipped with High Intensity Discharge (HID) Taxi Lights)	**C**	**2**	**0**	One or both may be inoperative. NOTE: Taxi Lights will be unavailable for Emergency Autoland.	| |
	(For airplanes equipped with LED Taxi Lights)	**C**	**2**	**1**	One may be inoperative provided at least one Landing Light is operative. NOTE: Taxi Lights are considered inoperative when any individual LED light bulb is inoperative.	| |
		C	**2**	**0**	One or both may be inoperative provided airplane is not operated at night. NOTE 1: Taxi Lights are considered inoperative when any individual LED light bulb is inoperative. NOTE 2: Taxi Lights will be unavailable for Emergency Autoland.	| |
		C	**2**	**0**	Both may be inoperative provided both Landing Lights are operative. NOTE 1: Taxi Lights are considered inoperative when any individual LED light bulb is inoperative. NOTE 2: Taxi Lights will be unavailable for Emergency Autoland.	| |

AIRCRAFT:
EMB-505

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
42-01	LoPresti Boom Beam High-Intensity Discharge (HID) Taxi Lights (Supplemental Type Certificate (STC) No. ST02893AT)	**C**	**2**	**0**	Both may be inoperative.	
44-01	Wing Inspection Light	**C**	**1**	**0**	May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require use of Wing Inspection Light.	
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					
	(For airplanes equipped with HID Landing Lights)	**C**	**2**	**0**	One or both may be inoperative provided airplane is not operated at night. NOTE: Landing Lights will be unavailable for Emergency Autoland.	|
		B	**2**	**1**	One may be inoperative.	|
	(For airplanes equipped with LED Landing Lights)	**C**	**2**	**1**	One may be inoperative provided at least one Taxi Light is operative. NOTE: Landing Lights are considered inoperative when any individual LED light bulb is inoperative. (Continued)	|

AIRCRAFT:
EMB-505

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
47-00	Landing Lights (Cont'd)					
	(For airplanes equipped with LED Landing Lights) (Cont'd)	**C**	**2**	**1**	One may be inoperative provided at least one Taxi Light is operative. NOTE: Landing Lights are considered inoperative when any individual LED light bulb is inoperative.	|
		C	**2**	**0**	One or both may be inoperative provided airplane is not operated at night. NOTE 1: Landing Lights are considered inoperative when any individual LED light bulb is inoperative. NOTE 2: Landing Lights will be unavailable for Emergency Autoland.	|
		C	**2**	**0**	Both may be inoperative provided both Taxi Lights are operative. NOTE 1: Landing Lights are considered inoperative when any individual LED light bulb is inoperative. NOTE 2: Landing Lights will be unavailable for Emergency Autoland.	|
47-01	LoPresti Boom Beam HID Landing Light System (STC No. ST02893AT)	**C**	**4**	**0**	May be inoperative provided airplane is not operated at night.	
		C	**4**	**1**	Up to three landing lights may be inoperative and the airplane operated at night.	
		C	**4**	**0**	May be inoperative provided both taxi lights are operative.	

AIRCRAFT:
EMB-505

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
48-00	Navigation Lights	**C**	**4**	**0**	Any or all may be inoperative for operations between sunrise and sunset.	
49-00	Anti-Collision Lights	**B**	**2**	**1**		
52-01	Emergency Light Battery	**C**	**2**	**1**	(M) May be inoperative provided: a) Flashlight is operative for each crewmember, and b) Affected battery is deactivated.	|
		C	**2**	**1**	(M) May be inoperative provided: a) Operations are not conducted at night, and b) Affected battery is deactivated.	|
		C	**2**	**0**	(O) May be missing or inoperative provided: a) No passengers are carried, b) Only authorized persons are carried as per 14 CFR for non-passenger carrying operations, and c) Alternate procedures are established and used.	|
52-07	Emergency Airstair Step Lights	**C**	**2**	**0**	Both may be inoperative for operations between sunrise and sunset.	
		C	**2**	**1**		
52-09	Overwing and Underwing Emergency Lights	**C**	**2**	**0**	One or both may be inoperative for operations between sunrise and sunset.	

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
11-01	Integrated Electronic Standby Instrument (IESI)					
-01	Standby Attitude Indicator	**C**	**-**	**0**	May be inoperative provided not required by 14 CFR.	
		B	**-**	**0**	May be inoperative provided: a) Operations are conducted in day Visual Meteorological Conditions (VMC) only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
-02	STD Baro Button	**C**	**1**	**0**	May be inoperative provided BARO Knob on the IESI operates normally.	
-03	Brightness Buttons	**C**	**2**	**0**	May be inoperative provided brightness level is acceptable to the crew.	
-04	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 Indicator 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) RVSM operations are not conducted. NOTE: AP is inoperative with one AHRS inoperative.	

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
23-01	Standby Magnetic Compass System	**B**	**1**	**0**	(O) May be inoperative provided: a) Any combination of two Gyro or Inertial Navigation System (INS) Inertial Reference Unit (IRU) Stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by air traffic control (ATC) on the enroute portion of the flight.	
26-00 ***	Inertial Reference System (IRS)	**C**	**1**	**0**	May be inoperative provided: a) IRS is not used as primary navigation source, and b) Procedures do not require its use.	|
31-00 ***	Radar Altimeter System					
	For Airplanes Not Equipped with Predictive Windshear	**A**	**1**	**0**	(M)(O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) Class A Terrain Awareness and Warning System (TAWS-A) is considered inoperative, d) Traffic Alert and Collision Avoidance System (TCAS II) is considered inoperative, e) Alternate procedures are established and used, and f) Repairs are made within 2 flight-days. NOTE: Radar Altimeter System will be unavailable for Emergency Autoland. (Continued)	|

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
31-00 ***	Radar Altimeter System (Cont'd)					
	For Airplanes Equipped with Predictive Windshear	**A**	**1**	**0**	(M)(O) May be inoperative provided: a) Radar Altimeter is deactivated, b) Operations do not require its use, c) TAWS-A is considered inoperative, d) TCAS II is considered inoperative, e) Predictive Windshear (PWS) function is considered inoperative, f) Alternate procedures are established and used, and g) Repairs are made within 2 flight-days. NOTE: Radar Altimeter System will be unavailable for Emergency Autoland.	|
32-00	VHF Navigation System					
-01	Very High Frequency Omni-Directional Range (VOR)/Instrument Landing System (ILS)	**C**	**2**	**-**	Any in excess of those required by 14 CFR may be inoperative.	
-02	Marker Beacon	**C**	**2**	**0**	May be inoperative provided approach operating procedures do not require its use.	

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-00 ***	Class A Terrain Awareness and Warning System (TAWS-A)					
-01	Ground Proximity Warning System (GPWS)	**A**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1–4	**A**	**4**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	**A**	**1**	**0**	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Glideslope Deviation(s) (Mode 5)	**C**	**-**	**1**		
		B	**-**	**0**		
d)	Advisory Callouts	**B**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		C	**-**	**0**	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Function	**B**	**1**	**0**	(O) May be inoperative provided alternate procedure are established and used.	
-03	Terrain Displays	**C**	**-**	**1**		
		B	**-**	**0**		

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
41-10 ***	Class B Terrain Awareness and Warning System (TAWS-B)					
-01	GPWS	**A**	**1**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
a)	Modes 1 and 3	**A**	**2**	**0**	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight-days.	
b)	Test Mode	**A**	**1**	**0**	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight-days.	
c)	Modes 2, 4, and 5	**C**	**3**	**0**		
d)	Advisory Callouts	**B**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
		C	**-**	**0**	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA)Function	**B**	**1**	**0**		
-03	Terrain Displays	**C**	**-**	**0**		

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
42-00 ***	Weather Radar System	**D**	**-**	**0**		
-01 ***	PWS Function	**D**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	
43-00 ***	Traffic Alert and Collision Avoidance System (TCAS II)	**B**	**-**	**0**	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	**-**	**0**	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
-01	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	**C**	**2**	**1**	May be inoperative on the non-flying pilot side provided: a) TA and RA Visual Display is operative on the flying pilot side, and b) TA and RA Audio Function is operative on the flying pilot side.	
-02	RA Display System(s)	**C**	**2**	**1**	May be inoperative on non-flying pilot side.	
		C	**-**	**0**	(O) May be inoperative provided: a) TA Visual Display and Audio Functions are operative, b) TA ONLY Mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
-03	TA Display System(s)	**C**	**-**	**0**	(O) May be inoperative provided: a) RA Visual Display and Audio Functions are operative, and b) Enroute or approach procedures do not require its use.	

(Continued)

AIRCRAFT:
EMB-505

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
43-00 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
-04	Audio Functions	**B**	**1**	**0**	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
-05 ***	Airspace Selection Function	**C**	**-**	**0**		
46-00 ***	Surface Watch	**C**	**1**	**0**		
46-10 ***	Stabilized Approach	**C**	**-**	**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**		
51-00	Distance Measuring Equipment (DME) Systems	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-00	ATC Transponders and Automatic Altitude Reporting Systems	**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. NOTE 1: Automatic Dependent Surveillance-Broadcast (ADS-B) OUT is inoperative when transponder inoperative. NOTE 2: The affected ATC transponder(s) will be unavailable for Emergency Autoland.	|
		D	**-**	**1**	Any in excess of those required by 14 CFR may be inoperative. NOTE: The affected ATC transponder(s) will be unavailable for Emergency Autoland.	|
52-01 ***	ADS-B System (In and Out)					|
		B	**-**	**0**	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE 1: Any ADS-B function that operates normally may be used. NOTE 2: ADS-B out will be unavailable for Emergency Autoland.	|
		C	**-**	**1**	One may be inoperative.	

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-01 ***	ADS-B System (In and Out) (Cont'd)					
		D	**-**	**0**	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE 1: Any ADS-B function that operates normally may be used. NOTE 2: ADS-B out will be unavailable for Emergency Autoland.	|
-01 ***	ADS-B Out Extended Squitter	**B**	**-**	**0**	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE 1: Any ADS-B Out function that operates normally may be used. NOTE 2: ADS-B Out will be unavailable for Emergency Autoland.	|
		C	**-**	**1**	One may be inoperative.	|
		D	**-**	**0**	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE 1: Any ADS-B Out function that operates normally may be used. NOTE 2: ADS-B Out will be unavailable for Emergency Autoland. (Continued)	|

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
52-01 ***	ADS-B System (In and Out) (Cont'd)					
-02 ***	ADS-B Out UAT Transmissions				Deleted, Revision 3	|
-03 ***	ADS-B In	**C**	**-**	**0**	(O) May be inoperative provided alternate procedures are established and used.	|
					NOTE: Any ADS-B In function that operates normally may be used.	|
		D	**-**	**0**	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS-B In function that operates normally may be used.	|
53-00 ***	Automatic Direction Finder (ADF)	**C**	**-**	**0**	May be inoperative provided navigation procedures for the planned routes to be flown are not dependent upon use of the affected ADF.	
		B	**-**	**0**	(O) May be inoperative provided alternate approved navigational equipment is operative and used.	
		D	**-**	**-**	Any in excess of those required by 14 CFR 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**	May be inoperative.	|
					NOTE: Satellite Weather / Radio System will be unavailable for Emergency Autoland.	| | |

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Flight Management System (FMS)					
-01	Navigation Database					|
	(For airplanes not equipped with Emergency Autoland)	**A**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The International Civil Aviation Organization (ICAO) Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not an authorized MMEL relief per 14 CFR. (Continued)	|

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Flight Management System (FMS) (Cont'd)					
-01	Navigation Database (Cont'd)					
	(For airplanes equipped with Emergency Autoland)	**A**	**-**	**0**	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The International Civil Aviation Organization (ICAO) Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, e) Emergency Autoland is considered inoperative, and f) It is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not an authorized MMEL relief per 14 CFR.	|
-02 ***	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)

AIRCRAFT:
EMB-505

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
61-00	Flight Management System (FMS) (Cont'd)					
-03 ***	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.	
-04 ***	Takeoff and Landing Data (TOLD) Function					
	(For airplanes equipped with G3000 Avionics System Version 3305.12 and before)	**C**	**2**	**0**	(O) One or both may be inoperative provided alternate procedures are established and used.	|
		D	**2**	**0**	One or both may be inoperative provided procedures do not require their use.	|
	(For airplanes equipped with G3000 Avionics System Version 3305.16 and on)	**C**	**2**	**0**	(O) One or both may be inoperative provided: a) Performance data shall be available to flightcrew, and b) Alternate procedures are established and used. NOTE: No intermixing of data sources is permitted during a specific phase of flight.	|
		D	**2**	**0**	One or both may be inoperative provided procedures do not require their use.	|
61-01	FMS Panel (Only for G1000 Avionic System-Equipped Airplanes)	**D**	**1**	**0**	(O) May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:
EMB-505

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
01-01	Cylinder Pressure Gauge	**C**	**1**	**0**	(M) May be inoperative provided: c) Gauge is inspected for no leakage, and d) Alternate procedures to measure the Oxygen Cylinder pressure for servicing must be established.	
01-02	Pressure and Temperature Transducer	**B**	**1**	**0**	(O) May be inoperative provided: a) Cylinder Pressure Gauge is operative, and b) Oxygen pressure is checked in Cylinder before each flight.	
01-03	Overboard Discharge Indicator (Green Disk)	**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 Mask	**C**	**2**	**1**	For single-pilot operations, co-pilot Mask may be inoperative (no flow) provided the co-pilot Seat is not occupied.	
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 10,000 ft MSL.	

(Continued)

AIRCRAFT:
EMB-505

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Passenger Oxygen System (Cont'd)					
		C	**1**	**0**	(O) May be inoperative provided: a) Flight is conducted at or below 10,000 ft MSL, b) Flightcrew Oxygen System operates normally, c) ECSs operate normally, and d) Cabin Pressure Control System operates normally.	
-01	Passenger Auto Deployment Function	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Flight is conducted at or below 30,000 ft MSL, b) Manual Deployment Function is verified operative once each flight-day, and c) Both Air Bleed Sources operate normally.	
21-01	Passenger Oxygen Masks	**C**	**-**	**0**	(O) May be inoperative provided affected Seat is placarded and BLOCKED to prevent occupancy.	
31-01	Portable Protective Breathing Equipment (PBE) ***	**D**	**-**	**-**	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative PBE remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative PBEs, removed from a certified location or removed from the aircraft are subject to 49 CFR dangerous goods regulations.	
	(Tamper Seals or Tags) ***	**C**	**-**	**-**	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

AIRCRAFT:
EMB-505

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

36. Pneumatic

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Engine Pneumatic Bleed System	**C**	**2**	**1**	(O) May be inoperative provided: a) Associated Engine Bleed remains selected OFF, b) Airplane is not operated in known or forecast icing conditions, and c) Airplane is operated at or below FL 250.	
11-01	Pressure Regulating Shutoff Valve (PRSOV)	**C**	**2**	**1**	(M)(O) May be inoperative provided: a) Associated Engine Bleed remains selected OFF, b) Affected PRSOV is secured CLOSED, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is operated at or below FL 250.	
11-03	Air Management System (AMS) Controller Channel	**C**	**2**	**1**	(O) May be inoperative provided airplane is operated at or below FL 250.	
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**	(M)(O) May be inoperative provided: a) XBLEED Switch remains selected OFF, and b) Cross Bleed Valve is secured CLOSED.	

AIRCRAFT:
EMB-505

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
21-01 ***	Lavatory Potable Water System	**C**	**1**	**0**	(M) May be inoperative provided: a) System is drained, and b) Procedures are established to ensure that system is not serviced.	
30-00	Lavatory Waste System (For Airplanes Equipped with Recirculating Toilet System)	**C**	**-**	**-**	(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. NOTE: Any portion of the system, which operates normally, may be used.	|
		C	**-**	**-**	(M) Associated lavatory system may be inoperative provided: a) Associated components are deactivated or isolated to prevent leaks, b) Associated Lavatory door is secured CLOSED and placarded “INOPERATIVE – DO NOT ENTER.” NOTE: These provisions are not intended to prohibit inspections by crewmembers.	
32-00	Vacuum Waste System (For Airplanes Equipped with Vacuum Waste System)	**C**	**1**	**0**	(M) May be inoperative provided: a) Waste system is deactivated, and b) System components are verified not to have leaks.	|

AIRCRAFT:
EMB-505

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

38. Water/Waste

Sequence No.	Item	1	2	3	4	Change Bar
32-13	Rinse Valve (For Airplanes Equipped with Vacuum Waste System)	**C**	**1**	**0**	(M) May be inoperative closed provided system components are verified not to have leaks. NOTE 1: Any portion of the system which operates normally may be used. NOTE 2: There will be no water available to flush the toilet.	|
32-21	Vacuum Pump (For Airplanes Equipped with Vacuum Waste System)	**C**	**1**	**0**	(M)(O) May be inoperative provided: a) Pump is deactivated, and b) Procedure is established to advise the passengers not to use the lavatory on ground and below 14,000 ft in flight.	|
32-32	Waste Tank Level Sensor (For Airplanes Equipped with Vacuum Waste System)	**C**	**2**	**1**	85% or 100% sensor may be inoperative.	|
32-52	Rinse Water Tank Level Sensor (For Airplanes Equipped with Vacuum Waste System)	**C**	**1**	**0**	(M) May be inoperative provided: a) Rinse Water System is deactivated, and b) Rinse Water tank is drained. NOTE 1: Any portion of the system which operates normally may be used. NOTE 2: There will be no water available to flush the toilet.	|

AIRCRAFT:
EMB-505

TABLE KEY

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

44. Cabin Systems

Sequence No.	Item	1	2	3	4	Change Bar
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.	

AIRCRAFT:
EMB-505

TABLE KEY

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

46. Information Systems

Sequence No.	Item	1	2	3	4	Change Bar
21-00	Flight Stream 510 ***	**D**	**1**	**0**	May be inoperative or missing.	

AIRCRAFT:
EMB-505

TABLE KEY

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
11-00	Main Door Locking and Actuating Mechanism					
-01	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**	(M)(O) 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.	
-02	Lock Indication Visor	**D**	**2**	**0**	(M)(O) 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.	
46-00	Keyed Locks	**C**	**-**	**0**	(O) May be inoperative provided associated door or access panel is verified closed and latched prior to each flight.	

AIRCRAFT:
EMB-505

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

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
70-00	Doors Warning System (CAS Indication)					
-01	Passenger Door Warning System (CAS Indication)	**C**	**1**	**0**	(O) May be inoperative provided before each flight: a) Door is verified closed and LATCHED, b) The eight Latches' Visual Indicators are checked and confirmed CLOSED, and c) The two Lock Indicator Flags are checked and confirmed CLOSED.	
-02	Forward Baggage Door Warning System (CAS Indication)	**C**	**1**	**0**	(O) May be inoperative provided before each flight: a) Affected Door is verified closed and LATCHED, and b) Locking Latches are inspected for correct engagement.	
-03	Aft Baggage Door Warning System (CAS Indication)	**C**	**1**	**0**	(O) May be inoperative provided before each flight: a) Affected Door is verified closed and LATCHED, and b) Locking Latches are inspected for correct engagement.	
-04	Emergency Door Warning System (CAS Indication)	**C**	**1**	**0**	(O) May be inoperative provided the Door is verified closed and LATCHED before each flight.	

AIRCRAFT:
EMB-505

TABLE KEY

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

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
21-01	Full-Authority Digital Engine Control (FADEC)					
-01	System Faults	**A**	**2**	**0**	May be dispatched with System Faults provided repairs are made in accordance with times established by engine manufacturer. No extensions are authorized. NOTE: 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 FADECs.	
33-00	Fuel Flow Indication	**B**	**2**	**1**	(O) May be inoperative provided: a) Both Wings Fuel Quantity Indications on EIS are operative, and b) Used fuel information on Synoptic Fuel Page and remaining fuel information on FMS are not used by flightcrew.	
34-01	Fuel Filter Impending Bypass Switch	**A**	**2**	**1**	(M) One may be inoperative for one flight provided: a) After affected engine shutdown, the E1(2) FUEL IMP BYP message is still displayed, b) All engine parameters are operative, and c) Fuel Filter is inspected for no contamination.	

AIRCRAFT:
EMB-505

TABLE KEY

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

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
00-00	Ignition Channels	**C**	**4**	**2**	(O) One Channel per engine may be inoperative provided ENG IGNITION Switches are moved to ON for ground starts.	

AIRCRAFT:
EMB-505

TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
21-03	Engine Inlet Temperature (TT0) Inlet Total Air Temperature Heating System	**C**	**2**	**1**	One may be inoperative provided airplane is not operated in known or forecast icing conditions.	

AIRCRAFT:
EMB-505

TABLE KEY

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
00-01	Chip Detected	**A**	**2**	**1**	May be dispatched with system faults provided: a) Indication is 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 are operative, e) No engine oil filter impending bypass indication, and f) Repairs are made within 10 engine flight-hours or in two flights after initial indication, whichever occurs first. No extensions are authorized.	
34-00	Oil Filter Impending Bypass Indicator	**A**	**2**	**1**	(M) May be inoperative in one engine only provided: a) After affected engine shutdown, the E1(2) OIL IMP BYP message is still displayed, b) All engine parameters are operative, c) No engine chip indication on either engine in the previous 50 engine flight-hours, d) Oil level is checked at maximum, 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 f) Repairs are made within 10 calendar-days. No extensions are authorized.	

AIRCRAFT:
EMB-505

TABLE KEY

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

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
35-01	Chip Detector Sensor	**A**	**2**	**1**	(M) May be inoperative in one engine only provided: a) E1(2) CHIP DETECTED message is not displayed on engine maintenance page, b) No engine chip indication on either engine in the previous 50 engine flight hours, c) All engine parameters are operative, d) No engine oil filter impending bypass indication, 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 f) Repairs are made within 30 calendar-days. No extensions are authorized.	

AIRCRAFT:
EMB-505

TABLE KEY

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

90. Recovery

Sequence No.	Item	1	2	3	4	Change Bar
31-00 ***	Emergency Autoland	**D**	**1**	**0**	(O) May be inoperative provided passengers are appropriately briefed.	|
a)	System faults	**D**	**-**	**-**	May be dispatched with EMER AUTOLAND FAULT advisory CAS message displayed. NOTE: Emergency Autoland System is operative and may be used.	|
31-01 ***	Emergency Autoland Button	**D**	**1**	**0**	(O) May be inoperative provided passengers are appropriately briefed. NOTE: Emergency Autoland Manual mode activation will be unavailable	|