

European Aviation Safety Agency
MASTER MINIMUM EQUIPMENT LIST

EMB-500

This Master Minimum Equipment List (MMEL) is accepted by the European Aviation Safety Agency (EASA) at the below revision and is recommended for approval as the basis of the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this type as certified by the European Aviation Safety Agency and operated under the jurisdiction of EASA member states National Authorities.

Signed by



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for and on behalf of EASA



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MMEL-3667

JUNE 22, 2009

REVISION 2 – MARCH 29, 2011



**EASA APPROVED MASTER MINIMUM EQUIPMENT LIST
(MMEL-3667)**

LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION
1 APR 30, 10	31-1 and 31-2 34-3	Update remarks for item 31-61-01. Include new item 34-43-00.
2 MAR 29, 11	21-1 and 21-2 21-2 23-1, 23-2, 23-3 and 23-4 23-4 23-5 25-4 30-2 31-1 31-3 34-3 34-4 73-1 and 73-2 74-1 77-1 79-1	Include new item 21-21-01 Include new item 21-23-05 Update remarks for item 21-31-00 Include new item 23-11-00 Include new item 23-15-00 Include new item 23-21-00 Include new item 23-23-00 Editorial correction of item 25-62-06 Update of item 30-31-01 Added new item 31-60-00 Include new dispatch for item 31-61-01 Included new sub-item for item 31-61-01 Include new item 34-43-00 Include new item 34-53-00 Include new item 73-34-01 Include new item 74-00-00 Include new item 77-00-00 Delete item 79-00-01 Update remarks of item 79-35-01



LIST OF EFFECTIVE PAGES

ORIGINAL 0 JUN 22, 2009
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* LOR-1	REVISION 2	25-1	ORIGINAL
* LEP-1	REVISION 2	25-2	ORIGINAL
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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 EASA Aircraft Certification Office. The EASA 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 applicable operating rules.



- 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) "ER" refers to extended range operations of a two-engine airplane which has a type design approval for ER operations and complies with the provisions of IEM/OPS 1245 (a).
- 8) "Joint Aviation Regulations" (JAR) means the applicable portions of the Joint Aviation Authority.
- 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 AMM.

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 MEL document.

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 defined in applicable regulations.



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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 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.

24) NOT APPLICABLE.

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.

26) NOT APPLICABLE.

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 original 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) NOT APPLICABLE.



PREAMBLE

The following is applicable for operators under JAA or European operating regulations (JAR-OPS or EU-OPS). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the Operating Requirements must be operative. However, the Regulations also permit the use 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 aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The JAA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilisation and thereby provide more convenient and economic air transportation for the public. The JAA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the JAA 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's MELs, which take into consideration the operator's particular aircraft equipment configuration and operational conditions. 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 permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft 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 rectification's can be accomplished. It is important that rectifications 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. **Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. Therefore operators, with the approval of their authority, may consider use of the referenced procedure as being within the scope of this MMEL.** The MEL provides for release of the aircraft for flight with inoperative equipment.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by the applicable 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. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

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

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Airplane		Revision 2		Page 21-1	
PHENOM 100					
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	
				4. Remarks and/or exceptions	
21 AIR CONDITIONING					
00-00	Environment Control System Synoptic Display (MFD ECS Page)	C	1	0	(O) MFD Indications not required elsewhere in the MMEL may be inoperative.
21-01	Flow Control Shutoff Valve (FCSOV)	C	2	1	(O) (M) May be inoperative provided: a) BLEED switch command to Ram Air Valve is checked operative, b) Takeoff is performed with bleeds OFF, c) BLEED switch is set to the opposite side after takeoff, d) Affected bleed is considered unavailable, e) The airplane is operated at or below FL 250, and f) Airplane is not operated into 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: a) Ground operations with doors closed are limited to 30 minutes, b) Bleeds are selected OFF on ground operations, c) Available Bleeds are selected ON after takeoff, d) Airplane is not operated into known or forecast icing conditions, and e) Vapor Cycle System (VCS) is considered inoperative on ground.

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PHENOM 100		21-2

System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
21 AIR CONDITIONING					
31-00 Cabin Pressure Control System					
1) Automatic Control	C	1	0		(O) May be inoperative provided: a) The airplane is operated 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.
2) Manual Control	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.
(Continued)					

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Airplane		Revision 2		Page	
PHENOM 100				21-3	
System & Sequence Number	ITEM	1.	2. Number installed		4. Remarks and/or exceptions
			3.	3. Number required for dispatch	
21 AIR CONDITIONING					
31-00	Cabin Pressure Control System (Continued)				
	4) Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided that for landing field elevation above 8000 ft, the airplane is manually depressurized before landing.
31-02	Outflow Valve (OFV)	C	1	0	(O) (M) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 10000 ft.
31-03	Negative Pressure Relief Valve (NPRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
31-04	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
31-05	Pressure Relief Valve (PRV) Pressure Line	C	1	0	(O) May be blocked or not heated provided flight is conducted unpressurized at or below 10000 ft.
52-00	Vapor Cycle System (VCS)	C	1	0	May be inoperative provided Ground operations are limited to 30 minutes for OAT above 19°C.

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PHENOM 100					
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
21 AIR CONDITIONING					
52-04	Evaporator Fans				
	1) Cabin Fan	C	1	0	
	2) Cockpit Fan	C	1	0	May be inoperative provided: a) Cabin fan is operative, b) Vapor Cycle System is operative, and c) Ground operations are limited to 30 minutes for OAT above 22°C.
		C	1	0	May be inoperative provided: a) Cabin fan is operative, and b) Ground operations are limited to 30 minutes for OAT above 19°C.
53-00	Avionics Cooling				Refer to item 31-41-07.
61-00	Temperature Control System – Automatic Control	C	1	0	(O) May be inoperative provided: a) Both pressure regulating and shutoff valves (PRSOV) are checked operative, b) Temperature Sensor indication on MFD operates normally, and c) Temperature Control Manual mode is used and verified operative before each flight.

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Airplane	Original	Page			
PHENOM 100		22-1			
System & Sequence Number	ITEM	1. Number installed	2. Number required for dispatch	3. Number required for dispatch	4. Remarks and/or exceptions
22 AUTO FLIGHT CONTROL SYSTEM					
10-00	Autopilot System	B	1	0	<p>May be inoperative provided operations are conducted using a second in command.</p> <p>NOTE: RVSM operation is not allowed.</p>
10-01	Flight Director	C	2	1	<p>(O) If flight director is required, PFDs must be coupled to operative one.</p> <p>NOTE: Navigation and Approach modes sources are selected only through the PFD on the side of the operative flight director, unless CDIs are synchronized.</p>
		B	2	0	<p>May be inoperative provided operations do not require autopilot use.</p>
10-02	Yaw Damper Function	C	1	0	<p>May be inoperative provided the airplane is operated at or below FL 250/250 kt.</p>
11-01	Guidance Panel (GP)				
	1) Course Buttons (CRS)	C	2	0	<p>May be inoperative provided operations do not require its use.</p>
	2) Flight Director (FD) Buttons	C	2	0	<p>May be inoperative provided operations do not require its use.</p>
	3) Autopilot (AP) Button	C	1	0	<p>May be inoperative provided autopilot is considered inoperative.</p>
(Continued)					

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PHENOM 100				22-2	
System & Sequence Number	ITEM	1. Number installed			4. Remarks and/or exceptions
		3. Number required for dispatch			
22 AUTO FLIGHT CONTROL SYSTEM					
11-01	Guidance Panel (GP) (Continued)				
	4) Yaw Damper (YD) Button	C	1	0	(O) May be inoperative provided autopilot is operative and engaged above FL 250/250 kt.
		C	1	0	May be inoperative provided the airplane is operated at or below FL 250/250 kt.
	5) Couple (CPL) Button	C	1	0	
	6) Navigation (NAV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
	7) Heading (HDG) Mode Button	-	1	0	May be inoperative provided autopilot is considered inoperative.
	8) Approach (APR) Mode Button	C	1	0	May be inoperative provided approach minimums do not require its use.
	9) Bank Limiter (BANK) Button	C	1	0	
	10) Heading Selector (HDG SEL) Knob	-	1	0	May be inoperative provided autopilot is considered inoperative.
	11) Heading Synchronization (PUSH SYNC) Button	C	1	0	
(Continued)					

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PHENOM 100				22-3	
System & Sequence Number	ITEM	1.	2. Number installed		4. Remarks and/or exceptions
			3. Number required for dispatch		
22 AUTO FLIGHT CONTROL SYSTEM					
11-01	Guidance Panel (GP) (Continued)				
	12) Flight Level Change (FLC) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
	13) Vertical Navigation (VNV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
	14) Altitude Hold (ALT) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
	15) Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
	16) Vertical Speed (VS DN UP) Thumb Wheel	C	1	0	May be inoperative provided operations do not require its use.
	17) Airspeed to Mach (PUSH IAS/MACH) Change Button	C	1	0	
	18) Altitude Selector (ALT SEL) Knob	-	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.

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Airplane		PHENOM 100		Original	Page 22-4
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
				4. Remarks and/or exceptions	
22 AUTO FLIGHT CONTROL SYSTEM					
11-21	AP/FD CWS Disc Button	C	2	0	May be inoperative in not active position.
11-22	Autopilot/Trim Disengage (AP/YD/TRIM DISC) Button				
	(Single Pilot Operations)	C	2	1	Copilot side may be inoperative in not active position.
	(Two Pilot Operations)	C	2	1	Either side may be inoperative in not active position provided operative button is on flying pilot's side.
11-23	Takeoff/Go-Around (TOGA) Button	C	2	1	One may be inoperative in not active position.
		C	2	0	(O) May be inoperative in not active position provided alternate procedures are established and used.

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PHENOM 100				23-1	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	
		4. Remarks and/or exceptions			
23 COMMUNICATIONS					
11-00	High Frequency (HF) Communication System	D	-	-	Any in excess of those required by local regulations may be inoperative.
***		C	-	1	(O) Any in excess of one may be inoperative for flight on a route that requires two Long Range Communication Systems, provided: a) SATCOM air-ground communications with Air Navigation Service Provider(s) are available for the intended route, b) SATCOM Voice or Data transfer functions are operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, and

(Continued)

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Airplane		Revision 2		Page 23-2
PHENOM 100				
System & Sequence Number	ITEM	1.	2.	3. Number required for dispatch
				4. Remarks and/or exceptions
23 COMMUNICATIONS				
11-00	High Frequency (HF) Communication System (Continued)	C	- 1	d) Alternate communication procedures are established and used. NOTE 1: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate Air Navigation Service Provider(s). NOTE 2: For intended routes, consider the need for ACAS.
***		A	- 1	(O) Any in excess of one may be inoperative for a maximum of 3 calendar days for flight on a route that requires two Long Range Communication Systems, provided alternate communication procedures are established and used. NOTE 1: When the route enters airspace for which an In Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure. NOTE 2: For intended routes, consider the need for ACAS.
(Continued)				

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PHENOM 100				
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch
				4. Remarks and/or exceptions
23 COMMUNICATIONS				
11-00	High Frequency (HF) Communication System (Continued)	A	- 0	(O) One or more may be inoperative for a maximum of 3 calendar days for flight on a route that requires two Long Range Communication Systems provided: a) SATCOM air-ground communications with Air Navigation Service Provider(s) for the intended route, b) SATCOM voice function is operative, c) Prior to each flight, coordination with the appropriate Air Navigation Service Provider(s) is established where INMARSAT codes, or equivalent, are not available whilst using SATCOM voice function, d) Prior to each flight, permission is obtained from the appropriate Air Navigation Service Provider(s) to communicate via SATCOM only, and

(Continued)				

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Airplane		Revision 2		Page	
PHENOM 100				23-4	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
23 COMMUNICATIONS					
11-00	High Frequency (HF) Communication System (Continued)	A	- 0	0	<p>e) Alternate communication procedures are established and used.</p> <p>NOTE 1: When operative, use of SATCOM Data transfer function should be part of these procedures.</p> <p>NOTE 2: When the route enters airspace for which an In Flight Blind Broadcast Procedure exists, select the appropriate I.F.B.F. VHF frequency and apply the procedure.</p> <p>NOTE 3: For intended routes, consider the need for ACAS.</p>

12-00	Very High Frequency (VHF) Communication System	C	2	1	VHF 2 may be inoperative, provided the flight is conducted under VFR over routes navigated by reference to visual landmarks.
15-00	Data Link Management System – Satellite Communication (SATCOM) Function	D	-	0	May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS					
21-00	Selective Call System (SELCAL)	D	-	0	

23-00	Data Link Management System – Maintenance Data Transmittal Function	D	-	0	

51-01	Audio Panel				
	1) Annunciators LEDs	D	-	-	(O) May be inoperative provided associated function is checked operative by alternate means.
	2) INTR COM Button (Single Pilot Operations)	D	2	0	
	3) PA Button	D	2	0	
	4) CABIN Button	D	2	0	
	5) MUSIC Button	D	2	0	
	6) PLAY Button	D	2	0	
	7) Display Backup Buttons (Single Pilot Operations)	D	2	1	
51-02	Cockpit Speakers (Single Pilot Operations)	D	2	1	Copilot side may be inoperative.
					Copilot side speaker may be inoperative, provided pilot headset is operative and used.

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System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
23 COMMUNICATIONS					
51-07 PTT Switches (Single Pilot Operations)	D	4	2	Both copilot side switches (glareshield and yoke) may be inoperative.	
(Two Pilot Operations)	B	4	2	(M) One in each side may be inoperative, may be inoperative provided the affected switch is either verified failed open or is deactivated.	
51-09 Headset with Boom Microphones (Single Pilot Operations)	D	2	1	Copilot side may be inoperative.	
51-11 Hand Microphones (Single Pilot Operations)	D	-	1	Copilot side may be inoperative.	
(Two Pilot Operations)	C	-	0		

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PHENOM 100				24-1	
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			3. Number required for dispatch		
		4. Remarks and/or exceptions			
24 ELECTRICAL POWER					
00-00	Electrical Synoptic Display (MFD Electrical Page)	C	1	0	(O) MFD Indications not required 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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				4. Remarks and/or exceptions	
25 EQUIPMENT/ FURNISHINGS					
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.
	4) Headrests	C	2	0	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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PHENOM 100				25-2	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
25 EQUIPMENT/ FURNISHINGS					
12-09 ***	Cockpit Sunvisor	D	2	0	May be inoperative or missing provided there are no visual restrictions to affected crewmember.
12-10 ***	Cockpit Sunshades	D	2	0	May be inoperative or missing provided there are no visual restrictions to affected crewmember.
20-00	Passenger Convenience Items	D	-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment and overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the air carrier's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered convenience items.

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25 EQUIPMENT/ FURNISHINGS					
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 aircraft aisle, and</p> <p>c) The affected seat(s) are blocked and placarded as not to be occupied.</p> <p>NOTE: A seat with an inoperative seat belt is considered inoperative.</p>
	1) Recline Function	D	-	-	May be inoperative provided the seat is failed locked in the upright position.
61-00	Emergency Locator Transmitter	A	1	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
62-01	First Aid Kit (FAK)	A	-	-	If more than one is required, only one of the required first aid kits may be incomplete for a maximum of 2 calendar days.
		D	-	-	Any in excess of those required by local regulations may be inoperative or missing.

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PHENOM 100					
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
25 EQUIPMENT/ FURNISHINGS					
62-02	Life Vests ***	D	-	-	(M) Any in excess of those required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of operative lifejackets is maintained.
62-05	Flashlights	C	-	-	One or more may be inoperative provided each required crew member assigned to affected position has an operative flashlight.
62-06	Protective Breath Equipment (PBE) ***	D	-	-	(M) (O) Any in excess of those required may be inoperative or missing provided: a) Required distribution of operative unit is maintained throughout the airplane, b) The inoperative PBE and its location is placarded inoperative, removed from the airplane or retained in an approved stowage , and placed out of sight so it cannot be mistaken for a functional unit, and c) Procedures are established and used to alert crew members of inoperative or missing equipment.

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

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PHENOM 100				28-1	
System & Sequence Number	ITEM	1.	2. Number installed		
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28 FUEL					
00-00	Fuel System Synoptic Display (MFD Fuel Page)	C	1	0	(O) MFD Indications not required elsewhere in the MMEL may be inoperative.
11-05	Fuel Drain Valves	C	2	1	(O) May be inoperative (closed) provided: a) The affected valve is checked for no leakage, and b) No water is found on the opposite tank before each flight day.
11-07	Fuel Dump Valves	D	2	0	(M) May be inoperative (open) provided the affected valve is checked for no leakage.
11-09	Gravity Fuel Caps	C	2	1	(O) (M) May be inoperative (locked) provided: a) Cap is checked for no leakage, b) If refueling is necessary, it must be done following single point refueling procedure limited to 60% tanks capacity, and c) Fuel Quantity Indication system is operative.

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		Number installed		Number required for dispatch	Remarks and/or exceptions
28 FUEL					
41-00	Fuel Quantity Indicating System	B	2	1	(O) (M) May be inoperative provided: a) Airplane is refueled to full fuel capacity before first flight of the day, b) Fuel Used indication on MFD is operative and monitored throughout the flight, c) Both Fuel Flow indications are operative and monitored throughout the flight, and d) Both gravity fuel caps operates normally.
45-01	Fuel Low Pressure Switches	B	2	1	(O) One may be inoperative provided the on side DC pump is selected ON throughout the flight.

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

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System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
30 ICE AND RAIN PROTECTION					
21-01	Nacelle Anti-Icing Valves	C	2	0	(O) (M) One or both may be inoperative provided: a) Both valves are secured open, and b) AFM anti-icing ON performance is used.
31-01	Static Ports Heaters	B	4	2	One per side may be inoperative provided: a) Flight is conducted under day VMC conditions, b) Airplane is not operated in known or forecast icing conditions, and c) Airplane is not operated in RVSM airspace.
31-02	Pitot Heater (Single Pilot Operations)	B	2	1	(O) One may be inoperative provided: a) Flight is conducted in day VFR conditions, b) Affected ADS is considered inoperative and operative ADS is confirmed as PFD 1 source, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in RVSM airspace.
(Continued)					

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4. Remarks and/or exceptions			
30 ICE AND RAIN PROTECTION			
31-02 Pitot Heater (Continued)			
(Two Pilot Operations)	B	2	1 (O) One may be inoperative provided: a) Flight is conducted in day VFR conditions, b) Affected ADS is considered inoperative and ADS-STBY is selected as affected PFD source, c) Airplane is not operated in known or forecast icing conditions, and d) Airplane is not operated in RVSM airspace.

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PHENOM 100				31-1	
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			3. Number required for dispatch		
			4. Remarks and/or exceptions		
31 INDICATING/RECORDING SYSTEMS					
22-01	Yoke Chronometer Pushbutton				
	(Single Pilot Operations)	D	2	1	Copilot side may be inoperative.
	(Two Pilot Operations)	D	2	0	Both may be inoperative, provided FDUs chronometer command buttons are operative.
31-01	Cockpit Voice and Data Recorder	D	1	0	Any in excess of those required may be inoperative.
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.

61-01	Flight Display Units (FDU)				
	(For airplanes with Garmin G1000 system version 0734.21 or later only)	C	3	2	(O) For single pilot operations, PFD 2 may be inoperative provided PFD 2 circuit breaker is pulled.
	(Single Pilot Operations)				
(Continued)					

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31 INDICATING/RECORDING SYSTEMS					
61-01	Flight Display Units (FDU) (Continued)				
(For airplanes Pre-Mod. SB 500-31-0003) (Two Pilot Operations)	C	3	2		(O) For operations requiring a second in command, MFD may be inoperative provided: a) HSDB switch is set to REV position, and b) MFD circuit breakers are pulled. NOTE: Weather radar information and control is not available with MFD inoperative.
(For airplanes Post-Mod. SB 500-31-0003 or with an equivalent modification factory incorporated) (Two Pilot Operations)	C	3	2		(O) 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) Both engines FADECs are considered with System Faults until the next MFD Status Page check (after the first flight with operative MFD). NOTE: Weather radar information and control is not available with MFD inoperative.
(Continued)					

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Airplane		Revision 2		Page	
PHENOM 100				31-3	
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31 INDICATING/RECORDING SYSTEMS					
61-01	Flight Display Units (FDU) (Continued)				
	1) Buttons and Knobs				
	(Single Pilot Operations)	C	-	-	Any PFD 2 button or knob may be inoperative or missing.
	(Two Pilot Operations)	C	-	-	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.
	2) Charts and Maps Database	C	-	0	May be out of currency provided:
	***				a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and
		D	-	0	b) Charts and maps database information is disregarded.
					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.

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			3. Number required for dispatch		
33 LIGHTS			4. Remarks and/or exceptions		
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) Dome light operates normally.
23-01	Passenger Warning Signs (Fasten Seat Belt/Turn Off PED)	C	-	-	(M) (O) No passenger seat may be occupied from which a "Fasten Seat Belt/Turn Off PED" sign is not readily legible and that seat must be blocked and placarded as not to be occupied.
		C	-	-	(M) (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, 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.

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				4. Remarks and/or exceptions	
33 LIGHTS					
31-00	Baggage Compartment Lights	D	2	0	
32-00	Service Compartment Lights	D	2	0	
41-00	Landing/Taxi Lights	C	2	0	May be inoperative for day operations.
		B	2	1	
43-00	Navigation/Anti- Collision Lights 1) Navigation Lights	C	2	0	May be inoperative for day operations.
44-01	Wing Inspection Light	B	1	0	May be inoperative for night operations provided alternate means is used to illuminate ice accretion on outside surfaces.
		D	1	0	
45-01	Red Beacon	C	1	0	(O) May be inoperative provided anti-collision lights are operative and turned ON before engine operation.

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PHENOM 100				34-1	
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34 NAVIGATION					
11-01	Integrated Electronic Standby Instrument (IESI)				
	1) Standby Attitude Indication	B	1	0	May be inoperative provided operations are conducted in Day VMC only.
	2) STD Baro Button	C	1	0	May be inoperative provided BARO knob on the IESI operates normally.
	3) Brightness Buttons	C	2	0	May be inoperative provided brightness level is acceptable to the crew.
	4) CAGE Button	B	1	0	(O) May be inoperative provided IESI is reinitialized before each flight.
		B	1	0	May be inoperative provided IESI attitude indication is considered inoperative.
21-00	Attitude and Heading Reference System (AHRS)	B	2	1	(O) One may be inoperative provided: a) Operations are conducted in Day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) IESI attitude is operative. NOTE: Autopilot is inoperative with one AHRS inoperative.

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4. Remarks and/or exceptions					
34 NAVIGATION					
23-01	Standby Magnetic Compass System	B	1	0	(O) May be inoperative provided: a) Both AHRS operate normally, and b) Flight is conducted under day VFR conditions.
32-00	VHF Navigation System				
	1) VOR	C	2	1	One may be inoperative provided: a) Both ADF (where required) and DME is operative, and b) FMS database is updated.
	2) ILS (or MLS)	B	2	0	May be inoperative for IFR operations, provided approach minima do not require their use.
		D	2	0	May be inoperative for VFR operations.
	3) Marker Beacon	B	2	0	May be inoperative provided approach operations do not require its use.
		D	2	0	May be inoperative for VFR operations.
41-00	Terrain Awareness and Warning System	C	1	0	

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			3. Number required for dispatch		
			4. Remarks and/or exceptions		
34 NAVIGATION					
42-00	Weather Radar System	C	-	0	May be inoperative provided the weather reports or forecasts available to the commander indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which could be detected by the system when in working order, are unlikely to be encountered in the intended route.

43-00	Traffic Collision and Avoidance System (TCAS I)	D	-	0	(M) May be inoperative provided the system is deactivated and secured.

43-00	Traffic Collision and Avoidance System (TCAS II)	C	-	0	(M) May be inoperative provided the system is deactivated and secured.

51-00	DME System	C	-	0	One or more may be inoperative provided navigation procedures for the planned routes to be flown, including approach to an alternate airport, if required, are not dependant upon the use of affected DME.
		D	-	-	Any in excess of those required may be inoperative.

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PHENOM 100				34-4	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
52-00	Transponder	A	- 0		(O) May be inoperative for a maximum of 5 flights provided: a) Permission is obtained from the Air Navigation Service Provider(s) along the route or any planned diversion, and b) Flight is conducted under VFR over routes navigated by reference to visual landmarks. NOTE: Mode C function is required to be operative for RVSM operations.
		D	- -		Any in excess of those required by local regulations may be inoperative.
53-00	Automatic Direction Finder (ADF)	B	- 0		(O) One or more may be inoperative provided alternate approved navigational equipment is operative and used.
***		C	- 0		May be inoperative provided navigation procedures for the planned routes to be flown are not dependant upon the use of affected ADF.
		D	- -		Any in excess of those required may be inoperative.
56-00	Global Positioning System (GPS)	C	2 1		One may be inoperative provided limitations stated in AFM are observed.

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34 NAVIGATION					
57-00	Satellite Weather/Radio System	D	1	0	
61-00	Flight Management System (FMS)				
	1) Navigation Databases	A	-	0	(O) One or more may be out of date for a maximum of 10 calendar days provided: a) Conventional (Non-RNAV) departure, arrival and approach procedures are used as an alternative to RNAV procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.

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PHENOM 100				34-6	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
34 NAVIGATION					
61-00	Flight Management System (FMS) (Continued)				
	1) Navigation Databases	C	-	0	(O) One or more may be out of date for the intended route where conventional (non-RNAV) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and b) Navigation database information is disregarded.
61-01	Flight Management System (FMS) Panel	C	1	0	May be inoperative provided operations are conducted using a second in command.

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4. Remarks and/or exceptions					
35 OXYGEN					
01-01	Cylinder Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Gauge is inspected for no leakage, and b) Alternates procedures to measure the oxygen cylinder pressure for servicing must be established.
01-02	Pressure and Temperature Transducer	B	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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4. Remarks and/or exceptions					
35 OXYGEN					
21-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
	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 once each flight day, and c) Both Air Bleed sources operate normally.
21-01	Passenger Oxygen Masks	C	-	0	(M) May be inoperative provided affected seat is placarded and blocked to prevent occupancy.

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			3. Number required for dispatch		
38 WATER AND WASTE				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 100				52-1	
System & Sequence Number	ITEM	1.	2. Number installed		
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52 DOORS					
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 and latched, b) The 8 latches visual indicators are checked and confirmed closed, and c) The 2 lock indicator flags are checked and confirmed closed.
	2) Forward Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The affected door is verified closed and latched, and b) Locking latches are inspected for correct engagement.
	3) Aft Baggage Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The affected door is verified closed and latched, and b) Locking latches are inspected for correct engagement.
	4) Emergency Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided the door is verified closed and latched before each flight.

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Airplane		Revision 2		Page 73-1	
PHENOM 100					
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
73 ENGINE FUEL AND CONTROL					
21-01	Full Authority Digital Electronic Control (FADEC)				
	1) System Faults	A	2	0	<p>May be dispatched with ENGINE SHORT DISPATCH indication, provided repairs are made within 125 flight hours. No extensions are authorized.</p> <p>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 FADEC's.</p>
33-00	Fuel Flow Indication	C	2	1	<p>(O) May be inoperative provided:</p> <p>a) Both wings Fuel Quantity Indications on EIS are operative, and</p> <p>b) Used Fuel information on synoptic Fuel Page, and, Remaining Fuel information on FMS are not used by flight crew.</p>
34-01	Fuel Filter Impending Bypass Switch	A	2	1	<p>(M) One may be inoperative provided:</p> <p>a) Associated Fuel filter impending bypass mechanical indicator is checked not popped-out,</p> <p>b) Fuel filter is inspected for no contamination,</p>
(Continued)					

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Airplane PHENOM 100	Revision 2	Page 73-2
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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
73 ENGINE FUEL AND CONTROL					
34-01	Fuel Filter Impending Bypass Switch (Continued)	A	2	1	c) MFD is operative, d) Both engines are checked not to be in SHORT or LONG dispatch condition, and e) Repairs are made within 5 flight hours. No extension is allowed.

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Airplane PHENOM 100	Revision 2	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
74 ENGINE IGNITION					
00-00 Ignition Channels	C	4	2		(O) One channel per engine may be inoperative provided both channels are turned ON for ground starts.

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Airplane PHENOM 100	Revision 2	Page 77-1
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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
77 ENGINE INDICATING					
00-00 TTO Inlet Total Air Temperature Sensor Heating System	C	2	1		One may be inoperative provided airplane is not operated into known or forecast icing conditions.

MASTER MINIMUM EQUIPMENT LIST

Airplane		Revision 2		Page	
PHENOM 100				79-1	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
79 ENGINE OIL					
00-01	Chip Detected				Deleted, Rev 2.
34-00	Oil Filter Impending Bypass Indication	A	2	1	(M) May be popped on one engine only provided: a) No engine chip indication on either engine, b) Oil level is checked before each flight, and c) Repairs are made within 2 flight hours.
		B	2	1	(M) May be inoperative provided: a) No engine chip indication on either engine, b) Oil filter is inspected for no clogging, and c) Oil level is checked at maximum.
35-01	Chip Detector Sensor	A	2	1	(M) May be inoperative provided: a) Magnetic Chip Detector is checked for no debris prior to the first flight under this item and then every 10 calendar days or 5 flight hours whichever occurs first, and b) Repairs are made within 30 calendar days.