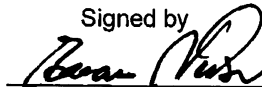


European Aviation Safety Agency  
**MASTER MINIMUM EQUIPMENT LIST**

**EMB-505**

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



Evan Nielsen

Head of Certification Flight Standards  
for and on behalf of the JAA



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

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Attention: Head of Certification Flight Standards

**MMEL-3849**

**APRIL 30, 2010**



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**EASA APPROVED MASTER MINIMUM EQUIPMENT LIST  
(MMEL-3849)**

**LOG OF REVISIONS**

<b>REVISION NUMBER AND DATE</b>	<b>REVISED PAGES</b>	<b>DESCRIPTION OF REVISION</b>



## LIST OF EFFECTIVE PAGES

ORIGINAL ..... 0 ..... APR 30, 2010

Title .....	ORIGINAL	25-4 .....	ORIGINAL
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LEP-1 .....	ORIGINAL	26-1 .....	ORIGINAL
TOC-1 .....	ORIGINAL	27-1 .....	ORIGINAL
INTR-1 .....	ORIGINAL	28-1 .....	ORIGINAL
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**MASTER MINIMUM EQUIPMENT LIST**

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## DEFINITIONS

### 1) System Definitions.

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

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

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

- d) "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
  - e) A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.
- 2) "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible EASA Aircraft Certification Office. The EASA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
- 3) "In excess of those required by local regulations" means that the listed items is not required by the applicable regulations for the intended operations.



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- 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) NOT APPLICABLE.
- 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 26<sup>th</sup>, the three day interval would begin at midnight the 26<sup>th</sup> and end at midnight the 29<sup>th</sup>.

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 26<sup>th</sup>, the 10 day interval would begin at midnight the 26<sup>th</sup> and end at midnight February 5<sup>th</sup>.

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 European operating regulations (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 EASA 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 EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the EASA 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.**

**MASTER MINIMUM EQUIPMENT LIST**

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

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		PHENOM 300		Original	Page 21-2
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>21 AIR CONDITIONING</b>					
22-00	Gasper Valves	D	7	0	
23-05	Ground Cooling Fan (GCF)	C	1	0	(O) May be inoperative provided ECS Switch is OFF during ground operations.
31-00	Cabin Pressure Control System				
	1) Automatic Control	C	1	0	(O) 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) Cabin pressure indications are operative, and e) The airplane is operated at or below FL 250.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
	2) Manual Control	C	1	0	May be inoperative provided: a) Automatic mode is operative, and b) The airplane is operated at or below FL 250.  (O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
(Continued)					

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Airplane		Original		Page	
<b>PHENOM 300</b>				<b>21-3</b>	
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>21 AIR CONDITIONING</b>					
31-00	Cabin Pressure Control System (Continued)				
	3) Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
	4) Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided that for landing field elevation above 8000 ft, the airplane is manually depressurized before landing.
31-02	Outflow Valve (OFV)	C	1	0	(O) (M) May be inoperative provided: a) NPRV is removed, and b) Flight is conducted unpressurized at or below 10000 ft.
31-03	Negative Pressure Relief Valve (NPRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
31-04	Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
31-05	Pressure Relief Valve (PRV) Static Pressure Line	C	1	0	(O) May be blocked provided flight is conducted unpressurized at or below 10000 ft.
52-00	Vapor Cycle System (VCS)	C	1	0	May be inoperative provided Ground operations are limited to 25 minutes for OAT above ISA+19°C.

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System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
4. Remarks and/or exceptions					
<b>21 AIR CONDITIONING</b>					
52-04	Evaporator Fans				
	1) Cabin Fan	C	1	0	May be inoperative provided Ground operations are limited to 60 minutes for OAT above ISA+33°C.  <b>NOTE:</b> IFE (if installed) must be turned OFF for ground operations with OAT above ISA+28°C.
	2) Cockpit Fan	C	1	0	May be inoperative provided: a) Cabin fan is operative, b) Vapor Cycle System is operative, c) Ground operations are limited to OAT below ISA+22°C, and d) Airplane is not operated in known or forecast icing conditions.
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) operate normally, b) Heat Exchanger (HX) Temperature Sensor indications on MFD operates normally, and c) Temperature Control Manual mode is used and verified operative before each flight.

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<b>PHENOM 300</b>				21-5	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>21 AIR CONDITIONING</b>					
61-02	Temperature Modulating Valve (TMV)	C	2	1	(O) May be inoperative provided: a) ECS switch is set to the opposite side (FCSOV of affected side is confirmed closed), b) Pressure regulating shutoff valve (PRSOV) of affected side is operative, and c) Airplane operations is conducted at or below FL 250.

## MASTER MINIMUM EQUIPMENT LIST

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<b>PHENOM 300</b>		22-1			
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>22 AUTO FLIGHT CONTROL SYSTEM</b>					
10-00	Autopilot System	B	1	0	May be inoperative provided operations are conducted using a second in command.  <b>NOTE:</b> RVSM operation is not allowed.
10-01	Flight Director	C	2	1	(O) If flight director is required, PFDs must be coupled to operative one.  <b>NOTE:</b> Navigation and Approach modes sources are selected only through the PFD on the side of the operative flight director, unless CDIs are synchronized.
		B	2	0	May be inoperative provided operations do not require autopilot use.
10-02	Yaw Damper Function	C	1	0	May be inoperative provided airplane airspeed is limited to 180 KIAS if in icing conditions.
11-01	Guidance Panel (GP)				
	1) Course Knobs (CRS)	C	2	0	May be inoperative provided operations do not require its use.
	2) Flight Director (FD) Buttons	C	2	0	May be inoperative provided operations do not require its use.
	3) Autopilot (AP) Button	C	1	0	May be inoperative provided autopilot is considered inoperative.
(Continued)					

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		Original		Page	
<b>PHENOM 300</b>				<b>22-2</b>	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>22 AUTO FLIGHT CONTROL SYSTEM</b>					
11-01	Guidance Panel (GP) (Continued)				
4)	Yaw Damper (YD) Button	C	1	0	(O) May be inoperative provided autopilot is operative and engaged if above 180 KIAS if in icing conditions.
		C	1	0	May be inoperative provided airplane airspeed is limited to 180 KIAS if in icing conditions.
5)	Couple (CPL) Button	C	1	0	May be inoperative provided operations do not require its use.
6)	Navigation (NAV) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
7)	Heading (HDG) Mode Button	-	1	0	May be inoperative provided autopilot is considered inoperative.
8)	Approach (APR) Mode Button	C	1	0	May be inoperative provided operations do not require its use.
9)	Bank Limiter (BANK) Button	C	1	0	
10)	Heading Selector (HDG SEL) Knob	-	1	0	May be inoperative provided autopilot is considered inoperative.
11)	Heading Synchronization (PUSH SYNC) Button	C	1	0	
(Continued)					

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## MASTER MINIMUM EQUIPMENT LIST

Airplane	Original	Page			
<b>PHENOM 300</b>		22-3			
System & Sequence Number	ITEM	1. Number installed	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>22 AUTO FLIGHT CONTROL SYSTEM</b>					
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.

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		PHENOM 300		Original	Page 22-4
System & Sequence Number	ITEM	1.	2. Number installed		
			3. Number required for dispatch		
		4. Remarks and/or exceptions			
<b>22 AUTO FLIGHT CONTROL SYSTEM</b>					
11-21	AP/FD CWS Button	C	2	0	May be inoperative in not active position.
11-22	Autopilot/Trim Disengage (QUICK DISCONNECT) 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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<b>PHENOM 300</b>				23-1	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>23 COMMUNICATIONS</b>					
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.
51-01	Audio Panel				
	1) Annunciators LEDs	D	-	-	(O) May be inoperative provided associated function is checked operative by alternate means.
	2) INTR COM Key (Single Pilot Operations)	D	2	0	
	3) PA Key	D	2	0	
	4) CABIN Key	D	2	0	
	5) MUSIC Key	D	2	0	
	6) PLAY Key	D	2	0	
	7) Display Backup Buttons (Single Pilot Operations)	D	2	1	Copilot side may be inoperative.
51-02	Cockpit Speakers (Single Pilot Operations)	D	2	1	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	
<b>23 COMMUNICATIONS</b>					
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		

**MASTER MINIMUM EQUIPMENT LIST**

Airplane		Original		Page	
<b>PHENOM 300</b>				24-1	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>24 ELECTRICAL POWER</b>					
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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System & Sequence Number	ITEM	1.	2. Number installed		
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				4. Remarks and/or exceptions	
<b>25 EQUIPMENT/ FURNISHINGS</b>					
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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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>25 EQUIPMENT/ FURNISHINGS</b>					
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.  <b>NOTE:</b> Exterior lavatory door ashtrays are not considered convenience items.

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<b>25 EQUIPMENT/ FURNISHINGS</b>					
21-01	Passenger Seats	D	-	-	<p>May be inoperative provided:</p> <p>a) Seat does not block an Emergency Exit,</p> <p>b) Seat does not restrict any passenger from access to the main airplane aisle, and</p> <p>c) The affected seat(s) are blocked and placarded as not to be occupied.</p> <p><b>NOTE:</b> A seat with an inoperative seat belt 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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<b>PHENOM 300</b>				25-4	
System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>25 EQUIPMENT/ FURNISHINGS</b>					
62-02 ***	Life Vests	D	-	-	(M) Any in excess of those required may be missing or inoperative, provided: a) Inoperative lifejacket is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution of operative lifejackets is maintained.
62-05	Flashlights	C	-	-	One or more may be inoperative provided each required crewmember 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 <b>airplane or retained in an approved stowage</b> , and placed out of sight so it cannot be mistaken for a functional unit, and c) Procedures are established and used to alert crewmembers of inoperative or missing equipment.

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System & Sequence Number	ITEM	1.	2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions
<b>25 EQUIPMENT/ FURNISHINGS</b>			
66-01 Life Raft ***	D	-	-
			(M) Any in excess of those required may be missing or inoperative, provided inoperative life raft is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.

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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>26 FIRE PROTECTION</b>					
15-00 Baggage Compartment Smoke Detection System	C	1	1	0	May be inoperative provided cargo compartment remains empty or does not contain combustible or inflammable material.

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

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<b>28 FUEL</b>					
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	0	(O) (M) May be inoperative (locked) provided: a) Cap is checked for no leakage, b) Pressure Refueling System is operative, and c) Fuel Quantity Indication system is operative.
23-00	Pressure Refueling System	C	1	0	(M) May be inoperative provided airplane is refueled by gravity.  <b>NOTE:</b> Both fuel caps must be operative for gravity refueling.
23-01	Fuel Quantity Indication on Refueling Panel	C	1	0	(M) May be inoperative provided: a) Airplane is refueled by pressure manual mode or by gravity, and b) Fuel Quantity indication on EIS is operative.

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<b>28 FUEL</b>					
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 Fuel Low Pressure Switches are operative.
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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<b>30 ICE AND RAIN PROTECTION</b>					
00-00	Ice Protection System Synoptic Display (MFD ICEPROT Page)	C	1	0	(O) MFD Indications not required elsewhere in the MMEL may be inoperative.
12-00	Wing and Horizontal Stabilizer Anti-Icing System (WHSAIS)	C	1	0	(M) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Anti-Icing Valves are secured closed.
21-00	Nacelle Anti-Icing System	C	2	1	(O) May be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Affected side Anti-Ice switch remains selected OFF and Anti-Ice valve is confirmed closed.
81-02	Ice Detector	D	1	0	
***					

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<b>31 INDICATING/RECORDING SYSTEMS</b>					
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	A	1	0	The flight data recorder function or the cockpit voice recorder function may be inoperative provided: a) The other function, where required, is operative, b) The airplane does not exceed 8 further consecutive flights with the inoperative function, and c) A maximum of 72 hours have elapsed since the inoperative function was found.
41-07	Avionics Blower	C	1	0	May be inoperative provided: a) VCS is operative, and b) Cockpit evaporator fan is operative.

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<b>31 INDICATING/RECORDING SYSTEMS</b>					
61-01	Flight Display Units (FDU)				
	(Two Pilot Operations)	C	3	2	(O) For operations requiring a second in command, MFD may be inoperative provided: <ul style="list-style-type: none"> <li>a) HSDB switch is set to REV position,</li> <li>b) MFD circuit breakers are pulled, and</li> <li>c) Both engines FADECs are considered with System Faults until the next MFD Status page check (after the first flight with operative MFD).</li> </ul> <b>NOTE:</b> Weather radar information and control is not available with MFD inoperative.
	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.

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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>31 INDICATING/RECORDING SYSTEMS</b>					
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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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>33 LIGHTS</b>					
10-00	Cockpit and Instruments Panel Lighting Systems	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, c) Lighting configuration and intensity is acceptable to the flight crew, and d) 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					
<b>33 LIGHTS</b>					
31-00	Baggage Compartment Lights	D	2	0	
32-00	Service Compartment Lights	D	2	0	
42-00	Taxi Lights	C	2	0	
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	May be inoperative for day light operations.
45-01	Red Beacon	C	1	0	(O) May be inoperative provided anti-collision lights are operative and turned ON before engine operation.
46-01	Logo Lights	D	-	0	
***					
47-00	Landing Lights	C	2	0	May be inoperative for day operations.
		B	2	1	
48-00	Navigation Lights	C	4	0	May be inoperative for day operations.

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			3.	Number required for dispatch	
<b>34 NAVIGATION</b>					
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.
15-00	ADS Slip Correction	B	2	1	May be inoperative provided airplane is not operated in RVSM airspace.
21-00	Attitude and Heading Reference System (AHRS)	B	2	1	(O) One may be inoperative provided: a) Operations are conducted in Day VMC only, b) Operative AHRS is selected as attitude and heading source to both PFDs, and c) IESI attitude is operative.
					<b>NOTE:</b> Autopilot is inoperative with one AHRS inoperative.

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System & Sequence Number	ITEM	1.	2. Number installed		
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4. Remarks and/or exceptions					
<b>34 NAVIGATION</b>					
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	A	1	0	May be inoperative for a maximum of 6 flights or 25 flight hours or 2 calendar days, whichever occurs first.

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<b>34 NAVIGATION</b>					
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 II)	A	-	0	(O) (M) May be inoperative for a maximum of 10 calendar days 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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<b>PHENOM 300</b>				<b>34-4</b>	
System & Sequence Number	ITEM	1.	2. Number installed		4. Remarks and/or exceptions
			3. Number required for dispatch		
<b>34 NAVIGATION</b>					
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.  <b>NOTE:</b> Mode C function is required to be operative for RVSM operations.
		D	-	-	Any in excess of those required by local regulations may be inoperative.
56-00	Global Positioning System (GPS)	C	2	1	One may be inoperative provided limitations stated in AFM are observed.
57-00	Satellite Weather/Radio System	D	1	0	

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<b>System &amp; Sequence Number</b>	<b>ITEM</b>	<b>1.</b>	<b>2. Number installed</b>	
			<b>3. Number required for dispatch</b>	
			<b>4. Remarks and/or exceptions</b>	
<b>34 NAVIGATION</b>				
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.
(Continued)				

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			<b>3. Number required for dispatch</b>	
			<b>4. Remarks and/or exceptions</b>	
<b>34 NAVIGATION</b>				
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					
<b>35 OXYGEN</b>					
01-01	Cylinder Pressure Gauge	C	1	0	(M) May be inoperative provided: a) Gauge is inspected for no leakage, and b) Alternates procedures to measure the oxygen cylinder pressure for servicing must be established.
01-02	Pressure and Temperature Transducer	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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System & Sequence Number	ITEM	1.	2. Number installed		
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4. Remarks and/or exceptions					
<b>35 OXYGEN</b>					
21-00	Passenger Oxygen System	C	1	0	May be inoperative provided the airplane is operated with no passengers.
		C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10000 ft.
	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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<b>36 PNEUMATIC</b>					
11-00	Engine Pneumatic Bleed System	C	2	1	(O) May be inoperative provided: a) Associated engine bleed remains selected OFF, b) The airplane is not operated in known or forecast icing conditions, and c) The airplane is operated at or below FL 250.
11-01	Pressure Regulating Shutoff Valve (PRSOV)	C	2	1	(O) (M) May be inoperative provided: a) Associated engine bleed remains selected OFF, b) Affected PRSOV is secured closed, c) The airplane is not operated in known or forecast icing conditions, and d) The airplane is operated at or below FL 250.
11-03	AMS Controller Channel	C	2	1	May be inoperative provided airplane is operated at or below FL 250.

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			4. Remarks and/or exceptions		
<b>36 PNEUMATIC</b>					
11-04	Fan Air Valves (FAV)	C	2	1	May be inoperative provided associated engine pneumatic bleed system is considered inoperative.
11-06	Cross Bleed Valve	C	1	0	(O) (M) May be inoperative provided:  a) XBLEED switch remains selected OFF,  b) Cross bleed valve is secured closed, and  c) The airplane is not operated in known or forecast icing conditions.

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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>38 WATER AND WASTE</b>					
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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<b>52 DOORS</b>					
70-00	Doors Warning System (CAS Indication)				
1)	Passenger Door Warning System (CAS Indication)	C	1	0	(O) May be inoperative provided, before each flight: a) The door is verified closed 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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System & Sequence Number	ITEM	1.	2. Number installed	3. Number required for dispatch	4. Remarks and/or exceptions
<b>73 ENGINE FUEL AND CONTROL</b>					
21-01	Full Authority Digital Electronic Control (FADEC)				
	1) System Faults	A	2	0	<p>May be dispatched with ENGINE SHORT DISPATCH indication, provided repairs are made within 125 flight hours. No extensions are authorized.</p> <p><b>NOTE:</b> The intent of the 0 in the number required for dispatch column is to show that dispatch is allowed with some faults present in both FADEC's.</p>
33-00	Fuel Flow Indication	C	2	1	<p>(O) May be inoperative provided:</p> <p>a) Both wings Fuel Quantity Indications on EIS are operative,</p> <p>b) Used Fuel information on synoptic Fuel Page, and</p> <p>c) Remaining Fuel information on FMS are not used by flight crew.</p>

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Airplane		Original		Page
PHENOM 300				74-1
<b>System &amp; Sequence Number</b>	<b>ITEM</b>	<b>1.</b>	<b>2. Number installed</b>	
			<b>3. Number required for dispatch</b>	
			<b>4. Remarks and/or exceptions</b>	
<b>74 ENGINE IGNITION</b>				
00-00 Ignition Channels	C	4	2	(O) One channel per engine may be inoperative provided associated ENG IGNITION switch is selected ON for ground starts.

**MASTER MINIMUM EQUIPMENT LIST**

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