

**EUROPEAN AVIATION SAFETY AGENCY**

**MASTER MINIMUM EQUIPMENT LIST**  
**(SUPPLEMENT)**

EMBRAER 170/175/190/195

REVISION 7

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

Revision: 7  
Date: 6 January 2012

**SUPPLEMENT**

**EMBRAER 170/175/190/195**

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REVISION 7

This Master Minimum Equipment List (MMEL) Supplement is issued by the European Aviation Safety Agency at the above revision and is recommended for approval as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this Type, as certificated by and operated under the jurisdiction of EASA member States National Authorities.

This EASA MMEL Supplement must only be used in conjunction with the ANAC Approved MMEL at **Revision 8 (dated 17 August 2011)**.

Signed by



**Colin Hancock**

**EASA MMEL Section Manager**

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

European Aviation Safety Agency

Postfach 10 12 53

D-50452 Köln

Germany

Attention: EASA MMEL Section Manager

Flight Standards Certification Directorate

EMBRAER S.A.

Flight Operations Engineering Section (VPC/DA9/GSO)

Av. Brigadeiro Faria Lima, 2170 - P.O.BOX 8050

São José dos Campos - São Paulo - BRASIL

CEP 12227-901

Phone: 55 12 3927-1706

Fax: 55 12 3927-2477

E-mail: opereng@embraer.com.br

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**REVISION RECORD**

<b>REVISION No.</b>	<b>ISSUE DATE</b>	<b>INCORPORATED BY</b>	<b>DATE</b>
Original	20 February 2004		
Revision 1	30 May 2005		
Revision 2	30 June 2005		
Revision 3	30 September 2005		
Revision 4	31 July 2006		
Revision 5	26 November 2007		
Revision 6	30 April 2009		
Revision 7	6 January 2012		

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**REVISION HIGHLIGHTS**

**Revision 1**

Guidance Base documents updated.

**ATA 27 Flight Controls**

27-53-02 Slat/Flap Actuator Control Electronic (SF-ACE) Channels New Supplement entry to indicate that they must be operative.

**ATA 32 Landing Gear**

32-33-01 Landing Gear Control Lever Locking System New Supplement entry to indicate that it must be operative.

**ATA 34 Navigation**

34-31-00 Radar Altimeter System New Supplement entry to align rectification period with that for an inoperative GPWS.

34-41-00 Ground Proximity Warning System New Supplement entry to align with JAA policy and to prevent dispatch in case of EGPWS continuous warnings or cautions.

**Revision 2**

Revision 2 has been primarily issued to reflect the incorporation of the EMBRAER 175 model as addressed in the revised ANAC MMEL at Revision 2.

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**Revision 3**

Definitions Included reference to Extended Overwater Operations.

**ATA 52 Flight Controls**

52-00-00	Passenger and Service Doors	Removed proviso (a) according to TGL 26.
52-21-00	Overwing Escape Hatch	New entry applicable to EMBRAER 190 only.
52-70-00	Door Position Indication on MFD and associated EICAS Message	Changed the number installed and required for dispatch to accommodate the EMBRAER 170 and EMBRAER 190 models.

**Revision 4**

Revision 4 has been issued to reflect the incorporation of the EMBRAER 195 model as addressed in the revised ANAC MMEL at Revision 4.

**ATA 22 AUTO FLIGHT CONTROL SYSTEM**

22-10-14	Yaw Damper Channels	Removed from JAA Supplement.
22-10-16	Flight Director Channels	Removed from JAA Supplement.
22-11-02	Autopilot/TrimDisengage (AP/TRIM DISC) Buttons	Updated according to ANAC Rev. 4.

**ATA 25 EQUIPMENT/FURNISHINGS**

25-20-07	Passenger Convenience Item(s)	Remained in accordance with the ANAC previous Rev. 3. JAA/EASA has not established a policy for Non-Essential Furnishings.
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**ATA 34 NAVIGATION**

34-31-00	Radar Altimeter System	Removed reference to FADEC version.
34-41-00	Ground Proximity Warning System (GPWS)	Deleted proviso referencing predictive windshear as it is not installed on these aircraft. Changed proviso b) for a NOTE.

**ATA 52 DOORS**

52-21-00	Overwing Escape Hatch	Included EMBRAER 195.
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**Revision 5**

Definitions Added Definition 28 to EASA regulations for ETOPS.

**ATA 22 AUTO FLIGHT CONTROL SYSTEM**

22-11-02 Autopilot/Trim Disengage Removed from JAA Supplement. Thus, relief is valid in  
(AP/TRIM DISC) Buttons accordance with ANAC MMEL.

**ATA 23 COMMUNICATIONS**

23-11-00 High Frequency (HF) Inclusion in accordance with TGL 26.  
Communication System

**ATA 25 EQUIPMENT/FURNISHINGS**

25-11-01 Pilot Seats: Vertical Power  
Seat Adjustment System

25-61-00 Emergency Locator Revised in accordance with TGL 26.  
Transmitter (ELT) System

25-65-00 Emergency Evacuation Revised in accordance with TGL 26.  
Slides System

**ATA 28 FUEL**

28-41-00 Fuel Quantity Indication on Removed from JAA Supplement. Thus, relief is valid in  
MFD accordance with ANAC MMEL.

**ATA 34 NAVIGATION**

34-42-00 Weather Radar System: Changed proviso for clarification.  
Stabilization Function

**ATA 35 OXYGEN**

35-20-00 Passenger Oxygen System New item in JAA Supplement.

**ATA 52 DOORS**

52-00-00 Passenger and Service Revised in accordance with TGL 26.  
Doors

52-00-30 Passenger and Service Revised in accordance with TGL 26.  
Doors Emergency Opening  
Assisting System

52-21-00 Overwing Escape Hatch Revised in accordance with TGL 26.

Editorial correction on pages S52-2, S52-.3, S52-4, S52-6 and S52-8.

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**Revision 6**

This revision reflects the incorporation of the 190-100 ECJ (Lineage 1000) model as addressed in the ANAC MMEL at Revision 6.

Preamble Revised text to clarify “Rectification Interval Extensions”  
Definitions Revised several references from JAR-OPS 1 to EU-OPS.  
Revised Definition 28 and added the ECJ model ETOPS approval.

**ATA 25 EQUIPMENT/FURNISHINGS**

25-65-00 Emergency Escape Slides Added restriction to ECJ model.

**ATA 26 FIRE PROTECTION**

26-10-01 Lavatory Smoke Detection System New item in JAA Supplement.

**ATA 34 NAVIGATION**

34-11-00 Integrated Electronic Standby System (IESS) Added a new condition (5) according to ANAC MMEL.

34-31-00 Radar Altimeter System Added new remarks for ECJ models.

**ATA 44 CABIN SYSTEMS**

44-13-00 Cabin Service Interphone System Added restriction to ECJ model.

**ATA 46 INFORMATION SYSTEMS**

46-20-00 Electronic Flight Bag Added new item according to TGL 26.

**ATA 52 DOORS**

52-00-00 Passenger and Service Doors Added restriction to ECJ model.

52-00-30 Passenger and Service Doors Emergency Opening Assisting System Added restriction to ECJ model.

52-21-00 Overwing Escape Hatch Added restriction to ECJ model.

52-31-20 Fwd (Aft) Cargo Door Green Inciators New supplement entry to indicate that all must be operative.

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This Revision reflects the JAA Supplement conversion to an EASA Supplement.

Preamble Updated text to CLARIFY  
Guidance “Guidance for use of this Supplement” updated

**ATA 23 COMMUNICATIONS**

23-51-02 Cockpit Speakers New item in EASA Supplement.  
23-51-08 Flight Deck Revised in accordance to TGL 26.  
Headsets/Headphones

**ATA 25 EQUIPMENT/FURNISHINGS**

25-61-00 Emergency Locator Transmitter (ELT) System Removed word system from item title.

**ATA 27 FLIGHT CONTROLS**

27-03-04 Pitch Trim System Channel Cutout Pushbutton Illumination New item in EASA Supplement.  
27-53-02 Slat/Flap Actuator Control Electronic (SF-ACE) Channels Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.

**ATA 29 HYDRAULIC POWER**

29-11-04 Systems 1 and 2 Filter Manifold Differential Pressure Indicator Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.  
29-11-06 Systems 1 and 2 Case Drain Differential Pressure Indicator Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.  
29-12-02 System 3 Filter Manifold Differential Pressure Indicator Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.  
29-12-04 System 3 Case Drain Differential Pressure Indicator Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.

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**ATA 34      NAVIGATION**

34-11-00	Integrated Electronic Standby System	Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.
34-31-00	Radar Altimeter System	Added request for deactivation of the system.
34-41-00	Ground Proximity Warning System	Updated according to ANAC Rev. 7 and TGL 26.
34-61-00	Flight Management System	Revised in accordance to TGL 26.

**ATA 46      INFORMATION SYSTEMS**

46-21-00	Electronic Flight Bag Systems	Updated according to ANAC Rev. 7.
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**ATA 50      CARGO AND ACCESSORY COMPARTMENTS**

50-22-02	Cargo / Baggage Nets	New item in EASA Supplement.
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**PREAMBLE**

The following is applicable for operators under European operating regulations (EU-OPS or Part-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 requirements 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.

A Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization 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 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 operators' 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 is included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the 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.

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PREAMBLE (Cont.)

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectifications 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. The operator may be permitted, by their competent authority, a one-time extension of the applicable rectification intervals B, C or D for the same duration as that specified in their MEL. This extension policy has been taken into account during the development of this document.

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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**DEFINITIONS AND SYMBOLOGY**

- 1) System numbers are based on Air Transport Association (ATA) number 2200.
- 2) “Item” (column 1) means the equipment component or function of a system, listed in the Item Column.
- 3) Rectification Interval: a letter designator is inserted in Column 2. All deferred MMEL items must be repaired or replaced at or prior to the rectification times established by the following letter designators:
  - Category A - Items in this category must be rectified within the time interval specified in the remarks column.
  - Category B - Items in this category must be rectified within three consecutive calendar days, excluding the day the malfunction was recorded in the logbook. For example, if it were recorded at 10 am. on December, 11th, the three day interval would begin at midnight the 11th and end at midnight the 14th.
  - Category C - Items in this category must be rectified within ten consecutive calendar days, excluding the day the malfunction was recorded in the logbook. For example, if it were recorded at 10 am. on December, 11th, the ten day interval would begin at midnight the 11th and end at midnight the 21st.
  - Category D - Items in this category must be repaired within one hundred and twenty consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the logbook.
- 4) The number in column 3 indicates the number of listed items normally installed on the aircraft. This number reflects the aircraft type certificated configuration, and therefore, required for all flight operations, except as provided in columns 4 and 5. The dash (-) symbol in column 3 indicates a variable number of the item installed, depending on the aircraft configuration. The dash symbol (-) in column 4 indicates a variable number of items are required to be operative for dispatch, as described in column 5.

**NOTE:** The operator’s MEL must indicate the actual number installed on their aircraft and the actual number required for dispatch.

- 5) References may be given in column 5 to bring attention to certain interrelationships between the subject item and other MMEL items or AFM material. These references are intended to assist with compliance, but do not relieve the operator of responsibility for determining such interrelationships as stated in the Preamble. The provisos included in column 5 shall be complied with.
- 6) “Note” in column 5 indicates additional information and references for crewmember or maintenance consideration. Notes are not part of the provisos.

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**DEFINITIONS AND SYMBOLOGY (Cont.)**

- 7) “As required by local regulations/Operating Requirements” means that the associated item must comply with EU-OPS or any other legislation in force during the flight. Operators should refer to JAR-OPS MEL Policy Document (JAA Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet 26) for suitable alleviations and rectification intervals based upon the required equipment identified in EU-OPS, subparts K and L.
- 8) “Inoperative” means a condition in which a listed item of equipment is malfunctioning to the extent that it does not accomplish its intended purpose, or is not consistently functioning within its designed operating limit(s) or tolerance(s). Unless individually permitted to be inoperative, a component or function of a system which is inoperative implies that the system is inoperative (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized by the MMEL).
- 9) “Inoperative EICAS Message” means a message that is erroneously displayed.
- 10) Each inoperative item must be placarded to inform crewmembers of the equipment condition. As much as possible, placards should be located adjacent to the control or indication of the affected item, however, unless otherwise specified herein, placard wording and location will be determined by the operator.
- 11) “VFR” (Visual Flight Rules) is as defined in EU-OPS.
- 12) “VMC” ( Visual Meteorological Conditions ) - The atmospheric environment is such that would allow the flight to proceed under visual flight rules applicable to the flight.
- 13) “Icing Conditions” means an atmospheric environment that may cause ice to form on the aircraft or in the engines.
- 14) “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.
- 15) “Secured” and “Deactivated” 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.

**NOTE:** EMBRAER publishes the Dispatch Deviations Procedures Manual, which contains acceptable procedures for MMEL compliance.

- 16) “Passenger Convenience Items” means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc.

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**DEFINITIONS AND SYMBOLOGY (Cont.)**

- 17) "Flight hours" for MMEL purposes means the time from the moment the aircraft leaves the surface of the earth until it touches it at the next point of landing (i.e., takeoff to landing time).
- 18) "Flight day" - a 24-hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
- 19) "Day of discovery" is the calendar day the equipment was found to be malfunctioning.
- 20) "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
- 21) "(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 part of the operator's manual or MEL.
- 22) Three asterisks (\*\*\*) in column 1 indicates an item which is not required by the Airworthiness Regulations, but may have been installed in the aircraft. It should be noted that neither this definition nor the use of this symbol provide authority to install or remove an item from an aircraft.
- 23) The / symbol indicates "and/or".
- 24) 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.
- 25) A change bar adjacent to the page number indicates that the page was renumbered only and that no change was made in the text.

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**DEFINITIONS AND SYMBOLOGY (Cont.)**

26) "Combustible material" is defined as being a material which is capable of catching fire and burning.

**NOTE:** When an MMEL item specifies that only non-combustible materials shall be carried, it is operator's responsibility to determine that all material (including packages, containers, contents, etc.) in the compartment is of a non-combustible nature. If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in the compartment.

27) "Extended Overwater Flight": Refer to EU-OPS Subpart K for definition.

28) "ER" refers to extended range operations of a two-engine airplane (ETOPS) which has a type design approval for ER operations (ETOPS) and complies with the provisions of AMC 20-6 "Extended Range Operations with Two-Engine Aeroplanes ETOPS Certification and Operation", as amended and EU-OPS as amended.

**NOTE:** Only EMBRAER 190 ECJ (Lineage 1000) model is approved for ETOPS by EASA.

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**EMBRAER 170/175/190/195**

**GUIDANCE FOR USE OF THIS SUPPLEMENT**

1. This Supplement is applicable to all ERJ 170-100, ERJ 170-200, ERJ 190-100, ERJ 190-100 ECJ and ERJ 190-200 models which have the commercial designation of EMBRAER 170, EMBRAER 175, EMBRAER 190, LINEAGE 1000 and EMBRAER 195, respectively.
2. This Supplement defines the standard of MMEL recommended for the above aircraft type by the European Aviation Safety Agency (EASA) by identifying the differences from the ANAC MMEL.
3. The information presented in the ANAC MMEL for the aircraft type is acceptable to EASA except where superseded by an item in this supplement.

NOTE: Items within this supplement will use the same reference number as the corresponding item in the ANAC MMEL. Where an item in this supplement does not appear in the ANAC MMEL, the number will be preceded by “E”, and the sequential reference will commence from “1” again. (e.g. E52-1 would be the first EASA specific item in ATA Chapter 52). Such items will be placed at the end of the related chapter.

4. Unless otherwise stated within this Supplement, the Definitions contained in the ANAC MMEL are applicable. However, EASA equivalents must be assumed in reading and applying both.
5. This supplement is based upon the ANAC approved EMBRAER 170/175/190/195 MMEL at Revision 8 dated 17 August 2011. Additional MMEL alleviation provided by later issues of the ANAC MMEL must not be used until this EASA Supplement has been updated to confirm that issue as the base document.
6. The text presented in **bold** format within this document highlights parts of the EASA MMEL Supplement entry which differ from the ANAC MMEL entry.

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

Revision: 7  
Date: 6 January 2012

**SUPPLEMENT**

**EMBRAER 170/175/190/195**

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AIRCRAFT EMBRAER 170/175/190/195	REVISION NO: <b>Revision 5</b> DATE: <b>26 November 2007</b>	PAGE <b>S22-1</b>	
(1) System & Sequence Numbers Item	(2) Rectification Interval		
	s	(3) Number installed	
		(4) Number required for dispatch	
			(5) Remarks or Exceptions
<u>22 Auto Flight Control System</u>			
-10-00 Autopilot Channels	B	2	0
			May be inoperative provided operations do not require their use. <b>NOTE: this system is required to be operative for RVSM operations.</b>
-11-01 Guidance Panel (GP)			
3) Autopilot (AP) Button	B	1	0
			May be inoperative provided operations do not require its use. <b>NOTE: this system is required to be operative for RVSM operations.</b>
15) Altitude Hold (ALT)			
Mode Button	C	1	0
			May be inoperative provided operations do not require its use. <b>NOTE: this system is required to be operative for RVSM operations.</b>

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		DATE: <b>6 January 2012</b>	<b>S23-1</b>	
(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>23 Communications</u>  -11-00 High Frequency (HF) Communication System ***	D	-	-	Any in excess of those required <b>for the intended route</b> may be inoperative.
	C	-	1	<b>(O) Any in excess of one may be inoperative for flight on a route that requires two Long Range Communication Systems, provided:</b> <b>a) SATCOM air-ground communications with relevant Air Navigation Service Provider(s) are available over the route to be flown,</b> <b>b) SATCOM Voice or Data transfer functions are operative,</b> <b>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</b> <b>d) Alternate communication procedures are established and used.</b>  <b>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).</b>  <b>NOTE 2: For all routes, consider the need for TCAS.</b>
-51-00 Cockpit/Cabin Service Interphone System	-	-	-	<b>As required by Operating Requirements.</b>
-51-02 Cockpit Speakers	C	2	0	<b>May be inoperative provided procedures do not require its use.</b>
-51-08 Headset with Boom Microphone	D	-	-	<b>Any in excess of one headset (including boom microphone) for each required crew member on flight deck duty may be inoperative or missing.</b>

AIRCRAFT EMBRAER 170/175/190/195	REVISION NO: <b>Revision 5</b> DATE: <b>26 November 2007</b>	PAGE <b>S25-1</b>	
(1) System & Sequence Numbers Item	(2) Rectification Interval		
<u>25 Equipment/Furnishings</u>  -11-01 Pilot Seats  1) Vertical Power Seat Adjustment System  2) Vertical Manual Seat Adjustment System  7) Recline Function		(3) Number installed	
			(4) Number required for dispatch
			(5) Remarks or Exceptions  (M) May be inoperative provided: (a) Affected system is deactivated, and (b) Vertical manual seat adjustment system operates normally.
<b>B</b> 2    0			
<b>B</b> 2    0	May be inoperative provided vertical power seat adjustment system operates normally.		
<b>B</b> 2    0	May be inoperative provided seat is acceptable to the affected crewmember.		

AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: DATE:	Revision 7 6 January 2012	PAGE S25-2
(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>25 Equipment/Furnishings</u>				
-11-02 Observer Seat (Including Associated Equipment)	-	-	-	<b>As required by Operating Requirements.</b>
-20-07 Passenger Convenience Item(s)	-	-	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, 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.
61-00 Emergency *** Locator Transmitter (ELT)				
1) Survival Type ELTs	D	-	-	<b>Any in excess of the minimum required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.</b>
2) Fixed ELTs	A	-	0	<b>May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.</b>
	D	-	-	Any in excess of those required by local regulations may be inoperative.
-62-01 Emergency Medical Equipment	-	-	-	<b>As required by Operating Requirements.</b>
-65-00 Emergency Evacuation Slides System (except ECJ model)	A	4	3	(M) (O) One may be inoperative or missing <b>for a maximum of 5 flights</b> provided:  (a) Associated door is considered inoperative. Refer to item 52-00-00 Passenger and Service Doors.

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(1) System & Sequence Numbers Item	(2) Rectification Interval		
<u>26 Fire Protection</u>  -10-01 Lavatory Smoke Detection System (ERJ-190-100ECJ)  1) Fwd and Mid Cabin Lavatory  2) VIP Cabin Lavatory	C	-	(3) Number installed
			(4) Number required for dispatch
			(M)(O)May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".  (M)(O)May be inoperative provided: a) Lavatory waste receptacle is empty, and b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER".  NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<u>27 Flight Control</u>  -03-04 Pitch Trim System Channel Cutout Pushbutton Illumination  -41-01 Pitch Trim Position Indication on EICAS  -53-02 Slat/Flap Actuator Control Electronic (SF-ACE) Channels		(3) Number installed
		(4) Number required for dispatch
		(5) Remarks or Exceptions
		<p>(M) May be inoperative provided:  (a) Pitch trim channels are verified operative, and  (b) Associated pushbutton is verified operative.</p> <p>(M) (O) May be inoperative <b>for one flight only</b> provided horizontal stabilizer position is set by means of markings on tail cone before each flight.</p> <p>(deleted from supplement on Revision 7)</p>

AIRCRAFT EMBRAER 170/175/190/195	REVISION NO: <b>Revision 7</b> DATE: <b>6 January 2012</b>	PAGE <b>S29-1</b>
(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>29 Hydraulic Power</u></p> <p>-11-04 Systems 1 and 2 Filter Manifold Differential Pressure Indicators</p> <p>-11-06 Systems 1 and 2 Case Drain Differential Pressure Indicators</p> <p>-12-02 System 3 Filter Manifold Differential Pressure Indicators</p> <p>-12-04 System 3 Case Drain Differential Pressure Indicators</p>	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or Exceptions	
	<p>(deleted from supplement on Revision 7)</p> <p>(deleted from supplement on Revision 7)</p> <p>(deleted from supplement on Revision 7)</p> <p>(deleted from supplement on Revision 7)</p>	

AIRCRAFT <b>EMBRAER 170/175/190/195</b>	REVISION NO: <b>ORIGINAL</b> DATE: <b>20 February 2004</b>	PAGE <b>S30-1</b>	
(1) System & Sequence Numbers Item	(2) Rectification Interval		
<u>30 Ice and Rain Protection</u>  -41-00 Windshield Wiper System	-	-	(3) Number installed
			(4) Number required for dispatch
			(5) Remarks or Exceptions  <b>As required by Operating Requirements.</b>

AIRCRAFT EMBRAER 170/175/190/195	REVISION NO: ORIGINAL DATE: 20 February 2004	PAGE S31-1
(1) System & Sequence Numbers Item	(2) Rectification Interval	
<u>31 Indicating / Recording Systems</u>  -21-00 Clock System  1) Time Function on Digital Clock  2) Time Function on MFD Status Page          -31-00 Digital Voice Data Recorder (DVDR) System	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or Exceptions	
	C	1
C	2	1
A	2	0
-	-	-
May be inoperative provided at least one Time Function on MFD Status Page operates normally.		
May be inoperative provided:		
(a) Time Function on Digital Clock operates normally,		
(b) At least one Cockpit Voice Recorder (CVR) function operates normally,		
<b>(c) The aeroplane does not exceed 8 further consecutive flights, and</b>		
<b>(d) Not more than 72 hours have elapsed since the Time Function on the MFD Status Page was found to be inoperative.</b>		
<b>As required by Operating Requirements.</b>		

AIRCRAFT EMBRAER 170/175/190/195	REVISION NO: <b>Revision 4</b> DATE: <b>31 July 2006</b>	PAGE <b>S32-1</b>
(1) System & Sequence Numbers Item	(2) Rectification Interval	
<u>32 Landing Gear</u>  -33-01 Landing Gear Control Lever Lock Solenoid	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or Exceptions  <b>Item deleted.</b>	

AIRCRAFT EMBRAER 170/175/190/195	REVISION NO: ORIGINAL DATE: 20 February 2004	PAGE S33-1	
(1) System & Sequence Numbers Item	(2) Rectification Interval		
<u>33 Lights</u>  -45-00 Red Beacon Lights	-	-	(3) Number installed
			(4) Number required for dispatch
			(5) Remarks or Exceptions
			<b>As required by Operating Requirements.</b>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>34 Navigation</u>				
-11-00 Integrated Electronic Standby System (IESS)				
(1) Standby Attitude Indication	C	1	0	May be inoperative provided not required by local regulations.
	B	1	0	May be inoperative provided:  (a) All Display Units are operative, <b>and</b>  (b) Operations are conducted in Day VMC only, <b>and in sight of the ground.</b>
(2) STD Baro Button	C	1	0	May be inoperative provided BARO knob on the IESS 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 IESS is reinitialized before each flight.
	B	1	0	May be inoperative provided IESS attitude indication is considered inoperative.
(5) VMO/MMO Barber Pole	C	1	0	May be inoperative provided VMO Flag is displayed.

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		DATE: <b>6 January 2012</b>	<b>S34-2</b>
(1) System & Sequence Numbers Item	(2) Rectification Interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
<u>34 Navigation</u>			
-31-00 Radar Altimeter System	C	2	1
			(M) May be inoperative provided:  (a) System is deactivated, and,  (b) Approach minimums or operating procedures do not require its use.
	A	-	0
			(M) May be inoperative provided:  (a) System is deactivated,  (b) Approach minimums or operating procedures do not require its use,  (c) Ground Proximity Warning System (GPWS) Modes 1-4, Mode 5, Advisory Callouts and Windshear Mode are considered inoperative,  (d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative,  (e) For ECJ models, the Internal Door Warning System is considered inoperative,  (f) For ECJ models, the Iridium system is considered inoperative, and,  (g) <b>Repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.</b>
-32-00 Very High Frequency Navigation Systems (VHF NAV)			
(1) VOR/ILS Systems	-	-	-
			<b>As required by Operating Requirements.</b>
(2) Marker Beacon Systems	-	-	-
			<b>As required by Operating Requirements.</b>

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<u>34 Navigation</u>  -41-00 <b>Terrain Awareness and Warning System (TAWS)</b>  1) Ground Proximity Warning System (GPWS)  a) Modes 1 to 4  b) Test Mode		(3) Number installed
		(4) Number required for dispatch
		(5) Remarks or Exceptions  (O) May be inoperative provided: (a) Alternate procedures are established and used, and <b>(b) Repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.</b>  (O) May be inoperative provided: (a) It is not required by local regulations, and (b) Alternate procedures are established and used.  (O) May be inoperative provided: (a) Alternate procedures are established and used, and <b>(b) Repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.</b>  (O) May be inoperative provided: (a) It is not required by local regulations, and (b) Alternate procedures are established and used.  (O) May be inoperative provided: (a) GPWS is considered inoperative, and <b>(b) Repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.</b>  <b>(Continued)</b>

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		DATE: <b>6 January 2012</b>	<b>S34-4</b>	
(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>34 Navigation</u>				
-41-00 Terrain Awareness and Warning System (TAWS)				
c) Glideslope Deviation (Mode 5)	C	2	1	
	C	2	0	May be inoperative provided it is not required by local regulations.
	B	2	0	<b>May be inoperative.</b>
*** d) Advisory Callouts	C	-	0	<b>(O) May be inoperative provided alternate procedures are established and used.</b>
				<b>NOTE: Check Flight Manual limitations for approach minimums.</b>
*** e) Windshear Warning and Flight Guidance System (Windshear Mode)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
				NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.
*** 2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
*** 3) Runway Awareness and Advisory System	C	1	0	

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>34 Navigation</u>				
-42-00 Weather Radar System	-	-	-	<b>As required by Operating Requirements.</b>
1) Stabilization Function	C	1	0	(M) May be inoperative provided: (a) Antenna sweep is verified parallel to aircraft horizontal plane, and (b) Antenna tilt is operated manually.
-43-00 Traffic Alert and Collision Avoidance System II (TCAS II)	A	-	0	<b>(O)</b> (M) May be inoperative provided the system is deactivated and secured <b>and</b> : (a) <b>It is not reasonably practicable to repair before the commencement of the flight, and</b> (b) <b>If the aeroplane is intended to be flown in airspace in which ACAS operation is required it may not fly for more than 10 calendar days with the equipment completely inoperative.</b>  <b>NOTE: Local airspace requirement may impose a more restrictive rectification interval.</b>
1) Resolution Advisory (RA) Display System(s)	C	2	1	(O) May be inoperative on the non-flying pilot side.
	C	-	0	(O) May be inoperative provided: (a) <b>All Traffic Alert (TA) display elements and voice command audio functions are operative, and</b> (b) <b>TA only mode is selected by the crew.</b>
2) Traffic Alert (TA) Display System (s)	C	-	0	<b>(O) One or more may be inoperative provided all installed RA display and audio functions are operative.</b>

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(1) System & Sequence Numbers Item	(2) Rectification Interval		
<p><u>34 Navigation</u></p> <p>-52-00 ATC Transponder and Automatic Altitude Reporting System</p> <p>-61-00 Flight Management System (FMS)</p> <p><b>1) Navigation Databases</b></p> <p><b>NOTE: Database(s) which is/are out of date is/are considered to be inoperative.</b></p>	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
	<b>D</b>	- -	<b>As required by Operating Requirements. Any in excess of those required may be inoperative.</b>
	<b>C</b>	- 0	<b>(O) May be inoperative provided alternate procedures are established and used.</b>
<b>D</b>	2 1	<b>May be inoperative provided procedures do not require its use.</b>	
<b>C</b>	- 0	<p><b>(O) One or more may be inoperative for the intended route where conventional (non-RNAV) navigation is sufficient, provided:</b></p> <p>(a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and</p> <p>(b) Navigation database information is disregarded.</p>	
<b>C</b>	- 1	<p><b>Any in excess of one may be inoperative provided:</b></p> <p>(a) The operative database must be up to date for routes, departures, arrival and approach procedures that require the use of navigation Database for RNAV, and</p> <p>(b) This up to date Database is readily available to the flight crew member(s) responsible for navigation.</p>	
<b>A</b>	- 0	<p><b>(O) One or more may be out of date for a maximum of 10 calendar days provided:</b></p> <p>(a) Area Navigation (RNAV) departure, arrival and approach procedures do not depend on the data amended in the current database cycle,</p> <p>(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</p> <p>(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.</p> <p><b>(Continued)</b></p>	

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<p><u>34 Navigation</u></p> <p>-61-00 Flight Management System (FMS) (Continued)</p> <p><b>1) Navigation Databases (Continued)</b></p> <p><b>NOTE: Database(s) which is/are out of date is/are considered to be inoperative.</b></p>	A	-	0	(3) Number installed
				(4) Number required for dispatch
				(5) Remarks or Exceptions
<p><b>(O) One or more may be out of date for a maximum of 10 calendar days provided:</b></p> <p><b>(a) Conventional (Non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle,</b></p> <p><b>(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</b></p> <p><b>(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.</b></p>				

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>35 Oxygen</u>				
-20-00 Passenger Oxygen System	B	1	0	(O) May be inoperative provided: (a) Flight is not conducted over an area where the Minimum Enroute Altitude is above 14000 ft MSL, (b) Both air conditioning packs operate normally, (c) Pressurization system operates normally, (d) Flight is conducted at or below FL 250, (e) <b>Portable oxygen units are provided for all crew members and for 10 percent of the passengers for half an hour (supplemental oxygen), and</b> (f) Passengers are appropriately briefed.
	B	1	0	(O) May be inoperative provided: (a) <b>Maximum altitude is limited to a pressure altitude of 10,000 ft MSL,</b> (b) <b>All air-conditioning packs operate normally,</b> (c) <b>All other components of the pressurization system operate normally, and</b> (d) <b>Passengers are appropriately briefed.</b>
1) Automatic Deployment System	C	1	0	(M) (O) May be inoperative provided: a) Manual deployment (OVRD) system operates normally, and b) Flight is conducted at or below FL 300.
2) Passenger Oxygen Dispensing Unit	C	-	0	(M) May be inoperative with no flight altitude restriction provided: a) Affected seats are placarded and blocked to prevent occupancy, and b) Units operate normally at all usable lavatory and flight attendant locations.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<u>44 Cabin Systems</u>  -11-00 Passenger Address  -13-00 Cabin Service Interphone System (except ECJ model)  -13-01 Flight Attendant Handset	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or Exceptions	
	-	-

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(1) System & Sequence Numbers Item	(2) Rectification Interval		
<p><u>46 Information Systems</u></p> <p><b>-21-00 Electronic Flight Bag *** Systems (EFBs)</b></p> <p><b>1) Mounting Device</b></p> <p><b>2) Data Connectivity</b></p> <p><b>3) Power Connection</b></p>	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
	C	-	0 <b>(M)(O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB. Note: Any EFB function which operates normally may be used.</b>
	C	-	1 <b>(M) (O) Any in excess of one may be inoperative provided the affected EFB is secured by an alternative means.</b>
C	-	0 <b>(M) (O) May be inoperative provided: (a) The associated EFB is used in accordance with Class 1 EFB stowage criteria, and (b) Alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.</b>	
C	-	1 <b>(M) (O) Any in excess of one may be inoperative provided an alternative means of data connectivity is used.</b>	
C	-	0 <b>(M) (O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB. Note: Any EFB function which operates normally may be used.</b>	
C	-	1 <b>(M) (O) Any in excess of one may be inoperative provided an alternative power source is available and can be used for the planned duration of use of the affected EFB.</b>	
C	-	0 <b>(M) (O) May be inoperative provided alternate procedures are established and used.</b>	

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>50 Cargo and Accessory Compartments</u>  -22-02 Cargo / Baggage Nets *** <b>(except ECJ model)</b>	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
	D	-	0	May be inoperative or missing provided associated cargo/ baggage compartment remains empty.
	D	-	0	<b>(O) May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual or Weight and Balance document are observed.</b>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>52 Doors</u>				
-00-00 Passenger and Service Doors (except ECJ model)	A	4	3	<p><b>(M) (O) One may be inoperative for a maximum of 5 flights provided:</b></p> <p><b>(a) The passenger number reduction and distribution policy, and cabin safety procedures are established and used,</b></p> <p><b>(b) The affected emergency exit is closed and locked,</b></p> <p><b>(c) A conspicuous barrier, strap or rope and a placard stating “DO NOT USE” are placed across the affected emergency exit prior to passenger boarding,</b></p> <p><b>(d) The affected emergency exit is not used for passenger boarding, nor for any purpose whilst passengers are on board,</b></p> <p><b>NOTE: If the affected emergency exit is operative mechanically, it may still be used for evacuation in the case of emergency.</b></p> <p><b>(e) Visual indications (illuminated and non-illuminated) directing passengers to the affected emergency exit are obscured,</b></p> <p><b>(f) All crew members are briefed on the location and condition of the affected emergency exit, passenger distribution and modified cabin safety procedures,</b></p> <p><b>(g) The affected emergency exit and blocked seating layout are checked before each flight by the relevant cabin crew member, and</b></p> <p><b>(h) The escape path to the affected emergency exit is checked by the relevant cabin crew member to be unobstructed before each takeoff and landing.</b></p> <p><b>NOTE: Reference may be made to UK CAA FODCOM 8/99 for guidance relating to passenger number reduction.</b></p>
-00-30 Passenger and Service Doors Emergency Opening Assisting System (except ECJ model)	A	4	3	<p><b>(M) (O) One may be inoperative or missing for a maximum of 5 flights provided:</b></p> <p><b>(a) Associated door is considered inoperative. Refer to item 52-00-00 Passenger and Service Doors.</b></p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>52 Doors</u>				
-21-00 Overwing Escape Hatch (EMBRAER 190/195 except ECJ model)	A	2	1	(M) (O) One may be inoperative <b>for a maximum of 5 flights</b> provided: (a) Remaining main entry doors are fully operational, and, <b>(b) Associated door is considered inoperative. Refer to item 52-00-00 Passenger and Service Doors.</b>
-31-20 Fwd (Aft) Cargo Door Green Indicators	-	-	-	<b>All must be operative.</b>
-51-00 Cockpit Security Door Automatic Locking System	A	1	0	(M) (O) May be inoperative provided: (a) Automatic locking system is deactivated, (b) Mechanical Latch operates normally and is used to lock the door, (c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and (d) Repairs are made within <b>four flights.</b> <b>Note: These dispatch conditions only apply to and from countries which require secured doors.</b>
	<b>B</b>	<b>1</b>	<b>0</b>	(M) (O) May be inoperative provided: (a) <b>Automatic locking system is deactivated, and no other locking system is used, and</b> (b) <b>Alternate procedures are established and used for access to the flight deck.</b>
(Continued)				

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(1) System & Sequence Numbers Item	(2) Rectification Interval		
<p><u>52 Doors</u></p> <p>-51-00 Cockpit Security Door Automatic Locking System (Continued)</p> <p>1) Cockpit Door Control Panel</p> <p>a) LOCK Pushbutton</p>		(3) Number installed	
			(4) Number required for dispatch
			<p>(5) Remarks or Exceptions</p> <p><b>(M) (O) May be inoperative provided:</b></p> <p>(a) Automatic locking system is deactivated,</p> <p>(b) Mechanical Latch operates normally and is used to lock the door,</p> <p><b>(c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and</b></p> <p><b>(d) Repairs are made within four flights.</b></p> <p><b>Note: These dispatch conditions only apply to and from countries which require secured doors.</b></p> <p><b>(M) (O) May be inoperative provided:</b></p> <p>(a) Automatic locking system is deactivated, and no other locking system is used, and</p> <p>(b) Alternate procedures are established and used for access to the flight deck.</p> <p>(Continued)</p>

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		DATE: <b>26 November 2007</b>	<b>S52-4</b>
(1) System & Sequence Numbers Item	(2) Rectification Interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or Exceptions		
<u>52 Doors</u>			
51-00 Cockpit Security Door Automatic Locking System (Continued)			
1) Cockpit Door Control Panel (Continued)			
b) LOCK Pushbutton Light	<b>C</b>	1	0
			<b>May be inoperative provided the LOCK Pushbutton is verified to operate normally.</b>
c) INHIB Pushbutton	<b>A</b>	1	0
			<b>(M) (O) May be inoperative provided:</b> <b>(a) Automatic locking system is deactivated,</b> <b>(b) Mechanical Latch operates normally and is used to lock the door,</b> <b>(c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and</b> <b>(d) Repairs are made within four flights.</b> <b>Note: These dispatch conditions only apply to and from countries which require secured doors.</b>
	<b>B</b>	<b>1</b>	<b>0</b>
			<b>(M) (O) May be inoperative provided:</b> <b>(a) Automatic locking system is deactivated, and no other locking system is used, and</b> <b>(b) Alternate procedures are established and used for access to the flight deck.</b>
			(Continued)

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>52 Doors</u></p> <p>51-00 Cockpit Security Door Automatic Locking System (Continued)</p> <p>1) Cockpit Door Control Panel (Continued)</p> <p>d) INHIB Pushbutton Light</p> <p>e) UNLOCKED Annunciator ON Light</p>		(3) Number installed
		(4) Number required for dispatch
		<p>(5) Remarks or Exceptions</p> <p><b>May be inoperative provided the INHIBIT Pushbutton is verified to operate normally.</b></p> <p>(O) May be inoperative provided:</p> <p>(a) Door Chime operates normally, and</p> <p><b>(b) The LOCK and INHIBIT Pushbuttons are verified to operate normally.</b></p> <p>(Continued)</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>52 Doors</u></p> <p>51-00 Cockpit Security Door Automatic Locking System (Continued)</p> <p>2) Flight Attendant Cockpit Door Control Panel</p> <p>a) Emergency Call Pushbutton</p>	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or Exceptions	
	A	1
B	1	<p>0 (M) (O) May be inoperative provided:</p> <p>(a) <b>Automatic locking system is deactivated, and no other locking system is used, and</b></p> <p>(b) <b>Alternate procedures are established and used for access to the flight deck.</b></p> <p>(Continued)</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval	
<p><u>52 Doors</u></p> <p>51-00 Cockpit Security Door Automatic Locking System (Continued)</p> <p>2) Flight Attendant Cockpit Door Control Panel (Continued)</p> <p>b) Emergency Call Pushbutton Light</p> <p>c) Door Opening Sequence Inhibited Red Light</p> <p>d) Door Unlocked Green Light</p>		(3) Number installed
		(4) Number required for dispatch
		<p>(5) Remarks or Exceptions</p> <p>(O) May be inoperative provided alternate procedures are established and used <b>for access to the flight deck.</b></p> <p>(O) May be inoperative provided alternate procedures are established and used <b>for access to the flight deck.</b></p> <p>(O) May be inoperative provided alternate procedures are established and used <b>for access to the flight deck.</b></p> <p>(Continued)</p>

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>52 Doors</u>				
51-00 Cockpit Security Door Automatic Locking System (Continued)				
3) Door Chime	<b>A</b>	<b>1</b>	<b>0</b>	<p>(M) (O) May be inoperative provided:</p> <p>(a) Automatic locking system is deactivated,</p> <p><b>(b) Mechanical Latch operates normally and is used to lock the door,</b></p> <p>(c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and</p> <p>(d) Repairs are made within <b>four flights</b>.</p> <p><b>Note: These dispatch conditions only apply to and from countries which require secured doors.</b></p>
	<b>B</b>	<b>1</b>	<b>0</b>	<p>(M) (O) May be inoperative provided:</p> <p>(a) Automatic locking system is deactivated, and no other locking system is used, and</p> <p>(b) Alternate procedures are established and used for access to the flight deck.</p>
4) Maintenance Lock	<b>D</b>	<b>1</b>	<b>0</b>	
<b>5) Mechanical Latch</b>	<b>D</b>	<b>1</b>	<b>0</b>	

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		DATE: <b>30 September 2005</b>	<b>S52-9</b>
(1) System & Sequence Numbers Item	(2) Rectification Interval		
<u>52 Doors</u>  -70-00 Door Position Indication on MFD and associated EICAS Message	C	-	(3) Number installed
			(4) Number required for dispatch
			(5) Remarks or Exceptions
			(M) (O) <b>Two</b> may be inoperative provided affected door is verified closed, latched and locked before each flight.