

E-JETS FAMILY

FIRST & SECOND GENERATION

**EMBRAER 170/175/190/195/
190 FREIGHTER/E190-E2/E195-E2/
LINEAGE 1000**

CTA MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

THIS DOCUMENT IS APPLICABLE TO THE FOLLOWING AIRPLANE MODELS: ERJ 170-100 STD/LR/SE/SU, ERJ 170-200 STD/LR/SU, ERJ 190-100 STD/LR/ECJ/IGW/SR/FREIGHTER, ERJ 190-200 STD/LR/IGW, ERJ 190-300 AND ERJ 190-400.

NOTE: THE ERJ 170-100, ERJ 170-200, ERJ 190-100, ERJ 190-200, ERJ 190-300, ERJ 190-400 AND ERJ 190-100 ECJ MODELS HAVE THE COMMERCIAL DESIGNATION OF EMBRAER 170, EMBRAER 175, EMBRAER 190, EMBRAER 190 FREIGHTER, EMBRAER 195, E190-E2, E195-E2 AND LINEAGE 1000, RESPECTIVELY. THE ERJ 190-100 IGW HAS THE COMMERCIAL DESIGNATION OF EMBRAER 190 AR OR EMBRAER 190 PR. THE ERJ 190-200 IGW HAS THE COMMERCIAL DESIGNATION OF EMBRAER 195 AR.

CTA APPROVAL:



CLAUDIO PASSOS SIMÃO – TEN.-CEL.-ENG.
CHEFE DA DIVISÃO DE HOMOLOGAÇÃO
AERONÁUTICA

DATE:

20 FEBRUARY 2004

MMEL-1506

**FEBRUARY 20, 2004
REVISION 18 – JUL 18, 2024**

**ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST
(MMEL-1506)**

HIGHLIGHTS OF CHANGE

REVISION 18 –JULY 18, 2024

Page	Change Description
0-INTR	DEFINITIONS Included a new definition to clarify MMEL items effectivity.
ALL	GENERAL Included “EMBRAER 190 FREIGHTER” effectivity in several items also applicable to freighter configuration. Included effectivity in several items to remove the freighter applicability.
21-1	21-22-04 Main Deck Isolation Valve Included new item for the EMBRAER 190 FREIGHTER.
21-3 to 21-5	21-25-01 Emergency Ram Air Valve Changed E-Jets dispatch condition identification. Included new reliefs for the EMBRAER 190 FREIGHTER.
21-7	21-26-15 Electronic Bay Shutoff Valve Included new item for the EMBRAER 190 FREIGHTER.
21-8	21-26-16 Electronic Bay Bypass Shutoff Valve Included new item for the EMBRAER 190 FREIGHTER.
21-18	21-41-00 Heated Floor Panel System Removed item. Included as NEF item.
21-20 to 21-23	21-51-00 Air Conditioning Packs Changed E-Jets dispatch condition identification. Included new reliefs for the EMBRAER 190 FREIGHTER. Included ER operation restriction for E-Jets E2.
21-24	21-51-01 Pack Flow Control Valves Included ER operation restriction.
21-25	21-51-08 Water Spray Nozzles Included ER operation restriction.

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REVISION 18 –JULY 18, 2024

Page	Change Description
22-2 to 22-6	22-11-01 Guidance Panels Included new items of the guidance panel for dispatch and updated items numbers.
22-7	22-11-04 Autopilot Disconnect (AP DISC) Buttons Updated non-flying pilot terminology to pilot monitoring.
23-6	23-30-10 Cabin Announcement System Included new item for the EMBRAER 190 FREIGHTER.
23-7 and 23-9	23-51-00 Cockpit/Cabin Interphone System Changed E-Jets dispatch conditions identification. Included new reliefs for the EMBRAER 190 FREIGHTER.
23-12	23-51-12 Digital Audio Panel (DAP) Included new item.
24-2 to 24-3	24-21-01 Engine Driven Generator (IDG, GCU, GLC) Updated dispatch condition to split them between aircrafts with and without extended operations, due to FL limitation. Included ER operation restriction for E-Jets E2.
24-8	24-61-02 Secondary Power Distribution Assembly Included ER operation restriction for E-Jets E2.
25-5	25-12-15 Sun Visors Removed item.
25-5	25-12-17 Direct Vision Window Sunshades Removed item.
25-14 to 25-18	25-21-20 Flight Attendant Seat Assembly (Single or Dual Position) Changed order of the non-passenger-carrying dispatch condition. Included new relief for the EMBRAER 190 FREIGHTER.

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Page	Change Description
25-19 to 25-20	25-25-00 Flight Attendant Panels (FAP) Changed E-Jets E2 dispatch conditions identification. Included new relief for the EMBRAER 190 FREIGHTER.
25-29 to 25-30	25-64-00 Autonomous Distress Tracking (ADT) System Included new item.
26-1	26-00-05 Cargo Compartment Smoke Detection and Fire Protection System Included ER operation restriction in MMEL item -01-A and included another EICAS message as dispatchable in item -01-B.
26-3 to 26-4	26-13-00 Main Deck Cargo Compartment Smoke Detection System Included new item for the EMBRAER 190 FREIGHTER.
26-5	26-14-00 Lavatory Smoke Detection System Changed E-Jets dispatch condition identification. Included new relief for the EMBRAER 190 FREIGHTER.
26-6	26-14-01 Lavatory Smoke Test Switches on Flight Attendant Panel Changed E-Jets dispatch condition identification. Included new relief for the EMBRAER 190 FREIGHTER.
26-11 to 26-12	26-25-00 Lavatory Fire Extinguishing System Changed E-Jets dispatch conditions identification. Included new relief for the EMBRAER 190 FREIGHTER.
27-6 to 27-7	27-50-00 Flap System Included ER operation restriction for E-Jets E2.

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Page	Change Description
27-10 to 27-11	27-80-00 Slat System Included ER operation restriction for E-Jets E2.
28-1	28-00-05 Fuel Control System Included ER operation restriction for E-Jets E2.
28-4	28-22-07 APU Fuel Shutoff Valve Included ER operation restriction.
28-10	28-25-01 AC Center Fuel Transfer Pump Included ER operation restriction for E-Jets E2.
28-10	28-25-03 AC Center Fuel Transfer Pump Pressure Switch Included ER operation restriction for E-Jets E2.
28-11	28-41-00 Fuel Quantity Indicating Updated proviso related to Fuel Low Lever Sensor.
29-5	29-12-18 System 3 Accumulator Pressure Indicators Editorial correction.
30-1	30-00-01 Ice Protection Control Panel Included ER operation restriction.
30-1	30-11-00 Wing Anti-Ice System Included ER operation restriction.
30-2	30-11-01 Wing Anti-Ice Valves Included ER operation restriction.
30-6 to 30-8	30-11-09 Wing Anti-Ice Overheat Detection System Included ER operation restriction for E-Jets E2.
30-10	30-21-01 Engine Anti-Ice Valves Included ER operation restriction for E-Jets E2.

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Page	Change Description
30-14	30-71-00 Potable Water Heating System Included new item.
30-18	30-71-50 Freeze Protection Kit (FPK) Removed E190-E2 and E195-E2 from item applicability.
30-19	30-81-00 Ice Detector System Included ER operation restriction.
33-1	33-10-10 Main Deck Cargo Door Lights Included new item for the EMBRAER 190 FREIGHTER.
33-2	33-12-01 Multi Channel Dimmer Updated dispatch conditions for clarification.
33-4 and 33-6	33-21-00 Cabin Interior Illumination System Changed E-Jets dispatch conditions identification. Included (O) reference on dispatch condition -01-A. Included new relief for the EMBRAER 190 FREIGHTER.
33-8 to 33-9	33-23-00 Passenger Signs / Ordinance Sign Changed item title. Changed E-Jets dispatch conditions identification. Included new relief for the EMBRAER 190 FREIGHTER.
33-10	33-28-00 Lavatory Lights System Changed number installed to better accommodate the EMBRAER 190 FREIGHTER.
33-12	33-44-00 Wing Inspection Lights Updated dispatch conditions to avoid overlap between them.
33-13	33-47-00 Strobe Lights Updated subitem title.
33-13	33-50-01 Emergency Lighting Power Unit (ELPU) Included new item.

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Page	Change Description
33-14	33-50-14 Exit Indicator Signs Included new item.
33-14	33-50-15 Exit Identifier Signs Included new item.
33-14	33-50-17 Exit Marking Signs Included new item.
33-14	33-50-19 Exit Locator Signs Included new item.
33-17	33-50-30 Exit Markings Removed item. Included in items 33-50-14, 33-50-15, 33-50-17 and 33-50-19.
34-2	34-15-03 Total Air Temperature Sensors Included ER operation restriction.
34-12	34-41-05 Steep Approach Mode Included new subitem.
35-8	35-21-03 “MASKS DEPLOY” Knob on Passenger Oxygen Panel Changed proviso to include the EMBRAER 190 FREIGHTER.
35-9 to 35-10	35-23-00 Supernumerary Oxygen System Included new item for the EMBRAER 190 FREIGHTER.
35-10	35-23-02 Supernumerary Oxygen Box Door Electrical Latches Included new item for the EMBRAER 190 FREIGHTER.
35-11	35-23-03 Supernumerary Oxygen Box Deploy Tool Included new item for the EMBRAER 190 FREIGHTER.

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Page	Change Description
35-11 to 35-12	35-30-01 Portable Oxygen Cylinder and Masks Changed E-Jets dispatch condition identification. Included new relief for the EMBRAER 190 FREIGHTER.
36-8 to 36-10	36-00-00 Engine Bleed Systems Included ER operation restriction for E-Jets E2.
36-13	36-10-01 Cross Bleed Valve Included ER operation restriction for E-Jets E2.
36-14 to 36-15	36-11-01 High State Bleed Valves Included ER operation restriction for E-Jets E2.
36-16 to 36-17	36-11-03 Engine Bleed Valves Included ER operation restriction for E-Jets E2.
36-18	36-11-09 Fan Air Valves Included ER operation restriction for E-Jets E2.
36-19	36-12-01 APU Bleed Valve Included ER operation restriction.
36-23 to 36-25	36-21-02 Engine Bleed Overheat Detection System (OSD) Included ER operation restriction.
36-26 to 36-27	36-21-03 APU Overheat Detection System (ODS) Included ER operation restriction.
38-2	38-00-06 Water and Waste Status Panel Included new item for the EMBRAER 190 FREIGHTER.

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Page	Change Description
44-1	44-12-01 Passenger Cabin/Galley Speakers Changed E-Jets dispatch conditions identification. Included new reliefs for the EMBRAER 190 FREIGHTER.
44-1	44-12-02 Lavatory Speakers Changed E-Jets dispatch conditions identification. Included new reliefs for the EMBRAER 190 FREIGHTER.
44-5	44-14-09 Main Deck Horn Included new item for the EMBRAER 190 FREIGHTER.
49-1	49-16-04 APU Air Inlet Door System Included ER operation restriction.
49-1	49-71-00 APU RPM Indication on EICAS Included ER operation restriction.
49-1	49-72-00 APU EGT Indication on EICAS Included ER operation restriction.
50-3	50-33-00 Main Deck Cargo Compartment Linings Included new item for the EMBRAER 190 FREIGHTER.
50-3	50-33-16 Main Deck Cargo Door Net Included new item for the EMBRAER 190 FREIGHTER.
52-1 to 52-5	52-00-00 Passenger and Service Doors Changed E-Jets dispatch conditions identification. Included new reliefs for the EMBRAER 190 FREIGHTER.
52-6	52-00-30 Passenger and Service Doors Emergency Opening Assisting System Changed E-Jets dispatch condition identification. Included new reliefs for the EMBRAER 190 FREIGHTER.
52-13	52-34-00 Main Deck Cargo Door Included new item for the EMBRAER 190 FREIGHTER.

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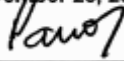
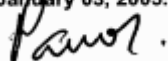
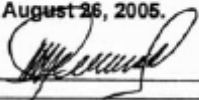
HIGHLIGHTS OF CHANGE

REVISION 18 –JULY 18, 2024

Page	Change Description
73-1 to 73-2	73-21-01 Engine Full Authority Digital Electronic Control (FADEC) Updated provisos to comply with Embraer philosophy. Included ER operation restriction for E-Jets E2.
73-2	73-21-17 T2 Sensor Heater Included ER operation restriction for EMBRAER 170/175 models.
73-2	73-21-21 P2T2 Heater Included ER operation restriction for E-Jets E2.
75-1	75-26-02 Engine Buffer Air System Included ER operation restriction for E-Jets E2.
77-1	77-31-00 Engine Vibration Indication on EICAS Included ER operation restriction for E-Jets E2.
79-1	79-21-00 Oil Supply System Included ER operation restriction for E-Jets E2.
80-1	80-10-05 Engine Start/Stop Switch Cover Changed repair category and updated item to include the optional marks.

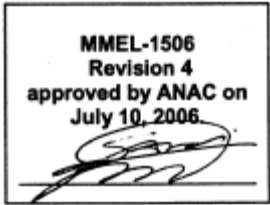
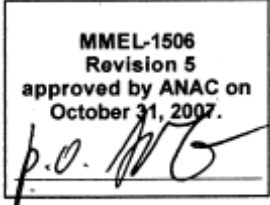
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LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	CTA APPROVAL
1 NOV 25, 04	21-1, 24-1, 27-2, 29-1, 29-3, 31-4, 32-1 to 32-3, 34-3 to 34-10, 44-2 to 44-4 and 45-1	Items included and general updating.	<div>MMEL-1506 Revision 1 approved by CTA on November 25, 2004. </div>
2 JAN 03, 05	Cover page 0-INTR page 5 32-1 44-4	Includes EMBRAER 175 model. Deletes reference to EMB-135/145 airplanes. Deletes item 32-33-01. Editorial correction.	<div>MMEL-1506 Revision 2 approved by CTA on January 03, 2005. </div>
3 AUG 26, 05	Cover page 21-1 to 80-1	Includes EMBRAER 190 model. Items included and general updating. Revised header to include ERJ 190 model applicability.	<div>MMEL-1506 Revision 3 approved by CTA on August 26, 2005. </div>

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4 JUL 10, 06	Cover page, 21-1 to 21-16, 22-1, 22-3, 22-4, 23-1 to 23-5, 24-1, 25-5 to 25-14, 26-2, 26-3, 27-2, 28-1, 29-1 to 29-3, 29-5, 30-1 to 30-5, 31-1 to 31-9, 32-1 to 32-3, 33-1 to 33-5, 34-1 to 34-12, 35-3, 36-2, 36-6, 36-7, 38-4, 44-5, 50-1, 52-2, 52-3, 52-8, 52-9, 74-1 and 79-1	Include EMBRAER 195 model. Items included and general updating.	 <p>MMEL-1506 Revision 4 approved by ANAC on July 10, 2006.</p>
5 OCT 31, 07	0-INTR pages 1 to 9, 21-1 to 21-3, 21-7 to 21-17, 22-1 to 22-5, 23-1 to 23-6, 24-1, 25-12 to 25-16, 26-1 to 26-4, 27-1, 27-2	General improvements. General items updated due to the Primus EPIC LOAD 19.3. Added "except for ER operations" to items restricted for ETOPS.	 <p>MMEL-1506 Revision 5 approved by ANAC on October 31, 2007.</p>

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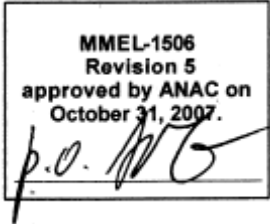
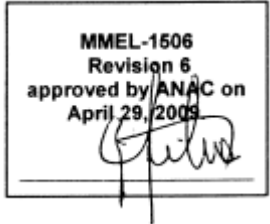
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5 OCT 31, 07	28-1, 28-2, 28-4, 29-5, 30-2 to 30-6, 31-6 to 31-8, 32-3, 34-2, 34-7, 34-8, 35-2, 35-3, 36-1 to 36-8, 45-1, 49-1, 74-1 and 79-1	General improvements. General items updated due to the Primus EPIC LOAD 19.3. Added "except for ER operations" to items restricted for ETOPS.	 <p>MMEL-1506 Revision 5 approved by ANAC on October 31, 2007.</p> <p>p.o. [Signature]</p>
6 APR 29, 09	Cover page; 0-INTR, pages 1, 2, 5 to 10; 21-1 to 21-3, 21-7 to 21-21, 22-1, 23-4, 23-6; 24-2, 24-3, 25-1 to 25-21, 26-1 to 26-11, 27-1 to 27-3, 28-1 to 28-5, 29-5, 33-1 to 33-5; 34-1, 34-4, 35-3, 35-4, 36-2, 36-4, 36-6, 38-1, 38-2, 44-1 to 44-5, 46-1, 50-1, 52-2 to 52-9.	Include the EMBRAER 190 ECJ (LINEAGE 1000) model. General improvements.	 <p>MMEL-1506 Revision 6 approved by ANAC on April 29, 2009</p> <p>[Signature]</p>

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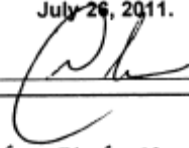
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7 JUL 26, 11	Cover page; 0-INTR pages 1, 2, 5, 7 to 10; 21-5 to 21-16, 21-18, 21-19; 23-2, 23-4 to 23-6; 24-1 to 24-3; 25-5, 25-12 to 25-15, 25-17; 26-1 to 26-4, 26-11; 27-1 to 27-3; 28-1, 28-2, 28-5; 29-1, 29-5; 30-5, 30-6; 31-7; 33-1, 33-4; 34-3 to 34-8, 34-11 to 34-13; 35-2; 36-1 to 36-8; 38-1; 44-1, 44-4 to 44-6; 46-1; 49-1; 50-1, 50-2; 52-5 to 52-10; 73-1; 79-1; 80-1.	Included Items and general updating. Included EMBRAER 190 PR model.	<div style="border: 1px solid black; padding: 10px; text-align: center;"> MMEL-1506 Revision 7 approved by ANAC on July 26, 2011. </div>  <i>Nelson Eisaku Nagamine</i> General Manager - Acting Aeronautical Product Certification Branch

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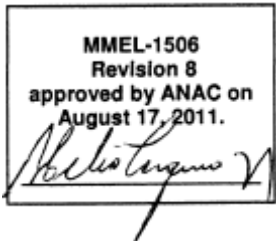
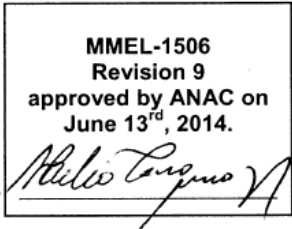
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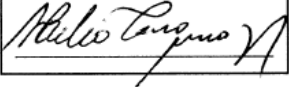
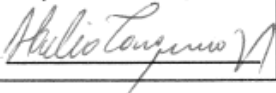
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8 AUG 17, 11	Cover page.	Included EMBRAER 190 SR model.	 <p>MMEL-1506 Revision 8 approved by ANAC on August 17, 2011.</p>
9 JUN 13, 14	Cover page; 0-TOC page 1 0-INTR pages 1 to 8; 21-3, 21-4, 21-7 to 21-22; 23-1, 23-3, 23-5, 23-6; 24-2, 24-3; 25-1, 25-10, 25-14, 25-17, 25-18, 25-22; 27-1 to 27-3; 28-2 to 28-4; 29-5; 30-1 to 30-3, 30-5; 31-5 to 31-8 32-2, 32-3; 33-4, 33-5;	Update of MMEL definitions. Included Items and general updating. Editorial corrections.	 <p>MMEL-1506 Revision 9 approved by ANAC on June 13rd, 2014.</p>

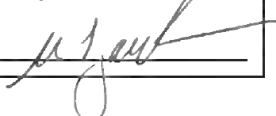
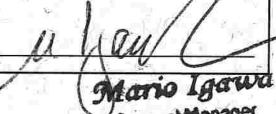
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9 JUN 13, 14	34-3 to 34-14; 35-1; 36-1 to 36-10; 38-1; 44-3, 44-6, 44-7; 52-4, 52-8; 78-1, 78-2.	Update of MMEL definitions. Included Items and general updating. Editorial corrections.	<div> MMEL-1506 Revision 9 approved by ANAC on June 13rd, 2014.  </div>
10 SEP 30, 14	79-1, 79-2	Added new dispatch condition to item 79-33-01 (Low Oil Pressure Switch).	<div> MMEL-1506 Revision 10 approved by ANAC on September 30th, 2014.  </div>

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11 SEP 04, 15	4; 21-21; 25-7 to 25-9, 25- 12 to 25-25; 26-2; 27-1; 28-1; 29-5; 30-3; 31-5; 32-1 to 32-3; 33-1 to 33-8; 34-4, 34-5; 35-1; 36-3; 46-1, 46-2; 50-1, 50-2; 52-4 to 52- 11; 79-1, 79-2	Update of MMEL definitions. Added items and general updating. Editorial corrections.	<div>MMEL-1506 Revision 11 approved by ANAC on September 4th, 2015.</div> 
12 OCT 28, 16	25-15; 26-2	Remark was updated.	<div>MMEL-1506 Revision 12 approved by ANAC on October 28, 2016.</div>  Mario Igawa General Manager Aeronautical Product Certification

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13 AUG 30, 18	ALL	Updated the MMEL layout, header and dispatch conditions identifications. Added MMEL items and general updates. Included items for EMBRAER 190-E2.	883/2018/GCPR/GGCP/ SAR-ANAC
14 SEP 09, 19	ALL	Included items for EMBRAER 195-E2 and general updates.	981/2019/GCPR/GGCP/ SAR-ANAC
15 APR 28, 20	27- 5	Updated item 27-43-02 (Pitch Trim Switches)	315/2020/GCPR/GGCP/ SAR-ANAC

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16 NOV 19, 21	21-3; 21-17 to 21-18; 21-24; 22-1; 23-4; 24-2; 25-13 to 25-17; 25-21; 25-30; 27-6 to 27-7; 27-10 to 27-11; 28-9; 29-2; 30-6 to 30-8; 30-10; 30-14 to; 30-15; 30-17; 31-5; 31-7 to 31-9; 34-5; 34-8; 34-11; 34-13; 34-15 to 34-20; 36-8 to 36-10; 36-13; 36-15; 36-17 to 36-19; 36-23 to 36-25; 36-27; 38-3 to 38-10; 44-2; 45-1; 45-3; 52-7 to 52-8; 52-11 to 52-14; 73-3; 79-3 to 79-5	Added MMEL items and general updates.	1137/2021/GTPR/GCPP/ SAR-ANAC

ANAC APPROVED MASTER MINIMUM EQUIPMENT LIST
(MMEL-1506)

LOG OF REVISIONS

REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
17 FEB 17, 23	21-3 to 21-6; 23-3; 23-5 to 23-8; 23-11; 26-3; 29-4; 30-2; 30-13; 31-5; 31-9; 33-9; 33-12 to 33 13; 34-7 to 34-8; 34-15 to 34-21; 35-4 to 35-7; 36-20 to 36-21; 38-5 to 38-6; 44-1 to 44-5; 44-7; 45-1; 50-1 to 50-3; 52-10 to 52-11	Added MMEL items and general updates.	160/2023/GTPR/GCPP/ SAR-ANAC
18 JUL 18, 24	ALL	Included items for EMBRAER 190 FREIGHTER, included "except for ER operations" to items restricted for ETOPS, and general updates.	826/2024/GTPR/GCPP/ SAR-ANAC

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REVISION	2	JAN 03, 2005
REVISION	3	AUG 26, 2005
REVISION	4	JUL 10, 2006
REVISION	5	OCT 31, 2007
REVISION	6	APR 29, 2009
REVISION	7	JUL 26, 2011
REVISION	8	AUG 17, 2011
REVISION	9	JUN 13, 2014
REVISION	10	SEP 30, 2014
REVISION	11	SEP 04, 2015
REVISION	12	OCT 28, 2016
REVISION	13	AUG 30, 2018
REVISION	14	SEP 09, 2019
REVISION	15	APR 28, 2020
REVISION	16	NOV 19, 2021
REVISION	17	FEB 17, 2023
REVISION	18	JUL 18, 2024

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

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DEFINITIONS

- 1) **Administrative Control Item (ACI).** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
- 2) **ATA System Page.** The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
 - a) **Item.** This column depicts the equipment, system, component, or function listed in the "Item" column.
 - b) **Repair Category.** See definition #23.
 - c) **Number Installed.** This column depicts the number (quantity) of instrument and equipment 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., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
 - d) **Number Required for Dispatch.** This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. 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.

- e) **Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- f) **Provisos.** Provisos are indicated by a number or a lower case letter in “Remarks or Exceptions”. Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
- g) **Notes.** Notes provide 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 aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
- h) **Vertical Bar (change bar).** A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.
- 3) **Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).** The CTA/ANAC approved AFM/RFM is the document approved by the responsible ANAC Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM or an RFM. ANAC requires an approved flight manual for aircraft type certification.
- 4) **As Required by local regulations.** When the MMEL states, “As Required by Local Regulations” the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in RBHA/RBAC operating rules. The number of items required by RBHA/RBAC must be operative. When the listed item is not required by RBHA/RBAC, it may be inoperative for the time specified by repair category.

- 5) **"Regulamentos Brasileiros de Homologação Aeronáutica" (RBHA)/ "Regulamento Brasileiro de Aviação Civil" (RBAC)** means the applicable requirement for the certified airplane.
- 6) **Considered Inoperative.** The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions 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.
- 7) **Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
- 8) **Day of Discovery.** This is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar days or flight days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
- 9) **Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
- 10) **Deleted.** "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.

- 11) **Effectivity.** Some MMEL items apply only to some models of the E-Jets and/or E-Jets E2. These items are identified by the respective airplane model. For instance, EMBRAER 190/195 means that all 190 models – except LINEAGE 1000 and 190 FREIGHTER – and all EMBRAER 195 models are included in the applicability. Similarly, EMBRAER 190 FREIGHTER applies only to EMBRAER 190 Post-Mod. SB 190-25-0270. If no applicability identifies an item, it means that the item applies to all E-Jets models and all E-Jets E2 models.
- 12) **Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
- 13) **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the RBHA/RBAC.
- 14) **Flight Day.** A flight day is a 24 hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
- 15) **Heavy Maintenance Visit (HMV).** HMV is a maintenance check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
- 16) **Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
- 17) **Inoperative.** 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) and/or tolerance(s).
- 18) **Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that 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).

- 19) **Is Not Used.** The phrase “Is Not Used” in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
- 20) **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft’s ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

- 21) Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that its operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.

Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

- 22) "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.
- 23) Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

24) Repair Category. All users of an MEL approved under RBHA/RBAC 91, 121, 129 and 135 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators.

- a) **Repair Category A.** This category item must be repaired within the time interval specified in the “Remarks or Exceptions” column of the aircraft operator’s approved MEL. For time intervals specified in “calendar days” or “flight days”, the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator’s approved MEL.
- b) **Repair Category B.** This category item must be repaired within 3 consecutive calendar days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3 day interval would begin at midnight the 26th and end at midnight the 29th.
- c) **Repair Category C.** This category item must be repaired within 10 consecutive calendar days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.
- d) **Repair Category D.** This category item must be repaired within 120 consecutive calendar days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

- 25) Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.
- 26) Triple Asterisk (***).** 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 aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
- 27) Visible Moisture.** 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.
- 28) Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 29) Visual Meteorological Conditions (VMC).** 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.
- 30) (M).** This 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 aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

31) (O). This 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 flightcrew; 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 aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

32) **Electronic Fault Alerting System.** New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

The E-Jets family is equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides four different message levels: WARNING, CAUTION, ADVISORY and STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an aircraft operator's standard maintenance program.

PREAMBLE

The Airworthiness Regulations require that all equipment installed on an airplane in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into 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 manufacturer and approved by the CTA/ANAC to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The CTA/ANAC approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of RBHA/RBAC requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the 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 repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL provides for release of the 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 RBHA/RBAC. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in 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 RBHA/RBAC. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

MASTER MINIMUM EQUIPMENT LIST

Airplane

ERJ 170/ERJ 190

Revision 18

Page

21-1

System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

00-00	Environment Control System Synoptic Displays (MFD ECS Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
00-01	Air Management System (AMS) Channels				
-01	AMSC Channels (EMBRAER 170/175/190/195/ 190 FREIGHTER)	C	2	1	(M) Except for ER operations, one may be inoperative provided: a) AMS control channel is reverted to the operative one, and b) Flight is conducted at or below FL 310.
21-04	Foot Warmer Shutoff Valves	C	2	0	
22-04	Main Deck Isolation Valve (EMBRAER 190 FREIGHTER)	C	3	2	(M)(O) May be inoperative provided: a) Affected valve is secured closed, b) Electronic Bay Shutoff Valve is operative, c) Remaining Main Deck Isolation Valves are verified operative before each flight, and d) Air Conditioning Pack 02 is considered inoperative.
23-00	Gasper System	D	1	0	NOTE: Any portion of the system that operates normally may be used.

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		4. Remarks and/or exceptions				
21 AIR CONDITIONING						
24-01	Recirculation Fans (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	C	2	0	(M) May be inoperative provided affected fan is deactivated.	
-01	Recirculation Fan Check Valves	C	2	0	(M) May be inoperative closed provided associated fan is deactivated.	
24-02	Recirculation Air Filters (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)					
-A		C	2	0	May be inoperative or missing provided Recirculation Fans (RECIRC) remain selected off.	
-B		C	2	0	(M) May be inoperative or missing provided associated Recirculation Fan is deactivated.	

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		2. Number installed				
		3. Number required for dispatch				
		4. Remarks and/or exceptions				
21 AIR CONDITIONING						
24-06	Recirculation Fans Pushbutton (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	C	1	0	May be inoperative provided both Recirculation Fans are considered inoperative.	
-01	Recirculation Fan Pushbutton Illumination	C	1	0	(O) May be inoperative provided associated pushbutton is verified operative.	
25-01	Emergency Ram Air Valve					
-01	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is secured open, and b) Air Conditioning Pack 01 is considered inoperative.	
(Continued)						

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Airplane

ERJ 170/ERJ 190

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21-4

System &
Sequence
No.

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

25-01 Emergency Ram Air
Valve
(Continued)

-02 EMBRAER
190 FREIGHTER

-A

C

2

1

(M) Except for ER operations,
RH valve may be inoperative
provided:
a) Valve is secured closed,
b) LH Emergency Ram Air
Valve is verified operative
before each flight, and
c) Both Air Conditioning
Packs are operative.

-B

C

2

0

(M) Except for ER operations,
both valves may be
inoperative provided:
a) RH Emergency Ram Air
Valve is secured closed,
b) LH Emergency Ram Air
Valve is secured open,
c) Air Conditioning Pack 01 is
considered inoperative,
and
d) Procedures are
established and used to
ensure the Main Deck
Cargo compartment
remains empty or is
verified to contain only
empty cargo handling
equipment, ballast (ballast
may be loaded in ULDs),
and/or Fly Away Kits.

(Continued)

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21-5

System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

25-01 Emergency Ram Air
Valve
(Continued)

-02 EMBRAER
190 FREIGHTER
(Continued)

-B (Continued)

NOTE: Operator MELs must
define which items are
approved for inclusion
in the Fly Away Kits,
and which materials
can be used as
ballast.

25-03 Emergency Ram Air
Check Valve
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

C 1 0

Except for ER operations,
may be inoperative open
provided Air Conditioning
Pack 02 is considered
inoperative.

25-06 Ram Air Inlet Door
System
(EMBRAER 170/175
Post-Mod.
SB 170-53-0107 and
EMBRAER 190/195
Post-Mod.
SB 190-53-0070)

C 1 0

(M) May be inoperative
provided:
a) Both doors are secured
open, and
a) Both actuators are
deactivated.

26-01 Forward Electronic
Bay Compartment
Fan
(EMBRAER 190-E2/
195-E2)

C 2 1

(M) May be inoperative
provided operative Fan is
verified powered by ESS
BUS.

26-02 Forward Electronic
Bay Temperature
Sensor
(EMBRAER 190-E2/
195-E2)

C 1 0

May be inoperative provided
FWD EBAY SMK DET FAIL is
not displayed on EICAS.

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3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

26-05	Middle Electronic Bay Compartment Fan (EMBRAER 190-E2/195-E2)	C	2	1	(M) May be inoperative provided operative Fan is verified powered by ESS BUS.
26-06	Middle Electronic Bay Temperature Sensor (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided CTR EBAY SMK DET FAIL is not displayed on EICAS.
26-08	Aft Electronic Bay Ventilation System (LINEAGE 1000)				
-01	Ventilation Fan 1	D	1	0	May be inoperative provided IFE is used in-flight only.
-02	Ventilation Fan 2	C	1	0	May be inoperative provided IFE is selected OFF.
-03	Airflow Switch	C	1	0	May be inoperative provided IFE is selected OFF.
26-11	Aft Electronic Bay Temperature Sensor (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided AFT EBAY SMK DET FAIL is not displayed on EICAS.

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		4. Remarks and/or exceptions				
21 AIR CONDITIONING						
26-15	Electronic Bay Shutoff Valve (EMBRAER 190 FREIGHTER)	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, and b) Procedures are established and used to ensure the Main Deck Cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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			4. Remarks and/or exceptions						
21 AIR CONDITIONING									
26-16	Electronic Bay Bypass Shutoff Valve (EMBRAER 190 FREIGHTER)	C	1	0	(M) May be inoperative provided: a) Valve is secured closed, and b) Procedures are established and used to ensure the Main Deck Cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.				
27-01 ***	Forward Cargo Compartment Fan (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	C	1	0	(M) May be inoperative provided: a) Fan is deactivated, and b) Live animals are not carried in the cargo compartment.				

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4. Remarks and/or exceptions

21 AIR CONDITIONING

27-03 Forward Cargo
*** Compartment Check
Valve
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

-A

C

1

0

(M) May be inoperative closed
provided:

- a) Fan is deactivated, and
- b) Live animals are not
carried in the forward
cargo compartment.

-B

C

1

0

(O) May be inoperative open
provided procedures are
established and used to
ensure the associated
compartment remains empty,
or is verified to contain only
empty cargo handling
equipment, ballast (ballast
may be loaded in ULDs), and/
or Fly Away Kits.

NOTE: Operator MELs must
define which items are
approved for inclusion
in the Fly Away Kits,
and which materials
can be used as
ballast.

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

27-04 Forward Cargo

Compartment
Shutoff Valve
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

-A

C

1

0

(M) May be inoperative
provided:
a) Valve is secured closed,
b) Fan is deactivated, and
c) Live animals are not
carried in the forward
cargo compartment.

-B

C

1

0

(O) May be inoperative
provided procedures are
established and used to
ensure the associated
compartment remains empty,
or is verified to contain only
empty cargo handling
equipment, ballast (ballast
may be loaded in ULDs), and/
or Fly Away Kits.

NOTE: Operator MELs must
define which items are
approved for inclusion
in the Fly Away Kits,
and which materials
can be used as
ballast.

27-09 Aft Baggage
Compartment
Shutoff Valves
(LINEAGE 1000)

C

2

0

(M) May be inoperative
provided:
a) Both valves are secured
closed, and
b) Live animals are not
carried in the baggage
compartment.

MMEL-1506

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4. Remarks and/or exceptions

21 AIR CONDITIONING

28-02 In-Flight
*** Entertainment
System (IFE)
(EMBRAER
170/175/190/195/
LINEAGE 1000)

-01 Ventilation Fan

D 1 0

(M)(O) May be inoperative
provided:
a) Ventilation system is reset,
and
b) IFE is used in-flight only.

-02 Airflow Switch

D 1 0

(M)(O) May be inoperative
provided:
a) Ventilation system is reset,
and
b) IFE is used in-flight only.

28-03 In-Flight
*** Entertainment
System (IFE)
Ground-Shutoff-
Valve
(EMBRAER
170/175/190/195/
LINEAGE 1000)

D 1 0

(M)(O) May be inoperative
provided:
a) Affected valve is secured
closed,
b) Ventilation system is reset,
and
c) IFE is used in-flight only.

28-04 In-Flight
*** Entertainment
System (IFE) Vent-
Shutoff-Valve
(EMBRAER
170/175/190/195/
LINEAGE 1000)

D 1 0

(M) May be inoperative
provided:
a) Affected valve is secured
closed, and
b) IFE is deactivated.

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		3. Number required for dispatch							
		4. Remarks and/or exceptions							
21 AIR CONDITIONING									
28-08 ***	Chiller Ventilation System (EMBRAER 170/175/190/195/ LINEAGE 1000)								
-01	Ventilation Fan	D	1	0	(M) May be inoperative provided: a) Ventilation-fan is deactivated, and b) Chiller is deactivated.				
-02	Airflow Switch	D	1	0	(M) May be inoperative provided: a) Ventilation-fan is deactivated, and b) Chiller is deactivated.				
28-09 ***	Chiller Ground-Shutoff-Valve (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Chiller is deactivated.				
28-10 ***	Chiller Vent-Shutoff-Valve (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(M) May be inoperative provided: a) Affected valve is secured closed, and b) Chiller is deactivated.				
28-12 ***	Chiller Maintenance Panel (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(M) May be inoperative provided alternate procedures are established and used.				
					NOTE: Any portion of the system that operates normally may be used.				

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21 AIR CONDITIONING						
29-02	Low Pressure Ground Connection Check Valves					
-01	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000					
-A		C	2	1	Except for ER operations, may be inoperative open provided associated Air Conditioning Pack is considered inoperative.	
-B		C	2	0	Except for ER operations, may be inoperative open provided both Air Conditioning Packs are considered inoperative.	
-C		C	2	0	May be inoperative closed.	
-02	EMBRAER 190-E2/ 195-E2	C	1	0	May be inoperative closed.	

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4. Remarks and/or exceptions

21 AIR CONDITIONING

31-01 Cabin Pressure
Control System
(CPCS) Controller
Channels

-01 System Faults

-A

C

-

-

May be dispatched with
PRESN AUTO FAULT
Advisory EICAS message
provided PRESN MAN FAIL
Caution message is not
displayed on EICAS.

-B

C

-

-

Except for ER operations,
may be dispatched with
PRESN AUTO FAIL Caution
EICAS message provided
Outflow Valve is considered
inoperative.

-C

C

-

-

Except for ER operations,
may be dispatched with
PRESN MAN FAIL Caution
EICAS message provided
Outflow Valve is considered
inoperative.

-D EMBRAER 190-E2/
195-E2

C

-

-

(O) Except for ER operations,
may be dispatched with
PRESN MAN FAIL Caution
EICAS message provided:
a) PRESN AUTO FAULT or
PRESN AUTO FAIL are
not displayed on the
EICAS,
b) Extended overwater flight
is prohibited, and
c) Dump function of the
Outflow Valve is tested
before each flight.

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21 AIR CONDITIONING						
31-02	Outflow Valve					
-01	EMBRAER 170/175/190/195/ 190 FREIGHTER/ 190-E2/195-E2	C	1	0	(O) Except for ER operations, may be inoperative provided: a) Outflow Valve Indication on MFD operates normally, b) Outflow Valve is verified open before each flight, c) Extended overwater flight is prohibited, and d) Flight is conducted in an unpressurized configuration.	
-02	EMBRAER 170/175/190/195/ 190 FREIGHTER/	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) Outflow Valve is removed, b) Extended overwater flight is prohibited, and c) Flight is conducted in an unpressurized configuration. (Continued)	

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4. Remarks and/or exceptions

21 AIR CONDITIONING

31-02 Outflow Valve
(Continued)

-03 LINEAGE 1000

-A

C

1

0

(O) Except for ER operations, may be inoperative provided:
a) Outflow Valve Indication on MFD operates normally,
b) Outflow Valve is verified open before each flight,
c) Extended overwater flight is prohibited,
d) Auxiliary Fuel System is considered inoperative, and
e) Flight is conducted in an unpressurized configuration.

-B

C

1

0

(O) Except for ER operations, may be inoperative provided:
a) Outflow Valve is removed,
b) Extended overwater flight is prohibited,
c) Auxiliary Fuel System is considered inoperative, and
d) Flight is conducted in an unpressurized configuration.

31-05 Outflow Valve
Indication on MFD

C

2

0

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21 AIR CONDITIONING						
31-07	Cabin Rate of Climb Indication on EICAS					
-A		C	1	0	May be inoperative provided Automatic Mode on both channels operates normally.	
-B		C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.	
31-09	Cabin Differential Pressure Indication on EICAS					
-A		C	1	0	(O) May be inoperative provided: a) Cabin Altitude Indication operates normally, and b) A table is available to convert Cabin Altitude to Cabin Differential Pressure.	
-B		C	1	0	Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.	

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3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

31-11 Cabin Altitude
Indication on EICAS

-A

C

1

0

(O) May be inoperative provided:
a) Cabin Differential Pressure Indication operates normally, and
b) A table is available to convert Cabin Differential Pressure to Cabin Altitude.

-B

C

1

0

Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.

31-13 Landing Field
Elevation (LFE)
Indication on EICAS

C

1

0

Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.

32-01 Positive Pressure
Relief Valve
(Including Static Port
and Tubing)

C

1

0

Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.

32-04 Negative Pressure
Relief Valve

C

1

0

Except for ER operations, may be inoperative provided Outflow Valve is considered inoperative.

32-14 Safety Valve
Indication on MFD

C

2

0

41-00 Heated Floor Panel
*** System
(EMBRAER
170/175/190/195/
LINEAGE 1000)

Deleted, Revision 18.

|

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21 AIR CONDITIONING

51-00 Air Conditioning
Packs

-01 EMBRAER
170/175/190/195/
LINEAGE 1000

-A Airplanes with Ram
Air Inlet Doors
Installed

C

2

1

(O) Except for ER operations,
one may be inoperative
provided:
a) Associated Air
Conditioning Pack remains
selected off,
b) Flight is conducted at or
below FL 310, and
c) Both Ram Air Inlet Doors
are considered inoperative.

-B Airplanes without
Ram Air Inlet Doors
Installed

C

2

1

(O) Except for ER operations,
one may be inoperative
provided:
a) Associated Air
Conditioning Pack remains
selected off, and
b) Flight is conducted at or
below FL 310.

(Continued)

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

51-00 Air Conditioning
Packs
(Continued)

-02 EMBRAER
170/175/190/195

-A Airplanes with Ram
Air Inlet Doors
Installed

C 2 0

(O) Except for ER operations,
may be inoperative provided:
a) Both Air Conditioning
Packs remain selected off,
b) Flight is conducted in an
unpressurized
configuration, and
c) Both Ram Air Inlet Doors
are considered inoperative.

-B Airplanes without
Ram Air Inlet Doors
Installed

C 2 0

(O) Except for ER operations,
may be inoperative provided:
a) Both Air Conditioning
Packs remain selected off,
and
b) Flight is conducted in an
unpressurized
configuration.

-03 EMBRAER
190 FREIGHTER

-A

C 2 1

(O) Except for ER operations,
one may be inoperative
provided:
a) Associated Air
Conditioning Pack remains
selected off, and
b) Flight is conducted at or
below FL 310.

(Continued)

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21 AIR CONDITIONING

51-00 Air Conditioning
Packs
(Continued)

-03 EMBRAER
190 FREIGHTER
(Continued)

-B

C

2

0

(O) Except for ER operations, may be inoperative provided:
a) Both Air Conditioning Packs remain selected off,
b) Flight is conducted in an unpressurized configuration, and
c) Procedures are established and used to ensure the Main Deck Cargo compartment remains empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

(Continued)

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4. Remarks and/or exceptions

21 AIR CONDITIONING

51-00 Air Conditioning
Packs
(Continued)

-04 EMBRAER 190 PR/
LINEAGE 1000

-A Airplanes with Ram
Air Inlet Doors
Installed

C 2 0

(O) Except for ER operations,
may be inoperative provided:
a) Both Air Conditioning
Packs remain selected off,
b) Flight is conducted in an
unpressurized
configuration,
c) Both Ram Air Inlet Doors
are considered inoperative,
and
d) The Auxiliary Fuel system
is considered inoperative.

-B Airplanes without
Ram Air Inlet Doors
Installed

C 2 0

(O) Except for ER operations,
may be inoperative provided:
a) Both Air Conditioning
Packs remain selected off,
b) Flight is conducted in an
unpressurized
configuration, and
c) The Auxiliary Fuel system
is considered inoperative.

(Continued)

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21 AIR CONDITIONING

51-00 Air Conditioning
Packs
(Continued)

-05 EMBRAER 190-E2/
195-E2

-A

A

2

1

(O) Except for ER operations,
one may be inoperative
provided:

- a) Associated Air
Conditioning Pack remains
selected off,
- b) Wing Anti-Ice System is
operative,
- c) Flight is conducted at or
below FL 310, and
- d) Repairs are made within
10 flight days.

-B

A

2

0

(O) Except for ER operations,
both may be inoperative
provided:

- a) Both Air Conditioning
Packs remain selected off,
- b) Wing Anti-Ice System is
operative,
- c) Flight is conducted in an
unpressurized
configuration, and
- d) Repairs are made within
10 flight days.

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4. Remarks and/or exceptions

21 AIR CONDITIONING

51-01 Pack Flow Control
Valves

-A

C

2

1

(M) Except for ER operations,
one may be inoperative
provided:

- a) Affected valve is secured
closed, and
- b) Associated Air
Conditioning Pack is
considered inoperative.

-B

C

2

1

(O) Except for ER operations,
may be inoperative provided:

- a) Affected valve is verified
closed,
- b) Flow Control Valve
indication on MFD
operates normally, and
- c) Associated Air
Conditioning Pack is
considered inoperative.

-C

C

2

0

(M) Except for ER operations, |
may be inoperative provided: |

- a) Affected valves are
secured closed, and
- b) Both Air Conditioning
Packs are considered
inoperative.

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

51-02 Flow Sensing
Venturis

-A

C

2

1

Except for ER operations, one may be inoperative provided associated Air Conditioning Pack is considered inoperative.

-B

C

2

0

Except for ER operations, may be inoperative provided both Air Conditioning Packs are considered inoperative.

51-08 Water Spray
Nozzles

-A

C

2

1

Except for ER operations, one may be inoperative provided associated Air Conditioning Pack is not used.

-B

C

2

0

(M) May be inoperative provided affected Spray Nozzle is removed.

-C

C

2

0

Except for ER operations, may be inoperative provided both Air Conditioning Packs are not used.

51-23 Pack 1 (2)
Pushbutton
Illumination

C

2

0

(O) May be inoperative provided associated pushbutton is verified operative.

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

21 AIR CONDITIONING

60-00 Temperature Control

-01 Cockpit
Temperature "SET"
Indication on MFD
ECS Page

C

2

0

May be inoperative provided
Cockpit Temperature
"ACTUAL" Indication on MFD
ECS Page operates normally.

-02 Cockpit
Temperature
"ACTUAL" Indication
on MFD ECS Page

C

2

0

May be inoperative provided
Cockpit Temperature "SET"
Indication on MFD ECS Page
operates normally.

-03 Passenger Cabin
Zone Temperature
"SET" Indication on
MFD ECS Page

C

4

0

May be inoperative provided
Passenger Cabin
Temperature "ACTUAL"
Indication on MFD ECS Page
operates normally.

-04 Passenger Cabin
Zone Temperature
"ACTUAL" Indication
on MFD ECS Page

C

4

0

May be inoperative provided
Passenger Cabin
Temperature "SET" Indication
on MFD ECS Page operates
normally.

61-00 Cockpit
Temperature Control
on Air Conditioning/
Pneumatic Panel

-A

C

1

0

May be inoperative provided
Cockpit Temperature "SET"
Indication on MFD ECS Page
is acceptable by the flight
crew.

-B

C

1

0

Except for ER operations,
may be inoperative provided
Air Conditioning Pack 01 is
not used.

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21 AIR CONDITIONING

61-01	Cockpit Zone Temperature Sensor				
-A		C	1	0	May be inoperative provided Cockpit Temperature "SET" Indication on MFD ECS Page operates normally.
-B		C	1	0	Except for ER operations, may be inoperative provided Air Conditioning Pack 01 is not used.
62-00	Passenger Cabin Zone Temperature Control				
-01	On Air Conditioning/ Pneumatic Panel				
-A		C	1	0	May be inoperative provided: a) PAX/CABIN knob on the AIR COND/PNEUMATIC Panel is set to ATTND position, and b) Temperature Control knob on the FAP is used to control the Passenger- Cabin Zone Temperature.
-B		C	1	0	May be inoperative provided Cabin Temperature "SET" Indication on MFD ECS Page is considered inoperative. NOTE: This failure mode is recognized when the "SET" indication is dashed. (Continued)

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21 AIR CONDITIONING

62-00 Passenger Cabin
Zone Temperature
Control
(Continued)

-01 On Air Conditioning/
Pneumatic Panel
(Continued)

-C

C

1

0

May be inoperative provided
"SET" Indication on MFD ECS
Page is in a range of
temperature acceptable by the
flight crew.

-D

C

1

0

Except for ER operations,
may be inoperative provided
Air Conditioning Pack 02 is
not used.

-02 On Flight Attendant
Panel/CMS

-A

C

-

0

May be inoperative provided
Temperature Control knob on
the AIR COND/PNEUMATIC
Panel is used.

-B

C

-

0

Except for ER operations,
may be inoperative provided
Air Conditioning Pack 02 is
not used.

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4. Remarks and/or exceptions

21 AIR CONDITIONING

62-01 Passenger Cabin
Zone Temperature
Sensor

-A

C

-

0

May be inoperative provided
Passenger Cabin Zone
Temperature "SET" indication
on MFD ECS Page operates
normally.

-B

C

-

0

Except for ER operations,
may be inoperative provided
Air Conditioning Pack 02 is
not used.

62-03 Trim Air Pressure
Regulating Valve
(EMBRAER 190-E2/
195-E2)

C

1

0

(M) May be inoperative
provided valve is secured
closed.

62-05 Trim Air Valves

-01

EMBRAER
170/175/190/195/
LINEAGE 1000

C

2

0

(M) May be inoperative
provided affected valve is
secured closed.

-02

EMBRAER 190-E2/
195-E2

C

3

0

May be inoperative provided
Trim Air Pressure Regulating
Valve is operative.

-A

C

3

0

May be inoperative provided
Trim Air Pressure Regulating
Valve is considered
inoperative.

-B

C

3

0

72-00 Air Cleaner System

(EMBRAER 190-E2/
195-E2)

D

2

0

(M) May be inoperative
provided associated Air
Cleaner Shutoff Valve is
deactivated closed.

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		2. Number installed			
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		4. Remarks and/or exceptions			
22 AUTO FLIGHT CONTROL SYSTEM					
00-00	Autopilot System	B	1	0	May be dispatched with AP FAIL Caution EICAS message provided procedures do not require its use.
-01	System Faults (EMBRAER 190-E2/195-E2)	A	-	-	(O) May be dispatched with AP FAULT Advisory EICAS message provided: a) Both AP DISC buttons are verified to operate normally, and b) Repairs are made within 10 calendar-days. NOTE: If one AP DISC button is inoperative, refer to MMEL item 22-11-04 Autopilot Disconnect (AP DISC) Buttons.
10-00	Autopilot Channels (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	A	2	1	(M) May be dispatched with AP FAULT Advisory EICAS message provided: a) Both AP/TRIM DISC buttons are verified to operate normally, and b) Repairs are made within 10 calendar-days.
10-01 ***	Autoland 1 (Airplanes with Autoland capability)	C	1	0	May be inoperative provided operations do not require its use.
10-02 ***	Autoland 2 (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	C	1	0	May be inoperative provided operations do not require its use.
10-12	Mach Trim Channels (EMBRAER 190/195/190 FREIGHTER/ LINEAGE 1000)	B	2	1	

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22 AUTO FLIGHT CONTROL SYSTEM

10-14	Yaw Damper Channels (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	B	2	1	
10-16	Flight Director Channels	B	2	1	One may be inoperative provided operations do not require its use.
10-20	Takeoff/Go-Around (TO/GA) Buttons	C	2	1	(O) One may be inoperative provided: a) Approach minimums do not require its use, and b) Alternate procedures are established and used.
11-01	Guidance Panel (GP)				
-01	GP Channels				
-A	EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000	C	2	1	(O) Except for ER operations, one may be inoperative provided: a) Associated side TO/GA and AP/FD TCS buttons are considered inoperative, and b) Alternate procedures are established and used.
-B	EMBRAER 190-E2/ 195-E2	C	2	1	(O) One may be inoperative provided: a) Associated side TO/GA and AP DISC buttons are considered inoperative, and, b) Alternate procedures are established and used.
(Continued)					

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22 AUTO FLIGHT CONTROL SYSTEM

11-01 Guidance Panel
(GP)
(Continued)

-02 Flight Director (FD)
Buttons

-03 Autopilot Button

-A AP Button
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

-B AUTOPILOT Button
(EMBRAER 190-E2/
195-E2)

-04 Source (SRC)
Button

-05 Airspeed to Mach
(PUSH IAS-MACH)
Change Button

-06 Lateral Navigation
Mode Button

-A NAV Button
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

-B LNAV Button
(EMBRAER 190-E2/
195-E2)

C

2

0

B

1

0

May be inoperative provided
operations do not require its
use.

B

1

0

May be inoperative provided
operations do not require its
use.

C

1

0

C

1

0

C

1

0

May be inoperative provided
operations do not require its
use.

C

1

0

May be inoperative provided
operations do not require its
use.

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22 AUTO FLIGHT CONTROL SYSTEM

11-01 Guidance Panel
(GP)
(Continued)

-07 Heading (HDG)
Mode Button

C

1

0

(O) May be inoperative
provided alternate procedures
are established and used.

-08 Approach Mode
Button

-A APP Button
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C

1

0

May be inoperative provided
operations do not require its
use.

-B APPR Button
(EMBRAER 190-E2/
195-E2)

C

1

0

May be inoperative provided
operations do not require its
use.

-09 Bank Limiter (BANK)
Button

C

1

0

(O) May be inoperative
provided alternate procedures
are established and used.

-10 Heading Selector
(HDG SEL) Knob

C

1

0

(O) May be inoperative
provided alternate procedures
are established and used.

-11 Heading
Synchronization
(PUSH SYNC)
Button

C

1

0

-12 Flight Level Change
(FLCH) Mode Button

C

1

0

May be inoperative provided
operations do not require its
use.

-13 Vertical Navigation
(VNAV) Mode
Button

C

1

0

May be inoperative provided
operations do not require its
use.

(Continued)

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22 AUTO FLIGHT CONTROL SYSTEM						
11-01	Guidance Panel (GP) (Continued)					
-14	Altitude Hold (ALT) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
-15	Feet to Meter (PUSH FT-M) Change Button	C	1	0	May be inoperative provided operations do not require its use.	
-16	Flight Path Angle (FPA) Mode Button	C	1	0	May be inoperative provided operations do not require its use.	
-17	Flight Path Angle Selector (FPA SEL) Knob (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	1	0	May be inoperative provided operations do not require its use.	
-18	Vertical Speed (VS) Mode Button	C	1	0	May be inoperative provided operations do not require its use. (Continued)	

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22 AUTO FLIGHT CONTROL SYSTEM

11-01 Guidance Panel
(GP)
(Continued)

-19 Selector Thumb
Wheel

-A Vertical Speed
(VS DN/UP)
Selector Thumb
Wheel
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

-B Vertical Speed and
Flight Path Angle
(VS/FPA DN/UP)
Selector Thumb
Wheel
(EMBRAER 190-E2/
195-E2)

-20 Autothrottle (A/T)
Button

-21 CRS Controller
Knob

-22 Course
Synchronization
(PUSH DIR) Button

11-03 Autopilot/Flight
Director Touch
Control Steering
(AP/FD TCS)
Buttons

C

1

0

May be inoperative provided
operations do not require its
use.

C

1

0

May be inoperative provided
operations do not require its
use.

B

1

0

May be inoperative provided
Autothrottle Channels are
considered inoperative.

C

2

1

May be inoperative provided
operations do not require its
use.

C

2

1

May be inoperative provided
operations do not require its
use.

C

2

0

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22 AUTO FLIGHT CONTROL SYSTEM

11-04 Autopilot Disconnect
(AP DISC) Buttons
(EMBRAER 190-E2/
195-E2)

-A

C

2

1

One may be inoperative on
the pilot monitoring side
provided:

- a) Autopilot is not used below
1500 ft AGL, and
- b) Approach minimums do
not require the use of the
autopilot.

-B

B

2

0

May be inoperative provided
autopilot is not used.

30-00 Autothrottle
Channels

-A

C

2

1

-B

B

2

0

May be inoperative provided
AT is not used.

30-12 Autothrottle
Disconnect Buttons

-A

C

2

1

-B

B

2

0

May be inoperative provided
both Autothrottle Channels
are considered inoperative.

30-15 Electronic Thrust
Trim System (ETTS)

B

1

0

May be inoperative provided
both Autothrottle Channels
are considered inoperative.

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4. Remarks and/or exceptions

23 COMMUNICATIONS

11-00 High Frequency
*** (HF) Communication
System

-A

D

-

-

Any in excess of those
required by local regulations
may be inoperative.

-B

C

-

1

(O) May be inoperative while
conducting operations that
require two Long Range
Communication Systems
(LRCS) provided:
a) Aircraft SATVOICE system
operates normally,
b) SATVOICE services are
available as a LRCS over
the intended route of flight,
c) The ICAO Flight Plan is
updated (as required) to
notify ATC of the
communications
equipment status of the
aircraft, and
d) Alternate procedures are
established and used.

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4. Remarks and/or exceptions

23 COMMUNICATIONS

12-00 Very High
Frequency (VHF)
Communication
System

-A

D

-

-

Any in excess of those required by local regulations may be inoperative provided:
a) VHF 1 operates normally, and
b) Procedures do not require its use.

-B

C

-

1

(O) Any in excess of one may be inoperative provided:
a) VHF 1 operates normally,
b) Operations are conducted under VFR over routes navigated by reference to visual landmarks,
c) Applicable airspace requirements for the intended flight route are complied with, and
d) Alternate procedures are established and used, if applicable.

-C

C

-

2

(O) Any in excess of two, may be inoperative provided alternate procedures are established and used, if applicable.

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4. Remarks and/or exceptions

23 COMMUNICATIONS

15-00 Satellite
*** Communication
System (SATCOM)

-A

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

-B

D

-

0

May be inoperative provided procedures do not require its use.

21-00 Selective Call
*** System (SELCAL)

-A

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

-B

D

-

0

May be inoperative provided procedures do not require its use.

23-00 Wireless Gatelink
*** System/Wireless
Quick Access
Recorder (WQAR)
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

D

1

0

(M) May be inoperative provided alternate procedures are established and used.

24-00 Communication
*** Management
Function (CMF)

-A

C

-

0

(O) May be inoperative provided alternate procedures are established and used.

-B

D

-

0

May be inoperative provided procedures do not require its use.

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23 COMMUNICATIONS						
24-01 ***	Printer					
-A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-B		D	1	0	May be inoperative provided procedures do not require its use.	
25-00 ***	Controller Pilot Datalink Communication System (FANS 2-CPDLC/ ATN-CPDLC)					
-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-B		D	-	0	May be inoperative provided procedures do not require its use.	

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23 COMMUNICATIONS

30-00 Passenger Address
System

-A EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000

C 1 0

(O) May be inoperative
provided:
a) PA not required by local
regulations, and
b) Alternate, normal and
emergency procedures,
and/or operating
restrictions are established
and used.

NOTE: Any station function(s)
that operate normally
may be used.

-B EMBRAER
170/175/190/195/
190-E2/195-E2

B 1 0

(O) May be inoperative
provided:
a) Alternate, normal and
emergency procedures,
and/or operating
restrictions are established
and used, and
b) Flight attendant alerting
system (chime or light)
operates normally.

NOTE: Any station function(s)
that operate normally
may be used.

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23 COMMUNICATIONS						
30-10	Cabin Announcement System (EMBRAER 190 FREIGHTER)					
-A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-B		D	1	0	May be inoperative provided procedures do not require its use.	
51-00	Cockpit/Cabin Interphone System					
-A		D	-	-	Any in excess of those required may be inoperative provided procedures do not require their use.	
-B		C	-	-	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used.	
(Continued)						

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23 COMMUNICATIONS

51-00 Cockpit/Cabin
Interphone System
(Continued)

-01 Flight Deck to
Cabin, Cabin to
Flight Deck
Functions

-A EMBRAER
170/175/190/195/
190-E2/195-E2

B

-

-

(O) May be inoperative
provided:
a) An adequate number of
interphone terminals,
accessible by each
required cabin crew from
its assigned area or from
the nearest assigned area
are operative, and
b) Alternate procedures are
established and used, and
c) Flight deck call chime
operates normally.

-B EMBRAER
190 FREIGHTER

C

1

0

(O) May be inoperative
provided alternate procedures
are established and used.

D

1

0

May be inoperative provided
procedures do not require its
use.

-C LINEAGE 1000

D

-

-

(O) May be inoperative
provided operating rules do
not require its use.

NOTE: Any station function(s)
that operate normally
may be used.

(Continued)

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23 COMMUNICATIONS

51-00 Cockpit/Cabin
Interphone System
(Continued)

-02 Cabin to Cabin
Functions
(EMBRAER
170/175/190/195/
190-E2/195-E2)

B - 0

(O) May be inoperative
provided alternate procedures
are established and used.

NOTE: Any station function(s)
that operate normally
may be used.

-03 Flight Deck to
Ground, Ground to
Flight Deck
Functions

-A

C - 0

(O) May be inoperative
provided alternate procedures
are established and used.

NOTE: Any portion of system
which operates
normally may be used.

-B

D - 0

May be inoperative provided
procedures do not require its
use.

NOTE: Any portion of system
which operates
normally may be used.

(Continued)

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23 COMMUNICATIONS

51-00 Cockpit/Cabin
Interphone System
(Continued)

-04 Flight Attendant
Handset

-A EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000

C

-

-

(O) May be inoperative at any
non-required cabin crew seat.

-B EMBRAER
170/175/190/195/
190-E2/195-E2

C

-

-

(O) May be inoperative
provided:
a) An adequate number of
interphone terminals,
accessible by each
required cabin crew from
its assigned area or from
the nearest assigned area
are operative, and
b) Operative handsets are
located at operative cabin
crew seats, and
c) Alternate procedures are
established and used.

-C EMBRAER
190 FREIGHTER

C

1

0

(O) May be inoperative
provided alternate procedures
are established and used.

D

1

0

May be inoperative provided
procedures do not require its
use.

-D LINEAGE 1000

D

-

-

Any in excess of those
required by local regulations
may be inoperative.

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23 COMMUNICATIONS

51-01	Cockpit Alerting System (Chime/Light)				
-01	Flight Deck Call Lights (CAB/EMER) on Digital Audio Panels	B	6	0	May be inoperative provided: a) Flight deck call chime operates normally, and b) Flight deck call chime differentiates between normal and emergency calls.
51-02	Cockpit Speakers	C	2	0	May be inoperative provided: a) Procedures do not require its use, and b) Associated Headset earphones or headphones are installed and operate normally.

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23 COMMUNICATIONS

51-03 Push To Talk (PTT)
Switches

-01 PTT MIC Switch on
Glareshield Panel

-A

C

2

0

(O) May be inoperative
provided:
a) Associated PTT/HOT MIC
Switch on Yoke operates
normally, and
b) Affected switch is verified
failed open (non-
transmitting position).

-B

C

2

0

(M) May be inoperative
provided:
a) Associated PTT/HOT MIC
Switch on Yoke operates
normally, and
b) Affected switch is
deactivated.

-02 PTT/HOT MIC
Switches on Yoke

-A

C

2

0

(O) May be inoperative
provided:
a) Associated PTT MIC
Switch on Glareshield
Panel operates normally,
and
b) Affected switch is verified
failed open (non-
transmitting position).

-B

C

2

0

(M) May be inoperative
provided:
a) Associated PTT MIC
Switch on Glareshield
Panel operates normally,
and
b) Affected switch is
deactivated.

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4. Remarks and/or exceptions

23 COMMUNICATIONS

51-08	Flight Deck Headsets/ Headphones	D	-	-	Any in excess of those required by local regulations may be inoperative.
-01	Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within three flight days.
-02	Headset Earphones/ Headphones	C	-	1	May be inoperative provided associated flight deck speaker operates normally.
-03	Active Noise Cancelling/ Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.
51-11	Cockpit Hand Microphones				
-A		C	-	0	May be inoperative or missing provided associated boom microphones operate normally.
-B		D	-	0	Any in excess of those required by local regulations may be inoperative.
51-12	Digital Audio Panel (DAP)	C	3	2	May be inoperative provided each required crew member in the cockpit has access to an operative DAP to perform their duties.
54-03	SATCOM Cockpit Phone (LINEAGE 1000)	D	-	0	(O) May be inoperative provided the system is inhibited.

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24 ELECTRICAL POWER						
00-00	Electrical Synoptic Displays (MFD Electrical Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
00-01	IDG Disconnect LED (Overhead Panel)	C	2	0		
00-05	Batteries 1 and 2 Voltage Indication on MFD Status Page					
-A		C	4	2	One indication per battery may be inoperative.	
-B		C	4	0	(M) May be inoperative provided: a) Battery voltage indication is available on MFD Electrical Page, and b) Affected battery voltage is checked on MFD Electrical Page during each power up.	

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24 ELECTRICAL POWER

21-01 Engine Driven
Generator
(IDG, GCU, GLC)

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

-A Airplanes not
certified for
Extended
Operations

A

2

1

(O) One may be inoperative provided:
a) APU generator operates normally and is used throughout the flight,
b) Affected IDG is disconnected and remains selected OFF,
c) Flight is conducted at or below FL 330, and
d) Repairs are made within 2 flight days.

-B Airplanes certified
for Extended
Operations

A

2

1

(O) Except for ER operations, one may be inoperative provided:
a) APU generator operates normally and is used throughout the flight,
b) Affected IDG is disconnected and remains selected OFF,
c) Flight is conducted at or below FL 370, and
d) Repairs are made within 2 flight days.

(Continued)

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24 ELECTRICAL POWER

21-01	Engine Driven Generator (IDG, GCU, GLC) (Continued)				
-02	EMBRAER 190-E2/ 195-E2	B	2	1	(O) Except for ER operations, one may be inoperative provided: a) APU generator operates normally and is used throughout the flight, b) Affected IDG is disconnected and remains selected OFF, and c) Flight is conducted at or below FL 390.
22-01	APU Generator System (APU GEN, AGCU, ALC)	C	1	0	Except for ER operations, may be inoperative provided APU generator remains selected off.
24-00	Static Inverter (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided the APU generator operates normally and is used on takeoff and landing.
36-10	Batteries 1 and 2 Temperature Sensors	C	4	2	One sensor per battery may be inoperative provided at least one temperature indication of associated battery on Electrical Synoptic Display (MFD Electrical Page) is verified to operate normally before each flight.

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2. Number installed

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4. Remarks and/or exceptions

24 ELECTRICAL POWER

41-00	DC External Power *** System	D	1	0	
-01	DC GPU AVAIL Pushbutton Light on DC GPU Panel	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02	DC GPU IN USE Pushbutton Light on DC GPU Panel	D	1	0	(O) May be inoperative provided alternate procedures are established and used.
42-00	AC External Power System				
-A	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	C	1	0	(M) May be inoperative provided the system is deactivated.
-B	EMBRAER 190-E2/ 195-E2	C	1	0	
-01	AC GPU AVAIL Pushbutton Lights on Overhead Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-02	AC GPU IN USE Pushbutton Lights on Overhead Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-03	AC GPU AVAIL Light on Galley AC GPU Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-04	AC GPU IN USE Light on Galley AC GPU Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
-05	AC GPU AVAIL Light on GPU Panel	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

(Continued)

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4. Remarks and/or exceptions

24 ELECTRICAL POWER

42-00 AC External Power
System
(Continued)

-06 AC GPU IN USE
Light on GPU Panel

C 1 0

(O) May be inoperative
provided alternate procedures
are established and used.

-07 External AC Power
Receptacle Shield

C 1 0

(M) May be cracked or
damaged provided remaining
shield prevents misaligned
GPU connection.

42-01 External Power
Module
(EMBRAER 190-E2/
195-E2)

-01 Airplanes without
DC External Power
System installed

-A

C 1 0

May be inoperative provided
AC External Power System is
considered inoperative.

-B

C 1 0

(M) May be inoperative
provided:
a) External Power Module is
removed, and
b) AC External Power System
is considered inoperative.

(Continued)

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24 ELECTRICAL POWER

42-01 External Power
Module
(EMBRAER 190-E2/
195-E2)
(Continued)

-02 Airplanes with DC
External Power
System installed

-A

C

1

0

May be inoperative provided:
a) AC External Power System
is considered inoperative,
and
b) DC External Power
System is considered
inoperative.

-B

C

1

0

(M) May be inoperative
provided:
a) External Power Module is
removed,
b) AC External Power System
is considered inoperative,
and
c) DC External Power
System is considered
inoperative.

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24 ELECTRICAL POWER									
52-01	Circuit Breaker Monitoring System		B	1	0	(M) May be inoperative provided: a) If a thermal Circuit Breaker is affected, its monitor is verified to be inoperative, b) System associated with the Circuit Breaker is verified to operate normally or deferred according to the applicable MMEL entry, and c) A visual inspection of the affected Circuit Breaker is performed prior to the first flight of each day.			
52-03 ***	In-Flight Entertainment System (IFE) Auto Shutdown Function (EMBRAER 170/175/190/195/ LINEAGE 1000)		C	1	0	(O) May be inoperative provided IFE Button is verified operative before each flight.			

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4. Remarks and/or exceptions

24 ELECTRICAL POWER

54-00 Electrical Outlets

-01 Cockpit AC
Electrical Outlet

-A

C

-

0

(O) May be inoperative
provided alternate procedures
are established and used.

-B

D

-

0

May be inoperative provided
operations do not require its
use.

-02 Avionics
Compartment
Electrical Outlet

D

-

0

-03 Galley/Wardrobe
Electrical Outlet

D

-

0

-04 Aft Baggage
Compartment
Electrical Outlet
(LINEAGE 1000)

D

-

0

-05 Cabin AC Electrical
Outlets

D

-

0

61-02 Secondary Power
Distribution
Assembly
(EMBRAER 190-E2/
195-E2)

-01 System Faults

B

-

-

Except for ER operations,
may be dispatched with SPDA
FAULT Advisory EICAS
message displayed.

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

10-05	Eye Position Indicator	C	1	0	May be inoperative or missing.
10-07	Cockpit Convenience Item(s) (except for operators with NEF Program approved)	D	-	0	Cockpit convenience items, as expressed in this MMEL are those items related to crewmember convenience or comfort such as, but not limited to: cup holders, ashtrays, footrests, etc. Items addressed elsewhere in this document shall not be included.
10-09	Chart Holder				
-A		C	-	2	May be inoperative or missing provided one is available at each pilot station.
-B		D	-	0	May be inoperative or missing provided operations do not require its use.
11-01	Pilot Seats				
-01	Vertical Power Seat Adjustment Systems				
-A		C	2	0	(M) May be inoperative provided: a) Affected system is deactivated, and b) Vertical manual seat adjustment system operates normally.
					(Continued)

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25 EQUIPMENT/FURNISHINGS

11-01 Pilot Seats
(Continued)

-01 Vertical Power Seat
Adjustment Systems
(Continued)

-B

C

2

0

May be inoperative provided:
a) Affected seat has failed in
a position that permits
normal pilot visibility,
b) Full flight control
movement is available,
and
c) Seat is acceptable to the
affected crewmember.

-02 Vertical Manual Seat
Adjustment Systems

-A

C

2

0

May be inoperative provided
vertical power seat adjustment
system operates normally.

-B

C

2

0

May be inoperative provided:
a) Affected seat has failed in
a position that permits
normal pilot visibility,
b) Full flight control
movement is available,
and
c) Seat is acceptable to the
affected crewmember.

-03 Longitudinal Seat
Adjustment Systems
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C

2

0

May be inoperative provided
backup system operates
normally.

(Continued)

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25 EQUIPMENT/FURNISHINGS

11-01 Pilot Seats
(Continued)

-04 Lateral Seat
Adjustment Systems
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 2 0

May be inoperative provided
backup system operates
normally.

-05 Lumbar Supports
Adjustments

C 2 0

May be inoperative provided
seat is acceptable to affected
crewmember.

-06 Armrests

C 4 0

(M) May be inoperative
provided:
a) Affected armrest is stowed
in the retracted position,
and
b) Seat is acceptable to
affected crewmember.

-07 Recline Functions

C 2 0

May be inoperative provided
seat is acceptable to the
affected crewmember.

-08 Headrests
Adjustments

C 2 0

May be inoperative provided
seat is acceptable to the
affected crewmember.

-09 Thigh Supports
Adjustments

C 4 0

May be inoperative provided
seat is acceptable to the
affected crewmember.

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

11-02 Observer Seat
(Including
Associated
Equipment)

-A

A

1

0

May be inoperative provided:
a) A passenger seat in the
passenger cabin is made
available to an inspector
for the performance of
official duties, and
b) Repairs are made within
two flight days.

-B

A

1

0

May be inoperative provided:
a) Required minimum safety
equipment (safety belt and
oxygen) is available,
b) Seat is acceptable to the
inspector for the
performance of official
duties, and
c) Repairs are made within
two flight days.

NOTE 1: These provisos are
intended to provide
for occupancy of
the above seat by
an inspector when
the minimum safety
equipment (oxygen
and safety belt) is
functional and the
inspector
determines the
conditions to be
acceptable.

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25 EQUIPMENT/FURNISHINGS					
11-02	Observer Seat (Including Associated Equipment) (Continued)				
-B	(Continued)				NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.
12-15	Sun Visors				Deleted, Revision 18.
12-17	Direct Vision Window Sunshades				Deleted, Revision 18.
13-03 ***	Crew Baggage Stowage Straps in the Cockpit	D	-	0	May be inoperative or missing provided crew baggage is stowed in an alternate location.

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25 EQUIPMENT/FURNISHINGS

20-02 Overhead Storage
Bin(s)/Cabin and
Galley Storage
Compartments/
Closets

-A

C

-

-

(M) May be inoperative provided:
a) Procedures are established to secure the affected bin, compartment or closet in the closed position,
b) Affected bin, compartment or closet is prominently placarded DO NOT USE,
c) Any emergency equipment located in affected compartment is considered inoperative, and
d) Affected bin, compartment or closet is not used for storage of any items except for those permanently affixed.

NOTE: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

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3. Number required for dispatch

4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

20-02 Overhead Storage
Bin(s)/Cabin and
Galley Storage
Compartments/
Closets
(Continued)

-B

C

-

-

(M)(O) May be inoperative provided:
a) For non-retractable doors, affected door is removed,
b) For retractable doors, affected door is removed or secured in the retracted (fully open) position,
c) Affected bin, compartment or closet is not used for storage of any items, except those permanently affixed,
d) Affected bin, compartment or closet is prominently placarded "DO NOT USE",
e) Procedures are established and used to alert crewmembers and passengers of inoperative bins, compartments or closets, and
f) Passengers are briefed that affected bin, compartment or closet is not used.

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25 EQUIPMENT/FURNISHINGS

20-02 Overhead Storage
Bin(s)/Cabin and
Galley Storage
Compartments/
Closets
(Continued)

-B (Continued)

NOTE 1: For overhead bins, if no partitions are installed, the entire overhead bin is considered inoperative.

NOTE 2: Any emergency equipment located in the affected bin, compartment or closet (permanently affixed) is available for use.

-01 Storage
*** Compartment Key
Locks

D - 0

(M) May be inoperative in the unlocked position provided doors can be secured by other means.

20-03 Cabin/Galley
*** Storage Latches
(Dual Latch
Installations)

C - -

One latch per compartment may be inoperative.

20-05 "Fasten Seat Belt
While Seated" Signs
or Placards
(EMBRAER
170/175/190/195/
190-E2/195-E2
LINEAGE 1000)

C - -

One or more signs or placards may be illegible or missing provided a legible sign or placard is readable from each occupied passenger seat.

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

20-07 Passenger
Convenience / NEF
Item(s)

-01 Passenger
Convenience Item(s)

D - 0

NOTE: Operators are to select either Passenger Convenience Items or NEF (Non- Essential Equipment and Furnishings) in their MELs.

Passenger convenience item(s), 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.

(Continued)

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25 EQUIPMENT/FURNISHINGS					
20-07	Passenger Convenience / NEF Item(s) (Continued)				
-02	Non-Essential Equipment & Furnishings (NEF)	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ashtrays are not considered NEF items.	
21-10	Passenger Seat(s) (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	D	-	-	(M) May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". (Continued)

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25 EQUIPMENT/FURNISHINGS

21-10 Passenger Seat(s)
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

NOTE 1: A seat with an
inoperative seat
belt is considered
inoperative.

NOTE 2: Inoperative seats
do not affect the
required number of
Flight Attendants.

NOTE 3: Affected seat(s)
may include the
seat(s) behind
and/or adjacent
outboard seats.

-01 Recline Mechanism

-A

D

-

-

(M) May be inoperative and
seat occupied provided seat is
secured in the full upright
position.

-B

D

-

-

May be inoperative and seat
occupied provided seat back
is immovable in full upright
position.

(Continued)

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

21-10 Passenger Seat(s)
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-02 Underseat Baggage
Restraining Bars

C

-

-

(O) May be inoperative
provided:
a) Baggage is not stowed
under seat with inoperative
restraining bar,
b) Associated seat is
placarded "DO NOT
STOW BAGGAGE
UNDER THIS SEAT", and
c) Procedures are
established to alert Cabin
Crew of inoperative
restraining bar.

-03 Armrests

-A Armrest with Recline
Mechanism

D

-

-

(M) May be inoperative or
missing and seat occupied
provided:
a) Armrest does not block an
Emergency Exit,
b) Armrest does not restrict
any passenger from
access to the main aircraft
aisle, and
c) If armrest is missing, seat
is secured in the full
upright position.

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25 EQUIPMENT/FURNISHINGS

21-10 Passenger Seat(s)
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-03 Armrests
(Continued)

-B Armrest without
Recline Mechanism

D

-

-

May be inoperative or missing
and seat occupied provided:
a) Armrest does not block an
Emergency Exit, and
b) Armrest does not restrict
any passenger from
access to the main aircraft
aisle.

-04 Seat Translation
Mechanism
(LINEAGE 1000)

C

-

0

(M) May be inoperative
provided seat is positioned
and secured in the
appropriate position for Taxi,
Takeoff and Landing.

-05 Headrest
*** Adjustments

D

-

-

May be inoperative and seat
occupied provided headrest
remains in the stowed
position.

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25 EQUIPMENT/FURNISHINGS

21-20 Flight Attendant
Seat Assembly
(Single or Dual
Position)

-01 Required Flight
Attendant Seats
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

-A

B

-

-

(M)(O) One seat position or
assembly may be inoperative
provided:
a) Affected seat position or
assembly is not occupied,
b) Flight attendant(s)
displaced by inoperative
seat(s) occupies either an
adjacent flight attendant
seat or the passenger seat
which is most accessible to
the inoperative seat(s), so
as to most effectively
perform assigned duties,
c) Alternate procedures are
established and used as
published in crewmember
manuals,
d) Folding type seat stows
automatically or is secured
in the retracted position,
and
e) Passenger seat assigned
to flight attendant is
placarded "FOR FLIGHT
ATTENDANT ONLY".

(Continued)

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

21-20 Flight Attendant
Seat Assembly
(Single or Dual
Position)
(Continued)

-01 Required Flight
Attendant Seats
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-A (Continued)

NOTE 1: An automatic
folding seat that
will not stow
automatically is
considered
inoperative.

NOTE 2: A seat position with
an inoperative or
missing restraint
system is
considered
inoperative.

(Continued)

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1. Repair category

2. Number installed

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

21-20 Flight Attendant
Seat Assembly
(Single or Dual
Position)
(Continued)

-01 Required Flight
Attendant Seats
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-A (Continued)

NOTE 3: Individual operators, when operating with inoperative seats, will consider the locations and combinations of seats to ensure that the proximity to exits and distribution requirements of the applicable local regulations are met.

NOTE 4: If one side of a dual seat assembly is inoperative and a flight attendant is displaced to the adjacent seat, the adjacent seat must operate normally.

(Continued)

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25 EQUIPMENT/FURNISHINGS

21-20 Flight Attendant
Seat Assembly
(Single or Dual
Position)
(Continued)

-01 Required Flight
Attendant Seats
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-B

C - 0

(M)(O) May be missing or
inoperative provided:
a) No passengers are carried,
b) A maximum of 19 persons
are carried as authorized
by local regulations for
non-passenger-carrying
operations,
c) Inoperative folding type
seat stows automatically or
is secured in the retracted
position, and
d) Alternate procedures are
established and used.

(Continued)

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25 EQUIPMENT/FURNISHINGS

21-20 Flight Attendant
Seat Assembly
(Single or Dual
Position)
(Continued)

-02 Excess Flight
Attendant Seats
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

C

-

-

(M) May be inoperative
provided:
a) Affected seat position or
assembly is not occupied,
and
b) Folding type seat stows
automatically or is secured
in the retracted position.

NOTE 1: An automatic
folding seat that
will not stow
automatically is
considered
inoperative.

NOTE 2: A seat position with
an inoperative or
missing restraint is
considered
inoperative.

-03 EMBRAER
190 FREIGHTER

D

1

0

May be inoperative provided
seat is not occupied.

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25 EQUIPMENT/FURNISHINGS

22-04	Passenger Service Unit (PSU) Test/Reset Function (EMBRAER 170/175/190/195/190-E2/195-E2)	C	2	0	(O) May be inoperative provided alternate procedures are established and used.
23-16	Powered Window Shades (LINEAGE 1000)	D	-	0	(M) May be inoperative provided the system is deactivated.
25-00	Flight Attendant Panels (FAP)				
-01	Forward FAP				
-A	EMBRAER 170/175/190/195	B	1	0	(O) May be inoperative provided: a) Aft FAP is operative, b) Passenger Service Unit (PSU) Test/Reset Function is considered inoperative, c) Lavatory Smoke Test Switches are considered inoperative, and d) Alternate procedures are established and used. NOTE: Any function on the FAP which operates normally may be used.
-B	EMBRAER 190 FREIGHTER	C	1	0	May be inoperative provided alternate procedures are established and used to illuminate the FWD entrance area and FWD galley area. (Continued)

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Airplane

ERJ 170/ERJ 190

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1. Repair category

2. Number installed

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

25-00 Flight Attendant
Panels (FAP)
(Continued)

-01 Forward FAP
(Continued)

-C EMBRAER 190-E2/
195-E2

C

1

0

(O) May be inoperative
provided alternate procedures
are established and used.

NOTE: Any function on the
FAP which operates
normally may be used.

-02 Aft FAP

-A EMBRAER
170/175/190/195

B

1

0

(O) May be inoperative
provided:
a) Forward FAP is operative,
and
b) Water & Waste System
Indications are considered
inoperative, and
c) Alternate procedures are
established and used.

NOTE: Any function on the
FAP which operates
normally may be used.

-B EMBRAER 190-E2/
195-E2

C

1

0

(O) May be inoperative
provided:
a) Water and Waste
Indications on CMS are
considered inoperative,
and
b) Alternate procedures are
established and used.

NOTE: Any function on the
FAP which operates
normally may be used.

MMEL-1506

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

27-01	Drop-Down Window on Aft Cabin Divider (EMBRAER 170/175/190/195/ 190-E2/195-E2)	D	-	0	(M) May be inoperative provided Drop-Down Window is removed or secured in the down position.
30-03	Galley Waste Receptacles Access Doors/Covers	C	-	-	(M)(O) May be inoperative provided: a) The container is empty and the access is secured to prevent waste introduction into the compartment, and b) Procedures are established to ensure that sufficient galley waste receptacles are available to accommodate all waste that may be generated on a flight.
34-03 ***	Wheelchair Restraint System (EMBRAER 170/175/190/195/ 190-E1/195-E2/ LINEAGE 1000)	D	-	-	Any in excess of those required by local regulations may be inoperative or missing.
40-03	Exterior Lavatory Door Ashtrays				
-01	Airplanes with more than one exterior lavatory door ashtray installed	A	-	-	One may be missing provided it is replaced within 10 calendar days.
-02	Airplanes with only one exterior lavatory door ashtray installed	A	1	0	May be missing provided it is replaced within 3 calendar days.

MMEL-1506

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

45-01 Lavatory Waste
Compartment Door

C

-

-

(M)(O) May be inoperative provided:
a) Associated lavatory waste container is empty, and
b) Associated lavatory entrance door is locked closed and placarded: "INOPERATIVE – DO NOT ENTER".

NOTE: These provisos are not intended to prohibit lavatory use or inspection by crewmembers.

45-02 Lavatory Waste
Container

C

-

0

(M)(O) For each lavatory, the lavatory waste bin may be inoperative or missing provided:
a) Crewmembers are briefed and do not use the lavatory waste receptacle, and
b) Associated lavatory door is secured closed and placarded: "INOPERATIVE – DO NOT ENTER".

NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.

60-00 Crash Axe

D

-

-

Any in excess of those required by local regulations may be inoperative or missing.

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

61-00 Emergency Locator
Transmitter (ELT)

-01 Survival Type ELT
*** (EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

D

-

-

Any in excess of those
required by local regulations
may be inoperative or
missing.

-02 Fixed ELTs

-A

A

-

0

(M) May be inoperative
provided:
a) System is deactivated, and
b) Repairs are made within
90 days.

-B

A

-

0

May be missing provided
repairs are made within 90
days.

-C

D

-

-

(M) Any in excess of those
required by local regulations
may be inoperative provided
system is deactivated.

-D

D

-

-

Any in excess of those
required by local regulations
may be missing.

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25 EQUIPMENT/FURNISHINGS				
62-01	Emergency Medical Equipment (EMBRAER 170/175/190/195/190-E2/195-E2/LINEAGE 1000)			
-01 ***	Automatic External Defibrillator (AED) and/or Associated Equipment			
-A		A	- 0	(O) May be incomplete, missing or inoperative provided: a) AED is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
-B		D	- -	Any in excess of those required by local regulations may be incomplete, missing or inoperative. (Continued)

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25 EQUIPMENT/FURNISHINGS					
62-01	Emergency Medical Equipment (EMBRAER 170/175/190/195/190-E2/195-E2/LINEAGE 1000) (Continued)				
-02	Emergency Medical Kit (EMK) and/or Associated Equipment				
-A		A	-	0	(O) May be incomplete, missing or inoperative provided: a) EMK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
-B		D	-	-	Any in excess of those required by local regulations may be incomplete, missing or inoperative. (Continued)

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25 EQUIPMENT/FURNISHINGS					
62-01	Emergency Medical Equipment (EMBRAER 170/175/190/195/190-E2/195-E2/ LINEAGE 1000) (Continued)				
-03	First Aid Kit (FAK) and/or Associated Equipment				
-A		A	-	0	(O) If more than one is required by local regulations, only one of the required FAKs may be incomplete, missing or inoperative provided: a) FAK is resealed in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within 3 flight cycles.
-B		D	-	-	Any in excess of those required by local regulations may be incomplete, missing or inoperative.

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25 EQUIPMENT/FURNISHINGS					
62-03	Megaphones (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)				
-A		D	-	-	Any in excess of those required by local regulations may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin, b) Associated placard is removed or obscured, and c) Required distribution is maintained.
-B		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.
62-05	Pyrotechnic Signal Devices (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	D	-	-	Any in excess of those required by local regulations may be inoperative or missing.

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25 EQUIPMENT/FURNISHINGS					
62-07	Flight Deck/ Attendant Flashlight and Holder Assembly				
-01	Flashlight				
-A		C	-	-	May be inoperative or missing provided crewmember assigned to associated seat has a flashlight with equivalent characteristics readily available.
-B		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.
-02	Holder Assembly	C	-	-	May be inoperative or missing provided associated flashlight is stowed and its battery charged by alternate means.
62-09	Overwing	D	-	0	May be inoperative or missing provided airplane is not operated on extended overwater flights.
***	Emergency Exit Doors Lifeline (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)				

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

64-00 Autonomous
*** Distress Tracking
(ADT) System
(EMBRAER 190-E2/
195-E2)

-01 System Faults

-A

A

-

-

(O) May be dispatched with
DISTRESS FAULT Advisory
EICAS message provided:
a) ELT-DT is verified to
operate normally, and
b) Repairs are made within
90 consecutive calendar-
days.

-B

A

-

-

(M)(O) May be dispatched
with DISTRESS FAIL
Advisory EICAS message
provided:
a) ELT-DT is verified to
operate normally each
flight day,
b) ADT Module is
deactivated, and
c) Repairs are made within
90 consecutive calendar-
days.

-C

A

-

-

(M) May be dispatched with
DISTRESS FAIL Advisory
EICAS message provided:
a) ELT-DT is deactivated,
and
b) Repairs are made within
90 consecutive calendar-
days.

(Continued)

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25 EQUIPMENT/FURNISHINGS					
64-00	Autonomous				
***	Distress Tracking				
	(ADT) System				
	(EMBRAER 190-E2/				
	195-E2)				
	(Continued)				
-01	System Faults				
	(Continued)				
-D		A	-	-	(M) May be dispatched with DISTRESS FAIL Advisory EICAS message provided: a) ELT-DT is removed from the aircraft, b) Placard stating “ELT not installed” is placed in view of the pilot, and c) Repairs are made within 90 consecutive calendar- days.

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

65-00 Emergency
Evacuation Slides
System

-A EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000

C - 1

(M)(O) May be missing or inoperative provided:
a) No passengers are carried,
b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations,
c) Each person has unobstructed access from their seat to an operative exit, either regular or emergency,
d) Inoperative exits are conspicuously identified as inoperative,
e) Any Emergency Exit sign and floor proximity lights associated only with the inoperative exits are covered to obscure the sign and lights,
f) Safety briefing includes the location of the inoperative exit(s) and instructions not to use the inoperative exit(s), and
g) Alternate procedures are established and used.

(Continued)

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2. Number installed

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4. Remarks and/or exceptions

25 EQUIPMENT/FURNISHINGS

65-00 Emergency
Evacuation Slides
System
(Continued)

-B EMBRAER
170/175/190/195

A

4

3

One may be inoperative or
missing provided:

- a) Associated door is
considered inoperative.
Refer to item 52-00-00
Passenger and Service
Doors, and
- b) Repairs are made within
five flights.

-C EMBRAER 190-E2/
195-E2

A

6

5

One may be inoperative or
missing provided:

- a) Associated door is
considered inoperative.
Refer to item 52-00-00
Passenger and Service
Doors or item 52-21-00
Overwing Emergency Exit
Door, and
- b) Repairs are made within
five flights.

NOTE: For EMBRAER

195-E2, if the
Overwing Emergency
Evacuation Slide
System is inoperative,
consider both
Overwing Emergency
Exit Doors of same
side inoperative.

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25 EQUIPMENT/FURNISHINGS

66-00	Life Jackets	D	-	-	(M)(O) Any in excess of those required may be inoperative or missing provided: a) Required distribution is maintained, b) Inoperative life jacket and its installed location are placarded inoperative, c) Inoperative life jackets are secured out of sight, and d) Procedures are established and used to alert crewmembers of inoperative or missing equipment.
66-01	Life Raft *** (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)				
-A		C	-	-	(M)(O) Any in excess of those required for the intended flight may be inoperative or missing for extended overwater flights provided: a) Required distribution is maintained, b) Inoperative life raft and its installed location are placarded inoperative, c) When practical, the inoperative life raft is secured out of sight, and d) Procedures are established and used to alert crew members of inoperative or missing equipment.
(Continued)					

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25 EQUIPMENT/FURNISHINGS						
66-01 ***	Life Raft (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000) (Continued)					
-B		D	-	-	(O) May be inoperative or missing provided: a) Extended overwater flights are not conducted, and b) Procedures are established and used to alert crew members of inoperative or missing equipment.	
68-00 ***	Low Frequency Underwater Locator Beacon (LF-ULB)	D	1	0	May be inoperative or missing provided airplane is not operated on extended overwater flights.	

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		4. Remarks and/or exceptions				
26 FIRE PROTECTION						
00-05	Cargo Compartment Smoke Detection and Fire Protection System					
-01	System Faults					
-A		C	-	-	Except for ER operations, may be dispatched with CRG FIRE PROT FAULT Advisory EICAS message provided live animals are not carried in the forward cargo compartment.	
-B		C	-	-	(O) May be dispatched with CRG FWD (AFT) FIRE SYS FAIL Caution EICAS message or CRG FIRE PROT FAULT Advisory EICAS message provided procedures are established and used to ensure the associated cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/ or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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4. Remarks and/or exceptions

26 FIRE PROTECTION

10-01 Lavatory Smoke
Detection System
(LINEAGE 1000)

-01 Fwd and Mid Cabin
Lavatory

-A

C

-

-

(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".

-B

C

-

-

May be inoperative provided:
a) Lavatory waste compartment fire extinguisher is operative, and
b) Operating rules do not require a smoke detector.

-02 VIP Cabin Lavatory

C

-

-

(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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3. Number required for dispatch

4. Remarks and/or exceptions

26 FIRE PROTECTION

10-02 Mid Cabin (IFE)
Rack Smoke
Detection System
(LINEAGE 1000)

C - 0

(M) May be inoperative
provided:
a) The IFE System is
deactivated, and
b) The SATCOM System is
deactivated.

12-00 APU Fire/Overheat
Detection System

C 1 0

Except for ER operations,
may be inoperative provided
APU is not used.

13-00 Main Deck Cargo
Compartment
Smoke Detection
System
(EMBRAER
190 FREIGHTER)

-01 System Faults

-A

C - -

Except for ER operations,
may be dispatched with
CRG MAIN SMKDET FAULT
Advisory EICAS message
provided CRG MAIN
SMKDET FAIL Caution
EICAS message is not
displayed.

(Continued)

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26 FIRE PROTECTION					
13-00	Main Deck Cargo Compartment Smoke Detection System (EMBRAER 190 FREIGHTER) (Continued)				
-01	System Faults (Continued)				
-B		C	-	-	(O) May be dispatched with CRG MAIN SMKDET FAIL Caution EICAS message provided procedures are established and used to ensure the Main Deck Cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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26 FIRE PROTECTION

14-00	Lavatory Smoke Detection System					
-A	EMBRAER 170/175/190/195/190-E2/195-E2	C	-	-	(M)(O) For each lavatory, the Lavatory Smoke Detection System may be inoperative provided: a) Lavatory waste receptacle is empty, b) Lavatory door is locked closed and placarded "INOPERATIVE - DO NOT ENTER", and c) Lavatory is used only by crewmembers. NOTE: These provisos are not intended to prohibit lavatory use or inspections by crewmembers.	
-B	EMBRAER 190 FREIGHTER	D	1	0	May be inoperative.	

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1. Repair category

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3. Number required for dispatch

4. Remarks and/or exceptions

26 FIRE PROTECTION

14-01 Lavatory Smoke
Test Switches on
Flight Attendant
Panel

-A EMBRAER
170/175/190/195

C - 0

(O) May be inoperative
provided Lavatory Smoke
Detector is tested once each
flight day.

-B EMBRAER
190 FREIGHTER

D 1 0

May be inoperative.

16-00 Recirculation Bay
Smoke Detector
System

-A EMBRAER
170/175/190/195/
190 FREIGHTER

B 1 0

(O) Except for ER operations,
may be inoperative or missing
provided:

- a) Recirculation Fans
(RECIRC) remain selected
off,
- b) Both Air Conditioning
Packs are operating
normally, and
- c) Live animals are not
carried in the forward
cargo compartment.

(Continued)

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		4. Remarks and/or exceptions				
26 FIRE PROTECTION						
16-00	Recirculation Bay Smoke Detector System (Continued)					
-B	EMBRAER 170/175	B	1	0	(M)(O) May be inoperative or missing provided: a) Recirculation Fans (RECIRC) remain selected off, b) One Air Conditioning Pack is operating normally, c) Live animals are not carried in the forward cargo compartment, and d) Both Engine ITT margins are verified to be within limits.	
-C	EMBRAER 190/195/ 190 FREIGHTER	B	1	0	(O) Except for ER operations, may be inoperative or missing provided: a) Recirculation Fans (RECIRC) remain selected off, b) One Air Conditioning Pack is operating normally, and c) Live animals are not carried in the forward cargo compartment.	

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4. Remarks and/or exceptions

26 FIRE PROTECTION

16-01	Electronic Bay Backup Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0	
16-05	Forward Electronic Bay Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided FWD EBAY SMK DET FAIL is not displayed on EICAS.
16-07	Middle Electronic Bay Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided CTR EBAY SMK DET FAIL is not displayed on EICAS.
16-09	Aft Electronic Bay Smoke Detector (EMBRAER 190-E2/195-E2)	C	1	0	May be inoperative provided AFT EBAY SMK DET FAIL is not displayed on EICAS.
18-01 ***	In-Flight Entertainment System (IFE) Smoke Detector (EMBRAER 170/175/190/195)	D	1	0	(M) May be inoperative provided IFE is deactivated.
22-00	APU Fire Extinguishing System	C	1	0	Except for ER operations, may be inoperative provided APU is not used.

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4. Remarks and/or exceptions

26 FIRE PROTECTION

22-09 APU Fire
Extinguishing Button
Illumination

-A

C

1

0

Except for ER operations,
may be inoperative provided
APU is not used.

-B

EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C

1

0

(O) May be inoperative
provided APU FIRE Warning
EICAS Message, Master
Warning lights, APU EMER
STOP Button Illumination and
Aural Warning are verified to
operate normally.

-C

EMBRAER 190-E2/
195-E2

C

1

0

(O) May be inoperative
provided APU EMER STOP
Button and engine 1 fire
handle illuminations are
verified to operate normally.

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4. Remarks and/or exceptions

26 FIRE PROTECTION

23-13 Cargo Compartment
Fire Extinguishing
Buttons Illumination

-01 Forward Cargo
Compartment Fire
Extinguishing Button
Illumination

C

1

0

(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

-02 Aft Cargo/ Baggage
Compartment Fire
Extinguishing Button
Illumination

C

1

0

(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and /or Fly Away Kits.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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1. Repair category

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4. Remarks and/or exceptions

26 FIRE PROTECTION

24-01 Portable Fire
Extinguishers

D

-

-

Any in excess of those required by local regulations may be inoperative or missing provided:

- a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and
- b) Required distribution is maintained.

25-00 Lavatory Fire
Extinguishing
System

-01 EMBRAER
170/175/190/195/
190-E2/195-E2

-A

C

-

0

For each lavatory, the Lavatory Fire Extinguishing System may be inoperative provided Lavatory Smoke Detection System operates normally.

(Continued)

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26 FIRE PROTECTION

25-00 Lavatory Fire
Extinguishing
System

(Continued)

-01 EMBRAER
170/175/190/195/
190-E2/195-E2
(Continued)

-B

C

-

0

(M)(O) For each lavatory, the
Lavatory Fire Extinguishing
System may be inoperative
provided:

a) Lavatory waste receptacle
is empty,

b) Lavatory door is locked
closed and placarded,
"INOPERATIVE - DO NOT
ENTER", and

c) Lavatory is used only by
crewmembers.

NOTE: These provisos are
not intended to
prohibit lavatory use
or inspections by
crewmembers.

-02 EMBRAER
190 FREIGHTER

D

1

0

May be inoperative.

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4. Remarks and/or exceptions

26 FIRE PROTECTION

27-01 Lavatory Fire
Extinguishing
System
(LINEAGE 1000)

-01 Fwd and Mid Cabin
Lavatory

-A

C

-

-

(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".

-B

C

-

-

(M)(O) For each lavatory, the lavatory fire extinguishing system may be inoperative provided:
a) Lavatory smoke detection system operates normally, and
b) Operating rules do not require a fire extinguishing system.

-02 VIP Cabin Lavatory

C

-

-

(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. Repair category

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3. Number required for dispatch

4. Remarks and/or exceptions

27 FLIGHT CONTROLS

00-00 Flight Controls
System

-01 System Faults

-A EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000
(Post-Mod. Load
25.3, 25.4 and on)

A

-

- May be dispatched with
FLT CTRL FAULT Advisory
EICAS message provided
repairs are made within
48 hours.

03-01 Flight Controls
Panel

-01 Flight Control Mode
Pushbuttons
Illumination

-A EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C

3

0 (O) May be inoperative
provided:
a) The associated button is
verified operative, and
b) ELEVATOR FAULT,
RUDDER FAULT or
SPOILER FAULT Caution
EICAS message is not
displayed on EICAS.

-B EMBRAER 190-E2/
195-E2

C

1

0 (O) May be inoperative
provided:
a) The associated button is
verified operative, and
b) FLT CTRL N-MODE FAIL
Warning EICAS message
is not displayed on EICAS.

(Continued)

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4. Remarks and/or exceptions

27 FLIGHT CONTROLS

03-01 Flight Controls
Panel
(Continued)

-02 Stick Shaker System
Cutout Pushbutton
Illumination

C

2

0

(O) May be inoperative
provided:
a) The associated button is
verified operative, and
b) SHAKER 1 (2) FAIL
Advisory EICAS message
is not displayed on EICAS.

03-04 Pitch Trim System
Channel Cutout
Pushbutton
Illumination
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C

2

0

(M) May be inoperative
provided the pitch trim
channels are verified
operative.

11-01 Breakout-Increase
Device (BOID)
System
(EMBRAER 190-E2/
195-E2)

-01 Control Wheel BOID

-A

C

2

1

(M) One may be inoperative
provided:
a) The opposite control wheel
BOID is verified operative
before each flight, and
b) Affected control wheel is
verified free to move.

-B

B

2

0

May be inoperative provided
autopilot is not used.
(Continued)

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4. Remarks and/or exceptions

27 FLIGHT CONTROLS

11-01 Breakout-Increase
Device (BOLD)
System
(EMBRAER 190-E2/
195-E2)
(Continued)

-02 Control Column
BOLD

-A

C

2

1

(M) One may be inoperative
provided:
a) The opposite control
column BOLD is verified
operative before each
flight, and
b) Affected control column is
verified free to move.

-B

B

2

0

May be inoperative provided
autopilot is not used.

-03 BOLD Module

-A

C

2

1

(M) One may be inoperative
provided the opposite Control
Wheel BOLD and Control
Column BOLD are verified
operative before each flight.

-B

B

2

0

May be inoperative provided
autopilot is not used.

11-12 ROLL CONTROL
DISC Advisory
EICAS Message
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

B

1

0

(O) May be inoperative
provided:
a) Both control wheels are
verified to be connected
before each flight, and
b) Autopilot is considered
inoperative.

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4. Remarks and/or exceptions

27 FLIGHT CONTROLS

14-01 Roll Trim Position
Indication on EICAS
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 1 0

(O) May be inoperative
provided ailerons are verified
centered before each flight.

14-02 Aileron Trim System
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 1 0

(M) May be inoperative
provided aileron trim actuator
is deactivated at neutral
position.

NOTE: Roll Trim position
indication on EICAS
will be inoperative.

23-03 Rudder Pedal
Adjustment System

-A

C 2 0

May be inoperative provided
Rudder Pedals' position is
acceptable to the affected
flight crewmember.

-B

C 2 0

(M) May be inoperative
provided Rudder Pedals may
be adjusted to suit individual
pilot requirements.

24-01 Yaw Trim Position
Indication on EICAS
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 1 0

(O) May be inoperative
provided Rudder is verified
centered before each flight.

31-06 PITCH CONTROL
DISC Advisory
EICAS Message
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

B 1 0

(O) May be inoperative
provided:
a) Both control columns are
verified to be connected
before each flight, and
b) Autopilot is considered
inoperative.

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4. Remarks and/or exceptions

27 FLIGHT CONTROLS

33-06 ***	Tail Strike Avoidance (EMBRAER 190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided tail strike avoidance procedures are established and used.
36-01	Stick Shakers	B	2	1	(O) One may be inoperative provided Stall Warning System is verified to operate normally before each flight.
41-01	Pitch Trim Position Indication on EICAS	B	1	0	(M)(O) May be inoperative provided: a) Horizontal stabilizer is positioned using the markings on tail cone, b) Horizontal stabilizer position is not changed until after takeoff, and c) Alternate procedures are established and used.
43-02	Pitch Trim Switches				
-01	Pitch Trim Switches on Yoke	C	2	1	(O) May be inoperative provided affected switch is verified inactive before each flight.
-02	Backup Trim Switch on the Control Pedestal	C	1	0	(O) May be inoperative provided: a) Both Pitch Trim Switches on Yokes are operating normally, and b) Affected switch is verified inactive before each flight.

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27 FLIGHT CONTROLS				
50-00	Flap System (EMBRAER 190-E2/ 195-E2)			
-01	System Faults			
-A		B	-	(O) Except for ER operations, may be dispatched with FLAP LO RATE Advisory EICAS message provided: a) APU generator is operative, b) Both Engine Driven Generators are operative, c) Both FSCU - Slat are operative, and d) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates.
-B		B	-	(O) Except for ER operations, may be dispatched with FLAP LO RATE Advisory EICAS message provided: a) FSCU F1 is verified operative, b) Both FSCU - Slat are operative, and c) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates. (Continued)

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		3. Number required for dispatch			
		4. Remarks and/or exceptions			
27 FLIGHT CONTROLS					
50-00	Flap System (EMBRAER 190-E2/ 195-E2) (Continued)				
-01	System Faults (Continued)				
-C		B	-	-	Except for ER operations, may be dispatched with FLAP FAULT Advisory EICAS message provided SLAT FAULT, FLAP LO RATE and SLAT LO RATE Advisory EICAS messages are not displayed.

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		3. Number required for dispatch		
		4. Remarks and/or exceptions		
27 FLIGHT CONTROLS				
53-00	Slat/Flap Electrical System (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)			
-01	System Faults			
-A		B	-	(O) May be dispatched with FLAP LO RATE Advisory EICAS message provided: a) APU generator is operative, b) Both Engine Driven Generators are operative, c) Both Slat Channels are operative, and d) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates.
-B		B	-	(O) May be dispatched with FLAP LO RATE Advisory EICAS message provided: a) Flap Channel 01 is verified operative, b) Both Slat Channels are operative, and c) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Flaps will operate at half extension and retraction rates. (Continued)

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27 FLIGHT CONTROLS

53-00 Slat/Flap Electrical
System
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)
(Continued)

-01 System Faults
(Continued)

-C

B

-

-

(O) May be dispatched with
SLAT LO RATE Advisory
EICAS message provided:
a) APU generator is
operative,
b) Both Engine Driven
Generators are operative,
c) Both Flap Channels are
operative, and
d) There are no obstacles in
the Net Takeoff Flight Path
above Level Off Height.

NOTE: Slats will operate at
half extension and
retraction rates.

-D

B

-

-

(O) May be dispatched with
SLAT LO RATE Advisory
EICAS message provided:
a) Slat Channel 02 is verified
operative,
b) Both Flap Channels are
operative, and
c) There are no obstacles in
the Net Takeoff Flight Path
above Level Off Height.

NOTE: Slats will operate at
half extension and
retraction rates.

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		2. Number installed		
		3. Number required for dispatch		
		4. Remarks and/or exceptions		
27 FLIGHT CONTROLS				
80-00	Slat System (EMBRAER 190-E2/ 195-E2)			
-01	System Faults			
-A		B	-	(O) Except for ER operations, may be dispatched with SLAT LO RATE Advisory EICAS message provided: a) APU generator is operative, b) Both Engine Driven Generators are operative, c) Both FSCU - Flap are operative, and d) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Slats will operate at half extension and retraction rates.
-B		B	-	(O) Except for ER operations, may be dispatched with SLAT LO RATE Advisory EICAS message provided: a) FSCU S1 is verified operative, b) Both FSCU - Flap are operative, and c) There are no obstacles in the Net Takeoff Flight Path above Level Off Height. NOTE: Slats will operate at half extension and retraction rates. (Continued)

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		4. Remarks and/or exceptions			
27 FLIGHT CONTROLS					
80-00	Slat System (EMBRAER 190-E2/ 195-E2) (Continued)				
-01	System Faults (Continued)				
-C		B	-	-	Except for ER operations, may be dispatched with SLAT FAULT Advisory EICAS message provided FLAP FAULT, FLAP LO RATE and SLAT LO RATE Advisory EICAS messages are not displayed.

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		2. Number installed				
		3. Number required for dispatch				
		4. Remarks and/or exceptions				
28 FUEL						
00-00	Fuel System Synoptic Displays (MFD Fuel Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.	
00-05	Fuel Control System (EMBRAER 190-E2/ 195-E2)					
-01	System Faults	A	-	-	(O) Except for ER operations, may be dispatched with FUEL CONTROL FAULT Advisory EICAS message provided: a) Both Engine Fuel Filter Differential Pressure Sensors are operative, b) Both FUEL FEED 1 (2) FAULT Advisory EICAS messages are not displayed with engine running, c) Wing fuel quantity indications on EICAS and MFD are available and are monitored throughout flight, d) Loss of fuel quantity indication accuracy is taken into account for flight planning, and e) Repairs are made within three flight days.	

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1. Repair category

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4. Remarks and/or exceptions

28 FUEL

11-02 Fuel Tanks
Drain/Dump Valves
(EMBRAER 190-E2/
195-E2)

-01 Drain Function

-A

C

4

3

(M) One center tank valve may be inoperative provided:
a) Affected valve is checked for no leaks, and
b) No water is found at opposite center tank drainage point before each flight day.

-B

C

4

2

(M) One or both center tank valves may be inoperative provided:
a) Affected valves are checked for no leaks, and
b) Center Fuel Transfer System is considered inoperative.

-02 Dump Function

D

4

0

(M) May be inoperative provided the affected valve is checked for no leakage.

11-05 Drain Valves
(EMBRAER
170/175)

-A

C

4

3

(M) One may be inoperative provided there is no evidence of leakage.

-B

B

4

2

(M) One Inner Drain Valve on one side and one Outer Drain Valve on the opposite side may be inoperative provided there is no evidence of leakage.

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4. Remarks and/or exceptions

28 FUEL

13-00 Auxiliary Fuel
System
(EMBRAER 190 PR/
LINEAGE 1000)

C 1 0

(M)(O) May be inoperative
provided:
a) Both auxiliary tanks are
empty,
b) Fuel Transfer Mode is
selected OFF, and,
c) Isolation pushbutton is
pushed in.

14-03 Fwd and Aft
Auxiliary Tank Vent
Shutoff Valve
(EMBRAER 190 PR/
LINEAGE 1000)

C 2 0

(M) May be inoperative if
affected valves are verified
open during refueling and are
closed after refueling panel is
closed.

21-05 AC Wing Fuel Pump
Pressure Switch

-A

C 2 0

(M) One or both may be
inoperative provided
associated pump is verified to
operate normally before each
flight.

-B

C 2 0

(O) One or both may be
inoperative provided
associated pump is verified to
operate normally before each
flight.

21-16 Crossfeed Override
*** Function
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 1 0

Except for ER operations,
may be inoperative.

||

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4. Remarks and/or exceptions

28 FUEL

22-01 DC Pump

C 1 0

(M) Except for ER operations, may be inoperative provided:
a) DC Pump is deactivated,
b) DC Pump remains selected OFF, and
c) AC Power is available.

22-07 APU Fuel Shutoff Valve

C 1 0

(M) Except for ER operations, may be inoperative provided:
a) APU is not used, and
b) Valve is deactivated closed.

-01 Position Indication

-A

C 1 0

(M) Except for ER operations, may be inoperative provided:
a) APU is used only on ground, and
b) APU Fuel Shutoff Valve is verified closed after APU shutdown.

-B

C 1 0

Except for ER operations, may be inoperative provided APU is not used.

22-08 APU Fuel Feed Line (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)

C 1 0

(M) Except for ER operations, may be inoperative provided:
a) APU fuel feed line is drained,
b) APU fuel SOV is secured closed, and,
c) APU is not used.

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4. Remarks and/or exceptions

28 FUEL

23-00 Pressure
Refueling/Defueling
System

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

-A

C 1 0

(M) May be inoperative
provided aircraft is refueled by
gravity.

-B Automatic Mode

C 1 0

(M) May be inoperative
provided aircraft is refueled by
pressure manual mode or by
gravity.

-02 EMBRAER 190-E2/
195-E2

-A

C 1 0

(M) May be inoperative
provided aircraft is refueled by
gravity.

NOTE: Center tank cannot be
refueled by gravity.

-B

C 1 0

(M) May be inoperative
provided:
a) Refueling shutoff valves
are operated manually,
and
b) Aircraft is refueled by
pressure.

-C Automatic Mode

C 1 0

(M) May be inoperative
provided aircraft is refueled by
pressure manual mode or by
gravity.

NOTE: Center tank cannot be
refueled by gravity.

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3. Number required for dispatch

4. Remarks and/or exceptions

28 FUEL

23-01 Refueling/Defueling
Control Panel
(EMBRAER 190-E2/
195-E2)

-01 Tanks Fuel Quantity
Indication

C

1

0

(M) May be inoperative
provided aircraft is refueled by
pressure manual mode or by
gravity.

NOTE: Center tank cannot be
refueled by gravity.

-02 Selected Fuel
Quantity Indication

C

1

0

(M) May be inoperative
provided aircraft is refueled by
pressure manual mode or by
gravity.

NOTE: Center tank cannot be
refueled by gravity.

-03 RH/LH/Center Tank
Refueling Shutoff
Valve Closed
Indication Light

C

3

0

May be inoperative provided
no failure is indicated by FAIL
light and by panel display prior
to each refueling.

-04 Defuel Valve Open
Indication Light

D

1

0

(M) May be inoperative
provided valve position is
visually checked closed after
defueling operations.

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4. Remarks and/or exceptions

28 FUEL

23-02 Refueling Shutoff
Valves
(EMBRAER 190-E2/
195-E2)

-A

C

3

0

(M) May be inoperative
provided:
a) Aircraft is refueled by
gravity, and
b) Shutoff valves are
deactivated closed after
refueling.

NOTE: Center tank cannot be
refueled by gravity.

-B

C

3

0

(M) May be inoperative
provided:
a) Refueling shutoff valves
are operated manually,
b) Aircraft is refueled by
pressure, and
c) Shutoff valves are
deactivated closed after
refueling.

23-09 Fuel Quantity
Indication on
Refueling Panel
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C

1

0

(M) May be inoperative
provided aircraft is refueled by
pressure manual mode or by
gravity.

23-13 Pressure Refueling/
Defueling Adapter
Cap

D

1

0

(M) May be inoperative or
missing provided:
a) Refueling receptacle is
visually checked for
contamination before each
refueling, and
b) No leakage can be
detected after refueling is
completed.

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28 FUEL						
23-21	Defueling Shutoff Valve	C	1	0	(M) May be inoperative provided shutoff valve is deactivated closed.	
-01	Position Indication	C	1	0	(M) May be dispatched with DEFUEL SOV OPEN Advisory EICAS message provided shutoff valve is deactivated closed except for defueling.	
23-27	RH/LH Tank Refueling Shutoff Valve Closed Indication Light on the Refueling Panel (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	2	0	(M) May be inoperative provided valve is confirmed closed prior to each refueling.	
23-29	Defueling Shutoff Valve Open Indication Light on the Refueling Panel (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	1	0	(M) May be inoperative provided shutoff valve is verified closed and then after each subsequent defueling.	

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28 FUEL

25-00 Center Fuel Transfer
System
(EMBRAER 190-E2/
195-E2)

-A

C

1

0

(M)(O) May be inoperative provided:
a) System is deactivated,
b) Center fuel quantity indication is operative,
c) Wing tanks are refueled by pressure manual mode or by gravity, and
d) Aircraft center of gravity is calculated by alternate means.

NOTE: Center tank fuel is unavailable. See AFM for Maximum Usable Fuel Quantity.

-B

C

1

0

(M)(O) May be inoperative provided:
a) System is deactivated,
b) Center tank is fully drained,
c) Wing tanks are refueled by pressure manual mode or by gravity, and
d) Aircraft center of gravity is calculated by alternate means.

NOTE: See AFM for Maximum Usable Fuel Quantity.

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28 FUEL							
25-01	AC Center Fuel Transfer Pump (EMBRAER 190-E2/ 195-E2)						
-A		C	2	0	One or both may be inoperative provided Center Fuel Transfer System is considered inoperative.		
-B		C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Affected AC Center Fuel Transfer Pump is deactivated, and b) Automatic Fuel Transfer is verified operative before first flight of each flight day.		
25-03	AC Center Fuel Transfer Pump Pressure Switch (EMBRAER 190-E2/ 195-E2)						
-A		C	2	0	One or both may be inoperative provided Center Fuel Transfer System is considered inoperative.		
-B		C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Affected AC Center Fuel Transfer Pump is deactivated, and b) Automatic Fuel Transfer is verified operative before first flight of each flight day.		

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28 FUEL

25-04	Center Fuel Transfer Valve (EMBRAER 190-E2/195-E2)	C	1	0	(M) May be inoperative provided: a) Center Fuel Transfer System is considered inoperative, and b) Center Fuel Transfer Valve is deactivated closed.
41-00	Fuel Quantity Indicating				
-01	Wing Fuel Quantity Indication on EICAS and MFD (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	A	6	3	(M)(O) Except for ER operations, indications for one wing tank may be inoperative provided: a) Fuel quantity in associated tank is verified by an alternate means, b) Fuel flow and fuel used indications are available, and are monitored throughout flight, c) Associated Fuel Low Level Sensor is operative, and d) Repairs are made within three flight days.
-02	Center Fuel Quantity Indication on EICAS and MFD (EMBRAER 190-E2/195-E2)	C	3	0	May be inoperative provided Center Fuel Transfer System is considered inoperative.

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28 FUEL

41-02	Tank High Level Sensors (EMBRAER 190-E2/195-E2)	C	4	0	May be inoperative provided the Pressure Refueling/Defueling System is considered inoperative.
42-00	Magnetic Level Indicators (EMBRAER 170/175/190/195/190 FREIGHTER/LINEAGE 1000)	D	6	0	May be inoperative provided Fuel Quantity Indication on EICAS and MFD operates normally.
43-00	Fuel Temperature Indicating System (EMBRAER 170/175/190/195/190 FREIGHTER/LINEAGE 1000)	C	1	0	(O) May be inoperative provided: a) Total Air Temperature (TAT) is used as an indication of fuel temperature, and b) Total Air Temperature (TAT) is equal to or above -37°C.
44-01	Fuel Low Level Sensor (EMBRAER 170/175/190/195/190 FREIGHTER/LINEAGE 1000)				
-A		C	2	1	(O) One may be inoperative provided associated fuel quantity indications on EICAS and MFD are available and are monitored throughout flight.
-B		C	2	0	(O) Both may be inoperative provided fuel quantity indications on EICAS and MFD are available on both sides and are monitored throughout flight.

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29 HYDRAULIC POWER

00-00 Hydraulic System
Synoptic Displays
(MFD Hydraulics
Page)

C

-

0

(O) MFD Indications not
addressed elsewhere in the
MMEL may be inoperative.

11-01 Engine Driven
Pumps (EDP)

-01 Depressurization
Function

-A

C

2

1

May be inoperative on EDP 1
provided:
a) Both Starter Control
Valves (SCV) operate
normally,
b) Engine Bleed System 2
operates normally, and
c) Crossbleed Valve operates
normally.

NOTE: See AFM for Engine
Airstart – Assisted
(Engine Airstart
Envelope).

-B

C

2

1

May be inoperative on EDP 2
provided:
a) Both Starter Control
Valves (SCV) operate
normally,
b) Engine Bleed System 1
operates normally, and
c) Crossbleed Valve operates
normally.

NOTE: See AFM for Engine
Airstart – Assisted
(Engine Airstart
Envelope).

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29 HYDRAULIC POWER

11-01	Engine Driven Pumps (EDP) (Continued)				
-01	Depressurization Function (Continued)				
-C		C	2	1	One may be inoperative provided: a) Both Starter Control Valves (SCV) operate normally, b) APU Pneumatic Bleed System operates normally, and c) Crossbleed Valve operates normally. NOTE: See AFM for Engine Airstart – Assisted (Engine Airstart Envelope).
-02	ENG PUMP SHUTOFF Pushbutton Illumination on Hydraulic Control Panel	C	2	0	(O) May be inoperative provided associated ENG PUMP SHUTOFF pushbutton is verified operative.

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29 HYDRAULIC POWER

11-03 Power Transfer Unit
(PTU)

-01 Automatic Activation
Function

A

1

0

(O) May be inoperative
provided:
a) PTU is selected ON before
takeoff and landing, and
b) Repairs are made within 3
flight days.

NOTE: The HYD PTU NOT
AUTO Advisory
EICAS message is
displayed.

11-04 Systems 1 and 2
Filter Manifold
Differential Pressure
Indicators (DPIs)

A

6

4

One per system may be
inoperative provided repairs
are made within 3 flight days.

11-06 Systems 1 and 2
Case Drain
Differential Pressure
Indicators

A

2

0

May be inoperative provided
repairs are made within 3
flight days.

11-10 Systems 1 and 2
Reservoirs Relief
Bleed Valves

B

2

0

(M) Bleed function may be
inoperative provided:
a) Affected valve is verified
for no evidence of leakage,
and
b) Associated reservoir
quantity is verified once
each flight day.

11-21 Systems 1 and 2
Electrical Pumps
Shock Mounts
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C

8

6

One shock mount per pump
may be damaged.

1

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29 HYDRAULIC POWER

11-30	Systems 1 and 2 Accumulator Pressure Indicators	C	2	0	(M) May be inoperative provided affected accumulator pre-charge pressure is verified adequate once each flight day.
12-01	System 3 Electrical Pumps	C	2	1	Pump 3B may be inoperative provided it remains selected OFF.
12-02	System 3 Filter Manifold Differential Pressure Indicators (DPIs)	A	2	1	One may be inoperative provided repairs are made within 3 flight days.
12-04	System 3 Case Drain Differential Pressure Indicators	A	1	0	May be inoperative provided repairs are made within 3 flight days.
12-07	System 3 Reservoir Relief Bleed Valve	B	1	0	(M) Bleed function may be inoperative provided: a) Affected valve is verified for no evidence of leakage, and b) Associated reservoir quantity is verified once each flight day.
12-11	System 3 Electrical Pumps Shock Mounts (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	8	6	One shock mount per pump may be damaged.
12-17	System 3 Electrical Pumps Pressure Attenuator (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	1	0	(M) May be inoperative provided the pressure attenuator is removed.

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29 HYDRAULIC POWER						
12-18	System 3 Accumulator Pressure Indicator	C	1	0	(M) May be inoperative provided affected accumulator pre-charge pressure is verified adequate once each flight day.	
13-00	Systems 1, 2 and 3 Ground Service Connections	C	9	0	(M) May be inoperative closed provided: a) Affected connection is verified for no evidence of leakage, and b) Associated Reservoir quantity is verified once each flight day.	
31-01	Systems 1, 2 and 3 Pressure Indication on MFD	C	6	0	May be inoperative provided HYD 1 (2) (3) LO PRESS Caution message is not displayed on EICAS.	

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29 HYDRAULIC POWER

31-07 Alternating Current
Motor Pump
(ACMP) Pressure
Switch

-01 ACMP 1B and
ACMP 2B Pressure
Switch

C 2 0

(O) May be inoperative
provided:
a) Associated ACMP is
verified operative before
each flight, and
b) Hydraulic Page on MFD
operates normally.

-02 ACMP 3B Pressure
Switch

-A

C 1 0

(O) May be inoperative
provided:
a) ACMP 3B is verified
operative before each
flight, and
b) Hydraulic Page on MFD
operates normally.

-B

C 1 0

May be inoperative provided
ACMP 3B is considered
inoperative.

32-00 Systems 1 and 3
Quantity Indication
on MFD

C 4 0

(M) May be inoperative
provided quantity is verified on
associated Reservoir Quantity
Indicator once each flight day.

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29 HYDRAULIC POWER						
32-01	System 2 Reservoir Quantity Indication on MFD	C	2	0	(M)(O) May be inoperative provided: a) Quantity is verified adequate on Reservoir 2 Quantity Indicator once each flight day, b) Takeoffs are accomplished with PTU turned on, and c) Takeoffs and landings are accomplished with Electric Hydraulic Pump 2 turned on.	

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30 ICE AND RAIN PROTECTION							
00-00	Anti-Ice System Synoptic Displays (MFD Anti-Ice Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.		
00-01	Ice Protection Control Panel						
-01	Windshield Heating Pushbuttons	C	2	1	Except for ER operations, may be inoperative provided associated windshield heating system is considered inoperative.		
-02	WING Pushbutton	C	1	0	Except for ER operations, may be inoperative provided Wing Anti-Ice System is considered inoperative.		
-03	TEST Knob	C	1	0			
11-00	Wing Anti-Ice System						
-01	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	C	1	0	Except for ER operations, may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Landings are not conducted with OAT below -40°C (-40°F).		
-02	EMBRAER 190-E2/ 195-E2	C	1	0	Except for ER operations, may be inoperative provided: a) Airplane is not operated in known or forecast icing conditions, and b) Both Flow Control Valves are operative.		

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30 ICE AND RAIN PROTECTION

11-01 Wing Anti-Ice Valves

C

2

0

(M) Except for ER operations, may be inoperative provided:
a) Affected valve is secured closed, and
b) Wing Anti-Ice system is considered inoperative.

-01 Position Indication

-A EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C

2

0

(O) May be inoperative provided Wing Anti-Ice Valves are verified to operate normally before each flight.

NOTE: During Wing Anti-Ice Valve test, the A-I WING NO DISPATCH Caution EICAS message must not be displayed.

-B

C

2

0

Except for ER operations, may be inoperative provided affected Wing Anti-Ice Valve is considered inoperative.

11-09 Wing Anti-Ice
Overheat Detection
System

-01

C

2

1

Except for ER operations, one may be inoperative provided associated Wing Anti-Ice Valve is considered inoperative.

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30 ICE AND RAIN PROTECTION

11-09 Wing Anti-Ice
Overheat Detection
System
(Continued)

-02 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

-A

C

2

1

(O) Except for ER operations,
Wing Anti-Ice System 1 ODS
may be inoperative provided:
a) Cross Bleed Valve remains
closed, except for engine
start,
b) Engine Bleed System 1 is
considered inoperative,
c) APU Pneumatic Bleed
System is considered
inoperative, and
d) Live animals are not
carried in the
cargo/baggage
compartment.

NOTE 1: See AFM for
Engine Airstart –
Windmilling
(Engine Airstart
Envelope).

NOTE 2: For Engine Bleed
System inoperative
dispatch, do not
consider Cross
Bleed Valve
operating normally.

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30 ICE AND RAIN PROTECTION

11-09 Wing Anti-Ice
Overheat Detection
System
(Continued)

-02 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000
(Continued)

-B

C

2

1

(O) Except for ER operations,
Wing Anti-Ice System 2 ODS
may be inoperative provided:
a) Cross Bleed Valve remains
closed, except for engine
start, and
b) Engine Bleed System 2 is
considered inoperative.

NOTE 1: See AFM for
Engine Airstart –
Windmilling
(Engine Airstart
Envelope).

NOTE 2: For Engine Bleed
System inoperative
dispatch, do not
consider Cross
Bleed Valve
operating normally.

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30 ICE AND RAIN PROTECTION

11-09 Wing Anti-Ice
Overheat Detection
System
(Continued)

-02 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000
(Continued)

-C

C 2 0

Except for ER operations,
both may be inoperative
provided:

- a) Both Engine Bleed
Systems are considered
inoperative, and
- b) APU Pneumatic Bleed
System is considered
inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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30 ICE AND RAIN PROTECTION				
11-09	Wing Anti-Ice Overheat Detection System (Continued)			
-03	EMBRAER 190-E2/ 195-E2			
-A		A	2	1
				(O) Except for ER operations, Wing Anti-Ice System 1 ODS may be inoperative provided: a) Cross Bleed Valve remains closed, except for engine start, b) Engine Bleed System 1 is considered inoperative, c) APU Pneumatic Bleed System is considered inoperative, d) Live animals are not carried in the cargo/baggage compartment, and e) Repairs are made within 10 flight days. NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). NOTE 2: For Engine Bleed System inoperative dispatch, do not consider Cross Bleed Valve operating normally. (Continued)

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30 ICE AND RAIN PROTECTION

11-09 Wing Anti-Ice
Overheat Detection
System
(Continued)

-03 EMBRAER 190-E2/
195-E2
(Continued)

-B

A

2

1

(O) Except for ER operations, Wing Anti-Ice System 2 ODS may be inoperative provided:
a) Cross Bleed Valve remains closed, except for engine start,
b) Engine Bleed System 2 is considered inoperative, and
c) Repairs are made within 10 flight days.

NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

NOTE 2: For Engine Bleed System inoperative dispatch, do not consider Cross Bleed Valve operating normally.

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30 ICE AND RAIN PROTECTION

11-09 Wing Anti-Ice
Overheat Detection
System
(Continued)

-03 EMBRAER 190-E2/
195-E2
(Continued)

-C

A 2 0

(O) Except for ER operations,
both may be inoperative
provided:

- a) Both Engine Bleed
Systems are considered
inoperative,
- b) APU Pneumatic Bleed
System is considered
inoperative, and
- c) Repairs are made within
10 flight days.

NOTE 1: See AFM for
Engine Airstart –
Windmilling
(Engine Airstart
Envelope).

NOTE 2: For Engine Bleed
System inoperative
dispatch, do not
consider Cross
Bleed Valve
operating normally.

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30 ICE AND RAIN PROTECTION

21-00	Engine Anti-Ice System (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	C	2	1	Except for ER operations, may be inoperative provided airplane is not operated in known or forecast icing conditions.
21-01	Engine Anti-Ice Valves				
-A	EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000	C	2	1	(M) Except for ER operations, may be inoperative provided: a) Affected valve is secured closed, and b) Airplane is not operated in known or forecast icing conditions.
-B	EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000	C	2	0	(M)(O) May be inoperative provided: a) Affected valve is secured open, and b) Appropriate performance penalties are applied. (Continued)

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30 ICE AND RAIN PROTECTION

21-01 Engine Anti-Ice
Valves
(Continued)

-C EMBRAER 190-E2/
195-E2

C

2

0

(M)(O) Except for ER operations, Pressure Regulation Modules may be inoperative provided:
a) Affected Pressure Regulation Module is secured open,
b) Associated Shutoff Module is verified operative, and
c) Aircraft is not operated in known or forecast icing conditions.

-D EMBRAER 190-E2/
195-E2, Post-Mod.
ENGINE FADEC 9.6

C

2

0

(M)(O) Except for ER operations, Pressure Regulation Modules may be inoperative provided:
a) Affected Pressure Regulation Module is secured open,
b) Associated Shutoff Module is verified operative, and
c) Affected engine ITT margins are verified to be within limits.

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30 ICE AND RAIN PROTECTION					
21-01	Engine Anti-Ice Valves (Continued)				
-01	Position Indication (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)				
-A		C	2	1	(M)(O) Except for ER operations, position indication may be inoperative provided: a) Affected valve is secured closed, b) Airplane is not operated in known or forecast icing conditions, and c) Appropriate performance penalties are applied.
-B		C	2	0	(M)(O) May be inoperative provided: a) Associated valve is secured open, and b) Appropriate performance penalties are applied
-C		C	2	0	(O) May be inoperative provided: a) Associated Engine Anti-Ice Valve is verified to operate normally before each flight, and b) Appropriate performance penalties are applied.

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30 ICE AND RAIN PROTECTION

31-00	Air Data Smart Probes ADSP Heater Controllers (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	B	8	4	One heater controller per ADSP may be inoperative.
31-02	Air Data Smart Probes ADSP Sense Line Heater (EMBRAER 190-E2/ 195-E2)	B	4	3	One sense line heater of one ADSP may be inoperative.
33-00	Total Air Temperature (TAT) Heaters				
-A		B	2	1	(O) May be inoperative provided: a) Autopilot and Autothrottle are not coupled to the affected Air Data System, and b) TAT indications are displayed normally.
-B		B	2	0	(O) Except for ER operations, may be inoperative provided: a) TAT indications are displayed normally, b) Airplane is not operated in visible moisture or in known or forecast icing conditions, c) Autopilot is considered inoperative, and d) Autothrottle is considered inoperative.

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30 ICE AND RAIN PROTECTION

41-00	Windshield Wiper System	C	2	0	May be inoperative provided: a) Airplane is not operated in precipitation within 5 nautical miles of the airport of takeoff or intended landing, and b) Operations do not require their use.
-01	Low Speed Mode	C	2	0	May be inoperative provided associated High Speed Mode operates normally.
-02	High Speed Mode	C	2	0	May be inoperative provided associated Low Speed Mode operates normally.
-03	Timer Mode	C	2	0	
-04	Parking Mode	C	2	0	(M) May be inoperative provided blades can be positioned providing an acceptable field of vision to flight crew.
42-00	Windshield Heating System	C	2	1	Except for ER operations, one may be inoperative provided airplane is not operated in known or forecast icing conditions.
43-01 ***	Door Sill Heater (EMBRAER 170/175/190/195/190-E2/195-E2/ LINEAGE 1000)	D	-	0	May be inoperative.

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30 ICE AND RAIN PROTECTION

71-00	Potable Water Heating System (EMBRAER 190-E2/195-E2)				
-A		C	-	-	(M) Individual components may be inoperative provided: a) Potable Water Heating System is tested operational once each flight day, and b) Potable Water System is drained when parking at or below water freezing conditions. NOTE 1: Any portion of system which operates normally may be used. NOTE 2: Water System may be serviced and used.
-B		C	1	0	(M) May be inoperative provided: a) Potable Water System is drained and not used, and b) Procedures are established and used to ensure that the Potable Water System is not serviced.

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30 ICE AND RAIN PROTECTION

71-02 Drain Mast Heater

C - 0

(M)(O) May be inoperative provided:
a) Water supply to the associated galley and lavatory is secured off, and
b) Procedures are established and used to ensure that the associated galley sink drain is not used.

NOTE: Potable water inflight drainage system will be inhibited.

71-03 Drain Port Heater

D 1 0

-01 EMBRAER
*** 170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

(O) May be inoperative provided the forward lavatory and galley sink drain are not used on ground if OAT is below 0 °C (32 °F).

NOTE 1: The forward lavatory and galley sinks may be used on ground if OAT is greater than the limit above.

NOTE 2: Potable water inflight drainage system will be inhibited if OAT is below 5 °C (41 °F).

(Continued)

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30 ICE AND RAIN PROTECTION

71-03 Drain Port Heater
(Continued)

-02 EMBRAER 190-E2/
195-E2

C 1 0

May be inoperative provided
Potable Water System is not
drained on ground when OAT
is below 0 °C (32 °F).

NOTE: Potable water inflight
drainage system will
be inhibited if OAT is
below 5 °C (41 °F).

71-04 Potable Water
*** Fill/Drain Nipple
Heater
(EMBRAER 190-E2/
195-E2)

-A

C 1 0

(M) May be inoperative
provided alternate procedures
are established and used.

-B

D 1 0

May be inoperative provided
operations do not require its
use.

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30 ICE AND RAIN PROTECTION						
71-09	Lavatory Thermostat Unit (EMBRAER 190-E2/195-E2)					
-01	Water Temperature Control Function	C	-	0	(M) May be inoperative provided Water Heater is deactivated.	
-02	Faucet timer function					
-A		C	-	0	(M)(O) May be inoperative provided: a) Associated Thermostat Unit is deactivated, and b) Alternate procedures are established and used.	
-B		C	-	0	(M) May be inoperative provided: a) Associated manual shutoff valve is deactivated closed, and b) Associated lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".	

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30 ICE AND RAIN PROTECTION

71-11 Fill/Drain Valve
Heater
(EMBRAER 190-E2/
195-E2)

C 1 0

May be inoperative provided
Fill/Drain Valve is considered
inoperative.

71-50 Freeze Protection
*** Kit (FPK)
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

-A

C - -

(M) Individual components
may be inoperative provided:
a) FPK is tested operational
once each flight day, and
b) Potable Water System is
drained when parking at or
below water freezing
conditions.

NOTE 1: Any portion of
system which
operates normally
may be used.

NOTE 2: Water System may
be serviced and
used.

-B

C 1 0

(M) May be inoperative
provided:
a) Potable Water System is
drained and not used, and
b) Procedures are
established and used to
ensure that the Potable
Water System is not
serviced.

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30 ICE AND RAIN PROTECTION

81-00 Ice Detector System

-A

C

2

0

Except for ER operations,
May be inoperative provided
airplane is not operated in
known or forecast icing
conditions.

-B

C

2

0

(O) May be inoperative
provided:
a) Ice Protection MODE knob
is tested before each flight,
and
b) Engine and Wing Anti-Ice
Systems are operated
manually.

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31 INDICATING/RECORDING SYSTEMS

00-00	Status Synoptic Displays (MFD Status Page)	C	2	0	(O) MFD Indications not addressed elsewhere in the MMEL may be inoperative.
21-00	Clock System				
-01	Time Function on Digital Clock (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)	C	1	0	May be inoperative provided at least one Time Function on MFD Status Page operates normally.
-02	Time Function on MFD Status Page				
-A		C	2	1	
-B	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	A	2	0	May be inoperative provided: a) Time Function on Digital Clock operates normally, b) At least one Cockpit Voice Recorder (CVR) function operates normally, and c) Repairs are made within 3 flight days.

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31 INDICATING/RECORDING SYSTEMS

22-00 Chronometer
System

-01 Chronometer
Function on Digital
Clock
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 1 0

May be inoperative provided
at least one Chronometer
Function on PFD operates
normally.

-02 Elapsed Time
Function on Digital
Clock
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 1 0

-03 Chronometer
Function on PFD

-A

C 2 1

-B EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C 2 0

May be inoperative provided
Chronometer Function on
Digital Clock operates
normally.

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31 INDICATING/RECORDING SYSTEMS						
31-00	Digital Voice-Data Recorder (DVDR) System					
-01	Cockpit Voice Recorder (CVR) Function					
-A		C	2	1		
-B		A	2	0	May be inoperative provided:	
					a) At least one Flight Data Recorder (FDR) function operates normally, and	
					b) Repairs are made within three flight days.	
					(Continued)	

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31 INDICATING/RECORDING SYSTEMS

31-00 Digital Voice-Data
Recorder (DVDR)
System
(Continued)

-02 Flight Data Recorder
(FDR) Function

-A

C 2 1

-B

A 2 0

May be inoperative provided:

- At least one Cockpit Voice Recorder (CVR) function operates normally,
- Airplane is not dispatched from a designated airport as listed in the operator's MEL unless:
 - The FDR failure occurs after pushback but prior to takeoff, or
 - The FDR repair was attempted but was not successful.
- In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and
- Repairs are made within three flight days.

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31 INDICATING/RECORDING SYSTEMS

31-00 Digital Voice-Data
Recorder (DVDR)
System
(Continued)

-02 Flight Data Recorder
(FDR) Function
(Continued)

-C DFDR Recording
Parameters required
by local regulations

A

-

-

Up to three recording
parameters may be
inoperative provided:
a) At least one Cockpit Voice
Recorder (CVR) function
operates normally, and
b) Repairs are made within
20 calendar days.

-D DFDR Recording
Parameters not
required by local
regulations

A

-

-

May be inoperative provided
repairs are made prior to the
completion of the next heavy
maintenance visit.

-03 CVR Independent
*** Power Supply

-A

C

-

0

-B

D

-

1

-04 Underwater Locator
Beacon (ULB)

C

2

1

May be inoperative provided
associated Flight Data
Recorder (FDR) Function and
Cockpit Voice Recorder
(CVR) Function are
considered inoperative.

32-00 Quick Access
*** Recorder (QAR)

D

1

0

41-03 Aircraft Personality
Module (APM)

C

4

2

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31 INDICATING/RECORDING SYSTEMS						
41-08	Modular Avionic Unit (MAU) Fans					
-01	MAU 1 Fans					
-A	EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000	C	4	3		
-B	EMBRAER 190-E2/ 195-E2	C	3	2		
-02	MAU 2 Fans	C	3	2		
-03	MAU 3 Fans (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	C	3	2		
41-30	Configuration Monitor System (CMS)	C	2	1		
51-00	Aural Warning System					
-01	Channels	C	2	1	May be inoperative provided all Master Warning/ Caution Pushbuttons/ Annunciators are operative.	
51-01	Takeoff Configuration (T/O CONFIG) Button	C	1	0	(O) May be inoperative provided Takeoff Configuration Warning is verified to operate normally before each flight.	

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31 INDICATING/RECORDING SYSTEMS						
52-01	Master Warning/Caution Pushbuttons/ Annunciators					
-01	Warning Lights	C	2	1		
-02	Warning Alarm Cancel Function	C	2	1		
-03	Caution Lights	C	2	1		
-04	Caution Alarm Cancel Function	C	2	1		
60-00 ***	Electronic Checklist (ECL)					
-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-B		D	-	0	May be inoperative provided procedures do not require its use.	
61-00 ***	Synthetic Vision System (SVS)	C	2	0	(O) May be inoperative provided system is verified deactivated.	

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31 INDICATING/RECORDING SYSTEMS						
61-01	Display Units (DU)					
-A	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	A	5	4	(M)(O) RH MFD or RH PFD or LH PFD may be inoperative provided: a) Associated display unit is deactivated, b) All CCD buttons, knobs and touch pad operate normally on the associated side, c) Displays MFD MODE Knobs are verified to operate normally, d) IESS operates normally, and e) Repairs are made within 3 flight days.	
-B	EMBRAER 190-E2/ 195-E2	A	4	3	(O) LH MFD or RH MFD may be inoperative provided: a) All CCD buttons, knobs and touch pad operate normally on the associated side, b) DISPLAYS MODE knobs are verified to operate normally, c) IESS operates normally, and d) Repairs are made within 3 flight days.	
61-02	Reversionary Panel (ADS/IRS) Pushbutton Illumination	C	4	0	(O) May be inoperative provided associated pushbutton is verified operative.	

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31 INDICATING/RECORDING SYSTEMS

61-03	Display Unit Advanced Graphics Module (DU AGM) (EMBRAER 190-E2 and 195-E2, Post- Mod. Load 9.0)	A	4	3	(O) LH MFD AGM or RH MFD AGM may be inoperative provided: a) Affected AGM is deactivated, b) Associated DU is considered inoperative, and c) Repairs are made within 3 flight days.
61-04	EICAS Declutter Override (EICAS FULL) Button	D	1	0	
61-10	Display Controller Panels				
-01	Horizontal Situation Indicator (HSI) Mode Selector Buttons				
-A		C	2	0	
-B		D	2	1	
-02	Weather Radar (WX) Buttons	D	2	0	
-03	FMS Source Selector Buttons	C	2	0	May be inoperative provided procedures do not require their use. (Continued)

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31 INDICATING/RECORDING SYSTEMS

61-10 Display Controller
Panels
(Continued)

-04 RA/BARO Selector
Knobs

C

2

0

May be inoperative provided
the setting required for the
intended approach is
available.

-05 Decision
Height/Minimum
Descent Altitude
(MINIMUMS)
Selector Knobs

-A

C

2

1

May be inoperative provided
approach minimums do not
require their use.

-B

A

2

0

(O) May be inoperative
provided:
a) EGPWS is considered
inoperative,
b) Operations do not require
its use, and
c) Repairs are made within
two flight days.

(Continued)

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31 INDICATING/RECORDING SYSTEMS

61-10	Display Controller Panels (Continued)				
-06	Navigation Source Selector Buttons				
-A	V/L Source Selector Buttons (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000)	C	2	0	May be inoperative provided procedures do not require their use.
-B	NAV Source Selector Buttons (EMBRAER 190-E2/ 195-E2)	C	2	0	May be inoperative provided procedures do not require their use.
-07	Preview (PREV) Buttons	D	2	0	
-08	Flight Path Reference (FPR) Buttons	C	2	0	
-09	ADF/VOR/FMS Bearings (Circle/Diamond) Selector Buttons	C	4	-	May be inoperative provided procedures do not require their use.
-10	Standard Barometric Pressure (PUSH STD) Buttons	D	2	0	
-11	IN/hPa Selector Knobs	C	2	0	May be inoperative provided required units for the intended flights are available.

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31 INDICATING/RECORDING SYSTEMS

62-01	Cursor Control Device (CCD)				
-01	Display Selection Buttons				
-A		B	6	5	One MFD or PFD button may be inoperative provided all remaining CCD buttons, knobs and touch pad operate normally on both sides.
-B	EMBRAER 190-E2/195-E2	B	6	4	MFD buttons may be inoperative provided buttons associated with the same MFD on opposite CCD are verified operative.
-02	Enter Buttons	B	4	3	One may be inoperative provided all remaining CCD buttons, knobs and touch pad operate normally on both sides.
-03	Inner Tuning Knob	B	2	1	One may be inoperative provided all remaining CCD buttons, knobs and touch pad operate normally on both sides.
-04	Touch Pad	B	2	1	One may be inoperative provided all remaining CCD buttons and knobs operate normally on both sides.

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32 LANDING GEAR

00-00 A-BRK
*** RTO/HI/MED/LO
Indication on EICAS

C 1 0

May be inoperative provided
Autobrake System is
considered inoperative.

33-01 Landing Gear
Control Lever Lock
Solenoid

B 1 0

(O) May be inoperative
provided:
a) EICAS message LG WOW
SYS FAIL is not displayed,
and
b) The downlock release
button is verified to operate
normally.

41-01 Wheel Tie Bolts
(EMBRAER 190-E2/
195-E2)

A 92 91

(M) One bolt may be
damaged or missing provided:
a) Affected wheel is checked
for broken parts or
damage, and replaced if
broken parts or damage is
found,
b) For a main landing gear
wheel, associated brake is
checked for broken parts
or damage, and is
replaced if broken parts or
damage is found,
c) After each landing,
affected wheel is inspected
for additional broken or
missing tie bolts, and
d) Affected wheel is replaced
within ten flights.

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32 LANDING GEAR

41-02 Autobrake System

-01 EMBRAER
*** 170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

-A

C

1

0

(M)(O) May be inoperative provided:
a) Autobrake Control Knob is selected OFF and deactivated,
b) Brake Temperature Sensors and Indications operate normally, and
c) Alternate procedures are established and used.

-B

D

1

0

(M) May be inoperative provided:
a) Autobrake Control Module is removed, and
b) Procedures do not require its use.

-02 EMBRAER 190-E2/
195-E2

C

1

0

(O) May be inoperative provided:
a) Autobrake Control Knob is selected OFF,
b) Brake Temperature Sensors and Indications operate normally, and
c) Alternate procedures are established and used.

44-17 Emergency/Parking
Brake Accumulators
Pressure
Transducers

C

2

0

(M) May be inoperative provided associated accumulator charge is verified within limits once each flight day.

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32 LANDING GEAR

44-30 Emergency/
Parking Brake
Accumulators
Pressure Indication
on MFD

C 4 0

(M) May be inoperative
provided associated
accumulator charge is verified
within limits once each flight
day.

47-01 Brake Temperature
Sensors

-A

C 4 3

(O) One may be inoperative
provided Landing Gear
remains extended for seven
minutes after takeoff.

NOTE: In case of engine
failure after V1, retract
the landing gear.

-B

C 4 0

(O) May be inoperative
provided:
a) Landing Gear remains
extended for seven
minutes after takeoff, and
b) Brake cooling time
according to AFM Quick
Turn Around Weight
limitations is complied with.

NOTE: In case of engine
failure after V1, retract
the landing gear.

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32 LANDING GEAR

47-15 Brake Temperature
Indication on MFD

-A

C

8

6

(O) One indication per MFD may be inoperative provided Landing Gear remains extended for seven minutes after takeoff.

NOTE: In case of engine failure after V1, retract the landing gear.

-B

C

8

0

(O) May be inoperative provided:
a) Landing Gear remains extended for seven minutes after takeoff, and
b) Brake cooling time according to AFM Quick Turn Around Weight limitations is complied with.

NOTE: In case of engine failure after V1, retract the landing gear.

49-11 Brake Assembly
Wear Indicator

-A

A

8

7

One may be inoperative or missing provided repairs are made within 30 calendar days.

-B

C

8

4

One per brake assembly may be inoperative or missing.

49-13 Nose Wheel
Spinbrakes

C

2

0

(M) May be missing or removed.

49-15 Tire Pressure
*** Indicators

D

-

0

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32 LANDING GEAR

53-03	Rudder Pedals Nose Wheel Steering System	C	2	0	May be inoperative provided Handwheel Nose Wheel Steering System operates normally.
53-07	Nose Wheel Steering Disengage Switches				
-01	Steering Disengage Switches on Yoke (EMBRAER 190-E2/ 195-E2)	C	2	1	
-02	External Steering Disengage Switch				
-A		C	1	0	(O) May be inoperative provided: a) Affected switch is verified in ENGAGE position, b) Disengage Switch on yoke is pressed before towing the airplane, and c) Parking brake and steering status are verified before towing the airplane.
-B		C	1	0	(M)(O) May be inoperative provided: a) Affected switch is deactivated, b) Disengage Switch on yoke is pressed before towing the airplane, and c) Parking brake and steering status are verified before towing the airplane.

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32 LANDING GEAR					
61-00	Landing Gear Indication System				
-01	System Faults (EMBRAER 190-E2/195-E2)	C	-	-	May be dispatched with LG SHORT DISPATCH Advisory EICAS Message.
61-11	Towing Indication Lights	C	2	0	(O) May be inoperative provided parking brake and steering status are verified before towing the airplane.

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33 LIGHTS

10-00 Cockpit/Flight
Deck/Flight
Compartment and
Instrument Lighting
Systems

-A

C

-

0

May be inoperative provided operations are not conducted at night.

-B

C

-

-

Individual lights may be inoperative provided:
a) Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,
b) Remaining lights are positioned so that direct rays are shielded from flight crewmembers' eyes,
c) Lighting configuration and intensity is acceptable to the flight crew, and
d) Flight Deck emergency lights operate normally.

NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.

10-10 Main Deck Cargo
Door Lights
(EMBRAER
190 FREIGHTER)

C

4

0

(M) May be inoperative provided alternate procedures are established and used.

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ERJ 170/ERJ 190

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

12-01 Multi Channel
Dimmer

-01 Cockpit Lights
OFF/BRT Knob

C 3 0

May be inoperative provided
lighting configuration and
intensity is acceptable to the
flight crew.

-02 Glareshield Lights
Knob

-A CHART
OFF/BRT Knob

C 2 0

May be inoperative provided
lighting configuration and
intensity is acceptable to the
flight crew.

-B FLOOD/STORM
OFF/BRT Knob

C 2 0

May be inoperative provided
lighting configuration and
intensity is acceptable to the
flight crew.

-C STBY/CLK
DIM/BRT Knob
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C 1 0

May be inoperative provided
lighting configuration and
intensity is acceptable to the
flight crew.

-D COMPASS
DIM/BRT Knob
(EMBRAER 190-E2/
195-E2)

C 1 0

May be inoperative provided
lighting configuration and
intensity is acceptable to the
flight crew.

(Continued)

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		4. Remarks and/or exceptions				
33 LIGHTS						
12-01	Multi Channel Dimmer (Continued)					
-03	Display Units DIM/BRT Knob					
-A	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	B	5	4	One of LH PFD, RH MFD or RH PFD DIM/BRT knobs may be inoperative.	
-B	EMBRAER 190-E2/ 195-E2	B	4	3	One of LH MFD or RH MFD DIM/BRT knobs may be inoperative.	
-04	Annunciators Test Button	B	1	0		

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

21-00 Cabin Interior
Illumination System

-01 EMBRAER
170/175/190/195

-A

C

-

-

(O) May be inoperative
provided:
a) No more than 10 percent
of the ceiling lights are
inoperative,
b) No more than two adjacent
ceiling lights in the
longitudinal or lateral
direction are inoperative,
c) At least one light operates
normally in the forward
entrance area, aft entrance
area, and forward galley
area,
d) Remaining operative lights
in the forward entrance
area, forward galley area,
aft entrance area, and
ceiling area operate in
BRIGHT setting,
e) Adequate cabin
illumination remains for
flight attendants to perform
their assigned duties, and
f) Cabin emergency lights
operate normally.

(Continued)

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System &
Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

21-00 Cabin Interior
Illumination System
(Continued)

-01 EMBRAER
170/175/190/195
(Continued)

-B

C

-

-

(O) May be inoperative provided:
a) No more than 10 percent of the ceiling lights are inoperative,
b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative,
c) Photoluminescent Escape Route Marking System is charged 30 minutes each flight day before the first flight of each day,
d) Remaining operative ceiling lights operate in BRIGHT setting,
e) Adequate cabin illumination remains for flight attendants to perform their assigned duties, and
f) Cabin emergency lights operate normally.

(Continued)

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

21-00 Cabin Interior
Illumination System
(Continued)

-02 EMBRAER
190 FREIGHTER

C 15 0

(M) May be inoperative provided alternate procedures are established and used to illuminate the Main Deck Cargo compartment.

-03 LINEAGE 1000

C - -

Individual lights may be inoperative provided:
a) No more than 10 percent of the ceiling lights are inoperative,
b) No more than two adjacent ceiling lights in the longitudinal or lateral direction are inoperative, and
c) Cabin emergency lights operate normally.

-04 EMBRAER 190-E2/
195-E2

C - -

May be inoperative provided:
a) No more than one ceiling light is inoperative per ceiling light panel,
b) Ceiling light panels with inoperative lights are separated by at least two ceiling light panels with all lights operative,
c) Adequate cabin illumination remains for flight attendants to perform their assigned duties, and
d) Cabin emergency lights operate normally.

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		4. Remarks and/or exceptions				
33 LIGHTS						
21-01	Interior Emergency Lights (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.	
21-10	Cabin Sidewall Lights (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	C	-	-	May be inoperative provided sufficient lighting is available for flight attendants to perform their assigned duties.	

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		2. Number installed		
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		4. Remarks and/or exceptions		
33 LIGHTS				
23-00	Passenger Signs/ Ordinance Sign			
-01	Passenger Signs (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)			
-A		C	-	(M)(O) No passenger seat, flight attendant seat or lavatory may be occupied from which a "No Smoking/Fasten Seat Belt/ Return to Seat" sign is not readily legible and that seat or lavatory must be blocked and placarded "DO NOT OCCUPY".
-B		C	-	(O) "No Smoking/Fasten Seat Belt/Return to Seat" signs may be inoperative and the affected passenger seat(s), flight attendant seat(s) or lavatory(ies) may be occupied provided: a) The passenger address system operates normally and can be clearly heard throughout the cabin during flight, and b) The passenger address system is used to notify the flight attendant and passengers when seat belts should be fastened and when smoking is prohibited. (Continued)

MMEL-1506

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4. Remarks and/or exceptions

33 LIGHTS

23-00 Passenger Signs/
Ordinance Sign
(Continued)

-01 Passenger Signs
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-C

C

-

-

May be inoperative provided
passengers are not carried.

-02 Ordinance Sign
(EMBRAER
190 FREIGHTER)

C

1

0

(O) May be inoperative
provided alternate procedures
are established and used to
notify the supernumerary
when associated sign is place
ON or OFF.

23-03 Lavatory Occupied
Signs
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

D

-

0

23-09 Cockpit Sterile Light
(EMBRAER
170/175/190/195/
190-E2/195-E2)

C

2

0

(O) May be inoperative
provided alternate procedures
are established and used.

26-00 Courtesy Lights
System

C

1

0

May be inoperative provided
sufficient light is available at
stairs region.

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

28-00 Lavatory Lights
System

-A

C

-

0

(O) May be inoperative provided affected lavatory door is locked and placarded "INOPERATIVE - DO NOT ENTER".

NOTE: This proviso is not intended to prohibit lavatory use or inspections by crewmembers.

-B

D

-

-

Individual lights may be inoperative provided remaining lights are sufficient for lavatory illumination.

28-07 Lavatory Door Latch
Engage Micro
Switch
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

C

2

0

(O) May be inoperative provided:
a) Lavatory Manual Switch is verified operative, and
b) Lavatory Manual Switch is used to operate the lavatory lights.

28-09 Lavatory Manual
Switch
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

C

2

1

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

31-00 Forward and Aft
Cargo/Baggage
Compartment Lights

C - 0

31-02 Cargo Compartment
Light Cages

C - 0

Any number of light cages
may be damaged or missing
provided the affected light
lens is checked not to be
cracked or broken after each
cargo unloading.

32-00 Service
Compartment Lights

C - 0

41-00 Landing Lights

-A

C 3 2

NOTE: For aircraft with LED
lights installed, the
Landing Lights are
considered inoperative
when any individual
LED light bulbs are
inoperative.

-B

C 3 0

May be inoperative provided
aircraft is not operated at
night.

NOTE: For aircraft with LED
lights installed, the
Landing Lights are
considered inoperative
when any individual
LED light bulbs are
inoperative.

42-00 Taxi Lights

C 3 0

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

43-00 Navigation Lights

-01 Aircraft Equipped
With Two Navigation
Lights System

C

8

4

(M) Any light may be
inoperative provided:
a) Navigation light switch in
the maintenance panel is
set manually, and
b) The following minimum
configuration is complied
with:
1-One green light at the
right forward wing tip
position,
2-One red light at the left
forward wing tip position,
and
3-One white light at each
aft wing tip position.

-02 All Configurations

C

-

0

May be inoperative provided
aircraft is not operated at
night.

44-00 Wing Inspection
Lights

C

2

0

May be inoperative provided
ground de-icing procedures
do not require their use.

45-00 Red Beacon Lights

C

2

0

(O) May be inoperative
provided strobe lights operate
normally.

46-00 Logo Lights

D

2

0

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

47-00 Strobe Lights

-A Airplanes with LED
Red Beacon Lights

B

4

0

(O) May be inoperative provided:
a) Both Red Beacon are
operative and turned ON
throughout the flight,
b) Navigation lights are
operative and turned ON
throughout the flight, and
c) Aircraft is not operated at
night.

-B Airplanes with LED
Red Beacon
certified as anti-
collision lights

C

4

0

May be inoperative provided
both Red Beacon operate
normally.

-C Airplanes with
Xenon Red Beacon
Lights

C

4

0

(M) May be inoperative
provided RED BCN switch on
the Cockpit Maintenance
Panel is set to "BRT".

50-01 Emergency Lighting
Power Unit (ELPU)
(EMBRAER 190-E2/
195-E2)

B

6

5

ELPU AFT 1 may be
inoperative provided:
a) Photoluminescent Escape
Route Marking System is
operative,
b) Forward and OWE Exit
Locator Signs are
operative, and
c) Aircraft is not operated at
night.

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4. Remarks and/or exceptions

33 LIGHTS

50-14 Exit Indicator Signs

B

-

- May be inoperative provided:
a) Photoluminescent Escape Route Marking System is operative, and
b) All Exit Identifier Signs, Exit Marking Signs and Exit Locator Signs are operative.

50-15 Exit Identifier Signs

A

-

- One may be inoperative provided:
a) Associated exit is considered inoperative, and
b) Repairs are made within five flights.

NOTE: If any twin overwing exits are served by a single sign, both exits should be considered inoperative.

50-17 Exit Marking Signs

B

-

- May be inoperative provided:
a) Photoluminescent Escape Route Marking System is operative, and
b) All Exit Indicator Signs, Exit Identifier Signs and Exit Locator Signs are operative.

50-19 Exit Locator Signs

B

-

- May be inoperative provided:
a) Photoluminescent Escape Route Marking System is operative, and
b) All Exit Indicator Signs, Exit Identifier Signs and Exit Marking Signs are operative.

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3. Number required for dispatch

4. Remarks and/or exceptions

33 LIGHTS

50-21 Photoluminescent
Escape Route
Marking System

-01 EMBRAER
170/175/190/195

C

-

-

Up to 10 percent of all
Photoluminescent Escape
Route Marking sections may
be inoperative or missing.

-02 EMBRAER
170/175/190/195/
190-E2/195-E2

C

-

-

May be inoperative or missing
provided:
a) All strips marking inclined
or right angle intersections,
including cross aisles and
overwing exits, are
operative,
b) The sections of inoperative
or missing strips have a
maximum length of 0.25 m
(10 inches),
c) Two sections of
inoperative or missing
strips are separated by at
least 2.0 m (78.74 inches),
and
d) Along each aisle axis, all
strips within one meter of
strips marking angled
intersections are operative.

(Continued)

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		4. Remarks and/or exceptions			
33 LIGHTS					
50-21	Photoluminescent Escape Route Marking System (Continued)				
-02	EMBRAER 170/175/190/195/ 190-E2/195-E2 (Continued)				
-B		C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, b) A maximum of 19 persons are carried as authorized by local regulations for non-passenger-carrying operations, and c) Alternate procedures are established and used.

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4. Remarks and/or exceptions

33 LIGHTS

50-25 External Overwing
Emergency Lights

-01 EMBRAER 190/195/
190-E2/195-E2/
LINEAGE 1000

B - 0

May be inoperative provided
aircraft is not operated at
night.

-02 EMBRAER 190/195/
190-E2/195-E2

-A

A - -

One or more lights on one
side only may be inoperative
provided:

a) Associated Overwing
Emergency Exit Door is
considered inoperative,
and

a) Repairs are made within
five flights.

-B

C - 0

(O) May be missing or
inoperative provided:

a) No passengers are carried,
b) A maximum of 19 persons
are carried as authorized
by local regulations for
non-passenger-carrying
operations, and

c) Alternate procedures are
established and used.

50-29 External Exit Door
Emergency Lights
(EMBRAER 190-E2/
195-E2)

B 4 0

May be inoperative provided
aircraft is not operated at
night.

50-30 Exit Markings

Deleted, Revision 18
(Included in items 33-50-14,
33-50-15, 33-50-17 and
33-50-19).

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4. Remarks and/or exceptions

34 NAVIGATIONS

11-00 Integrated Electronic
Standby System
(IESS)

-01 Standby Attitude
Indication

-A

C

1

0

May be inoperative provided
not required by local
regulations.

-B

B

1

0

May be inoperative provided:
a) Operations are conducted
in Day VMC only, and
b) Operations are not
conducted into known or
forecast over-the-top
conditions.

-02 STD Baro Button

C

1

0

May be inoperative provided
BARO knob on the IESS
operates normally.

-03 Brightness Buttons

C

2

0

May be inoperative provided
brightness level is acceptable
to the crew.

-04 CAGE Button

-A

B

1

0

(O) May be inoperative
provided IESS is reinitialized
before each flight.

-B

B

1

0

May be inoperative provided
IESS attitude indication is
considered inoperative.

-05 VMO/MMO Barber
Pole

C

1

0

May be inoperative provided
VMO Flag is displayed.

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3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

15-03 Total Air
Temperature (TAT)
Sensors

-A

B

2

1

(O) May be inoperative provided:
a) Autopilot and Autothrottle are not coupled to the affected Air Data System, and
b) TAT Heater associated with operative TAT sensor is operative.

-B

B

2

1

(O) Except for ER operations, may be inoperative provided:
a) Autopilot and Autothrottle are not coupled to the affected Air Data System, and
b) Airplane is not operated in visible moisture or in known or forecast icing conditions.

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34 NAVIGATIONS						
15-07	Static Air Temperature (SAT) Indications					
-01	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	C	6	0		
-02	EMBRAER 190-E2/ 195-E2					
-A	MFD Status Page SAT Indications	C	2	0	May be inoperative provided MFD Map/Plan Display SAT indications are operative.	
-B	MFD Map/ Plan Display SAT Indications	C	2	0	May be inoperative provided MFD Status Page SAT indications are operative.	
-C	SAT Indications on MCDU Air Data Menu	C	2	0		
15-09	True Airspeed (TAS) Indications on MFD	C	4	0		

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		2. Number installed				
		3. Number required for dispatch				
		4. Remarks and/or exceptions				
34 NAVIGATIONS						
23-00	Standby Magnetic Compass System					
-A		B	1	0	May be inoperative provided aircraft is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the enroute phase of flight.	
-B		C	1	0	May be inoperative provided: a) Aircraft is operated with Dual Independent Navigation Capability, and b) Two GPS operate normally.	

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System &
Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

25-00 Head Up Guidance
*** System (HGS)
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

-A

C

2

1

(O) May be inoperative
provided alternate procedures
are established and used.

-B

D

-

0

May be inoperative provided
operating procedures do not
require its use.

-01 LVTO mode

D

-

0

May be inoperative provided
operations do not require its
use.

NOTE: Any mode which
operates normally
may be used.

-02 HUD A3 mode

D

-

0

May be inoperative provided
operations do not require its
use.

NOTE: Any mode which
operates normally
may be used.

(Continued)

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		2. Number installed				
		3. Number required for dispatch				
		4. Remarks and/or exceptions				
34 NAVIGATIONS						
25-00 ***	Head Up Guidance System (HGS) (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000) (Continued)					
-03	Release Lever					
-A		C	2	1	(M)(O) May be inoperative provided: a) The associated HGS Combiner is removed, and b) Alternate procedures are established and used.	
-B		D	-	0	(M) May be inoperative provided: a) The associated HGS Combiner is removed, and b) Operations do not require its use.	

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Sequence
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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

27-00 Enhanced Flight
*** Vision System
(EFVS)
(LINEAGE 1000)

D

1

0

(M) May be inoperative provided:
a) System is deactivated,
b) Approach minimums or operating procedures do not require its use, and
c) Associated Head Up Guidance System is considered inoperative.

31-00 Radar Altimeter
System

-A EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C

2

1

(M)(O) May be inoperative provided:
a) System is deactivated, and
b) Approach minimums or operating procedures do not require its use.

-B EMBRAER
170/175/190/195/
190 FREIGHTER

A

-

0

(M)(O) 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, and
e) Repairs are made within two flight days.

(Continued)

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

31-00 Radar Altimeter
System
(Continued)

-C LINEAGE 1000

A

-

0

(M)(O) 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) The Internal Door Warning System is considered inoperative,
f) The SATCOM Cockpit Phone is inhibited before takeoff and landing, and
g) Repairs are made within two flight days.

-01 Radar Altimeter
*** Filter
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

-A

C

2

1

May be inoperative provided affected Radar Altimeter is considered inoperative.
(Continued)

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

31-00 Radar Altimeter
System
(Continued)

-01 Radar Altimeter
*** Filter
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)
(Continued)

-B

A

-

0

May be inoperative provided:
a) Affected Radar Altimeter is
considered inoperative,
and
b) Repairs are made within
two flight days.

32-00 Very High
Frequency
Navigation Systems
(VHF NAV)

-01 VOR Systems

C

2

-

Any in excess of those
required by local regulations
may be inoperative.

-02 ILS Systems

C

2

-

Any in excess of those
required by local regulations
may be inoperative.

-03 Marker Beacon
Systems

C

2

-

May be inoperative provided
approach minimums do not
require its use.

32-01 GBAS Landing
*** Systems (GLS)
(EMBRAER 190-E2/
195-E2)

C

2

0

May be inoperative provided
approach minimums do not
require its use.

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

41-00 Enhanced Ground
Proximity Warning
System (EGPWS)

-01 Ground Proximity
Warning System
(GPWS)

A 1 0

(O) May be inoperative
provided:
a) Alternate procedures are
established and used, and
b) Repairs are made within
two flight days.

-A Modes 1-4

A 4 0

(O) May be inoperative
provided:
a) Alternate procedures are
established and used, and
b) Repairs are made within
two flight days.

-B Test Mode

A 1 0

May be inoperative provided:
a) GPWS is considered
inoperative, and
b) Repairs are made within
two flight days.

-C Glideslope Deviation
(Mode 5)

C - 1

B - 0

-D Advisory Callouts

B - 0

(O) May be inoperative
provided alternate procedures
are established and used.

C - 0

(O) May be inoperative
provided:
a) Advisory callouts are not
required by local
regulations, and
b) Alternate procedures are
established and used.

(Continued)

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		4. Remarks and/or exceptions				
34 NAVIGATIONS						
41-00	Enhanced Ground Proximity Warning System (EGPWS) (Continued)					
-E	Windshear Warning and Flight Guidance System (Windshear Mode)	B	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.	
		C	1	0	(O) May be inoperative provided:	
					a) Alternate procedures are established and used, and	
					b) Windshear Detection and Avoidance System (Predictive) operates normally.	
-02	Terrain System – Forward Looking Terrain Avoidance (FLTA) and Terrain Clearance Floor (TCF) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-03 ***	Runway Awareness & Advisory System (RAAS)	C	1	0		

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		3. Number required for dispatch							
		4. Remarks and/or exceptions							
34 NAVIGATIONS									
41-05 ***	Steep Approach Mode (Airplanes with Steep Approach capability)	D	1	0	May be inoperative provided operations do not require its use.				
-01	Steep Approach Button Illumination	C	1	0	(O) May be inoperative provided Steep Approach Mode is verified operative.				
42-00	Weather Radar System	C	-	-	Any in excess of those required by local regulations may be inoperative.				
-01	Stabilization Function	B	1	0	(M) May be inoperative provided: a) Antenna sweep is verified parallel to aircraft horizontal plane, and b) Antenna tilt is operated manually.				

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		3. Number required for dispatch				
		4. Remarks and/or exceptions				
34 NAVIGATIONS						
42-04	Predictive					
***	Windshear Function (EMBRAER 190-E2/ 195-E2)					
-A		B	-	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.	
-B		C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Warning and Guidance System (Reactive) operates normally.	

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

43-00 Traffic Alert and
Collision Avoidance
System II (TCAS II)

-A

B

-

0

(M) May be inoperative
provided:
a) System is deactivated and
secured, and
b) Enroute or approach
procedures do not require
its use.

-B

C

-

0

(M)(O) May be inoperative
provided:
a) Not required by local
regulations,
b) System is deactivated and
secured, and
c) Enroute or approach
procedures do not require
its use.

-01 Resolution Advisory
(RA) Display
System(s)

-A

C

2

1

May be inoperative on pilot
monitoring side.

-B

C

-

0

(O) May be inoperative
provided:
a) Traffic Alert (TA) visual
display and audio functions
are operative,
b) TA only mode is selected
by the crew, and
c) Enroute or approach
procedures do not require
its use.

(Continued)

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

43-00 Traffic Alert and
Collision Avoidance
System II (TCAS II)
(Continued)

-02 Traffic Alert Display
System(s)

C - 0

(O) May be inoperative
provided:
a) RA visual display and
audio functions are
operative, and
b) Enroute or approach
procedures do not require
its use.

-03 Audio Functions

B 1 0

May be inoperative provided
enroute or approach
procedures do not require use
of TCAS.

43-10 ADS-B In
*** Transmissions
(EMBRAER 190-E2/
195-E2)

-A

C - 0

(O) May be inoperative
provided alternate procedures
are established and used.

-B

D - 0

May be inoperative provided
procedures do not require its
use.

44-00 Lightning Sensor
*** System
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

D - 0

51-00 Distance Measuring
Equipment (DME)
Systems

D 2 -

Any in excess of those
required by local regulations
may be inoperative.

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

52-00 ATC Transponder
and Automatic
Altitude Reporting
System

-A

B

2

0

May be inoperative provided:
a) Operations do not require
its use, and
b) Prior to flight, approval is
obtained from ATC
facilities having jurisdiction
over the planned route of
flight.

-B

D

-

1

Any in excess of those
required by local regulations
may be inoperative.

-01 Elementary and
*** Enhanced Downlink
Aircraft Reportable
Parameters not
Required by local
regulations

A

-

0

May be inoperative provided:
a) Operations do not require
its use, and
b) Repairs are made prior to
completion of the next
heavy maintenance visit.

-02 ADS-B Out Squitter
*** Transmissions

C

-

0

May be inoperative provided
operations do not require its
use.

53-00 Automatic Direction
*** Finder (ADF)
System

D

-

-

Any in excess of those
required by local regulations
may be inoperative.

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

56-00 Global Positioning
System (GPS)

-A

C

-

0

(O) May be inoperative
provided:
a) Procedures do not require
its use,
b) RAAS is considered
inoperative, and
c) Clock is set manually.

-B

D

2

1

May be inoperative provided
operations do not require its
use.

61-00 Flight Management
System (FMS)
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000/
190-E2 and 195-E2,
Post-Mod. Load 9.0)

-A

C

-

-

(O) May be inoperative
provided:
a) It is not required by
regulations, and
b) Alternate procedures are
established and used.

-B

D

2

1

May be inoperative provided
procedures do not require its
use.

(Continued)

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		2. Number installed		
		3. Number required for dispatch		
		4. Remarks and/or exceptions		
34 NAVIGATIONS				
61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)			
-01	Navigation Databases			
-A		C	-	0
				(O) One or more may be inoperative for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current Aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified. NOTE: Databases which is/are out of date is/are considered inoperative. (Continued)

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		4. Remarks and/or exceptions		
34 NAVIGATIONS				
61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)			
-01	Navigation Databases (Continued)			
-B		C	- 1	(O) Any in excess of one may be inoperative provided: 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/RNP, b) The operative database is available and used by the flight crew member(s) responsible for navigation, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified. NOTE: Databases which is/are out of date is/are considered inoperative. (Continued)

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		2. Number installed			
		3. Number required for dispatch			
		4. Remarks and/or exceptions			
34 NAVIGATIONS					
61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)				
-01	Navigation Databases (Continued)				
-C		A	-	0	(O) One or more may be out of date provided: a) Area Navigation (RNAV/RNP) departure, arrival and approach procedures are checked not to depend on the data 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 flight route, (Continued)

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		2. Number installed			
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		4. Remarks and/or exceptions			
34 NAVIGATIONS					
61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)				
-01	Navigation Databases (Continued)				
-C	(Continued)			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, and d) Repairs are made within 10 calendar days. (Continued)	

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

34 NAVIGATIONS

61-00 Flight Management
System (FMS)
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000/
190-E2 and 195-E2,
Post-Mod. Load 9.0)
(Continued)

-01 Navigation
Databases
(Continued)

-D

A - 0

(O) One or more may be out
of date provided:
a) Conventional (Non-
RNAV/RNP) departure,
arrival and approach
procedures, when
available, or ANSP
assistance are used as an
alternative to RNAV/RNP
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 flight route,
(Continued)

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		3. Number required for dispatch			
		4. Remarks and/or exceptions			
34 NAVIGATIONS					
61-00	Flight Management System (FMS) (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0) (Continued)				
-01	Navigation Databases (Continued)				
-D	(Continued)				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, and d) Repairs are made within 10 calendar days. NOTE: Databases which is/are out of date is/are considered inoperative.

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		3. Number required for dispatch				
		4. Remarks and/or exceptions				
34 NAVIGATIONS						
61-02	Multifunction Control Display Unit (MCDU)	B	2	1	(O) MCDU 01 may be inoperative provided: a) VHF COMM 01 and 02 operate normally, b) VHF NAV 01 and 02 operate normally, c) All CCD buttons, knobs and touch pad operate normally on both sides, d) All Display Units operate normally, and e) Approach minimums or operating procedures do not require its use.	

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

35 OXYGEN

10-08 Crew Oxygen
Cylinder Charging
Valve

C 1 0

(M) May be inoperative provided:
a) There is no evidence of leakage, and
b) Crew Oxygen Cylinder is removed for refilling or is replaced by a full one, if necessary.

11-01 Pressure Gauge

-01 Crew Oxygen
Pressure Indication
on MFD

C 2 0

(M)(O) May be inoperative provided:
a) Crew Oxygen Pressure is checked within limits before each flight,
b) Crew Oxygen masks are verified operative before each flight,
c) Air Management System Controller (AMSC) channels operate normally,
d) Cabin Pressure Control System (CPCS) controller channels operate normally,
e) Both Air Conditioning Packs operate normally,
f) Both Engine Bleed Systems operate normally,
g) Flight is not conducted over an area where the Minimum Enroute Altitude is above 10000 ft MSL, and
h) Flight is conducted at or below FL 250.

(Continued)

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		4. Remarks and/or exceptions				
35 OXYGEN						
11-01	Pressure Gauge (Continued)					
-02	Crew Oxygen Pressure Indication on Pressure Gauge Outside Airplane	C	1	0	May be inoperative provided Crew Oxygen Pressure Indication on MFD operates normally.	
11-03	Oxygen Cylinder Pressure Relief Disc (Green Disc)	C	-	0	May be inoperative or missing.	
11-04	Oxygen Cylinder Bay Temperature Sensor	C	1	0		

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ITEM

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

35 OXYGEN

20-00 Passenger Oxygen
System
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

-A

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) Cabin Pressure Control System (CPCS) controller channels operate normally,
d) Both Engine Bleed Systems operate normally,
e) Flight is conducted at or below FL 250,
f) Portable Oxygen Cylinders and Masks are provided for all cabin crew members and for a 30 minutes period for 10 percent of the passengers, and
g) Passengers are appropriately briefed.

-B

B

1

0

May be inoperative provided flight is conducted at or below 10000 ft MSL.

(Continued)

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

35 OXYGEN

20-00 Passenger Oxygen
System
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-01 Automatic
Deployment System

-A

C

1

0

(M) May be inoperative
provided:
a) The manual deployment
from the flight crew
compartment is verified
operative, and
b) Flight is conducted at or
below FL 300.

-B

B

1

0

May be inoperative provided
Passenger Oxygen System is
considered inoperative.

-02 Passenger Oxygen
Dispensing Unit

-A

C

-

0

(M) Individual modules may
be inoperative with no flight
altitude restriction provided
affected seats are placarded
and blocked to prevent
occupancy.

-B

B

-

0

Individual modules may be
inoperative provided
Passenger Oxygen System is
considered inoperative.

-03 Flight Attendant
Oxygen Dispensing
Unit

B

-

-

May be inoperative provided
associated flight attendant
seat is considered inoperative.

(Continued)

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		2. Number installed		
		3. Number required for dispatch		
		4. Remarks and/or exceptions		
35 OXYGEN				
20-00	Passenger Oxygen System (EMBRAER 170/175/190/195/190-E2/195-E2/LINEAGE 1000) (Continued)			
-04	Flight Attendant Oxygen Dispensing Unit in Galley	B	-	(O) May be inoperative provided: a) Oxygen dispensing unit(s) and masks at the adjacent flight attendant station are operative, b) Number of occupants of the galley area and adjacent flight attendant station is limited to the number of oxygen masks operative in the region, in all flight phases, and c) Procedures are established and used to alert crewmembers of inoperative oxygen dispensing units.
20-02	Passenger Oxygen Box Door Electrical Latches (EMBRAER 170/175/190/195/190-E2/195-E2)			
-A		D	-	(M) Individual modules may be inoperative provided affected seats are placarded and blocked to prevent occupancy. (Continued)

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		3. Number required for dispatch				
		4. Remarks and/or exceptions				
35 OXYGEN						
20-02	Passenger Oxygen Box Door Electrical Latches (EMBRAER 170/175/190/195/ 190-E2/195-E2) (Continued)					
-B		C	-	-	(M)(O) Automatic opening feature of the door latch(es) may be inoperative provided: a) Associated Passenger Oxygen Dispensing Unit operates normally, b) Flight is conducted at or below FL 300, and c) Passenger(s) occupying the associated seat(s) is (are) briefed on oxygen mask procedure.	
20-03	Passenger Oxygen Box Deploy Tool (EMBRAER 170/175/190/195/ 190-E2/195-E2)	D	-	0	(O) May be missing provided an alternative tool is available.	

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		2. Number installed			
		3. Number required for dispatch			
		4. Remarks and/or exceptions			
35 OXYGEN					
20-04	Passenger Cabin Oxygen Mask (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)				
-A		D	-	0	(M) Individual masks may be inoperative or missing provided affected seats are placarded and blocked to prevent occupancy.
-B		C	-	-	(M) Individual masks may be inoperative or missing provided: a) At least one oxygen mask is available for each seat, b) The total number of oxygen masks exceed the number of seats by at least 10 percent, c) The supernumerary units are uniformly distributed throughout the cabin, and d) Inoperative masks are removed from the aircraft.

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

35 OXYGEN

20-09 Lavatory Oxygen
System
(EMBRAER
170/175/190/195/
190 FREIGHTER/
190-E2/195-E2)

-A

C

-

0

(O) May be inoperative
provided lavatory door is
locked and placarded
"INOPERATIVE – DO NOT
ENTER".

NOTE: This proviso is not
intended to preclude
lavatory inspections
by a crewmember.

-B

C

-

0

May be inoperative provided
flight is conducted at or below
FL 250.

21-02 Altitude Pressure
Switch
(EMBRAER 190-E2/
195-E2)

C

1

0

21-03 "MASKS DEPLOY"
Knob on Passenger
Oxygen Panel

B

1

0

May be inoperative provided
Passenger Cabin Oxygen
System or Supernumerary
Oxygen System is considered
inoperative.

21-04 Passenger Oxygen
Masks Deployed ON
Indication Light

C

1

0

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

35 OXYGEN

23-00 Supernumerary
Oxygen System
(EMBRAER
190 FREIGHTER)

-A

C

1

0

May be inoperative provided:
a) Portable Oxygen Cylinder
and Masks are available,
and
a) Flight is conducted at or
below FL 250.

-B

C

1

0

May be inoperative provided
supernumerary seat is not
occupied.

-C

C

1

0

May be inoperative provided:
a) Procedures are
established and used to
ensure the Main Deck
Cargo compartment
remains empty, or is
verified to contain only
empty cargo handling
equipment, ballast (ballast
may be loaded in ULDs),
and/or Fly Away Kits.
b) Flight is conducted at or
below FL 250.

NOTE: Operator MELs must
define which items are
approved for inclusion
in the Fly Away Kits,
and which materials
can be used as
ballast.

(Continued)

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4. Remarks and/or exceptions

35 OXYGEN

23-00 Supernumerary
Oxygen System
(EMBRAER
190 FREIGHTER)
(Continued)

-01 Automatic
Deployment System

C 1 0

(M) May be inoperative provided:
a) The manual deployment from the flight crew compartment is verified operative, and
b) Flight is conducted at or below FL 300.

-02 Supernumerary
Oxygen Dispensing
Unit

C 1 0

May be inoperative provided:
a) Portable Oxygen Cylinder and Masks are available, and
b) Flight is conducted at or below FL 250.

-03 Oxygen Dispensing
Unit in Galley

C 1 0

May be inoperative provided:
a) Portable Oxygen Cylinder and Masks are available, and
b) Flight is conducted at or below FL 250.

23-02 Supernumerary
Oxygen Box Door
Electrical Latches
(EMBRAER
190 FREIGHTER)

C - -

(M)(O) Automatic opening feature of the door latch(es) may be inoperative provided:
a) Associated Dispensing Unit operates normally,
b) Flight is conducted at or below FL 300, and
c) Supernumerary is briefed on oxygen mask procedure.

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35 OXYGEN						
23-03	Supernumerary Oxygen Box Deploy Tool (EMBRAER 190 FREIGHTER)	D	-	0	(O) May be missing provided: a) An alternative tool is available, and b) Supernumerary is briefed on oxygen mask procedure.	
30-01	Portable Oxygen Cylinder and Masks					
-01	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000	D	-	-	(M) Any in excess of those required by local regulations may be inoperative provided: a) Required distribution of serviceable cylinders is maintained throughout aircraft, and b) Cylinders not properly serviced are replaced, serviced or removed at the next available maintenance facility. (Continued)	

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4. Remarks and/or exceptions

35 OXYGEN

30-01 Portable Oxygen
Cylinder and Masks
(Continued)

-02 EMBRAER
190 FREIGHTER

-A

C

1

0

May be inoperative provided the supernumerary seat is not occupied.

-B

C

1

0

May be inoperative provided procedures are established and used to ensure the Main Deck Cargo compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

30-03 Protective Breathing
Equipment (PBE)

D

-

-

Any in excess of those required by local regulations may be inoperative or missing.

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4. Remarks and/or exceptions

36 PNEUMATIC

00-00 Engine Bleed
Systems

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
190-E2/195-E2/
LINEAGE 1000

C 2 1

(O) Except for ER operations,
one may be inoperative
provided:

- a) Associated engine bleed
remains selected off,
- b) Cross Bleed Valve
operates normally, and
- c) Flight is conducted at or
below FL 310.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

-02 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

-A Airplanes without
Forward Cargo
Compartment
Ventilation Installed
or with Cargo
Shutoff Valve (P/N
1001497-2)

C 2 1

(O) Except for ER operations,
one may be inoperative
provided:

- a) Associated engine bleed
remains selected off,
- b) Wing Anti-Ice System is
considered inoperative,
- c) If Bleed 1 is affected, live
animals are not carried in
the cargo/baggage
compartment, and
- d) Flight is conducted at or
below FL 310.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

(Continued)

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

00-00 Engine Bleed
Systems
(Continued)

-02 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000
(Continued)

-B Airplanes with Cargo
Shutoff Valve (P/N
1001497-1)

C

2

1

(O) Except for ER operations,
one may be inoperative
provided:
a) Associated engine bleed
remains selected off,
b) Wing Anti-Ice System is
considered inoperative,
c) If Bleed 1 is affected, the
forward cargo/aft baggage
shutoff valve are
considered inoperative,
and
d) Flight is conducted at or
below FL 310.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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36 PNEUMATIC						
00-00	Engine Bleed Systems (Continued)					
-02	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000 (Continued)					
-C		C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) APU Pneumatic Bleed System operates normally, c) Flight is conducted at or below FL 150, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)	

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

00-00 Engine Bleed
Systems
(Continued)

-03 EMBRAER
170/175/190/195/
190 FREIGHTER/

-A Airplanes without
Forward Cargo
Compartment
Ventilation Installed
or with Cargo
Shutoff Valve (P/N
1001497-2)

C

2

0

(O) Except for ER operations,
may be inoperative provided:
a) Both engine bleeds remain
selected off,
b) Live animals are not
carried in the cargo
compartment,
c) Flight is conducted in an
unpressurized
configuration, and
d) Wing Anti-Ice System is
considered inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

(Continued)

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36 PNEUMATIC					
00-00	Engine Bleed Systems (Continued)				
-03	EMBRAER 170/175/190/195/ 190 FREIGHTER/ (Continued)				
-B	Airplanes with Cargo Shutoff Valve (P/N 1001497-1)	C	2	0	(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) The forward cargo compartment shutoff valve is considered inoperative, c) Flight is conducted in an unpressurized configuration, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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Sequence
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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

00-00 Engine Bleed
Systems
(Continued)

-04 EMBRAER 190 PR/
LINEAGE 1000

-A Airplanes with Cargo
Shutoff Valve (P/N
1001497-2)

C

2

0

(O) Except for ER operations,
may be inoperative provided:
a) Both engine bleeds remain
selected off,
b) Live animals are not
carried in the aft baggage
compartment,
c) Flight is conducted in an
unpressurized
configuration,
d) Wing Anti-Ice System is
considered inoperative,
and
e) The Auxiliary Fuel system
is considered inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

00-00 Engine Bleed
Systems
(Continued)

-04 EMBRAER 190 PR/
LINEAGE 1000
(Continued)

-B Airplanes with Cargo
Shutoff Valve (P/N
1001497-1)

C

2

0

(O) Except for ER operations,
may be inoperative provided:
a) Both engine bleeds remain
selected off,
b) The aft baggage
compartment shutoff
valves are considered
inoperative,
c) Flight is conducted in an
unpressurized
configuration,
d) Wing Anti-Ice System is
considered inoperative,
and
e) The Auxiliary Fuel system
is considered inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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36 PNEUMATIC				
00-00	Engine Bleed Systems (Continued)			
-05	EMBRAER 190-E2/ 195-E2			
-A		A	2	1
				(O) Except for ER operations, may be inoperative provided: a) Associated engine bleed remains selected off, b) Wing Anti-Ice System is considered inoperative, c) Flight is conducted at or below FL 310, and d) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).
-B		C	2	0
				(O) Except for ER operations, may be inoperative provided: a) Both engine bleeds remain selected off, b) Crossbleed valve operates normally, c) APU Pneumatic Bleed System operates normally, d) Flight is conducted at or below FL 150, and e) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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4. Remarks and/or exceptions

36 PNEUMATIC

00-00 Engine Bleed
Systems
(Continued)

-05 EMBRAER 190-E2/
195-E2
(Continued)

-C

A

2

0

(O) Except for ER operations, |
may be inoperative provided: |

a) Both engine bleeds remain
selected off,

b) APU Pneumatic Bleed
System operates normally,

c) Flight is conducted at or
below FL 150,

d) Wing Anti-Ice System is
considered inoperative,
and

e) Repairs are made within
10 flight days.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

00-00 Engine Bleed
Systems
(Continued)

-05 EMBRAER 190-E2/
195-E2
(Continued)

-D

A

2

0

(O) Except for ER operations, may be inoperative provided:

- a) Both engine bleeds remain selected off,
- b) Flight is conducted in an unpressurized configuration,
- c) Wing Anti-Ice System is considered inoperative, and
- d) Repairs are made within 10 flight days.

NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

00-01 Bleed Air Manifold
Pressure Indication
on MFD

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C 4 0

(O) May be inoperative
provided alternate procedures
are established and used.

-02 EMBRAER 190-E2/
195-E2

C 4 0

10-01 Cross Bleed Valve

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C 1 0

(M)(O) Except for ER
operations, may be
inoperative provided valve is
verified closed and remains
closed except for ground
engine starting.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

(Continued)

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36 PNEUMATIC						
10-01	Cross Bleed Valve (Continued)					
-01	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000 (Continued)					
-B		C	1	0	(O) Except for ER operations, may be inoperative provided: a) Both Engine Bleed Systems are considered inoperative, and b) APU Pneumatic Bleed System is considered inoperative. NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). NOTE 2: APU Pneumatic Bleed System may be used for engine starting. (Continued)	

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No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

10-01 Cross Bleed Valve
(Continued)

-02 EMBRAER 190-E2/
195-E2

-A

C

1

0

(M)(O) Except for ER operations, may be inoperative provided valve is deactivated closed and remains closed except for ground engine starting.

NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

-B

A

1

0

(O) Except for ER operations, may be inoperative provided:

a) Both Engine Bleed Systems are considered inoperative,

b) APU Pneumatic Bleed System is considered inoperative, and

c) Repairs are made within 10 flight days.

NOTE 1: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

NOTE 2: APU Pneumatic Bleed System may be used for engine starting.

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4. Remarks and/or exceptions

36 PNEUMATIC

11-01 High Stage Bleed
Valves

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C 2 0

(M) Except for ER operations,
may be inoperative provided:
a) Affected High Stage Bleed
Valve is secured closed,
and
b) Associated Engine Bleed
System is considered
inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

-02 EMBRAER 190-E2/
195-E2

-A

C 2 1

(M) Except for ER operations,
one may be inoperative
provided:
a) Cross Bleed Valve is
operative,
b) Affected High Stage Bleed
Valve is secured closed,
and
c) Associated Engine Bleed
System is considered
inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

11-01 High Stage Bleed
Valves
(Continued)

-02 EMBRAER 190-E2/
195-E2
(Continued)

-B

A 2 0

(M) Except for ER operations, may be inoperative provided:
a) Affected High Stage Bleed Valve is secured closed,
b) Associated Engine Bleed System is considered inoperative,
c) Wing Anti-Ice System is considered inoperative, and
d) Repairs are made within 10 flight days.

NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

11-03 Engine Bleed Valves

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

C 2 0

(M) Except for ER operations,
may be inoperative provided:
a) Affected Engine Bleed
Valve is secured closed,
and
b) Associated Engine Bleed
System is considered
inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

-02 EMBRAER 190-E2/
195-E2

-A

C 2 1

(M) Except for ER operations,
one may be inoperative
provided:
a) Cross Bleed Valve is
operative,
b) Affected Engine Bleed
Valve is secured closed,
and
c) Associated Engine Bleed
System is considered
inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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36 PNEUMATIC				
11-03	Engine Bleed Valves (Continued)			
-02	EMBRAER 190-E2/ 195-E2 (Continued)			
-B		A	2	0
				(M) Except for ER operations, may be inoperative provided: a) Affected Engine Bleed Valve is secured closed, b) Associated Engine Bleed System is considered inoperative, c) Wing Anti-Ice System is considered inoperative, and d) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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36 PNEUMATIC					
11-09	Fan Air Valves (EMBRAER 190-E2/ 195-E2)				
-A		C	2	1	(M) Except for ER operations, one may be inoperative provided: a) Cross Bleed Valve is operative, b) Affected Fan Air Valve is secured closed, and c) Associated Engine Bleed System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).
-B		A	2	0	(M) Except for ER operations, may be inoperative provided: a) Affected Fan Air Valve is secured closed, b) Associated Engine Bleed System is considered inoperative, c) Wing Anti-Ice System is considered inoperative, and d) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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4. Remarks and/or exceptions

36 PNEUMATIC

11-12	Fan Air Inlet Doors (EMBRAER 170/175) (Applicable to Pre- Mod. SB 170-36- 0008 or Post-Mod SB 170-54-0010)	C	2	0	(M) (O) May be inoperative provided: a) Affected door is secured open, and b) Appropriate performance penalties are applied.
12-00	APU Pneumatic Bleed System	C	1	0	Except for ER operations, may be inoperative provided APU Bleed remains selected off.
12-01	APU Bleed Valve				
-A		C	1	0	Except for ER operations, may be inoperative provided APU is considered inoperative.
-B		C	1	0	(O) Except for ER operations, may be inoperative provided: a) APU Bleed remains selected OFF, b) Valve is verified failed closed, c) APU may be used only on ground, and d) Engine Bleed Systems are not used with APU running.
-C	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	C	1	0	(M) Except for ER operations, may be inoperative provided: a) Valve is secured closed, and b) APU Bleed remains selected off.
12-02	APU Bleed Check Valve	C	1	0	Except for ER operations, may be inoperative provided APU Bleed remains selected off.

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		4. Remarks and/or exceptions			
36 PNEUMATIC					
13-01	High Pressure Ground Connection Check Valve	C	1	0	May be inoperative closed provided APU Pneumatic Bleed System operates normally.
21-02	Engine Bleed Overheat Detection System (ODS)				
-01	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000				
-A		C	2	1	(M)(O) Except for ER operations, Engine Bleed System 1 ODS may be inoperative provided: a) Associated Engine Bleed System is considered inoperative, b) Cross Bleed valve remains closed except for engine start, c) APU Pneumatic Bleed System is considered inoperative, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

21-02 Engine Bleed
Overheat Detection
System (ODS)
(Continued)

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000
(Continued)

-B

C

2

1

(M)(O) Except for ER
operations, Engine Bleed
System 2 ODS may be
inoperative provided:
a) Associated Engine Bleed
System is considered
inoperative,
b) Cross Bleed valve remains
closed except for engine
start, and
c) Wing Anti-Ice System is
considered inoperative.
NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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2. Number installed

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4. Remarks and/or exceptions

36 PNEUMATIC

21-02 Engine Bleed
Overheat Detection
System (ODS)
(Continued)

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000
(Continued)

-C

C

2

0

(O) Except for ER operations,
may be inoperative provided:
a) Both Engine Bleed
Systems are considered
inoperative, and
b) APU Pneumatic Bleed
System is considered
inoperative.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

21-02 Engine Bleed
Overheat Detection
System (ODS)
(Continued)

-02 EMBRAER 190-E2/
195-E2

-A

A

2

1

(O) Except for ER operations, Engine Bleed System 1 ODS may be inoperative provided:
a) Engine Bleed System 1 is considered inoperative,
b) Cross Bleed Valve remains closed except for engine start,
c) APU Pneumatic Bleed System is considered inoperative,
d) Wing Anti-Ice System is considered inoperative, and
e) Repairs are made within 10 flight days.

NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

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4. Remarks and/or exceptions

36 PNEUMATIC

21-02 Engine Bleed
Overheat Detection
System (ODS)
(Continued)

-02 EMBRAER 190-E2/
195-E2
(Continued)

-B

A

2

1

(O) Except for ER operations, Engine Bleed System 2 ODS may be inoperative provided:
a) Engine Bleed System 2 is considered inoperative,
b) Cross Bleed Valve remains closed except for engine start,
c) Wing Anti-Ice System is considered inoperative, and
d) Repairs are made within 10 flight days.

NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

(Continued)

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		4. Remarks and/or exceptions			
36 PNEUMATIC					
21-02	Engine Bleed Overheat Detection System (ODS) (Continued)				
-02	EMBRAER 190-E2/ 195-E2 (Continued)				
-C		A	2	0	(O) Except for ER operations, both may be inoperative provided: a) Both Engine Bleed Systems are considered inoperative, b) APU Pneumatic Bleed System is considered inoperative, and c) Repairs are made within 10 flight days. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope).

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36 PNEUMATIC						
21-03	APU Overheat Detection System (ODS)					
-01	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	C	1	0	(O) Except for ER operations, APU ODS may be inoperative provided: a) Engine Bleed System 1 is considered inoperative, b) Cross Bleed Valve remains closed except for engine start, c) APU Pneumatic Bleed System is considered inoperative, and d) Wing Anti-Ice System is considered inoperative. NOTE: See AFM for Engine Airstart – Windmilling (Engine Airstart Envelope). (Continued)	

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

36 PNEUMATIC

21-03 APU Overheat
Detection System
(ODS)
(Continued)

-02 EMBRAER 190-E2/
195-E2

A

1

0

(O) Except for ER operations, |
APU ODS may be inoperative
provided:

- a) Engine Bleed System 1 is
considered inoperative,
- b) Cross Bleed Valve remains
closed except for engine
start,
- c) APU Pneumatic Bleed
System is considered
inoperative,
- d) Wing Anti-Ice System is
considered inoperative,
and
- e) Repairs are made within
10 flight days.

NOTE: See AFM for Engine
Airstart – Windmilling
(Engine Airstart
Envelope).

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

38 WATER AND WASTE

00-02	Water & Waste System Indications on Flight Attendant Panel (EMBRAER 170/175/190/195)	D	11	0	(M) May be inoperative provided alternate procedures are established and used.
00-03	Water & Waste Indications on CMS (EMBRAER 190-E2/ 195-E2)				
-01	Potable Water Indications				
-A		C	-	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	-	0	May be inoperative provided procedures do not require its use.
-02	Waste Tank Indications				
-A		C	-	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	-	0	May be inoperative provided procedures do not require its use.

(Continued)

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Sequence
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2. Number installed

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4. Remarks and/or exceptions

38 WATER AND WASTE

00-03 Water & Waste
Indications on CMS
(EMBRAER 190-E2/
195-E2)
(Continued)

-03 Lavatory Gray Water
Interface Valve
Indications

-A

C

-

0

(M) May be inoperative
provided associated valve is
verified operative.

-B

C

-

0

May be inoperative provided
associated valve is
considered inoperative.

-04 Galley Gray Water
Interface Valve
Indications

-A

C

-

0

(M) May be inoperative
provided associated valve is
verified operative.

-B

C

-

0

May be inoperative provided
associated valve is
considered inoperative.

00-06 Water and Waste
Status Panel
(EMBRAER
190 FREIGHTER)

-01 FAULT Indication
Lights

D

3

0

(M) May be inoperative
provided alternate procedures
are established and used.

-02 WATER TANK
Indication Light

D

1

0

(M) May be inoperative
provided alternate procedures
are established and used.

-03 SVC TANK
Indication Light

D

1

0

(M) May be inoperative
provided alternate procedures
are established and used.

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

38 WATER AND WASTE

10-00 Potable Water
System

-A

C

-

-

(M) Individual components may be inoperative provided:
a) Associated components are deactivated or isolated, and
b) Associated system components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

-B

C

-

-

(M) May be inoperative provided:
a) System is drained, and
b) Procedures are established to ensure that system is not serviced.

11-03 Lavatory Infrared
Sensors
(LINEAGE 1000)

C

-

0

(M) May be inoperative provided associated lavatory door(s) is(are) secured closed and placarded
"INOPERATIVE – DO NOT ENTER".

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

38 WATER AND WASTE

11-04 Fill/Drain Valve

-A

C

1

0

(M) May be inoperative provided:
a) Valve is verified in closed position,
b) Valve is verified not to have leaks, and
c) Alternate procedures are established and used.

-B

C

1

0

May be inoperative provided Potable Water System is considered inoperative.

11-05 Fill/Drain Switch

C

1

0

(M) May be inoperative provided alternate procedures are established and used.

11-06 Fill/Drain Nipple

-01 Fill/Drain Nipple Cap

C

1

0

(M) May be inoperative or missing provided Fill/Drain Nipple is verified not to have leaks.

11-07 Lavatory Faucet
(EMBRAER
170/175/190/195/
190 FREIGHTER)

C

-

0

(M) May be inoperative provided affected lavatory faucet is deactivated.

11-09 Fwd Drain Valve

C

1

0

(M) May be inoperative provided:
a) Valve is secured on closed position, and
b) Alternate procedures are established and used to drain the Potable Water System lines.

NOTE: Potable water inflight drainage system will be inoperative.

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4. Remarks and/or exceptions

38 WATER AND WASTE

11-14 Cockpit Inflight
*** Drainage System

-A EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

D 1 0

(M) May be inoperative
provided:
a) Aft Drain Valve is
deactivated, and
b) Alternate procedures are
established and used.

-B EMBRAER 190-E2/
195-E2

D 1 0

(M) May be inoperative
provided:
a) In-Flight Drain Valve is
deactivated, and
b) Alternate procedures are
established and used.

11-18 UV Water Treatment
*** Module
(EMBRAER 190-E2/
195-E2)

D 1 0

11-19 UV Solenoid Valve
*** (EMBRAER 190-E2/
195-E2)

D 1 0

(M) May be inoperative
provided valve is secured in
open position.

13-04 Water Tank Quantity
Indication Panel

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

-A "FULL" Indication

C 1 0

(M) May be inoperative
provided alternate procedures
are established and used.

-B "DRAIN" Indication

C 1 0

May be inoperative provided
water level sensor operates
normally.

(Continued)

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

38 WATER AND WASTE

13-04 Water Tank Quantity
Indication Panel
(Continued)

-02 EMBRAER 190-E2/
195-E2

-A Water Quantity
Indication LEDs

C 5 0

(M) May be inoperative
provided alternate procedures
are established and used.

-B "READY" Indication

C 1 0

May be inoperative provided
"WAIT" indication on Potable
Water Service Panel operates
normally.

-C "WAIT" Indication

C 1 0

May be inoperative provided
"READY" indication on
Potable Water Service Panel
operates normally.

31-01 Gray Water Holding
*** Unit

D - 0

(M) May be inoperative
provided Gray Water Drain
Valve is secured in open
position.

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3. Number required for dispatch

4. Remarks and/or exceptions

38 WATER AND WASTE

31-04 Auto Drain Valve

-A

C

-

0

(M) May be inoperative provided:
a) Valve is secured closed,
b) Water supply to affected galley/lavatory sink is deactivated, and
c) Affected galley/lavatory sink is not used.

-B

C

-

0

(M) May be inoperative provided:
a) Manual shutoff valve is deactivated, and
b) Affected galley/lavatory is not used.

31-09 Gray Water
Interface Valve
(EMBRAER 190-E2/
195-E2)

-A

C

-

0

(M) May be inoperative provided:
a) Valve is secured closed,
b) Water supply to affected galley/lavatory sink is deactivated, and
c) Affected galley/lavatory sink is not used.

-B

C

-

0

(M) May be inoperative provided:
a) Manual shutoff valve is deactivated, and
b) Affected galley/lavatory is not used.

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4. Remarks and/or exceptions

38 WATER AND WASTE

32-00 Vacuum Waste
System (VWS)

-A

C

-

-

(M) Individual components may be inoperative provided:
a) Associated components are deactivated or isolated, and
b) Associated system components are verified not to have leaks.

NOTE: Any portion of system which operates normally may be used.

-B

C

-

-

(M) May be inoperative provided:
a) Associated components are deactivated or isolated to prevent leaks, and
b) Associated lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER".

NOTE: These provisos are not intended to prohibit inspections by crewmembers.

(Continued)

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4. Remarks and/or exceptions

38 WATER AND WASTE

32-00 Vacuum Waste
System (VWS)
(Continued)

-C

D

-

-

(M) Associated lavatory system may be inoperative provided:
a) Water supply to affected lavatory is deactivated, and
b) Affected lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER".

NOTE: These provisos are not intended to prohibit inspections by crewmembers.

32-03 Flush Switch
(EMBRAER 190-E2/
195-E2)

C

-

0

May be inoperative provided associated vacuum waste system is not used.

-01 Touchless Activation
*** Function

D

-

0

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4. Remarks and/or exceptions

38 WATER AND WASTE

32-09 Vacuum Generator

-A

A

1

0

May be inoperative powered on (running) continuously provided repairs are made within one flight day.

-B

C

1

0

(M) May be inoperative provided:
a) Vacuum Generator is deactivated, and
b) Associated lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER".

NOTE: These provisos are not intended to prohibit inspections by crewmembers.

-C

C

1

0

(M)(O) May be inoperative provided:
a) Vacuum Generator is deactivated, and
b) Procedures are established and used to only allow use of the lavatory at or above FL 180.

34-01 Floor Drain System

(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C

-

0

(M) May be inoperative provided associated lavatory door(s) is(are) secured closed and placarded "INOPERATIVE – DO NOT ENTER".

NOTE: These provisos are not intended to prohibit inspections by crewmembers.

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44 CABIN SYSTEMS						
12-01	Passenger Cabin/ Galley Speakers					
-01	EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000					
-A		C	-	-	(M) Individual speakers may be inoperative provided any seat from which a passenger cannot clearly hear a passenger address announcement is blocked and placarded "DO NOT OCCUPY".	
-B		C	-	-	May be inoperative provided Passenger Address System is considered inoperative.	
-02	EMBRAER 190 FREIGHTER	C	2	0	(O) May be inoperative provided alternate procedures are established and used.	
12-02	Lavatory Speakers					
-01	EMBRAER 170/175/190/195/ 190-E2/195-E2	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
-02	EMBRAER 190 FREIGHTER					
-A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-B		D	1	0	May be inoperative provided procedures do not require its use.	

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		2. Number installed			
		3. Number required for dispatch			
		4. Remarks and/or exceptions			
44 CABIN SYSTEMS					
13-07	Flight Attendant Alerting System (Chime/Light)				
-01	Flight Attendant Call Lights (Rainbow Lights)				
-A	EMBRAER 170/175/190/195/ 190-E2/195-E2	B	-	0	(O) May be inoperative provided: a) PA system operates normally, and b) Alternate procedures for contacting flight attendants are established and used. NOTE 1: Passenger to Attendant Call System is considered Non- Essential Equipment and Furnishing (NEF) / Passenger Convenience Item. NOTE 2: Any visual alerting system function(s) that operates normally may be used. (Continued)

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44 CABIN SYSTEMS

13-07 Flight Attendant
Alerting System
(Chime/Light)
(Continued)

-01 Flight Attendant Call
Lights (Rainbow
Lights)
(Continued)

-B LINEAGE 1000

C

-

0

(O) May be inoperative
provided alternate procedures
for contacting flight attendants
are established and used.

D

-

0

May be inoperative provided
procedures do not require its
use.

NOTE 1: Passenger to
Attendant Call
System is
considered Non-
Essential
Equipment and
Furnishing (NEF) /
Passenger
Convenience Item.

NOTE 2: Any visual alerting
system function(s)
that operates
normally may be
used.

(Continued)

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4. Remarks and/or exceptions

44 CABIN SYSTEMS

13-07 Flight Attendant
Alerting System
(Chime/Light)
(Continued)

-02 Flight Attendant
Chime

-A EMBRAER
170/175/190/195/
190-E2/195-E2

B - 0

(O) May be inoperative
provided:
a) PA system operates
normally, and
b) Alternate procedures for
contacting flight attendants
are established and used.

NOTE 1: Passenger to
Attendant Call
System is
considered Non-
Essential
Equipment and
Furnishing (NEF) /
Passenger
Convenience Item.

NOTE 2: Any audio alerting
system function(s)
that operates
normally may be
used.

(Continued)

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4. Remarks and/or exceptions

44 CABIN SYSTEMS

13-07 Flight Attendant
Alerting System
(Chime/Light)
(Continued)

-02 Flight Attendant
Chime
(Continued)

-B LINEAGE 1000

(O) May be inoperative
provided alternate procedures
for contacting flight attendants
are established and used.

May be inoperative provided
procedures do not require its
use.

NOTE 1: Passenger to
Attendant Call
System is
considered Non-
Essential
Equipment and
Furnishing (NEF) /
Passenger
Convenience Item.

NOTE 2: Any audio alerting
system function(s)
that operates
normally may be
used.

14-09 Main Deck Horn
(EMBRAER
190 FREIGHTER)

C 1 0

May be inoperative provided
supernumerary seat is not
occupied.

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44 CABIN SYSTEMS

15-00 Cabin Management
System
(EMBRAER 190-E2/
195-E2)

-A

C

1

0

(M)(O) May be inoperative
provided:
a) Alternate procedures are
established and used, and
b) System is turned OFF.

NOTE: Any portion of the
system that operates
normally may be used.

-B

D

1

0

May be inoperative provided
procedures do not require its
use.

15-01 Input-Output
Distribution Node
(IODN)
(EMBRAER 190-E2/
195-E2)

C

2

0

One or both may be
inoperative.

NOTE: With one IODN
inoperative, the
sidewall lights or
ceiling lights operate
in standard mode.

20-01 In-Flight
*** Entertainment
System (IFE)
Maintenance Panels
(EMBRAER
170/175/190/195)

D

2

0

(M) May be inoperative
provided alternate procedures
are established and used.

NOTE: Any portion of the
system that operates
normally may be used.

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44 CABIN SYSTEMS

20-03 ***	In-Flight Entertainment System (IFE) Reset Switch on IFE Flight Attendant Control Panel (EMBRAER 170/175/190/195)	D	1	0	(M) May be inoperative provided alternate procedures are established and used.
26-00 ***	Wireless In-Flight Entertainment System (IFE) (EMBRAER 190-E2/195-E2)				
-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
-B		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.
32-00 ***	In-Flight Connectivity System (EMBRAER 190-E2/195-E2)	D	1	0	May be inoperative provided procedures do not require its use.
32-08 ***	In-Flight Entertainment Connectivity System Reset Switch (EMBRAER 170/175/190/195/ LINEAGE 1000)	D	1	0	(O) May be inoperative provided alternate procedures are established and used.

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3. Number required for dispatch

4. Remarks and/or exceptions

44 CABIN SYSTEMS

51-00 Cabin Surveillance
*** System (CSS)
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

-A

A

1

0

(O) May be inoperative
provided:
a) Alternate procedures are
established and used, and
b) Repairs are made within
three flight days.

-B

C

1

0

(O) May be inoperative
provided:
a) A peephole is installed and
operates normally, and
b) Alternate procedures are
established and used.

-C

D

1

0

(M) May be inoperative
provided:
a) System is deactivated, and
b) Procedures do not require
its use.

-01 Video Cameras

-A

C

3

0

(O) May be inoperative
provided:
a) A peephole is installed and
operates normally, and
b) Alternate procedures are
established and used.

-B

D

3

0

May be inoperative provided it
is not required by local
regulations.

NOTE: Any portion of the
system that operates
normally may be used.

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45 CENTRAL MAINTENANCE SYSTEM

45-01	Central Maintenance Computer (CMC) (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000/ 190-E2 and 195-E2, Post-Mod. Load 9.0)	C	1	0	May be inoperative provided procedures do not require its use.
45-02	Wireless Data LAN Management Unit (DLMU-W) (EMBRAER 190-E2/ 195-E2)				
-A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	1	0	May be inoperative provided procedures do not require its use.
45-03 ***	Data-Loader Management Unit (DMU) (EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000)				
-A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.
-B		D	1	0	May be inoperative provided procedures do not require its use.

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4. Remarks and/or exceptions

45 CENTRAL MAINTENANCE SYSTEM

45-04 Database (DB)
Module
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

-A

C

1

0

(M) May be inoperative
provided alternate procedures
are established and used.

-B

D

1

0

May be inoperative provided
procedures do not require its
use.

45-05 Local Area Network
(LAN)
(EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000)

C

1

0

May be inoperative provided
procedures do not require its
use.

NOTE: Loading, installing or
restoring software
application or
database will not be
available to the
maintenance
personnel.

45-06 Wireless Server Unit

(WSU)
(EMBRAER 190-E2/
195-E2)

-A

C

1

0

(M) May be inoperative
provided alternate procedures
are established and used.

-B

D

1

0

May be inoperative provided
procedures do not require its
use.

MMEL-1506

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		2. Number installed				
		3. Number required for dispatch				
		4. Remarks and/or exceptions				
45 CENTRAL MAINTENANCE SYSTEM						
45-11	ADG-400					
***	(EMBRAER					
	170/175/190-E2/					
	195-E2)					
-A		C	1	0	(M) May be inoperative provided alternate procedures are established and used.	
-B		D	1	0	May be inoperative provided procedures do not require its use.	

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

46 INFORMATION SYSTEM

21-00 Electronic Flight Bag
*** Systems (EFBs)

-A

C

-

0

(O) May be inoperative or missing provided alternate procedures are established and used where operating procedures are dependent upon the use of the affected EFB.

NOTE: Any EFB function which operates normally may be used.

-B

D

-

0

May be inoperative provided procedures do not require its use.

-01 Data Connectivity

-A

C

-

-

(O) May be inoperative provided alternate procedures are established and used.

-B

D

-

0

May be inoperative provided procedures do not require its use.

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46 INFORMATION SYSTEM

21-00	Electronic Flight Bag				
***	Systems (EFBs)				
	(Continued)				
-02	Power Connection				
-A		C	-	-	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: For EMBRAER 190-E2/195-E2, if the USB panel connection is the current power connection, refer to item 46-21-02.
-B		D	-	0	May be inoperative provided procedures do not require its use.
					(Continued)

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46 INFORMATION SYSTEM						
21-00 ***	Electronic Flight Bag Systems (EFBs) (Continued)					
-03	Mounting Device					
-A		C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
-B		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	

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46 INFORMATION SYSTEM

21-02	USB Panel				
***	(EMBRAER 190-E2/195-E2)				
-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
-B		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.
-01	USB Port				
-A		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any portion of the system that operates normally may be used.
-B		D	-	0	May be inoperative provided procedures do not require its use. NOTE: Any portion of the system that operates normally may be used.

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46 INFORMATION SYSTEM						
41-00	Prerecorded					
***	Passenger					
	Announcement					
	System					
	(EMBRAER					
	170/175/190/195/					
	LINEAGE 1000)					
-A		C	1	0	(O) May be inoperative provided alternate procedures are established and used.	
-B		D	-	0	May be inoperative provided procedures do not require its use.	

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		4. Remarks and/or exceptions				
47 INERT GAS SYSTEM						
00-00	Fuel Tank Inerting System (EMBRAER 190-E2/195-E2)	A	1	0	(M) May be dispatched inoperative provided: a) FTIS Dispatch Valve is secured closed, b) APS PRSOV is secured closed, and c) Repairs are made within 10 flight days.	

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

49 AIRBORNE AUXILIARY POWER

00-00	Auxiliary Power Unit (APU)	C	1	0	(M)(O) Except for ER operations, may be inoperative provided: a) APU is deactivated, and b) Procedures are not dependent on its use.
16-04	APU Air Inlet Door System (EMBRAER 190-E2/195-E2)				
-A		C	1	0	(M) Except for ER operations, may be inoperative provided: a) APU Air Inlet Door is deactivated closed, and b) APU is considered inoperative.
-B		C	1	0	(M)(O) May be inoperative and APU used provided: a) APU Air Inlet Door is deactivated in open position, and b) Appropriate performance penalties are applied.
61-00	APU Master Knob				
-01	Knob Detents	C	2	0	(O) Except for ER operations, knob detents may be inoperative provided the APU is used on-ground only.
71-00	APU RPM Indication on EICAS	C	1	0	Except for ER operations, may be inoperative or dashed provided APU is considered inoperative.
72-00	APU EGT Indication on EICAS	C	1	0	Except for ER operations, may be inoperative or dashed provided APU is considered inoperative.

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

50 CARGO AND ACCESSORY COMPARTMENTS

22-01 Cargo / Baggage
Door Nets

-A

C

2

0

May be inoperative or missing provided adjacent Cargo Nets are installed and the associated section remains empty.

-B

C

2

0

May be inoperative or missing provided associated cargo compartment remains empty.

22-02 Cargo / Baggage
*** Nets

-01

EMBRAER
170/175/190/195/
190 FREIGHTER/
190-E2/195-E2

A

-

0

May be inoperative or missing provided:
a) Acceptable cargo loading limits from Airplane Operations Manual are observed, and
b) Repairs are made prior to the completion of the next Heavy Maintenance Visit.

-02

D

-

0

May be inoperative or missing provided associated cargo/ baggage compartment remains empty.

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

50 CARGO AND ACCESSORY COMPARTMENTS

31-00 Cargo Compartment
Linings

-A

C

-

0

(O) May be damaged provided procedures are established and used to ensure the associated compartment is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

-B

C

-

0

May be missing provided associated cargo compartment remains empty.

32-06 Blow-Out Panels

C

-

0

(O) May be damaged or missing provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits.

NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.

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2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

50 CARGO AND ACCESSORY COMPARTMENTS

33-00 Main Deck Cargo
Compartment
Linings (Sidewall
Panels/ Dado
Panels/ Ceiling
Panels)
(EMBRAER
190 FREIGHTER)

-A

C

-

0

(O) May be damaged
provided procedures are
established and used to
ensure the Main Deck Cargo
Compartment is verified to
contain only empty cargo
handling equipment, ballast
(ballast may be loaded in
ULDs), and/or Fly Away Kits.

NOTE: Operator MELs must
define which items are
approved for inclusion
in the Fly Away Kits,
and which materials
can be used as
ballast.

-B

C

-

0

May be missing provided the
Main Deck Cargo
Compartment remains empty.

33-16 Main Deck Cargo
*** Door Net
(EMBRAER
190 FREIGHTER)

C

1

0

(M) May be inoperative or
missing provided alternate
procedures are established
and used.

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

00-00 Passenger and
Service Doors

-01 EMBRAER 170/175

A

4

3

(M)(O) One may be inoperative provided:

- a) Remaining main entry doors are fully operational,
- b) Associated door is not used for passenger loading,
- c) Emergency exit sign and floor proximity lights related to the associated door must be covered to obscure the signs and lights,
- d) Passengers must be briefed not to use the associated door,
- e) Passenger number is limited to 19 maximum,
- f) Blocked seating layouts and evacuation procedures must be developed and approved by local regulations for inclusion in the operator's manual, and
- g) Repairs are made within one flight day.

NOTE 1: Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.

(Continued)

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		3. Number required for dispatch			
		4. Remarks and/or exceptions			
52 DOORS					
00-00	Passenger and Service Doors (Continued)				
-01	EMBRAER 170/175 (Continued)				NOTE 2: Cabin attendants may be stationed in the vicinity of each door within blocked areas.

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

00-00 Passenger and
Service Doors
(Continued)

-02 EMBRAER
190/195/190-E2/
195-E2

A

4

3

(M)(O) One may be
inoperative for a maximum of
5 flights provided:
a) The number of passengers
carried and the position of
the seats which they
occupy is in accordance
with the Maximum
Passenger Capacity
(MPC) table,
b) Blocked seating layouts
and evacuation procedures
must be developed and
included in the operator's
manual,
c) Affected door/exit is closed
and locked,
d) The affected door/exit is
not used for passenger
boarding, nor for any
purpose whilst passengers
are on board,
e) Affected door/exit is
marked with a placard to
prohibit utilization, as
applicable,
f) All the door/exit markings,
signs and lights associated
with the affected door/exit
must be obscured, as
applicable,
g) Remaining main entry
doors are fully operational,
and
h) Passengers must be
briefed not to use the
associated door.
(Continued)

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		4. Remarks and/or exceptions			
52 DOORS					
00-00	Passenger and Service Doors (Continued)				
-02	EMBRAER 190/195/190-E2/ 195-E2 (Continued)				<div><div>NOTE 1:</div><div>Weight and Balance Manifest must be revised as necessary to ensure proper loading limits are observed.</div></div> <div><div>NOTE 2:</div><div>Cabin attendants may be stationed in the vicinity of each door within blocked areas.</div></div> <div>(Continued)</div>

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

00-00 Passenger and
Service Doors
(Continued)

-03 EMBRAER
190 FREIGHTER

-A

A

4

1

(M)(O) May be inoperative provided:
a) Affected door/exit is closed and locked,
b) Affected door/exit is marked with a placard to prohibit utilization, as applicable,
c) All the door/exit markings, signs and lights associated with the affected door/exit must be obscured, as applicable,
d) At least the FWD Passenger Door or the FWD Service Door is fully operational, and
e) Repairs are made within 5 flights.

-B Aft Passenger Door and/or Aft Service Door

D

2

0

(M) Aft Passenger Door and/or Aft Service Door may be inoperative provided affected door/exit is closed and locked.

-C FWD Passenger Door or FWD Service Door

C

2

1

(O) FWD Passenger Door or FWD Service Door may be inoperative provided supernumerary seat is not occupied.

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System &
Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

00-30 Passenger and
Service Doors
Emergency Opening
Assisting (EOS)
System

-01 EMBRAER
170/175/190/195/
190-E2/195-E2

A

4

3

One may be inoperative or
missing for a maximum of 5
flights provided associated
door is considered
inoperative.

-02 EMBRAER
190 FREIGHTER

-A Aft Passenger Door
and/or Aft Service
Door

D

2

0

May be inoperative in the Aft
Passenger Door and/or Aft
Service Door.

-B FWD Passenger
Door or FWD
Service Door

A

2

1

May be inoperative provided:
a) Associated door is
considered inoperative,
and
b) Repair are made within 5
flights.

-C

C

2

0

May be inoperative in the
FWD Passenger Door and/or
FWD Service Door provided
supernumerary seat is not
occupied.

00-31 Aft Baggage Door
Emergency Opening
System
(LINEAGE 1000)

C

1

0

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

21-00 Overwing
Emergency Exit
Doors

-A EMBRAER
190/195/190-E2

A

2

1

(M)(O) One may be inoperative for a maximum of 5 flights provided:

- a) The number of passengers carried and the position of the seats which they occupy is in accordance with the Maximum Passenger Capacity (MPC) table,
- b) Blocked seating layouts and evacuation procedures must be developed and included in the operator's manual,
- c) Affected exit is closed, locked and placarded inoperative,
- d) Emergency exit sign and photoluminescent escape route markings related to the associated overwing exit must be covered to obscure the signs and lights,
- e) Passengers must be briefed not to use affected overwing exit, and
- f) All passenger and service doors are fully operational.

(Continued)

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Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

21-00 Overwing
Emergency Exit
Doors
(Continued)

-B EMBRAER 195-E2

A

4

2

(M)(O) One or both from one side may be inoperative for a maximum of 5 flights provided:

- a) The number of passengers carried and the position of the seats which they occupy is in accordance with the Maximum Passenger Capacity (MPC) table,
- b) Blocked seating layouts and evacuation procedures must be developed and included in the operator's manual,
- c) Affected exit(s) is(are) closed, locked and placarded inoperative,
- d) Emergency exit sign and photoluminescent escape route markings related to the associated overwing exit(s) must be covered to obscure the signs and lights,
- e) Passengers must be briefed not to use affected overwing exit(s), and
- f) All passenger and service doors are fully operational.

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

21-70 Overwing
Emergency Exit
Door Flight Lock
(EMBRAER 190-E2/
195-E2)

-A

C

-

0

(M)(O) May be inoperative
unlocked provided:
a) All flight locks are
deactivated at unlocked
position,
b) All Overwing Emergency
Exit Doors are verified to
be capable of being
unlatched and opened,
and
c) A person employed by the
operator is designated to
be seated in passenger
seat nearest the affected
Overwing Emergency Exit
Door when cabin
differential pressure is less
than 2.0 psi.

(Continued)

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System &
Sequence
No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

21-70 Overwing
Emergency Exit
Door Flight Lock
(EMBRAER 190-E2/
195-E2)
(Continued)

-B

C

-

0

(M)(O) May be inoperative unlocked provided:
a) The affected flight lock is deactivated at unlocked position,
b) All Overwing Emergency Exit Doors are verified to be capable of being unlatched and opened before each flight, and
c) A person employed by the operator is designated to be seated in passenger seat nearest the affected Overwing Emergency Exit Door when cabin differential pressure is less than 2.0 psi.

-C

A

-

-

May be inoperative locked provided associated Overwing Emergency Exit Door(s) is (are) considered inoperative.

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		3. Number required for dispatch				
		4. Remarks and/or exceptions				
52 DOORS						
30-00	Cargo Compartment Doors	C	2	0	(M)(O) May be inoperative provided: a) Associated cargo compartment is empty or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or Fly Away Kits, and b) Affected cargo door is verified closed, latched, and locked before each flight. NOTE: Operator MELs must define which items are approved for inclusion in the Fly Away Kits, and which materials can be used as ballast.	

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

30-20 Forward and Aft
Cargo Compartment
Door Gas Spring
Actuators

-A

C

4

2

One Gas Spring Actuator per door may be inoperative or missing provided opposite Actuator Bellcrank and Drive Rod operates normally.

-B

B

4

0

(M) May be inoperative or missing provided:
a) Door is verified capable of being held open, and
b) Alternate procedures are established and used to operate the affected Cargo Compartment Door.

-C

C

4

0

May be inoperative provided affected cargo compartment door is not used.

30-22 Forward and Aft
Cargo Compartment
Door Actuator
Bellcranks

C

4

2

One Actuator Bellcrank per door may be damaged or missing provided opposite Gas Spring Actuator and Drive Rod operates normally.

30-24 Forward and Aft
Cargo Compartment
Door Drive Rods

C

4

2

One Drive Rod per door may be damaged or missing.

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System &
Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

31-28 Forward or Aft
Cargo Door Closing
Rods

D

-

0

(M) May be inoperative or
missing provided alternate
procedures are established
and used.

34-00 Main Deck Cargo
Door (MDCD)
(EMBRAER
190 FREIGHTER)

-01 Latch/Lock
Mechanism

-A Electric Mode

C

1

0

(M) May be inoperative
provided Manual Mode is
used to latch/lock the MDCD.

-B Manual Mode

C

1

0

May be inoperative provided
Electric Mode operates
normally.

-02 Lift/Lower
Mechanism

-A Electric Mode

C

1

0

(M) May be inoperative
provided Manual Mode is
used to lift/lower the MDCD.

-B Manual Mode

C

1

0

May be inoperative provided
Electric Mode operates
normally.

-C Electric and Manual
Modes

C

1

0

(M) May be inoperative
provided:
a) MDCD is verified closed,
latched, and locked before
each flight, and
b) Quick Disconnect Feature
is used to lift/lower the
MDCD.

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

51-00 ***	Cockpit Door Locking System (EMBRAER 170/175/190/195/ 190-E2/195-E2/ LINEAGE 1000)	C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Cockpit Door Locking System is not required by local regulations.
-01	Electromechanical Latch	B	1	0	(M)(O) May be inoperative provided: a) Electromechanical Latch is deactivated, and b) Alternate procedures are established and used for locking and unlocking the flight deck door. NOTE: Any function on the Electromechanical Latch which operates normally may be used.
-02	Mechanical Handle	C	1	0	May be inoperative provided Electromechanical Latch operates normally. (Continued)

MASTER MINIMUM EQUIPMENT LIST

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System &
Sequence
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1. Repair category

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4. Remarks and/or exceptions

52 DOORS

51-00 Cockpit Door
*** Locking System
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-03 Cockpit Door
Control Panel

-A LOCK Pushbutton

B

1

0

May be inoperative provided
Electromechanical Latch is
considered inoperative.

-B LOCK Pushbutton
Light

B

1

0

(O) May be inoperative
provided the LOCK
pushbutton is verified to
operate normally.

-C INHIB Pushbutton

B

1

0

May be inoperative provided
Electromechanical Latch is
considered inoperative.

-D INHIB Pushbutton
Light

B

1

0

(O) May be inoperative
provided the INHIB
pushbutton is verified to
operate normally.

-E UNLOCKED
Annunciator ON
Light

C

1

0

(O) May be inoperative
provided:
a) Door Chime operates
normally, and
b) The LOCK and INHIB
pushbuttons are verified to
operate normally.

(Continued)

MASTER MINIMUM EQUIPMENT LIST

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System &
Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

51-00 Cockpit Door
*** Locking System
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-04 Flight Attendant
Cockpit Door
Control Panel

-A Emergency Entry
Pushbutton

B 1 0

(M)(O) May be inoperative
provided:
a) Electromechanical Latch is
deactivated,
b) The cockpit door is
secured closed for takeoff
and landing, and
c) Alternate procedures are
established and used to
secure and to access the
cockpit during the flight in
accordance with the
Operator's security policy.

-B Emergency Entry
Pushbutton Light

Deleted, Revision 16

-C Door Opening
Sequence
Requested White
Light

B 1 0

(O) May be inoperative
provided alternate procedures
are established and used.

-D Door Opening
Sequence Inhibited
Red Light

B 1 0

(O) May be inoperative
provided alternate procedures
are established and used.

-E Door Unlocked
Green Light

B 1 0

(O) May be inoperative
provided alternate procedures
are established and used.

(Continued)

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

51-00 Cockpit Door

Locking System
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)
(Continued)

-05 Door Chime

B 1 0

(O) May be inoperative
provided alternate procedures
are established and used.

-06 Maintenance Lock

D 1 0

51-01 Cockpit Door

Peephole
(EMBRAER
170/175/190/195/
190-E2/195-E2/
LINEAGE 1000)

-A

A 1 0

(O) May be inoperative
provided:
a) Alternate procedures are
established and used, and
b) Repairs are made within
three flight days.

-B

C 1 0

(O) May be inoperative
provided:
a) Cabin Surveillance System
(CSS) is installed and
operates normally, and
b) Alternate procedures are
established and used.

60-00 Airstair

(EMBRAER
170/175/190/195/
LINEAGE 1000)

D 1 0

May be inoperative provided it
is correctly stowed and locked
for flight.

NOTE: Any mode that
operates normally
may be used.

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1. Repair category

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3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

70-00 Doors Position
Indication on MFD
and associated
EICAS Messages

C

-

0

(M)(O) May be inoperative
provided affected door is
verified closed, latched and
locked before each flight.

70-01 Passenger and
Service Doors
Indicators

-01

Door Latch Visual
Indicators
(EMBRAER
170/175/190/195/
190 FREIGHTER)

C

4

3

(M)(O) May be inoperative
provided:
a) Affected door is verified
closed, latched and locked
before each flight,
b) Latch mechanism is
verified to operate
normally,
c) Door latch visual indicators
mechanism is verified
inoperative, and
d) Both door lock visual
indicators on the affected
door operate normally.

NOTE: The DOOR PAX
(SERV) FWD (AFT)
OPEN Warning
EICAS message may
be displayed.

(Continued)

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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

52 DOORS

70-01 Passenger and
Service Doors
Indicators

(Continued)

-02 Door Locked Visual
Indicators
(EMBRAER
170/175/190/195/
190 FREIGHTER)

C

8

4

(M)(O) One on each door may
be inoperative provided:
a) Affected door is verified
closed, latched and locked
before each flight,
b) Door latch visual indicator
operates normally, and
c) Latch mechanism is
verified to operate
normally.

NOTE: The DOOR PAX
(SERV) FWD (AFT)
OPEN Warning
EICAS message may
be displayed.

-03 Escape Slide
ARMED/
DISARMED
Indicators
(EMBRAER
170/175/190/195)

C

4

3

(M)(O) May be inoperative
provided:
a) Indicator is covered to
obscure the
ARMED/DISARMED sign,
b) Girt bar indication is
verified to operate
normally, and
c) Alternate procedures are
established and used to
indicate to crew Escape
Slide status.

-04 Girt Bar Escape
Slide Indicators
(EMBRAER
170/175/190/195)

C

4

3

(M)(O) May be inoperative
provided:
a) ARMED/DISARMED
indication is verified to
operate normally, and
b) Girt bar is verified to
operate normally.

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52 DOORS						
70-02	Internal Door Warning System (LINEAGE 1000)	C	1	0	(M) May be inoperative provided the internal doors are secured open.	

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		4. Remarks and/or exceptions				
71 POWERPLANT						
11-02	Fan Cowl Latches					
-01	Position Sensors (EMBRAER 190-E2/ 195-E2)	C	6	0	(M) May be inoperative provided Fan Cowl Latches are verified closed before each flight.	

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73 ENGINE FUEL AND CONTROL				
21-01	Engine Full Authority Digital Electronic Control (FADEC) System			
-01	System Faults			
-A	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	A	-	- May be dispatched with ENG 1 (2) SHORT DISPATCH Advisory EICAS Message faults provided repairs are made in accordance with times established by the engine manufacturer in the airworthiness section of the Engine Manual GEK 112031 (EMBRAER 170/175) or GEK 112081 (EMBRAER 190/195). No Extensions are authorized.
-B	EMBRAER 190-E2/ 195-E2	A	-	- Except for ER operations, may be dispatched with ENG 1 (2) SHORT DISPATCH Advisory EICAS Message faults provided repairs are made in accordance with times established by engine manufacturer in the airworthiness section of the Engine Manual. No extensions are authorized. (Continued)

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		2. Number installed		
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		4. Remarks and/or exceptions		

73 ENGINE FUEL AND CONTROL

21-01	Engine Full Authority Digital Electronic Control (FADEC) System (Continued)					
-01	System Faults (Continued)					
-C	EMBRAER 190-E2/195-E2	C	2	1	Except for ER operations, may be dispatched with ENG 1 FADEC FAULT Advisory EICAS message displayed provided ENG 2 FADEC FAULT Advisory EICAS message is not displayed on the EICAS.	
-D	EMBRAER 190-E2/195-E2	C	2	1	Except for ER operations, may be dispatched with ENG 2 FADEC FAULT Advisory EICAS message displayed provided ENG 1 FADEC FAULT Advisory EICAS message is not displayed on the EICAS.	
21-17	T2 Sensor Heater (EMBRAER 170/175)	B	2	1	Except for ER operations, may be inoperative provided: a) One Ice Detection System is operative, and b) Airplane is not operated in known or forecast icing conditions.	
21-21	P2T2 Heater (EMBRAER 190-E2/195-E2)	C	2	1	Except for ER operations, one may be inoperative provided aircraft is not operated in known or forecast icing conditions.	

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		4. Remarks and/or exceptions				
73 ENGINE FUEL AND CONTROL						
31-01	Fuel Low-Pressure Switch	C	2	0	(O) May be inoperative provided associated Fuel AC Pump remains selected ON during the entire flight except when crossfeed operations are required.	
34-21	Engine Fuel Filter Differential Pressure Sensor					
-A	EMBRAER 170/175	C	2	1	(M) One may be inoperative provided visual inspection is performed before each flight to ensure that there is no fuel bypass.	
-B	EMBRAER 190/195/190 FREIGHTER/ LINEAGE 1000	C	2	1	(M) One may be inoperative provided associated fuel filter is changed before the first flight of each flight day.	
-C	EMBRAER 190-E2/195-E2	A	2	1	(M) One may be inoperative provided: a) Associated fuel filter is changed within 10.5 FH, and b) Repairs are made within 10 flight days.	
34-22	Engine Fuel Filter in Impending Bypass Condition (EMBRAER 190-E2/195-E2)	A	2	1	One engine may be dispatched with ENG 1 (2) FUEL IMP BYPASS Caution EICAS message provided: a) Associated filter was not changed within the same day due to a previous fuel impending bypass indication, and b) Repairs are made within 10.5 FH.	

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		4. Remarks and/or exceptions				
75 ENGINE AIR						
24-01	Engine Turbine Active-Clearance- Control (ACC) Air Valve (EMBRAER 190-E2/ 195-E2)					
-01	System Faults	C	2	0	(O) May be dispatched with ENG 1 (2) FUEL FLOW INCR Advisory EICAS Message provided appropriate fuel consumption penalties are applied.	
26-02	Engine Buffer Air System (EMBRAER 190-E2/ 195-E2)					
-01	System Faults	A	2	1	(M) Except for ER operations, one may be dispatched for one flight with ENG 1 (2) BACV VLV FAIL Caution EICAS Message provided: a) Associated Engine Bleed System is considered inoperative for the intended flight, b) Aircraft is not operated in known or forecast icing conditions, and c) Oil quantity is serviced before the flight.	

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

77 ENGINE INDICATING

31-00 Engine Vibration
Indication on EICAS

-01 EMBRAER
170/175/190/195/
190 FREIGHTER/
LINEAGE 1000

-A HP Vibration
Indication on EICAS

-02 EMBRAER 190-E2/
195-E2

-A Fan Vibration
Indication

-B HP Vibration
Indication

-C LP Vibration
Indications

C

2

1

B

2

1

Except for ER operations,
may be inoperative provided:

- a) There are no reports of
vibration above the field
advisory limits on last flight
or engine start-up,
- b) All vibration indications
from opposite engine are
operative, and
- c) Aircraft is not operated into
known or forecast icing
conditions.

C

2

1

May be inoperative provided:

- a) There are no reports of
vibration above the field
advisory limits on last flight
or engine start-up, and
- b) All vibration indications
from opposite engine are
operative.

C

2

1

May be inoperative provided:

- a) There are no reports of
vibration above the field
advisory limits on last flight
or engine start-up, and
- b) All vibration indications
from opposite engine are
operative.

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No.

ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

78 EXHAUST

30-00 Thrust Reverser
System

C 2 0

(M)(O) May be inoperative provided:
a) Affected thrust reverser is locked in the forward thrust position, and
b) Appropriate performance penalties are applied.

-01 System Faults

-A

C 2 0

(M)(O) May be dispatched with the ENG 1 (2) REV DEPLOYED Warning EICAS Message provided:
a) Affected thrust reverser is locked in the forward thrust position, and
b) Appropriate performance penalties are applied.

-B

C 2 0

(M)(O) May be dispatched with the ENG 1 (2) REV PROT FAULT Caution EICAS Message provided:
a) Affected thrust reverser is locked in the forward thrust position, and
b) Appropriate performance penalties are applied.

-C

C 2 0

(M)(O) May be dispatched with the ENG 1 (2) REV FAIL Caution EICAS Message provided:
a) Affected thrust reverser is locked in the forward thrust position, and
b) Appropriate performance penalties are applied.

(Continued)

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1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

78 EXHAUST

30-00 Thrust Reverser
System
(Continued)

-01 System Faults
(Continued)

-D

C

2

0

(M)(O) May be dispatched with the ENG 1 (2) REV TLA FAIL Caution EICAS Message provided:
a) Affected thrust reverser is locked in the forward thrust position, and
b) Appropriate performance penalties are applied.

-E

C

2

0

(M)(O) May be dispatched with the ENG 1(2) REV INHIBIT Status EICAS Message provided:
a) Affected thrust reverser is locked in the forward thrust position, and
b) Appropriate performance penalties are applied.

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79 OIL					
21-00	Oil Supply System				
-01	System Faults (EMBRAER 190-E2/ 195-E2)	C	2	1	(M) Except for ER operation, one may be dispatched with ENG 1 (2) OIL SEAL FAULT Caution EICAS Message provided: a) Associated Engine Bleed System is considered inoperative, and b) Oil quantity is serviced before first flight of each flight day.
31-03	Oil Tank Oil Level Indicator	C	2	0	(M) May be inoperative provided alternate procedures are established and used to verify oil level when servicing is performed.
31-21	Engine Oil Quantity Sensor	C	2	1	(M)(O) Except for ER operations, one may be inoperative provided: a) Oil quantity is serviced before each flight, and b) Oil Pressure Indication is available and is monitored throughout the flight.

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		3. Number required for dispatch				
		4. Remarks and/or exceptions				
79 OIL						
33-01 ***	Low Oil Pressure Switch					
-A	EMBRAER 170/175/190/195/ LINEAGE 1000, Pre-Mod. Load 21.2	C	2	1	(O) One may be inoperative provided: a) Oil Pressure Indication is available and is monitored throughout the flight, and b) ENG 1 (2) OIL LO PRESS Warning EICAS Message on opposite engine operates normally.	
-B	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000 Load 25.3 and on, except Load 25.4	C	2	0	May be inoperative provided oil pressure indication is available.	

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		2. Number installed				
		3. Number required for dispatch				
		4. Remarks and/or exceptions				
79 OIL						
33-23	Engine Oil Filter Differential Pressure Sensor					
-A	EMBRAER 170/175/190/195/ 190 FREIGHTER/ LINEAGE 1000	C	2	1	(M) One may be inoperative provided: a) Associated ENG 1 (2) CHIP DETECTED Maintenance Message is confirmed not present on MFD Engine Maintenance Page before each flight, and b) Oil filter is inspected for presence of contaminants before the first flight of each flight day.	
-B	EMBRAER 190-E2/ 195-E2	C	2	1	(M) May be inoperative provided: a) Associated ENG 1 (2) CHIP DETECTED Advisory EICAS Message is not displayed before each flight, b) Oil Debris Monitoring (ODM) is verified operative, c) Oil filter is changed within one flight day and then before the first flight in every three flight days, and d) Associated engine is not under monitoring for chip detection events.	

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Sequence
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ITEM

1. Repair category

2. Number installed

3. Number required for dispatch

4. Remarks and/or exceptions

79 OIL

33-24 Engine Oil Filter in
Impending Bypass
Condition

-A EMBRAER 190-E2/
195-E2, Pre-Mod.
ENGINE FADEC 9.6

A

2

1

(M) One engine may be
dispatched with ENG 1 (2)
OIL IMP BYPASS Advisory
EICAS message provided:
a) Oil filter is verified not in
bypass once each flight
day,
b) Oil Debris Monitoring
(ODM) is verified
operative, and
c) Repairs are made within
28 FH.

-B EMBRAER 190-E2/
195-E2, Post-Mod.
ENGINE FADEC 9.6

A

2

1

(M) One engine may be
dispatched with ENG 1 (2)
OIL IMP BYPASS Advisory
EICAS message provided:
a) Oil Debris Monitoring
(ODM) is verified
operative, and
b) Repairs are made within
28 FH.

34-07 ENG 1(2) OIL IMP
BYPASS Advisory
EICAS Message

Deleted, Revision 13
(Included in item 79-33-23).

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		4. Remarks and/or exceptions				
79 OIL						
35-21	Engine Oil-Debris Monitoring System (EMBRAER 190-E2/ 195-E2)					
-01	Oil Debris Above Limit Indication	A	2	1	One engine may be dispatched with ENG 1 (2) CHIP DETECTED Advisory EICAS Message provided: a) ENG 1 OIL IMP BYPASS and ENG 2 OIL IMP BYPASS Advisory EICAS messages are not displayed, b) There is no recent engine vibration exceedance, and c) Repairs are made in accordance with times established by the Engine Manual.	

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			2. Number installed						
			3. Number required for dispatch						
			4. Remarks and/or exceptions						
80 STARTING									
10-01	Starter Control Valve (SCV)								
-A	EMBRAER 170/175/190/195/190 FREIGHTER/ LINEAGE 1000		C	2	1	(M)(O) One may be inoperative provided manual override procedures are used for engine ground start.			
						NOTE: See AFM for Windmilling starts on associated engine.			
-B	EMBRAER 190-E2/ 195-E2		A	2	1	(M) One may be inoperative provided:			
						a) Manual override procedures are used for engine ground start, and			
						b) Repairs are made within three flight days.			
						NOTE: See AFM for Windmilling starts on associated engine.			
10-05 ***	Engine Start/Stop Switch Cover		D	2	0	May be inoperative or missing.			