



Transport
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TRANSPORT CANADA

MMEL SUPPLEMENT

TO

EMBRAER 505

(PHENOM 300)

MASTER MINIMUM EQUIPMENT LIST

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for Minister of Transport

November 08, 2024
Revision: 04

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**TRANSPORT CANADA
Master Minimum Equipment List
Supplement
EMBRAER 505**

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Log of Revisions

Revision No.	Date	Page Number	Initials
Original	Dec. 01, 2016	All	
01	Aug. 04, 2017	I, II, III, IV, 23-1, 31-2, 31-3, 34-7, 35-1	
02	Nov. 16, 2018	I, II, III, IV	
03	Sep. 11, 2020	I, II, III, IV, 31-2, 31-3, 34-7, 34-8	
04	Nov. 08, 2024	I, II, III, IV, 25-1, 25-2, 33-1, 34-8, 24-9, 34-10	

Reasons for Changes

General

Alignment with:

- ANAC MMEL Revision 6
- TC MMEL Guidance Book (GB) Revision 8

Item No.

25-00-00	Revised as per GB item 25-20-1. Removed relief for Passenger Convenience Items.
33-10-00	Revised Repair Interval Category of second relief case as per GB item 33-10-1.
33-47-00	Revised Repair Interval Category of first relief case to align with ANAC MMEL (as per GB item 33-40-1).
34-61-00	Revised 1) as per GB item 34-50-1.

Introduction

This Transport Canada MMEL Supplement constitutes a mandatory change to the ANAC approved MMEL for the EMBRAER 505 aircraft.

This MMEL Supplement must be used in conjunction with the ANAC approved MMEL (Revision 6 or later applicable revision).

The information contained herein supersedes the existing ANAC MMEL only for those items listed herein. For items not contained in this Supplement, consult the ANAC approved MMEL.

Operating and/or maintenance procedures referred to in this Supplement are the same as those supporting the ANAC MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement, and not indicated in the ANAC approved MMEL, must be provided by the operator.

The ANAC MMEL has entries where the "Remarks or Exceptions" column makes reference to "local regulations". Unless such an entry is superseded by an item in this Supplement, all references should be made to the applicable Canadian regulation.

This MMEL Supplement uses the standard four-column format as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP 9155). The same definitions and symbols as the ANAC MMEL are also used. Items that have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada
Chief, Flight Test - AARDC
National Aircraft Certification

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				4.	Remarks or Exceptions
22	AUTO FLIGHT				
11-22	Autopilot/Trim Disengage (QUICK DISCONNECT) Button	C	2	1	One may be inoperative provided: a) The autopilot is not used below 1,500 feet AGL, b) Approach minimums do not require the use of the autopilot, and c) The pilot flying has the operative disengage button.
		C	2	0	May be inoperative provided the autopilot is not used.

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System & Sequence Numbers	1.	2.	Number Installed		
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				4.	Remarks or Exceptions
23	COMMUNICATIONS				
12-00	Very High Frequency (VHF) Communication System	D	-	-	Any in excess of those required by regulations may be inoperative provided: <ul style="list-style-type: none"> a) It is not powered by a standby or emergency bus, and b) It is not required for emergency purposes. NOTE: No change from ANAC MMEL
51-02	Cockpit Speakers	C	2	1	No change from ANAC MMEL
		C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Procedures are not dependent on their use, b) Headsets are installed and used by each person on flight deck duty, c) All aural alerts, messages and other communication which are normally routed through the flight deck speakers must be audible through the headsets, and d) A spare headset must be readily available for crew use.
51-09	Headset with Boom Microphones	D	2	1	No change from ANAC MMEL
		A	2	0	May be inoperative for three flight days.

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25 EQUIPMENT/ FURNISHINGS					
00-00 Non-Essential Equipment & Furnishings (NEF)			-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the operator's Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
61-00 Emergency Locator Transmitter (ELT)		A	1	0	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.

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					4.	Remarks or Exceptions	
25 EQUIPMENT/ FURNISHINGS							
62-01	First Aid Kit (FAK)	D	-	-	(O)	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.	
	1) First Aid Kit Seal	A	-	-	(O)	The seal affixed on the exterior of any required first aid kit may be missing or broken for three flight days provided: a) The first aid kit is fully equipped or the kit has a maximum of one missing item, b) The kit includes a list of its contents, c) An inventory is taken on the content of the kit prior to departure, and d) Procedures are established and used to alert crew members of: 1) The missing or broken seal, and 2) The need to perform an inventory under proviso c).	

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31	INDICATING/RECORDING SYSTEMS				
31-01	Cockpit Voice and Data Recorder				
	1) CVR Function	A	1	0	May be inoperative provided repairs are made within three flight days.
		D	1	0	May be inoperative provided it is not required by regulations.
	2) FDR Function	D	1	0	

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31	INDICATING/RECORDING SYSTEMS				
61-01	Flight Display Units (FDU)	D	3	2	No change from ANAC MMEL
	(For airplanes equipped with G1000 Avionics System)	A	3	2	(O)(M) For operations requiring a second in command, MFD may be inoperative provided: a) No change from ANAC MMEL, b) No change from ANAC MMEL, c) No change from ANAC MMEL, d) No change from ANAC MMEL, e) No change from ANAC MMEL, f) No change from ANAC MMEL, and g) Repairs are made within one flight day. NOTE: No change from ANAC MMEL
	(For airplanes equipped with G3000 Avionics System except Version 3305)	A	3	2	(O)(M) For operations requiring a second in command, MFD may be inoperative provided: a) No change from ANAC MMEL, b) No change from ANAC MMEL, c) No change from ANAC MMEL, and d) Repairs are made within one flight day. NOTE: No change from ANAC MMEL

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31	INDICATING/RECORDING SYSTEMS				
61-01	Flight Display Units (FDU) (cont'd)				
	(For airplanes equipped with G3000 Avionics System Version 3305)	A	3	2	(O)(M) For operations requiring a second in command, MFD may be inoperative provided: a) No change from ANAC MMEL, b) No change from ANAC MMEL, and c) Repairs are made within one flight day. NOTE: No change from ANAC MMEL No change from ANAC MMEL
	1) to 6)				

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				4.	Remarks or Exceptions
33 LIGHTS					
10-00	Cockpit and Instruments Panel Lighting Systems	C	-	-	No change from ANAC MMEL
		C	-	0	May be inoperative for day operations.
44-01	Wing Inspection Light	C	1	0	(O) May be inoperative provided: a) Aircraft is not operated in known or forecast icing conditions at night, and b) Ground deicing procedures do not require its use.
45-01	Red Beacon	C	1	0	No change from ANAC MMEL
		C	1	0	May be inoperative for day operations.
47-00	Landing Lights	C	2	0	No change from ANAC MMEL
		C	2	1	
49-00	Anti-Collision Lights	C	2	0	May be inoperative for day operations.

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					4.	Remarks or Exceptions	
34 NAVIGATION							
23-01	Standby Magnetic Compass System	B	1	0	(O)	May be inoperative provided: a) Both AHRS stabilized Compass Systems operate normally, and b) Airplane is operated with Dual Independent Navigation Capability and under Positive Radar Control by ATC on the entire enroute portion of the flight, or one of the navigation systems is a TSO'd GPS which provides track information.	
		C	1	0	(O)	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.	

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34 NAVIGATION					
32-00 VHF Navigation System					
					NOTE: The operator's MEL must cross reference the VOR/ILS and ADF items to specify a minimum of two systems, adequate for enroute and approach facilities for the planned itinerary, must be operative for dispatch.
1) VOR/ILS		C	2	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
2) Marker Beacon					
If used routinely		C	2	0	(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.
If not used routinely		D	2	0	

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34 NAVIGATION					
41-00 Terrain Awareness and Warning System (TAWS)					
Class A or B TAWS		D	1	0	May be inoperative provided it is not required by regulations.
Class A TAWS					
1) 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 three 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 three flight days.
b) Test Mode		A	1	0	May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.
c) Glideslope Deviation (Mode 5)		C	-	1	
		B	-	0	

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34	NAVIGATION						
41-00	Terrain Awareness and Warning System (TAWS) (cont'd)						
	Class A TAWS (cont'd)						
	1) Ground Proximity Warning System (GPWS) (cont'd)						
	d) Advisory Callouts (Mode 6)	C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
	e) Windshear Mode (Mode 7) ***	C	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System operates normally.	
		B	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
	2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0			

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34	NAVIGATION						
41-00	Terrain Awareness and Warning System (TAWS) (cont'd)						
	Class A TAWS (cont'd)						
	3) Terrain Displays	B	-	0			
	4) Runway Awareness and Advisory System (RAAS) ***	C	1	0			
	Class B TAWS						
	1) 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 three flight days.	
	a) Modes 1 and 3	A	2	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within three flight days.	
	b) Test Mode	A	1	0		May be inoperative provided: a) The GPWS is considered inoperative, and b) Repairs are made within three flight days.	

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34 NAVIGATION							
41-00 Terrain Awareness and Warning System (TAWS) (cont'd)							
Class B TAWS (cont'd)							
1) Ground Proximity Warning System (GPWS) (cont'd)							
c) Modes 2, 4 and 5 ***		C	3	0			
d) Advisory Callouts		C	-	0	(O)	May be inoperative provided alternate procedures are established and used.	
e) Windshear Mode ***		C	1	0	(O)	May be inoperative provided: a) Alternate procedures are established and used, and b) Takeoffs and landings are not conducted in known or forecast windshear conditions.	
2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions		B	1	0			
3) Terrain Displays ***		C	-	0			

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					4.	Remarks or Exceptions	
34	NAVIGATION						
41-00	Terrain Awareness and Warning System (TAWS) (cont'd)						
	Class B TAWS (cont'd)						
	4) Runway Awareness and Advisory System (RAAS) ***	C	1	0			
	Class C TAWS	D	1	0	(O)	May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
42-00	Weather Radar System ***	D	-	-		Any in excess of those required by regulations may be inoperative.	
	1) Predictive Windshear (PWS) Function ***	D	-	0		No change from ANAC MMEL	
43-00	Traffic Collision and Avoidance System (TCAS II) ***	C	-	0		No change from ANAC MMEL	
		B	-	0	(M)	May be inoperative provided the system is deactivated and secured.	

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34 NAVIGATION							
51-00 ***	DME System	D	-	-		Any in excess of those required by regulations may be inoperative.	
53-00 ***	Automatic Direction Finder (ADF)	D	-	-		Any in excess of those required by regulations may be inoperative.	
61-00	Flight Management System (FMS)						
	1) Navigation Databases	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.	

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34 NAVIGATION					
61-00 Flight Management System (FMS) (cont'd)					
1) Navigation Databases 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.

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34 NAVIGATION					
61-00 Flight Management System (FMS) (cont'd)					
1) Navigation Databases A		-	0	(O)	One or more may be out of date for a maximum of 10 calendar days 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 or Conventional (Non- RNAV/RNP) 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, and
					c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.
2) to 4)					No change from ANAC MMEL

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35	OXYGEN				
21-00	Passenger Oxygen System	C	1	0	No change from ANAC MMEL
		B	1	0	No change from ANAC MMEL
		C	1	0	No change from ANAC MMEL
	1) Passenger Auto Deployment Function	B	1	0	No change from ANAC MMEL
21-01	Passenger Oxygen Masks	D	7	-	No change from ANAC MMEL