

EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST
(SUPPLEMENT)

EMBRAER 170/175/190/195

REVISION 9

ERJ 170

MASTER MINIMUM EQUIPMENT LIST

Revision: 9

Date: 30 September 2014

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This Master Minimum Equipment List (MMEL) Supplement is approved by the European Aviation Safety Agency (EASA) at the hereafter revision under the type certificate (EASA TC EASA.IM.A.001) as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) No 69/2014.

This EASA MMEL Supplement must only be used in conjunction with the ANAC Approved MMEL at Revision 10 (dated September 30th, 2014).

Signed by



Laurent Gruz

Regional Transport Aeroplanes Section

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EMBRAER 170/175/190/195REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	20 February 2004		
Revision 1	30 May 2005		
Revision 2	30 June 2005		
Revision 3	30 September 2005		
Revision 4	31 July 2006		
Revision 5	26 November 2007		
Revision 6	30 April 2009		
Revision 7	6 January 2012		
Revision 8	13 June 2014		
Revision 9	30 September 2014		

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SUPPLEMENT**EMBRAER 170/175/190/195****REVISION HIGHLIGHTS****Revision 1**

Guidance Base documents updated.

ATA 27 Flight Controls

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

ATA 32 Landing Gear

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

ATA 34 Navigation

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

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

Revision 2

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

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EMBRAER 170/175/190/195**Revision 3**

Definitions Included reference to Extended Overwater Operations.

ATA 52 Flight Controls

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

Revision 4

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

ATA 22 AUTO FLIGHT CONTROL SYSTEM

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

ATA 25 EQUIPMENT/FURNISHINGS

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

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

ATA 52 DOORS

52-21-00	Overwing Escape Hatch	Included EMBRAER 195.
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EMBRAER 170/175/190/195**Revision 5**

Definitions Added Definition 28 to EASA regulations for ETOPS.

ATA 22 AUTO FLIGHT CONTROL SYSTEM

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

ATA 23 COMMUNICATIONS

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

ATA 25 EQUIPMENT/FURNISHINGS

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

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

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

ATA 28 FUEL

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

ATA 34 NAVIGATION

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

ATA 35 OXYGEN

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

ATA 52 DOORS

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

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

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

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

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EMBRAER 170/175/190/195**Revision 6**

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

Preamble Revised text to clarify “Rectification Interval Extensions”

Definitions Revised several references from JAR-OPS 1 to EU-OPS.
Revised Definition 28 and added the ECJ model ETOPS approval.

ATA 25 EQUIPMENT/FURNISHINGS

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

ATA 26 FIRE PROTECTION

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

ATA 34 NAVIGATION

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

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

ATA 44 CABIN SYSTEMS

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

ATA 46 INFORMATION SYSTEMS

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

ATA 52 DOORS

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

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

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

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

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EMBRAER 170/175/190/195**Revision 7**

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

Preamble Updated text to CLARIFY

Guidance “Guidance for use of this Supplement” updated

ATA 23 COMMUNICATIONS

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

ATA 25 EQUIPMENT/FURNISHINGS

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

ATA 27 FLIGHT CONTROLS

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

ATA 29 HYDRAULIC POWER

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

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ATA 34 NAVIGATION

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

ATA 46 INFORMATION SYSTEMS

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

50-22-02	Cargo / Baggage Nets	New item in EASA Supplement.
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ATA 22 AUTO FLIGHT CONTROL SYSTEM

22-11-01-15	Altitude Hold (ALT) Mode Button	Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.
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ATA 23 COMMUNICATIONS

23-51-00	Cockpit/Cabin Service Interphone System	Revised in accordance to CS MMEL.
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ATA 25 EQUIPMENT/FURNISHINGS

25-11-02	Observer Seat (Including Associated Equipment)	Revised in accordance to CS MMEL.
25-20-07	Passenger Convenience Item(s)	Added repair interval.
25-62-01	Emergency Medical Equipment	Revised in accordance to CS MMEL.
25-66-01	Life Rafts	New item in EASA Supplement.

ATA 30 ICE AND RAIN PROTECTION

30-41-00	Windshield Wiper System	Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.
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ATA 31 INDICATING / RECORDING SYSTEMS

31-31-00	Digital Voice-Data Recorder (DVDR) System	Revised in accordance to CS MMEL.
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ATA 33	LIGHTS	
33-45-00	Red Beacon Lights	Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.
ATA 34	NAVIGATION	
34-42-00	Weather Radar System	Revised in accordance to CS MMEL.
34-52-00	ATC Transponder and Automatic Altitude Reporting System	Revised in accordance to CS MMEL.
ATA 44	CABIN SYSTEMS	
44-11-00	Passenger Address	Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.
44-13-00	Cabin Service Interphone System	Removed from EASA Supplement. Thus, relief is valid in accordance with ANAC MMEL.
44-13-01	Flight Attendant Handset	Revised in accordance to CS MMEL.
ATA 52	DOORS	
52-00-00	Passenger and Service Doors	Revised in accordance to CS MMEL.

Revision 9

Definitions	Definition for ETOPS and ER operations were placed as item 11, including the note related to EMBRAER 190 ECJ (Lineage 1000). Updated subsequent list numbers.	
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REVISION HIGHLIGHTS

Revision Highlights	Editorial corrections of Revision 8 highlights.
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ATA 34	NAVIGATION	
34-52-00	ATC Transponder and Automatic Altitude Reporting System	Updated reference to ACAS MMEL item.

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EMBRAER 170/175/190/195PREAMBLE**Introduction**

The following is applicable for operators under European air operations regulations (Regulation Air Operations). Paragraph 1.c.2 of Annex I to Article 5 (essential requirements for airworthiness) of Regulation (EC) No 216/2008 (the 'Basic Regulation') requires that all equipment installed on an aircraft required for type certification or by operating rules shall be operative. However, paragraph 2.a.3 of Annex IV to Article 8 (essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

Purpose and limitations

This Master Minimum Equipment List (MMEL) is developed by the applicant and holders of (Supplemental) Type Certificate and approved by the European Aviation Safety Agency to improve aircraft use and thereby providing more convenient and economic air transportation for the public. This MMEL includes those items related to airworthiness, air operations, airspace requirements and other items the Agency 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. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically allowed by this MMEL, an inoperative item may not be removed from the aircraft.

Utilisation

The MMEL is the basis for the development of individual operator's MEL which take into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but shall not be less restrictive than the MMEL. The individual operator's MEL, when approved, allows operation of the aircraft with inoperative items of equipment for a certain period of time until rectification can be accomplished.

The MEL cannot deviate from Airworthiness Directives, or any other additional mandatory requirements. It is important to remember that all items related to the airworthiness and the operational regulations of the aircraft not listed on the MMEL shall be operative.

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PREAMBLE (Cont.)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

When an item is discovered to be inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log, as applicable. Following sufficient fault identification, the item is then either rectified or deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items inoperative.

Prior to operation with any item inoperative acceptance by the crew is required in accordance with the continuing airworthiness management procedures.

Operators shall establish a controlled and sound rectification programme including the parts, personnel, facilities, procedures and schedules to ensure timely rectification

Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off.

When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required.

Multiple inoperative items

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative items shall also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload shall be considered.

Rectification interval extension

The operator may be permitted, by its competent authority, to extend the rectification intervals of the MEL.

This MMEL has been evaluated taking into account a one-time extension of the rectification intervals of category B, C and D.

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EMBRAER 170/175/190/195DEFINITIONS AND SYMBOLOGY

1. **‘Airplane Flight Manual’** (AFM) means the document required for type certification and approved by the Agency. The AFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
2. **‘Alternate procedures are established and used’** or similar statement, means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.
3. **‘Any in excess of those required by regulations’** means that the listed item is required by applicable legislation (e.g. Part OPS, Single European Sky legislation or the applicable airspace requirements) must be operative and only excess items may be inoperative. When the item is not required, it may be inoperative for the time specified by its rectification interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatch restrictions need to be clarified at the operator’s MEL level.
4. **‘As required by (operational) regulations’** means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (e.g. regulation Air Operations, Single European Sky legislation or the applicable airspace requirements). When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.
5. **‘Calendar Day’** means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.
6. **‘Combustible Material’** means the material which is capable of catching fire and burning. In particular: if a MEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:
 - 1) Cargo handling equipment (unloaded, empty or with ballast);
 - 2) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.);

Note: If serviceable tyres are included, they should only be inflated to a minimum pressure that preserves their serviceability; and
 - 3) Inflight service material (return catering — only closed catering trolleys/boxes, no newspapers, no alcohol or duty free goods).
7. **‘Commencement of flight’** is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.
8. **‘Considered Inoperative’** as used in the dispatch conditions, means that item must be treated for dispatch, taxiing and flight purposes as though it were inoperative. The item shall 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 rectification interval.

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9. **'Daylight'** means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.
10. **'Day of discovery'** means the calendar day that a malfunction was recorded in the aircraft maintenance record/log book.
11. **'ETOPS'** or **'ER operations'** refers to extended range operations of a two- engine airplane as defined by Part-SPA.
NOTE: Only EMBRAER 190 ECJ (Lineage 1000) model is approved for ETOPS by EASA.
12. **'Flight'** for the purposes of this MMEL, means the period of time between the moment when an aircraft begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.
13. **'Flight Day'**, a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft.
14. **'Icing Conditions'** means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s) as defined in the AFM/RFM.
15. **'If installed'** means that the item is either optional or is not required to be installed on all aircraft covered by the MMEL.
16. **'Inoperative'** means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.
17. **'Is not used'** in the provisions, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL 'is not used'. In such cases, crew members should not activate, actuate, or otherwise utilise that item under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related provisions, (O) procedures must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crew members that an item is not to be used under normal operations.
18. **'Intended flight route'** corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
19. **'Item'** means component, instrument, equipment, system or function.
20. **'(M)'** 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 authorised to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the Operator's Manual or MEL.
21. **'Master Minimum Equipment List'** means a document approved by the Agency that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.

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EMBRAER 170/175/190/195**DEFINITIONS AND SYMBOLOGY (Cont.)**

22. **‘Maximum distance from an adequate aerodrome for two-engine aeroplanes’** as defined in SPA.ETOPS and CAT.OP.AH.140.
23. **‘Minimum Equipment List’** means a document established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008 and approved by the competent authority, in accordance with ORO.MLR.105, that authorises an operator to dispatch an aircraft with aircraft equipment inoperative as per CAT.IDE.A/H.105 or NCC.IDE.A/H.105 under the conditions specified therein.
24. **‘Notes’** provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.
25. **‘Number Installed’** is the number (quantity) of items normally installed in the aircraft.
 This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a ‘-’ is then inserted.
Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.
26. **‘Number required for dispatch’** is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a ‘-’ is then inserted.
Note: Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch, as far as practical, or an alternate means of configuration control approved by the competent authority.
27. **‘-’ in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not applicable.**
Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.
28. **‘(O)’** indicates a requirement for a specific operational procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator’s manual or MEL.
Note: The (M) and (O) symbols are required in the operator’s MEL.
29. **‘Operating minima’** means the set of requirements associated to operations requiring a specific approval (refer to Part-SPA).

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30. **‘Placarding’** Each inoperative item must be placarded, as applicable, to inform and remind the crew members and maintenance personnel of the item’s condition.

Note: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

31. **‘Rectification intervals’** Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:

Category A

No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

- (i). Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery.
- (ii). Where a time period is specified other than in calendar days or flight days, it shall start at the point when the defect is deferred in accordance with the operator’s approved MEL.

Category B

Items in this category shall be rectified within three (3) calendar days, excluding the day of discovery.

Category C

Items in this category shall be rectified within ten (10) calendar days, excluding the day of discovery.

Category D

Items in this category shall be rectified within one hundred and twenty (120) calendar days, excluding the day of discovery.

32. **‘Remarks or Exceptions’** include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

33. **‘Required Cabin Crew Seat’** is a seat in the aircraft cabin which meets the following conditions:

- 1) Where the certification of the cabin requires this seat to be occupied by a qualified cabin crew member as specified in the Operations Manual;
- 2) This seat is a part of the station to which a qualified cabin crew member is assigned for the flight; and
- 3) The qualified cabin crew member assigned to the station is a member of the minimum cabin crew designated for the flight.

34. **‘Visible Moisture’** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, mist, rain, sleet, hail, or snow.

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EMBRAER 170/175/190/195

GUIDANCE FOR USE OF THIS SUPPLEMENT

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

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

4. Unless otherwise stated within this Supplement, the definitions contained in the ANAC MMEL are applicable. However, EASA equivalents must be assumed in reading and applying both.
5. This supplement is based upon the ANAC approved EMBRAER 170/175/190/195 MMEL at Revision 10 dated September 30th, 2014. Additional MMEL alleviation provided by later issues of the ANAC MMEL must not be used until this EASA Supplement has been updated to confirm that issue as the base document.
6. The text presented in **bold** format within this document highlights parts of the EASA MMEL Supplement entry which differ from the ANAC MMEL entry.

ERJ 170

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SUPPLEMENT

EMBRAER 170/175/190/195

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AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: Revision 8 DATE: 13 June 2014		PAGE S22-1
(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>22 Auto Flight Control System</u> -10-00 Autopilot Channels -11-01 Guidance Panel (GP) 3) Autopilot (AP) Button <				

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AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: Revision 8 DATE: 13 June 2014		PAGE S23-2
(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>23 Communications</u> -51-02 Cockpit Speakers -51-08 Headset with Boom Microphone	C	2	0	(3) Number installed
				(4) Number required for dispatch
				(5) Remarks or Exceptions
				May be inoperative provided procedures do not require its use.
	D	-	-	Any in excess of one headset (including boom microphone) for each required crew member on flight deck duty may be inoperative or missing.

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>25 Equipment/Furnishings</u>				
-11-01 Pilot Seats				
1) Vertical Power Seat Adjustment System	D	2	0	(M) May be inoperative provided: (a) Affected system is deactivated, and (b) Vertical manual seat adjustment system operates normally.
2) Vertical Manual Seat Adjustment System	B	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 flight crew member.
7) Recline Function	B	2	0	May be inoperative provided vertical power seat adjustment system operates normally.
	B	2	0	May be inoperative provided seat is acceptable to the affected crewmember.

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>25 Equipment/Furnishings</u>	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
11-02 Observer Seat (Including Associated Equipment)	C	1	0	May be inoperative provided a passenger seat in the passenger cabin is made available to an inspector for the performance of official duties.
	C	1	0	May be inoperative provided: (a) Required minimum safety equipment (safety belt and oxygen) is available, and (b) Seat is acceptable to the inspector for the performance of official duties. 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. NOTE 2: The pilot-in-command will determine if the minimum safety equipment is functional for other persons authorized to occupy the observer seat.
-20-07 Passenger Convenience Item(s)	D	-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, 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.

AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: Revision 8 DATE: 13 June 2014		PAGE S25-3
(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>25 Equipment/Furnishings</u>				
61-00 Emergency *** Locator Transmitter (ELT)				
1) Survival Type ELTs	D	-	-	Any in excess of the minimum required may be missing or inoperative provided the inoperative equipment is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.
2) Fixed ELTs	A	-	0	May be inoperative provided repairs are made within 6 further flights or 25 flying hours, whichever occurs first.
	D	-	-	Any in excess of those required by regulations may be inoperative.
-62-01 Emergency Medical Equipment				
1) Automatic External Defibrillator (AED) and/or Associated Equipment ***	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 can not be mistaken for a fully serviceable unit, and (b) Repairs or replacements are made within 3 flight cycles.
	D	-	-	Any in excess of those required by regulations may be incomplete, missing or inoperative.
2) Emergency Medical Kit (EMK) and/or Associated Equipment	A	-	-	The required emergency medical kits may be incomplete for flight to a destination where repairs or replacements can be made but not to exceed a maximum of two calendar days.
	D	-	-	Any in excess of those required by regulations may be incomplete, missing or inoperative.
3) First Aid Kit (FAK) and/or Associated Equipment	A	-	-	If more than one is required, only one of the required first-aid kits may be incomplete for two calendar days.
	D	-	-	Any in excess of those required by regulations may be incomplete, missing or inoperative.
-65-00 Emergency Evacuation Slides System (except ECJ model)	A	4	3	(M) (O) One may be inoperative or missing for a maximum of 5 flights provided associated door is considered inoperative. Refer to item 52-00-00 Passenger and Service Doors.

AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: Revision 8 DATE: 13 June 2014		PAGE S25-4
(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>25 Equipment/Furnishings</u> 66-01 Life Raft ***	C	-	-	(3) Number installed
				(4) Number required for dispatch
				(5) Remarks or Exceptions
				(M)(O) Any in excess of those required for the intended flight may be inoperative or missing for flights over water provided that: (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.
	D	-	-	(O) May be inoperative or missing provided that: (a) Flights over water are not conducted, and (b) Procedures are established and used to alert crew members of inoperative or missing equipment.

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

AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: Revision 8 DATE: 13 June 2014		PAGE S27-1
(1) System & Sequence Numbers Item	(2) Rectification Interval			
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>27 Flight Controls</u>				
-03-04 Pitch Trim System Channel Cutout Pushbutton Illumination	C	1	0	(M) May be inoperative provided: (a) Pitch trim channels are verified operative, and (b) Associated pushbutton is verified operative.
-41-01 Pitch Trim Position Indication on EICAS	A	1	0	(M) (O) May be inoperative for one flight only provided horizontal stabilizer position is set by means of markings on tail cone before each flight.

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
<u>30 Ice and Rain Protection</u> -41-00 Windshield Wiper System		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
		(deleted from supplement on Revision 8)		

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>31 Indicating / Recording Systems</u>				
-21-00 Clock System				
1) Time Function on Digital Clock	C	1	0	May be inoperative provided at least one Time Function on MFD Status Page operates normally.
2) Time Function on MFD Status Page	C	2	1	
	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, (c) The aeroplane does not exceed 8 further consecutive flights, and (d) Not more than 72 hours have elapsed since the Time Function on the MFD Status Page was found to be inoperative.
-31-00 Digital Voice Data Recorder (DVDR) System				
1) Cockpit Voice Recorder (CVR) Function	A	2	1	May be inoperative provided repairs are made within 10 calendar days.
	A	2	0	May be inoperative provided: (a) At least one Flight Data Recorder (FDR) function operates normally, (b) The aircraft does not exceed 8 further consecutive flights with the inoperative function, and (c) Repairs are made within 72 hours.
		(continued)		

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>31 Indicating / Recording Systems</u> -31-00 Digital Voice Data Recorder (DVDR) System (continued) 2) Flight Data Recorder (FDR) Function 				

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
<u>33 Lights</u> 45-00 Red Beacon Lights		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions (deleted from supplement on Revision 8)		

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

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		DATE: 13 June 2014		
(1) System & Sequence Numbers Item	(2) Rectification Interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or Exceptions			
<u>34 Navigation</u>				
-31-00 Radar Altimeter System	C	2	1	(M) May be inoperative provided: (a) System is deactivated, and, (b) Approach minimums or operating procedures do not require its use.
	A	-	0	(M) May be inoperative provided: (a) System is deactivated, (b) Approach minimums or operating procedures do not require its use, (c) Ground Proximity Warning System (GPWS) Modes 1-4, Mode 5, Advisory Callouts and Windshear Mode are considered inoperative, (d) Traffic Alert and Collision Avoidance System (TCAS) is considered inoperative, (e) For ECJ models, the Internal Door Warning System is considered inoperative, (f) For ECJ models, the Iridium system is considered inoperative, and, (g) Repairs or replacements are carried out within 6 further flights or 25 flying hours or 2 calendar days, whichever occurs first.
-32-00 Very High Frequency Navigation Systems (VHF NAV)				
1) VOR Systems	C	2	-	Any in excess of those required by regulations may be inoperative.
2) ILS Systems	C	2	-	Any in excess of those required by regulations may be inoperative.
3) Marker Beacon Systems	C	2	-	May be inoperative provided approach minimums do not require its use.

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>34 Navigation</u> -41-00 Terrain Awareness and Warning System (TAWS) 1) Ground Proximity Warning System (GPWS) a) Modes 1 to 4 				

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>34 Navigation</u>				
-41-00 Terrain Awareness and Warning System (TAWS)				
c) Glideslope Deviation (Mode 5)		C	2	1
		C	2	0
		B	2	0
*** d) Advisory Callouts		C	-	0
		(O) May be inoperative provided alternate procedures are established and used.		
		NOTE: Check Flight Manual limitations for approach minimums.		
*** e) Windshear Warning and Flight Guidance System (Windshear Mode)		C	1	0
		(O) May be inoperative provided alternate procedures are established and used.		
		NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.		
*** 2) Terrain System - Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions		B	1	0
		(O) May be inoperative provided alternate procedures are established and used.		
*** 3) Runway Awareness and Advisory System		C	1	0

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>34 Navigation</u> 42-00 Weather Radar System 1) Stabilization Function 				

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		DATE: 30 September 2014	S34-6
(1) System & Sequence Numbers Item	(2) Rectification Interval		
		(3) Number installed	
		(4) Number required for dispatch	(5) Remarks or Exceptions
<u>34 Navigation</u> -52-00 ATC Transponder and Automatic Altitude Reporting System	B	2 0	<p>One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route.</p> <p>Note 1: An SSR transponder with an operative Mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability.</p> <p>Note 2: Elementary Surveillance (ELS) capability (Mode S including Aircraft Identification and Pressure Altitude Reporting) is required in European Mode S designated airspace.</p> <p>Note 3: Altitude reporting, provided by an SSR transponder Mode S function, is required for ACAS II operation. Refer to item 34-43-00 for flight with ACAS II inoperative.</p> <p>Note 4: Altitude reporting, provided by an SSR transponder Mode S function, is required for flight into RVSM airspace.</p>
1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by local regulations ***	D	2 -	Any in excess of those required may be inoperative.
	D	- 0	One or more Downlinked Aircraft Parameters (DAPs), which provide Enhanced Surveillance, may be inoperative when not required for the intended flight route.
	C	- 0	<p>One or more Downlinked Aircraft Parameters (DAPs), which provide Enhanced Surveillance, may be inoperative when required for the intended flight route.</p> <p>Note: Enhanced surveillance capability is required in Mode S EHS notified airspace.</p>
2) ADS-B Squitter Transmissions ***	D	- 0	One or more extended squitter transmissions may be inoperative when not required for the intended flight route.
	C	- 0	One or more extended squitter transmissions may be inoperative when required for the intended flight route.

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(1) System & Sequence Numbers Item	(2) Rectification Interval				
<u>34 Navigation</u> -61-00 Flight Management System (FMS) <					

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
<u>34 Navigation</u> -61-00 Flight Management System (FMS) (Continued) 1) Navigation Databases (Continued) NOTE: Database(s) which is/are out of date is/are considered to be inoperative.		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
		(O) One or more may be out of date for a maximum of 10 calendar days provided: (a) Conventional (Non-RNAV) departure, arrival and approach procedures, when available, or ANSP assistance are used as an alternative to RNAV procedures which have been amended in the current database cycle, (b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended route, and (c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.		

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>35 Oxygen</u> -20-00 Passenger Oxygen System 				

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(1) System & Sequence Numbers Item	(2) Rectification Interval			
<u>44 Cabin Systems</u> -11-00 Passenger Address -13-00 Cabin Service Interphone System (except ECJ model) -13-01 Flight Attendant Handset (EMBRAER 190 ECJ)	B	-	-	(3) Number installed
				(4) Number required for dispatch
				(5) Remarks or Exceptions
				<p>(deleted from supplement on Revision 8)</p> <p>(deleted from supplement on Revision 8)</p> <p>(O) One or more may be inoperative provided: a) At least 50 % of the cabin handset is operative, b) One handset is operative at each pair of floor level exit door, c) Operative handsets are located at operative cabin crew seats, and d) Alternate procedures are established and used.</p> <p>Any in excess of those required by regulations may be inoperative.</p>
	D	-	-	

AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: Revision 7 DATE: 6 January 2012		PAGE S46-1	
(1) System & Sequence Numbers Item	(2) Rectification Interval				
<u>46 Information Systems</u> -21-00 Electronic Flight Bag *** Systems (EFBs)		(3) Number installed			
		(4) Number required for dispatch			
		(5) Remarks or Exceptions			
	1) Mounting Device	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB. Note: Any EFB function which operates normally may be used.
		C	-	1	(M) (O) Any in excess of one may be inoperative provided the affected EFB is secured by an alternative means.
		C	-	0	(M) (O) May be inoperative provided: (a) The associated EFB is used in accordance with Class 1 EFB stowage criteria, and (b) Alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB.
	2) Data Connectivity	C	-	1	(M) (O) Any in excess of one may be inoperative provided an alternative means of data connectivity is used.
		C	-	0	(M) (O) May be inoperative provided alternate procedures are established and used where operating procedures are dependant upon the use of the affected EFB. Note: Any EFB function which operates normally may be used.
	3) Power Connection	C	-	1	(M) (O) Any in excess of one may be inoperative provided an alternative power source is available and can be used for the planned duration of use of the affected EFB.
		C	-	0	(M) (O) May be inoperative provided alternate procedures are established and used.

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

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>52 Doors</u>				
-00-00	Passenger and Service Doors (except ECJ model)	A	4	3
		(M)(O) One may be inoperative for a maximum of 5 flights provided: <ul style="list-style-type: none"> (a) The passenger number reduction and distribution policy, and cabin safety procedures are established and used, (b) Adequate cabin safety procedures are established and used, (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, and (f) All the door/exit markings, signs and lights associated with the affected door/exit must be obscured, as applicable. NOTE: Reference may be made to CS-MMEL for guidance relating to passenger number reduction.		
-00-30	Passenger and Service Doors Emergency Opening Assisting System (except ECJ model)	A	4	3
		(M) (O) One may be inoperative or missing for a maximum of 5 flights provided: <ul style="list-style-type: none"> (a) Associated door is considered inoperative. Refer to item 52-00-00 Passenger and Service Doors. 		

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

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

AIRCRAFT EMBRAER 170/175/190/195		REVISION NO: Revision 5 DATE: 26 November 2007		PAGE S52-4																		
(1) System & Sequence Numbers Item		(2) Rectification Interval																				
<u>52 Doors</u> -51-00 Cockpit Security Door Automatic Locking System (Continued) 1) Cockpit Door Control Panel (Continued) b) LOCK Pushbutton Light c) INHIB Pushbutton		(3) Number installed																				
		(4) Number required for dispatch																				
		(5) Remarks or Exceptions																				
		<table border="1"> <tr> <td></td> <td></td> <td></td> <td></td> <td></td> </tr> <tr> <td></td> <td>C</td> <td>1</td> <td>0</td> <td>May be inoperative provided the LOCK Pushbutton is verified to operate normally.</td> </tr> <tr> <td></td> <td>A</td> <td>1</td> <td>0</td> <td> (M) (O) May be inoperative provided: (b) Automatic locking system is deactivated, (b) Mechanical Latch operates normally and is used to lock the door, (c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and (d) Repairs are made within four flights. Note: These dispatch conditions only apply to and from countries which require secured doors. </td> </tr> <tr> <td></td> <td>B</td> <td>1</td> <td>0</td> <td> (M) (O) May be inoperative provided: (b) Automatic locking system is deactivated, and no other locking system is used, and (b) Alternate procedures are established and used for access to the flight deck. (Continued) </td> </tr> </table>									C	1	0	May be inoperative provided the LOCK Pushbutton is verified to operate normally.		A	1	0	(M) (O) May be inoperative provided: (b) Automatic locking system is deactivated, (b) Mechanical Latch operates normally and is used to lock the door, (c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and (d) Repairs are made within four flights. Note: These dispatch conditions only apply to and from countries which require secured doors.		B	1
	C	1	0	May be inoperative provided the LOCK Pushbutton is verified to operate normally.																		
	A	1	0	(M) (O) May be inoperative provided: (b) Automatic locking system is deactivated, (b) Mechanical Latch operates normally and is used to lock the door, (c) Alternate procedures are established and used for locking and unlocking the flight deck door using the Mechanical Latch, and (d) Repairs are made within four flights. Note: These dispatch conditions only apply to and from countries which require secured doors.																		
	B	1	0	(M) (O) May be inoperative provided: (b) Automatic locking system is deactivated, and no other locking system is used, and (b) Alternate procedures are established and used for access to the flight deck. (Continued)																		

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
<u>52 Doors</u>				
-51-00 Cockpit Security Door Automatic Locking System (Continued)				
1) Cockpit Door Control Panel (Continued)				
d) INHIB Pushbutton Light	C	1	0	May be inoperative provided the INHIBIT 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 INHIBIT Pushbuttons are verified to operate normally.
		(Continued)		

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

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(1) System & Sequence Numbers Item		(2) Rectification Interval		
<u>52 Doors</u> -51-00 Cockpit Security Door Automatic Locking System (Continued) 2) Flight Attendant Cockpit Door Control Panel (Continued) b) Emergency Call Pushbutton Light c) Door Opening Sequence Inhibited Red Light d) Door Unlocked Green Light		(3) Number installed		
		(4) Number required for dispatch		
		(5) Remarks or Exceptions		
		(Continued)		

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

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