



BRAZILIAN MASTER MINIMUM EQUIPMENT LIST

EMBRAER S.A.

THIS DOCUMENT IS APPLICABLE TO ALL EMB-145 MODELS (EXCEPT EMB-145RS AND EMB-145SA MODELS) CERTIFIED FOR OPERATION UNDER ANAC AIRWORTHINESS REQUIREMENTS.

COMMERCIAL DESIGNATIONS: ERJ-135/140/145/135BJ.

	ANAC APPROVA	L:COCENTING CHEFE DA DIVISÃO D AERONA	DE HOMOLOGAÇÃO
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DATE:	01 de Agosto de 1997	
REGISTRA	TION NUMBER:	-
SERIAL NU	MBER:	•

MMEL-145/1113

AUGUST 01, 1997 REVISION 14 – NOVEMBER 20, 2019



MMEL-145/1113

HIGHLIGHTS OF CHANGE

REVISION 14 – NOVEMBER 20, 2019

22-11-01	 Included subitem for Autothrottle Button and new relief applicable to Legacy 650.
22-30-00	 Included new item applicable to Legacy 650.
22-31-05	 Included new item applicable to Legacy 650.
23-24-00	 Included new item applicable to EMB-135BJ.
24-20-03	 Updated item title and remarks and included a new relief applicable to EMB-135BJ.
25-50-01	 Included a new relief applicable to EMB-135BJ.
25-60-04	 Included new item.
25-61-01	 Updated remarks.
27-70-00	 Included new subitem for Gust Lock Lever Movable Stop.
30-41-04	 Included new item.
31-62-00	 Included new item applicable to Legacy 650.
34-24-02	 Included new item.
34-31-00	 Updated remarks.
34-54-00	 Included new item.
35-11-03	 Included new item.



CTA APPROVED MASTER MINIMUM EQUIPMENT LIST (MMEL-145/1113)

REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
1 MAR 26, 98	73-1	Replaces the message E1 (2) CTL A (B) FAIL by the message E1 (2) CTL A (B) DEGRAD on item 73-22-01.	MAR 26, 98	Mount of
	21-1	Includes Baggage Compartment Ventilation System.		
2 MAY 07, 99	25-6 and 25-7	Remove Main Door Acoustic Curtain. Include Cargo/Anti- Blockage Nets. Update items 25-60-02 and 25-60-06. Include "Fasten Seat Belts While Seated" Signs or Placards.	66' 60	Man H
	27-2	Includes SPS/ICE SPEEDS Advisory Message and updates item 27-36-03.	MAY	
	27-3	Updates item 27-53-00.		



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA APPROVAL	
AND DATE		REVISION	DATE	SIGNATURE
	28-2	Updates item 28-42-01.		
	29-2	Includes Engine- Driven and Electric Pumps Pressure Switches.		
	30-2	Updates item 30-21-01.		
	32-1	Updates item 32-41-08.		
2 MAY 07, 99	33-4	Updates item 33-50-00.	10	
	34-2	Updates item 34-31-01.	21	1 1/1
	38-1	Includes Potable Water and Lavatory Systems.	7	W.
	45-1	Updates item 45-45-01.		
	73-1 and 73-2	Update items 73-22-01 and 73-33-01.		·
	74-1	Includes Ignition Systems.		
	79-1	Updates item 79-35-01.		
			<u> </u>	



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
	3	Amends editorial error.		
	7	Adds definition.		
	22-1	Updates item 22-10-00.		
	23-2	Expands and clarifies item 23-31-02.	000 T	·
3	26-1	Expands and clarifies item 26-15-00.	APRIL 25, 20	for disple
APR 25, 00	26-2 and 26-3	Includes new item 26-23-00.		
	28-1	Amends item 28-11-02.		
	30-2	Updates item 30-21-01 and includes new item 30-31-00.		
	31-1 and 31-2	Includes new item 31-42-02.		
	33-3	Expands and clarifies item 33-43-00.		



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA APPROVAL	
AND DATE		REVISION	DATE	SIGNATURE
	33-4	Amends item 33-50-00.		
	34-3	on item 34-42-00.		
	34-5	Amends item 34-56-00 and includes two sub items on item 34-60-00.	2000	.)
	49-1	Includes new item 49-74-01.	APRIL 25, 2000	FREE
3 APR 25, 00	73-1	Updates item 73-22-01.		
	73-2	Includes new item 73-22-02.		30
	73-3	Updates item 73-33-01.		7
	78-1	Amends editorial error on item 78-34-00.		
	79-1 and 79-2	Updates item 79-35-01.		
	80-1	Amends item 80-10-01.		



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
4 NOV 08, 00	26-2, 26-3 and 26-4	Expands and clarifies item 26-21-02.	November & 2000	
5 APR 12, 01	24-1	Updates item 24-31-01 to include APU Model T-62T-40C14 in-flight start Iimitation.	You's 12, 200 z	My Karally San
6 NOV 20, 01	21-1 to 21-8	Includes relief for airplanes equipped with ISIS on items 21-24-01 and 21-51-00. Changes repair intervals on items 21-60-04, 21-60-05, 21-60-06 and 21-61-02.	Say of the A	Jes



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
	22-1	Amends sub item 3) on item 22-10-00.		
	23-4	Amends and expands item 23-51-12.		
6 NOV 20, 01	24-1 and 24-2	Updates item 24-31-02 to allow dispatching only airplanes equipped with Generator Model 30086-11. Changes repair intervals on item 24-34-01.	1008 , OR 5	My Delle
	25-1 to 25-5	Expands and amends items 25-11-01, 25-11-02, 25-11-04, 25-12-01, 25-12-04 and 25-21-05.	NOVEMBER 20,	
	25-6 to 25-9	Includes items 25-26-07 and 25-27-02. Amends item 25-50-01 and includes items 25-50-02 and 25-50-03.		



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
	26-1 to 26-3	Expands and clarifies items 26-15-00 and 26-23-00.		
	27-3	Expands item 27-70-00 to include Electromechanical Gust Lock system.		. }
	28-1	Amends item 28-21-01.	November 20, 2001	Soing He
6 NOV 20, 01	30-3	Includes sub item 4) on item 30-41-00.		
	31-1 and 31-2	Changes repair interval on item 31-21-01. Includes item 31-35-01.		
	32-2	Updates item 32-60-00.		
	33-4	Amends item 33-47-05.		



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE		REVISION	DATE	SIGNATURE
	34-1 to 34-7	Updates item 34-24-01. Includes items 34-25-00 and 34-27-00. Amends items 34-31-00, 34-32-00 and 34-60-00.		•
6 NOV 20, 01	36-1 and 36-2	Amends and updates item 36-11-05.	soft o	Aurice Belle
	49-1	Changes repair interval on items 49-00-00 and 49-52-02.	NOVEMBER DO, DOG	
	73-2	Amends items 73-22-02 and 73-32-01.		0
	78-1	Amends and changes repair intervals on items 78-30-00 and 78-34-00.		
	AM-i, AM-1 to AM-6	Includes MMEL Amendments for Special Operations.		



REVISION NUMBER	REVISED PAGES	DESCRIPTION OF	CTA A	PPROVAL
AND DATE	17.020	REVISION	DATE	SIGNATURE
	7	Includes Legacy definition.		
7 AUG 30, 02	25-5, 25-6, 25-7, 26-1, 26-4, 28-1 to 28-11, 28-13, 28-14, 28-15, 28-17 to 28-28, 30-4, 33-5, 35-1 and 52-1	Include items applicable to the EMB-135BJ.	Merch Cobe	Jones 1
	21-6, 28-1, 28-2, 28-11 to 28-16, 28-29, 28-30, 30-4, 33-4 and 33-5	Include items applicable to the EMB-145XR.	Sign Sign Sign Sign Sign Sign Sign Sign	
	23-1, 24-2, 25-8, 25-9, 27-3, 30-2, 30-3, 32-2 and 33-3	General items updating.		



REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	CTA APPROVAL
	21-2, 25-7, 30-4, 32-2, 52-1	Items included.	
8 JUL 18, 03	21-1, 21-3, 21-4, 21-5, 24-1, 25-8, 25-9, 25-10, 28-12, 28-13, 30-3, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 52-2, 56-1, 78-1, 78-2, AM-1, AM-2	General items updating.	MMEL-145/1113 Revision 8 approved by CTA on July 18, 2003.
	25-2, 27-1, 34-4, 34-6, 73-3, 79-2 and AM-7	Items included.	
9 NOV 28, 03	24-1, 25-1 to 25-12, 27-2, 30-3, 30-4, 31-1, 33-2, 34-3, 34-5, 34-7, 34-8, 34-9, 36-1, 36-2, 36-3, 38-1, 38-2, 56-1, 73-3, 73-4, 79-2 and AM-i	General items updating.	MMEL-145/1113 Revision 9 approved by CTA on November 28, 2003.



REVISION NUMBER AND DATE	PAGES	DESCRIPTION OF REVISION	CTA APPROVAL
10 MAR 24, 06	21-6, 21-7, 21-10, 22-1, 22-4, 23-4, 24-1, 25-1, 25-3, 25-7 to 25-9, 26-2 to 26-5, 27-2, 28-16, 29-1, 29-2, 30-2, 30-3, 31-1, 31-2, 32-1, 32-2, 33-4, 33-5, 34-1, 34-6, 34-9, 35-3, 36-3, 38-1, 49-1, 52-1, 56-1, 73-1 to 73-3, 78-2 and 79-1	General items updating.	MMEL-145/1113 Revision 10 approved by CTA on March 24, 2006.
	21-8, 21-9, 22-2, 22-3, 23-3, 33-5, 34-2, 35-2, 36-3, 78-3 and 80-1	Items included.	



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11 APR 18, 08	3 to 9, 21-4, 21-5, 22-2 to 22-4, 23-2 to 23-4, 25-6, 25-7, 25-11 to 25-14, 26-1, 26-3 to 26-5, 27-2, 28-13, 29-1, 30-2 to 30-4, 31-1 to 31-3, 32-1, 33-4, 34-2, 34-4, 35-2, 36-3, 56-1, 78-2 and 78-3	General items updating.	MMEL-145/1113 Revision 11 approved by ANAC on April 18, 2008.
	23-3, 23-5, 24-2, 26-3, 32-2 and 46-1	Items included.	
	AM-i, AM-1 to AM-7	Items deleted.	



REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL
	All	Revision 12 is a full reissue of this manual.	
	Cover page and definitions	Inclusion of Legacy 650 applicability and general updating.	
12 SEP 10, 10	21-1, 21-4, 23-1, 23-2, 23-3, 23-4, 23-5, 23-6, 23-7, 25-2, 25-3, 25-7, 25-8, 25-9, 25-10, 26-4, 27-3, 28-1, 28-3, 28-4, 28-15, 28-16, 28-17, 28-18, 28-19, 28-21, 28-27, 28-28, 28-31, 28-32, 28-33, 28-34, 30-3, 30-4, 32-2, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-2	General updated.	MMEL-145/1113 Revision 12 approved by ANAC on September 10, 2010. Marks Lerry mo
	28-2, 28-35, 28-36, 76-1	Items included.	
	23-7, 56-1	Items deleted.	



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	23-3	Item included.	
13 MAR 13, 14	21-4, 23-1, 23-2, 23-7, 24-1, 24-2, 25-11, 25-15, 28-2, 28-3, 28-6, 28-9, 28-15, 28-22, 28-33, 28-36, 28-37, 28-38, 29-1, 32-2, 34-3, 34-4	General items updating.	MMEL-145/1113 Revision 13 approved by ANAC on March 13, 2014. Maclus Torrowy
	22-3 to 22-5	Included items applicable to Legacy 650E.	
	23-3 to 23-6	Included item 23-24-00.	
14 NOV 20, 19	24-1 to 24-2	Updated item 24-20-03.	1235/2019/GCPR/ GGCP/SAR-ANAC
	25-11, 25-13 to 25-16	Updated items 25-50-01, 25-61-01 and included item 25-60-04.	
	27-3 to 27-4	Updated item 27-70-00.	



REVISION NUMBER AND DATE	REVISED PAGES	DESCRIPTION OF REVISION	ANAC APPROVAL NUMBER
	30-4 to 30-5	Updated item 30-41-04.	
4.4	31-3	Included item 31-62-00 applicable to Legacy 650E.	4225/2040/CCDD/
14 NOV 20, 19	34-1, 34-3 to 34-4, 34-10	Updated item 34-31-00 and included items 34-24-02 and 34-54-00.	1235/2019/GCPR/ GGCP/SAR-ANAC
	35-1	Included item 35-11-03.	



LIST OF EFFECTIVE PAGES

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		NOV 08, 2000
		APR 12, 2001
		NOV 20, 2001
		AUG 30, 2002
REVISION	8	JUL 18, 2003
REVISION	9	NOV 28, 2003
REVISION	10	MAR 24, 2006
		APR 18, 2008
		SEP 10, 2010
		MAR 13, 2014
		NOV 20 2019

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* B REVISION 14	21-7 REVISION 13
* C REVISION 14	21-8 REVISION 13

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



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MASTER MINIMUM EQUIPMENT LIST 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 airplane, 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 Airworthiness Authority, with participation by the aviation industry, to improve airplane utilization and thereby provide more convenient and economic air transportation for the public. The Airworthiness Authority 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 airplane 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 airplane with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of Airworthiness Regulations requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Airplane 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 airplane 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 airplane for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Airplane Maintenance Record/Logbook as prescribed by Airworthiness Regulations. 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 airplane is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Airplane Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by Airworthiness Regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on airplane 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.



DEFINITIONS AND SYMBOLOGY

1) System definitions.

System numbers are based on Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" Column.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in the column 4 are met.
 - **NOTE:** Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the administrator.
- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific numbers of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for current revision of that page only. The change bar is dropped at the next revision of that page.
- 2) "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for the type certification and approved by the responsible ANAC Aircraft Certification Office. The ANAC approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
- 3) "As required by local regulations" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the RBAC/RBHA must be operative. When the listed item is not required by RBAC/RBHA it may be inoperative for time specified by repair category.



- **4)** Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.
 - **NOTE:** To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
- 5) "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.
- **6)** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
- 7) Reserved.
- 8) "Regulamento Brasileiro de Homologação Aeronáutica" (RBHA) or "Regulamentos Brasileiros de Aviação Civil" (RBAC) means the applicable requirement for the certified airplane.
- 9) "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Time Coordinated (UTC) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
- **10)**"Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
- **11)**Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
- 12)"Inoperative" means a system and/or component malfunctions to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
- 13)"Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.



- 14)Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system (Warning/Caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
- 15)"(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the Normally these procedures inoperative. item accomplished by maintenance personnel; however. 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 by maintenance personnel. The accomplished 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.
- 16)"(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

- 17)"Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
- **18)**"Visual Flight Rules" (VFR) is as defined in RBAC/RBHA Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- **19)**"Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.



- 20)"Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 21) "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
- **22)**Repair Intervals: All users of an MEL approved under RBAC/RBHA 91, 121, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A: Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL.

Category B: Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C: Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it was recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D: Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.



23)Electronic fault alerting system – General New Generation Aircraft Display System fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented.

The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

The EMB-135/145 is equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. 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 operator's standard maintenance program.

24)"Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the ANAC, the item becomes an MMEL item rather than an administrative control item. A change bar adjacent to the page number indicates that the page was renumbered only and that no change was made in the text.



- 25)"***" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
- **26)**"Excess Items" means those items that have been installed that are redundant to the requirements of the RBAC's/RBHA's.
- 27)"Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D".
- 28)"Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item 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 repair category.
- 29)"Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used". In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures 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 to inform crewmembers that a component or system is not to be used under normal operations.



- 30) Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original certification, supplemental type certificate, or engineering order 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. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable aircraft. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.
- **31)**"Combustible material" is defined as being a material which is capable of catching fire and burning.

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



32)EMBRAER corporate airplanes are commercially designated as "LEGACY 600" or "LEGACY 650".

For all other "LEGACY", equipped with personalized interior arrangement but no equipped with winglets or auxiliary fuel tanks, they should be considered as standard EMB-135 airplanes for the purpose of this document.

The EMB-135BJ airplanes mentioned in this MMEL are related to those airplanes equipped with:

LEGACY 600: EMB-135BJ equipped with FUS 1 and FUS 2 fuselage auxiliary fuel tanks, winglets, personalized interior arrangement and AE3007A1P or AE3007A1E engines.

LEGACY 650: EMB-135BJ equipped with FUS 1, FUS 2 and VTRL fuselage auxiliary tanks, winglets, personalized interior arrangement and AE3007A2 engines.

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System & 1.				rinstalled			
	ITEM		3. Number required for disp				
Number 21 AIR CONDITIONING				4. Remarks and/or exception	15		
21 AIR CONDITIONING							
-22-04 External Ground Connector Check Valve	В	1	0	(M)(O) May be inoperative open provided the flight is conducted in an unpressurized configuration.			
	D	1	0	May be inoperative clos	sed.		
-22-06 Baggage *** Compartment Ventilation Syste		1	0	 (M) May be inoperative provided: a) Ventilation system remains closed, and b) Live animals are not carried in the cargo compartment. 			
-23-03 Gasper Fan	C	1	0	carried in the cargo			

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21 AIR CONDITIONING				4. Remarks and/or exception	15		
21 Airt GONDINGTING			ļ				
-23-03 Gasper Fan				NOTE 3: Doors referre	d		
(Continued)				above include main, se	rvice		
				and cargo compartmen	ıt		
				doors.			
-24-01 Recirculation Fans	S						
1) Airplanes	С	2	0	(M) May be inoperative	!		
equipped with	Ū	_		provided the failed fan			
conventional				deactivated.	.0		
electro-							
mechanical							
stand-by							
instruments							
2) Airplanes	С	2	1	(M) Any Recirculation F	an		
equipped with				may be inoperative provided:			
Integrated				a) The failed fan is			
Standby				deactivated,			
Instrument				b) The remaining Fan and its			
System (ISIS)				associated Pack op	erate		
				normally, and			
				c) Ambient temperatur			
				the ground is below			
	_			ISA+25°C.			
	С	2	0	(M) May be inoperative	!		
				provided:			
				a) Failed fans are deactivated, and			
				b) At least pack 1 is in			
				operation on the gro	nund		
-24-02 Recirculation Fan	С	2	0	(M) May be inoperative			
Valves	C	_		provided associated	орен		
Valves				recirculation fan is verif	ied to		
				operate normally.	104 10		
	С	2	0	(M) May be inoperative	!		
	9	_		closed provided associ			
				recirculation fan is			
				deactivated.			
-24-03 Air Distribution	С	2	1	(M) One may be inoper	ative		
Valves	_]	provided remaining val			
				deactivated in open pos			
1			1				

MASTER MINIMUM EQUIPMENT LIST						
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EMB-135, EMB-145				21-		
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Sequence Number	ITEM		3. Nu	umber required for dispatch 4. Remarks and/or exception	10	
21 AIR CONDITIONING				4. Remarks and/or exception	15	
21 AIR CONDITIONING			ļ			
-25-01 Ram Air Valves						
1) Airplanes	С	2	1	(M)(O) One may be		
equipped with	1			inoperative provided:		
conventional				a) Associated air cond	itioning	
electro-				pack remains off,		
mechanical				b) Affected ram air valv	ve is	
standby				verified to be in the		
instruments				emergency ram air		
				position, and		
				c) Flight is conducted a	at or	
				below FL 250, and		
	С	2	0	(M)(O) Both may be		
				inoperative provided:		
				a) Both air conditioning	g packs	
				remains off,		
				b) Flight is conducted i	ın an	
				unpressurized		
				configuration,	rorified	
				c) Ram air valves are		
				to be in the emerger ram air position, and	-	
				d) Ambient temperatur		
				the ground is below		
				ISA+21°C.		
2) Airplanes	С	2	1	(M)(O) Any ram air valv	le mav	
equipped with		_	'	be inoperative provided		
Integrated	•			a) Associated air cond		
Standby				packs remain off,	illorinig	
Instrument				b) Remaining air condi	tionina	
System (ISIS)			pack and its associa		
, (1313)	,			recirculation fan are		
				operative on the gro		
				c) Affected ram air valv	ve is	
				verified to be in eme	ergency	
				ram air position,		
				d) Flight is conducted a	at or	
				below FL 250, and		
				e) Ambient temperatur		
				the ground is below		
				ISA+25°C.		

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EMB-135, EMB-145					21-4		
System &	1.	2. Nu		installed			
Sequence ITEM	l		3. Nu	mber required for dispatch			
Number 21 AIR CONDITIONING				4. Remarks and/or exception	15		
21 AIR CONDITIONING							
-25-02 Ram Air Check Valves	С	2	0	(O) One or both may be inoperative open provice flight is conducted in an unpressurized configur	ded n		
-26-00 Forward Electronic Compartment Ventilation System 1) Exhaust Fans/Air Shutoff Valves (all except EMB-135BJ)	С	2	1	One exhaust fan or one shutoff valve may be inoperative.	9		
2) Exhaust Fans/Air Shutoff Valves or Exhaust Fans/ NACA Cover Linear Actuators (EMB-135BJ)	С	2	1	One exhaust fan or one shutoff valve/NACA Cover Linear Actuator may be inoperative.			
3) Forward Electronic Bay Recirculation Fan -30-00 Pressurization	С	2	1	One recirculation fan r inoperative.	nay be		
Control System							
1) Automatic Mode	C	1	0	(M)(O) May be inoperal provided: a) Manual mode operations normally, b) Electropneumatic out valve is secured closs and c) Cabin differential presindication operates normally.	tes itflow sed,		
				(Continued)			

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EMB-135, EMB-145					21-5	
System &	rinstalled					
Sequence ITE Number	:M		3. Nu	umber required for dispatch 4. Remarks and/or exception	16	
21 AIR CONDITIONING				4. Remarks and/or exception	13	
21 Airt GONDITIONING						
-30-00 Pressurization						
Control System						
(Continued)						
2) Manual Mode	С	1	0	(M)(O) May be inoperative		
				provided:		
				a) Automatic mode operates normally,		
				b) Pneumatic outflow visecured closed, and		
				c) Cabin differential pr		
				indication operates normally.	CCCUIC	
3) Automatic and	С	2	0	(M)(O) May be inopera	tivo	
Manual Modes	C	_	"	provided:	uve	
Warraar Woado				a) Flight is conducted i	in an	
				unpressurized		
				configuration, and		
				b) Both outflow valves are		
				secured open.		
-31-03 Outflow Valves						
1) Electropneumation	С	1	0	(M)(O) May be inoperative provided:		
				a) Valve is secured clo	sed,	
				b) Manual pressurizati		
				control mode operat	tes	
				normally, and		
				c) Cabin differential pr	essure	
				indication operates		
2) Dnamatia	_	4		normally.	tivo	
2) Pneumatic	С	1	0	(M)(O) May be inoperated provided:	uve	
				a) Valve is secured clo	haed	
				b) Automatic pressuriz		
				control mode operati		
				normally, and		
				c) Cabin differential pr	essure	
				indication operates		
				normally.		
				(Continued)		
l			<u> </u>	1(0011111111111111111111111111111111111		

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EMB-135, EMB-					21-6	
System &	1.	2. Nu		r installed		
Sequence Number	ITEM		3. NI	umber required for dispatch 4. Remarks and/or exception	ne	
21 AIR CONDITIONING				4. Remarks and/or exception	13	
		ļ	ļ			
-31-03 Outflow Valves (Continued)						
3) Electropneumation		2	0	 (M)(O) May be inoperal provided: a) Flight is conducted unpressurized configuration, and b) Both outflow valves secured open. 	in an	
-32-01 Cabin Pressure Acquisition Modu	C ıle	1	0	(O) May be inoperative provided flight is condu an unpressurized configuration.		
1) 10000 ft warn	ing C	1	0	(O) May be inoperative provided flight is condu or below 10000 ft MSL.	cted at	
2) Cabin Differential Pressure Indication	С	1	0	 (O) May be inoperative provided: a) Cabin altitude and crate of change indicoperate normally, at b) A chart is provided to convert cabin altitude differential pressure 	cabin ations nd to le into	
3) Cabin Rate of Change Indication	f C	1	0	May be inoperative pro a) Automatic pressuriz control mode opera normally, and b) Cabin differential pr indication and cabin altitude indication ar operating normally.	vided: ation tes essure	
				(Continued)		

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EMB-135, EMB-1	45				21-7
System &	1.	2. Nu		· installed	
	ГЕМ		3. Nu	imber required for dispatch	
Number 21 AIR CONDITIONING				4. Remarks and/or exception	is
21 AIR CONDITIONING					
-32-01 Cabin Pressure Acquisition Modul (Continued)	е				
4) Cabin Altitude Indication	С	1	0	 (O) May be inoperative provided: a) Cabin differential prand rate of change indication operate normally, b) A chart is provided to convert cabin differences pressure into cabin indication, and c) Automatic pressurize control mode operation 	essure to ential altitude ation
-32-02 Cabin Pressure *** Control System High Altitude Mode	D e	1	0	(O) May be inoperative provided takeoff and la is limited to airports bel 10000 ft.	nding
-51-00 Air Conditioning Pack Systems 1) Airplanes equipped with conventional electro- mechanical standby instruments	С	2	1	One may be inoperative provided flight is condubelow FL 250.	
	С	2	0	 (M)(O) May be inoperal provided: a) Both ram air valves operate normally, b) Flight is conducted in unpressurized configuration, and c) Ambient temperatur the ground is below ISA +21°C. (Continued) 	in an e on

MASTER MINIMUM EQUIPMENT LIST						
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System &	1. ITEM	2. Nu		r installed		
Sequence Number	IIEW		3. NI	umber required for dispatch 4. Remarks and/or exception	าร	
21 AIR CONDITIONING	.			in itomarko anaror exception	.0	
-51-00 Air Conditioning Pack Systems (Continued) 2) Airplanes equipped wit Integrated Standby Instrument System (ISIS	C h	2	1	(O) Any Pack may be inoperative provided: a) The remaining Pack its associated Recirculation Fan o normally, b) Ambient temperatur the ground is below ISA +25°C, and c) Flight is conducted below FL 250.	perate e on	
-60-02 Cockpit Automa and Manual Temperature Control Systems 1) Airplanes equipped wit conventional electromechanical standby	s C h	2	0	May be inoperative pro a) Pack 1 remains OFI b) Flight is conducted below FL 250.	F, and	
instruments 2) Airplanes equipped wit Integrated Standby Instrument System (ISIS		2	0	 (O) May be inoperative provided: a) Pack 1 remains OFI b) Pack 2 and its asso Recirculation Fan onormally, c) Ambient temperature ground is below ISA +25°C, and d) Flight is conducted below FL 250. 	F, ciated perate re on	

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System &	1.	2. Nu		installed	
Sequence	ITEM		3. Nu	mber required for dispatch	
Number		_		4. Remarks and/or exception	ıs
21 AIR CONDITIONING					
-60-03 Cabin Automatic and Manual Temperature Control Systems 1) Airplanes		2	0	May be inoperative pro	vided:
equipped with conventional electro-mechanical standby instruments	า			a) Pack 2 remains OFI b) Flight is conducted a below FL 250.	F, and
2) Airplanes equipped with Integrated Standby Instrument System (ISIS		2	0	(O) May be inoperative provided: a) Pack 2 remains OFI b) Pack 1 and its asso Recirculation Fan or normally, c) Ambient temperatur ground is below ISA +25°C, and d) Flight is conducted a below FL 250.	=, ciated perate re on

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Sequence Number	ITEM		3. NL	mber required for dispatch 4. Remarks and/or exception	16	
21 AIR CONDITIONING				4. Remarks and/or exception	15	
ZI AIR CONDITIONING						
-60-04 Cockpit and Cab Automatic Temperature Control Systems		2	0	 (O) May be inoperative provided: a) Associated manual temperature control operates normally, a b) Repairs are made w 30 flight days. 	mode and	
-60-05 Cockpit and Cab Manual Temperature Control Systems		2	0	May be inoperative pro a) The associated auto- temperature control operates normally, a b) Repairs are made w 30 flight days.	omatic mode and	
-60-06 Attendant's Temperature Control	А	1	0	May be inoperative pro a) Passenger Cabin Temperature and M Selector Knob opera normally, and b) Repairs are made w 30 flight days.	lode ates	
-61-02 Cockpit and Cab Temperature Indication Syster		2	0	May be inoperative pro repairs are made withir 30 flight days.		

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EMB-135,	EMB-145				22-1
System &	1.	2. Nu		installed	
Sequence	ITEM		3. Nu	imber required for dispatch	
Number 22 AUTOPILOT				4. Remarks and/or exception	ns
22 AUTOPILOT					
-10-00 Autopilot/Fl Director Fu	nctions				
1) Autopilo Functior		1	0	May be inoperative pro enroute or approach procedures do not requ use.	
2) Flight Di Systems		2	1	One may be inoperative provided approach mindo not require its use. NOTE 1: Windshear est guidance function will be available from remaining director. NOTE 2: Either Go-Ard Button will be operative.	imums scape be ng flight
	С	2	0	Both may inoperative provided: a) Enroute or Approace procedures do not retheir use, b) Autopilot is conside inoperative, c) Windshear Escape Guidance is conside inoperative, and d) Go-Around Buttons considered inoperat	h equire red ered are
3) Yaw Da Function		1	0	May be inoperative pro enroute or approach procedures do not requuse. NOTE: Autopilot will n engage with yaw damp inoperative.	uire its

MASTER M	ININ	ИUM	EQl	JIPMENT LIST	
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Sequence ITEN	1		3. Nu	mber required for dispatch	
Number 22 AUTOPILOT				4. Remarks and/or exception	าร
22 AUTOPILOT					
-11-01 Flight Guidance Controller Panel					
1) Flight Director (FD) Buttons	С	2	0	(O) Both may be inope	rative.
	С	2	1		
Course Selector Knob	С	2	0	May be inoperative proprocedures do not requuse.	
	С	2	1		
3) (CRS PUSH SYNC) Button	С	2	0		
4) Autopilot (AP) Engage Button	С	1	0	May be inoperative pro autopilot function is considered inoperative	
5) Autopilot Couple (CPL) Button	С	1	0	'	
6) Yaw Damper (YD) Engage Button	С	1	0	(O) May be inoperative provided yaw damper i verified to operate norr	S
7) Heading (HDG) Select Button	С	1	0	May be inoperative proprocedures do not requuse.	
8) Navigation (NAV) Mode Button	С	1	0	May be inoperative proprocedures do not requuse.	
9) Approach (APR) Mode Button	С	1	0	May be inoperative proprocedures do not requuse.	
10)Low Bank (BNK) Mode Button	С	1	0	May be inoperative proprocedures do not requuse.	
				(Continued)	

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Sequence ITE	М		3. Nu	mber required for dispatch	
Number 22 AUTOPILOT				4. Remarks and/or exception	15
22 AUTOFILOT					
-11-01 Flight Guidance Controller Panel (Continued)					
11)Heading Select Knob	С	1	0	May be inoperative pro procedures do not requuse.	
12)Heading Synchronization Button (PUSH SYNC)	С	1	0	May be inoperative pro procedures do not requuse.	
13)Speed Hold (SPD) Mode Button	С	1	0	May be inoperative pro procedures do not requuse.	
14)Flight Level Change (FLC) Mode Button	С	1	0	May be inoperative pro procedures do not requuse.	
15)Vertical Speed Hold (VS) Mode Button	С	1	0	May be inoperative pro procedures do not requuse.	
16)Speed Selector Control Knob	С	1	0	May be inoperative pro procedures do not requuse.	
(EMB-135BJ) (only for Legacy 650 airplanes equipped with Autothrottle)	С	2	0	One or both may be inoperative provided: a) Autothrottle System used, and b) Procedures do not retheir use.	
17)IAS/M Selector Button (PUSH IAS/M)	С	1	0		
18)Altitude Hold (ALT) Mode Button	С	1	0	 (O) May be inoperative provided: a) Altitude Preselect K operates normally, a b) Procedures do not r its use. (Continued) 	nob and

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Sequence Number	ITE	M		3. Nu	mber required for dispatch 4. Remarks and/or exceptio	
22 AUTOPIL	OT				4. Remarks and/or exceptio	115
ZZ AOTOTIL	.01		ļ	ļ		ļ
(Con	roller Panel tinued)					
P	ltitude reselect Knob SEL)	Α	1	0	 May be inoperative pro a) Altitude Preselect F is considered inope b) Procedures do not its use, and c) Repairs are made v 3 flight days. 	rative, require
(1)	autothrottle A/T) Button EMB-135BJ) only for egacy 650)	С	1	0	May be inoperative pro Autothrottle is not used	
	ring Buttons SSync	С	2	0	May be inoperative in the deactivated condition.	the
-11-09 Go-A	round Buttons	С	2	0	May be inoperative pro a) Approach procedur not require its use, b) Affected button is fa the deactivated cor NOTE: In case of dual only the automatic engagement of the Wil Escape Guidance Moo positioning the TLA ab is operative.	es do and ailed in adition. failure, andshear de by
(only	em 3-135BJ)	С	1	0	·	

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System &	1.	2. Nu	ımbei	· installed			
	ГЕМ		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	ıs		
22 AUTOPILOT							
-31-05 Autothrottle Quick *** Disconnect (A/T DISC) Button (EMB-135BJ) (only for Legacy 650)		2	1				
	С	2	0	Both may be inoperativ provided Autothrottle is used.			

MASTE	R MINI	иим	EQL	JIPMENT LIST	
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EMB-135, EMB-	-145				23-1
System &	1.	2. Nu		installed	•
Sequence	ITEM		3. Nu	mber required for dispatch	
Number		_		4. Remarks and/or exception	ns
23 COMMUNICATIONS					
-00-00 Communications Systems (VHF, HF, UHF)	5				
1) Very High Frequency (V Communication System		-	-	Any in excess of those required by local regular may be inoperative profis not powered by the Emergency AC Bus, Emergency DC Bus, B Direct Bus, or the DC 1 Bus and not required for emergency procedures	ations ovided it attery Fransfer or
2) High Frequer (HF) Communicati System	-			Any in excess of those required by local regular may be inoperative.	
				(Continued)	

MASTER	MININ	лим	FQI	JIPMENT LIST	
Airplane	*****			Revision Nº: 13	Page
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System &	1.	2. Nu	ımbei	rinstalled	ı
Sequence ITE	EM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	ns
23 COMMUNICATIONS					
23 COMMUNICATIONS -00-00 Communications Systems (VHF, HF, UHF) (Continued) 2) High Frequency (HF) Communication System (Continued)	C		1	(O) May be inoperative conducting operations require two Long Rang Communication Syster (LRCS) provided: a) SATCOM (High or I Gain) Voice operate normally, b) Alternate procedure established and use c) SATCOM Voice covis available over the intended route of flight and d) If SATCOM Voice is used over the intender route of flight, SATC Voice short codes (INMARSAT) or direcommercial number (IRIDIUM) must be available. If not ava prior coordination wappropriate ATS (Facility is required. NOTE: SATCOM Voice	that le ms Low les es are led, led led ght, led ght, led
3) Ultra High Frequency (UHF) Communication System	D 1	-	-	be used only as a back normal HF communica Any in excess of those required by local regula may be inoperative pro- is not powered by an e- bus and not required for emergency procedures	tions. ations ovided it essential or

MASTER MINIMUM EQUIPMENT LIST						
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Sequence Number	ITEM		3. Nu	umber required for dispatch 4. Remarks and/or exception	10	
23 COMMUNICATIONS	<u> </u>			4. Remarks and/or exception	15	
20 COMMONICATION	•		ļ			
-15-00 Satellite *** Communication System (SATCC	C OM)	-	0	(O) May be inoperative provided alternate procare established and use	edures	
	D	-	0	(O) May be inoperative provided procedures do require its use.		
-20-01 ACARS System ***	С	-	0	May be inoperative pro alternate procedures al established and used.		
	D	-	0	May be inoperative pro procedures do not requuse.		
-20-02 ACARS Printer	С	-	0	May be inoperative pro alternate procedures al established and used.		
	D	-	0	May be inoperative pro procedures do not requuse.		
-21-01 Selective Call *** System (SELCA	C L)	-	0	(O) May be inoperative provided alternate procare established and use	edures	
	D	-	0	May be inoperative pro procedures do not requuse.		
-24-00 Controller-to-Pile *** Data Link Communication (CPDLC) Syster (EMB-135BJ)						
1) Future Air Navigation System (FANS 1/A)	С	-	0	(O) May be inoperative provided that alternate procedures are establis and used.	shed	
	D	-	0	May be inoperative pro that procedures do not its use.		

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System &	1.	2. Nu		· installed			
Sequence	ITEM		3. Nu	imber required for dispatch			
Number				4. Remarks and/or exception	ıs		
23 COMMUNICATIONS							
-30-01 Passenger Addr System (PA)	ess B	1	0	 (O) May be inoperative provided: a) Alternate normal an emergency proceduland/or operating restrictions are estal and used, and b) Flight attendant aler system (audio and venture) 	d ires blished ting		
				operates normally. NOTE: Any station function that operate normally nused.	` '		
	С	1	0	 (O) May be inoperative provided: a) PA not required by land regulations, and b) Alternate normal and emergency proceduland/or operating restrictions are estal and used. NOTE: Any station functions are estal and used. 	d lires blished ction(s) nay be		
a) Lavatory Speakers	С	1	0	(O) May be inoperative provided alternate proc are established and us	edures		

MAST	ER MINI	иим	EQL	JIPMENT LIST	
Airplane				Revision Nº: 14	Page
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System &	1.	2. Nu		installed	
Sequence Number	ITEM		3. NL	mber required for dispatch 4. Remarks and/or exception	ne
23 COMMUNICATION	S			4. Nemarks and/or exception	13
-31-01 Crewmember Interphone System(s) a) Flight Deck		 -	_	(O) May be inoperative	
Cabin, Cabi Flight Deck Function				provided: a) Flight deck to cabin cabin to flight deck interphone functions operate normally or least 50% of the cal headsets, and b) Alternate communic procedures between affected flight attending and used.	and s n at bin cation n the dant shed
				NOTE: Any station fun that operate normally rused.	nay be
b) Cabin to Ca Function	bin B	2	0	(O) May be inoperative provided alternate communication proced between the affected fl attendant stations are established and used.	ures
				NOTE: Any station fun that operate normally rused.	
c) Flight Deck Ground Fun		2	0	(O) May be inoperative provided alternate produced are established and us	cedures

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System &	_ 1.	2. Nu		rinstalled	
Sequence ITEM Number	Л		3. NI	umber required for dispatch 4. Remarks and/or exception	ne
23 COMMUNICATIONS				4. Remarks and/or exception	13
20 COMMISSION TO THE		ļ	ļ		ļ
-31-02 Alerting Systems (Audio/Visual)					
1) Flight Deck Call Visual	В	1	0	May be inoperative pro the flight deck audio alo	
Alerting System				system operates norma	ally.
				NOTE: The flight deck	audio
				alerting must always be	
				operative.	
2) Flight Attendant	В	1	0	(O) May be inoperative provided:	
Visual Alerting System				a) PA system operates normally,	5
				b) If affected light is us lavatory smoke dete alerting, an alternate lavatory smoke aler or visual) is installed operates normally, a	ector e t (audio d and
				c) Alternate procedure contacting flight atte are established and	endants
				NOTE 1: Passenger to Attendant Call System considered Non-Essen Equipment and Furnish (NEF). NOTE 2: Any visual all system function(s) that operates normally may used.	is tial nings erting
				(Continued)	

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EMB-135, EMB-145	5				23-7		
System &	_ 1.	2. Nu		rinstalled			
Sequence ITEM	VI		3. Nu	umber required for dispatch			
Number 23 COMMUNICATIONS				4. Remarks and/or exception	is		
23 COMMUNICATIONS							
-31-02 Alerting Systems (Audio/Visual) (Continued) 3) Flight Attendant	В	1	0	(O) May be inoperative provided:			
Audio Alerting System				a) PA system operates normally, b) If affected audio ale system is used for la smoke detector aler an alternate lavatory smoke alert (visual audio) is installed an operates normally, ac) Alternate procedure contacting flight atterate established and NOTE 1: Passenger to Attendant Call System considered Non-Essen Equipment and Furnish (NEF). NOTE 2: Any audio ale system function(s) that operates normally may used.	rting evatory ting, y or end and s for endants used. is tial hing		
1) Flight Deck	С	-	0	(O) May be inoperative provided: a) Flight deck to cabin communication openormally, and b) Alternate procedures established and used	rates s are		
	D	-	0	May be inoperative pro procedures do not requuse.	vided		
				(Continued)			

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System &	1.	2. Nu		installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	IS		
23 COMMUNICATIONS	3						
-31-03 Handset Syster (Continued) 2) Cabin	n(s) B	_	_	(O) May be inoperative			
-32-02 Prerecorded *** Passenger Announcement System	D	1	0	(O) May be inoperative provided: a) 50% of cabin hands operate normally, arb) Alternate communic procedures between affected flight attends station(s) are establiand used. NOTE 1: An operative handset at an inoperatiflight attendant seat shabe counted to satisfy the requirement. NOTE 2: Any handset (function(s) that operate normally, may be used. (O) May be inoperative provided alternate procare established and use	ets nd eations n the dants ished ve all not e 50% s)		

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System &	1.	2. Nu		installed			
Sequence I Number	TEM		3. NL	umber required for dispatch 4. Remarks and/or exception	าร		
23 COMMUNICATIONS				in remarks and or oxcopilor	.0		
	i		ļ				
-33-01 Passenger Cabin	С	-	-	May be inoperative pro	vided		
Speakers				any seat from which a			
				passenger cannot clear a passenger address	ny near		
				announcement is not			
				occupied.			
	В	_	_	May be inoperative pro	vided		
				Passenger Address is	viaca		
				considered inoperative			
-33-02 Lavatory Speaker	s			Deleted, Rev 12.			
				NOTE: Refer to item 23	3-30-01		
-51-03 Push To Talk (PT	T) C	4	2	One button at each sta	tion		
Buttons on `	,			must be operative.			
Glareshield Pane	I/						
Control Wheel							
-51-04 Flight Deck	С	2	0	May be inoperative pro			
Speakers				headsets operate norm			
				and is used throughout flight.	ıne		
-51-05 Cockpit Headsets	s D			Any in excess of those			
-51-05 Cockpit Headsets	, ,	_	_	required for each perso	n on		
				flight compartment duty			
				be inoperative.			
-51-07 Hand Microphone	es D	-	0				
-51-10 Interphone System	m			Deleted, Rev 12.			
Cockpit to Ramp/				NOTE: Refer to item 23	3-31-01		
Ramp to Cockpit							

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Sequence Number		ITEM		3. Nu	mber required for dispatch 4. Remarks and/or exception	
	MUNICATIONS				4. Remarks and/or exception	15
20 00111	MONIOATIONO		ļ			
-51-12 B	Boom Microphon	nes				
1) Pilot and	Α	-	0	May be inoperative pro	vided:
	copilot's boon	n			a) Hand microphones	
	microphones				installed and operat	е
					normally,	
					b) Flight Data Recorde	
					operates normally, a	
					c) Repairs are made w flight days.	itnin 3
2) Third crew	D	-	0	May be inoperative pro	
	member's boo	om			observer seat is not oc	cupied.
_	microphone	_		_		
3	Boom) : D	-	0	May be inoperative.	
	microphone(s					
	required by	5E				
	regulations					
-71-00 C	Cockpit Voice	Α	1	0	May be inoperative pro	vided:
	Recorder System		'		a) Flight Data Recorde	
		-			(FDR) operates nor	
					ànd	•
					b) Repairs are made w	vithin
					3 flight days.	

MASTE	MASTER MINIMUM EQUIPMENT LIST							
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System &	1.	2. Nu		installed				
Sequence Number	ITEM		3. Nu	mber required for dispatch 4. Remarks and/or exception	16			
23 COMMUNICATIONS				4. Remarks and/or exception	15			
			ļ					
-73-00 Video Surveilland *** System (VSS)	ce D	1	0	(M) May be inoperative provided:a) System is deactivate				
				b) VSS is not required local regulations.				
				NOTE: Any portion of t system that operates name may be used.				
1) Video Unit	D	1	0	May be inoperative pro is not required by local regulations.	vided it			
2) Video Camera	a D	3	0	May be inoperative pro is not required by local regulations.	vided it			
-80-00 Radio Managem Units (RMU's)	ent							
1) NAV/Comm Tuning Functi	C	2	1					
2) Memory Function	С	2	0	May be inoperative pro tuning function operate normally.				
-81-02 Tuning Backup Control Head	С	1	0	May be inoperative pro both Radio Manageme Units operate normally.	nt			

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System &	1. ITEM	2. Nu		installed			
Sequence Number	IIEW		3. NU	umber required for dispatch 4. Remarks and/or exception	าร		
24 ELECTRICAL POWE	R			in remarks and/or oxcopilor			
-20-01 Generator Curre Indications		4	2	One may be inoperative each side provided: a) The associated voltindication is operative. b) The remaining generation of the same side or generator is fully operation.	age ve, and erator APU		
-20-02 Generator Voltaç Indications	ge C	4	2	One may be inoperative each side provided the associated current indicits operative.	e on		
-20-03 AC Static Inverte	er						
(only for airplane equipped with GPWS and TCA powered by 115 V AC)		1	0	May be inoperative pro a) GPWS/Windshear is considered inoperat b) TCAS is considered inoperative, and c) Repairs are made w 2 flight days.	s iive, I vithin		
				NOTE: The Pax AC Standard Inverter installed in the entertainment cabinet i considered Passenger Convenience Item.			
(EMB-135BJ) (only for airplane equipped with GPWS powered 115 V AC)		1	0	May be inoperative pro a) GPWS/Windshear is considered inoperate and b) Repairs are made we 2 flight days. NOTE: The Pax AC Stanverter installed in the entertainment cabinet i considered Passenger Convenience Item.	s tive, vithin atic		

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24 ELECTRICAL POW	/ER			4. Remarks analor exception			
			ļ				
-31-01 Engine Driven	С	4	3	(M) One may be inoper			
Generators				provided APU generato			
				operates normally and	is usea		
				to replace the affected generator during takeon	ff and		
				landing.	ii aiiu		
-31-02 Engine Driven	Α	4	3	Advisory message			
Generator Bea		-		GEN BRG FAIL may be	e		
(Only for Gene				presented for one gene			
Model 30086-0	11)			provided:			
				a) Caution message G	EN		
				OFF BUS for the aff	ected		
				generator was not presented during the	_		
				previous flight, and	=		
				b) Repairs are made w	/ithin		
				20 flight hours.			
-34-01 APU Starter				_			
Generator							
1) Starter Fund	ction D	1	0	May be inoperative pro	vided		
				APU is considered			
				inoperative.			
2) Generator	D	1	0	May be inoperative pro			
Function				engine driven generato	rs		
-37-00 DC/DC Power	D	1	_	operate normally.	vidad.		
*** Conversion Sys	D	I	0	May be inoperative pro a) Protective cover is u			
Conversion by	Sterri			cover the 12 V DC p			
				receptacle during th			
				and	0 /		
				b) 12 V DC plug recep			
				placarded "DO NOT	USE		
40.00 5 / 15	_			DURING FLIGHT".			
-40-00 External Power	. С	1	0				
System	^	2	_				
1) GPU AVAIL Lights	C	2	0				
Ligitis							

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FURNISHINGS			ļ					
-11-00 Eye Locator	С	1	0					
-11-01 Flight Crew Sea	ats							
1) Vertical Adjustments	D	2	0	(M)(O) Power seat adjumay be inoperative proa) System is deactivatb) Manual seat adjustr operates normally.	vided: ed, and			
	D	2	0	(O) Manual seat adjust may be inoperative pro Power seat adjustment operates normally.	vided			
	С	2	0	(M)(O) Power and Man seat adjustments may inoperative provided: a) Seat(s) are locked i position that permits normal pilots visibili b) Full flight control movement is availal and c) Position of seat is acceptable to flight	be n a s ty, ble,			
2) Lumbar Supports	D	2	0	May be inoperative pro seat is acceptable to the affected crewmember.				
3) Armrests	D	4	0					
4) Recline Functions	D	2	0	May be inoperative proseat is acceptable to the affected crewmember.				
5) Lateral Adjustments	D	2	0	May be inoperative with seat at central position provided fore/aft adjust are operative or seat is acceptable to the affect crewmember. (Continued)	ments			

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FURNISHINGS		İ	İ					
-11-01 Flight Crew Seat	ts							
(Continued)								
6) Aft/Fore Adjustment Levers	D	2	1	One lever per seat mainoperative or broken provided:	y be			
(Airplanes				a) The remaining level	r on			
equipped with	n 2			seat operates norm				
adjustment				and	any,			
levers per sea	at)			b) The inoperative or b	oroken			
	•			lever on affected se	at does			
				not pose a hazard to				
				crew or interfere wit				
=\ =\				proper seat operation				
7) Thigh Support	t D	4	0	May be inoperative pro				
				seat is acceptable to the affected crewmember.	ne			
				anected crewmember.				

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25 EQUIPMENT AND FURNISHINGS							
-11-02 Observer's Sea	t A	1	0	May be inoperative pro	vided:		
(Including				a) A passenger seat in	the		
associated				passenger cabin is			
equipment)				available to an ANA	C		
				inspector for the			
				performance of office	ial		
				duties, and			
				b) Repairs are made w 2 flight days.	vithin		
	Α	1	0	May be inoperative pro	ovided:		
				a) Required minimum	safety		
				equipment (safety l			
				and oxygen) is ava	-		
				b) Seat is acceptable			
				ANAC inspector for			
				performance of office	cial		
				duties, and	:41= :		
				c) Repairs are made v 2 flight days.			
				NOTE 1: These provis			
				intended to provide for			
				occupancy of the abov			
				by an ANAC inspector	wnen		
				the minimum safety	d		
				equipment (oxygen an safety belt) is function			
				the inspector determin			
				conditions to be accep			
				NOTE 2: The pilot-in-			
				command will determine	ne if		
				the minimum safety			
				equipment is functional	al for		
				other persons authoriz			
				occupy observer seat.			

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Airplane			EQU	JIPMENT LIST Revision Nº: 12	Page
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Number	•		0. 140	4. Remarks and/or exception	าร
25 EQUIPMENT AND					
FURNISHINGS					
-11-04 Cabin Attendant		İ	İ		
Seat					
	_			40/6/14	
1) Standard Cabin	С	1	-	(M)(O) May be inopera	tive
Attendant Seat				provided:	
				 a) Associated seat pos 	sition is
				not occupied,	
				b) Cabin Attendant dis	placed
				by inoperative seat	
				occupies the passer	
				seat closest to his/h	er duty
				station,	
				c) Alternate procedure	
				established for disp	laced
				flight attendant,	
				d) Folding type seat is	
				stowed or secured i	
				retracted position, a	ınd
				e) Passenger seat ass	igned
				to flight attendant is	
				placarded "FOR CA	
				ATTENDANT USE	ONLY".
				NOTE 1: A folding seat	t that
				will not stow automatication	
				considered inoperative	
				NOTE 2: A seat with a	
				missing or inoperative	lan helt
				and/or shoulder harnes	•
				considered inoperative	
				NOTE 3: The above pr	
				apply only to required of	
				attendants. Seat position	
				excess of those require	
				be inoperative provided	инеу
				are properly stowed or	4
				secured in the retracted	u
				position.	
				(Continued)	

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25 EQUIPMENT AND FURNISHINGS				4. Nemarks and/or exception	
-11-04 Cabin Attendant Seat (Continued)					
2) Second Cabines*** Attendant Second Cabines***		1	0	 (M)(O) May be inoperated provided: a) Associated seat position not occupied, and b) Folding type seat is stowed or secured is retracted position. NOTE 1: A folding seat will not stow automatic considered inoperative NOTE 2: A seat with a missing or inoperative belt and/or shoulder has considered inoperati 	in the that ally is .
-12-01 Sunvisors	D	2	0	May be inoperative or provided there are no vertications to the flight	missing ⁄isual
-12-02 Cockpit Convenience Ite	D ms	-	0	Cockpit convenience it as expressed in this M are those items related crewmember convenie comfort such as, but no limited to: cap holders, trays, footrests, etc. Ite addressed elsewhere i document shall not be included.	MEL I to nce, or ot ash ems

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All plane				Revision Nº: 12	Page					
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FURNISHINGS		l I	l I							
-12-03 Lighted/Mechanical *** Checklist	С	-	0							
-12-04 Chart Holders	D	4	0	May be inoperative or rat each pilot station.	missing					
-21-05 Passenger Seats	D	-	-	May be inoperative pro a) Seat does not block Emergency Exit, b) Seat does not restri passenger from acc the main airplane ai and c) The affected seat(s) blocked and placard "DO NOT OCCUPY NOTE 1: A seat with ai inoperative seat belt is considered inoperative NOTE 2: Inoperative se not affect the required of flight attendants. NOTE 3: Affected seat include the seat(s) beh and/or adjacent outboa	ct any ess to sle,) are ded ". eats do number (s) may ind					
1) Recline Mechanism	D	-	-	seats. (M) May be inoperative seat occupied provided secured in the full uprigosition.	seat is					
	С	-	-	(M) May be inoperative seat occupied provided back is immovable in full upright position.	seat					

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25 EQUIPMENT AND				4. Remarks and/or exception	13			
FURNISHINGS		ļ						
-21-05 Passenger Seats (Continued)	S							
2) Underseat Baggage Restraining E		-	-	 (O) May be inoperative provided: a) Baggage is not stow under seat with inoperative restraining bar, b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT C) Procedures are established to alert Crew of inoperative restraining bar. 	ved perative T", and Cabin			
3) Armrest	С	-	-	 (M) May be inoperative missing and seat occup provided: a) Armrest does not bl Emergency Exit, b) Armrest does not re any passenger from access to the main airplane aisle, and c) For an armrest with recline mechanism, secured in the full uposition. 	ock an estrict			
4) Rear Facing Executive (Single and/o Double) Seat Headrests (EMB-135BJ) 5) Forward Faci Executive Double Seat) ng D	-	-	(M) Shall be considered inoperative and placard "DO NOT OCCUPY" if headrest can not be exand secured to the requessenger head position of the considered inoperative and placard "DO NOT OCCUPY" if	tended uired on.			
front of Conference Table) (EMB-135BJ))			Conference Table mec is inoperative and table cannot be secured in the stowed position.)			

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System &	1.	2. Nu		rinstalled	
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25 EQUIPMENT AND					
FURNISHINGS		ļ	ļ		
-22-00 Overhead Storag	ge C	-	-	(M) May be inoperative	;
Bin(s)/Cabin and	l			provided:	
Galley Storage				a) Procedures are	
Compartment/				established to secur	re
Closets				compartment CLOS	
(all except				b) Associated bin or	,
ÈMB-135BJ)				compartment is	
,				prominently placard	~4 DO
				NOT USE,	eu DO
				•	
				c) Any emergency equ	ııpment
				located in affected	
				compartment is con	sidered
				inoperative, and	
				d) Affected bin or	
				compartment is not	
				for storage of any ite	em(s)
				except for those	
				permanently affixed	
				NOTE: If no partitions a	are
				installed, the er	ntire
				overhead stora	ge
				compartment is	
				considered one	bin.
				(Continued)	

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System &	1.	2. N		installed	I		
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Number				4. Remarks and/or exception	าร		
25 EQUIPMENT AND FURNISHINGS							
-22-00 Overhead Storage Bin(s)/Cabin and Galley Storage Compartment/ Closets (all except EMB-135BJ) (Continued)		· -		 (M) May be inoperative provided: a) Procedures are established to secur compartment OPEN affected door(s) is removed, b) Associated bin or compartment is prominently placard NOT USE, c) Affected bin or compartment is not for storage of any ite except for those permanently affixed d) Procedures are estall and used to alert crewmembers and passengers of inope bins, and e) Passenger are brief associated bin or compartment is not NOTE 1: If no partitions installed, the entire overstorage compartment is considered one bin. NOTE 2: Any emergent equipment located in associated compartment (permanently affixed) in available for use. 	re I or ed DO used em(s) . blished rative fed that used. s are erhead s cy nt		
-26-07 Baggage Compartment Partition Door (EMB-135/140/1	C 45)	1	0	Door frame may be day and/or sealing fitness no impaired to any extent provided cargo compar remains empty or only combustible materials a carried and tied down.	nay be tment non		

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System &	1.	2. Nu		installed			
Sequence ITEM Number			3. Nu	umber required for dispatch 4. Remarks and/or exception			
25 EQUIPMENT AND				4. Remarks and/or exception	15		
FURNISHINGS			l i		i		
-26-08 Internal Baggage Access Door (EMB-135BJ)	С	1	0	Door frame may be dar and/or lock may be inoperative to keep doo closed, and/or sealing t may be impaired to any provided cargo compar remains empty or only combustible materials a carried and tied down.	or fitness / extent tment non		
-27-02 Lavatory Bulkhead *** Peephole	D	1	0	May be inoperative pro only view capability is obstructed.			
	С	1	0	peephole must be in pland not broken. (M) May be broken, misor removed provided: a) The baggage comparemains empty or,	ace ssing artment		
07.00 5	_			b) The hole is blocked approved means.	-		
-27-09 Forward Attendant Control Panel Cover	D	1	0	May be inoperative with penalty provided the coremoved.			
-30-01 Galley Waste Receptacles Access Doors/Covers	C	-	-	 (M)(O) May be inoperal provided: a) The container is emand the access is set to prevent waste introduction into the compartment, and b) Procedures are established to ensure sufficient galley was receptacles are avanto accommodate all that may be general a flight. 	pty ecured re that ste ilable waste		

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-	UIPMENT AND					4. Remarks and/or exception	15	
FU	RNISHINGS							
-40-00	Exterior Lavator Door Ashtrays	•	•	4	•			
	Airplanes with only one external lavatory door ashtrays insta	erior	Α	1	0	May be missing or inop for 10 days.	erative	
-50-01	l Cargo Restraint Systems		D	-	-	May be missing or rem provided baggage compartment remains o		
	1) Horizontal Ne	et						
	(all except EMB-135BJ)		С	1	0	May be missing or remprovided alternate or approved means to avocargo shifting are instal NOTE 1: Baggage compartment loaded up 990 kg does not require use of horizontal net. NOTE 2: Baggage	oid lled. o to e the	
	(EMD 405D))	1	0	compartment equipped reinforced liners (airpla Post-Mod. SB 145-25-0 equipped with an equivifactory modification incorporated) does not the use of horizontal networks.	nes 0261 or alent require et.	
	(EMB-135BJ)	D	1	0	May be missing or rem		
***	2) Vertical Net		D	-	0	NOTE: The vertical net attachments are option may be removed or ins by the operator at their discretion.	al and talled	
	3) Door Safety	Net	С	1	0	May be missing or rem provided cargo restrain (horizontal net) is availa and used.	t net	

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Number		J. 140	4. Remarks and/or exception	าร
25 EQUIPMENT AND FURNISHINGS				
-60-02 Passenger Convenience/NEF Item(s)				
1) Passenger Convenience Items	-	0	Passenger convenience items, as expressed in MMEL are those relate passenger convenience comfort or entertainme as, but not limited to: gequipment, movie equipoverhead reading lamp ltems addressed elsew this document shall not included. (M) or (O) procedures, if required be available to the flight and included in the operappropriate document. NOTE: Exterior lavator ash trays are not consisted.	this d to e, nt such alley pment, ment, es. There in t be , must et crew erator's
2) Non-Essential Equipment & Furnishings (NEF)	-	0	passenger convenience items. May be inoperative, da or missing provided that item(s) is deferred in accordance with the operator's NEF deferrator program. The NEF programe outlined in the operator operator operator in the operator operator operator in the operator operato	maged at the I gram, sees rator's (M) and ired, e flight e

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System & ITEM	1.	2. Nu		installed Imber required for dispatch				
Number	"		J. N.	4. Remarks and/or exception	าร			
25 EQUIPMENT AND FURNISHINGS								
-60-04 Life Raft ***	D	-	-	 (O) May be inoperative missing provided a) Extended overwater are not conducted, at the conducted and use alert the crew members inoperative or missing equipment. 	r flights and ed to pers of			
	C	-	-	 (M)(O) Any in excess of required for the intended may be inoperative or infor extended overwater provided: a) Required distribution maintained, b) Inoperative life raft a installed location are placarded inoperative. c) When practical, the inoperative life raft is secured out of sight d) Procedures are established and use alert the crew memblinoperative of missing equipment. 	ed flight missing flights, and its ed to pers of			
-60-05 Flight Deck/ Attendant Flashlight and Holder Assemblies	С	-	-	May be inoperative or r provided affected crewmember has a flas of equivalent character readily available.	shlight			
-60-06 Megaphone	D	-	0	Any in excess of those required by local regular may be inoperative pro a) Inoperative megaph removed from the passenger cabin. b) Required distribution maintained.	vided: ione is			

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Airplane					Revision Nº: 14	Page
	EMB-135, EMB-1	45				25-14
System		1.	2. Nu	ımbeı	installed	
Sequent Number		TEM		3. Nu	mber required for dispatch 4. Remarks and/or exception	16
	JIPMENT AND				4. Remarks and/or exception	15
FUI	RNISHINGS		·	i		
-60-07	Pyrotechnic Signa	al D	-	-	Any in excess of that re	
	Devices				by local regulations ma	y be
					inoperative or missing.	
-60-09	Emergency Medic Equipment	cal				
***	1) Automatic	Α	-	0	(O) May be incomplete	,
	External				missing or inoperative	
	Defibrillator				provided:	
	(AED) and/or				a) AED is resealed in a	
	Associated				manner that will ide	•
	Equipment				as a unit that can no mistaken for a fully	ot be
					serviceable unit, and	4
					b) Repairs or replacem	
					are made within 3 fli	
					cycles.	J
		D	-	-	Any in excess of those	
					required by local regula	
					may be incomplete, mis	ssing
***	2) Emergency	Α		0	or inoperative.	
	Emergency Medical Kit	A	_	U	(O) May be incomplete missing or inoperative	,
	(EMK) and/or				provided:	
	Associated				a) EMK is resealed in a	a
	Equipment				manner that will ide	
					as a unit that can no	ot be
					mistaken for a fully	_
					serviceable unit, and	d
					b) Repairs or replacem	
					are made within 3 fli cycles.	ght
		D	_	_	Any in excess of those	
		_			required by local regula	itions
					may be incomplete, mis	
					or inoperative.	
					(Continued)	
l					(Continued)	

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Sequence Number	ITEM			3. NL	mber required for dispatch 4. Remarks and/or exception	16
25 EQUIPMENT AND FURNISHINGS					4. Remarks and/or exception	13
-60-09 Emergency Me Equipment (Continued) 3) First Aid kit (and/or Associated Equipment			-	-	 (O) If more than one is required by local regular only one of the required aid kits may be incomp missing or inoperative provided: a) FAK is resealed in a manner that will idea as a unit that can not mistaken for a fully serviceable unit, and b) Repairs or replacem 	d first lete, a ntify it ot be d nents
	_				are made within 3 fl cycles.	ight
) -	-	-	Any in excess of those required by local regular may be incomplete, mis or inoperative.	
-60-10 "Fasten Seat B While Seated" Signs or Placar				-	May be illegible or miss provided a legible sign placard is readable fror occupied passenger se	or n each

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	EMB-135, EMB-14	5				25-16
System		1.	2. Nu		installed	
Sequen- Number		M		3. Nu	umber required for dispatch 4. Remarks and/or exception	ne
25 EQ	UIPMENT AND RNISHINGS				4. Remarks and/or exception	
-61-01	Emergency Locator Transmitter (ELT)	•				
***	Survival Type ELTs	D	-	-	Any in excess of that re by local regulations ma inoperative or missing.	
	Fixed ELTs	Α	-	0	(M) May be inoperative provided:	•
					a) System is deactivatb) Repairs are made v90 days.	
		Α	-	0	May be missing provide	ed:
					Placarding "ELT no installed" is placed in of the pilot, and	
					b) Repairs are made w90 days.	vithin
		D	-	-	(M) Any in excess of th required by local regula may be inoperative pro system is deactivated.	ations
		D	-	-	Any in excess of those required by local regula may be missing.	ations
-64-02	Flotation Equipmen (Crew and Passenger)	t D	-	-	Any in excess of that reby local regulations mainoperative or missing.	

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EMB-135, EMB	3-145				26-1
System &	1.	2. Nu		rinstalled	
Sequence	ITEM		3. Nu	mber required for dispatch	
Number 26 FIRE PROTECTION				4. Remarks and/or exception	15
26 FIRE PROTECTION		ļ			
-12-00 APU Fire Detection System		1	0	May be inoperative pro APU is not used.	vided
-14-00 Lavatory Smoke Detection Syste					
1) EMB-135/14 145	0/ C	-	-	(M) For each lavatory, lavatory smoke detection system may be inoperated provided lavatory fire extinguisher system opnormally.	on ative
	С	-	-	(M)(O) For each lavato lavatory smoke detectic system may be inoperated; a) Lavatory waste receis empty, b) Lavatory door is loc closed and placarde "INOPERATIVE - DENTER", and c) Lavatory is not used any purpose. NOTE: These provisos not intended to prohibit lavatory inspections by crewmembers.	eptacle ked, ed O NOT d for
2) EMB-135BJ -15-00 Baggage *** Compartment Smoke Detectio System	C n	-	-		
1) Airplanes equipped wit Class D Baggage Compartmer		1	0	May be inoperative.	
				(Continued)	

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Airplane				Revision Nº: 12	Page
EMB-135, EMB					26-2
System &	1. ITEM	2. Nu		r installed	
Sequence Number	I I EIVI		3. NI	umber required for dispatch 4. Remarks and/or exception	ns
26 FIRE PROTECTION				in remains analor exception	
-15-00 Baggage *** Compartment Smoke Detection System (Continued)	า				
2) Airplanes equipped witl Class C Baggage Compartmen		1	0	May be inoperative procargo compartment relempty.	
	С	1	0	 (M) May be inoperative provided: a) Ventilation system of closed, b) Live animals are not carried in the cargo compartment, and c) Only non-combustify materials are carried NOTE: Does not precludarriage of empty cargo containers, pallets, balletc. 	remains t ble d. ude the
3) Airplanes equipped with Class B Baggage Compartmen		1	0	May be inoperative properties a) Cabin to baggage compartment door in OPEN, and b) Procedures are established and use ensure the cargo compartment remains empty, or is verified contain only empty handling equipment ballast (ballast may loaded in ULDs), are Fly Away Kits. NOTE: Operator MEL define which items are approved for inclusion Fly Away Kits which must be used as ballast.	remains ed to ns to cargo t, be nd/or must in the aterials

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Airplane					Revision Nº: 12	Page	
E	MB-135, EMB-	145				26-3	
System &		1.	2. Nu		installed		
Sequence	I	TEM		3. Nu	mber required for dispatch		
Number					4. Remarks and/or exception	ıs	
26 FIRE F	PROTECTION						
Sr Pr	ompartment moke Detector rotective Bar	В	2	0	 May be damaged provi a) Protection bar that of not contact the smodetector, b) Baggage compartmes smoke detector is classified before each flight, and contact is installed and no loover the net. 	does ke ent hecked ind al net	
	ngine Fire umination Hand	C	2	0	(O) May be inoperative provided associated El fire message, Master Warning lights and Aur warning are checked at operate normally.	CAS al	
(B	1 (2) EXTBTLA 3) INOP Caution essages	В	4	2	(M) One or two messagemay be inoperative profire protection systems B are verified operation once each flight day.	vided A and	
	PU Fire xtinguishing ystem	С	1	0	May be inoperative pro APU is not used.	vided	

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Airplane				Revision Nº: 12	Page
EMB-135, EMB-145					26-4
System &	1.	2. Nu		installed	
Sequence ITEM	l		3. Nu	Imber required for dispatch	
Number 26 FIRE PROTECTION				4. Remarks and/or exception	is
201 IKE FROTECTION		ļ	ļ		
-22-01 APU EXTBTL	С	1	0	(M) May be inoperative	
INOP Caution				provided an alternate	
Message				procedure is performed	
				each flight day to verify	
				the APU extinguishing	bottle
	_	١.		is operational.	
	С	1	0	May be inoperative pro APU is not used.	vided
-23-00 Baggage	С	1	0	(M) May be inoperative	
*** Compartment Fire				provided cargo compar	tment
Extinguisher System				remains empty.	
	С	1	0	(M) May be inoperative	
				provided:	
				a) Ventilation system r	emains
				closed,	
				b) Live animals are no carried in the cargo	L
				compartment, and	
				c) Only non-combustib	le
				materials are carried	
				NOTE: Does not preclu	ide the
				carriage of empty cargo	
				containers, pallets, ball	ast,
				etc.	
-23-01 Portable Fire	D	2	-	Any in excess of those	
Extinguisher				required by local regula	
				may be inoperative or r	nissing
				provided:	
				a) The inoperative fire	اء ما
				extinguisher is tagg	
				the installed location	
				placed out of sight s	
				can not be mistaker	
				functional unit, and	o. u
				b) Required distribution	n is
				maintained.	

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Number				4. Remarks and/or exception	าร
26 FIRE PROTECTION		ļ	ļ		
-25-00 Lavatory Fire	С	-	-	(O) For each lavatory,	the
Extinguisher				lavatory fire extinguished	er
System				system may be inopera	ative
-				provided lavatory smok	ке
				detector system operat	es
				normally.	
	С	-	-	(M)(O) For each lavato	ry, the
				lavatory fire extinguishe	
				system may be inopera	ative
				provided:	
				a) Lavatory waste rece	eptacle
				is empty, and	
				b) Lavatory door is loc	ked,
				closed and placarde	
				"INOPERATIVE - D	O NOT
				ENTER", and	
				c) Lavatory is not used	d for
				any purpose.	
				NOTE: These provisos	are
				not intended to prohibit	•
				lavatory inspections by	
				crewmembers.	
-25-01 Galley Fire	С	1	0		
*** Extinguisher		-			
System					
(EMB-135BJ)					
(=2 :0020)					
L		l	l		

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System &	1.	2. Nu		installed	
Sequence ITEM	Л		3. Nu	mber required for dispatch	
Number 27 FLIGHT CONTROLS				4. Remarks and/or exception	IS
27 FLIGHT CONTROLS		ļ	ļ		
10-01 Aileron Damper	С	2	0	(M) May be inoperative provided:	!
				 a) The affected damped deactivated and, 	er(s) is
				 b) Visual inspection of affected PCA rod er fittings are performe according to the late approved revision o AD 1999-02-01. 	nds and ed est
14-00 Roll Trim Position Indication	С	1	0	(O) May be inoperative provided:	
				Roll trim is verified to centered before each departure, and	
				b) Yaw trim position indication operates normally.	
-15-00 Aileron Disconnection Light	С	1	0	(O) May be inoperative provided a check is ma before each takeoff to that both ailerons are connected.	de
-21-03 Pedal Adjustment Mechanisms	С	2	0	(M)(O) May be inopera provided rudder pedals be adjusted to suit individual pilot requirements and acceptable to the flight crewmember.	can /idual
-24-01 Yaw Trim Position Indication	С	1	0	 (O) May be inoperative provided: a) Yaw trim is verified centered before each departure, and b) Roll trim position incoperates normally. 	to be ch

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Number 27 FLIGHT CONTROLS				4. Remarks and/or exception	IS		
		ļ	ļ				
-35-00 Elevator	С	1	0	(O) May be inoperative			
Disconnection Light				provided a check is ma			
				before each takeoff to	erity/		
				that both elevators are connected.			
26.04.000//05.005500	_	1			لممامان		
-36-01 SPS/ICE SPEEDS	С		0	May be inoperative pro airplane is not operated			
Advisory Message				known or forecast icing			
				conditions.			
	С	1	0	May be inoperative pro	vided		
	Ŭ	l .		AFM abnormal procedu			
				"ADVANCED STALL			
				PROTECTION" is follow	wed.		
-36-03 Stick Shaker	В	2	1	May be inoperative pro	vided		
				the airspeed is monitor	ed to		
				avoid operation in the v	vhite		
				range.			
-40-00 Main Pitch Trim	С	2	1	May be inoperative pro	vided:		
Switches				a) Back Up Pitch Trim			
				Channel is complete	ely		
				operational, and b) Pilot in command m	uet be		
				in the same side of			
				operational switch.	ii iC		
				NOTE: The message F	TRIM		
				CPT SW FAIL or PTRI			
				SW FAIL may be prese			
-40-01 Pitch Trim Position	В	1	0	(O) May be inoperative			
Indication	_	'		provided the stabilizer i	s set		
				by means of markings			
				vertical stabilizer and T			
				Configuration Warning	is		
				checked prior to each			
				departure.			

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Number				4. Remarks and/or exception	ıs
27 FLIGHT CONTROLS					
-53-00 Flap Channels	в	2	1	(M)(O) One channel ma	av be
от тог тог	_		-	inoperative provided:	.,
				a) There are no obstac	les in
				the Takeoff Flight P	
				above Level off Heigh	
				and	g'''',
				b) Motor and brakes of	f failed
				channel are deactive	
				NOTE: Flaps will opera	
				half speed with FLAP L	
				SPEED advisory mess	
				being presented.	uge
-70-00 Gust Lock System				being presented.	
· ·	С	1	_	(M)(O) May be incorre	tivo
1) Mechanical Gust Lock		ı	0	(M)(O) May be inopera	
System				provided system is sec unlocked.	ureu
System					0011500
				NOTE: Appropriate me should be taken to prev	
				damage from gusts wh	
				the ground.	110 011
2) Electro-	С	1	0	(M)(O) May be inopera	tive
Mechanical		'		provided:	uvc
Gust Lock				a) System is deactivate	he
System				unlocked such that	
				pins cannot engage	-
				elevator, and	
				b) GUST LOCK amber	lights
				are masked.	9.110
				NOTE: Appropriate me	asures
				should be taken to prev	
				damage from gusts wh	
				the ground.	
a) GUST LOCK	С	2	1		
Amber Lights					
21 2.3					
				(Continued)	

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Airplane					Revision Nº: 14	Page
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Sequence	ITEM			3. Nu	umber required for dispatch 4. Remarks and/or except	n iono
Number 27 FLIGHT CONTRO) C				4. Remarks and/or except	ions
21 FLIGHT CONTRO	JLO					
-70-00 Gust Lock Sy (Continued)	/stem					
*** 3) Gust Lock Movable S	Stop	С	1	0	(M) May be inoperati provided it is secured immovable in one of	ł
(Airplanes SB 145-2					edges of the crossba	
OD 140-21	,	С	1	0	May be inoperative p	
		C	'	U	has failed immovable of the edges of the c	in one

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System &	1.	2. N		r installed			
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Number		4		4. Remarks and/or exception	าร		
28 FUEL		ļ					
-11-02 Sump Drain Val (EMB-135/140/1		-	-	(M) One may be inope provided:	rative		
				a) There is no evidenc leakage, and	e of		
				b) No water contamina in the other tank is verified before the fi flight of each day.			
(EMB-135BJ) (only for Legacy 600)	С	-	-	(M) One per fuel tank s (WING or FUS 1 or FU may be inoperative pro	JS 2)		
				a) There is no evidenc leakage, and	e of		
				b) No water contamina in the other associa tank is verified befo the first flight of eac day.	ted re h		
(EMB-135BJ) (only for Legacy 650)	С	-	-	(M) One per fuel tank s (WING or FUS 1 or FU VENTRAL) may be inoperative provided: a) There is no evidenc leakage, and	S 2 or		
				b) No water contamina the other associated is verified before the flight of each day.	d tank		
(EMB-145XR)	С	-	-	 (M) One per fuel tank s (WING or VENTRAL) s inoperative provided: a) There is no evidence leakage, and b) No water contamination in the other tanks is verified before the fiflight of each day. 	may be e of		

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB	3-145				28-2		
System &	1.	2. Nu		installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number 28 FUEL				4. Remarks and/or exception	15		
ZO FUEL		ļ			ļ		
-11-05 Fueling Recepta Cap	acle C	1	0	(M) May be inoperative (missing) provided: a) Refueling receptace	e is		
				visually checked for contamination befor each refueling, and			
				 b) No leakage can be detected after refue is completed. 	ling		
-14-00 FUEL TK VENT OPEN Message (EMB-135BJ) (only for Legacy 600))	1	0	(M) May be inoperative provided Aft and Forwa vent valves are secure closed. NOTE: Only wing tanks available to refueling.	ard ed		
(EMB-135BJ) (only for Legacy 650)	В	1	0	(M) May be inoperative provided Ventral, Aft ar Forward vent valve are secured closed. NOTE: Only wing tanks available to refueling.	nd		

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Airplane				Revision Nº: 13	Page	
EMB-135, EMB-	145				28-3	
System &	1.	2. Nu		installed		
	TEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ıs	
28 FUEL						
-21-01 Wing Tank	С	6	4	(M)(O) One pump per t		
Electric Fuel				may be inoperative pro		
Booster Pumps				a) Remaining two pum		
(all except Legac	y			associated indicatio	n	
650)				operate normally,		
				b) If the pumps 1C and	1 2C	
				are inoperative, the		
				message ELEC EM	ERG	
				ABNOŘMAL must b		
				verified to operate		
				normally before dep	arture,	
				c) Affected electric fue	!	
				booster pump is		
				deactivated, and		
				d) AFM limitations rega	arding	
				unusable fuel are	ar unig	
				accounted for.		
(EMB-135BJ)	С	6	4	(M)(O) One pump per t	ank	
only for Legacy	O		-	may be inoperative pro		
650)				a) Remaining two pum	ıps and	
				associated indicatio	n	
				operate normally,		
				b) If the pumps 1C and	d 2C	
				are inoperative, the		
				message ELEC EM	ERG	
				ABNORMAL must b	е	
				verified to operate		
				normally before dep	arture,	
				c) Affected electric fue	ı	
				booster pump is		
				deactivated,		
				d) AFM limitations rega	arding	
				unusable fuel are	J	
				accounted for, and		
				e) For operation with		
				diversion time great	er than	
				60 minutes pumps		
				2B must be operative		

EMB-135, EMB-145 System & Sequence ITEM Number 28 FUEL -21-02 Wing Tank Electric Fuel Booster Pumps Operating Indications -21-03 Forward Auxiliary Tank (EMB-135BJ) -21-03 Forward Auxiliary (EMB-135BJ) -21-03 Forward	MASTER MINIMUM EQUIPMENT LIST							
System & Sequence Number 1. Sequence Number 28 FUEL 3. Number required for dispatch 4. Remarks and/or exceptions 4	•				Revision Nº: 13			
Sequence Number 28 FUEL -21-02 Wing Tank						28-4		
A Remarks and/or exceptions	1 -		2. Nu					
28 FUEL -21-02 Wing Tank		VI		3. NL		19		
-21-02 Wing Tank Electric Fuel Booster Pumps Operating Indications -21-03 Forward Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ) A 4 2 (M)(O) One pump per tank may be inoperative provided: a) No more than 800 kg is maintained in the affected FUS Auxiliary Fuel System (forward plus aft tank), b) Remaining pump and associated indication operate normally, c) Affected electric fuel transfer pump is deactivated, d) Fuel quantity in WING tanks (and remaining FUS tanks, if applicable) is adequate to reach a suitable airport if remaining pump fails at any time, e) Repairs are made within					4. Remarks anaror exception	.0		
Tank Electric Fuel Transfer Pumps (EMB-135BJ) may be inoperative provided: a) No more than 800 kg is maintained in the affected FUS Auxiliary Fuel System (forward plus aft tank), b) Remaining pump and associated indication operate normally, c) Affected electric fuel transfer pump is deactivated, d) Fuel quantity in WING tanks (and remaining FUS tanks, if applicable) is adequate to reach a suitable airport if remaining pump fails at any time, e) Repairs are made within	Electric Fuel Booster Pumps Operating Indications				inoperative provided associated pump is ve operate normally before departure.	rified to e		
(Continued)	Tank Electric Fuel Transfer Pumps	A	4	2	may be inoperative pro a) No more than 800 k maintained in the af FUS Auxiliary Fuel 3 (forward plus aft tan b) Remaining pump ar associated indicatio operate normally, c) Affected electric fue transfer pump is deactivated, d) Fuel quantity in WIN tanks (and remainin tanks, if applicable) adequate to reach a suitable airport if rer pump fails at any tin e) Repairs are made w 1 flight day.	ovided: g is fected System lk), nd n I IG g FUS is maining ne,		

MASTER	MININ	/UM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB-1	145				28-5
System &	1.	2. Nu		installed	•
	TEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	าร
28 FUEL					
-21-03 Forward Auxiliary Tank Electric Fue Transfer Pumps (EMB-135BJ) (Continued)		4	2	(M)(O) Two pumps in a forward tank may be inoperative provided: a) No more than 800 k maintained in the aff FUS Auxiliary Fuel 3 (forward plus aft tank) Any fuel in the affect FUS Auxiliary Fuel 3 is considered unusat reated as ballast furis included in the calculation of Taked weight and C.G. posfor takeoff, and	g is fected System ik), ited System ible, is el, and
	В	4	0	c) Affected electric fue transfer pumps are deactivated.(M)(O) May be inoperated.	
				provided: a) No more than 800 k maintained in the af FUS Auxiliary Fuel Systems (both forware) plus both aft tanks), b) Any fuel in the affect FUS Auxiliary Fuel Systems is consider unusable, is treated ballast fuel, and is in the calculation of Takeoff weight and position for takeoff, c) Affected electric fuel transfer pumps are deactivated.	fected ard sted red as ncluded C.G.
				(Continued)	

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EMB-135, EMB-					28-6		
System &	1.	2. Nu		installed			
Sequence I Number	TEM		3. NL	mber required for dispatch 4. Remarks and/or exception	16		
28 FUEL				4. Nemarks and/or exception	13		
-21-03 Forward Auxiliary	, D	4	0	(M) May be inoperative	Э		
Tank Electric Fue	el			provided:			
Transfer Pumps				a) Forward and Aft Tar	nks of		
(EMB-135BJ)				the affected FUS Au			
(Continued)				Fuel System remain	1		
				empty, and			
				b) Affected electric fue	I		
				ransfer pump is			
				deactivated.			
-21-04 Forward Auxiliary	C	4	0	(M)(O) May be inopera	ative		
Tank Electric				provided:			
Fuel Transfer				a) Associated pump is			
Pumps				verified to operate			
Operating				normally before dep	arture,		
Indications				and			
(EMB-135BJ)				b) EICAS messages			
				FUEL XFER INOP 8			
				FUSELAGE FUEL I	MB are		
				verified to operate			
	_			normally.			
	D	4	0	(M) May be inoperative			
				provided Forward and Tanks of the affected F			
				Auxiliary Fuel System empty.	remain		
				empty.			
			<u> </u>				

Revision N°: 13 Page 28-7	MASTER MINIMUM EQUIPMENT LIST						
System & 1. 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 28 FUEL -21-05 Aft Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ) 2 1 (M)(O) One Pump in one aft tank may be inoperative provided: a) Affected FUS Auxiliary Fuel System is not used, b) No more than 800 kg is maintained in the affected FUS Auxiliary Fuel System (forward plus aft tank), c) Any fuel in the affected FUS Auxiliary Fuel System is considered unusable, is treated as ballast fuel, and is included in the calculation of Takeoff weight and C.G. position for takeoff, and d) Affected electric fuel transfer pump is	Airplane				Revision Nº: 13	Page	
System & Sequence Number 28 FUEL -21-05 Aft Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ) B 2 1 (M)(O) One Pump in one aft tank may be inoperative provided: a) Affected FUS Auxiliary Fuel System is not used, b) No more than 800 kg is maintained in the affected FUS Auxiliary Fuel System (forward plus aft tank), c) Any fuel in the affected FUS Auxiliary Fuel System is considered unusable, is treated as ballast fuel, and is included in the calculation of Takeoff weight and C.G. position for takeoff, and d) Affected electric fuel transfer pump is	EMB-135, EMB	-145				28-7	
Sequence Number 28 FUEL -21-05 Aft Auxiliary B Tank Electric Fuel Transfer Pumps (EMB-135BJ) B Affected FUS Auxiliary Fuel System is not used, b) No more than 800 kg is maintained in the affected FUS Auxiliary Fus Auxiliary Fus Auxiliary Fus System (forward plus aft tank), c) Any fuel in the affected FUS Auxiliary Fuel System is considered unusable, is treated as ballast fuel, and is included in the calculation of Takeoff weight and C.G. position for takeoff, and d) Affected electric fuel transfer pump is			2. Nu	ımber	installed	I	
A. Remarks and/or exceptions A. Remarks and/or exceptions -21-05 Aft Auxiliary	_	ITEM					
-21-05 Aft Auxiliary Tank Electric Fuel Transfer Pumps (EMB-135BJ) 2 1 (M)(O) One Pump in one aft tank may be inoperative provided: a) Affected FUS Auxiliary Fuel System is not used, b) No more than 800 kg is maintained in the affected FUS Auxiliary Fuel System (forward plus aft tank), c) Any fuel in the affected FUS Auxiliary Fuel System is considered unusable, is treated as ballast fuel, and is included in the calculation of Takeoff weight and C.G. position for takeoff, and d) Affected electric fuel transfer pump is	Number					าร	
Tank Electric Fuel Transfer Pumps (EMB-135BJ) tank may be inoperative provided: a) Affected FUS Auxiliary Fuel System is not used, b) No more than 800 kg is maintained in the affected FUS Auxiliary Fuel System (forward plus aft tank), c) Any fuel in the affected FUS Auxiliary Fuel System is considered unusable, is treated as ballast fuel, and is included in the calculation of Takeoff weight and C.G. position for takeoff, and d) Affected electric fuel transfer pump is	28 FUEL				-		
(Continued)	-21-05 Aft Auxiliary Tank Electric Fu Transfer Pumps	el	2	1	tank may be inoperative provided: a) Affected FUS Auxilians Fuel System is not used to b) No more than 800 kern maintained in the affect of FUS Auxiliary Fuel stream for the fusion of FUS Auxiliary Fuel stream for the calculation of Takeon weight and C.G. post for takeoff, and d) Affected electric fuel transfer pump is deactivated.	ary used, used, used, used, system uk), used System uble, is el, and off sition	

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB-145					28-8		
System &	1.	2. Nu		installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	ıs		
28 FUEL			ļ				
-21-05 Aft Auxiliary Tank Electric Fu	B el	2	0	(M)(O) May be inopera provided:	ative		
Transfer Pumps				a) Affected FUS Auxilia	arv		
(EMB-135BJ) (Continued)				Fuel Systems are no used,			
				b) No more than 800 k maintained in the af FUS Auxiliary Fuel Systems (both forwa plus both aft tanks),	fected ard		
				c) Any fuel in the affect FUS Auxiliary Fuel Systems is consider unusable, is treated ballast fuel, and is in the calculation of Takeoff weight and position for takeoff, d) Affected electric fue transfer pumps are deactivated.	red as ncluded C.G. and		
	D	2	0	(M) May be inoperative provided:			
				 a) Forward and Aft Tai the affected FUS Au Fuel System remain empty, and b) Affected electric fue transfer pump is deactivated. 	uxiliary 1		

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Airplane				Revision Nº: 13	Page		
EMB-135, EMB-145					28-9		
System &	1.	2. Nu		installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	ıs		
28 FUEL		ļ			ļ		
-21-06 Aft Auxiliary	С	2	0	(M)(O) May be inopera	ative		
Tank Electric				provided:			
Fuel Transfer				a) Associated pump is			
Pumps				verified to operate			
Operating				normally before dep	arture		
Indications				and	J. 15.1 5,		
(EMB-135BJ)				b) EICAS messages			
,				FUEL XFER INOP a	and		
				FUSELAGE FUEL I			
				verified to operate	IVID aic		
				normally.			
	D	2	0	•	_		
	D	2	U	(M) May be inoperative provided Forward and			
				Tanks of the affected F			
				Auxiliary Fuel System			
				empty.	remain		
04.07.46.4	^	_					
-21-07 Aft Auxiliary Tank Pressurize	A	2	0	(O) May be inoperative	2		
Fuel Transfer	J			provided:			
System				a) No more than 800 k			
(EMB-135BJ)				maintained in the af			
(LIVID 100D0)				FUS Auxiliary Fuel S (forward plus aft tan			
				•	, .		
				b) Aft Auxiliary Tank E			
				Fuel Transfer Pump associated indicatio			
					[]		
				operate normally,			
				c) Flight is conducted i	in an		
				unpressurized			
				configuration,			
				at or below FL 100,	.		
				d) Fuel quantity in WIN			
				tanks (and remainin			
				tanks, if applicable)			
				adequate to reach a			
				suitable airport if tra			
				pump fails at any tin			
				e) Repairs are made w	/ithin		
				1 flight day.			
		<u> </u>		(Continued)			

Airplane EMB-135, EMB-145 System & 1. 2. Number installed Sequence ITEM 3. Number required for dispatch Number 4. Remarks and/or exceptio 28 FUEL -21-07 Aft Auxiliary Tank Pressurized Tank Pressurized MASTER MINIMUM EQUIPMENT LIST Revision Nº: 13 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptio	Page 28-10
System & 1. Sequence ITEM Sequence ITEM Number	
Sequence ITEM	ns
A. Remarks and/or exception 28 FUEL -21-07 Aft Auxiliary B 2 1 (M)(O) Pressurized transport 2 2 3 3 3 3 3 3 3 3	ns
28 FUEL -21-07 Aft Auxiliary B 2 1 (M)(O) Pressurized transport to the system in one aft tank	ns
-21-07 Aft Auxiliary B 2 1 (M)(O) Pressurized transfer in one aft tank	
Tank Pressurized system in one aft tank	
Fuel Transfer System (EMB-135BJ) (Continued) be inoperative provide a) Affected FUS Auxi Fuel System is not b) Flight is conducted unpressurized configuration, at or below FL 100 c) No more than 800 maintained in the a FUS Auxiliary Fuel System (forward p tank), and d) Any fuel in the affe FUS Auxiliary Fuel System is consided unusable, is treate ballast fuel, and is included in the cale of Takeoff weight a C.G. position for ta	may ed: liary used, in an kg is affected lus aft cted red d as culation and

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13 Pa		
EMB-135, EMB-1	45				28-11	
System &	1.	2. Nu	ımbeı	installed		
	TEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	าร	
28 FUEL						
-21-07 Aft Auxiliary Tank Pressurized Fuel Transfer System (EMB-135BJ) (Continued)	B	2	0	 (M)(O) May be inoperated provided: a) Affected FUS Auxil Fuel Systems are rused, b) Flight is conducted unpressurized configuration, at or below FL 100. c) No more than 800 I maintained in the a FUS Auxiliary Fuel Systems (both forwing plus both aft tanks) d) Any fuel in the affer FUS Auxiliary Fuel Systems is consider unusable, is treated ballast fuel, and is included in the calcof Takeoff weight a C.G. position for tal (M)(O) May be inoperated provided: a) Forward and Aft Tatthe affected FUS A Fuel System remainempty, and b) Flight is conducted unpressurized configuration, at or below FL 100. 	iary not in an kg is ffected vard , and cted ered d as culation nd keoff. ative anks of uxiliary n in an	

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EME	3-145				28-12		
System &	1.	2. Nu		installed			
Sequence Number	ITEM		3. Nu	mber required for dispatch 4. Remarks and/or exception			
28 FUEL				4. Remarks and/or exception	15		
		ļ					
-21-08 Aft Auxiliary Tank Pressurize Fuel Transfer	C ed	2	0	(M)(O) May be inoperately provided:			
System Operati Indications	ng			 a) Associated aft vent shutoff valve opera normally, 			
(EMB-135BJ)				 b) Both Air Conditionii Packs operate norr and 			
				 c) EICAS messages FUEL XFER INOP FUSELAGE FUEL are verified to operations. 	IMB		
	D	2	0	(M) May be inoperative provided Forward and Tanks of the affected Fauxiliary Fuel System empty.	Aft FUS		
-21-09 Forward Auxilia Tank Fuel Trans		2	0	(O) May be inoperative provided:	Э		
Operating Indications (EMB-135BJ)				 a) Associated Forward Auxiliary Tank fuel quantity indicator of normally, 			
				 b) Associated Fuel Transparent b) System operates normally, and c) EICAS messages FUEL XFER INOP FUSELAGE FUEL are verified to operanormally. 	and IMB		
	D	2	0	(M) May be inoperative provided Forward and Tanks of the affected Fauxiliary Fuel System empty.	Aft FUS		

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Airplane				Revision Nº: 13	Page	
EMB-135, EMB	-145				28-13	
System &	1.	2. Nu		installed		
Sequence	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ıs	
28 FUEL						
-21-10 Aft Auxiliary Tar Fuel Transfer System Operatii		2	0	(O) May be inoperative provided:a) Associated Aft Aux		
Indications (EMB-135BJ)	19			Tank fuel quantity indicator operates normally, and	illal y	
				b) Associated Fuel Tra System operates normally,		
				 c) EICAS messages F XFER INOP and FUSELAGE FUEL are verified to operanormally. 	IMB	
	D	2	0	(M) May be inoperative provided Forward and Tanks of the affected Fauxiliary Fuel System empty.	Aft FUS	
-21-11 Ventral Tank Electric Fuel	Α	2	1	(M)(O) One may be inoperative provided:		
Transfer Pumps (EMB-145XR)				 a) No more than 800 I maintained in the a tank, 		
				 b) Remaining pump a associated indication operate normally, 		
				c) Affected electric fue transfer pump is deactivated,	el	
				 d) Fuel quantity in win tanks is adequate to a suitable airport if remaining ventral p fails at any time, e) Repairs are made to a failed the day. 	o reach ump	
				1 flight day. (Continued)		

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EMB-135, EME	3-145				28-14	
System &	1.	2. N		rinstalled		
Sequence	ITEM		3. Nu	umber required for dispatch		
Number 28 FUEL				4. Remarks and/or exception	is	
ZO FUEL		ļ				
-21-11 Ventral Tank	С	2	0	(M) May be inoperative		
Electric Fuel				provided ventral tank r		
Transfer Pumps	;			empty and electric fue	l	
(EMB-145XR)				transfer pumps are		
(Continued)				deactivated.		
	D	2	0	(M) May be inoperative		
				provided airplane fuel		
				is configured to LR mo	de.	
(EMB-135BJ)	Α	2	1	(M)(O) One may be		
(only for Legacy	'			inoperative provided:		
650)				a) No more than 800 l		
				maintained in the a	ffected	
				tank,		
				b) Remaining pump a		
				associated indication	on	
				operate normally,		
				c) Affected electric fue	2 1	
				transfer pump is deactivated,		
				d) Fuel quantity in win	ıa	
				tanks is adequate t		
				a suitable airport if		
				remaining ventral p	ump	
				fails at any time, ar	nd .	
				e) Repairs are made	within	
				1 flight day.		
	С	2	0	(M) May be inoperative	Э	
				provided ventral tank r		
				empty and electric fue		
				transfer pumps are		
				deactivated.		
-21-12 Ventral Tank	С	2	1	(O) May be inoperative	Э	
Electric Fuel				provided:		
Transfer Pumps	;			a) Both pumps operat	е	
Operating				normally,		
Indications (EMB-145XR)				b) One pump indication		
(EIVID-143AR)				operates normally, c) EICAS messages	allu	
				FUEL XFER INOP	is	
				verified to operate	13	
				normally.		
				(Continued)		
<u> </u>		l	<u> </u>	(Continued)		

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Airplane					Revision Nº: 13	Page
EMB-135, EMB	-145					28-15
System &		1.	2. Nu		installed	
Sequence Number	ITEM			3. Nu	mber required for dispatch 4. Remarks and/or exception	
28 FUEL					4. Remarks and/or exception	15
		ļ				
-21-12 Ventral Tank Electric Fuel Transfer Pumps Operating Indications (EMB-145XR) (Continued)	(C	2	0	(M) May be inoperative provided ventral tank rempty and electric fue transfer pumps are deactivated.	emains
	Γ	O	2	0	(M) May be inoperative provided airplane fuel is configured to LR mo	system
(EMB-135BJ) (only for Legacy 650)	(C	2	1	 (O) May be inoperative provided: a) Both pumps operation normally, b) One pump indication operates normally, c) EICAS message Flux NTR INOP is to operate normally. 	e on and JEL verified
	(С	2	0	(M) May be inoperative provided ventral tank rempty.	Э
-22-01 APU FUEL Shut Valve	off (C	1	0	(M)(O) May be inopera provided: a) APU is considered inoperative, and b) Valve is secured class	

	MASTER MINIMUM EQUIPMENT LIST							
Airplane					Revision Nº: 13	Page		
EM	B-135, EMB-145					28-16		
System &		1.	2. Nu		installed			
Sequence	ITEM			3. Nu	mber required for dispatch			
Number					4. Remarks and/or exception	ıs		
28 FUEL								
	ssure Defueling/ ueling System	С	1	0	(M)(O) May be inopera provided: a) Airplane is defueled			
					refueled by gravity,			
					 b) If an overfilling con- occurs, it must be corrected before departure, and 	dition		
					 c) There is no fuel lea at refueling/defuelir adapter. NOTE: Does not precl 	ng		
					ventral or auxiliary tanderefueling by fuel transf procedures on the gro	ks er		
Valv	B-135/140/145/	С	1	0	(M) May be inoperative provided valve is secu closed.			
(EM	B-145XR)	С	2	0	(M) May be inoperative provided both valve ar secured closed.			
	cator	С	1	0	(M)(O) May be inopera provided:	ative		
(Ref	fueling Panel)				a) Airplane is refueled gravity, andb) Pilot or copilot mon	•		
					the refueling from the cockpit.			
					NOTE: Does not precl	ude the		
					ventral or auxiliary tan			
					refueling by fuel transf			
					procedures on the gro	und.		
			l					

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Airplane				Revision Nº: 13	Page	
EMB-135, EMB-14	15				28-17	
System &	1.	2. Nu		installed		
	EM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ıs	
28 FUEL						
-40-00 Wing Tank Fuel	В	4	2	(O) Indications for one	tank	
Quantity Indication	s			may be inoperative pro		
(EICAS and MFD)				a) Fuel quantity in ass		
ÈMB-135/140/145	5)			tank is verified by a		
`	,			alternate means, an		
				b) Both fuel flow indica		
				and fuel used indica		
				are available, and a		
				monitored througho		
				flight.		
(EMB-135BJ)	В	4	2	(M)(O) Indications for	one	
(only for Legacy		"	_	tank may be inoperative		
600)				provided:		
				a) Fuel quantity in ass	ociated	
				wing tank is verified		
				alternate means,	by an	
				b) Both fuel flow indica	tions	
				and fuel used indica		
				are available, and a		
				monitored througho		
				flight, and		
				c) Forward and Aft Tai	nks of	
				both FUS 1 and FU		
				Auxiliary Fuel Syste	ms	
				remain empty.		
				. ,		
				(Continued)		
				(Continued)		

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Airplane					Revision Nº: 13	Page
	EMB-135, EMB-14	1 5				28-18
System 8		1.	2. Nu		installed	
Sequence Number	ce ITI	EM		3. Nu	umber required for dispatch 4. Remarks and/or exception	16
28 FUE	:I				4. Remarks and/or exception	15
-40-00	Wing Tank Fuel Quantity Indication (EICAS and MFD) (Continued)	S				
	(EMB-135BJ) (only for Legacy 650)	В	4	2	 (M)(O) Indications for of tank may be inoperative provided: a) Fuel quantity in asseming tank is verified alternate means, b) Both fuel flow indicate and fuel used indicate are available, and a monitored throughout flight, and c) Ventral tank and Forand Aft Tanks of both 1 and FUS 2 Auxiliates Systems remain em 	ecciated by an ations ations re ut rward th FUS ry Fuel
	(EMB-145XR)	В	4	2	(M)(O) Indications for of tank may be inoperative provided: a) Fuel quantity in associated wing tank is verified alternate means, and b) Both fuel flow indicated and fuel used indicated are available, and a monitored throughout flight.	one ve ociated by an d ations ations re
	Forward Auxiliary Tank Fuel Quantity Indications (EICAS and MFD) (EMB-135BJ)	В,	4	0	(M) May be inoperative provided Forward and Tanks of the affected FAuxiliary Fuel System empty.	Aft -US

MASTER I	JIPMENT LIST				
Airplane				Revision Nº: 13	Page
EMB-135, EMB-14	5				28-19
System &	1.	2. Nu		installed	
Sequence ITE	ΞM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	ıs
28 FUEL					
-40-02 Aft Auxiliary Tank Fuel Quantity Indications (EICAS and MFD) (EMB-135BJ)	В	4	0	(M) May be inoperative provided Forward and Tanks of the affected I Auxiliary Fuel System empty.	Aft -US
-40-03 Ventral Tank Fuel Quantity Indications	B s	2	0	(M)(O) May be inopera provided:	ative
(EICAS and MFD) (EMB-145XR)				a) Ventral Tank Electri Transfer pumps and associated indicatio operate normally,	d l
				b) Ventral Tank Fuel T system (AUTO and operate normally, a	OVRD)
				c) Fuel transfer is mon through EICAS and MFD Fuel Page dur flight.	/or
	С	2	0	(M) May be inoperative provided ventral tank rempty and electric fue transfer pumps are deactivated.	emains
	D	2	0	(M) May be inoperative provided airplane fuel is configured to LR mo	system
				(Continued)	

MASTER	MININ	/UM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB-1	45				28-20
System &	1.	2. Nu		installed	
Sequence IT Number	ГЕМ		3. NU	mber required for dispatch 4. Remarks and/or exception	ns
28 FUEL					
-40-03 Ventral Tank Fuel Quantity Indication (EICAS and MFD) (Continued)	ns				
(EMB-135BJ) (only for Legacy 650)	В	2	0	 (M)(O) May be inoperated provided: a) Ventral Tank Electromannesser pumps and associated indication operate normally, b) Ventral tank transfer system is operative selected on fuel transfer switch, and c) Fuel transfer is more through EICAS and MFD Fuel Page during flight. 	ic Fuel d on er when nsfer nitored
	С	2	0	(M) May be inoperative provided ventral tank to empty and electric fued transfer pumps are deactivated.	remains
-41-01 Ventral Tank FCU (EMB-145XR)	С	1	0	(M) May be inoperative provided ventral tank to empty and electric fued transfer pumps are deactivated.	remains
	D	1	0	(M) May be inoperativ provided airplane fuel is configured to LR mo	system

MASTER I	MININ	ИUM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB-14	5				28-21
System &	1.	2. Nu		installed	
Sequence ITE	ΞM		3. Nu	mber required for dispatch	
Number 28 FUEL				4. Remarks and/or exception	IS
26 FUEL					
-42-01 Direct Quantity	С	-	0	(O) May be inoperative	•
Measuring Sticks				provided fuel quantity i	
				determined by other m	eans.
-43-00 Fuel Tank	С	1	0	May be inoperative pro	ovided
Temperature				Total Air Temperature	(TAT)
System				is used as an indication	n of
				fuel temperature and is	S
				limited to -40°C.	
-44-00 FUEL 1 (or 2) LO	В	2	0	(O) May be inoperative	•
LEVEL Messages				provided fuel quantity	
				indication is available a	and is
				monitored throughout	the
				flight.	
-45-01 E1 (or E2) FUEL L0	ОВ	2	0	(O) May be inoperative	•
PRESS Messages				provided:	
				a) Associated fuel pur	np
				automatic function	
				operates normally a	nd,
				b) All fuel pumps opera	ate
				normally.	
-45-02 APU Fuel Low	С	1	0	(O) May be inoperative	
Press Switch				provided APU is consider	dered
	_			inoperative.	
	С	1	0	May be inoperative pro	
				engine 2 fuel low press	sure
				indication is operating	
				normally and is used a	
				indication of APU fuel	low
				pressure.	

System & 1. Sequence ITEM Number 28 FUEL -45-03 FUEL 1 (2) XFER System & 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 20 (M)(O) May be inoperative	MASTER MINIMUM EQUIPMENT LIST						
System & 1. Sequence ITEM Number 28 FUEL -45-03 FUEL 1 (2) XFER System & 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 20 (M)(O) May be inoperative					Page		
Sequence Number 28 FUEL -45-03 FUEL 1 (2) XFER B 2 0 (M)(O) May be inoperative	EMB-135, EMB-	145			28-22		
Number 4. Remarks and/or exceptions 28 FUEL -45-03 FUEL 1 (2) XFER B 2 0 (M)(O) May be inoperative							
28 FUEL -45-03 FUEL 1 (2) XFER B 2 0 (M)(O) May be inoperative	Sequence	ITEM	3.				
-45-03 FUEL 1 (2) XFER B 2 0 (M)(O) May be inoperative				4. Remarks and/or exception	ons		
	28 FUEL						
(EMB-135BJ) a) Affected FUS Auxiliary Fuel Systems are verified to operate normally, b) EICAS message CHECK ACFT LOAD or FUEL XFER CRITICAL is verified to operate normally, and c) Fuel transfer is monitored through EICAS and/or MFD Fuel Page during the flight. D 2 0 (M) May be inoperative provided Forward and Aft Tanks of both FUS Auxiliary Fuel System remain empty.	-45-03 FUEL 1 (2) XFEF INOP Messages			(M)(O) May be inope provided: a) Affected FUS Auxi Fuel Systems are to operate normally b) EICAS message CACFT LOAD or FUXFER CRITICAL is to operate normally c) Fuel transfer is monthrough EICAS and MFD Fuel Page duthe flight. (M) May be inoperating provided Forward and Tanks of both FUS A	rative liary verified /, HECK EL s verified /, and nitored d/or liring /e d Aft uxiliary		

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13	Page	
EMB-135, EMB	-145				28-23	
System &	1.	2. Nu		installed		
Sequence	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ıs	
28 FUEL						
-45-04 Aft Auxiliary Tan	k B	2	1	(O) One valve may be		
Relief Valve				inoperative, in case it h	nas	
(EMB-135BJ)				failed at closed position	n, and	
,				both FUS Auxiliary Fue		
				Systems may be used		
				provided, while transfe	rring	
				fuel from the affected F	-US	
				Auxiliary Fuel System:		
				a) Flight is conducted a	at or	
				below FL 250, and		
				b) Airspeed is maintain or below 300 KIAS.	ned at	
	В	2	1		bo	
	Ь		ı	(M)(O) One valve may inoperative, in case it h		
				failed at open position,		
				both FUS Auxiliary Fue		
				Systems may be used	J.	
				provided, while transfe	rrina	
				fuel from the affected F	_	
				Auxiliary Fuel System:		
				a) Valve is secured clo		
				b) Flight is conducted a below FL 250, and	at or	
				c) Airspeed is maintain or below 300 KIAS.	ned at	
	В	2	1	(M) One valve may be		
				inoperative, failed at a	ny l	
				position, and one FUS	,	
				Auxiliary Fuel Systems	may	
				be used provided Forw		
				and Aft Tanks of the at		
				FUS Auxiliary Fuel Sys	stem	
				remain empty.		
				(Continued)		
				(Continued)		

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13	Page	
EMB-135, EMB	3-145				28-24	
System &	1.	2. Nu		installed		
Sequence	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ns	
28 FUEL						
-45-04 Aft Auxiliary Tar	nk B	2	0	(O) Both valves may b	е	
Relief Valve				inoperative, in case the		
(EMB-135BJ)				have failed at closed p		
(Continued)				and both FUS Auxilian		
,				Systems may be used		
				provided:		
				a) Flight is conducted a	at or	
				below FL 250, and		
				b) Airspeed is maintair	ned at	
				or below 300 KIAS.	lou ut	
	В	2	0	(M)(O) Both valves ma	w bo	
	Ь	_	U	inoperative, in case the	-	
				have failed at open po		
				and both FUS Auxiliar		
				Systems may be used	y i uci	
				provided:		
				a) Valves are secured	closed	
				b) Flight is conducted		
				below FL 250, and	at Oi	
				c) Airspeed is maintair	and at	
				or below 300 KIAS.	ieu at	
	D	2	0	(M) Both valves may b	.	
	D		U	inoperative, failed at a		
				position, provided For		
				and Aft Tanks of both		
				Auxiliary Fuel Systems		
				remain empty.	´	
				Tomain ompty.		

MASTER MINIMUM EQUIPMENT LIST					
Airplane				Revision Nº: 13	Page
EMB-135, EMB-14	1 5				28-25
System &	1.	2. Nu		installed	
•	EM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	ıs
28 FUEL					
-45-05 FUSELAGE FUEL	В	1	0	(M)(O) May be inopera	ative
IMB Message	_	-		provided:	
(EMB-135BJ)				a) Only one FUS Auxil	iarv
(===,				Fuel Systems is use	-
				-	
				b) No more than 540 k	
				carried in the operat	
				FUS Auxiliary Fuel S	
				(forward plus aft tan	,
				c) Forward and aft tan	
				the inoperative FUS	
				Auxiliary Fuel Syste	2111
	_			remain empty.	
	В	1	0	(M)(O) May be inopera	
				and both FUS Auxiliar	
				Systems may be used	
				provided no more than	
				680 kg is carried in both	
				Auxiliary Fuel Systems	
				(forward plus aft tanks).
				(O H 1)	
				(Continued)	

EMB-135, EMB-145 System & Sequence ITEM Number 3. Number required for dispatch -45-05 FUSELAGE FUEL IMB Message (EMB-135BJ) (Continued) 1 0 (M)(O) May be inoperative provided: a) Only one FUS Auxiliary Fuel Systems is used, b) Forward and aft tanks of the inoperative FUS Auxiliary Fuel System remain empty, c) No more than 1460 kg is carried in the operative FUS Auxiliary Fuel System (forward plus aft tank), d) DELTA CORRECTION function (Automatic Balance Correction) is verified to operate normally, e) Selected FUS Auxiliary Fuel System is verified to operate normally, f) EICAS message FUEL XFER INOP is verified to operate normally, and g) Fuel transfer and fuselage fuel balance is monitored through EICAS and/or MFD Fuel Page.	MASTE	R MINI	MUM	EQL	JIPMENT LIST	
System & 1. Sequence Number 1. 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 4. Remarks and/or exceptions 5. Number required for dispatch 4. Remarks and/or exceptions 5. Number required for dispatch 5. Number requir				-	ł	Page
System & ITEM Number 1. 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 28 FUEL -45-05 FUSELAGE FUEL B IMB Message (EMB-135BJ) (Continued)	EMB-135, EME	8-145				28-26
A. Remarks and/or exceptions -45-05 FUSELAGE FUEL B IMB Message (EMB-135BJ) (Continued) -45-05 FUSELAGE FUEL B IMB Message (EMB-135BJ) (Continued)			2. N	umbei	rinstalled	l .
28 FUEL -45-05 FUSELAGE FUEL B IMB Message (EMB-135BJ) (Continued) (Continued) 1 0 (M)(O) May be inoperative provided: a) Only one FUS Auxiliary Fuel Systems is used, b) Forward and aft tanks of the inoperative FUS Auxiliary Fuel System remain empty, c) No more than 1460 kg is carried in the operative FUS Auxiliary Fuel System (forward plus aft tank), d) DELTA CORRECTION function (Automatic Balance Correction) is verified to operate normally, e) Selected FUS Auxiliary Fuel System is verified to operate normally, f) EICAS message FUEL XFER INOP is verified to operate normally, and g) Fuel transfer and fuselage fuel balance is monitored through EICAS and/or	Sequence	ITEM		3. Nu	umber required for dispatch	
-45-05 FUSELAGE FUEL B IMB Message (EMB-135BJ) (Continued) (Continued					4. Remarks and/or exception	าร
IMB Message (EMB-135BJ) (Continued) a) Only one FUS Auxiliary Fuel Systems is used, b) Forward and aft tanks of the inoperative FUS Auxiliary Fuel System remain empty, c) No more than 1460 kg is carried in the operative FUS Auxiliary Fuel System (forward plus aft tank), d) DELTA CORRECTION function (Automatic Balance Correction) is verified to operate normally, e) Selected FUS Auxiliary Fuel System is verified to operate normally, f) EICAS message FUEL XFER INOP is verified to operate normally, and g) Fuel transfer and fuselage fuel balance is monitored through EICAS and/or	28 FUEL					
	-45-05 FUSELAGE FU IMB Message (EMB-135BJ)	EL B	1	0	provided: a) Only one FUS Auxil Fuel Systems is use b) Forward and aft tan the inoperative FUS Auxiliary Fuel Syste remain empty, c) No more than 1460 carried in the operar FUS Auxiliary Fuel (forward plus aft tand) DELTA CORRECTI function (Automatic Balance Correction) verified to operate normally, e) Selected FUS Auxil Fuel System is verif operate normally, f) EICAS message FUX XFER INOP is verification operate normally, and g) Fuel transfer and fur fuel balance is mon through EICAS and	iary ed, ks of the m kg is tive System ak), ON is iary ied to nd selage itored

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13	Page	
EMB-135, EMB-145					28-27	
System &	1.	2. Nu		installed		
Sequence ITEM	l		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ıs	
28 FUEL						
-45-05 FUSELAGE FUEL IMB Message (EMB-135BJ) (Continued)	D	1	0	(M)(O) May be inoperativith both FUS Auxiliars system used provided: a) No more than 1460 carried in both FUS Auxiliary Fuel Syste (forward plus aft tant) DELTA CORRECTI function (Automatic Balance Correction) verified to operate normally, c) Both FUS Auxiliary Systems are verified operate normally, d) EICAS message FUXFER INOP is verificoperate normally, and e) Fuel transfer and furfuel balance is monithrough EICAS and, MFD Fuel Page. (M) May be inoperative provided Forward and Tanks of both FUS Auxiliary Systems are verificoperate normally, and EICAS and, MFD Fuel Page.	y Fuel kg is ms ks), ON is Fuel d to JEL ed to nd selage stored for e Aft xiliary	

Airplane EMB-135, EMB-145 System & Sequence ITEM Number 28 FUEL -45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy 600)	1. D		ımber	Revision N°: 13 installed mber required for dispatch 4. Remarks and/or exception	Page 28-28
System & Sequence ITEM Number 28 FUEL -45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy				mber required for dispatch	28-28
Sequence Number 28 FUEL -45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy				mber required for dispatch	
Aumber 28 FUEL -45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy	D	1	3. Nu		
28 FUEL -45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy	D	1		4 Remarks and/or exception	_
-45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy	D	1		ii rtomanto anazor oxeopaen	S
LOAD Message (EMB-135BJ) (only for Legacy	D	1			
			0	(M) May be inoperative provided Forward and Tanks of both FUS Aux Fuel System remain er	Aft kiliary
	В	1	0	(M)(O) May be inopera provided:	tive
				a) Both FUS Auxiliary F Systems are not use b) No more than 800 kg maintained in both F Auxiliary Fuel System (forward plus aft tank and c) Any fuel in both FUS Auxiliary Fuel System considered unusable treated as ballast fuel is included in the calculation of Takeoweight and C.G. post for takeoff.	ed, g is TUS ms ks), ms is e, is el, and

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB	-145				28-29		
System &	1.	2. Nu		· installed			
Sequence	ITEM		3. Nu	imber required for dispatch			
Number				4. Remarks and/or exception	ıs		
28 FUEL		<u> </u>	<u> </u>				
-45-06 CHECK ACFT LOAD Message (EMB-135BJ) (only for Legacy 600) (Continued)		1	0	(M)(O) May be inopera provided: a) Both FUS Auxiliary Systems are not use b) No more than 800 k maintained in one F Auxiliary Fuel Syste (forward plus aft tante other FUS Auxil Fuel System remainempty, and d) Any fuel in the FUS Auxiliary Fuel System considered unusabl treated as ballast fuis included in the calculation of Taked weight and C.G. posfor takeoff.	Fuel ed, g is US m ik), nks of iary i e, is el, and		

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 13	Page		
EMB-135, EMB-	-145				28-30		
System &	1.	2. N		rinstalled			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
28 FUEL							
-45-07 Aft Auxiliary Tan	k B	2	1	(M)(O) One may be	İ		
Transfer Isolation		_		inoperative and one F	us		
Valve	•			Auxiliary Fuel System			
(EMB-135BJ)				used provided Forward			
(2.1.2 10020)				Aft Tanks of the affect			
				Auxiliary Fuel System			
				empty.	Tomain		
	В	2	1	(M)(O) One may be			
	Ь	_	'	inoperative provided:			
				a) Affected FUS Auxili	on/		
				Fuel System is not			
				•			
				b) No more than 800 k			
				maintained in the at			
				FUS Auxiliary Fuel			
				(forward plus aft tar	-		
				c) Any fuel in the affect			
				FUS Auxiliary Fuel			
				is considered unusa			
				treated as ballast fu	el, and		
				is included in the			
				calculation of Taked			
				weight and C.G. po	sition		
				for takeoff, and	.		
				d) Valve is secured clo	osed.		
				(Continued)			

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13	Page	
EMB-135, EMB	-145				28-31	
System &	1.	2. Nu		installed		
Sequence	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	าร	
28 FUEL						
-45-07 Aft Auxiliary Tan Transfer Isolatio Valve (EMB-135BJ) (Continued)		2	0	(M)(O) May be inoperated provided: a) No more than 800 k maintained in both F Auxiliary Fuel Syste (forward plus aft tand) Any fuel in the affect FUS Auxiliary Fuel S is considered unusate treated as ballast furis included in the calculation of Takeo weight and C.G. posfor takeoff, and	g is FUS m iks), ited System able, is el, and	
				· ·	ocod.	
	D	2	0	c) Valve is secured clo (M) May be inoperative provided Forward and Tanks of both FUS Au Fuel Systems remain e	e Aft xiliary	

MASTE	R MININ	/UM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB-					28-32
System &	1.	2. Nu		installed	
Sequence Number	ITEM		3. Nu	umber required for dispatch 4. Remarks and/or exception	16
28 FUEL				4. Remarks and/or exception	15
		ļ Ī	ļ Ī		
-45-08 Forward Auxiliary	/ A	1	0	(M)(O) May be inopera	
Tank Refueling				and FUS Auxiliary Fue	
Isolation Valve				Systems used provide	
(EMB-135BJ)				a) Fuel distribution bet	
(only for Legacy				Forward and Aft tan	
600)				verified to be correc	·
				b) Valve is secured clo and	sed,
				c) Repairs are made w 1 flight day.	/ithin
				NOTE: Refueling of Fl	JS
				Auxiliary Systems can	not be
				accomplished if this va	
				inoperative secured clo	osed.
	D	1	0	(M) May be inoperative	Э
				provided forward and a	aft
				tanks of both FUS Aux	
				Fuel Systems remain 6	
-45-09 Aft Auxiliary Tanl		1	0	(M)(O) May be inopera	
Refueling Isolation	on			and FUS Auxiliary Fue	
Valve				Systems used provide	
(EMB-135BJ) (only for Legacy				a) Fuel distribution bet	
600)				Forward and Aft tan verified to be correct	
000)					,
				b) Valve is secured clo	seu,
				aria	ith in
				c) Repairs are made w 1 flight day.	vitnin
				NOTE: Refueling of Fl	ıc
				Auxiliary Systems can	
				accomplished if this va	
				inoperative secured cle	
	D	1	0	(M) May be inoperative	
	D	'	'	provided forward and	
				tanks of both FUS Aux	
				Fuel Systems remain	,
					٠٠٠٠ - ۲٠
		ļ	ļ		

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Airplane				Revision Nº: 13	Page	
EMB-135, EMB-	145				28-33	
System &	1.	2. Nu		installed	•	
	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ns	
28 FUEL						
-45-10 Forward Auxiliary Tank Vent Valve (EMB-135BJ)	/ В	2	0	(M)(O) May be inopera provided:a) Affected vent valve secured closed, an		
				 b) Associated Fuel tal transfer systems at verified to operate normally before de NOTE: Only wing tank be available to refuelir 	nk re parture. ss will	
	D	2	0	(M) May be inoperative provided Forward and Tanks of both FUS Au Fuel System remain e	Aft xiliary	
-45-11 Cross Transfer Shutoff Valve (EMB-135BJ)	D	1	0	(M) May be inoperative provided Forward and Tanks of both FUS Au Fuel Systems remain	Aft xiliary	
	В	1	0	(M)(O) May be inoperaprovided:a) Valve is secured cloand		
				b) Fuel transfer and w balance are monitor through EICAS and MFD Fuel Page.	red	

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Airplane				Revision Nº: 13	Page
EMB-135, EMB-	-145				28-34
System &	1.	2. Nu		installed	
Sequence	ITEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	าร
28 FUEL					
-45-12 FUEL XFER INC	P B	1	0	(M)(O) May be inopera	ative
Message				provided:	
(EMB-145XR)				a) Ventral Tank Electri	c Fuel
				Transfer pumps and	
				associated indicatio	n
				operate normally,	
				b) Ventral Tank Fuel T	ransfer
				System (AUTO and	
				OVRD) operates no	rmally,
				c) EICAS message FU	-
				XFER CRITICAL is	
				to operate normally,	
				d) Fuel transfer is mon	
				through EICAS and	
				MFD Fuel Page dur	
				flight.	ing the
	С	1	0	(M) May be inoperative	Э
				provided ventral tank r	
				empty and electric fue	
				transfer pumps are	
			_	deactivated.	
	D	1	0	(M) May be inoperative	
				provided airplane fuel	
				is configured to LR mo	de.

	R MININ	/UM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB	3-145				28-35
System &	1.	2. Nu		installed	
Sequence	ITEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	ıs
28 FUEL					
-45-13 FUEL XFER	С	1	0	(M) May be inoperative	
CRITICAL				provided ventral tank re	emains
Message				empty and electric fuel	
(EMB-145XR)				transfer pumps are	
,				deactivated.	
	D	1	0	(M) May be inoperative	,
	_	-		provided airplane fuel s	
				is configured to LR mod	
(EMB-135BJ)	В	1	0	(M) May be inoperative	
(LIVID 100D0)		•		provided:	
				a) Ventral tank (only fo	or
				Legacy 650) and bo	
				Auxiliary Fuel Syste	
				not used,	
				b) No more than 800 k	a is
				maintained in ventra	
				(only for Legacy 650	0) and
				both FUS Auxiliary I	
				Systems (forward pl	lus aft
				tanks), and	
				c) Any fuel in ventral ta	ank
				(only for Legacy 650	0) and
				both FUS Auxiliary I	Fuel
				Systems is consider	red
				unusable, is treated	as
				ballast fuel, and is ir	ncluded
				in the calculation of	takeoff
				weight and C.G. pos	sition
				for takeoff.	
	D	1	0	(M) May be inoperative	е
				provided Forward and	
				Tanks of both FUS Au	
				Fuel System remain ei	mpty.

MASTER MINIMUM EQUIPMENT LIST					
Airplane				Revision Nº: 13	Page
EMB-135, EMB	-145				28-36
System &	1.	2. Nu		installed	
Sequence	ITEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	ıs
28 FUEL					
-45-14 Ventral Tank Fuel Transfer	В	1	0	(M) May be inoperative provided:	Э
Isolation Valve				a) Valve is secured clo	sed
(EMB-145XR)				,	
(= ,				b) Ventral tank remains empty, and	S
				 c) Ventral Tank Electri Transfer Pumps are deactivated. 	
	D	1	0	May be inoperative pro airplane fuel system is configured to LR mode	
-45-15 FUEL XFR VTR INOP Message (EMB-135BJ) (only for Legacy 650)		1	0	 (M)(O) May be inoperal provided: a) Ventral tank electric transfer pumps and associated indicatio operates normally, b) Ventral tank transfe system is operative selected on fuel tranmaster switch, c) EICAS message FL XFER CRITICAL is to operate normally, d) Fuel transfer is monthrough EICAS and, MFD fuel page during flight. 	tive fuel r when nsfer Verified and itored
	D	1	0	(M) May be inoperative provided ventral tank reempty.	

MASTER	R MININ	/UM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB-	145				28-37
System &	1.	2. Nu		installed	
-	ITEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	ns
28 FUEL					
-45-16 Aft Auxiliary Tank Vent Valve (EMB-135BJ)	C B	2	0	(M)(O) May be inoperal provided: a) Affected vent valve secured closed, b) Associated Fuel Tan Transfer System is v to operate normally departure, and c) Relief valve is verifice operate normally. NOTE: Only wing tanks available to refueling. (M)(O) May be inoperal provided Forward and tank of both FUS Auxi Fuel System remain e	is k rerified pefore d to will be ative Aft liary

MASTE	R MININ	/UM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB	-145				28-38
System &	1.	2. Nu		installed	,
Sequence	ITEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	าร
28 FUEL					
-	ent B	1	0	4. Remarks and/or exception (M)(O) May be inoperal provided: a) Affected vent valve secured closed, and b) Fuel Tank Transfer System is verified to operate normally be departure. NOTE: Only wing tanks be available to refueling (M)(O) May be inoperati provided Ventral tank reempty.	tive is d o offore s will g. ve
		l	l		

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 13	Page	
EMB-135, EMB-1	45				29-1	
System &	1.	2. Nu		installed		
	EM		3. Nu	mber required for dispatch		
Number 29 HYDRAULIC POWER				4. Remarks and/or exception	ıs	
29 HTDRAULIC POWER		ļ				
-10-02 GSE Couplings (External)	D	4	0	(M) May be inoperative provided the failed ext coupling (or the assoc plumbing) is isolated fit hydraulic system.	ernal iated	
-10-05 Electric Hydraulic						
Pump Systems 1) AUTO Function	ns C	2	0	(O) May be inoperative provided:	Э	
				a) Manual function open normally,	erates	
				 b) Associated electric is selected ON during takeoff and landing, OFF during flight. 	ng i	
2) Manual Function	ns C	2	0	(O) May be inoperative provided the AUTO an positions for the association pump selector are verioperate normally.	d OFF ated	
-10-14 Reservoir Refilling Check Valves	D	2	0	(M) May be inoperative provided the failed valuemoved and plumbing plugged.	ve is	
	D	2	0	May be inoperative clo	sed	
-10-16 Pressure Ground Connection Check Valve	D	2	0	(M) May be inoperative provided the failed valuemoved and plumbing plugged.	e open ve is	
	D	2	0	May be inoperative clo	sed.	

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 12	Page	
EMB-135, EMB-	145				29-2	
System &	1.	2. Nu		installed		
	ITEM		3. Nu	mber required for dispatch		
Number 29 HYDRAULIC POWER	•			4. Remarks and/or exception	15	
29 HIDRAULIC POWER		ļ			·	
-10-19 Engine-Driven Pump Pressure Switch (Hydraulid System 1)	C	1	0	 (M)(O) May be inopera provided: a) Pressure indication electric pump press switch operates nor b) Electric pump is sellon during takeoff a landing and OFF duflight, and 	and ure mally, ected nd	
20 00 Underville Shid	0		4	c) Pressure switch is removed and pressi switch port is plugge case of fluid leakage	ed in e.	
-30-00 Hydraulic Fluid Quantity Indicatio (including low lev advisory messag	el	2	1	 (M)(O) May be inopera provided: a) Associated fluid quaverified to be normato departure, and b) Hydraulic pressure indication is availab is monitored through flight. 	antity is Il prior Ie and	
-30-01 Reservoir Quanti Gages	ty C	2	0	 (M) May be inoperative provided: a) Fluid quantity is veriother means before departure, and b) Pressure indication operating normally. 	ified by each	
-30-02 Hydraulic Pressu Indications	re C	2	1	(O) One may be inoper provided associated hy fluid quantity indication available and associate SYS FAIL caution mesoperates normally.	draulic is ed HYD	

MASTER MINIMUM EQUIPMENT LIST						
Airplane					Revision Nº: 12	Page
EMB-135, EME	3-145					30-1
System &	-	1.	2. Nu		installed	
Sequence Number	ITEM			3. Nu	mber required for dispatch	
30 ICE AND RAIN					4. Remarks and/or exception	is
PROTECTION						
-11-00 Wing Anti-icing System	C	S	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	d in
-11-01 Wing Anti-icing Valves	C	С	2	0	(M) May be inoperative provided:a) Valve is secured cloandb) Airplane is not operaknown or forecast in conditions.	sed, ated in
-11-02 Wing Anti-icing Valve OPEN Li	_	С	1	0	(M) May be inoperative provided system is veri operate normally before departure.	fied to
	C	С	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	d in
-12-00 Stabilizer Anti-i System	cing C	С	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	d in
-12-01 Stabilizer Anti-id Valve	cing C	C	1	0	(M) May be inoperative provided:a) Valve is secured cloandb) Airplane is not operation or forecast in conditions.	sed, ated in
-12-02 Stabilizer Anti-i Valve OPEN Li	9	С	1	0	(M) May be inoperative provided system is veri operate normally before departure.	fied to
	C	С	1	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	d in

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 12	Page		
EMB-135, EMB-145	5				30-2		
System &	1.	2. Nu		rinstalled			
Sequence ITE	VI		3. Nu	umber required for dispatch 4. Remarks and/or exception			
Number 30 ICE AND RAIN				4. Remarks and/or exception	IS		
PROTECTION							
-21-00 Engine Anti-icing	С	2	1	May be inoperative pro	vided:		
Systems				a) Affected A/I pushbu	tton is		
				positioned to OFF p	rior to		
				departure, and			
				b) Airplane is not opera	ated in		
				known or forecast ic			
				conditions.			
				NOTE: The message			
				ENG A/ICE OVERPRE	S may		
				be present.			
	В	2	0	May be inoperative for VMC provided:	day		
				a) Affected A/I pushbu	tton is		
				positioned to OFF p			
				departure, and			
				b) Airplane is not opera	ated in		
				known or forecast ic			
				conditions.	_		
				NOTE: The message			
				ENG A/ICE OVERPRE	S may		
				be present.			
-21-01 Engine Anti-icing	С	2	0	(M)(O) One or both ma	y be		
Valves				inoperative provided:			
				a) Valve is secured op	en,		
				and			
				b) Performance penalt applied.	ies are		
				NOTE: On airplanes ed			
				with EICAS version 16.	5 and		
				on, the message ENG			
				OVERPRES may be pr			
-21-02 Engine Anti-icing	С	2	1	(M) One may be inoper			
Valve OPEN Lights				provided system is veri			
				operate normally before	Э		
				departure.			
	С	2	0	May be inoperative pro			
				airplane is not operated			
				known or forecast icing			
				conditions.			

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 12	Page		
EMB-135, EMB	-145				30-3		
System &	1.	2. Nu		installed			
Sequence	ITEM		3. Nu	imber required for dispatch	_		
Number				4. Remarks and/or exception	ıs		
30 ICE AND RAIN PROTECTION							
-31-00 Pitot/Static Heat Systems	ing C	3	2	 (M) One may be inoper provided: a) Standby and remain Pitot/Static Heating systems operate no and b) Airplane is not opervisible moisture, or known or forecast icing/rain conditions 	ning rmally, ated in		
-32-01 AOA Sensor Heating System	B s	2	1	May be inoperative pro airplane is not operated known or forecast icing conditions.	d in		
-33-01 TAT Probe Hear Systems	ing C	2	1	May be inoperative pro airplane is not operated known or forecast icing conditions.	d in		
-41-00 Windshield Wipe	ers C	2	0	May be inoperative pro airplane is not operated precipitation within 5 namiles of the airport of to rintended landing. NOTE: For airplanes equipped with Rain Recoating (RRC) the use windshield wipers are required.	d in autical akeoff pellent of		
1) Low Speed	С	2	0	May be inoperative pro high speed operates no			
2) High Speed	С	2	0	May be inoperative pro low speed operates no			
3) Parking Mod	e C	2	0	(O) May be inoperative provided the blades cal positioned providing an acceptable field of vision the flight crew.	n be		
4) Timer Mode	С	2	0				

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 14	Page		
EMB-135, EMB-	145				30-4		
System &	1.	2. Nu		installed			
	TEM		3. Nu	mber required for dispatch			
30 ICE AND RAIN				4. Remarks and/or exception	ıs		
PROTECTION		ļ	ļ				
-41-04 Rain Repellent	С	2	0	May be inoperative pro	vided:		
*** Coating				a) No precipitation is			
				forecasted during a	period		
				from one hour befor			
				one hour after the			
				estimated time of			
				departure and arriva	al at the		
				takeoff and destinat	ion		
				aerodromes, and			
				b) Affected system is r	not part		
				of the equipment re- for the intended ope			
				NOTE: Takeoff destina			
				aerodromes include an			
				takeoff and destination	-		
				alternate aerodromes r			
				by the operational rules	s. ·		
	С	2	1	One may be degraded monitoring side provide			
				 a) Visibility for the flight is acceptable, and 	t crew		
				b) Affected system is r	not part		
				of the equipment re			
				for the intended ope	ration.		
-42-02 Windshield Heatin	ng C	2	1	(M) May be inoperative	•		
Systems				provided:			
				a) Affected windshield			
				heating system is			
				deactivated, and			
				b) Airplane is not opera			
				known or forecast ic	ing		
				conditions.			

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 14	Page	
EMB-135, EMB	3-145				30-5	
System &	1.	2. Nu		installed		
Sequence	ITEM		3. Nu	imber required for dispatch		
Number		-		4. Remarks and/or exception	ıs	
30 ICE AND RAIN PROTECTION			i			
-80-00 Ice Detector	С	2	1	(O) One may be inoper provided the AFM proc ICE DETECTOR FAIL used.	edure	
	С	2	0	May be inoperative pro airplane is not operated known or forecast icing conditions.	d in	
-81-01 Clear Ice Detection System (EMB-135BJ/EMB-145XR)	tor C	1	0	(M) May be inoperative provided the wing uppe surface is checked to b of clear ice before take	er e free	
EMB-145XR) -81-02 Clear Ice Indica Lamps (EMB-135BJ/ EMB-145XR)	tion C	2	0	of clear ice before take (O) May be inoperative provided the EICAS cle messages operate nor before each flight.	ar ice	

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 12	Page	
EMB-135, EMB	3-145				31-1	
System &	1.	2. Nu		installed		
Sequence Number	ITEM		3. Nu	umber required for dispatch 4. Remarks and/or exception	1	
31 INSTRUMENTS				4. Remarks and/or exception	15	
		<u> </u>	<u> </u>			
-21-01 Clocks						
1) Copilot's Clo	ck D	1	0	May be inoperative pro pilot's clock operates normally.	vided	
2) Pilot's Clock	А	1	0	May be inoperative proa) FDR is considered inoperative, andb) Repairs are made was flight days.		
3) Both Clocks	Α	2	0	 May be inoperative pro a) Both pilot and copilor ready access to reliatime piece which disseconds (a wrist was acceptable). b) Approach procedure not require timing, c) FDR is considered inoperative, and d) Repair are made with 3 flight days. 	ot have able play tch is	
-30-00 Digital Flight Da Recorder System (DFDRS)		-	-	Any in excess of those required by regulations be inoperative.	may	
				(Continued)		

MASTER MINIMUM EQUIPMENT LIST						
Airplane			-	Revision Nº: 12	Page	
EMB-135, EMB	-145				31-2	
System &	1.	2. Nu	ımber	installed		
Sequence	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	าร	
31 INSTRUMENTS						
-30-00 Digital Flight Da Recorder Syster (DFDRS) (Continued)						
	A	-	0	May be inoperative pro a) Cockpit Voice Reco (CVR) operates nor b) Airplane is not dispated a as listed in the oper MEL unless: (1) The FDR failure after pushback b to takeoff, and (2) The FDR repair attempted but no successful. c) In those cases where repair is attempted a successful, the airpl may be dispatched flight or series of flig until the next design airport where repair be accomplished pr	order mally, atched airport ator's occurs out prior was ot re but not lane on a ghts nated must	
				dispatch, and d) Repairs are made w 3 flight days.	vithin	
DFDRS Recording Parameters required by regulations	Α	-	-	May be inoperative pro a) Cockpit Voice Reco (CVR) operates nor and b) Repairs are made w 20 calendars days.	rder mally,	
2) DFDRS Recording Parameters r required by regulations	A	-	-	May be inoperative pro repairs are made prior completion of the next maintenance visit.	to the	

	MASTER MINIMUM EQUIPMENT LIST						
Airplane					Revision Nº: 14	Page	
	EMB-135, EMB-					31-3	
System		1.	2. Nu		r installed		
Sequen- Number		ITEM		3. NU	umber required for dispatch 4. Remarks and/or exception	าร	
	TRUMENTS						
25.04	Ovids Assess	D	4	_		ł	
***	Quick Access Recorder	D	1	0			
-42-02	Integrated	В	2	1	One may be inoperativ	e with	
	Computer				the EICAS message		
	Configuration				IC 1 (2) CONFIG FAIL	FICAS	
	Modules (IM-600)			displayed provided the messages CONFIG	EICAS	
					MISMATCH or CHK IC	:	
					CONFIG are not displa		
-51-00	Aural Warning U	nit				,	
	1) Channels	С	2	1			
-51-02	MASTER Warnin	_	_	•			
0102	Lights/Buttons	'9					
	1) Lights	В	2	1	May be inoperative pro	vided	
	., <u>Ligino</u>		_		master warning aural a		
					operates normally.		
	2) Alarm Cancel Functions	С	2	1			
-51-03	MASTER Caution	n					
0.00	Lights/Buttons	•					
	1) Lights	В	2	1	One may be inoperativ	e	
	.,g	_	_	-	provided master cautio		
					alert operates normally		
	2) Alarm Cancel	С	2	1			
	Functions						
-62-00	Synthetic Vision	D	1	0	(O) May be inoperative	,	
***	System (SVS)				provided SVS is select	ed	
	(EMB-135BJ)				OFF.		
	(only for						
-0.0 4	Legacy 650)	_					
-70-01 ***	Weight and	D	1	0			
	Balance Compute	er					

MASTER MINIMUM EQUIPMENT LIST							
Airplane				Revision Nº: 12	Page		
EMB-135, EMB-145	,				32-1		
System &	1.	2. Nu		installed			
Sequence ITEM	Л		3. Nu	mber required for dispatch			
Number 32 LANDING GEAR				4. Remarks and/or exception	IS		
32 LANDING GEAR		ļ	ļ				
-32-02 Landing Gear Control Lever Latch System	В	1	0	(M)(O) May be inopera the latched position pro a) The downlock relea	vided:		
Cycle				mechanism operate normally, and			
	_			b) LG AIR/GND FAIL message is not pres			
-40-01 Brake Temperature Monitoring Indications	D	4	3	(M) One may be inoper provided the affected B Temperature Sensor is deactivated.	rake		
	С	4	0	(M)(O) May be inopera provided:	tive		
				a) Affected Brake Temperature Senso deactivated, andb) Quick Turn Around is used.			
-41-08 Brake Pressure Transducers	В	4	3	(M) May be inoperative the BRAKE DEGRADE caution message prese provided:	.D		
				a) Only the respective PRESS TRANSDUGE FAIL message is presented on the brusystem portion of the CMC,	ake e		
				b) External leakage is present, andc) Affected brake prestransducer is deactiful.	sure		
-44-05 Accumulator Low Pressure Switch	С	1	0	(M) May be inoperative provided accumulator of is verified to be normal each flight day.	harge		

MASTE	R MINI	MUN	1 EQL	JIPMENT LIST	
Airplane				Revision Nº: 13	Page
EMB-135, EMB-	145				32-2
System &	1.	2. N		rinstalled	
Sequence Number	ITEM		3. Nu	umber required for dispatch 4. Remarks and/or exception	ne
32 LANDING GEAR				4. Nemarks and/or exception	15
		ļ			
-44-07 BRAKE ON Light					
Cockpit light	В	1	0	(M) May be inoperative	
				provided emergency/pa	
				brake system operates normally.	
2) Ramp light	С	1	0	normany.	
-49-00 Brake Assembly	C		4	(M) One per brake ass	embly
Wear Indicator		"	-	may be missing provide	
Wodi indicator				remaining brake wear	
				indicator is checked ea	ch
				flight day.	
-50-01 Nosewheel Steer	ing A	. 1	0	(O) May be inoperative	
Handle				provided:	
				a) Steering command	
				through pedals oper	rates
				normally, and	vithin 2
				b) Repairs are made w flights.	
-50-02 Control Wheel	C	2	1	(M) Pilot flying disenga	
Steering Disenga	ige			button may be inoperat	
Button				provided pilot not flying disengage button opera	
				normally.	ales
-60-00 Landing Gear	В	19	13	(M) One up lock proxim	nity
Proximity Switch	es			switch and one down lo	•
				proximity switch may be	е
				inoperative in each land	ding
				gear leg, provided the	
				remaining proximity sw	ritches
				operate normally.	_
				NOTE: Proximity switch includes air/ground, up	
				down lock, 7° steering	
				nose-landing-gear door	
				sequence.	

MASTER M	ININ	/IUM	EQL	JIPMENT LIST	
Airplane				Revision Nº: 12	Page
EMB-135, EMB-145					33-1
System &	1.	2. Nu		installed	
Sequence ITEN	Л		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	ıs
33 LIGHTS					
-10-00 Cockpit/Flight Deck/Flight Compartment and Instrument Panel Lighting Systems	С	-	0	May be inoperative for light operations.	day
	C	-	-	Individual lights may be inoperative for night operations provided rer lights are: a) Sufficient to clearly illuminate all require instruments and cor for which it is provid b) Positioned so that d rays are shielded fro flight crewmember's and c) Lighting configuration intensity is acceptable the flight crew.	maining ed atrols ed, irect om eyes, on and
-20-00 Cabin Interior Illumination System 1) Airplane Without Photoluminescent Emergency Escape Path Marking System	С	-	0	May be inoperative for light operations.	day
	С	-	-	Individual lights may be inoperative for night operations provided rer lighting is sufficient for attendant to perform as duties.	maining cabin
				(Continued)	

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 12	Page	
EMB-135, EMB-145					33-2	
System &	1.	2. Nu		installed		
Sequence ITEM Number			3. Nu	umber required for dispatch 4. Remarks and/or exception	ne	
33 LIGHTS				4. Remarks and/or exception	13	
-20-00 Cabin Interior Illumination System (Continued) 2) Airplane With Photoluminescent Emergency Escape Path Marking System	С	-	-	(M)(O) Individual lights including up to 10% of the ceiling and sidewa lamps may be inopera provided:	II tive	
				a) Remaining lighting i sufficient for cabin attendant to perforn assigned duties, b) No more than 2 adja	ı	
				ceiling and sidewall in the longitudinal o direction are inopera	r lateral ative,	
				c) Ceiling and sidewal in the region of the cabinets and life-raf stowage areas are	galley,	
				operative, and		
				d) Attendant's panel ca lighting control butto must operate in ON BRIGHT setting.	ons	
-21-02 Cockpit Sterile *** Light	D	-	0	(O) Alternate procedure established and used.	es are	
-23-00 Passenger Signs	С	-	-	(M)(O) No passenger, lavatory or attendant set be occupied from which Smoking/Fasten Seat Belt/Return to Seat" signot readily legible, or the must be blocked and placarded "DO NOT OCCUPY".	n a "No gn is	
				(Continued)		

MASTER MINIMUM EQUIPMENT LIST						
Airplane				Revision Nº: 12	Page	
EMB-135, EMB-145		•			33-3	
System &	1.	2. Nu		installed		
Sequence ITEN	1		3. Nu	mber required for dispatch		
Number 33 LIGHTS				4. Remarks and/or exception	15	
33 LIGHTS					ļ	
-23-00 Passenger Signs	С	-	-	(O) If one or more "No		
(Continued)				Smoking/Fasten Seat E	Belt/	
				Return to Seat" signs a	re	
				inoperative, the affecte	d	
				passenger seat(s), lava	atory	
				seat or cabin attendant	's seat	
				may be occupied provide	ded:	
				a) The passenger add		
				system operates no		
				and can be clearly h		
				throughout the cabir	n	
				during flight, and		
				b) The passenger add		
				system is used to no	,	
				the cabin attendant		
				passengers when so belts should be faste		
				and when smoking i prohibited.	15	
-26-00 Courtesy and Stairs	С	1	0	profilbited.		
Lighting System	C	'	U			
-30-00 Compartment	С	_	0			
Lights (Nose, Tail,	J					
Baggage, etc)						
-41-00 Landing Light	С	3	2	One may be inoperative	e for	
1-00 Landing Light	U	J	_	night operations.	o iui	
	С	3	0	•	dov	
	C	၁	0	May be inoperative for light operations.	uay	
4) Nove Leading	_		_	•		
1) Nose Landing	D	1	0	(O) May be inoperative		
Gear Automatic				provided light is manua		
Extinguishing				turned off on gear retra	Cuon.	
Function						

	MASTER MINIMUM EQUIPMENT LIST								
Airplane					Revision Nº: 12	Page			
	EMB-135, EMB-	145				33-4			
System		1.	2. Nu		installed				
Sequence	ce I	ITEM		3. Nu	mber required for dispatch				
Number 33 LIG	ште				4. Remarks and/or exception	is			
33 LIG	піз		ļ ļ	ļ ļ					
-42-00	Taxi Light	С	2	1					
		С	2	0	May be inoperative pro nose landing light is op normally.				
		С	2	0	May be inoperative for daylight operation.				
	Automatic Extinguishing Function	D	2	0	(O) May be inoperative provided the light is ma turned off on gear retra	nually			
-43-00	Navigation Light System	С	-	0	May be inoperative for daylight operations.				
		С	-	4	(O) Any light may be inoperative provided or green light, one red light two white lights operate normally. NOTE: Tail Strobe light be used in place of the inoperative tail white light	nt and e t may			
-44-00	Wing Inspection Lights	С	2	0		,			
-46-00 ***	Logo Lights	D	2	0					
-47-03	Strobe Lights (EMB-135/140/14 and 135BJ)	C 15	3	0	May be inoperative for daylight operations.				
	(EMB-135/140/14	15) C	3	0	May be inoperative pro both red beacon lights operate normally.	vided			
	(EMB-145XR)	С	2	0	May be inoperative for daylight operations.				
		С	2	0	May be inoperative pro both red beacon lights operate normally.	vided			

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	EMB-135, EMB-1					33-5
System		1.	2. Nu		installed	
Sequen		EM		3. Nu	mber required for dispatch	
Number					4. Remarks and/or exception	ıs
33 LIG	ін 15					
-47-05	Red Beacon Lights	s C	-	0	 (O) May be inoperative provided: a) Beacon switch is positioned to ON priengine start, and b) Strobe lights operations normally. May be inoperative for 	or to
		C	-	U	operations provided be switch is positioned to prior to engine start.	acon
					NOTE: The rotating be switch should be position ON before engine start turn the FDR on.	oned to
***	Baggage Door External Light Emergency Lightin System (Battery- Powered)	D ng	1	0		
	1) External Lights	С	-	0	May be inoperative for daylight operations.	
	Floor Proximity Strips	С	-	-	Up to two individual str may be inoperative pro not adjacent and not us as exit locators (amber	vided sed
-50-01	Photoluminescent Floor Proximity Emergency Escap Path Marking System		-	-	Up to 10% of any 1.22 section may be dama missing, except red incused as exit locators.	iged or

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EMB-135, EMI	B-145					34-1
System &		1.	2. Nu		installed	
Sequence	ITEM			3. Nu	mber required for dispatch 4. Remarks and/or exception	
Number 34 NAVIGATION					4. Remarks and/or exception	is
37 NAVIGATION						
-22-01 Main Panel		В	5	4	(M)(O) Non-flying pilot's	s MFD
Displays					may be inoperative.	
1) MFD Bezel		С	2	1	One may be inoperative	
					provided opposite MFD) works
					normally.	
2) Charts and		С	-	-	May be out of currency	
Maps Datab	ases				provided:	
(only for					a) Use charts and map	s
DU-875)					function as primary	
					navigation source is	;
					prohibited, and	
					b) Paperless cockpit	
					approval/application	I IS
00 00 TAT be die odies		_	•		prohibited.	
-22-02 TAT Indication		С	2	1	May be inoperative pro	
					remaining TAT indication operative.	או ווכ
-22-03 SAT Indication		С	2	1	•	vidad
-22-03 SAT ITIQICATION		C	2	'	May be inoperative pro remaining SAT indication	
					operative.	311 13
-22-04 Slip Indicators		С	2	1	opordavo.	
-24-01 Standby Attitud		В	1	0	May be inoperative for	day
Indication (on		ט	'	U	VMC operations only.	uay
Integrated Star	ndbv				vivio operations only.	
Instrument Sys						
(ISIS) or on						
dedicated						
Instrument)						
-24-02 Standard		С	1	0	May be inoperative pro	vided
*** Barometric					BARO knob is manually	,
Pressure (STD)				to set barometric press	ure.
Button on ISIS						
-25-00 Head-Up Guida	ance	D	-	0	May be inoperative pro	
*** System (HGS)					approach minimums or	
					operating procedures d	זטוז טו
					require its use.	L
					NOTE: Any mode whic	
					operates normally may used.	be
<u> </u>					useu.	

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System &	1.	2. Nu		installed		
Sequence ITEM	ı		3. Nu	mber required for dispatch		
Number 34 NAVIGATION				4. Remarks and/or exception	ıs	
34 NAVIGATION			!		ļ	
-25-01 Standby Magnetic Compass	В	1	0	May be inoperative pro a) Any combination of gyro or INS (IRS) stabilized compass systems are operati normally, and b) Airplane is operating dual navigation cap and under positive r control by ATC on the enroute portion of the flight.	ng g with ability adar ne	
	С	1	0	May be inoperative for that are entirely within a of magnetic unreliability provided at least two stabilized directional gy systems operate normal are used in conjunction approved free gyro nav techniques.	areas / /ro ally and with	
-27-00 Inertial Reference *** System (Only for airplanes equipped with two AHRS and one additional IRS dedicated to HGS) -27-05 IRS MSU *** Annunciators Lights	D	1	0	May be inoperative pro the HGS is considered inoperative.	vided	
1) ALIGN annunciator	С	2	0			
2) FAULT annunciator	С	2	0			
3) ON BATT annunciator	С	2	0			
4) NO AIR annunciator	С	2	0			
				(Continued)		

MASTER M	ININ	/UM	EQL	JIPMENT LIST	
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EMB-135, EMB-145		•			34-3
System &	1.	2. Nu		r installed	
Sequence ITEM Number	Л		3. Nu	umber required for dispatch 4. Remarks and/or exception	16
34 NAVIGATION				4. Remarks and/or exception	13
			ļ Ī		
-27-05 IRS MSU					
Annunciators Lights					
(Continued)	_			(0) 14	
5) NAV RDY	С	2	0	(O) May be inoperative	
annunciator				provided IRS is checked available for NAV model	
0) DATT FAIL	_				
6) BATT FAIL	С	2	0	(O) May be inoperative	
annunciator				provided IRS battery is	
24 00 Dadia Altimates				checked supplying pow	/ei.
-31-00 Radio Altimeter					
System	٨	1		(NA)(O) NA	41
Single radio altimeter	Α	l	0	(M)(O) May be inopera provided:	uve
installation				a) Approach minimum	s or
Ilistaliation				operating procedure	
				not require its use,	,3 do
				b) GPWS/EGPWS is	
				considered inoperat	ive.
				c) TCAS is considered	
				ínoperative,	
				d) Affected Radio Altin	neter is
				deactivated, and	
				e) Repairs are made w	/ithin
				2 flight days.	
2) Dual radio	Α	2	0	(M)(O) Radio Altimeter	
altimeter				both may be inoperativ	е
installation				provided:	
(Pre-Mod.				a) Approach minimum	
SB 145-34-0083 or Pre-Mod.				operating procedure	es do
SB 145LEG-34-				not require its use, b) GPWS/EGPWS is	
0010)				considered inoperat	ive
3310)				c) TCAS is considered	
				inoperative if both F	
				Altimeter are inoper	
				d) Affected Radio Altin	
				deactivated, and	
				e) Repairs are made w	/ithin
				2 flight days.	
				(Continued)	

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System &	1.	2. Nu		installed		
Sequence Number	ITEM		3. Nu	mber required for dispatch 4. Remarks and/or exception	ne	
34 NAVIGATION				4. Nemarks and/or exception	13	
-31-00 Radio Altimeter System (Continued)						
	D	2	1	 (M)(O) Radio Altimeter be inoperative provided a) Approach minimum operating procedure not require its use, a b) Radio altimeter 2 is deactivated. 	d: s or es do	
3) Dual Radio Altimeter installation (Post-Mod. SB 145-34-0 or Post-Mod. SB 145LEG- 0010)		2	0	 (M)(O) May be inoperal provided: a) Approach minimum operating procedure not require its use, b) GPWS/EGPWS is considered inoperation c) TCAS is considered inoperative, d) Radio Altimeters are deactivated, and e) Repairs are made willight days. 	s or es do tive, I	
	D	2	1	 (M)(O) May be inoperal provided: a) Approach minimum operating procedure not require its use, a b) Affected radio Altim deactivated. 	s or es do and	
-31-01 Altitude Alerter Function	А	1	0	 (O) Except where enro operations require its u may be inoperative pro a) Autopilot altitude ho operates normally, a b) Repairs are made w 3 flight days. 	se, vided: old and	

MASTER MINIMUM EQUIPMENT LIST						
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EMB-135, EMB-145	5				34-5	
System &	1.	2. Nu		installed		
Sequence ITE	М		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	าร	
34 NAVIGATION						
-31-02 Altitude Preselect Function -32-00 VOR/ILS System 1) Instrumental Landing System (ILS) 2) Marker Beacon Systems 3) Third VHF/NAV	C C C D	2 2 -		 (O) May be inoperative provided: a) Autopilot altitude ho operates normally, b) Enroute operations require its use, c) Alternate procedure established and used in the considered inoperative, e) Go Around buttons thrust levers are considered inoperated inoperated inoperated inoperated and g) Repairs are made willight days. As required by regulated May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. May be inoperative proper approach minimums derequire its use. 	do not s are ed, e (FLC) on the live, tion is live, vithin 3 ons. vided o not vided o not	

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System &	1.	2. Nu		rinstalled	
Sequence	ITEM		3. Nu	imber required for dispatch	
Number				4. Remarks and/or exception	าร
34 NAVIGATION		!	ļ		
-41-00 Enhanced Groun Proximity Warnin System (EGPWS	ıg				
1) GPWS	Α	1	0	(O) May be inoperative provided:	
				a) Alternate procedure established and use b) Repairs are made wiflight days.	ed, and
a) Modes 1 to	4 A	4	0	(O) May be inoperative provided:a) Alternate procedure	s are
				established and use b) Repairs are made w flight days.	
b) Test Mode	А	1	0	May be inoperative proa) GPWS is considere inoperative, andb) Repairs are made will flight days.	d
c) Glide Slope Deviation (Mode 5)	C	2	1		
	В	2	0		
d) Advisory Callouts	В	-	0	(O) May be inoperative provided alternate procare established and us	edures
	С	-	0	(O) May be inoperative provided: a) Advisory callout not required by local	
				regulations, and b) Alternate procedure established and use	
				(Continued)	

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Airplane						Revision Nº: 13	Page
	EMB-135, EMI	B-145					34-7
System		ITEM	1.	2. Nu		installed Imber required for dispatch	
Sequent Number		I I EIVI			3. NL	4. Remarks and/or exception	ıs
	VIGATION						
-41-00	Enhanced Grou Proximity Warn System (EGPV (Continued)	ing					
	e) Windshea Mode (Reactive		В	1	0	(O) May be inoperative provided alternate proc are established and use	
	(,				NOTE: Operator's alter procedures should inclure reviewing windshear avoidance and windshear recovery procedures.	nate ude
	2) Terrain Sys – Forward Looking Ter Avoidance (FLTA and Premature Descent Ale (PDA) Func	rain ert	В	1	0	(O) May be inoperative provided alternate proc are established and use	
	3) Terrain Disp	olays	С	-	1		
			В	-	0		
***	4) Runway Awareness of Advisory Sy (RAAS)		С	1	0		
-41-01	Windshear Esc Guidance Syste		C	1	0	(O) May be inoperative provided alternate proc are established and use	

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Airplane	9						Revision Nº: 13	Page
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System			ITE84	1.	2. Nu		installed	
Sequen Number			ITEM			3. NL	mber required for dispatch 4. Remarks and/or exception	16
		SATION					4. Nemarks and/or exception	15
	St	eep Approach inction		D	1	0	 (M) May be inoperative provided: a) The steep approach is deactivated, and b) The steep approach procedure is not performed. 	n mode
-42-00		eather Radar ⁄stem		С	1	-	As required by local regulations.	
	1)	Stabilization Function		В	1	0	(M) May be inoperative provided:a) Antenna sweep is p to airplane pitch axisb) Antenna tilt operate normally.	arallel s, and
***	2)	Lightning Sensor Syste	m	С	ı	0		
***	3)	Control Pane (Only to airplanes equipped with two panels)		D	2	1	Flying pilot's control paragraph of the other panel operation normally.	ovided

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EMB-135, EMB-145					34-9	
System &	1.	2. Nu	ımber	installed		
Sequence ITEM			3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	ıs	
34 NAVIGATION						
-43-00 Traffic and Collision	С	1	_	As required by local	į	
Avoidance System	Ŭ	•		regulations.		
(TCAS)				rogalations.		
(10,10)	С		0	(M) May be inoperative	,	
	C	-	U	provided the system is		
				deactivated and secur		
Combined Traffic	С	2	1	(O) May be inoperative		
Alert (TA) and				the non-flying pilot side	Э	
Resolution				provided:		
Advisory (RA)				a) TA and RA element	s and	
Dual Display				audio functions are		
				operative on the flyi	ng pilot	
				side, and		
				b) TA and RA display		
				indications are visib	le to	
				the non-flying pilot.		
2) Resolution	С	2	1	(O) One may be inope	rative	
Advisory (RA)				on the non-flying pilot		
Display				, , ,		
System(s)						
	С	_	0	(O) May be inoperative	-	
				provided:		
				a) All Traffic Alert (TA)		
				display elements an		
				command audio fun		
				are operative, and		
				•	octod	
				b) TA only mode is sel by the crew.	ecied	
0) To 6	_		_	•		
3) Traffic Alert (TA)	С	-	0	(O) May be inoperative		
Display				provided all installed F		
System(s)				display and audio fund	tions	
				are operative.		

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EMB-135, EMB					34-10	
System &	1.	2. Nu		r installed		
Sequence Number	ITEM		3. NL	umber required for dispatch 4. Remarks and/or exception	18	
34 NAVIGATION				in Romano anazor exception		
-51-00 DME System	С	-	 -	As required by local regulations.		
-52-00 ATC Transpond and Automatic Altitude Reportir System		-	-	As required by local regulations.		
	D	-	-	Any in excess of those required by regulations be inoperative.	may	
-53-00 ADF System	С	-	-	As required by local regulations.		
-54-00 XM Weather *** System	D	1	0	May be inoperative.		
-56-00 Global *** Positioning System	С	-	0	(O) May be inoperative provided alternate procedures are establis and used.		
	D		0	May be inoperative proprocedures do not requuse.		

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System &	1.	2. Nu		installed	
Sequence	ITEM		3. Nu	mber required for dispatch 4. Remarks and/or exception	
Number 34 NAVIGATION				4. Remarks and/or exception	15
34 NAVIGATION		ļ	ļ		ļ
-60-00 Flight	С	-	1	One is required if IRS i	
*** Management				as primary navigation a	and
System				attitude source.	
	С	-	0	(O) May be inoperative	
				provided alternate	
				procedures are establis	shed
				and used.	
	D	-	0	May be inoperative pro	
				procedures do not requ	ure its
				use.	
				NOTE: Airplanes equip	
				with EGPWS and operations at the same state of t	
				without FMS will loss the Terrain Clearance Floor	
				mode. A TERRAIN INC	
				message will be preser	
				the EICAS.	ited on
1) Navigation	С	_		(O) May be out of curre	ancv
Databases	O			provided:	ricy
Balabacco				a) Current Aeronautica	al
				Charts are used to	
				Navigations Fixes p	-
				dispatch,	
				b) Procedures are	
				established and use	II.
				verify status and su	
				of Navigation Facilit	
				used to define route	of
				flight, and	<u> </u>
				c) Approach Navigatio	
				Radios are manuall and identified.	y turied
*** 2) lovetick	0			สเเน เนอเนเเธน.	
*** 2) Joystick Controller	С	-	-		
Controller					

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EMB-	135, EMB-145					35-1	
System &		1.	2. Nu		installed		
Sequence	ITEM	1		3. Nu	mber required for dispatch 4. Remarks and/or exception		
Number 35 OXYGEN					4. Remarks and/or exception	is	
			ļ				
-10-01 Crew I Stowa	Mask ge Box						
1) Do	ors	В	4	0	(M) May be inoperative missing provided:a) Associated mask is secured in the stow box, andb) The quick donning capability is not affer	age	
	n Pressure tion Systems 135/140/145)	В	2	1	(O) One may be inoped provided an approved procedure is used beforeach departure to ensure the oxygen supply is at above the minimum refor flight.	rative ore ure that t or	
(EMB-	135BJ)				· ·		
1) Cre Pre Ind	ew Oxygen essure ication stem	В	2	1	(O) One may be inoper provided an approved procedure is used beforeach departure to ensure the oxygen supply is at above the minimum refor flight.	ore ure that t or	
Ox Pre Ind	ssenger ygen essure ication stem	В	2	1	(O) One may be inoped provided an approved procedure is used beforeach departure to ensuthe oxygen supply is at above the minimum refor flight.	ore ure that t or	
	n-Cylinder ure Relief Green Disc)	С	1	0	May be missing or brol provided flight crew ox system operates norma	ygen	

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Airplane				Revision Nº: 12	Page	
EMB-135, EMB-14					35-2	
System &	1.	2. Nu		installed		
Sequence IT Number	EM		3. NL	umber required for dispatch 4. Remarks and/or exception	ns	
35 OXYGEN				in itematic unarer exception	.0	
-20-00 Passenger Oxygen System	В	1	0	(O) May be inoperative provided:		
				a) Altitude limitations ar portable oxygen sup comply with local regulations, b) All air conditioning to the conditioning to	plies	
				b) All air conditioning paragraph operate normally, c) Pressurization system	m	
				operates normally, a d) Passengers are appropriately briefed		
	В	1	0	May be inoperative proflight is conducted at o 10000 ft MSL.		
Automatic Presentation	С	1	0	(M)(O) May be inoperate provided:	ive	
System				a) Manual deployment system operates nor and	-	
				b) Flight is conducted a below FL 300.	t or	
2) Passenger Dispensing Unit	C s	-	-	(M)(O) May be inopera without flight altitude restriction provided:	ative	
				a) Affected seats are placarded and block prevent occupancy,		
				b) Units operate norma all usable lavatory a flight attendant loca	ally at ind	
-20-05 Passenger Oxyger *** System Door - Manual Opening Tool	n D	-	1	J		
	С	-	0	(O) May be inoperative missing provided an alt mean is available to op dispenser.	ernate	

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System &	1.	2. Nu		installed	•	
Sequence	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	าร	
35 OXYGEN						
-30-01 Portable Oxyger Units (Bottle and Mask)		-	-	 (M) Any in excess of th required by the local regulations may be unserviceable or missir provided: a) Required distribution serviceable bottles i maintained throughd airplane, and b) Bottles not properly serviced are replace serviced, or remove the next available maintenance facility 	ng n of is out ed, id at	
-30-03 Protective Breatt Equipment (PBE	_			(M) Any in excess of th required by the local regulations may be inoperative provided: a) Inoperative unit is placarded inoperative removed from the in location and placed sight so it can not be mistaken for a funct unit, and b) Required distribution maintained.	ve, estalled out of e ion	

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System &	1.	2. Nu	ımber	r installed	I
Sequence	ITEM			ımber required for dispatch	
Number				4. Remarks and/or exception	าร
36 PNEUMATIC					
-11-05 Engine Bleed	С	2	1	(M)(O) Left engine blee	ad.
System	O	_	'	system may be inopera	
System				provided:	ilive
				a) Left engine bleed va	alvo ic
				secured closed,	aive is
				· · · · · · · · · · · · · · · · · · ·	tina
				b) APU bleed is opera normally and supply	
				bleed air,	ring
				c) Crossbleed valve is	
				closed, and	
				d) Airplane is not opera	ated in
				known or forecast ic	
				conditions.	,g
	С	2	1	(M)(O) Left engine blee	h
	O	_	'	system may be inopera	
				provided:	itivo
				a) Left engine bleed va	alve is
				secured closed,	
				b) Flight is conducted	at or
				below FL 250, and	
				c) Airplane is not oper	ated in
				known or forecast ic	
				conditions.	
	С	2	1	(M)(O) Right engine ble	eed
				system may be inopera	
				provided:	
				a) Right engine bleed	valve is
				secured closed,	
				b) Flight is conducted	at or
				below FL 250, and	
				c) Airplane is not oper	
				known or forecast ic	ing
				conditions.	
				(Continued)	

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System &	1.	2. Nu	ımber	installed	
Sequence	ITEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	าร
36 PNEUMATIC					
-11-05 Engine Bleed System (Continued)	C	2	0	 (M)(O) May be inoperal provided: a) Engine bleed valves secured closed, b) APU bleed is operal normally and supply bleed air, c) Flight is conducted below 18000 ft MSL d) Airplane is not oper known or forecast is conditions, and e) Ambient temperature the ground is below ISA + 21°C. NOTE: For airplanes wincorporated at least or Pack and associated Recirculation Fan must operative on the ground (M)(O) May be inoperal with APU bleed not suppleed air provided: a) Engine bleed valves secured closed, b) Flight is conducted in an unpressurized configuration, c) Airplane is not oper known or forecast is conditions, and d) Ambient temperature the ground is below ISA + 21°C. NOTE: This item is not applicable for airplanes ISIS incorporated. 	ting ving at or ated in cing re on tith ISIS ne tive oplying are ated in cing re on

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System &	1.	2. N		installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number 36 PNEUMATIC		-		4. Remarks and/or exception	15		
		ļ			ļ		
-11-10 Air Conditioning		2	0	(M) May be inoperative			
Fallel bleed All				provided associated BL			
Button Red Lea	K			LEAK EICAS message			
Indication				operates normally.			
-12-01 APU Bleed Shu Valve	toff D	1	0	(M) May be inoperative	:		
valve				provided: a) Valve is secured clo	ocod		
				and	oseu,		
				b) APU bleed is select	ed		
				OFF and not used.			
-20-00 BLD APU LEAK		1	0	May be inoperative pro	vided		
Warning Messa	ige			APU is not used.			
		1					

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System &	1.	2. Nu	ımbeı	installed			
Sequence	ITEM		3. Nu	mber required for dispatch			
Number				4. Remarks and/or exception	าร		
38 WATER/WASTE							
-30-00 Lavatory Waste Systems	С	-	-	(M) Individual compone may be inoperative pro			
- Cystems				a) Associated compon			
				are deactivated or is	solated,		
				and	onto		
				b) Associated compon are verified not to ha	ave		
				leaks.	l		
				NOTE: Any portion of t system, which operates			
				normally, may be used			
	С	-	-	(M)(O) Associated lava	itory		
				system may be inopera	ative		
				provided:	ente		
				a) Associated components are deactivated or isolate			
				to prevent leaks, an			
				b) Associated lavatory			
				secured closed and placard inoperative.			
				NOTE: These provision			
				not intended to prohibit			
				inspections by crewme			

Airplane EMB-135, EMB-145 System & 1. Sequence ITEM Number 45 CENTRAL MAINTENANCE COMPUTER -45-01 Central Maintenance Computer (CMC) Maintenance Computer (CMC) Airplane Revision N°: 12 Page 45-1 3. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions (M) May be inoperative provided maintenance procedures do not require its use.	MASTER MINIMUM EQUIPMENT LIST							
System & 1. Sequence ITEM Number					Revision Nº: 12	Page		
System & 1. Sequence ITEM Number 45 CENTRAL MAINTENANCE COMPUTER -45-01 Central					_			
Sequence ITEM			2 Ni	ımbeı	installed			
A. Remarks and/or exceptions A. Remarks and/or exceptions -45-01 Central								
45 CENTRAL MAINTENANCE COMPUTER				0	4. Remarks and/or exception	าร		
Maintenance Computer (CMC) provided maintenance procedures do not require its	45 CENTRAL MAINTENA COMPUTER							
	-45-01 Central Maintenance	C	1	0	provided maintenance procedures do not requ			

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Sequen		1		3. Nu	mber required for dispatch		
Number			-		4. Remarks and/or exception	ıs	
46 INF	ORMATION SYSTEM	15		ļ			
-20-01 ***	Electronic Flight Bag Systems (EFBs)						
***	1) Data Connectivity (Class 2)	С	-	-	(O) May be inoperative provided alternate procare established and use	edures	
		D	-	0	May be inoperative pro procedures do not requuse.	vided	
***	2) Power Connection (Class 1 and 2)		-	-	(O) May be inoperative provided alternate procare established and use	edures	
	(Oldoo Falla 2)	D	-	0	May be inoperative pro procedures do not requuse.	vided	
***	3) Mounting Device (Class 2)	С	-	0	(M)(O) May be inopera provided:		
					a) Associated EFB and hardware is secured alternate means or removed from the a and	d by an	
		D	-	0	b) Alternate procedure established and use(M) May be inoperative provided:	ed.	
					a) Associated EFB and hardware is secured alternate means or removed from the aland b) Procedures do not rits use.	d by an irplane,	

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System &	1.	2. Nu		nber installed				
Sequence Number	ITEM		3. Nt	mber required for dispatch 4. Remarks and/or exception	ne			
49 AUXILIARY POWER	RUNIT			4. Remarks and/or exception				
				(84)(0) 84				
-00-00 Auxiliary Power	D	1	0	(M)(O) May be inopera	tive			
Unit (APU)				provided: a) APU is deactivated,	and			
				b) Procedures are not	anu			
				dependent upon its	use.			
-70-01 APU OIL LO	С	1	0	May be inoperative pro				
PRESS Caution	_	'		APU is used on ground				
Message					,			
-70-02 APU OIL HI TEN	ир С	1	0	May be inoperative pro	vided			
Caution Messag	je			APÚ is used on ground				
-70-03 APU FAIL Cauti	on C	1	0	May be inoperative pro	vided			
Message				APU is used on ground	only.			
-74-01 APU Hourmeter	С	1	0	(M) May be inoperative	1			
Function				provided alternate prod				
				are used to accomplish	1			
				hourmeter function.				

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EMB-135, EMI	3-145				52-2	
System &	1.	2. Nu		installed		
Sequence	ITEM		3. Nu	mber required for dispatch 4. Remarks and/or exception	_	
Number 52 DOORS				4. Remarks and/or exception	is	
JZ DOOKS		ļ			ļ	
-51-00 C&D Aerospac						
*** Flight Deck Sec	curity					
Door						
1) Door Latch	А	1	0	May be inoperative pro a) Door Dead Bolt is operative,	vided:	
				b) Door Dead Bolt is used lock and unlock the and		
				c) Repairs are made w 2 flight days.		
2) Flight Deck Panel Press	ure	1	0	May be inoperative pro in the latch position pro	vided	
Relief Latch				repairs are made withir 2 flight days.	1	
3) Dead Bolt	С	1	0	2 mgm dayo.		
- /			_			

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System &		1.	2. Nu		installed		
Sequence Number	ITEM			3. NL	mber required for dispatch 4. Remarks and/or exception	ns	
52 DOORS							
-70-00 Doors Warning System (Door Position Indicat on MFD and EICAS)	ion						
1) Main/Servic Doors (cabii		С	2	0	(O) May be inoperative provided door is verified closed and locked beforeach departure.	d	
2) Baggage Do	oor (С	1	0	(O) May be inoperative provided door is verified closed and locked beforeach departure.	d	
3) Emergency Access Hate		С	2	0	(M) May be inoperative provided hatches are v closed and latched beforeach departure.	erified	
4) Access Hate	ches (С	3	0	(M) May be inoperative provided hatches are v closed and latched beforeach departure.	erified	
5) Fueling Doo	or (С	1	0	(M) May be inoperative provided door is verified closed and latched beforeach departure.	d	
6) Internal Baggage Ad Door (EMB-135B	cess		1	0	(O) May be inoperative provided door is verified closed and remains late during the entire flight.	d	

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System &	1.	2. Nu		installed	
Sequence	ITEM		3. Nu	mber required for dispato	
Number				4. Remarks and/or excep	tions
56 WINDOWS					
-10-01 Cockpit Win	dshield			Deleted, rev 12 NOTE: Refer to Airo Maintenance (AMM) or Str Repair Manu	Manual ructural

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EMB-135, EMB-145					73-1		
System &	1.	2 Ni	ımbeı	· installed			
Sequence	ITEM			imber required for dispatch			
Number			0	4. Remarks and/or exception	ıs		
73 ENGINE FUEL AND							
CONTROL			ļ				
-22-01 FADEC	A	4		(M) May be dispatched FADEC faults provided repairs are made in accordance with times established by engine manufacturer (refer to Royce AE3007A Series Maintenance Manual). extensions are authoriz NOTE: The intent of the humber required fo dispatch column is to s that dispatch is allowed some faults present in FADEC's.	Rolls S No ced. e "-" in r how I with		

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System & Sequence	1. ITEM	2. Nu		installed Imber required for dispatch			
Number	I I CIVI		J. 140	4. Remarks and/or exception	ns		
73 ENGINE FUEL AND CONTROL							
-22-02 Automatic Taked Thrust Control System (ATTCS (Airplanes equip with A, A1, A1/1 and A3 engines only))	1	0	(O) May be inoperative provided T/O-1 thrust n can be selected and us through the Takeoff Da Setting.	node sed		
-32-01 Engine Fuel Temperature Sensors (at Fuel Cooled Oil Coole	er)	2	0	 (O) May be inoperative provided: a) Fuel tank temperative indication is operative. b) Temperature of fuel tank remains above 4°C throughout the 	ire /e, and in the		
	C	2	0	(O) May be inoperative fuel tank temperature b 4°C provided icing inhil added to the fuel.	elow		

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Sequence	ITEM		3. Nu	mber required for dispatch	
Number				4. Remarks and/or exception	าร
73 ENGINE FUEL AND CONTROL					
-33-01 E1 (2) FUEL IMI BYP Advisory Messages	А	2	1	 (M) May be inoperative provided: a) Associated engine of temperature sensor operative, b) Malfunction is verificated be in the fuel-filter electrical/mechanication impending-bypass indicator or its assowiring, c) Fuel filter electrical/mechanication impending by-pass indicator is checked extended within pershorter than 10 flighthours, and d) Fuel-filter mechanicatual-bypass indicactual-bypass indicactu	fuel is ed to al ciated visual I not iods it eator is ed er than (2) e ne r oypass I not ch

System & Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number 1. Sequence ITEM Number required for dispatch 1. Sequence ITEM Number required for dispatch 1. Sequence ITEM Number required for dispatch 1. Sequence ITEM Number required for dispatch 1. Sequence ITEM Number required for dispatch 1. Sequence ITEM 1. Sequence		ER MININ	/IUM	EQL	JIPMENT LIST	
System & 1. Sequence ITEM 1. 2. Number installed 3. Number required for dispatch 4. Remarks and/or exceptions 4. Remarks and/or exceptions 1. O) May be inoperative provided: a) Associated engine parameters are monitored throughout the flight, and b) Associated fuel quantity indications operate	Airplane				Revision Nº: 12	_
Sequence Number 73 ENGINE FUEL AND CONTROL -40-03 Fuel Flow Indications C 2 1 (O) May be inoperative provided: a) Associated engine parameters are monitored throughout the flight, and b) Associated fuel quantity indications operate	EMB-135, EMI	B-145				73-4
73 ENGINE FUEL AND CONTROL -40-03 Fuel Flow Indications C 2 1 (O) May be inoperative provided: a) Associated engine parameters are monitored throughout the flight, and b) Associated fuel quantity indications operate		1.	2. Nu			
73 ENGINE FUEL AND CONTROL -40-03 Fuel Flow Indications C 2 1 (O) May be inoperative provided: a) Associated engine parameters are monitored throughout the flight, and b) Associated fuel quantity indications operate		ITEM		3. Nu	mber required for dispatch	
CONTROL -40-03 Fuel Flow C Indications C 2 1 (O) May be inoperative provided: a) Associated engine parameters are monitored throughout the flight, and b) Associated fuel quantity indications operate					4. Remarks and/or exception	ıs
Indications provided: a) Associated engine parameters are monitored throughout the flight, and b) Associated fuel quantity indications operate		ט				
	-40-03 Fuel Flow	C	2	1	provided: a) Associated engine parameters are mor throughout the flight b) Associated fuel qua indications operate	nitored t, and

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Sequence	ITEM		3. NL	mber required for dispatch			
		1		4. Remarks and/or exception	is		
74 IGNITION			ļ				
74 IGNITION -20-00 Ignition System	ns B	4	3	4. Remarks and/or exception (O) One may be inoper provided the affected e is started by positioning ignition knob to ON.	rative ngine		

	STER MININ	NUM	EQU	JIPMENT LIST	
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Sequence	ITEM		3. Nu	mber required for dispat	tch
Number				4. Remarks and/or exce	ptions
76 ENGINE CONTR	OLS				
-12-00 Engine Take Data Setting		1	0	(O) May be inopera provided flight crew	
	KIIOD			check MFD takeoff	doto
Spring				before takeoff.	uaia
				before takeon.	
			l		

			<u> </u>		
	K MININ	/IUM	EQU	IIPMENT LIST Revision №: 12	Dawa
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Sequence Number	I I E IVI		3. NU	4. Remarks and/or exception	<u> </u>
77 ENGINE INDICATIO	N			4. Remarks and/or exception	3
		<u> </u>			
-41-02 HP Vibration Indication	С	2	1		
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System &	1.	2. Nu	ımber	installed	ı	
Sequence	ITEM		3. Nu	mber required for dispatch		
Number				4. Remarks and/or exception	าร	
78 ENGINE EXHAUST						
-30-00 Thrust Reverser ***	C C	2	0	(M)(O) Any door actual lock or control on one to reverser may be inoper provided: a) Affected thrust rever not used, b) Affected system is deactivated and second stowed, and c) Repairs are made with 30 flight days. NOTE: Thrust reverse operation with one thrust reverser secured stowed be accomplished only it reverse Thrust Lever operative side is set to reverse range and reversers and reversers and the control on both thrust reversers may be inoperovided: a) Thrust reversers are used, and b) Systems are deactive and secured stowed.	hrust rative rser is cured within st ed will f the erse side is , lock st erative e not wated	

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System &	1.	2. Nu		installed		
Sequence	ITEM		3. Nu	imber required for dispatch		
Number EVIIALIOT				4. Remarks and/or exception	าร	
78 ENGINE EXHAUST		<u> </u>				
-34-00 ENG1 (2) REV *** DISAGREE Messages	C	2	0	(M)(O) May be inoperal provided: a) Affected thrust reveronsidered inoperal by Affected system is deactivated and secured stowed, and c) Repairs are made with 30 flight days. NOTE: Thrust reverse operation with one thrust reverser secured stowed be accomplished only it reverse Thrust Lever operative side is set to reverse range and reverser to idle. (M) May be inoperative provided: a) Thrust reversers are considered inoperational and b) Systems are deactive and secured stowed.	rser is cive, cured within st ed will f erse side is e cive, wated	

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Airplane					Revision Nº: 12	Page	
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System &	•	1.	2. Nu		installed		
	ITEM			3. Nu	mber required for dispatch		
Number					4. Remarks and/or exception	ıs	
78 ENGINE EXHAUST							
-34-05 Idle Stop (Solend		A C	2	0	(M)(O) May be inoperal provided: a) Affected thrust reveronsidered inoperated inoperated. b) Affected system is deactivated and secret stowed, and c) Repairs are made with 30 flight days. NOTE 1: Thrust reversions operation with one thrust reverser secured stowed be accomplished only it reverse Thrust Lever operative side is set to reverse range and reverser ange and reverser to idle. NOTE 2: The message E1 (2) IDL STP FAIL meronsidered inoperative provided: a) Thrust reversers are considered inoperational secured stowed. b) Systems are deactive and secured stowed. NOTE: The message E1 (2) IDL STP FAIL meronsidered inoperation and secured stowed. NOTE: The message E1 (2) IDL STP FAIL meronsidered inoperation and secured stowed.	rser is ive, cured vithin est ed will f the erse ide is eay be evive, vated I.	

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System &	1.	2. Nu		installed			
	EM		3. Nu	mber required for dispatch			
Number 79 ENGINE OIL				4. Remarks and/or exception	15		
79 ENGINE OIL		ļ	ļ				
-32-01 Low Oil Pressure	С	2	1	(O) May be inoperative			
Switches				provided associated oil			
				pressure, temperature	and		
				quantity indications ope			
				normally and are monit	ored		
				throughout the flight.			
-33-01 Oil Level Indication	n C	2	1	(M) May be inoperative	:		
Systems				provided:			
				a) Associated oil temp			
				and pressure indica			
				and OIL LOW PRES	55		
				message operate			
				normally, and b) Oil quantity is service	had		
				each flight day.	,eu		
24 01 Oil Dartiala Sanaar	- C	2	1	•			
-34-01 Oil Particle Sensor	s C	~	'	(M) May be inoperative provided the oil tank ma			
				plug is visually checked			
				flight day.	a Cacii		
				ingrit day.			

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System &	1.	2. Nu		installed		
Sequence ITE	М		3. Nu	mber required for dispatch	_	
Number 79 ENGINE OIL				4. Remarks and/or exception	IS	
79 ENGINE OIL			ļ			
-35-01 E1 (2) OIL IMP BYF Messages	A A	2	1	 (M) May be inoperative provided: a) Affected engine impoppass visual indicator operates normally, b) Visual indicator(s) is checked before each and is not found extrand c) The ENG OIL DEBF maintenance messar not presented on Clobefore each flight. NOTE: The affected metal (2) OIL IMP BYP mapresent. (M) One message E1 (ending ator h flight ended, RIS age is MC essage ay be 2) OIL	
				IMP BYP may be displated for one engine provided a) Maintenance proced do not require its replacement, and b) Oil filter element is replaced in less that flight hours.	d: dures	

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System & 1. Sequence ITEM Number ITEM 1. Sequence ITEM Number						Page		
System & 1. Sequence ITEM Sequence ITEM Sequence ITEM 3. Number required for dispatch 4. Remarks and/or exceptions -00-00 Engine Start/Stop C Switch Protection Guard -10-01 Starter Control Valve Starter Control Valve Sequence ITEM 1. Sequence ITEM 3. Number required for dispatch 4. Remarks and/or exceptions -10-00 Engine Start/Stop C 2 0 Switch Protection Guard -10-01 Starter Control B 2 1 (M)(O) One may be inoperative closed provided: a) The associated EICAS Caution message E1 (2) ATS SOV OPN operates normally, and b) Manual override start	EMB-135, EMB-	145				80-1		
A. Remarks and/or exceptions A. Remarks and/or exceptions -00-00 Engine Start/Stop			2. Nu	ımber	installed	1		
-00-00 Engine Start/Stop C Switch Protection Guard -10-01 Starter Control Valve B 2 1 (M)(O) One may be inoperative closed provided: a) The associated EICAS Caution message E1 (2) ATS SOV OPN operates normally, and b) Manual override start	Sequence	ITEM			imber required for dispatch			
-00-00 Engine Start/Stop C Switch Protection Guard -10-01 Starter Control Valve B 2 1 (M)(O) One may be inoperative closed provided: a) The associated EICAS Caution message E1 (2) ATS SOV OPN operates normally, and b) Manual override start					4. Remarks and/or exception	ns		
Switch Protection Guard -10-01 Starter Control Valve 2 1 (M)(O) One may be inoperative closed provided: a) The associated EICAS Caution message E1 (2) ATS SOV OPN operates normally, and b) Manual override start	80 STARTING							
Valve inoperative closed provided: a) The associated EICAS Caution message E1 (2) ATS SOV OPN operates normally, and b) Manual override start	Switch Protection		2	0				
	-10-01 Starter Control	В	2	1	inoperative closed prova) The associated EIC Caution message E1 (2) ATS SOV OF operates normally, ab) Manual override sta	AS PN and art		