

Entity Name and Logo

Embraer EMB-500
Phenom 100

FAA Part 91

MEL

(Minimum Equipment List)

BASED UPON FAA MMEL EMB-500- REVISION "0" DATED

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DEFINITIONS		
(In accordance with Policy Letter 25, Revision 14 dated 08/26/2008)		

1. System Definitions.

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

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. **Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.**

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 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 number 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 the 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 type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

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.

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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. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) 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 malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) 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 listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

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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 FAR 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 FAR 121, 125, 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. **For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.**

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 were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

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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 were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

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.

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

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.

No Policy Letter 25 Electronic Fault Alerting System definition currently exists for an Embraer EMB-500 (Phenom 100) aircraft.

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 FOEB, the item becomes an MMEL item rather than an administrative control item.

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 FARs.

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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 **type** certification, supplemental type certificate, **or other form of alteration** that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the aircraft's ability to be operated safely under all operational conditions. 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 manufacturer'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.

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PREAMBLE - FAR PART 91 ONLY (In accordance with Policy Letter 36, revision 2 dated August 15, 1997)		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.30(a) [NEW Section 91.213(a)(2)]. It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR.

Except as provided in Section 91.30(d) [NEW Section 91.213(d)], or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety.

An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment. The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate source.

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PREAMBLE - FAR PART 91 ONLY (In accordance with Policy Letter 36, revision 2 dated August 15, 1997)		

Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection [Section 91.165(c), NEW Section 91.405(c)]. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL. The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. 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 interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

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

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GUIDELINES FOR (O) & (M) PROCEDURES		

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for the following items. These procedures must be established by the operator. The following guidelines are to help establish these required procedures:

21-23-05	(O)	Operations procedure to ensure both Bleed Systems and the Vapor Cycle System are not operated on the ground and flight operations are not conducted in icing conditions.
21-31-00-1	(O)	Operations procedure to ensure airplane is operated by a crew of two, Outflow Valve indication on the MFD operates normally, Manual Control is used and verified operative before each flight, Cabin Pressure Indicators are operative, and the aircraft is not operated above FL 250.
	(O)	Operations procedure to ensure flight is conducted unpressurized at or below 10,000 feet MSL.
21-31-00-3	(O)	Operations procedure to ensure flight is conducted unpressurized at or below 10,000 feet MSL.
21-31-00-4	(O)	Operations procedure to ensure aircraft is manually depressurized for landings at field elevations above 8,000 feet MSL.
21-31-02	(O)	Operations procedure to ensure flight is conducted unpressurized at or below 10,000 feet MSL.
	(M)	Maintenance procedure to ensure NPRV is removed.
21-31-03	(O)	Operations procedure to ensure flight is conducted unpressurized at or below 10,000 feet MSL.
21-31-04	(O)	Operations procedure to ensure flight is conducted unpressurized at or below 10,000 feet MSL.

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GUIDELINES FOR (O) & (M) PROCEDURES

21-61-00	(O)	Operations procedure to ensure both Pressure Regulating and Shutoff Valves operate normally, Temperature Sensor Indicator on the MFD operates normally, and the Temperature Control Manual Mode is used and verified operative before each flight.
22-10-01	(O)	Operations procedure to ensure PFDs are coupled to operative Flight Director.
22-11-01-4	(O)	Operations procedure to ensure the Autopilot is engaged above FL 250/ 250 knots indicated.
22-11-23	(O)	Operations procedure to ensure alternate procedures are established and used.
23-51-01-1	(O)	Operations procedure to ensure associated function is checked operative by an alternate means.
23-51-00-1	(O)	Operations procedure to ensure PA is not required by FAR and alternate procedures are established and used.
23-23-11	(O)	Operations procedure to ensure SATCOM Voice or Data Link operates normally, alternate procedures are established and used, SATCOM coverage is available over the intended route of flight, and if INMARSAT Codes are not available while using SATCOM Voice prior coordination with the appropriate ATS facility is required.
24-41-00-1	(O)	Operations procedure to ensure alternate procedures are established and used.
25-11-01-2	(M)	Maintenance procedure to ensure Armrest is secured in the retracted (UP) position or removed.
25-21-01-1	(M)	Maintenance procedure to ensure Seat Back is IMMOVABLE in the full UPRIGHT position.
25-62-01-1	(O)	Operations procedure to ensure FAK is resealed in a manner that will identify it as a Unit that cannot be mistaken for a fully serviceable Unit.

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25-62-02	(M)	Maintenance procedure to ensure inoperative Lifejacket is placarded inoperative and stored out of sight so it cannot be mistaken for a functional unit and the minimum functional units required by regulation are available.
27-14-00	(O)	Operations procedure to ensure Aileron Trim Tabs are verified in the NEUTRAL position prior to each flight and the Roll Trim Circuit Breaker is PULLED.
27-14-00-1	(O)	Operations procedure to ensure Aileron Trim Tabs are verified CENTERED before each flight.
27-24-00	(O)	Operations procedure to ensure Rudder Trim Tab is verified CENTERED before each flight.
28-00-00	(O)	Operations procedure to ensure MFD Indications not addressed elsewhere in the MMEL may be inoperative.
28-11-07	(M)	Maintenance procedure to ensure inoperative Valve is OPEN and checked for no leakage.
28-11-09	(O)	Operations procedure to ensure Fuel Quantity Indication System is operative and if refueling is necessary is done following single side refueling procedure and limited to 60% tanks capacity.
28-41-00	(O)	Operations procedure to ensure Aircraft is refueled to full capacity, Fuel Used Indication on the MFD and both Fuel Flow Indicators are operative and monitored throughout the flight, and both Gravity Fuel Caps operate normally.
28-45-01	(O)	Operations procedure to ensure the On Side DC Pump is selected ON throughout the flight.
30-00-00	(O)	Operations procedure to ensure MFD Indications not addressed elsewhere in the MMEL may be inoperative.
30-13-00	(O)	Operations procedure to ensure aircraft is not operated in known or forecast icing conditions and the Wing Boots are verified DEFLATED before each flight.
	(M)	Maintenance procedure to ensure System is DEACTIVATED.

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Embraer	EMB-500 (Phenom 100)

GUIDELINES FOR (O) & (M) PROCEDURES

30-15-00	(O)	Operations procedure to ensure aircraft is not operated in known or forecast icing conditions and the Wing Boots are verified DEFLATED before each flight.
	(M)	Maintenance procedure to ensure System is DEACTIVATED.
30-21-00	(O)	Operations procedure to ensure aircraft is not operated in known or forecast icing conditions, MFD Nacelle Anti-Ice Switch remains selected OFF, and Anti-Ice Valve is confirmed CLOSED.
30-21-01	(O)	Operations procedure to ensure AFM Anti-Icing ON Performance is used.
	(M)	Maintenance procedure to ensure both Valves are secured OPEN.
31-61-01	(O)	Operations procedure to ensure PFD2 Circuit Breaker is PULLED.
	(O)	Operations procedure to ensure HSDB Switch is set to REV position and MFD Circuit Breakers are PULLED.
33-23-01	(O)	Operations procedure to ensure appropriate verbal briefings are given to the passengers.
33-45-01	(O)	Operations procedure to ensure Anti-Collision Lights are operative and ON before engine operation.
34-11-01-4	(O)	Operations procedure to ensure IESI is reinitialized before each flight.
34-21-00	(O)	Operations procedure to ensure operative AHRS is selected as attitude and heading source to both PFDs and operations are conducted in day VMC only.

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AIRCRAFT	MODEL
Embraer	EMB-500 (Phenom 100)

GUIDELINES FOR (O) & (M) PROCEDURES

34-23-01	(O)	Operations procedure to ensure any combination of three Gyro or INS (IRU) Stabilized Compass Systems are operative.
	(O)	Operations procedure to ensure any combination of two Gyro or INS (IRU) Stabilized Compass Systems operate normally, the Airplane is operated with Dual Independent Navigation Capability, and is under Positive Radar Control by ATC on the enroute portion of the flight.
	(O)	Operations procedure to ensure the flight is entirely within areas of magnetic unreliability provided at least two Stabilized Directional Gyro Systems are installed, operate normally, and are used in conjunction with approved Free Gyro Navigation Techniques.
34-61-00-1	(O)	Operations procedure to ensure current Aeronautical Charts are used, status and suitability of Navigation Facilities to be used are verified, and Approach Navigation Radios are manually tuned and identified.
34-61-01	(O)	Operations procedure to ensure alternate procedures are established and used.
34-43-00	(M)	Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.
34-43-00	(M)	Maintenance procedure to ensure System is deactivated and SECURED. Applies to both provisos.
34-43-00-2	(O)	Operations procedure to ensure TA Visual Display and Audio Functions are operative, TA ONLY Mode is selected by the crew, and enroute or approach procedures do not require use of the RA Display System.
34-43-00-3	(O)	Operations procedure to ensure RA Visual Display and Audio Functions are operative, and enroute or approach procedures do not require use of the TA Display System.
35-01-01	(M)	Maintenance procedure to ensure Gauge is inspected for no leakage and alternate procedures to measure the Oxygen Cylinder pressure is established.

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AIRCRAFT	MODEL
Embraer	EMB-500 (Phenom 100)

GUIDELINES FOR (O) & (M) PROCEDURES

35-01-02	(O)	Operations procedure to ensure Cylinder Pressure Gauge is operative and Oxygen pressure is checked in Cylinder before each flight.
35-02-02	(M)	Maintenance procedure to ensure Valve is inspected for no leakage and Cylinder is filled outside the aircraft or replaced by a fully charged one.
35-21-00	(O)	Operations procedure to ensure flight is conducted unpressurized at or below 10,000 feet MSL.
35-21-00-1	(M)	Maintenance procedure to ensure manual deployment function is verified operative each flight day and both Air Bleed Sources operate normally.
	(O)	Operations procedure to ensure flight is conducted at or below 30,000 feet MSL.
35-21-01	(M)	Maintenance procedure to ensure affected Seat is placarded and BLOCKED to prevent occupancy.
38-30-00	(M)	Maintenance procedure to ensure associated Components are deactivated or isolated and System Components do not have leaks.
	(M)	Maintenance procedure to ensure associated Components are deactivated or isolated, System Components do not have leaks, and the Lavatory Door is secured CLOSED and properly placarded.
46-21-1	(O)	Operations procedure to ensure alternate procedures are established and used.
46-21-2	(O)	Operations procedure to ensure alternate procedures are established and used.

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AIRCRAFT	MODEL
Embraer	EMB-500 (Phenom 100)

GUIDELINES FOR (O) & (M) PROCEDURES

46-21-3	(O)	Operations procedure to ensure alternate procedures are established and used.
46-21-4	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.
	(O)	Operations procedure to ensure alternate procedures are established and used.
	(M)	Maintenance procedure to ensure associated EFB and hardware is secured by an alternate means or removed from the aircraft.
52-70-00-1	(O)	Operations procedure to ensure Door is verified CLOSED and all Latch and/or Lock Indicators are confirmed CLOSED.
52-70-00-2	(O)	Operations procedure to ensure Door is verified CLOSED and all Latches and/or Lock Indicators are confirmed CLOSED.
52-70-00-3	(O)	Operations procedure to ensure Door is verified CLOSED and all Latches and/or Lock Indicators are confirmed CLOSED.
52-70-00-4	(O)	Operations procedure to ensure Door is verified CLOSED and all Latches and/or Lock Indicators are confirmed CLOSED.
73-33-00	(O)	Operations procedure to ensure both Wings Fuel Quantity Indications on the EIS are operative and used fuel information on Synoptic Fuel Page and remaining fuel information on the FMS are not used by the flight crew.
79-34-00	(M)	Maintenance procedure to ensure there is no chip indication on either engine, Oil Filter is inspected for no clogging, and the oil level is checked and at maximum.
79-34-01	(M)	Maintenance procedure to ensure impending bypass information is on only one engine, no chip indication is on either engine, oil level is checked before each flight and repairs are made within two flight hours.

MINIMUM EQUIPMENT LIST

AIRCRAFT EMBRAER EMB-500	MODEL PHENOM 100
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ATA CHAPTER 21 AIR CONDITIONING

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY				Maintenance (M), Operational (O) and (P) Placarding Procedures
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
10-00 Environment Control System Synoptic Display (MFD ECS Page)	C	1	0	MFD Indications not addressed elsewhere in the MMEL may be inoperative.	M None required
					O MFD indications other than those addressed in the MMEL may be inoperative and dispatched under this relief. CAUTION: THIS RELIEF IS NOT INTENDED TO BE USED FOR DISPATCH OF SYSTEMS' FAILURES, BUT THEIR INDICATION ON THE MFD SYNOPTIC PAGE. REFER TO ASSOCIATED CAS MESSAGES FOR SYSTEM STATUSES.
					P None required
22-00 Gasper Valves	D	-	0	May be inoperative	M None required
					O None Required
					P None required
23-05 Ground Cooling Fan (GCF)	C	1	0	(O) May be inoperative provided: a) Both Bleed Systems are selected OFF on ground operations, b) Operations are not conducted in icing conditions, and c) Vapor Cycle System (VCS) is considered inoperative on ground.	M None required
					O BEFORE START: Select BLEED knob to OFF VENT. Make sure that the CAS messages BLEED 1 OFF and BLEED 2 OFF shows. AFTER TAKEOFF: Select BLEED knob to BOTH.
					P Placard BLEED switch "BLEED OFF ON GROUND".

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ATA CHAPTER 21 AIR CONDITIONING				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			Maintenance (M), Operational (O) and (P) Placarding Procedures
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			
31-00 Cabin Pressure Control System				
1) Automatic Control	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Airplane is operated by a crew of two, b) Outflow Valve indication on MFD operates normally, c) Manual Control is used and verified operative before each flight, d) Cabin Pressure indications are operative, and e) Airplane is operated at or below FL 250. <p>M None required</p> <p>Operation in Manual Mode: If automatic control of the pressurization system is not possible, manual control of cabin pressure can be used as follows: AFTER START (Manual mode test): 1. On the Pressurization Panel set the MODE switch MAN position. 2. On MFD select the ECS synoptic page. Hold the CAB ALT switch in the DN position. Check that the OFV indication arrow moves down to the CLOSE indication. Hold the CAB ALT switch in the UP position. Check that the OFV indication arrow moves up to the OPEN indication. AFTER TAKEOFF/CLIMB/CRUISE/DESCENT (Manual mode operation): O 1. Manually control cabin pressurization: Position the CAB ALT to DN (momentary commands) to decrease cabin altitude or UP (momentary commands) to increase cabin altitude. 2. Use the Pressurization Conversion Table (Page 21-3) as reference to manual adjust of cabin pressurization parameters. 3. Monitor cabin differential pressure to ensure it remains within limits. APPROACH (Manual mode operation - Below 10000 ft): 1. Slowly depressurize the airplane: Position the CAB ALT to UP (momentary commands) to depressurize the airplane. 2. Verify zero delta pressure.</p>

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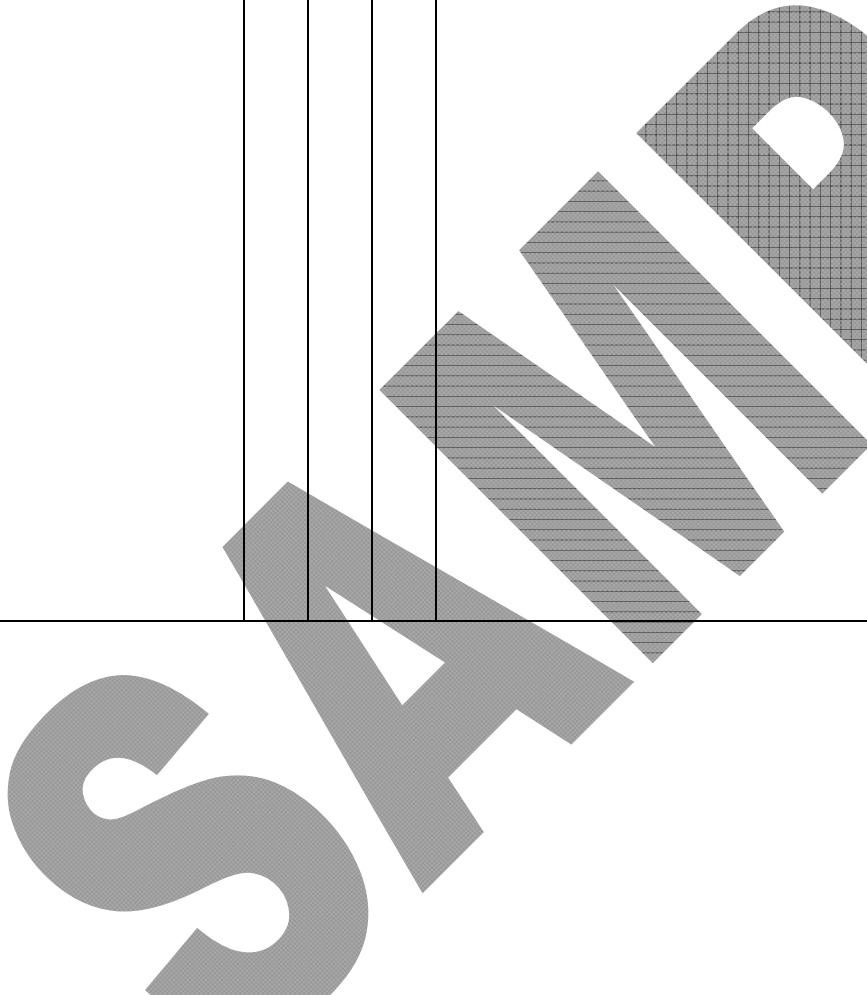
ATA CHAPTER 21 AIR CONDITIONING

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			Maintenance (M), Operational (O) and (P) Placarding Procedures
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

31-00 Cabin Pressure Control System (continued)									
1) Automatic (continued)	C	1	0						

<u>PRESSURIZATION CONVERSION TABLE</u>		
AIRPLANE ALTITUDE (ft)	CABIN ALTITUDE (ft)	DIFFERENTIAL PRESSURE (PSID)
10000	600	3.9
11000	700	4.2
12000	800	4.5
13000	1000	4.8
14000	1100	5.0
15000	1300	5.3
16000	1500	5.6
17000	1600	5.8
18000	1800	6.0
19000	2000	6.2
20000	2200	6.4
21000	2500	6.6
22000	2700	6.7
23000	2900	6.9
24000	3100	7.0
25000	3400	7.2

P Placard Pressurization Panel "AUTO INOP", or "MAN INOP", or "AUTO/MAN INOP", or "LFE INOP" if destination (or alternate, if applicable) elevation is above 8000 ft.



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ATA CHAPTER 21 AIR CONDITIONING					
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY		Maintenance (M), Operational (O) and (P) Placarding Procedures		
	2. NUMBER INSTALLED				
	3. NUMBER REQUIRED FOR DISPATCH				
	4. REMARKS AND EXCEPTIONS				
31-00 Cabin Pressure Control System (continued)					
1) Automatic (continued)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	<p>M If Negative Valve removal is necessary, refer to Item 21-31-02.</p> <p>O Operation without LFE: APPROACH (Manual mode operation - Below 10000 ft): 1. Slowly depressurize the airplane: Position the CAB ALT to UP (momentary commands) to depressurize the airplane. 2. Verify zero delta pressure. Unpressurized Configuration: Refer to Item 21-31-02, for unpressurized configuration.</p> <p>P Placard Pressurization Panel "AUTO INOP" if destination (or alternate, if applicable) elevation is above 8000 ft.</p>
2) Manual Control	C	1	0	May be inoperative provided: a) Automatic Mode is operative, and b) Airplane is operated at or below FL 250.	<p>M None required</p> <p>O Operation without LFE: APPROACH (Manual mode operation - Below 10000 ft): 1. Slowly depressurize the airplane: Position the CAB ALT to UP (momentary commands) to depressurize the airplane. 2. Verify zero delta pressure. Unpressurized Configuration: Refer to Item 21-31-02, for unpressurized configuration.</p> <p>P Placard Pressurization Panel "AUTO INOP" if destination (or alternate, if applicable) elevation is above 8000 ft.</p>
	C	1	0	May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	<p>M If Negative Valve removal is necessary, refer to Item 21-31-02.</p> <p>O Unpressurized Configuration: Refer to Item 21-31-02, for unpressurized configuration.</p> <p>P Placard Pressurization Panel "AUTO INOP" if destination (or alternate, if applicable) elevation is above 8000 ft.</p>

MINIMUM EQUIPMENT LIST

AIRCRAFT EMBRAER EMB-500	MODEL PHENOM 100
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ATA CHAPTER 21 AIR CONDITIONING

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			Maintenance (M), Operational (O) and (P) Placarding Procedures
	2. NUMBER INSTALLED			
	3. NUMBER REQUIRED FOR DISPATCH			
	4. REMARKS AND EXCEPTIONS			

31-00 Cabin Pressure Control System (continued) 3) Cabin Pressure Parameters (Altitude, Rate, Delta-P) Indication	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">M</td> <td>Refer to Deactivation/Reactivation Index in AMM Part II.</td> </tr> <tr style="background-color: yellow;"> <td style="text-align: center;">O</td> <td> Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT </td> </tr> <tr style="background-color: green;"> <td style="text-align: center;">P</td> <td>Placard Pressurization Panel "AUTO/MAN INOP".</td> </tr> </table>	M	Refer to Deactivation/Reactivation Index in AMM Part II.	O	Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT	P	Placard Pressurization Panel "AUTO/MAN INOP".
M	Refer to Deactivation/Reactivation Index in AMM Part II.										
O	Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT										
P	Placard Pressurization Panel "AUTO/MAN INOP".										
4) Landing Field Elevation (LFE) Indication	C	1	0	(O) May be inoperative provided that for landing field elevation above 8,000 feet MSL, the airplane is manually depressurized before landing.	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 20px; text-align: center;">M</td> <td>If Negative Valve removal is necessary, refer to Item 21-31-02.</td> </tr> <tr style="background-color: yellow;"> <td style="text-align: center;">O</td> <td> Operation without LFE APPROACH (Manual mode operation - Below 10000 ft): 1. Slowly depressurize the airplane: Position the CAB ALT to UP (momentary commands) to depressurize the airplane. 2. Verify zero delta pressure. Unpressurized Configuration: Refer to Item 21-31-00 (3) above for unpressurized configuration. </td> </tr> <tr style="background-color: green;"> <td style="text-align: center;">P</td> <td>Placard LFE INOP</td> </tr> </table>	M	If Negative Valve removal is necessary, refer to Item 21-31-02.	O	Operation without LFE APPROACH (Manual mode operation - Below 10000 ft): 1. Slowly depressurize the airplane: Position the CAB ALT to UP (momentary commands) to depressurize the airplane. 2. Verify zero delta pressure. Unpressurized Configuration: Refer to Item 21-31-00 (3) above for unpressurized configuration.	P	Placard LFE INOP
M	If Negative Valve removal is necessary, refer to Item 21-31-02.										
O	Operation without LFE APPROACH (Manual mode operation - Below 10000 ft): 1. Slowly depressurize the airplane: Position the CAB ALT to UP (momentary commands) to depressurize the airplane. 2. Verify zero delta pressure. Unpressurized Configuration: Refer to Item 21-31-00 (3) above for unpressurized configuration.										
P	Placard LFE INOP										

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AIRCRAFT EMBRAER EMB-500	MODEL PHENOM 100
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ATA CHAPTER 21 AIR CONDITIONING

1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY			Maintenance (M), Operational (O) and (P) Placarding Procedures
		2. NUMBER INSTALLED		
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		4. REMARKS AND EXCEPTIONS		

31-02 Outflow Valve (OFV)	C	1	0	(O)(M) May be inoperative provided: a) NPRV is removed and, b) Flight is conducted unpressurized at or below 10,000 feet MSL.	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">M</td> <td>Refer to Deactivation/Reactivation Index in AMM Part II.</td> </tr> <tr style="background-color: #FFD700;"> <td style="width: 5%; text-align: center;">O</td> <td> Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT </td> </tr> <tr style="background-color: #008000; color: white;"> <td style="width: 5%; text-align: center;">P</td> <td>Placard Pressurization Panel "AUTO/MAN INOP".</td> </tr> </table>	M	Refer to Deactivation/Reactivation Index in AMM Part II.	O	Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT	P	Placard Pressurization Panel "AUTO/MAN INOP".
M	Refer to Deactivation/Reactivation Index in AMM Part II.										
O	Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT										
P	Placard Pressurization Panel "AUTO/MAN INOP".										

31-03 Negative Pressure Relief Valve (NPRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	<table border="1" style="width:100%; border-collapse: collapse;"> <tr> <td style="width: 5%; text-align: center;">M</td> <td>None required</td> </tr> <tr style="background-color: #FFD700;"> <td style="width: 5%; text-align: center;">O</td> <td> Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT </td> </tr> <tr style="background-color: #008000; color: white;"> <td style="width: 5%; text-align: center;">P</td> <td>Placard Pressurization Panel "AUTO/MAN INOP".</td> </tr> </table>	M	None required	O	Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT	P	Placard Pressurization Panel "AUTO/MAN INOP".
M	None required										
O	Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT										
P	Placard Pressurization Panel "AUTO/MAN INOP".										

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ATA CHAPTER 79 ENGINE OIL						
1. SYSTEM, SEQUENCE NUMBERS & ITEM	REPAIR CATEGORY					
	2. NUMBER INSTALLED					
	3. NUMBER REQUIRED FOR DISPATCH					
	4. REMARKS AND EXCEPTIONS					
						Maintenance (M) and Operational (O) Procedures
31-04 Pressure Relief Valve (PRV)	C	1	0	(O) May be inoperative provided flight is conducted unpressurized at or below 10,000 feet MSL.	M	None required
					O	Unpressurized Configuration: Outflow Valve..... OPEN Outflow valve may be kept open through one of the following ways: Pressurization Dump Button.....PRESSED OR Pressurization Mode Switch MAN CAB ALT Switch UP OR Removing the valve. Confirm that the valve is open on the ECS synoptic page. BLEED Knob..... BOTH Altitude..... 10000 FT
					P	Placard Pressurization Panel "AUTO/MAN INOP".
52-00 Vapor Cycle System (VCS)	C	1	0	May be inoperative provided OAT is limited to no more than ISA +19C.	M	None required
					O	None required
					P	Placard Pressurization Panel "AUTO/MAN INOP".
52-04 Evaporator Fans					M	None required
1) Cabin Fan	C	1	0	May be inoperative provided: a) Cabin Fan is operative, b) Vapor Cycle System is operative, and c) OAT is limited to no more than ISA +22C.	O	None required
2) Cockpit Fan	C	1	0			
	C	1	0	May be inoperative provided: a) Cabin Fan is operative, and b) OAT is limited to no more than ISA +19C.	P	On Air Conditioning Panel placard the CKPT FAN/CABIN FAN switches "INOP".

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EMBRAER EMB-500			PHENOM 100				
ATA CHAPTER 79 ENGINE OIL							
1. SYSTEM, SEQUENCE NUMBERS & ITEM		REPAIR CATEGORY		Maintenance (M) and Operational (O) Procedures			
						2. NUMBER INSTALLED	
						3. NUMBER REQUIRED FOR DISPATCH	
						4. REMARKS AND EXCEPTIONS	
61-00	Temperature Control System – Automatic Control	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Both Pressure Regulating and Shutoff Valves (PRSOV) operate normally, b) Temperature Sensor indication on MFD operates normally, and c) Temperature Control Manual Mode is used and verified operative before each flight. 	<p>M None required</p>	
					<p>O</p> <p>Operation in Manual Mode: If automatic control of the temperature is inoperative, manual control of cabin temperature can be used as follows: AFTER START (Manual mode test):</p> <ul style="list-style-type: none"> a) On the Air Conditioning Panel set the MODE switch to MAN. b) On MFD select the ECS synoptic page. Make sure both HX pictorials show the respective duct temperature. c) Select the TEMP switch to H position and release it twice. Check that the duct temperature shown in both HX pictorials increases. d) Make sure that messages DUCT 1 (2) OVERTEMP do not show. e) Select the TEMP switch to C position and release it twice. Check that the duct temperature shown in both HX pictorials decreases. f) Give H or C inputs as required to have an acceptable cabin/cockpit temperature. 		
					<p>P On the Air Conditioning Panel placard the MODE switch "AUTO INOP".</p>		