



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, D.C.

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# **Master Minimum Equipment List (MMEL)**

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Revision: 2  
Date: 03/22/2014

**AGUSTAWESTLAND S.p.A.**

**AW109S  
(H7EU)**

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**U.S. DEPARTMENT OF TRANSPORTATION  
FEDERAL AVIATION ADMINISTRATION  
MASTER MINIMUM EQUIPMENT LIST**

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**LOG OF REVISIONS**

Rev. No.	Date	Revision Description
Original	4/29/2009	Original
1	01/28/2014	Changed to JASC code & Incorporation of Policy Letters for Global Change
2	03/22/2014	Changed to JASC code & Incorporation of Policy Letters for additional Global Changes

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**HIGHLIGHTS OF CHANGE**

JASC	Item	Explanation
		<p>This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and is available for download or viewing at:  <a href="http://av-info.faa.gov/sdrx/references.aspx">http://av-info.faa.gov/sdrx/references.aspx</a>.</p> <p>This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p> <p><b>For Example:</b> JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>
<b>2500</b>	<b>-01</b>	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)
<b>2562</b>	<b>-02</b>	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)
<b>3130</b>	<b>-01</b>	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
<b>3130</b>	<b>-01</b>	Added Policy Letter 87, Rev. 5, August 10, 2010 (CVR/FDR)
<b>3300</b>	<b>-01</b>	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)
<b>3444</b>	<b>-02</b>	Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS)
<b>3445</b>	<b>-01</b>	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I)
<b>3445</b>	<b>-02</b>	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II)
<b>3452</b>	<b>-01</b>	Added Policy Letter 76, Rev. 5, March 24, 2008 (Transponders & AARS)
<b>3452</b>	<b>-02</b>	Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB)
<b>3461</b>	<b>-01</b>	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Flight Management System (FMS)
<b>3461</b>	<b>-02</b>	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Navigation Management System (NMS)

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<b>DEFINITIONS</b>		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

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<b>PREAMBLE</b>		

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL APPROVAL.

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**GUIDELINES FOR (M) & (O) PROCEDURES**

JASC

Item

Explanation

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

<b>2100</b>	<b>-01</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured	
<b>2100</b>	<b>-02</b>	<b>(M)</b> Procedure to ensure adequate cockpit ventilation is available	
<b>2140</b>	<b>-01</b>	<b>(M)</b> May be inoperative provided heater air is not required for defrosting /defogging	
<b>2340</b>	<b>-01</b>	<b>(O)</b> Alternate procedure to operate without a Cabin Speaker/Passenger Interphone System	
<b>2435</b>	<b>-01</b>	<b>(M)</b> One generator may be inoperative for day VFR, provided the inoperative system is deactivated and secured.	
<b>2500</b>	<b>-01</b>	<b>(M) (O)</b> may be deferred in accordance with the operators NEF deferral program	
<b>2520</b>	<b>-01</b>	<b>(M)</b> Procedure to block and placard passenger seat(s) that have no seatbelt(s)	
<b>2520</b>	<b>-02</b>	<b>(M) (O)</b> Procedure to deactivate and secure system.	
<b>2620</b>	<b>-01</b>	<b>(M)</b> Procedure to inspect, deactivate, and secure system and RFM airspeed limitations are complied with.	
<b>3230</b>	<b>-01</b>	<b>(M)</b> Procedure to inspect, deactivate, and secure system and RFM airspeed limitations are complied with.	
<b>3260</b>	<b>-01</b>	<b>(M)</b> Procedure to ensure system is deactivated and secured. Landing gear handle is secured in the down position	
<b>3260</b>	<b>-02</b>	<b>(M)</b> Procedure to ensure landing gear is down and secured.	
<b>3260</b>	<b>-03</b>	<b>(M)</b> Procedure to ensure landing gear is down and secured.	
<b>3320</b>	<b>-01</b>	<b>(O)</b> Procedure to ensure that oral briefing is given to passengers.	

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<b>GUIDELINES FOR (M) &amp; (O) PROCEDURES (Cont'd)</b>			
JASC	Item	Explanation	

<b>3444</b>	<b>-02</b>	<b>(O)</b> Alternate procedure established as required under 14 CFR	
<b>3445</b>	<b>-01</b>	<b>(M)</b> Procedure to ensure system is deactivated and secured.	
<b>3445</b>	<b>-02</b>	<b>(M) (O)</b> Procedure to ensure system is deactivated and secured.	
<b>3461</b>	<b>-01</b>	<b>(O)</b> Alternate procedure established as required under 14 CFR	
<b>3461</b>	<b>-02</b>	<b>(O)</b> Alternate procedure established as required under 14 CFR	
<b>6521</b>	<b>-01</b>	<b>(M)</b> Procedure to ensure Rotor Disc is free and system is deactivated and secured	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

<b>21. AIR CONDITIONING</b>						
<b>2100-01</b> ***	Environmental Control System	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided heater air is not required for defrosting/defogging, and the system is deactivate and secured.	<b>I</b>
<b>2100-02</b> ***	Air Conditioner Freon	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	<b>I</b>
<b>2140-01</b> ***	Heater	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided heater air is not required for defrosting/defogging, and the system is deactivated and secured.	<b>I</b>

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<b>22. AUTO FLIGHT</b>						
<b>2210-01</b> ***	Stability Augmentent-ation System (SAS)	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for VFR.	
<b>2210-02</b> ***	Attitude Hold	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for VFR.	

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<b>23. COMMUNICATIONS</b>						
<b>2300-01</b>	Communications Systems (FM)	<b>D</b>	-	<b>0</b>	Two VHF Transceivers required for IFR per RFM (except A-109E). Any in excess of those required by 14CFR, may be inoperative provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
<b>2300-02</b>	Crew Inter-communication System (ICS)	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR.	
<b>2300-03</b> ***	Hoist Operator ICS	<b>C</b>	-	<b>0</b>	May be inoperative provided hoist operator is not required.	
<b>2310-01</b>	Communications Systems (HF)	<b>D</b>	-	<b>0</b>	Two VHF Transceivers required for IFR per RFM (except A-109E). Any in excess of those required by 14CFR, may be inoperative provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
<b>2311-01</b>	Communications System (UHF)	<b>D</b>	-	<b>0</b>	Two VHF Transceivers required for IFR per RFM (except A-109E). Any in excess of those required by 14CFR, may be inoperative provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	

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		4. REMARKS & EXCEPTIONS	

<b>23. COMMUNICATIONS (Cont'd)</b>						
<b>2312-01</b>	Communications System (VHF)	<b>D</b>	-	<b>0</b>	Two VHF Transceivers required for IFR per RFM (except A-109E). Any in excess of those required by 14CFR, may be inoperative provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
<b>2340-01</b> ***	Cabin Speaker/ Passenger Interphone System	<b>A</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate normal and emergency procedures and/or operating restrictions are established and utilized, <b>b)</b> Appropriate oral briefing is given to passengers, and <b>c)</b> Aircraft may continue flight or a series of flights for maximum of 15 hours. OR <b>d)</b> For non-passenger carrying operations.	

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24. ELECTRICAL POWER						
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
2422-01	Inverters	B	2	1	One may be inoperative for VFR provided RFM limitations are complied with.	
2422-02	Heated Windshields	B	2	0	(M) VFR flight only and have a procedure to ensure that the windshield is deactivated.	
2435-01	Starter/ Generator	B	2	1	(M) One generator may be inoperative for day VFR provided the inoperative generator is deactivated.	
2440-01	DC External Power	B	1	0		

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		4. REMARKS & EXCEPTIONS	

<b>25. EQUIPMENT/FURNISHINGS</b>						
<b>2500-01</b> <b>(PL-116)</b>	NEF Items	-	-	<b>0</b>	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) manual. <b>(M)(O)</b> Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
<b>2510-01</b>	Crewmember Shoulder Harness	<b>B</b>	<b>2</b>	<b>1</b>	If harness becomes inoperative and is required by 14CFR, seat must be blocked and placarded.	
<b>2520-01</b>	Passenger Seat Belts and/or Shoulder harness	<b>C</b>	-	<b>0</b>	One for each occupied seat. If belt and/or shoulder harness is inoperative or missing, seat must be blocked and placarded.	
<b>2520-02</b> ***	EMS Equipment	<b>C</b>	-	<b>0</b>	May be inoperative provided system is deactivated and secured. <b>(M) and/or (O)</b> procedures may be required and included in the air carrier's appropriate document.	
<b>2550-01</b> ***	Cargo Suspension System	<b>C</b>	-	<b>0</b>		
<b>2550-02</b> ***	Hoist	<b>C</b>	-	<b>0</b>		
<b>2560-01</b> ***	Helicopter Flotation Devices	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>2560-02</b> ***	First Aid Kit	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
<b>2561-01</b>	Personal Flotation				Deleted	
<b>2562-01</b> *** <b>(PL-120)</b>	Emergency Locator Transmitter (ELT)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	

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**25. EQUIPMENT/FURNISHINGS**

<b>2562-02</b>	Survival Type ELTs	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
<b>2562-03</b>	Fixed ELTs	<b>A</b>	-	<b>0</b>	May be inoperative or missing provided repairs are made within 90 days.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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<b>26. FIRE PROTECTION</b>						
<b>2610-01</b> ***	Baggage Smoke Detector	<b>B</b>	-	<b>0</b>		<b>I</b>
<b>2620-01</b> ***	Engine Fire Extinguisher System (For Non Category "A" Operations)	<b>B</b>	-	<b>0</b>	<b>(M)</b> May be inoperative, provided the inoperative system is deactivated and secured.	<b>I</b>
<b>2622-01</b> ***	Portable Fire Extinguisher	<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative or missing provided: <b>a)</b> The inoperative fire extinguisher is tagged inoperative, removed from the installed locations, and placed out of sight so it cannot be mistaken for a functional unit, and <b>b)</b> Required distribution is maintained.	<b>I</b>

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<b>27. FLIGHT CONTROLS</b>						
<b>2700-01</b>	Force Trim System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR.  <b>NOTE</b> with copilot's cyclic removed, jumper is required for force trim operation on pilot's cyclic.	<b>I</b>

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<b>28. FUEL</b>						
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1.	2.	3.	4.	5.
<b>2822-01</b>	Airframe Fuel Boost Pump	<b>B</b>	<b>2</b>	<b>1</b>		<b>I</b>
<b>2822-02</b>	Fuel Boost Pump Caution System	<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided Fuel Pressure Indicating System operative.	<b>I</b>
<b>2844-01</b>	Fuel Pressure Indicator	<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided Fuel Boost Pump Caution System is operative.	<b>I</b>

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30. ICE AND RAIN PROTECTION						
<b>3030-01</b>	Pitot Head Heating or Indicating Systems	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative.	I
		<b>C</b>	<b>3</b>	<b>0</b>	Three Pitot heads heating or indicating systems may be inoperative provided: <b>a)</b> OAT is greater than +4.5°C (40°F) in VFR, <b>b)</b> No visible moisture.	
<b>3040-01</b>	Windshield Wipers	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for day operation if no rain expected during takeoff and landing.	I
		<b>C</b>	<b>2</b>	<b>1</b>	Mandatory at pilot's station for single pilot night operation.	

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<b>31. INSTRUMENTS</b>						
<b>3120-01</b>	Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation.	<b>C</b>	-	<b>1</b>	Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable, by any pilot at his station.	<b>I</b>
		<b>C</b>	-	<b>0</b>	May be inoperative for VFR provided Elapsed Timer is installed and operative.	
<b>3120-02</b> ***	Elapsed Timer	<b>C</b>	-	<b>0</b>	May be inoperative provided Clock is operative.	<b>I</b>
<b>3120-03</b>	Hour Meter	<b>C</b>	-	<b>0</b>		<b>I</b>
<b>3130-01</b>  <b>(PL-29)</b> <b>(PL-87)</b>	Cockpit Voice Recorder (CVR) <u>with</u> Flight Data Recorder (FDR) Installed (CVR/FDR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Flight Data Recorder (FDR) operates normally, Repairs are made within three flight days. May be inoperative provided: <b>a)</b> Cockpit Voice Recorder (CVR) Operations normally, <b>b)</b> Aircraft is not dispatched from a designated airport where repairs or replacement parts can be made, and <b>c)</b> Repairs are made within three flights days.	<b>I</b>

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<b>32. LANDING GEAR</b>						
<b>3230-01</b>	Landing Gear Extension/Retraction System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.	<b>I</b>
<b>3260-01</b>	Landing Gear Position Indicating System	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.	<b>I</b>
<b>3260-02</b>	Landing Gear Up Caution System (with radio altimeter) (Audio/ Voice, Visual)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for Gear down are complied with.	<b>I</b>
<b>3260-03</b>	Landing Gear Emergency Extension System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for Gear down are complied with.	<b>I</b>

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<b>33. LIGHTS</b>						
<b>3300-01</b> <b>(PL-127)</b>	NVG Compatible Lighting System	<b>C</b>	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, <b>b)</b> Positioned so that direct rays are shielded from flight crew-members eyes, <b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.	<b>I</b>
<b>3310-02</b>	Overhead Map Lights	<b>C</b>	<b>2</b>	<b>1</b>		<b>I</b>
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for day operations.	<b>I</b>
<b>3320-01</b>	Passenger Notice System (Fasten Seat Belt-No Smoking)	<b>B</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided passengers are not carried.	<b>I</b>
<b>3320-02</b> <b>***</b>	Cabin Lighting System	<b>C</b>	-	<b>0</b>	May be inoperative for day operations.	<b>I</b>
<b>3340-01</b>	Position Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day operations.	<b>I</b>
<b>3340-02</b>	Anti-Collision Light System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for day operations.	<b>I</b>
<b>3340-03</b>	Landing Lights	<b>C</b>	-	<b>0</b>	May be inoperative for day operations.	<b>I</b>
<b>3340-04</b> <b>***</b>	Strobe Light System	<b>C</b>	-	<b>0</b>	May be inoperative provided passengers are not carried.	<b>I</b>

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<b>33. LIGHTS (Cont'd)</b>						
<b>3340-05</b> ***	External Utility Lights(s)	<b>C</b>	-	<b>0</b>		<b>I</b>
<b>3340-06</b> ***	Supplemental Lighting System	<b>C</b>	-	<b>0</b>		<b>I</b>
<b>3340-07</b> ***	Helicopter Emergency Egress Lighting System (HEEL)	<b>C</b>	-	<b>0</b>		<b>I</b>

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<b>34. NAVIGATION</b>						
<b>3411-01</b>	Sensitive Altimeter Adjustable for Barometric Pressure	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative for single pilot VFR.	<b>I</b>
<b>3412-01</b>	OAT/Free Air Temperature	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	<b>I</b>
<b>3413-01</b>	Vertical Velocity Indicator	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative for single pilot operations. Pilot's must be operative for category "A" operations and for IFR.	<b>I</b>
<b>3414-01</b>	Airspeed Indicator	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative for single pilot VFR.	<b>I</b>
<b>3420-01</b>	Electronic Attitude Direction Indicator (EADI)	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative for single pilot VFR.	<b>I</b>
<b>3421-01</b>	Standby Attitude Indicator	<b>B</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	<b>I</b>
<b>3422-01</b>	Electronic Horizontal Situation Indicator (EHSI)	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative for single pilot VFR.	<b>I</b>
<b>3424-01</b>	Slip-Skid Indicator	<b>B</b>	<b>-</b>	<b>1</b>	Copilots may be inoperative.	<b>I</b>
<b>3432-01</b>	Navigation Systems (ILS)	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	<b>I</b>
<b>3434-01</b>	Marker Beacon	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided navigation is not predicated on its use.	<b>I</b>
<b>3442-01</b> ***	Weather Radar System				As required by 14 CFR.	<b>I</b>
<b>3444-01</b>	Radio Altimeter System	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	<b>I</b>

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3444-02</b> *** <b>(PL-54)</b>	Terrain Awareness and Warning System (TAWS) (EGPWS)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative, provided alternate procedures are established and used. <b>NOTE:</b> Any mode that operates normally may be used.	<b>I</b>
<b>3445-01</b> *** <b>(PL-32)</b>	Traffic Alert and Collision Avoidance System (TCAS I)	<b>B</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use.	<b>I</b>
		<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, <b>c)</b> Enroute or approach procedures do not require its use.	
<b>3445-02</b> *** <b>(PL-32)</b>	Traffic Alert and Collision Avoidance System (TCAS II)	<b>B</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use.	<b>I</b>
		<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, <b>c)</b> Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side, provided: <b>a)</b> TA and RA visual display is operative on flying pilot side, <b>b)</b> TA and RA audio function is operative on flying pilot side.	

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3445-02</b> *** (Cont'd) (PL-32)	2) Resolution Advisory (RA) Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.	
		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Traffic Alert (TA) visual display and audio functions are operative, <b>b)</b> TA only mode is selected by the crew, <b>c)</b> Enroute or approach procedures do not require its use.	
	3) Traffic Alert Display System(s)	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> RA visual display and audio functions are operative, <b>b)</b> Enroute or approach procedures do not require its use.	
	4) Audio Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	5) Airspeed Selection Function	<b>C</b>	<b>-</b>	<b>0</b>		
<b>3446-01</b> ***	Thunderstorm Detection System	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	
<b>3451-01</b>	DME	<b>C</b>	<b>1</b>	<b>-</b>	May be inoperative provided navigation is predicated on its use.	

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**34. NAVIGATION (Cont'd)**

<b>3452-01 (PL-76)</b>	Transponders & Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	May be inoperative, provided: <b>a)</b> Operations do not require its use, <b>b)</b> Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	<b>A</b>	-	<b>0</b>	May be inoperative, provided: <b>a)</b> Operations do not require its use, <b>b)</b> Repairs are made prior to completion of next scheduled maintenance visit.	
	2) ADS-B Squitter Transmission	<b>A</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Operations do not require its use, <b>b)</b> Repairs are made prior to completion of next scheduled maintenance visit.	

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3452-02 (PL-105)</b>	Automatic Dependent Surveillance- Broadcast (ADS-B) System	<b>D</b>	-	<b>0</b>	May be inoperative, provided it is not required by 14 CFR. <b>NOTE:</b> If ADS-B is installed in lieu of, or as a replacement for, 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment.	
	1) Cockpit Display and Traffic Information (CDTI)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> Cockpit Display & Traffic Information (CDTI) display of data from other aircraft systems may be used.	
	2) CDTI Control Panel	<b>D</b>	-	<b>0</b>	May be inoperative, provided: <b>a)</b> Flight ID can be set, <b>b)</b> Screen display is acceptable to the flight crew.	
	3) Data Link Transmitter(s)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section.	
	4) Data Link Receivers	<b>D</b>	-	<b>0</b>		
	5) ADS-B Applications	<b>D</b>	-	<b>0</b>		
<b>3453-01</b>	Navigation Systems (Long Range)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3454-01</b>	Navigation Systems (VOR)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3455-01</b>	Navigation Systems (ADF)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3460-01</b> ***	Moving Map Display	<b>C</b>	-	<b>0</b>		

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3461-01</b> ***  <b>(PL-98)</b>	Flight Management System (FMS)	<b>C</b>	-	-	<b>(O)</b> May be out of currency provided: <b>a)</b> Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, <b>b)</b> Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, <b>c)</b> Approach Navigation Radios are manually tuned and identified.	
<b>3461-02</b> ***  <b>(PL-98)</b>	Navigation Management System (NMS)	<b>C</b>	-	-	<b>(O)</b> May be out of currency provided: <b>a)</b> Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, <b>b)</b> Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, <b>c)</b> Approach Navigation Radios are manually tuned and identified.	

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<b>35. OXYGEN</b>					
<b>3500-01</b> ***	Oxygen Systems and Mask	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.

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<b>52. DOORS</b>						
<b>5270-01</b>	External Power Door Caution Light	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-02</b>	Door Caution Light System	<b>C</b>	-	<b>0</b>	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-03</b>	Baggage Door Caution Light System	<b>C</b>	-	<b>0</b>	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	

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<b>63. MAIN ROTOR DRIVE</b>					
<b>6321-01</b> ***	Rotor Brake System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Maintenance inspection determines Rotor Disc is free and, <b>b)</b> System is deactivated and secured.

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<b>77. ENGINE INDICATING</b>						
<b>7110-01</b>	Tachometer Indication (N2, NR on IDS)	<b>B</b>	<b>1</b>	<b>0</b>	One or both N2's may be inoperative provided respective engine torque is operative. The NR must be operative.	