



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

## Master Minimum Equipment List

**AgustaWestland S.p.A.**  
(R00002RD)

**AB139, AW139**

Revision: **2b**

Date: **01/01/2013**

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<b>U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION MASTER MINIMUM EQUIPMENT LIST</b>		
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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, MMEL DEFINITIONS.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-025, 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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<b>GUIDELINES FOR (M) &amp; (O) PROCEDURES</b>			
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:

18	00-01	(M) Procedure to ensure AVCS is deactivated and secured.	
21	00-01	(M) Procedure to ensure air conditioner is deactivated and secured.	
21	21-01	(O) Procedure to ensure adequate cockpit ventilation is available.	
21	40-01	(M) Procedure to deactivate and secure the Heating System.	
21	40-02	(O) Procedure to ensure heater is not required.	
23	40-01	(O) Specify alternate procedures to communicate with passengers.	
23	40-03	(O) Procedure to ensure that required oral briefing is given to passengers.	
24	22-01	(M) Procedure to ensure heated windshield is deactivated and secured. (IPS not installed).	
24	35-01	(M) Procedure to deactivate and secure generator. (O) Procedure to check that remaining generator does NOT exceed load limit.	
25	20-01	(M) Procedure to block and placard a Passenger Seat with inoperative Seat Belt, including Shoulder Harness.	
25	50-01	(M) Procedure to deactivate and secure the Cargo Suspension System.	
25	50-02	(M) Specify an alternate procedure to monitor rotorcraft external load.	
25	50-03	(M) Procedure to deactivate and secure the Hoist System.	
25	50-04	(O) Alternate method to monitor external load	
28	22-01	(O) Procedure to monitor fuel pressure indications on EDU2 of the Fuel Boost Pump Caution System. (in main mode).	
28	44-01	(O) Procedure to verify fuel pressure by the functioning transducer.	

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**GUIDELINES FOR (M) & (O) PROCEDURES (Cont'd)**

JASC	Item	Explanation
29	13-02	(O) Procedure to monitor the Utility Main and Utility Emergency pressure indications on EDU 2 (in aux mode). (M) Procedure to ensure landing gear is locked down and deactivated.
30	00-01	(M) Procedure to ensure Ice Protection System is deactivated and secured.
30	40-02	(M) Procedure to deactivate and secure the inverter.
30	40-03	(M) Procedure to ensure the Ice Protection System is deactivated and secured.
30	40-04	Procedure to ensure temperature sensors of pilot or co-pilot heated windshield are deactivated and secured. (IPS installed)
30	60-01	(M) Procedure to ensure tail rotor blade heating system is deactivated and secured.
30	60-02	(M) Procedure to deactivate MR & TR heating system.
30	60-03	(M) Procedure to ensure Tail Rotor Temperature Sensor is deactivated and secured.
30	80-01	(M) Procedure to deactivate ice detector system
32	40-01	(O) Procedures to ensure Category A Operations and Slope Operations are not performed.
32	60-01	(M) Procedure to insure Landing Gear is secured in the down position. (O) Procedure to use corrections for fuel consumption with Landing Gear Extended.
32	60-02	(M) Procedure to ensure Landing Gear Handle is secured in down position. (O) Procedure to use corrections for fuel consumption with Landing Gear Extended.
33	20-02	(O) Alternate procedure for passenger notification.
33	40-07	(M) Procedure to deactivate and secure the secondary landing light system.
33	40-08	(M) Procedure to deactivate and secure the additional secondary landing light system.
34	61-01	(O) Procedure to ensure validity of navigational database.
52	70-01	(O) Procedure to ensure doors are closed and latched.
52	70-02	(O) Procedure to ensure baggage doors are closed and latched.

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<b>GUIDELINES FOR (M) &amp; (O) PROCEDURES (Cont'd)</b>			
JASC	Item	Explanation	
52	70-03	(O) Procedure to ensure external power door is closed and latched.	
63	21-01	(M) Procedure to deactivate and secure Rotor Brake System.	

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	4. REMARKS & EXCEPTIONS	

<b>18. VIBRATION AND NOISE</b>						
<b>00-01</b> ***	Active Vibration Control System (AVCS)	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative.	

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<b>21. AIR CONDITIONING</b>					
<b>00-01</b>	Air Conditioning System (cockpit and cabin)	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> The cabin and/or cockpit air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.
<b>20-01</b>	Cockpit Ventilation Flapper Valve	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Heating system is installed and operational, and <b>b)</b> One or both crew sliding windows are operational.
<b>20-02</b>	Cabin Ventilation Flapper Valve	<b>C</b>	<b>1</b>	<b>0</b>	
<b>21-01</b>	Cockpit Ventilation Fan	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> The respective Cockpit Ventilation Flapper Valve (item <b>21-01</b> ) is operative, and <b>b)</b> One or both crew sliding windows are operational.
<b>40-01</b> ***	Heating System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided heated air is not required for demisting, and the system is deactivated and secured.
<b>40-02</b>	Heater Bleed Air Shut-off Valve	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative in the failed closed position if heater is not required.

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<b>40-03</b>	Heater Temperature Control Valve	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative in the failed open position provided that both shut-off valves ( <b>items 40-02</b> ) are kept closed and the heater is not required.
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative in the failed closed position if the heater is not required.
<b>40-04</b>	Heater Overheat Thermal Switch	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Bleed Air Shut-off Valves ( <b>item 40-02</b> ) are kept closed and the heater is not required.

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<b>22. AUTO FLIGHT</b>					
<b>16-01</b>	Trim actuators	<b>C</b>	<b>3</b>	<b>0</b>	One or more Trim Actuators may be inoperative for VFR operations only.
<b>16-02</b>	Collective actuator (if flight director is installed)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative.  <b>NOTE:</b> Flight director collective modes available uncoupled only.

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<b>23. COMMUNICATIONS</b>					
<b>00-01</b>	Intercom System	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR flight, provided back-up mode is operative. <b>Note:</b> The loss of Intercom System implies the loss of Passenger Address System, see item <b>40-01</b>
<b>00-02</b> ***	Satellite Communications Systems Satcomm, etc. (i.e. Skyconnect Tracker System)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.
<b>00-03</b>	Communications Systems (FM)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.
<b>00-04</b> ***	Hoist Operator ICS	<b>C</b>	-	<b>0</b>	May be inoperative for Rotorcraft load combinations A, or B, or C.
<b>10-01</b>	Communications Systems (HF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.

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<b>23. COMMUNICATIONS (Cont'd)</b>					
<b>11-01</b>	Communications Systems (UHF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.
<b>12-01</b>	Communications Systems (Basic VHF)	<b>D</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.
<b>40-01</b>	Passenger Address (PA) System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: Alternate passenger briefing procedures are established and used. May be inoperative provided procedures do not require its use.
		<b>D</b>	<b>1</b>	<b>0</b>	
<b>40-02</b> ***	Cabin ICS / PA Control Panel	<b>D</b>	<b>1</b>	<b>0</b>	

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<b>23. COMMUNICATIONS (Cont'd)</b>					
<b>40-03</b> ***	Cabin Speaker/ Passenger Compartment Intercommunicati ons (Including Pre-recorded Passenger Briefing System, Page/Chime System, and Air to Ground Telephone)	<b>C</b>	<b>-</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 used. <b>b)</b> Appropriate oral briefing is given to passengers.
		<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative for non- passenger carrying operations.
<b>70-01</b> ***	Cockpit Voice Recorder (Combined CVR/FDR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Flight Data Recorder (FDR) operates normally, <b>b)</b> Repairs are made within three flight days.
<b>70-02</b> ***	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made within three flight days.
COCKPIT VOICE RECORDER (CVR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
<b>70-03</b> ***	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.

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<b>24. ELECTRICAL POWER</b>					
<b>22-01</b>	Inverters (IPS not installed) <b>Note: CAS Message “1 and/or 2 WSHLD HTR DEG” or “1 and/or 2 WSHLD HTR FAIL” may be illuminated.</b>	<b>C</b>	<b>2</b>	<b>0</b>	<b>(M)</b> May be inoperative provided the system is deactivated and secured.  Refer to 30. Item 40-04 Heated Windshield
<b>32-01</b>	Main Battery	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Both Generators are operative, <b>b)</b> Auxiliary Battery is operative, and <b>c)</b> Flight is restricted to VFR operations.
<b>32-02</b>	Auxiliary Battery	<b>B</b>	<b>1</b>	<b>-</b>	May be inoperative provided: <b>a)</b> First engine start is by GPU, <b>b)</b> Both Generators are operative, <b>c)</b> Main Battery is operative, and <b>d)</b> Flight is restricted to VFR operations.
<b>35-01</b>	Starter/Generator	<b>B</b>	<b>2</b>	<b>1</b>	<b>(M)</b> One generator may be inoperative for day VFR provided the inoperative generator is deactivated and secured. <b>(O)</b> Check that remaining generator does NOT exceed load limit.
<b>40-01</b>	DC External Power	<b>C</b>	<b>1</b>	<b>0</b>	

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<b>25. EQUIPMENT/FURNISHINGS</b>						
<b>00-02</b>	Non-Essential Equipment & Furnishings (NEF)		-	<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)</b> and <b>(O)</b> procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
<b>10-01</b>	Co-Pilot/ Crewmember Shoulder Harness	<b>B</b>	-	<b>0</b>	May be inoperative provided associated seat is blocked, placarded and not occupied.	
<b>20-01</b>	Passenger Seat	<b>D</b>	-	<b>0</b>	<b>(M)</b> If any component is missing or inoperative, seat must be blocked and placarded. <b>Note:</b> A seat with an inoperative or missing seat belt or harness is considered inoperative.	
<b>20-02</b>	Passenger Seat Belts and/or Shoulder Harness	<b>C</b>	-	<b>0</b>	May be missing or inoperative provided associated seat is blocked, placarded, and not occupied.	
<b>20-03</b> ***	EMS Equipment	<b>D</b>	-	<b>0</b>	May be inoperative provided system is deactivated and secured. <b>(M)</b> and/or <b>(O)</b> procedures may be required and included in the air carrier's appropriate document.	

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<b>25. EQUIPMENT/FURNISHINGS (Cont'd)</b>					
<b>50-01</b> ***	Cargo Suspension System	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the system is deactivated and secured.
<b>50-02</b> ***	Hoist	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> Breeze Hoist System or Goodrich Single Hoist System may be inoperative provided the system is deactivated and secured.
<b>50-03</b> ***	Hoist	<b>D</b>	<b>2</b>	<b>0</b>	<b>(M)</b> Goodrich Main or Secondary Hoist System may be inoperative provided: <b>a)</b> Hoist operations requiring two hoist systems are not conducted. <b>b)</b> The system is deactivated and secured.
<b>50-04</b> ***	Cargo Hook Monitoring Camera System	<b>C</b> <b>D</b>	<b>1</b> <b>1</b>	<b>0</b> <b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are used.  May be inoperative provided Rotorcraft – load combinations Class B or Class C are not conducted.
<b>60-01</b>	First Aid Kit	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete or missing, provided required distribution is maintained.
<b>60-02</b> ***	Survival Equipment	<b>D</b>	-	-	As required by 14 CFR.
<b>61-01</b> ***	Life Jackets	<b>D</b>	-	-	As required by 14 CFR.

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<b>25. EQUIPMENT/FURNISHINGS (Cont'd)</b>					
<b>62-01</b>	Emergency Locator Transmitter (ELT)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.
<b>62-02</b> ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	<b>D</b>	-	-	As required by 14 CFR.
<b>64-01</b> ***	Life-rafts and ELT for Extended Overwater Flights	<b>D</b>	-	-	As required by 14 CFR.

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<b>26. FIRE PROTECTION</b>					
<b>10-01</b>	Baggage Compartment Smoke Detector System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided baggage compartment is completely empty.
<b>22-01</b> ***	Portable Fire Extinguisher	<b>C</b>	<b>-</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 location, and placed out of sight so it cannot be mistaken for a functional unit, and <b>b)</b> Required distribution is maintained.

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<b>28. FUEL</b>					
<b>22-01</b>	Fuel Pumps (Fuel Booster Pumps)	<b>B</b>	<b>2</b>	<b>1</b>	<p><b>(O)</b> One Fuel Pump may be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> The Crossfeed Valve is open,</li> <li><b>b)</b> Fuel pressure indications are in the normal range,</li> <li><b>c)</b> Plan flight to account for 240kg of unusable fuel when operating in crossfeed,</li> <li><b>d)</b> The aircraft must not fly above 10,000 feet of density altitude.</li> </ul>
<b>42-01</b>	Fuel probes	<b>B</b>	<b>4</b>	<b>3</b>	<p>One Main or Secondary Fuel Probe may be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> The tanks are verified to be full before each flight.</li> <li><b>b)</b> Fuel Low Level cautions are operative.</li> </ul>
<b>44-01</b>	Pressure Transducer	<b>C</b>	<b>2</b>	<b>1</b>	<p><b>(O)</b> One Pressure Transducer may be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Each Fuel Booster Pump pressure is verified by the functioning side Pressure Transducer (Refer to RFM System checks), and</li> <li><b>b)</b> Crossfeed Valve is set to the OPEN position.</li> </ul>

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<b>29. HYDRAULIC POWER</b>					
<b>13-01</b>	No. 2 Circuit (RH), Hydraulic Pumps 2/4	<b>A</b>	<b>2</b>	<b>1</b>	One pump may be inoperative provided: <b>a)</b> The circuit pressure is within normal operating limits, <b>b)</b> No additional faults noted on the CAS or Hydraulic synoptic page, and <b>c)</b> Repairs must be made prior to next flight.
<b>13-02</b>	Utility Hydraulic Circuit Normal (N° 2) Emergency (N°1)	<b>C</b>	<b>2</b>	<b>1</b>	<b>(M)(O)</b> One circuit may be inoperative provided, Landing Gear is locked down, secured and electrically deactivated.

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<b>30. ICE AND RAIN PROTECTION</b>						
<b>00-01</b> ***	Ice Protection System (IPS)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured b) Operations in known or forecasted icing conditions are not conducted.	
<b>00-02</b>	Temperature sensor per single T/R blade.				DELETED (See 60-03)	
<b>30-01</b>	Pitot Heaters	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: a) Flight is in VFR conditions, b) Ambient temperatures are above +4 degrees C (39 degrees F), and c) Operations are not conducted in visible moisture.	
<b>40-01</b>	Windshield Wiper System	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided the helicopter is not operated in known or forecast precipitation that requires its use.	
<b>40-02</b>	Heated Windshields (IPS not installed) <b>Note:</b> CAS Message "1 and/or 2 WSHLD HTR DEG" or "1 and/or 2 WSHLD HTR FAIL" may be illuminated.	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided the system is deactivated and secured.	

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<b>30. ICE AND RAIN PROTECTION (Cont'd)</b>					
<b>40-03</b> ***	Heated Windshield (IPS installed)  ("CHK" indication illuminated) (1 WSHLD FAIL) (2 WSHLD FAIL) illuminated	<b>C</b>	<b>2</b>	<b>0</b>	<b>(M)</b> Pilots and/or Co-pilot heated windshield may be inoperative provided: <b>a)</b> System is deactivated and secured <b>b)</b> Operations in known or forecasted icing conditions are not conducted. <b>Note:</b> The Ice Protection System is considered inoperative.
<b>40-04</b> ***	Sensors of pilot and / or co-pilot heated windshield. (IPS installed)  (CHK indication illuminated)	<b>C</b>	<b>3</b>	<b>1</b>	<b>(M)</b> May be inoperative may be inoperative provided: <b>a)</b> System is deactivated and secured <b>b)</b> Operations in known or forecasted icing conditions are not conducted. <b>Note:</b> The Ice Protection System is considered inoperative.
<b>60-01</b> ***	Tail rotor blade pair heating (IPS installed)  (TR DEGR) illuminated	<b>C</b>	<b>2</b>	<b>1</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured. <b>b)</b> Operations in known or forecasted icing conditions are not conducted. <b>Note:</b> The Ice Protection System is considered Inoperative.

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<b>30. ICE AND RAIN PROTECTION (Cont'd)</b>					
<b>60-02</b>	Main Rotor Heating and/or Tail Rotor Heating  (MR DEGR) (MR FAIL) (TR DEGR) (TR FAIL) Fault illumination	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) MR and/or TR heating system is deactivated and secured. b) Operations in known or forecasted icing conditions are not conducted. c) Windshield heating and defog functions are operative. <b>Note:</b> The Ice Protection System is considered inoperative.
<b>60-03</b>	Tail Rotor blade Temperature sensor (CHK indication illuminated)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured. b) Operations in known or forecasted icing conditions are not conducted. <b>Note:</b> The Ice Protection System is considered inoperative.
<b>80-01</b>	Ice detector (IPS installed)	<b>C</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) Both ice detectors are deactivated and secured b) Operations in known or forecasted icing conditions are not conducted. <b>Note:</b> The Ice Protection System is considered inoperative.

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<b>31. INSTRUMENTS</b>					
<b>20-01</b>	Clock Displaying Hours, Minutes, and Seconds with Sweep- Second Pointer or Digital Presentation	<b>C</b>	<b>2</b>	<b>1</b>	
<b>30-01</b>	Flight Data Recorder (FDR) (Combined CVR/FDR Unit)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Cockpit Voice Recorder (CVR) operates normally, <b>b)</b> Aircraft is not dispatched from a designated airport where repairs or replacements can be made, and <b>c)</b> Repairs are made within three flight days.
FLIGHT DATA RECORDER (FDR) INSTALLED FOR AN OPERATOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
<b>30-01</b>	Flight Data Recorder (FDR) System	<b>C</b>	<b>-</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.
		<b>A</b>	<b>-</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
<b>60-01</b>	Multifunction Display Unit (MFD/PFD)	<b>C</b>	<b>4</b>	<b>3</b>	One may be inoperative for VFR.

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<b>32. LANDING GEAR</b>					
<b>40-01</b> ***	Powered Parking Brake Module	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> May be inoperative with the following limitations:</p> <p><b>a)</b> CAT. A operations requiring the use of the parking brake are not allowed</p> <p><b>b)</b> Sloping operations requiring parking brake are not allowed.</p> <p><b>c)</b> Dispatch with PARK BRK ON caution displayed is not allowed</p>
<b>60-01</b>	Landing Gear Indicating/ Warning System	<b>C</b>	-	<b>0</b>	<p><b>(M)(O)</b> May be inoperative provided:</p> <p><b>a)</b> Landing gear handle is secured in the down position,</p> <p><b>b)</b> RFM limitations and performance corrections for Fixed Landing Kit are complied with.</p>
<b>60-02</b>	Landing Gear Up Caution System(with radio altimeter) (Audio/ Voice, Visual)	<b>C</b>	-	<b>0</b>	<p><b>(M)(O)</b> May be inoperative provided:</p> <p><b>a)</b> Landing gear handle is secured in the down position,</p> <p><b>b)</b> RFM airspeed limitations and performance corrections for Fixed Landing Gear Kit are complied with.</p>

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<b>33. LIGHTS</b>					
<b>00-01</b> ***	NVG Compatible Lighting System	<b>C</b>	-	<b>0</b>	Unaided operation (without NVGs) 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, and <b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.
<b>10-01</b>	Cockpit/Flight Deck Compartment and Instrument Lighting System	<b>C</b>	-	-	Individual lights may be inoperative provided remaining lights are: <b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, <b>b)</b> Positioned so that direct rays are shielded from flight crewmembers eyes, and <b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.
<b>10-02</b>	Overhead Map Lights	<b>C</b> <b>C</b>	<b>2</b> <b>2</b>	<b>1</b> <b>0</b>	May be inoperative for day operations.

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<b>33. LIGHTS (Cont'd)</b>					
<b>20-01</b>	Cabin Lighting System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day operation May be inoperative for night operations provided that the inoperative lights do not exceed fifty (50) percent of the total installed
		<b>C</b>	<b>1</b>	<b>-</b>	
<b>20-02</b>	Passenger Notice System (Fasten Seat Belt-No Smoking)	<b>B</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are used for passenger notification, and <b>b)</b> Public address system is installed and operative. Passengers are not carried.
		<b>D</b>	<b>-</b>	<b>0</b>	
<b>40-01</b>	Position Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day VFR operations.
<b>40-02</b>	Anti-Collision Light System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for day operations.
<b>40-03</b> ***	Strobe Light System	<b>C</b>	<b>-</b>	<b>0</b>	
<b>40-04</b> ***	Pulse Light System	<b>C</b>	<b>-</b>	<b>0</b>	
<b>40-05</b>	Landing Lights System (applicable up to S/N 31399 and 41299 except S/N's 31333, 41276, 41278, 4129, 41290, 41291, 41292)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day VFR operations.  May be inoperative for night operations provided the standard secondary landing light (searchlight) is operative or the additional secondary landing light (searchlight) (if installed) is operative.
		<b>C</b>	<b>1</b>	<b>0</b>	

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<b>33. LIGHTS (Cont'd)</b>					
<b>40-06</b>	Landing Lights  (applicable to S/N's 31333, 41276, 41278, 41289, 41290, 41291, 41292 and from S/N 31400 and 41300)	<b>C</b>  <b>C</b>	<b>2</b>  <b>2</b>	<b>0</b>  <b>1</b>	May be inoperative for day VFR operation. One landing light may be inoperative for night operations provided the landing site is adequately lighted.
<b>40-07</b>	Standard Secondary Landing Light (Searchlight) (applicable up to S/N's 31399 and 41299, except S/N's 31333, 41276, 41278, 41289, 41290, 41291, 41292)	<b>C</b>  <b>C</b>	<b>1</b>  <b>1</b>	<b>0</b>  <b>0</b>	<b>(M)</b> May be inoperative for daylight operations provided the system is deactivated and secured.  May be inoperative for night operations provided the additional secondary landing light (searchlight) is installed and operative.
<b>40-08</b> <b>***</b>	Additional Secondary Landing Light (Searchlight) (applicable up to S/N's 31399 and 41299, except S/N's 31333, 41276, 41278, 41289, 41290, 41291, 41292)	<b>C</b>  <b>C</b>	<b>1</b>  <b>1</b>	<b>0</b>  <b>0</b>	<b>(M)</b> May be inoperative for daylight operations provided the system is deactivated and secured.  May be inoperative for night operations provided the standard secondary landing light (searchlight) is operative

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<b>33. LIGHTS (Cont'd)</b>					
<b>40-09</b>	Taxi Lights	<b>C</b>	-	<b>0</b>	May be inoperative for day operations.
<b>40-10</b> ***	Flood Lights	<b>D</b>	-	<b>0</b>	
<b>40-11</b> ***	Step Lights	<b>C</b>	-	<b>0</b>	
<b>50-01</b>	Emergency Lighting System	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR
<b>50-02</b> ***	Helicopter Emergency Egress Lighting System (HEELS)	<b>C</b>	-	<b>0</b>	As required by 14 CFR

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<b>34. NAVIGATION</b>					
<b>10-01</b> ***	Moving Map Display	<b>D</b>	<b>-</b>	<b>0</b>	
<b>12-01</b>	OAT/Free Air Temperature (IPS not installed)	<b>C</b>	<b>3</b>	<b>2</b>	One of the ADS sensors may be inoperative.
	OAT/Free Air Temperature (IPS installed)	<b>C</b>	<b>3</b>	<b>2</b>	One of the ADS Sensors may be inoperative provided the ice protection system is considered inoperative.
<b>21-01</b>	Standby Attitude Indicator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided not required by 14 CFR.
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Operations conducted in day VMC only, and <b>b)</b> Operations are not conducted into known or forecast over-the-top conditions.
<b>22-01</b>	Flux Valve	<b>A</b>	<b>2</b>	<b>1</b>	One Flux Valve may not be inoperative provided: <b>a)</b> Only VFR operations are conducted. <b>b)</b> HDG miscompare amber message is not displayed <b>c)</b> The Standby Magnetic Compass is operative.
<b>30-02</b>	Enhanced Vision System (IR imaging system)	<b>C</b>	<b>1</b>	<b>0</b>	
<b>31-01</b>	Localizer VOR System	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.

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<b>34. NAVIGATION (Cont'd)</b>					
<b>32-01</b>	Glide Slope System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.
<b>34-01</b>	Marker Beacon	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided navigation is not predicated on its use.
<b>42-01</b> ***	Weather Radar System	<b>C</b>	<b>1</b>	-	As required by 14 CFR.
<b>44-01</b>	Radio Altimeter	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.
<b>44-02</b>	Radar Altimeter(s) (Dual)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided 4 axis Flight Director mode RHT is not engaged.
<b>44-03</b> ***	Enhanced Ground Proximity Warning System (EGPWS)	<b>C</b>	<b>1</b>	-	As required by 14 CFR.
<b>45-01</b> ***	Traffic Collision Avoidance System	<b>C</b>	<b>1</b>	-	As required by 14 CFR.
<b>46-01</b> ***	Thunderstorm /Lightning Detection System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.
<b>51-01</b>	DME	<b>C</b>	<b>1</b>	<b>0</b>	Any in excess of those required by 14 CFR may be inoperative.
<b>52-01</b>	Transponder	<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 facility 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.

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<b>34. NAVIGATION (Cont'd)</b>					
<b>54-01</b>	VOR Navigation Systems	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.
<b>55-01</b>	ADF	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.
<b>57-01</b>	Global Positioning System	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.
<b>60-01</b>	Flight Management System (FMS)	<b>C</b>	<b>2</b>	<b>0</b>	As required by 14 CFR
<b>60-02</b>	Flight Director (FD)	<b>C</b>	<b>2</b>	<b>0</b>	
<b>61-01</b>	Flight Management System (FMS) Database	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> Navigation Database may be out of currency provided:</p> <p><b>a)</b> Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, and</p> <p><b>b)</b> Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight.</p> <p><b>c)</b> Approach navigation radios are manually tuned and identified</p>

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<b>45. CENTRAL MAINTENANCE COMPUTER</b>						
<b>45-01</b> ***	Health and Usage Monitoring System (HUMS)	<b>C</b>	<b>-</b>	<b>0</b>		<b>I</b>

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	4. REMARKS & EXCEPTIONS	

<b>52. DOORS</b>					
<b>70-01</b>	Door Caution System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.
<b>70-02</b>	Baggage Door Caution System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.
<b>70-03</b>	External Power Door Caution Light	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.

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

AIRCRAFT: <b>AB139, AW139</b>	REVISION NO. <b>2b</b> DATE: 01/01/2013	PAGE NO. 63-1
JASC SYSTEM, TITLE, COMPONENT CODE, & SEQUENCE ITEM	1. REPAIR CATEGORY	
	2. NUMBER INSTALLED	
	3. NUMBER REQUIRED FOR DISPATCH	
	4. REMARKS & EXCEPTIONS	

<b>63. MAIN ROTOR DRIVE</b>					
<b>21-01</b>	Rotor Brake	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Inspection determines the calliper is in the down position, and <b>b)</b> System is deactivated and secured.