



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

Master Minimum Equipment List (MMEL)

Revision: 2
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AGUSTAWESTLAND S.p.A.

**AW109SP
(H7EU)**

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

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HIGHLIGHTS OF CHANGE

JASC	Item	Explanation
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		<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: http://av-info.faa.gov/sdrx/references.aspx.</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>For Example: JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>	
2500	-01	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)	
2562	-02	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)	
3130	-01	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)	
3130	-01	Added Policy Letter 87, Rev. 5, August 10, 2010 (CVR/FDR)	
3300	-01	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)	
3444	-02	Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS)	
3445	-01	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I)	
3445	-02	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II)	
3452	-01	Added Policy Letter 76, Rev. 5, March 24, 2008 (Transponders & AARS)	
3452	-02	Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB)	
3461	-01	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Flight Management System (FMS)	
3461	-02	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Navigation Management System (NMS)	

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DEFINITIONS		

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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PREAMBLE		

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
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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:

2100	-01	(M) Procedure to deactivate and secure Environmental Control Unit (ECU)	
2100	-02	(M) Procedure to ensure adequate cockpit ventilation is available.	
2104	-01	(M) Procedure to deactivate and secure the heating system	
2341	-01	(O) Limitations and alternate procedure to communicate with passengers	
2422	-01	(M) Procedure to deactivate and secure generator	
2435	-01	(M) Procedure to deactivate and secure generator remaining generator does NOT exceed load limit.	
2435	-01	(M) Procedure to deactivate and secure inverter	
2500	-01	(O) Procedures and processes are outlined in the operator's (insert name) manual.	
2520	-02	(M) (O) Procedures may be required and included in the air carrier's appropriate document.	
2822	-02	(O) Procedure to monitor fuel pressure indications on EDU2 of the fuel boost pump caution system (In main mode)	
2931	-01	(O) Procedure to monitor the Utility Main and Utility Emergency pressure indications on the EDU 2 (in aux mode)	
3200	-01	(M) Procedure to deactivate and secure the landing gear extension /retention system	
3260	-01	(M) Procedure to deactivate and secure the landing gear up caution system(with radio altimeter (Audio/Voice/Visual)	
3260	-02	(M) Procedure to deactivate and secure the landing gear emergency extension system	

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GUIDELINES FOR (M) & (O) PROCEDURES			
JASC	Item	Explanation	

3260	-04	(M) Procedure to deactivate and secure the landing gear emergency extension system	
3320	-01	(O) Alternative procedure for passenger notification.	
3444	-02	(O) Alternate procedure established as required under 14 CFR	
3445	-01	(M) Procedure to ensure system is deactivated and secured.	
3445	-02	(M) Procedure to ensure system is deactivated and secured. (O) May be inoperative.	
3461	-01	(O) May be inoperative.	
3461	-02	(O) May be inoperative.	
5270	-01	(O) May be inoperative.	
6321	-01	(M) Procedure to ensure Rotor Brake Disc is free. (O) Procedure to ensure safe operation IAW FLM.	

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21. AIR CONDITIONING						
2100-01 ***	Environmental Control Unit (ECS)	C	-	0	(M) May be inoperative provided heater air is not required for demisting, and the system us deactivated and secured.	I
2100-02	Air Conditioner Freon	C	-	0	(M) May be inoperative provided system is deactivated and secured.	
2140-01 ***	Heating System	C	-	0	(M) May be inoperative provided heater air is not required for demisting, and the system us deactivated and secured.	

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22. AUTO FLIGHT						
2210-01	APMS Panel	C	1	0	May be inoperative for VFR provided: a) AP1 and AP2 pushbuttons are operative b) Test pushbutton is operative	
2210-02	Collective Trim Actuator	C	1	0	May be inoperative for VFR.	

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23. COMMUNICATIONS						
2300-01 ***	Communications Systems (FM)	D	-	-	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.	
2300-02	Crew Intercommunication System (ICS)	B	2	1	Co-pilot may be inoperative for VFR single pilot operations.	
2300-03	Hoist Operator ICS	C	-	0	May be inoperative for Non Human External Cargo (NHEC) operations.	
2310-01 ***	Communications Systems (HF)	D	-	-	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.	
2311-01 ***	Communications Systems (UHF)	D	-	-	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.	
2312-01 ***	Communications Systems (VHF)	D	-	-	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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23. COMMUNICATIONS

2344-01 ***	Cabin Speaker/Passenger Interphone System	C	-	0	(O) May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and utilized, b) Appropriate oral briefing is given to passengers, OR c) For non-passenger carrying operations.	
		D	-	0		

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24. ELECTRICAL POWER						
2422-01	Inverters	A	2	1	(M) One Inverter may be inoperative for VFR provided: a) VFR operations only are conducted b) (M) the system is deactivated and secured; c) Repairs are made within one day.	
2435-01	Starter / Generator	B	2	1	(M) One generator may be inoperative for day VFR provided the inoperative generator is deactivated and secured. (O) Check that remaining generator does NOT exceed load limit.	
2440-01	DC External Power	C	1	0		

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25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	NEF Items	-	-	0	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. (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2510-01	Co-Pilot / Crewmember Shoulder Harness	B	-	0	May be inoperative provided associated seat is blocked, placarded and not occupied.	
2520-01	Passenger Seat Belts and / or Shoulder Harness	C	-	0	One for each occupied seat. If belt and / or shoulder harness is inoperative or missing, seat must be blocked and placarded.	
2520-02 ***	EMS Equipment	C	-	0	May be inoperative provided system is deactivated and secured. (M) and/or (O) procedures may be required and included in the air carrier's appropriate document.	
2550-01 ***	Cargo Suspension System	C	-	0		
2550-02 ***	Hoist	C	-	0		
2560-01 ***	Helicopter Flotation Devices	C	-	0	As required by 14 CFR	
2560-02 ***	First Aid Kit	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2561-01	Personal Flotation				Deleted	

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25. EQUIPMENT/FURNISHINGS						
2562-01 *** (PL-120)	Emergency Locator Transmitter (ELT)	C	-	0	As required by 14 CFR	
2562-02	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2562-03	Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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26. FIRE PROTECTION

2622-01 ***	Portable Fire Extinguisher	D	-	1	any in excess of those required by 14 CFR may be inoperative or missing provided: a) 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) Required distribution is maintained.	I
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28. FUEL						
2822-01	Airframe Fuel Boost Pump	B	2	1	May be inoperative provided the following fuels are used: JET A, JET A-1, JP-5, JP-8, R.T.	
2822-02	Fuel Boost Pump Caution System	B	2	0	(O) May be inoperative provided the fuel pressure indications are monitored by the flight crew.	

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29. HYDRAULIC POWER						
2931-01	Utility Main and Emergency Caution Light	C	2	0	(O) May be inoperative provided hydraulic Utility Main / Emergency pressure indications are monitored by the flight crew	I
2931-02	Utility emergency Pressure Indicator	B	1	0	May be inoperative provided hydraulic Utility Emergency Caution Lights are operative.	I

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30. ICE AND RAIN PROTECTION						
3030-01	Pitot Head Heating or Indicating Systems	C	2	1	One may be inoperative.	I
		C	2	0	Three Pitot heads heating or indicating systems may be inoperative provided: a) OAT is greater than +4.5°C (40°F) in VFR, b) No visible moisture.	
3040-01 ***	Windshield Wiper System	C	-	0	May be inoperative provided the helicopter is not operated in known or forecast precipitation that requires its use.	I

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31. INSTRUMENTS						
3120-01	Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer of Digital Presentation	C	-	1	Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usual by, any pilot at his station.	I
3120-02 ***	Elapsed Timer	C	-	0	May be inoperative for VFR provided Elapsed Timer is installed and operative.	I
3120-03 ***	Hour Meter	C	-	0		I
3130-01 (PL-29) (PL-87)	Cockpit Voice Recorder (CVR) <u>with</u> Flight Data Recorder (FDR) Installed (CVR/FDR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) Repairs are made within three flight days.	I
3132-01 ***	Aircraft/Engine Monitoring System	C	-	0		I

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32. LANDING GEAR						
3230-01	Landing Gear Extension/Retraction System	C	1	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, b) Deleted, and c) RFM airspeed limitations for gear down operations are complied with.	I
3240-01	Parking Brake				Deleted	I
3260-01	Landing Gear Position Indicating System	B	1	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, b) Deleted, and c) RFM airspeed limitations for gear down operations are complied with.	I
3260-02 ***	Landing Gear Up Caution System (with radio altimeter) (Audio/ Voice, Visual)	C	-	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down position. b) RFM airspeed limitations for gear down operations are complied with.	I
3260-04	Landing Gear Emergency Extension System	C	1	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down positions, b) Deleted, and c) RFM airspeed limitations for gear down operations are complied with.	I
3260-05 ***	Nose Wheel Unlock Warning System	C	-	0		I

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33. LIGHTS						
3300-01 (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crew-members eyes, c) Lighting configuration and intensity is acceptable to the flight crew.	I
3310-01	Cockpit Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	I
3310-02	Overhead Map Lights	C C	2 2	1 0	May be inoperative for day VFR operations.	I
3320-01	Passenger Notice System (Fasten Seat Belt-No Smoking)	B	-	0	(O) May be inoperative provided: a) Passengers are not carried. b) Alternative procedures are used for passenger notification. c) Public address system is installed and operative.	I

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33. LIGHTS (Cont'd)						
3320-02 ***	Cabin Lighting System	C	-	0	May be inoperative provided: a) For day operations. b) Inoperative lights do not exceed fifty (50) percent of the total installed.	I
3340-01	Position Light System	C	1	0	May be inoperative for day operations.	I
3340-02	Anti-Collision Light System	B	1	0	May be inoperative for day operations.	I
3340-03	Landing Lights	C	-	0	May be inoperative for day operations.	I
3340-04 ***	Strobe Light System	C	-	0		I
3340-05 ***	External Utility Lights (s)	C	-	0		I
3340-06 ***	Supplemental Lighting System	C	-	0		I
3340-07 ***	Searchlight (Retractable)	C	-	0	May be inoperative for day operations.	I
		C	-	0	May be inoperative for night operations if the landing light is operational.	I

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34. NAVIGATION						
3411-01	Sensitive Altimeter Adjustable for Barometric Pressure	B	2	1	Copilot's may be inoperative for single pilot VFR.	I
3412-01	OAT/Free Air Temperature				Deleted.	I
3413-01	Instantaneous Vertical Speed Indicator (IVSI) or Vertical Speed Indicator (VSI)	B	-	-	Copilot's may be inoperative for single pilot operations. Pilot's must be operative for Category "A" operations and for IFR.	I
3416-01	Airspeed Indicator	B	2	1	Copilot's may be inoperative for single pilot VFR.	I
3420-01	Attitude Directions Indicator (ADI) or Electronic Attitude Direction Indicator (EADI)	B	2	1	Copilot's may be inoperative for single pilot VFR.	I
3421-01 ***	Standby Attitude Indicator	B	-	0	As required by 14 CFR.	I
3422-01	Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI)	B	2	1	Copilot's may be inoperative for single pilot VFR.	I

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3423-01	Magnetic Direction	C	2	1	Copilot's may be inoperative.	I
3424-01	Gyroscopic Rate of Turn Indicator				Deleted	I
3424-02	Slip-Skid Indicator	B	2	1	Copilot's may be inoperative.	I
3432-01 ***	Navigation Systems (ILS)					I
3434-01 ***	Marker Beacon	C	-	0	May be inoperative provided navigation is not predicated on its use.	I
3434-02 ***	Max-Viz EVS-1000 Enhanced Vision System (STC No. SR02150NY)	C	-	0		I
3442-01 ***	Weather Radar System	C	-	0	As required by 14 CFR.	I
3444-01 ***	Radio Altimeter	C	-	0		I

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

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		4. REMARKS & EXCEPTIONS	

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

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34. NAVIGATION (Cont'd)

3452-01 (PL-76)	Transponders & Automatic Altitude Reporting Systems	B	-	0	May be inoperative, provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	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	A	-	0	May be inoperative, provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.
	2) ADS-B Squitter Transmission	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.

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		4. REMARKS & EXCEPTIONS	

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

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		4. REMARKS & EXCEPTIONS	

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

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		4. REMARKS & EXCEPTIONS			
35. OXYGEN					
3500-01 ***	Oxygen Systems and Mask	C	-	-	As required by 14 CFR.

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		4. REMARKS & EXCEPTIONS	

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

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		4. REMARKS & EXCEPTIONS				
63. MAIN ROTOR Drive						
6321-01 ***	Rotor Brake System	C	-	0	(M) May be inoperative provided: a) Maintenance inspection determines Rotor Disc is free, and b) System is deactivated and secured.	I

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		4. REMARKS & EXCEPTIONS				
77.ENGINE INDICATING						
7710-01	Tachometer Triple Indicator (N2, NR)	B	1	0	One or both N2's may be inoperative provided respective engine torque is operative. The NR must be operative.	I