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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 11
Date: 05/13/2014

Columbia Helicopters Inc.

107-II
(1H16)
(H1PC)

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

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CONTROL PAGE

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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: 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)
2500	-02	Added Policy Letter 73 Rev. 4, April 18, 2006(EMS)
2562	-02	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)
3130	-01	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
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:

1810	-01	(M) Procedure to ensure HVA is deactivated and secured.	
2100	-01	(M) Procedure to ensure air conditioner is deactivated and secured.	
2100	-02	(O) Procedure to ensure adequate cockpit ventilation is available.	
2100	-03	(M) Procedure to ensure air blower is operative.	
2140	-01	(M) Procedure to ensure heater is deactivated and secured. (O) Procedure to provide fresh air	
2340	-01	(O) Specify alternate procedures to communicate with passengers.	
2340	-02	(O) Specify alternate procedures to communicate with passengers.	
2340	-03	(O) Specify alternate procedures to communicate with passengers.	
2340	-04	(O) Specify alternate procedures to communicate with passengers.	
2340	-05	(O) Specify alternate procedures to communicate with passengers.	
2340	-06	(O) Specify alternate procedures to communicate with passengers.	
2340	-07	(O) Specify alternate procedures to communicate with passengers.	
2340	-08	(O) Specify alternate procedures to communicate with passengers.	
2340	-09	(O) Specify alternate procedures to communicate with passengers.	
2340	-11	(O) Procedure for contacting flight attendants is established.	
2340	-12	(O) Specify alternate procedures to communicate with passengers.	
2422	-01	(M) Procedure to ensure heated windshield is deactivated and secured.	
2500	-01	(M) (O) Procedure to comply with Operators Manuals.	
2500	-02	(M) (O) Procedure to comply with Operators Manuals.	
2562	-02	(M) Procedure to ensure system is deactivated and secured	
2612	-01	(M) Procedure to ensure heater is deactivated and secured.	
2613	-01	(M) Procedure to ensure heater is deactivated and secured.	
2621	-01	(M) Procedure to ensure heater is deactivated and secured.	
3240	-01	(O) Specify alternate procedure to secure aircraft.	
3320	-01	(O) Specify alternate procedures to communicate with passengers.	

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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:

3444	-02	(O) Procedure to comply with 14 CFR.		
3445	-01	(M) Procedure to ensure system is deactivated and secured.		
3445	-02	(M)(O) Procedure to ensure system is deactivated and secured.		
3461	-01	(O) Procedure to comply with 14 CFR.		
3461	-02	(O) Procedure to comply with 14 CFR.		
5270	-01	(M)(O) Procedure to ensure system is deactivated and secured.		
5270	-02	(M)(O) Procedure to ensure system is deactivated and secured.		
6521	-01	(M) Procedure to ensure system is deactivated and secured.		

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		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS & EXCEPTIONS				
18. Helicopter Vibration						
1810-01 ***	Helicopter Vibration/Noise Analysis	D	1	0	(M) May be inoperative.	

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21. AIR CONDITIONING						
2100-01	Air Conditioner	C	-	0	(M) Procedure to deactivate and secured.	
2100-02	Blower (Fresh Air)	C	-	1	(O) May be inoperative provided ventilation	
2100-03	Blower (Equipment Rack)	B	1	0	(M) May be inoperative provided Fresh Air Blower is operative.	
2140-01	Heater	C	1	0	(M) Procedure to deactivate and secured.	

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23. COMMUNICATIONS

2300-01	Communications Systems (FM,)	D	2	1	Any in excess of those required by 14 CFR may be inoperative provide in is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for emergency procedure.	
2310-01	Communications Systems (HF)	D	2	1	Any in excess of those required by 14 CFR may be inoperative provide in is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for emergency procedure.	
2311-01	Communications Systems (UHF)	D	2	1	Any in excess of those required by 14 CFR may be inoperative provide in is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for emergency procedure.	
2312-01	Communications Systems (VHF)	D	2	1	Any in excess of those required by 14 CFR may be inoperative provide in is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or DC Transfer Bus and not required for emergency procedure.	

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23. COMMUNICATIONS (Cont'd)						
2312-02	(VHF Comm) Control Panels	C	2	1	As required by 14 CFR.	
2340-01	Passenger Address System	B	1	0	<p>(O) Maybe be inoperative under 14 CFR provided:</p> <ul style="list-style-type: none"> a) Alternative, normal and emergency procedures, and/or operating restrictions are established and used, and b) Flight attendant alerting system (audio and visual) operates manually. <p>NOTE Any station function (s) that operates normally may be used.</p>	
2340-02	Passenger Configuration	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) PA not required by 14 CFR. b) Alternative, normal and emergency procedures, and/or operating restrictions are established and used. <p>NOTE Any stations function(s) that operates normally may be used.</p>	
2340-03	Cargo Configuration (Courier/ Supernumary Address System)	C	1	0	<p>(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.</p>	

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23. COMMUNICATIONS (Cont'd)

2340-04	Crewmember Interphone Systems (Passenger Configuration a) Flight Deck to Cabin, Cabin to Flight Deck Functions)	B	-	-	(O) May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least fifty per cent of the cabin handsets, and b) Alternate Communications procedures between the affected flight attendants station(s) are established and used. NOTE Any station function(s) that operates normally may be used.	
2340-05	Cabin to cabin function	B	2	0	(O) May be inoperative provided alternate communication procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operates normally may be used.	
		B	-	-	(O) May be inoperative provided: a) Cabin to cabin interphone functions operate normally on at least fifty percent of the cabin handsets, and Alternate Communications procedures between the affected flight attendants station(s) are established and used.	

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23. COMMUNICATIONS (Cont'd)						
2340-06	Flight Deck to Ground Function 1) All other Aircraft operations	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
2340-07	2) Cargo Configuration	C	1	0	(O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.	
	a) Flight Deck to Cabin, Cabin to Flight Deck Functions	D	1	0	May be inoperative provided procedures do not require its use.	
2340-08	a) Cabin to Cabin Function	D	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	b) Flight deck to ground function 1) All other Aircraft/Operations	C	-	0		
2340-09	Handset Systems 1) Passenger Configuration a) Flight Deck	C	-	0	(O) May be inoperative provided: a) Flight deck to cabin communication operates normally, and b) Alternate procedures are established and used.	

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23. COMMUNICATIONS (Cont'd)						
2340-10	Cargo Configuration a) Flight Deck	C	-	0	May be inoperative provided flight deck to courier supernumerary communication operates normally.	
		D	-	0		
	b) Courier Supernumerary	D	-	1	May be inoperative provided procedures do not require its use.	
		D	-	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	
2340-11	(Audio/Visual) 1) Passenger Configuration a) Flight Deck Call Alerting System.	C	-	0	May be inoperative provided the flight deck audio alerting system operates normally. NOTE: The flight deck audio alerting must always be operative.	
		B	1	0		
		B	1	0		
	b) Flight Attendant visual alerting system.				(O) May be operative provided: a) PA systems operates normally. b) Alternate procedures for contacting flight attendants are established and used. NOTE Passenger to Attendant call system is considered a passenger convenience item.	

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23. COMMUNICATIONS (Cont'd)						
2340-11 (Cont'd)	c) Flight attendant Audio Alerting System.	B	-	0	<p>NOTE Any visual alerting system function(s) that operates normally may be used.</p> <p>(O) May be operative provided:</p> <p>c) PA systems operatives normally.</p> <p>d) Alternate procedures for contacting flight attendants are established and used.</p> <p>NOTE Passenger to Attendant call system is considered a passenger convenience item.</p>	
2340-12	2) Cargo configuration	B	1	0	May be inoperative provided the flight deck audio alerting system operates normally.	
	a) Flight Deck Call Visual Alerting System b) Flight Deck Call System	D	1	0	May be inoperative provided courier/supernumerary compartment remains unoccupied.	

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23. COMMUNICATIONS (Cont'd)					
2340-12 (Cont'd)	c) Courier/ supernumerary visual alerting system.	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, b) Alternate procedures are established and used.
		D	1	0	
	d) Courier/ supernumerary Audio Alerting System.	B	1	0	(O) May be inoperative provided: a) Courier/supernumerary address system operates normally, and b) Alternate procedures are established and used.
		D	-	0	

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23. COMMUNICATIONS (Cont'd)						
2370-01	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally and, b) Repairs are made within three flight days.	
2370-02	Cockpit Voice Recorder without Flight Data Recorder installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
2370-03	Cockpit Voice Recorder (CVR) installed for an Operator other than a holder of an Air Carrier of Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
2370-04	Automatic Flight Following system	C	-	0	As required by 14 CFR.	

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24. ELECTRICAL POWER						
2422-01	Inverter(Ground)	C	1	0	(M) May be inoperative provided that: <ul style="list-style-type: none"> a) Power available (BUS1 and BUS2) and transfer (<_>) indicator lights are operational, b) Alternator (ALT1 and ALT2) caution lights are operational. 	

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25. EQUIPMENT/FURNISHINGS						
2500-01 *** (PL-116)	NEF items	-	-	0	(M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document. May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual.	
2500-01	Litter Adapter System	C	-	0		
2500-02 (PL-73)	EMS equipment	C	-	0	May be inoperative provided the system is deactivated and secured. (M)(O) procedures may be required and included in the air carrier's appropriate document.	
2510-01	Crewmember Shoulder Harness	B	-	0	As required by 14 CFR.	
2520-01	Passenger seat belts	C	-	1	As required by 14 CFR. If belt is inoperative or missing seat must be blocked and placarded.	
2550-01 ***	Cargo Suspension System	C	-	0		
2550-02 ***	Hoist System	C	-	0		
2550-03 ***	Load Cell Indicator	C	-	0		

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25. EQUIPMENT/FURNISHINGS (Cont'd)						
2560-01 ***	Equipment for making Sound Signals	C	-	-	As required by 14 CFR.	
2560-02 ***	Flash lights (Cockpit/Cabin)	C	-	-	As required by 14 CFR.	
2560-03 ***	Megaphone	C	-	-	As required by 14 CFR.	
2560-04 ***	Survival Equipment	C	-	-	As required by 14 CFR.	
2560-05 ***	First Aid Kit	C	-	-	As required by 14 CFR.	
2561-01 ***	Emergency Floatation	C	-	-	As required by 14 CFR.	
2561-02 ***	Lifejackets	C	-	-	As required by 14 CFR.	
2561-03 ***	Automatic Floatation Deployment system (AFDS)	D	-	0	May be inoperative provided that procedures do not require its use.	
2562-01 *** (PL-120)	Automatically Deployable Emergency Locator Transmitter (ADELT)	B	-	-	As required by 14 CFR.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)						
2562-02 ***	Emergency Locator Transmitter (ELT) Survival Type ELTs	D				
	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by CFR may be inoperative or missing.	

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26. FIRE PROTECTION						
2611-01	Baggage/Cargo Compartment Smoke Detectors	C	1	0	<p>NOTE: Does not preclude the carriage of empty cargo containers pallets, ballast, etc.</p> <p>NOTE: Class E cargo compartments require only installation of smoke or fire detection systems (not suppression)</p>	
2612-01	Heater Fire Detection System	C	1	0	(M) May be inoperative provided heater is deactivated and secured.	
2613-01	Heater Overheat Warning Light	C	1	0	(M) May be inoperative provided heater is deactivated and secured.	
2621-01	Heater Fire Extinguishing System	B	1	0	(M) May be inoperative provided heater is deactivated and secured.	

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28. FUEL					
2810-01 ***	External Auxiliary Fuel System (STC1034NW)	C	-	0	System may be inoperative provided that the anticipated flight does not require the use of auxiliary fuel.

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30. ICE AND RAIN PROTECTION						
3020-01	Engine Anti-Icing Systems	C	2	0		
3020-02	Engine Inlet Duct Anti-Icing Systems	C	2	0		
3030-01	Pitot Heaters	B	2	0		
3040-01	Windshield Wipers	C	2	1		

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31. INSTRUMENTS						
3120-01	Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation	C	-	1	Operative clock must be located on the instrument panel in a position that makes it planning visible to, and usable by, any pilot at the pilot's station.	
		C	-	0	May be inoperative for VFR provided Elapsed Timer is installed and operative.	
3120-02	Elapsed Timer	C	-	0	May be inoperative provided Clock is operative.	
3120-03	Hour Meter	C	-	0		
3130-01 (PL-29)	Combination Recorder (CVFDR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
3130-02	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	

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31. INSTRUMENTS (Cont'd)						
3130-02 (Cont'd)		A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless: 1) The FDR failure occurs after pushback but prior to takeoff, or 2) The FDR repair was attempted but was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.	
3130-03	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 10 calendar days.	

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31. INSTRUMENTS (Cont'd)						
3130-04	FDR Recording Parameters not required	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	
3130-05	Flight Data Recorder (FDR) installed for an operator other than a holder of an Air Carrier or Commercial Operator Certificate	C	-	-		
3130-06	Flight Data Recorder System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	

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32. LANDING GEAR						
40-01	Parking brake	C	1	0	(O) May be inoperative provided Normal Braking System is operative. Place wheel chocks and check utility hydraulic accumulator pressure before removing chocks.	

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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; and c) Lighting configuration and intensity is acceptable to the flight crew.	
3310-01	Cockpit Instrument Panel & Console Lighting System	C	-	-	As required by 14 CFR.	
3320-01	Passenger Notice System (Fasten Seat Belt-No Smoking)	B	-	0	(O) May be inoperative provided: a) Passengers are not carried. OR b) Alternative procedures are used for notifying passengers. OR c) Public Address System is installed and operative.	

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33. LIGHTS (Cont'd)						
3320-02	Cabin Lighting Systems	C	-	-	May be inoperative provided: a) For day operations. OR b) Inoperative lights do not exceed fifty (50) percent of the total installed.	
3340-01	Search Light	C	-	0		
3340-02	Position Light	C	3	0	As required by 14 CFR.	
3340-03	Anti-collision light System	C	3	0	As required by 14 CFR.	
3340-04	Landing Lights a) Day Operations b) Night operations	C B C C	2 - - -	0 0 1 1	As required by 14 CFR. May be inoperative, Or Any in excess of one may be inoperative. Any in excess of one may be inoperative.	

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33. LIGHTS (Cont'd)						
3340-05	Strobe Light System	C	-	0	As Required by 14 CFR.	
3340-06	Recognition Light System	C	-	0	As Required by 14 CFR.	
3340-07	External Utility Light(s)	C	-	0	As Required by 14 CFR. No relief is provided to an inoperative system or component if powered by an emergency bus or equivalent and required to accomplish an emergency procedure.	
3340-08	Supplemental Lighting System	C	-	0		
3350-01	Emergency Lighting System	C	-	-	As Required by 14 CFR.	

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34. NAVIGATION						
3413-01	Vertical Speed Indicator	B	2	1	One may be inoperative for VFR.	
3414-01	Airspeed Indicator	B	2	1	One may be inoperative for VFR.	
3416-01	Altimeter (Sensitive)	B	2	1	One may be inoperative for VFR.	
3416-02	Altitude Encoding System	B	2	1	As required by 14 CFR.	
3421-01	Attitude Gyro Indicators	B	2	1	One may be inoperative for VFR.	
3421-02	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
3422-01	Directional Gyro Indicators	B	2	1	One may be inoperative for VFR.	
3424-01	Gyroscopic Rate-of-Turn Indicators	B	2	0	As required by 14 CFR.	
3431-01	Navigation Systems ILS	C	-	0	As required by 14 CFR.	
3434-01	Marker Beacon	C	1	0	May be inoperable provided approach is not predicated on its use.	
3442-01	Weather Radar System	C	-	0	As required by 14 CFR.	
3444-01 ***	Radio Altimeter Aural alert Generator	C	-	-	As required by operating requirements.	

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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.	
3445-01 *** (PL-32)	Airborne Collision Avoidance System (ACAS 1)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative, provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	

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34. NAVIGATION (Cont'd)					
3445-02 (Cont'd) ***		C	-	0	(M) May be inoperative, provided: a) Not required by 14 CFR b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	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, and b) TA and RA audio function is operative on flying pilot side.
	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, and c) Enroute or approach procedures do not require its use.

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34. NAVIGATION (Cont'd)						
3445-02 (Cont'd) ***	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative, provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. May be inoperative provided Enroute or Approach procedures do not require its use. As required by 14 CFR.	
	4) Audio Function	B	1	0		
	5) Airspeed Selection Function	C	-	0		
3451-01	DME	C	-	-	As required by 14 CFR.	

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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.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		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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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 of 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, and 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	D	-	0	As required by 14 CFR.
	5) ADS-B Applications	D	-	0	As required by 14 CFR.
3454-01	VOR	D	-	-	As required by 14 CFR.
3455-01	ADF	D	-	-	As required by 14 CFR.
3457-01	Navigation System GPS	D	-	-	As required by 14 CFR.

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34. NAVIGATION (Cont'd)

3461-01 *** (PL-98)	Flight Management System (FMS)	C	-	-	(O) May be out of currency provided: <ul style="list-style-type: none"> 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, and c) Approach navigation radios are manually tuned and identified. 	
3461-02 *** (PL-98)	Navigation Management System (FMS)	C	-	-	(O) May be out of currency provided: <ul style="list-style-type: none"> 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, and c) Approach navigation radios are manually tuned and identified. 	

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52. DOORS						
5270-01	Main Cabin Door Warning System	B	1	0	(M)(O) May be inoperative provided: a) It is ascertained that door is securely locked with door pins in place.	
5270-02	Baggage Compartment Door Warning System	B	1	0	(M)(O) May be inoperative provided: a) It is ascertained that flap door is properly latched.	

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65. MAIN ROTOR DRIVE						
6521-01	Rotor Brake	C	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured.	
6540-01	Triple Tachometer Indicators	C	2	1	One (1) Nf needle may be inoperative.	

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73. ENGINE FUEL CONTROL						
7331-01	Fuel Flow Indicators	B	2	0	May be inoperative for Transport Rotorcraft Category "B."	I

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77. ENGINE INDICATING						
7712-01	Torque indicating Systems	C	2	1		

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79. ENGINE OIL						
7931-01	Pressure Warning Lights	C	2	0	May be inoperative for Rotorcraft Transport Category "B" operations.	