



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

Master Minimum Equipment List (MMEL)

Revision: Original

Date: 03/17/2016

HELICOPTERES GUIMBAL

CABRI G2
(TCDS R00005RD)

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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
		<p>This Master Minimum Equipment List (MMEL) has been formatted 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 System Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>
		ORIGINAL DOCUMENT

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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

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:

JASC	Item	Explanation
2140	-01	(M) Procedure to ensure the heater valve is deactivated and secured to the "OFF" position.
2310	-01	(O) Appropriate alternate procedures are established and used.
2500	-01	(M) (O) Appropriate alternate procedures are established and used.
2562	-01	(M) Procedure to ensure ELT is deactivated and secured. (M) Procedure to ensure ELT is deactivated and secured.
2622	-01	(M) Procedure to identify and remove the defective fire extinguisher.
2840	-01	(O) Procedure to ensure that flight is initiated with full fuel tank.
2841	-01	(O) Procedure to ensure flight planning allows for 50 minutes fuel remaining at end of flight.
3120	-03	(O) Procedure to ensure an alternative means are utilized for recording time in service.
3412	-01	(O) Procedure to compute helicopter performance for temperature.
3444	-01	(O) Appropriate alternate procedures are established and used.
3445	-02	(M) Procedure to ensure TCAS is deactivated and secured. (M) Procedure to ensure TCAS is deactivated and secured. (O) Operations procedures to ensure enroute and approach procedures do not require its use. (O) Operations procedures to ensure enroute and approach procedures do not require its use.
3452	-01	(O) Appropriate alternate procedures are established and used.
3461	-01	(O) Appropriate procedures are established and used.
3461	-02	(O) Appropriate procedures are established and used.

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GUIDELINES FOR (M) & (O) PROCEDURES

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:

JASC	Item	Explanation
5210	-01	(M) Maintenance procedure to remove doors. (O) Procedure to comply with Cabri G2 RFM Limitations for flight without doors.
6321	-01	(M) Procedure to determine rotor brake is free and not engaged, and rotor brake is deactivated and secured.
6340	-01	(M) Procedure deactivated and secured MGB chip light. (O) Procedure to ensure MGB chip plug is checked for prior to flight.
6540	-01	(M) Procedure deactivated and secured MGB chip light. (O) Procedure to ensure MGB chip plug is checked for prior to flight.
7100	-01	(O) Procedure to ensure the pilot in command receives appropriate training recommended by the manufacturer for manual governor operations.

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
21. AIR CONDITIONING					
2120-01	Door Air Vent	D	2	0	Refer to Section 7 of Flight Manual. See Door Restraining Strap (Item 5210-02) and Section 7 of Flight Manual for additional restrictions.
2140-01	Cabin Heating System	C	1	0	(M) May be inoperative provided the valve is secured to the " OFF " position.

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		4. REMARKS & EXCEPTIONS	

23. COMMUNICATIONS					
2300-01	Intercom System	C	1	0	May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used.
		C	1	0	May be inoperative for non-passenger/crew carrying operations.
2300-02 ***	Communications Systems (FM)	D	-	-	As required by 14 CFR.
2310-01 *** (PL-106)	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.
2311-01 ***	Communications Systems (UHF)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.

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23. COMMUNICATIONS (Cont'd)					
2312-01 (PL-95)	Radio-Communication (VHF) Transmitters and Receivers.	D	1	0	Any in excess of those required by 14 CFR may be inoperative.
2350-01	Headset	C	2	1	Pilot Headset must be operational. See Section 4 of Flight Manual.
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <i>Without</i> a Flight Data Recorder installed in the aircraft.) NOTE: See Item 3130-01 for aircraft equipped with both CVR and FDR.	A	1	0	May be inoperative provided repairs are made within 3 flight days.
***	Independent Power Source	C	1	0	
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) (For an operator other than a holder of an air carrier or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
***	Independent Power Source	C	1	0	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
24. ELECTRICAL POWER					
2425-01	Alternator Low Voltage Light	B	1	0	May be inoperative provided Ammeter is operative.

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		4. REMARKS & EXCEPTIONS	

25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	NEF Items	-	-	0	<p>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.</p> <p>(M) and/or (O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.</p>	
2510-01	Crewmember Shoulder Harness	B	2	1	One may be inoperative or missing provided the affected seat is not required and not used.	
2520-01	Passenger Seat Belt and/or Shoulder Harness	C	1	0	If passenger belt and/or shoulder harness is inoperative or missing, seat must not be occupied for flight. As required by 14 CFR.	
2550-01 ***	Cargo Suspension System	C	-	0	May be inoperative, damaged, or missing.	
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.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)					
2562-01	Emergency Locator Transmitter (ELT)				
(PL-120)					
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing. (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
***	Fixed ELTs	A	-	0	
		A	-	0	
		D	-	-	
		D	-	-	
					May be missing provided repairs are made within 90 days. (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. Any in excess of those required by 14 CFR may be inopera or missing.

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		4. REMARKS & EXCEPTIONS		

26. FIRE PROTECTION

2622-01 ***	Portable Fire Extinguisher	C	-	1	<p>(M) Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <ul style="list-style-type: none"> 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.
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		4. REMARKS & EXCEPTIONS			
28. FUEL					
2840-01	Fuel Gage Indicator	B	1	0	(O) May be inoperative provided: a) "Low Fuel" Warning light is operative, b) Flight is initiated with full fuel, c) Flight duration is less than 2 hours 30 minutes.
2841-01	Fuel Quantity Caution Light	B	1	0	(O) May be inoperative provided: a) Low fuel indicator is operative, b) Flight terminates with 50 minutes fuel remaining.

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		4. REMARKS & EXCEPTIONS		

31. INSTRUMENTS					
3120-01	Elapsed Timer	C	1	0	
3120-02 ***	Clock	C	-	0	As required by 14 CFR.
3120-03	Hour Meter	A	1	0	(O) May be inoperative provided an alternate method is utilized for recording time in service.

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31. INSTRUMENTS (Cont'd)					
3130-01 *** (PL-29) ***	Cockpit Voice Recorder (CVR) Installed For An Operator Other Than A Holder of an Air Carrier or Commercial Operator Certificate Independent Power Source	A C	1 1	0 0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.
3130-02 *** (PL-29) ***	Cockpit Voice Recorder (CVR) With Flight Data Recorder (FDR) Installed Independent Power Source	A C	1 1	0 0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.
3130-03 *** (PL-29) ***	Cockpit Voice Recorder (CVR) <u>Without</u> Flight Data Recorder (FDR) Installed Independent Power Source	A C	1 1	0 0	May be inoperative provided repairs are made within 3 flight days.

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31. INSTRUMENTS (Cont'd)

3130-02 *** (PL-87)	Flight Data Recorder (FDR) System installed for an operator <i>other than</i> a holder of an air carrier or commercial operator certificate.	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 CFR.

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		4. REMARKS & EXCEPTIONS	

33. LIGHTS					
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	<p>Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are:</p> <ul style="list-style-type: none"> 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 flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE: Aircraft must have supplement 9.1, Night VFR installation.</p>
3310-01	Cockpit Instrument Lighting System	C	-	-	<p>Individual lights may be inoperative provided remaining lights are:</p> <ul style="list-style-type: none"> 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 flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p>

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33. LIGHTS (Cont'd)					
3310-01 (Cont'd)	Cockpit Instrument Lighting System	C	-	-	NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
3340-01	Position Light System	C	1	0	As required by 14 CFR.
3340-02	Strobe Light	B	1	0	As required by 14 CFR. See Section 4 of Flight Manual.
3340-03	Landing Lights	C	1	0	May be inoperative for Day operations.
3350-01	Cabin Lights – Backup/Map	C	1	0	May be inoperative for Day operations.

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		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION					
3412-01	OAT	A	1	0	(O) May be inoperative provided procedure to compensate for degradation of the Multiple Limit Indicator (MLI) to compute helicopter performance.
3412-02	Induction Temperature Indication	A	1	0	NOTE: MLI indication may be significantly altered in case induction air is heated by carburetor heating system.
3413-01 ***	Vertical Speed Indicator (VSI)	C	-	0	As required by 14CFR.
3416-01 ***	Altitude Encoder	C	-	0	As required by 14 CFR.
3422-03 ***	Slaved Magnetic Heading Indicator	C	-	0	As required by 14 CFR.
3421-01 ***	Attitude Indicator	C	-	0	As required by 14 CFR.
3422-01 ***	Directional Gyro	C	-	0	As required by 14 CFR.
3422-02	Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI)	B	2	1	As required by 14 CFR.
3424-01	Slip Indicator (Red String)	B	-	-	As required by 14 CFR.
3424-02 ***	Gyroscopic Rate of Turn	C	-	0	As required by 14 CFR.
3432-01 ***	Navigation Systems (ILS)	C	-	0	As required by 14 CFR.

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)

3434-01 ***	Marker Beacon	D	-	0	As required by 14 CFR.
3444-01 *** (PL-54) HTAWS	Class A TAWS Equipment 1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
	a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
	b) Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
	c) Glideslope Deviation(s) Mode 5	C	-	1	
	d) Advisory Callouts	B B	- -	0 0	(O) Maybe inoperative provided alternate procedures are established and used.

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34. NAVIGATION (Cont'd)

3444-01 *** (Cont'd) (PL-54)	e)	C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
HTAWS	f) Windshear Mode (Reactive) ***	B	1	0	(O) Maybe inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include windshear avoidance and windshear recovery procedures.
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	C	-	1	
		B	-	0	
	4) Runway Awareness & Advisory System (RAAS) ***	C	1	0	
	Class B TAWS Equipment				
	1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.

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34. NAVIGATION (Cont'd)

3444-01 *** (Cont'd) (PL-54) HTAWS	a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
	b) Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
	c) Modes 2, 4 & 5***	C	3	0	
	d) Advisory Callouts	B	-	0	(O) Maybe inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
	e) Windshear Mode (Reactive) ***	B	1	0	(O) Maybe inoperative provided alternate procedures are established and used.
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.

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34. NAVIGATION (Cont'd)					
3444-01 *** (Cont'd) (PL-54) HTAWS	3) Terrain Displays *** 4) Runway Awareness & Advisory System (RAAS) *** Class C TAWS Equipment TAWS/GPWS ***	C C C		1 1 0 0	 (O) Maybe inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
3444-02 ***	Radar Altimeter	B	-	-	As required by 14 CFR.
3445-01 ***	Passive Traffic Advisory System (TIS-A or ADS-B Based)	C	-	-	As required by 14 CFR.
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (i.e., TCAS I)	B C	-	0 0	(M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use. (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Enroute or approach procedures do not require its use.

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34. NAVIGATION (Cont'd)					
3445-02 (Cont'd) (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.
		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.
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.	

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34. NAVIGATION (Cont'd)					
3445-02 (Cont'd)	4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
(PL-32) ***	5) Airspace Selection Function	C	-	0	
3446-01 ***	XM or ADS-B Weather Information System	C	-	-	As required by 14 CFR.
3451-01 ***	DME	C	-	0	As required by 14 CFR.
3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	B	-	0	May be inoperative, provided: a) Operations do not require its use, and 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 <i>not required</i> by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
***	2) ADS-B Squitter Transmissions	A	-	0	May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.
***		D	-	0	May be inoperative provided operations do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.
					NOTE: Any ADS-B Out function that operates normally may be used.

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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, the repair category in the operator's MEL will be the 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 flightcrew.
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link transmission is an integral part of the transponder and relief is provided in that section.
	4) Data Link Receivers	D	-	0	
	5) ADS-B Applications	D	-	0	
3454-01 ***	Navigation System (VOR)	C	-	-	As required by 14 CFR.
3455-01 ***	Navigation System (ADF)	C	-	-	As required by 14 CFR.

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)					
3457-02 ***	Surface Navigation System (GPS)	C	-	-	As required by 14 CFR.
3461-01 *** (PL-98)	Flight Management System Navigation Databases	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, and c) Approach Navigation Radios are manually tuned and identified.
3461-02 *** (PL-98)	Navigation Management System Navigation Databases	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, and c) Approach Navigation Radios are manually tuned and identified.

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		4. REMARKS & EXCEPTIONS			
52. DOORS					
5210-01	Left Door, Right Door or both	D	2	0	<p>(M) If one or both hinges are altered, the door should be removed.</p> <p>(O) Refer to Cabri G2 RFM Limitations for operation without doors.</p>
5210-02	Door Restraining Strap	D	2	0	May be inoperative if Door Air Vents (Item 2120-01) are operational. See Section 7 of Flight Manual for additional restrictions.

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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.
6340-01	MGB Chip Detector Light	A	1	-	May be inoperative provided: (M) System is disabled to prevent erroneous cockpit indications, (O) Magnetic plug is checked, showing no particles before first flight of the day.

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65. TAIL ROTOR DRIVE					
6540-01	TGB Chip Detector Light	A	1	0	May be inoperative provided: (M) System is disabled to prevent erroneous cockpit indications, (O) Magnetic plug is checked, showing no particles before first flight of the day.

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71. ENGINE INDICATING					
7100-01	Electronic Engine RPM Governor	A	1	0	(O) May be inoperative provided: a) EPM rotor and engine tachometers are functional, and b) BARC is fully functional.

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80. STARTING					
8010-01	Engine Crank Light	D	1	0	