



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

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

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Revision: Original  
Date: 11/26/2015

## **SKY AVIATION CORP.**

**CH-46E**  
**(TCDS R0013DE)**

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

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**LOG OF REVISIONS**

Rev. No.	Date	Revision Description
Original	11/26/2015	Initial Release

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<b>CONTROL PAGE</b>			
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Cover Page		Original	11/26/2015
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Preamble	VI	Original	11/26/2015
Guidelines for <b>(M)</b> & <b>(O)</b> Procedures	VII thru VIII	Original	11/26/2015
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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:  <a href="http://av-info.faa.gov/sdrx/references.aspx">http://av-info.faa.gov/sdrx/references.aspx</a>.</p> <p>This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p> <p><b>For Example:</b> JASC Code 2410, where System Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>

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<b>DEFINITIONS</b>		

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

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

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<b>PREAMBLE</b>		

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

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

JASC	Item	Explanation
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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 AIMS 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 crew.
2422	-01	(M) Procedure to ensure heated windshield is deactivated and secured.
2520	-02	(M) Procedure to ensure system is deactivated and secured. (O) Procedure to comply with Operators Manual.
2562	-01	(M) Procedure to ensure system is deactivated. (M) Procedure to ensure system is deactivated.
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) Procedure to secure parking aircraft.
3444	-02	(O) Procedure to comply with 14 CFR.
3445	-01	(M) Procedure to ensure system is deactivated and secured. (M) Procedure to ensure system is deactivated and secured.
3445	-02	(M) Procedure to ensure system is deactivated and secured. (M) Procedure to ensure system is deactivated and secured. (O) Procedure to ensure TA and RA display and audio functions are operative. (O) Procedure to ensure TA ONLY mode is selected and all TA functions/elements are operative.

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

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:

<b>3452</b>	<b>-01</b>	<b>(O)</b> Establish and use alternate procedures.	
<b>3461</b>	<b>-01</b>	<b>(O)</b> Procedure to comply with 14 CFR.	
<b>3461</b>	<b>-02</b>	<b>(O)</b> Procedure to comply with 14 CFR.	
<b>5270</b>	<b>-01</b>	<b>(O)</b> Procedure to confirm door is closed and latched.	
<b>5270</b>	<b>-02</b>	<b>(O)</b> Procedure to confirm door is closed and latched.	
<b>6321</b>	<b>-01</b>	<b>(M)</b> Procedure to ensure system is deactivated and secured.	
<b>6521</b>	<b>-01</b>	<b>(M)</b> Procedure to ensure system is deactivated and secured.	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
<b>18. HELICOPTER VIBRATION</b>					
<b>1810-01</b> ***	Aircraft Intergrated Maintenance System (AIMS)	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative. Procedure to deactivate and secure.

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		4. REMARKS & EXCEPTIONS	

<b>21. AIR CONDITIONING</b>					
<b>2100-01</b>	Air Conditioner	<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> Procedure to deactivate and secure.
<b>2100-02</b>	Blower (Fresh Air)	<b>C</b>	<b>-</b>	<b>1</b>	<b>(O)</b> May be inoperative provided ventilation is available.
<b>2100-03</b>	Blower (Equipment Rack)	<b>B</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided Blower Fresh Air is operative.
<b>2140-01</b>	Heater	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> Procedure to deactivate and secure. <b>(O)</b> Procedure to obtain fresh air.

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22. AUTO FLIGHT					
<b>2210-01</b>	Automatic Flight Control System (AFCS)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR.
<b>2210-02</b>	Attitude Hold	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR.

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<b>23. COMMUNICATIONS</b>					
<b>2300-01</b> ***	Communications Systems (FM)  <b>Note:</b> Operators must list type of equipment installed	<b>D</b>	-	-	
<b>2300-02</b>	Crew Inter-communication System (ICS)	<b>B</b>	<b>1</b>	<b>0</b>	One may be inoperative.
<b>2300-03</b> ***	Hoist Operator ICS	<b>C</b>	-	<b>0</b>	May be inoperative provided hoist operator is not required.
<b>2310-01</b> *** (PL-106)	High Frequency (HF) Communications System  <b>Note:</b> Operators must list type of equipment installed	<b>D</b>  <b>C</b>	-	-  <b>1</b>	Any in excess of those required by 14 CFR may be inoperative.  <b>(O)</b> May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> <li><b>a)</b> Aircraft SATVOICE system operates normally,</li> <li><b>b)</b> SATVOICE services are available as a LRCS over the intended route of flight,</li> <li><b>c)</b> The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li><b>d)</b> Alternate procedures are established and used.</li> </ul>

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<b>23. COMMUNICATIONS (Cont'd)</b>					
<b>2311-01</b> (PL-95)	Communications Systems (UHF)  <b>Note:</b> Operators must list type of equipment installed	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
<b>2312-01</b> (PL-95)	Communications Systems (VHF)  <b>Note:</b> Operators must list type of equipment installed	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
<b>2340-01</b> ***	Crew Interphone System	<b>A</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate normal and emergency procedures and/or operating restrictions are established and utilized, and <b>b)</b> Appropriate oral briefing is given to crew member.
<b>2370-01</b> *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <i>Without</i> a Flight Data Recorder installed in the aircraft.) <b>NOTE:</b> See Item 3130-01 for aircraft equipped with both CVR and FDR.	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made within three flight days.
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>	

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<b>23. COMMUNICATIONS (Cont'd)</b>					
<b>2370-02</b> *** (PL-29)	Cockpit Voice Recorder (CVR) (For an operator other than a holder of an air carrier or commercial operator certificate)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>	

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

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

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<b>25. EQUIPMENT/FURNISHINGS (Cont'd)</b>					
<b>2561-01</b> ***	Personal Flotation	<b>C</b>	-	-	As required by 14 CFR.
<b>2562-01</b> (PL-120) ***	Emergency Locator Transmitter (ELT)				
***	Survival Type ELTs	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
***	Fixed ELTs	<b>A</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated, and <b>b)</b> Repairs are made within 90 days.
		<b>A</b>	-	<b>0</b>	May be missing provided repairs are made within 90 days.
		<b>D</b>	-	-	<b>(M)</b> Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.

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<b>26. FIRE PROTECTION</b>					
<b>2612-01</b>	Heater Fire Detection System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided heater is deactivated and secured.
<b>2613-01</b>	Heater Overheat Warning Light	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided heater is deactivated and secured.
<b>2621-01</b>	Heater Fire Extinguishing System	<b>B</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided heater is deactivated and secured.

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<b>27. FLIGHT CONTROLS</b>			
<b>2700-01</b>	Force Trim System	<b>C</b>	<b>1 0</b> May be inoperative for VFR.

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<b>28. FUEL</b>					
<b>2822-01</b>	Airframe Fuel Boost Pump	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR provided RFM Limitations are complied with.
<b>2842-01</b>	Fuel Flow Indicator	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided flight is not predicated on its use.
<b>2844-01</b>	Fuel Pressure Indicator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is not predicated on its use.

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MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT:  <b>CH-46E</b>		REVISION NO. ORIGINAL DATE: 11/26/2015	PAGE NO.  30-1
<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
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		4. REMARKS & EXCEPTIONS	

<b>30. ICE AND RAIN PROTECTION</b>					
<b>3020-01</b>	Engine Anti-Icing Systems	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Flight is in VFR conditions, <b>b)</b> Ambient temperature is above +4°C (39°F), and <b>c)</b> Operations are not conducted in visible moisture.
<b>3020-02</b>	Engine Inlet Duct Anti-Icing Systems	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Flight is in VFR conditions, <b>b)</b> Ambient temperature is above +4°C (39°F), and <b>c)</b> Operations are not conducted in visible moisture.
<b>3030-01</b>	Pitot Heaters	<b>B</b>	<b>2</b>	<b>0</b>	
<b>3040-01</b>	Windshield Wipers	<b>C</b>	<b>2</b>	<b>1</b>	

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<b>31. INSTRUMENTS</b>					
<b>3120-01</b>	Clock (Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation)	<b>C</b>	-	<b>1</b>	Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by, any pilot at the pilot's station.
<b>3120-02</b> ***	Elapsed Timer	<b>C</b>	-	<b>0</b>	May be inoperative for VFR provided Clock (Item 3120-01) or an alternate time source is operative.
<b>3120-03</b> ***	Hour Meter	<b>C</b>	-	<b>0</b>	

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<b>31. INSTRUMENTS (Cont'd)</b>					
<b>3130-01</b> *** (PL-87)	Flight Data Recorder (FDR) System	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.
***	Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	<b>A</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Cockpit Voice Recorder (CVR) (Item 2370-01) operates normally, <b>b)</b> Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless: 1. The FDR failure occurs prior to takeoff, or 2. The FDR repair was attempted but not successful. <b>c)</b> 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 location where repair must be accomplished prior to dispatch, and <b>d)</b> Repairs are made within three days.
***	FDR Recording Parameters <u>required</u> by 14 CFR	<b>A</b>	-	-	Up to three (3) recording parameters may be inoperative provided: <b>a)</b> Cockpit Voice Recorder (CVR) operates normally, and <b>b)</b> Repairs are made within 20 calendar days.
***	FDR Recording Parameters <u>not required</u> by 14 CFR	<b>A</b>	-	-	May be inoperative provided repairs are made prior to the completion of the next scheduled maintenance visit.

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<b>31. INSTRUMENTS (Cont'd)</b>					
<b>3130-02</b> ***  (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.	<b>C</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.
		<b>A</b>	-	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFR.

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<b>32. LANDING GEAR</b>					
<b>3240-01</b>	Parking Brake	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> 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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<b>33. LIGHTS</b>					
<b>3300-01</b> *** (PL-127)	NVG Compatible Lighting System	<b>C</b>	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, <b>b)</b> Positioned so that direct rays are shielded from flight crewmembers eyes, and <b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.
<b>3310-01</b>	Cockpit 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>3310-02</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 VFR Operations.

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		<b>4. REMARKS &amp; EXCEPTIONS</b>	

<b>33. LIGHTS (Cont'd)</b>					
<b>3320-02</b> ***	Cabin Lighting System	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Day operations only, OR <b>b)</b> Inoperative lights do not exceed fifty (50) percent of the total installed.
<b>3340-01</b>	Position Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for Day operations, OR As required by 14 CFR.
<b>3340-02</b>	Anti-Collision Light System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for Day operations. OR As required by 14 CFR.
<b>3340-03</b>	Landing Lights	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for Day operations.
<b>3340-04</b> ***	Strobe Light System	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for Day operations.
<b>3340-05</b> ***	External Utility Light(s)	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for Day operations.
<b>3340-06</b> ***	Supplemental Lighting System	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for Day operations.
<b>3340-07</b> ***	Searchlight (Retractable)	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for Day operations.
		<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for Night operations if the Landing Lights are operational.

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<b>34. NAVIGATION</b>					
<b>3410-01</b> ***	GPS/COMM/NAV <b>Note:</b> Operators must list type of equipment installed  GPS & NAV (System/Function)  COMM (System/Function)	<b>B</b>	-	-	As required by 14 CFR: <b>a)</b> System/Function may be inoperative provided navigation is not predicated on it's use, <b>b)</b> Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.  As required by 14 CFR: <b>a)</b> System/Function may be inoperative provided navigation is not predicated on it's use, <b>b)</b> Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
<b>3411-01</b>	Sensitive Altimeter Adjustable for Barometric Pressure	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative for single pilot VFR.

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3413-01</b>	Instantaneous Vertical Speed Indicator (IVSI) or Vertical Speed Indicator (VSI)	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative.
<b>3414-01</b>	Airspeed Indicator	<b>B</b>	<b>2</b>	<b>1</b>	Copilots may be inoperative.
<b>3420-01</b>	Attitude Direction Indicator (ADI) or Electronic Attitude Direction Indicator (EADI)	<b>B</b>	<b>2</b>	<b>0</b>	Copilots may be inoperative.
<b>3421-01</b> ***	Standby Attitude Indicator	<b>B</b>	-	-	Copilots may be inoperative.
<b>3422-01</b>	Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI)	<b>B</b>	<b>2</b>	<b>0</b>	Copilots may be inoperative.
<b>3423-01</b>	Magnetic Direction Indicator	<b>C</b>	<b>2</b>	<b>0</b>	Copilots may be inoperative.
<b>3424-02</b>	Slip-Skid Indicator	<b>B</b>	<b>2</b>	<b>0</b>	Copilots may be inoperative.
<b>3425-01</b>	Flight Director	<b>C</b>	-	<b>0</b>	
<b>3432-01</b>	Navigation Systems (ILS) <b>Note:</b> Operators must list type of equipment installed	<b>C</b>	-	<b>0</b>	As required by 14 CFR.
<b>3434-01</b>	Marker Beacon	<b>C</b>	-	<b>0</b>	May be inoperative provided navigation is not predicated on its use.
<b>3442-01</b> ***	Weather Radar System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.
<b>3444-01</b> ***	Radar Altimeter	<b>B</b>	-	-	As required by 14 CFR.

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

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

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3452-01</b>  (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Operations do not require its use, and <b>b)</b> Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
<b>***</b>	<b>1)</b> Elementary and Enhanced Downlink Aircraft Reportable Parameters <i>not required</i> by 14 CFR	<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.
<b>***</b>	<b>2)</b> ADS-B Squitter Transmissions	<b>A</b>	-	<b>0</b>	May be inoperative, provided: <b>a)</b> Operations do not require its use, and <b>b)</b> Repairs are made prior to completion of next scheduled maintenance visit.
<b>***</b>		<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.
		<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.
					<b>NOTE:</b> Any ADS-B Out function that operates normally may be used.

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3452-02</b> (PL-105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	<b>D</b>	-	<b>0</b>	May be inoperative provided it is not required by 14 CFR. <b>NOTE:</b> If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, 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)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.
	2) CDTI Control Panel	<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.
	3) Data Link Transmitter(s)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> In some aircraft the Data Link transmission is an integral part of the transponder and relief is provided in that section.
	4) Data Link Receivers	<b>D</b>	-	<b>0</b>	
	5) ADS-B Applications	<b>D</b>	-	<b>0</b>	
<b>3452-03</b> ***	Altitude Encoding System	<b>C</b>	-	-	As required by 14 CFR.
<b>3454-01</b> ***	Navigation System (VOR) <b>Note:</b> Operators must list type of equipment installed	<b>C</b>	-	-	As required by 14 CFR.
<b>3455-01</b> ***	Navigation System (ADF)	<b>C</b>	-	-	As required by 14 CFR.

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3457-02</b> ***	Surface Navigation System (GPS) <b>Note:</b> Operators must list type of equipment installed	<b>C</b>	-	-	As required by 14 CFR.
<b>3460-01</b> ***	Moving Map Display	<b>C</b>	-	<b>0</b>	As required by 14 CFR.
<b>3461-01</b> *** (PL-98)	Flight Management System (FMS) Navigation Databases	<b>C</b>	-	-	<b>(O)</b> May be out of currency provided: <b>a)</b> Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch. <b>b)</b> Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and <b>c)</b> Approach Navigation Radios are manually tuned and identified.
<b>3461-02</b> *** (PL-98)	Navigation Management System (NMS) Navigation Databases	<b>C</b>	-	-	<b>(O)</b> May be out of currency provided: <b>a)</b> Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch. <b>b)</b> Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and <b>c)</b> Approach Navigation Radios are manually tuned and identified.

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

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<b>45. CENTRAL MAINTENANCE SYSTEM (CMS)</b>					
<b>4500-01</b> ***	Central Maintenance Computer	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.

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AIRCRAFT:  <b>CH-46E</b>		REVISION NO. ORIGINAL DATE: 11/26/2015	PAGE NO.  52-1
<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

<b>52. DOORS</b>					
<b>5270-01</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.
<b>5270-02</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.

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AIRCRAFT:  <b>CH-46E</b>		REVISION NO. ORIGINAL DATE: 11/26/2015		PAGE NO.  63-1	
<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
<b>63. MAIN ROTOR DRIVE</b>					
<b>6321-01</b>	Rotor Brake System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Maintenance inspection determines Rotor Disc is free, and <b>b)</b> System is deactivated and secured.
<b>6340-01</b>	Triple Tachometer Indicators	<b>C</b>	<b>2</b>	<b>1</b>	One (1) Nf needle may be inoperative.

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AIRCRAFT:  <b>CH-46E</b>		REVISION NO. ORIGINAL DATE: 11/26/2015		PAGE NO.  73-1	
<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
<b>73. ENGINE FUEL AND CONTROL</b>					
<b>7331-01</b>	Fuel Flow Indicators	<b>B</b>	<b>2</b>	<b>1</b>	May be inoperative provided fuel quantity is monitored.

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AIRCRAFT:  <b>CH-46E</b>		REVISION NO. ORIGINAL DATE: 11/26/2015		PAGE NO.  77-1	
<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
<b>77. ENGINE INDICATING</b>					
<b>7712-01</b>	Torque Indicating Systems	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative.

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AIRCRAFT:  <b>CH-46E</b>		REVISION NO. ORIGINAL DATE: 11/26/2015		PAGE NO.  79-1	
<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
<b>79. ENGINE OIL</b>					
<b>7931-01</b>	Pressure Warning Lights	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative