



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: Original
Date: 03/15/2018

Tandem Rotor, LLC CH-47D (R0014DE)

Eric L. Carroll, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Rotorcraft & Powered Lift Aircraft Evaluation Group (SW-25)
10101 Hillwood Parkway
Fort Worth, Texas 76177

Telephone: (817) 222-5270
Fax: (817) 222-5295

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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LOG OF REVISIONS

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HIGHLIGHTS OF CHANGE			

This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and Definitions are available for download or viewing at <http://av-info.faa.gov/sdrx/references.aspx>.

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 are the Component Code, which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.

For Example: JASC Code 2410, where Code 24 represents the “Electrical Power” system, and Component Code 10 represents the “Alternator-Generator Drive” system.

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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, MMEL and MEL Definitions, in accordance with PL-25 Appendix B.

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.

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 PL-36, 14 CFR Part 91 MEL Approval and Preamble.

Current Policy Letters may be found at <http://fsims.avs.faa.gov>.

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GUIDELINES FOR (M) AND (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 those procedures. If recommended procedures are not published, the operator must develop their own procedures utilizing the (M) and (O) Procedures listed below as guidance.

JASC CODE	PROCEDURE
1800-01	(M) Procedure to ensure the MSPU Circuit Breaker on the #1 PDP is deactivated and secured.
2100-01	(O) Procedure to ensure adequate cockpit ventilation is available.
2100-02	(M) Procedure to ensure 115V AC Avionics Cooling Circuit Breaker is deactivated.
2140-01	(M) Procedure to ensure cap and stow heater fuel control connector 0824P is disconnected.
2200-02	(O) Procedure to verify Altitude Hold is operative.
2200-03	(O) Procedure to verify Heading Hold is operative.
2400-01	(M) Procedure to ensure Transformer Rectifier (TR) System is deactivated and secured, TR lights are operational, and aircraft does not depart an airport where replacements or repairs can be made.
2500-01	(M) Procedure to ensure appropriate system or item is deactivated and secured. (O) Procedure to comply with Operators Manual.
2550-01	(M) Procedure to ensure Winch/Hoist System is deactivated, secured, and placarded.
2550-02	(O) Procedure to ensure RFM Limitations are not exceeded.
2560-01	(M) Procedure to ensure Circuit Breaker is deactivated and secured.
2560-04	(O) Procedure to reseal unit so as to indicate not fully serviceable unit.
2562-01	(M) Procedure to ensure ELT System is deactivated. (M) Procedure to ensure ELT System is deactivated.
2610-01	(M) Procedure to ensure Heater Overheat Warning Light Circuit Breaker is deactivated and secured.
2622-01	(M) Procedure to ensure inoperative Fire extinguisher is tagged, removed, placed out of sight, and weight and balance is maintained.
2700-03	(M) Procedure to ensure the circuit breaker on #1 PDP is deactivated and secured and the Thrust Lever is Placarded "Thrust Brake Inoperative".
2700-04	(O) Procedure to ensure LCT indicators are operative, RFM speed restrictions are observed, manual mode is operative, and aircraft does not depart airport where repairs or replacements can be made.

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
2700-05	(O) Procedure to ensure LCT indicators are operative, RFM speed restrictions are observed, manual mode is operative, and aircraft does not depart airport where repairs or replacements can be made.
2822-01	(O) Procedure to ensure aircraft operated below 6,000 feet PA. (O) Procedure to ensure aircraft operated below 6,000 feet PA.
2824-01	(O) Procedure to ensure Crossfeed Valve is operational and Fuel Low Warning Lights are operative.
2841-01	(O) Procedure to ensure Crossfeed Switch is operational and Fuel Quantity Indicating System is operative.
2841-02	(O) Procedure to ensure Cockpit Fuel Indicator is operative.
2900-01	(O) Procedure to ensure EPUSHA is operational.
2900-02	(O) Procedure to ensure hand pump is operational. (M) Procedure to ensure Circuit Breaker is deactivated and secured.
3030-01	(O) Procedure to ensure OAT is greater than 3 degrees C in visible moisture along route of flight.
3030-02	(O) Procedure to ensure OAT is greater than 3 degrees C in visible moisture along route of flight.
3040-01	(O) Procedure to ensure operations are not conducted in precipitation during takeoff and landing phases. (O) Procedure to verify one wiper and respective windshield heat are operative.
3040-02	(O) Procedure to ensure Pilot Flying (PF) windshield heat must be operative.
3200-01	(M) Procedure to ensure system is deactivated, secured and placarded inoperative. (O) Procedure to ensure RFM limitations are followed.
3200-02	(O) Procedure to ensure power steering is operative, that flight is not predicated on ground taxi, and rotorcraft is One Engine Inoperative (OEI) vertical landing capable.
7700-01	(M) Procedure to ensure Fuel Quantity Indicator is operative.
7710-01	(O) Procedure to ensure N ₁ and PTIT Indicating Systems are operative, and pilots refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, recording requirements, and Aircraft does not depart airport where repairs or replacements can be made.

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
7714-01	(O) Procedure to ensure Respective Torque and PTIT Systems are operative, and pilots refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, recording requirements, and Aircraft does not depart airport where repairs or replacements can be made.
7714-02	(O) Procedure to ensure Engine Monitoring System and N ₁ Indicating Systems are operative, and pilots refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, recording requirements, and Aircraft does not depart airport where repairs or replacements can be made.

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

18. HELICOPTER VIBRATION

JASC Code	Item	1	2	3	4	Change Bar
1800-01 ***	Multi Sensor Processor Unit (MSPU)	C	1	0	(M) May be inoperative provided the MSPU Circuit Breaker on the #1 Power Distribution Panel (PDP) is deactivated and secured.	

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

JASC Code	Item	1	2	3	4	Change Bar
2100-01	Blower (Fresh Air)	C	1	0	(O) May be inoperative provided adequate cockpit ventilation is available.	
2100-02	Blower (Avionics Closet)	B	1	0	(M) May be inoperative provided 115V AC Avionics Cooling Circuit Breaker is deactivated.	
2140-01	Heater	C	1	0	(M) May be inoperative provided the procedure for "Cap and Stow Heater Fuel Control Connector 082P4" is accomplished and disconnected per Integrated Electronics Technical Manual (IETM).	

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2200-01 (PL-101)	Non-Transport Category Automatic Flight Control System (AFCS)	B	2	1	One system must be operating: a) Aircraft must be operated in accordance with RFM, and b) Aircraft shall not depart airport where repairs or replacements can be made.	
2200-02	Automatic Flight Control System (AFCS) Heading Hold	C	1	0	(O) May be inoperative provided AFCS Altitude Hold is operative.	
2200-03	Automatic Flight Control System (AFCS) Altitude Hold	C	1	0	(O) May be inoperative provided AFCS Heading Hold is operative.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code	Item	1	2	3	4	Change Bar
2310-01 (PL-106)	High Frequency (HF) Communications Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2311-01 (PL-95)	Communications Systems (VHF and UHF)	D	-	-	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 DC Transfer Bus and not required for emergency procedures.	
	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	2		
	d) Frequency Indication	C	-	2		
2312-02	Communications Systems (FM)	D	-	0	May be inoperative provided procedures do not require its use.	

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS (Cont'd)

JASC Code	Item	1	2	3	4	Change Bar
2340-02 ***	Penetrator Siren	D	-	0	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

JASC Code	Item	1	2	3	4	Change Bar
2400-01	Transformer Rectifiers	B	2	1	(M) One may be inoperative provided: a) Respective XFMR RECT 115 VAC Circuit Breaker is deactivated, b) Both Transformer Rectifiers Fail Lights must be operational, and c) Aircraft shall not depart airport where repairs or replacements can be made.	

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2500-01 ***	Nonessential Equipment and Furnishings (NEF)	-	-	0	(M)(O) Procedures, if required, must be available to the flightcrew 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 (if applicable).	
2510-01	Crewmember Shoulder Harness	B	-	0	As required by 14 CFR.	
2550-01 ***	Winch/Hoist System	C	-	0	(M) May be inoperative provided system is placarded inoperative and Circuit Breaker is deactivated and secured.	
2550-02 ***	Load Cell Indicator	C	-	0	(O) May be inoperative provided RFM limitations are not exceeded.	
2560-01 ***	Equipment for Making Sound Signals	C	-	0	(M) May be inoperative provided associated Circuit Breaker (Troop Alarm Bell) is deactivated and secured.	
2560-02 ***	Survival Equipment	C	-	0	Any in excess of those required by 14 CFR may be inoperative.	
2560-04 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: <ul style="list-style-type: none"> a) FAK is resealed that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight. 	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)

JASC Code	Item	1	2	3	4	Change Bar
2561-01 ***	Emergency Flotation Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2561-02 ***	Lifejackets	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2562-01 *** (PL-120)	Emergency Locator Transmitter (ELT)					
	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	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 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may missing.	

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26. FIRE PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
2610-01 ***	Heater Overheat Warning Light	C	1	0	(M) May be inoperative provided Circuit Breaker is deactivated and secured.	
2622-01 *** (PL-75)	Portable Fire Extinguisher	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required weight and balance is maintained. 	

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27. FLIGHT CONTROLS

JASC Code	Item	1	2	3	4	Change Bar
2700-01	Cyclic Force Trim	C	1	0	May be inoperative.	
2700-02	Directional Pedal Force Trim	C	1	0	May be inoperative.	
2700-03	Thrust Brake (Collective)	C	1	0	(M) May be inoperative provided: a) Deactivate and secure Circuit Breaker on #1 Power Distribution Panel, and b) Placard "Thrust Brake Inoperative" on Thrust Lever.	
2700-04	Longitudinal Cyclic Trim System (LCT) Auto Trim	B	1	0	(O) May be inoperative provided: a) LCT indicators are operative, b) Speed is reduced per RFM limitations, c) Manual mode is operative, and d) Aircraft shall not depart airport where repairs or replacements can be made.	
2700-05	Longitudinal Cyclic Trim System (LCT) Manual Trim	B	1	0	(O) May be inoperative provided: a) LCT indicators are operative, b) Speed is reduced per RFM limitations, c) Auto mode is operative, and d) Aircraft shall not depart airport where repairs or replacements can be made.	

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28. FUEL

JASC Code	Item	1	2	3	4	Change Bar
2810-01 ***	Single Point Pressure Refueling System	C	1	0	May be inoperative provided the #1 and #2 main tank primary or secondary shutoff floats are operable.	
2822-01	Fuel Boost Pump (Main Tanks)	C	4	0	(O) May be inoperative if aircraft operated below 6,000 feet pressure altitude.	
	Fuel Boost Pump (FWD/AFT Aux Tanks)	C	4	0	(O) May be inoperative if aircraft operated below 6,000 feet pressure altitude. NOTE: Fuel cannot be transferred from tank with boost pump inoperative.	
2824-01	Crossfeed Switch	C	1	0	(O) May be inoperative provided: a) Crossfeed Valve can be operated manually, and b) Fuel Low Warning Lights must be operative.	
2841-01	Fuel Low Warning Lights	C	2	1	(O) May be inoperative provided: a) Crossfeed Switch is operational, and b) Fuel Quantity Indicating System is operative.	
2841-02	Refuel Station Quantity Indicating System (Main Tank)	C	1	0	(O) May be inoperative provided Cockpit Fuel Indicator is operative.	

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29. HYDRAULIC POWER

JASC Code	Item	1	2	3	4	Change Bar
2900-01	Utility Hydraulic System Hand Pump (Ground Only)	C	1	0	(O) May be inoperative provided Electric Pump Utility System Hydraulic Accumulator (EPUSHA) is operative.	
2900-02	Electric Pump Utility System Hydraulic Accumulator (EPUSHA)	C	1	0	(O) May be inoperative provided hand pump is operational. (M) May be inoperative provided the Circuit Breaker is deactivated and secured.	

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30. ICE AND RAIN PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
3030-01	Heated Pitot Tubes	B	2	1	(O) One may be inoperative provided OAT is greater than 3 degrees C in visible moisture.	
3030-02	AFCS Yaw Port Heater Systems	C	2	0	(O) One may be inoperative provided OAT is greater than 3 degrees C in visible moisture.	
3040-01	Windshield Wiper System	C	2	0	(O) Both may be inoperative provided operations are not conducted in precipitation during takeoff and landing phases.	
		C	2	1	(O) One wiper and respective windshield heat are operative.	
3040-02	Windshield Heated Panels	C	3	1	(O) Pilot Flying (PF) Windshield Heat must be operative.	

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31. INSTRUMENTS

JASC Code	Item	1	2	3	4	Change Bar
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 plainly visible to, and usable by, any pilot at the pilot's station.	
		C	-	0	May be inoperative for VMC 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		

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32. LANDING GEAR

JASC Code	Item	1	2	3	4	Change Bar
3200-01	Power Steering System	C	1	0	<p>(M) May be inoperative provided system is deactivated, secured and placarded inoperative.</p> <p>(O) May be inoperative provided RFM limitations are followed.</p> <p>NOTE: Ground Taxi Turn Radius is increased without use of the Power Steering System.</p>	
3200-02	Swivel Locks	C	2	1	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Power Steering is operative, b) Flight is not predicated on ground taxi, and c) One Engine Inoperative (OEI) vertical landing capable. 	

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33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3300-01 (PL-127)	NVG Compatible Lighting System STC # SR02510SE	C	-	-	Unaided operation (without NVGs) 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 flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.	
3310-01 (PL-77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting Systems are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting Systems are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/ indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	

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33. LIGHTS (Cont'd)

JASC Code	Item	1	2	3	4	Change Bar
3320-01	Cabin Lighting Systems	C	1	0	May be inoperative provided inoperative lights do not exceed 50% of the total installed.	
3340-01	Search Light	D	2	0	May be inoperative provided operations do not require its use.	
3340-02	Position Lights System	C	1	0	May be inoperative provided not required by 14 CFR.	
3340-03	Anti-Collision Light System	D	3	1	Any in excess of those required by 14 CFR may be inoperative.	
3340-04	Landing Lights	D	2	-	Any in excess of those required by 14 CFR may be inoperative.	
3340-05	Strobe Light System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3340-06 ***	Pulse Lighting System STC # SH3319NM	D	2	0	May be inoperative provided not required by 14 CFR.	

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MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3412-01	Free Air Temperature (FAT) Indicator	D	1	0	May be inoperative if Electronic Control Units are installed.	
3413-01	Vertical Speed Indicator	D	2	1	One may be inoperative.	
3414-01	Airspeed Indicator	B	2	1	One may be inoperative provided operable unit is on the Pilot Flying (PF) side.	
3416-01	Altimeter (Sensitive)	B	2	1	One may be inoperative.	
3416-02	Altitude Encoding System	D	1	0	As required by 14 CFR.	
3421-01	Attitude Gyro Indicators	D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
3422-01	Directional Gyro Indicators	D	2	1	Any in excess of those required by 14 CFR may be inoperative.	
3424-01	Gyroscopic Rate-of-Turn Indicator	D	2	0	Any in excess of those required by 14 CFR may be inoperative.	
3431-01 (PL-98)	Navigation Database	A	-	0	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary Navigation System required by 14 CFR, c) Alternate procedures are established and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	
3434-01	Marker Beacon	C	1	0	May be inoperable provided approach is not predicated on its use.	

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MMEL TABLE KEY

JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY
		2. NUMBER INSTALLED
		3. NUMBER REQUIRED FOR DISPATCH
		4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code	Item	1	2	3	4	Change Bar
3444-01 ***	Radio Altimeter	C	2	0	As required by operating requirements.	
3452-01 (PL-76)	Transponders and 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 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, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
3454-01	VOR System	D	-	0	May be inoperative provided operations do not require its use.	
3457-01	Automatic Flight Following System	C	-	0	May be inoperative.	

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MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

62. MAIN ROTOR

JASC Code	Item	1	2	3	4	Change Bar
6240-01	RRPM Indicator	C	2	1	One may be inoperative.	

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MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

JASC Code	Item	1	2	3	4	Change Bar
7700-01	Engine Fuel Flow Indicator	B	-	0	(O) May be inoperative provided respective Fuel Quantity Indicator is operative.	
7710-01	Torque Indicating System	B	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> a) N₁ and PTIT Indicating System are operative, b) Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and c) Aircraft shall not depart airport where repairs or replacements can be made. 	
7714-01	N ₁ Indicating System	B	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Respective Torque and PTIT Indicating System are operative, b) Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and c) Aircraft shall not depart airport where repairs or replacements can be made. 	
7714-02	Power Turbine Inlet Temperature (PTIT) Indicating System	B	2	1	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Engine Monitoring System and N₁ Indicating System are operative, b) Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and c) Aircraft shall not depart airport where repairs or replacements can be made. 	