



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

Master Minimum Equipment List (MMEL)

Revision: 1
Date: 09/17/2014

Airbus Helicopters

EC120B
(R0001RD)

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

AIRCRAFT:

EC120B

REVISION NO. 1

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LOG OF REVISIONS

Rev. No.	Date	Revision Description
Original	2/16/2002	Original.
0a	5/24/2007	Highlights of Change, Definitions.
1	09/17/2014	Conversion to Joint Aircraft System/Component Code (JASC) format, Incorporation of Global Change (GC) Policy Letters.

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HIGHLIGHTS OF CHANGE

JASC	Item	Explanation
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		<p>This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and is available for download or viewing at: http://av-info.faa.gov/sdrx/references.aspx.</p> <p>This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p> <p>For Example: JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>	
2500	-01	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)	
2562	-01	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)	
3130	-02	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR/FDR) Added Policy Letter 87, Rev. 5, August 10, 2010 (CVR)	
3300	-01	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)	
3444	-04	Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS)	
3445	-01	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I)	
3445	-02	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II)	
3452	-01	Added Policy Letter 76, Rev. 5, March 24, 2008 (Transponders & AARS)	
3452	-02	Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB)	
3461	-01	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Flight Management System (FMS)	
3461	-02	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Navigation Management System (NMS)	

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DEFINITIONS		

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

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

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PREAMBLE		

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

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GUIDELINES FOR (M) & (O) PROCEDURES

JASC	Item	Explanation
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The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

2100	-01	(M) May be inoperative provided System is deactivated and secured.	
2140	-01	(O) Alternate procedure to meet the proviso.	
2300	-01	(O) May be inoperative for single pilot operations.	
2432	-01	(M) Main battery may be inoperative provided: a) Cold weather starting kit battery is installed and operative, b) Inoperative battery connector is disconnected and stowed.	
2432	-02	(M) Kit battery may be inoperative provided Kit battery remains installed, disconnected and electrical cables are secured. OR (M) May be inoperative provided Kit battery is removed and appropriate ballast is installed, and electrical cables are secured. OR (M) May be inoperative provided Kit battery is removed, electrical cables are secured and weight and balance is revised.	
2510	-01	(O) Procedure to meet the proviso.	
2520	-01	(O) Procedure to meet the proviso.	
2520	-02	(O) Procedure to meet the proviso.	
2520	-03	(M) EMS equipment may be inoperative provided installation is removed or secured.	
2562	-01	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days. (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
2622	-01	(M) Any in excess of those required may be inoperative or missing provided: a) Inoperative fire extinguisher is placarded inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit. b) Required weight and balance is maintained.	

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

JASC	Item	Explanation
3030	-02	(M) May be inoperative for VFR flight provided: Heater is verified to be operative prior to each flight. OR May be inoperative for VFR flight provided: a) OAT above +5°C (41°F), b) No visible moisture.
3160	-01	(O) VEMD screens. One may be inoperative provided the Flight Manual, Section 3 Procedures (VEMD screens failure), are followed.
3320	-02	(O) Cabin signs may be inoperative provided: Passengers are not carried, OR A procedure is used to notify passengers when seat belts must be fastened and smoking is prohibited. A briefing before boarding can be used.
3444	-04	(O) TAWS may be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
3445	-01	(M)(O) May be inoperative provided: a) System is deactivated and secured, b) Enroute or Approach procedures do not require its use. (M)(O) 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.
3445	-02	(M)(O) 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. (M)(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA Only mode is selected by crew, c) Enroute or Approach procedures do not require its use.
3461	-01	(O) Alternate means to comply with 14 CFR
3461	-02	(O) Alternate means to comply with 14 CFR

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

JASC	Item	Explanation
6321	-01	<p>(M)(O) Rotor brake may be inoperative provided:</p> <ul style="list-style-type: none"> a) A check is performed to determine the rotor brake disk is free, b) Rotor brake system is deactivated and secured, c) For rotor brake stopping, aircraft should be directed with a headwind below 30 kt, d) Wait for full rotor stop before leaving aircraft.
6340	-01	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is disabled to prevent erroneous cockpit indications, b) Magnetic plug is checked, showing no particles before first flight of the day.
6540	-01	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is disabled to prevent erroneous cockpit indications, b) Magnetic plug is checked, showing no particles before first flight of the day.
7160	-01	(M) Procedure to deactivate system
7200	-01	(O) May be inoperative for 200 flight hours. Engine cycles and usage must be reported manually in the engine log book.
7714	-01	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Flight Manual, Section 3 procedures (Digital Nf indication failure), are followed, b) Aircraft does not takeoff for a flight, or series of flights, unless the destination is to a base where either repairs or replacement can be made.

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING						
2100-01 ***	Air Conditioning System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2100-02	Cabin-Cockpit Ventilation System	D	2	1	One circuit (Either Cockpit front ventilation or cabin overhead ventilation) may be inoperative, provided the other dynamic ventilation circuit is operative.	
2140-01	Heating – Demisting System	C	1	0	(O) May be inoperative provided: a) No visible moisture, and OAT above +5°C (41°F), b) According to the mission foreseen, the known meteorological conditions, do not require its use.	

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		4. REMARKS & EXCEPTIONS		
22. AUTO FLIGHT				
2210-01 ***	Auto Pilot	C	1 0	May be inoperative provided operations do not require its use.

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		4. REMARKS & EXCEPTIONS	

23. COMMUNICATIONS						
2300-01	ICS Cockpit	D	-	1	(O) Co-pilot's station may be inoperative for Single Pilot VFR. One or more may be inoperative provided, alternate procedure to communicate with flight crew, medical passengers, and injured persons are in the cabin.	
	Cabin	D	-	-		
2310-01	Communication System (HF, Tactical Radio)	C	-	-	As required by 14 CFR.	
2312-01	Communication System (VHF AM)	C	-	1	Any excess of one may be inoperative for VFR over routes navigated by reference to visual landmarks, OR	
		C	-	2	As required by 14 CFR Any in excess of two may be inoperative for VFR over routes not navigated by reference to visual landmarks and IFR.	
2312-02 ***	Communications Systems (FM)	C	-	-	As required by 14 CFR.	
2340-01	Passenger Announcement (PA) System	C	-	-	As required by 14 CFR.	
2350-01	Headset	C	-	-	Any in excess of those required by the Flight Manual (Section 2), and by 14 CFR, may be inoperative.	
2350-02	Audio Selector Panel	C	-	-	As required by 14 CFR.	

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		4. REMARKS & EXCEPTIONS	

24. ELECTRICAL POWER						
2410-01	Generator Caution System	B	1	0	May be inoperative provided ammeter is operative.	
2422-01	AC Inverters	B	-	0	May be inoperative for VFR flight except single pilot operations at night.	
2425-01	AC Voltage Indication	C	-	0	May be inoperative.	
2432-01	Battery	B	1	0	(M) Main battery may be inoperative provided: a) Cold weather starting kit battery is installed and operative, b) Inoperative battery connector is disconnected and stowed.	
2432-02 ***	Cold Weather Starting Kit Battery	C	-	0	(M) May be inoperative provided Kit battery remains installed, disconnected and electrical cables are secured. OR (M) May be inoperative provided Kit battery is removed and appropriate ballast is installed, and electrical cables are secured. OR (M) May be inoperative provided Kit battery is removed, electrical cables are secured and weight and balance is revised.	
		C	-	0		

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		4. REMARKS & EXCEPTIONS	

25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	NEF Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual. (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2510-01	Co-Pilot Seat	D	1	0	(O) May be inoperative for single pilot operation, provided: a) Seat is not occupied, and b) Seat is blocked and placarded.	
2520-01 ***	Passenger Seat	D	-	0	(O) May be inoperative, provided: a) Seat(s) is (are) not occupied, and b) Seat(s) is (are) blocked and placarded.	
2520-02	Passenger Shoulder Harness	C	-	0	(O) May be inoperative or missing, provided: a) Seat(s) is (are) not occupied, and b) Seat(s) is (are) blocked and placarded.	
2520-03 ***	EMS Equipment Special/Mission Equipment (e.g. Cargo Hook, Rescue Hoist, Loud-speaker, EMS Equipment, etc.)	C C	- -	0 -	(M) May be inoperative provided system is deactivated and secure. May be inoperative provided the inoperative system is deactivated, secured, and placarded. NOTE: Appropriate maintenance action has to be developed by the operator.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)						
2562-01 *** (PL-120)	Emergency Locator Transmitter (ELT) Survival Type ELTs Fixed ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
		A	-	0	(M) May be inoperative, provided: a) System is deactivated, 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 be inoperative or missing.	
2562-02 ***	Automatically Deployable Emergency Locator Transmitter	C	-	-	As required by 14 CFR.	

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26. FIRE PROTECTION

2622-01	Portable Fire Extinguisher	D	-	-	<p>(M) Any in excess of those required may be inoperative or missing provided:</p> <p>a) Inoperative fire extinguisher is placarded inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit.</p> <p>b) Required weight and balance is maintained.</p>	
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		4. REMARKS & EXCEPTIONS	

28. FUEL						
2810-01 ***	Ferry Tank System	D	-	0	May be inoperative provided flight not predicated upon use of system.	
2820-01	Fuel Booster Pump	D	-	0	May be inoperative.	
2822-01 ***	Fuel Flow Meter	D	-	0	May be inoperative.	
2840-01	Fuel Quantity Indication	B	1	0	May be inoperative provided: a) Low Fuel Level Warning Light (Item 2841-01) is operative, b) Aircraft does takeoff with the maximum quantity of fuel, c) Flight duration not more than 1 hour 50 minutes.	
2841-01	Low Fuel Level Warning Light FUEL	B	1	0	May be inoperative provided: a) Fuel Quantity Indication (Item 2840-01) is operative, b) Aircraft does takeoff with the maximum quantity of fuel, c) Flight duration not more than 1 hour 50 minutes.	

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30. ICE AND RAIN PROTECTION						
3030-01	Pitot Heating System	C	1	0	May be inoperative for VFR flight provided: a) OAT above +5°C (41 F), b) There is no visible moisture.	
3030-02	Pitot Heating Warning Light "PITOT"	C	1	0	(M) Warning light may be inoperative for VFR flight provided heater is verified to be operative prior to each flight. OR May be inoperative for VFR flight provided: a) OAT above +5°C (41°F), b) There is no visible moisture.	
3040-01	Windshield Wiper/Washing System	C	-	-	As required by 14 CFR.	

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31. INSTRUMENTS						
3120-01	Clock	C	-	-	As required by 14 CFR.	
3130-01 ***	Hour Meter	D	-	0	May be inoperative provided procedures do not require its use.	
3130-02 *** (PL-29) (PL-87)	Cockpit Voice Recorder (CVR) (Combined with FDR Unit) CVR/FDR	A	1	0	May be inoperative, provided: a) Flight Data Recorder (FDR) operates normally, b) Repairs are made within three flight days.	
3130-03 ***	Health Usage Monitoring System (HUMS)	B	-	0	May be inoperative.	
3160-01	VEMD Screens	B	2	1	(O) One may be inoperative provided the Flight Manual, Section 3 Procedures (VEMD screens failure), are followed.	

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32. LANDING GEAR

3212-01 ***	Emergency Flotation System	C	-	0	As required by 14 CFR.	
3246-01 ***	Snow Skids	C	-	0		
3246-02 ***	Settling Protectors	C	-	0		

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33. LIGHTS

3300-01 (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crew-members eyes, c) Lighting configuration and intensity is acceptable to the flight crew.	
3310-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	0	One or more may be inoperative for daylight operations.	
		C	-	-	OR Individual Lights may be inoperative, provided: a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided, easily readable, b) Sufficient flight deck emergency lighting is operative, c) Lighting configuration at dispatch is acceptable to the flight crew.	
		C	-	-	OR Co-pilot station instrument lights may be inoperative for single pilot operations, provided no co-pilot station instrument is required to be used by the pilot.	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
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		4. REMARKS & EXCEPTIONS	

33. LIGHTS (Cont'd)						
3310-02	Cockpit Utility Light	D	1	0	May be inoperative for day operations. OR May be inoperative for VFR Night flight, provided: a) All normal flight deck lights are operative, b) One flashlight per flight crew is readily available.	
3310-03 ***	Supplemental Lighting System	D	-	0	May be inoperative provided procedures do not require its use.	
3310-04 ***	Storm Light System	C	-	0	May be inoperative provided that thunderstorms/potentially hazardous weather conditions, are unlikely to be encountered on the intended route.	
3320-01	Cabin Lighting System	C	-	-	As required by 14 CFR.	
3320-02	Cabin Signs	C	1	0	May be inoperative provided passengers are not carried, OR (O) May be inoperative provided a procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited. A briefing before boarding can be used.	
	“Fasten Seat Belts” or “No Smoking”	C	1	0		

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33. LIGHTS (Cont'd)						
3340-01	Navigation/Position Light System	C	3	0	One or more may be inoperative for VFR Day operations, OR As required by 14 CFR.	
3340-02	Anti-collision Light	B	-	0	As required by 14 CFR. May be inoperative, OR	
	1) Day Operations	C	-	1	Any in excess of one may be inoperative.	
	2) Night Operations	C	-	1	Any in excess of one may be inoperative.	
3340-03	Landing Lights	C	2	1	One may be inoperative provided an adjustable landing light is installed and operative, OR	
		C	2	0	Both may be inoperative for daylight operations only.	
3340-04 ***	External Search Light	D	-	0	May be inoperative provided procedures do not require its use.	
3340-05 ***	Strobe Lights	C	-	0	May be inoperative provided procedures do not require its use.	
3340-06 ***	Night Sun (SX5, SX16 or Equivalent)	C	-	0		

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34. NAVIGATION

3400-01 ***	Navigation Database	C	-	-	As required by 14 CFR.	
3412-01	OAT Indicator	C	-	0	May be inoperative provided another air temperature indicator is operative that is convertible to OAT.	
3413-01	Vertical Speed Indicator (VSI)	C	-	1	Any in excess of one may be inoperative provided the operative VSI is on the handling pilot's side.	
		B	-	0	OR May be inoperative provided the flight is Day VFR by reference to ground.	
3414-01	Airspeed Indicators	D	-	1	As required by 14 CFR. OR May be inoperative, provided the airspeed indicator is on the handling pilot's side.	
3416-01	Altimeters				Any in excess of one may be inoperative provided:	
	1) Day VFR Operations	C	-	1	a) Flight is conducted by reference to the ground, b) Operative altimeter is on the flying pilot's side.	
	2) Night VFR Operations	C	-	1	May be inoperative provided: a) Flight is conducted by reference to the ground, b) Radio altimeter is installed and operative, c) Operating altimeter is on the flying pilot's side.	

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3416-02 ***	Altitude Encoder	D	-	0	May be inoperative provided procedures do not require its use.	
3421-01	Attitude Indicator	C	-	-	As required by 14 CFR.	
3422-01 ***	Directional Gyro	C	-	1	May be inoperative provided the operative stabilized direction indicator is on the flying pilot's side.	
	1) Day VFR Operations	A	-	0	May be inoperative provided: a) Magnetic compass is operative, b) Flight is conducted over land, OR c) Over water in view of land with visibility greater than one mile.	
	2) Night VFR Operations	C	-	1	May be inoperative provided: a) Operative stabilized direction indicator is on the flying pilot's side, b) Magnetic compass is operative.	
3423-01	Standby Magnetic Compass	C	-	-	As required by 14 CFR.	
3424-01	Slip Indicator	-	-	-	As required by 14 CFR.	
3424-02 ***	Gyroscopic Rate of Turn	D	-	0	May be inoperative provided procedures do not require its use.	
3425-01	Flight Director	C	-	-	As required by 14 CFR.	
3434-01 ***	Marker Beacon	D	-	0	May be inoperative provided procedures do not require its use.	
3442-01 ***	Weather Radar System	C	-	-	As required by 14 CFR.	
3444-01 ***	Radio Altimeter	D	-	0	May be inoperative provided procedures do not require its use.	

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34. NAVIGATION (Cont'd)						
3444-02	Altimeter	C	-	1	May be inoperative for VFR provided the operative altimeter is on the handling pilot's side	
3444-03 ***	Radio Altimeter	D	-	0	May be inoperative provided: a) Autopilot GS-mode is not used, b) Category A operation is not performed, c) VFR Night operation is not performed with NVG, d) Operating requirements do not require its use.	
3444-04 *** (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.	

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34. NAVIGATION (Cont'd)

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

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34. NAVIGATION (Cont'd)

3445-02 (Cont'd)	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, 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, c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, b) Enroute or approach procedures do not require its use.	
	4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
5) Airspace 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.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	A	-	0	May be inoperative, provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.	
	2) ADS-B Squitter Transmission	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.	

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)

3452-02 (PL-105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment.	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic 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		
	5) ADS-B Applications	D	-	0		
3454-01	VOR	D	-	0	May be inoperative for VFR over routes navigated by ground reference, OR as required by 14 CFR.	

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34. NAVIGATION (Cont'd)

3455-01	ADF	D	-	0	May be inoperative for VFR over routes navigated by ground reference, OR As required by 14 CFR.	
3457-01	Navigation System (GPS) (B- or P-RNAV Equipment)	C	-	-	As required by 14 CFR.	
3461-01 *** (PL-98)	Flight Management System (FMS)	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified.	
3461-02 *** (PL-98)	Navigation Management System (NMS)	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified.	

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			3. NUMBER REQUIRED FOR DISPATCH		

35. OXYGEN

3500-01 ***	Oxygen System Non-pressurized Aircraft	C	-	-	As required by 14 CFR.	
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		4. REMARKS & EXCEPTIONS			
62. MAIN ROTOR					
6221-40	Digital NR Indication	A	1	0	May be inoperative provided: a) Analog NR indication is operative, b) Aircraft does not takeoff for a flight or series of flights unless the destination is to a base where either repairs or replacement can be made.

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		4. REMARKS & EXCEPTIONS	

63. MAIN ROTOR DRIVE

6321-01	Rotor Brake System	C	1	0	(M)(O) May be inoperative provided: a) A check is performed to determine the rotor brake disk is free, b) Rotor brake system is deactivated and secured, c) For rotor brake stopping, aircraft should be directed with a headwind below 30 kt, d) Wait for full rotor stop before leaving aircraft.	
6340-01 ***	Main Gear Box Chip Detection Warning Light	C	-	0	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, b) Magnetic plug is checked, showing no particles before first flight of the day.	

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		4. REMARKS & EXCEPTIONS		

65. TAIL ROTOR DRIVE

6540-01 ***	Tail Gear Box Chip Detection Warning Light	C	-	0	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, b) Magnetic plug is checked, showing no particles before first flight of the day.	
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71. POWERPLANT					
7160-01 ***	Sand Filter System	D	-	0	(M) May be inoperative provided system is deactivated.

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72 TURBINE/TURBOPROP ENGINE

7200-01	Engine Data Recorder (EDR)	A	1	0	(O) May be inoperative for 200 flight hours. Engine cycles and usage must be reported manually in the engine log book.	
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		4. REMARKS & EXCEPTIONS		

77. ENGINE INDICATING

7714-01	Digital Nf Indication	A	1	0	(O) May be inoperative provided: a) Flight Manual, Section 3 procedures (Digital Nf indication failure), are followed, b) Aircraft does not takeoff for a flight or series of flights unless the destination is to a base where either repairs or replacement can be made.	
7714-02	FLI Display	B	1	0	May be inoperative provided all engine indicating systems are operative.	