



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

Master Minimum Equipment List

**Eurocopter France
(H10EU)**

EC155B, EC, EC155B1, AS-365N2, AS-365N3

Revision: 1

Date: 12/17/2012

/s/

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

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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 DEFINITIONS, Appendix B.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-025, 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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		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
22. AUTO FLIGHT					
10-01	Automatic Pilot Module (APM 2000)	C	1	0	May be inoperative for VFR.
13-01	Flight Control Display Module	C	2	1	May be inoperative for VFR.

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		4. REMARKS & EXCEPTIONS			
23. COMMUNICATIONS					
00-01	Communications Systems (FM)	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 the DC Transfer Bus and not required for emergency procedures.
00-02	VHF Comm Control a) Frequency transfer light	C	-	0	
00-03	VHF Comm Control b) Frequency transfer switch	C	-	0	
00-04	VHF Comm Control c) Frequency selector knob	C	-	2	
00-05	VHF Comm Control d) Frequency indication	C	-	2	
11-01	Communication System (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 the DC Transfer Bus and not required for emergency procedures.

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		4. REMARKS & EXCEPTIONS			
12-01	Communication Systems	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 the DC Transfer Bus and not required for emergency procedures.

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		4. REMARKS & EXCEPTIONS			
24. ELECTRICAL POWER					
21-01 ***	Alternator 10 KVA	C	-	0	(M) (O) May be inoperative provided its use is not required for flight.

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		2. NUMBER INSTALLED			
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		4. REMARKS & EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS					
00-01	Passenger Convenience/ NEF items a) Passenger conv. Items		-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort or entertainment such as, but not limited to, galley equip., movie equipment, ash trays, stereo equipment, overhead reading lamps. Items included elsewhere in this document shall not be included. (M) or (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE; Exterior lavatory door ash trays are not considered passenger convenience items.
00-02	Passenger Convenience/ NEF items b) Non-essential equipment and furnishings (NEF)		-	0	May be inoperative, damaged or missing provided the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) manual. (M) and (O) procedure, if required must be available to the flight crew and must be included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not considered NEF items.

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20-01	Passenger seat belts	C	-	-	As required by 14 CFR.
20-02	No Smoking/ Fasten Seat Belts lights	C	1	0	(O)
50-01	Cargo Sling Load Indicator	C	-	0	
62-01 ***	Helicopter Floatation System	C	-	-	As required by 14 CFR.
62-02 ***	Emergency Locator Transmitter	D	-	-	As required by 14 CFR.

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		4. REMARKS & EXCEPTIONS			
26. FIRE PROTECTION					
10-01	Cargo Bay OVERHEAT Detection System	C	1	0	(M) (O) May be inoperative provided: a) Cargo Bay remains empty and b) Cargo fire detection system is operational, and c) Ventilation must be used continuously. d) Heating system is not used.
20-01	Cargo Bay Fire Detection/ Suppression System	C	1	0	(M) (O) May be inoperative provided: a) Cargo Bay remains empty and b) Cargo Bay OVERHEAT detection must be operative, and c) Heating system is not used, and d) Ventilation must be used continuously.

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		4. REMARKS & EXCEPTIONS				
28. FUEL						
22-01	Hydraulically operated Fuel Purge System.	C	1	0		

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		4. REMARKS & EXCEPTIONS			
30. ICE AND RAIN PROTECTION					
30-01	Pitot Heat Indicating System	B	3	0	(M) May be inoperative if not required by 14 CFR and; a) All other elements of the pitot heat system operate normally and, b) Aircraft is not operated in known or forecast icing conditions.
		C	3	0	As required by 14 CFR
40-01	Windshield Wipers	C	2	0	

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		4. REMARKS & EXCEPTIONS			
31. INDICATING/RECORDING SYSTEMS					
20-01	Clock (Pitot side)	C	-	-	As required by 14 CFR.
20-02 ***	Clock (Co-pilot side)	D	-	-	
30-01	Flight Data Recorder System (Combined CVR & FDR)	C	-	1	Any in excess of those required by 14 CFR may be inoperative.
		A	-	0	(M) May be inoperative provided: a) Cockpit Voice Recorder operates normally, 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 by was not successful. c) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and d) Repairs are made within three flight days.

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30-02	FDR Recording parameters required by 14 CFR.	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.
30-03	FDR Recording parameters not required by 14 CFR.	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.

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32. LANDING GEAR						
30-01	Landing gear Extension/ Retraction System	C	1	0	(M)	
30-02	Landing gear warning system (‘L Gear Light)	C	1	0	(M)	
30-03	Emergency Landing Gear extension System	C	1	0	(M)	
34-01	Landing gear Position Indicating System	C	1	0	(M)	

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		4. REMARKS & EXCEPTIONS			
33. LIGHTS					
10-01	Cockpit/ Flight Deck / Flight Compartment and Instrument Lighting System	C	-	-	Individual Lights may be inoperative provided the remaining lights are: 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 flight crewmember eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.
20-01	Cabin Lighting	C	-	0	As required by 14 CFR.
20-02	Passenger Notice System	C	1	0	May be inoperative for cargo only operations.
40-01	Position Light System	C	3	0	As required by 14 CFR.
40-02	Landing Lights	C	2	0	As required by 14 CFR.

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		4. REMARKS & EXCEPTIONS				
34. NAVIGATION						
10-01	Primary Flight Display (PFD)	C	2	1	Co-pilots PFD may be inoperative.	
10-02	Navigational display	C	2	1	Co-pilots PFD may be inoperative.	
21-01	Standby Attitude Indicator	C	-	0	May be inoperative provided not required by 14 CFR.	
32-01	Navigation Radios (ILS)	C	-	0	As required by 14 CFR.	
42-01	Weather Radar	C	1	0		
44-01	Radar Altimeter	C	-	0		
51-01	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
52-01	ATC Transponders and Automatic Altitude Reporting Systems.	C	-	0	May be inoperative provided: a) Enroute 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.	
54-01	Navigation Radios (VOR)	C	-	0	As required by 14 CFR.	
55-01	Navigation Radios (ADF)	C	-	0	As required by 14 CFR.	
57-01	Navigation Radios (GPS)	C	-	0	As required by 14 CFR.	

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		4. REMARKS & EXCEPTIONS			
34. NAVIGATION					
60-01	Flight Management of Navigation Management System	C	-	-	(O) May be out of currency provided: a) Current aeronautical 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					
70-01	Door Warning System	C	1	0	(O) May be inoperative provided it is determined through a visual check that doors are closed and locked prior to flight.

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		4. REMARKS & EXCEPTIONS			
63. MAIN ROTOR DRIVE					
21-01	Rotor Brake System	C	1	0	(M) May be inoperative provided: a) A Check is performed to determine and insure the rotor disc is free.

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