



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: 4  
Date: 05/13/2015

## **Airbus Helicopters**

**EC 155B, EC 155B1**  
**(TCDS H10EU)**

Chip Wood, Chairman  
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration  
Fort Worth-Aircraft Evaluation Group (FTW-AEG)  
2601 Meacham Blvd.  
Fort Worth, Texas 76137

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

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

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<b>HIGHLIGHTS OF CHANGE</b>			
JASC	Item	Explanation	
		<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 Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>	
<b>2310</b>	<b>-01</b>	Added Policy letter 106, Rev 5. June 6, 2014 (HF)	
<b>2311</b>	<b>-01</b>	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)	
<b>2312</b>	<b>-01</b>	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)	
<b>2370</b>	<b>-01</b>	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)	
<b>2370</b>	<b>-02</b>	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)	
<b>2500</b>	<b>-01</b>	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)	
<b>2562</b>	<b>-02</b>	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)	
<b>3130</b>	<b>-01</b>	Added Policy Letter 87, Rev. 10, August 10, 2010 (FDR)	
<b>3130</b>	<b>-01</b>	Added Policy Letter 87, Rev. 10, August 10, 2010 (CVR/FDR)	
<b>3300</b>	<b>-01</b>	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)	
<b>3444</b>	<b>-02</b>	Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS)	
<b>3445</b>	<b>-01</b>	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I)	
<b>3445</b>	<b>-02</b>	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II)	
<b>3452</b>	<b>-01</b>	Added Policy Letter 76, Rev. 5, March 24, 2008 (Transponders & AARS)	
<b>3452</b>	<b>-02</b>	Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB)	
<b>3461</b>	<b>-01</b>	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Flight Management System (FMS)	
<b>3461</b>	<b>-02</b>	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Navigation Management System (NMS)	

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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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**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:

2140	-01	(O) May be inoperative if operated in accordance with RFM.	
2210	-01	(O) May be inoperative if operated in accordance with RFM.	
2211	-01	(O) May be inoperative if operated in accordance with RFM.	
2211	-03	(O) May be inoperative if operated in accordance with RFM.	
2216	-01	(O) May be inoperative if operated in accordance with RFM.	
2216	-02	(O) May be inoperative if operated in accordance with RFM.	
2216	-03	(O) May be inoperative if operated in accordance with RFM.	
2216	-04	(O) May be inoperative if operated in accordance with RFM.	
2216	-05	(O) May be inoperative if operated in accordance with RFM.	
2220	-01	(O) May be inoperative if operated in accordance with RFM.	
2220	-02	(O) May be inoperative if operated in accordance with RFM.	
2220	-03	(O) May be inoperative if operated in accordance with RFM.	
2421	-01	(O) May be inoperative if operated in accordance with RFM.	
2562	-02	(M) Procedure to ensure system is deactivated.	
2610	-01	(O) May be inoperative if operated in accordance with RFM.	
2822	-01	(O) May be inoperative if operated in accordance with RFM.	
2824	-01	(O) May be inoperative if operated in accordance with RFM.	
2843	-01	(M) May be inoperative provide system is deactivated.	
3230	-01	(O) May be inoperative if operated in accordance with RFM. (M) Procedure to ensure system is deactivated and secured.	
3230	-02	(O) May be inoperative. (M) Procedure to ensure system is deactivated and secured.	
3230	-03	(O) May be inoperative. (M) Procedure to ensure system is deactivated and secured.	
3234	-01	(O) May be inoperative. (M) Procedure to ensure system is deactivated and secured.	
3420	-02	(O) May be inoperative if operated in accordance with RFM.	

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<b>GUIDELINES FOR (M) &amp; (O) PROCEDURES</b>			
JASC	Item	Explanation	
<b>3420</b>	<b>-03</b>	<b>(O)</b> May be inoperative if operated in accordance with RFM.	
<b>3444</b>	<b>-02</b>	<b>(O)</b> May be inoperative if operated in accordance with RFM.	
<b>3445</b>	<b>-01</b>	<b>(M)</b> Procedure to ensure system is deactivated and secured.	
<b>3445</b>	<b>-02</b>	<b>(M)</b> Procedure to ensure system is deactivated and secured. <b>(O)</b> May be inoperative if operated in accordance with RFM.	
<b>3461</b>	<b>-01</b>	<b>(O)</b> May be inoperative if operated in accordance with RFM.	
<b>3461</b>	<b>-02</b>	<b>(O)</b> May be inoperative if operated in accordance with RFM.	
<b>5270</b>	<b>-01</b>	<b>(O)</b> May be inoperative if operated in accordance with RFM.	
<b>6321</b>	<b>-01</b>	<b>(M)</b> Procedure to ensure Rotor Brake Disc is free. <b>(O)</b> Procedure to ensure safe operation IAW FLM.	

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

<b>21. AIR CONDITIONING</b>						
<b>2100-01</b>	Cabin Ventilation	<b>D</b>	<b>1</b>	<b>0</b>		
<b>2140-01</b>	Heating/Demisting	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) OAT is greater than 4.5°C (40°F), b) No visible moisture.	
<b>2160-01</b>	ECS Alarm	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided Heating/Demisting and Ventilation system is not used.	

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22. AUTO FLIGHT						
2210-01	Auto-Pilot Mode Selector (APMS)	B	1	0	(O) If AP engagement not possible, may be inoperative for VFR flight only, in VFR provided: a) Backup SAS is used, b) See Section 2.3 § 5.2.2 of FLM.	
		B	1	0		
2211-01	APM Computer	A	1	0	(O) May be inoperative for 1 (one) VFR flight only a) Engage Backup SAS, b) See Section 2.3 § 5.2.2 of FLM.	
2211-02	FOGs ■■■■■	C	3	2	One may be inoperative for day VFR operations.	
2211-03	AFCS on PFD	C	2	0	(O) May be inoperative for VFR or DPIFR operations provided: a) "AP" warning light is operative, b) Upper modes must not be used.	
2211-04	AP Warning Light on Warning Panel	C	1	0	May be inoperative for VFR or DPIFR operations.	
2216-01	Cyclic Beep Control	C	2	0	(O) May be inoperative for VFR or DPIFR operations provided: a) Basic stabilization: Use Force Trim release. b) Upper modes references cannot be modified through cyclic beep (engage/disengage mode remains possible).	

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<b>22. AUTO FLIGHT (Cont'd)</b>						
<b>2216-02</b>	Cyclic Trim Actuator	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative for VFR or DPIFR operations provided: a) Hands on cyclic, b) Upper modes cannot be used.	
<b>2216-03</b>	Yaw Trim Actuator	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative, keep feet on pedals.	
<b>2216-04</b>	Collective Beep Control	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: a) Collective Force Trim Release is operative, b) Upper modes references cannot be modified through collective beep (engage/disengage mode remains possible).	
<b>2216-05</b>	Collective Trim Actuator	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: a) Anchorage available, b) Hands on collective, c) Use upper modes only in 3 axis configuration.	
<b>2220-01</b>	Pitch SEMA	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative for VFR or DPIFR operations, hands on cyclic in case of turbulence.	
<b>2220-02</b>	Roll SEMA	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative for VFR operations, hands on cyclic in case of turbulence.	
<b>2220-03</b>	Yaw SEMA	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative for VFR operations, feet on pedals.	

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<b>23. COMMUNICATIONS</b>						
<b>2310-01</b> ****  <b>(PL-106)</b>	High Frequency (HF) Communications System	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>C</b>	-	<b>1</b>	<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>	
<b>2311-01</b> ***  <b>(PL-95)</b>	Communications Systems (UHF)	<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>  <b>(PL-95)</b>	Radio-Communication (VHF) Transmitters and Receivers.	<b>B</b>	-	-	As required by 14 CFR.	
<b>2340-01</b>  ***	Audio Control (ICS)	<b>B</b>	-	-	As required by 14 CFR.	

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**23. COMMUNICATIONS**

<b>2370-01</b> *** <b>(PL-29)</b>	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.	
<b>2370-02</b> *** <b>(PL-29)</b>	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.	

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<b>24. ELECTRICAL POWER</b>						
<b>2421-01</b>	Starter-Generator	<b>B</b>	<b>2</b>	<b>1</b>	<b>(O)</b> One DC generator may be inoperative for day VFR provided inoperative Starter-Generator is isolated (switch <b>OFF</b> ).	
<b>2421-02</b> ***	Alternator 10 KVA	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided it is isolated (switch <b>OFF</b> ) and corresponding optional equipment is not necessary for the flight.	

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<b>25. EQUIPMENT/FURNISHINGS</b>						
<b>2500-01</b> *** <b>(PL-116)</b>	NEF Items	-	-	-	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) &amp; (O)</b> Procedures, if required, must be available to the flight crew and included in the operator's appropriate	
<b>2520-01</b>	Passenger Seat Belts	<b>D</b>	-	<b>1</b>	One required for each seat used. If belt or harness is inoperative or missing, seat must not be used.	
<b>2550-01</b>	Cargo Sling Load Indicator	<b>D</b>	<b>1</b>	<b>0</b>	Cargo sling may be used if another accurate means of weighing the slung load is available.	
<b>2562-02</b> *** <b>(PL-120)</b>	Emergency Locator Transmitter (ELT)					
	Survival Type ELT	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	Fixed ELT	<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 missing.	

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<b>26. FIRE PROTECTION</b>						
<b>2610-01</b>	Cargo Bay <b>OVERHEAT</b> Detection System	<b>B</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> After AMS 07-39B96 and 07-25C13 may be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Cargo fire detection and extinguishing system are operative,</li> <li><b>b)</b> Heating operations are prohibited,</li> <li><b>c)</b> Ventilation on position high must be used permanently.</li> </ul> <p><b>(O)</b> Before AMS 07-39B96 and 07-25C13 may be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Cargo fire detection system is operative,</li> <li><b>b)</b> Heating operations are prohibited,</li> </ul>	<b>I</b>

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<b>28. FUEL</b>						
<b>2822-01</b>	Fuel Booster Pumps	<b>C</b>	<b>4</b>	<b>2</b>	(O) One pump for each system may be inoperative provided: <ul style="list-style-type: none"> <li>a) Only normal fuel is authorized,</li> <li>b) Without fuel oil/exchanger obtain a lower altitude if able</li> <li>c) With fuel oil/exchanger obtain a lower altitude if able</li> <li>d) Consider unusable fuel quantity in</li> <li>e) Flight Manual Section 3.2 § 3.</li> </ul>	
<b>2824-01</b>	Transfer Pump	<b>B</b>	<b>2</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations in accordance with RFM</li> </ul>	
<b>2841-01</b>	Fuel Contents Gauges	<b>B</b>	<b>2</b>	<b>1</b>	One fuel gauge may be inoperative provided Fuel quantity for each group is precisely determined.	
<b>2843-01</b> ***	Fuel Heater	<b>D</b> <b>D</b>	<b>1</b> <b>1</b>	<b>0</b> <b>0</b>	May be inoperative if OAT is above -20°C (-68°F). <b>(M)</b> May be inoperative if OAT is below -20°C (-68°F), add fuel anti-icing agent as necessary.	
<b>2844-01</b>	Fuel Pressure Indicators	<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Respective “<b>PRS</b>” pressure light is operative</li> <li>b) Before engine starting, “<b>PRS</b>” warning has to be off,</li> <li>c) For altitude restrictions, refer to item 2822-01 (Fuel Booster Pumps),</li> <li>d) FLM Section 4.3 § 3.1, point 13 is not applicable for fuel pressure value check.</li> </ul>	

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<b>30. ICE AND RAIN PROTECTION</b>						
<b>3030-01</b>	Pitot Head Heating or Indicating Systems	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative.	
		<b>C</b>	<b>3</b>	<b>0</b>	Three Pitot heads heating or indicating systems may be inoperative provided: <b>a)</b> OAT is greater than +4.5°C (40°F) in <b>b)</b> VFR,	
<b>3040-01</b>	Windshield Wipers	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for day operation if no rain expected during takeoff and landing.	
		<b>C</b>	<b>2</b>	<b>1</b>	Mandatory at pilot's station for single pilot night operation.	

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**31. INSTRUMENTS**

<b>3120-01</b>	Clocks	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative provided another timing system for hour, minute, second display is available on board.	
<b>3130-01</b>  <b>(PL- 87)</b>	FDR Recording Parameters <i>not required</i> by 14 CFR	<b>A</b>	-	-	May be inoperative provided repairs are made prior to the completion of the next scheduled maintenance visit.	
<b>3130-02</b>  <b>(PL-87)</b>	FDR installed for an operator other than a holder of an air carrier or commercial operator certificate.	<b>C</b>  <b>A</b>	-	<b>1</b>  <b>0</b>	Any in excess of those required by 14 CFR may be inoperative.  May be inoperative provided repairs are made in accordance with applicable 14 CFR.	

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<b>32. LANDING GEAR</b>						
<b>3230-01</b>	Landing Gear Extension/Retraction	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>(O)</b> Fast cruise speed is reduced by 7 kt. <b>(M)</b> All three landing gears are down & locked, & landing gear control handle is in down & locked position, secured by a wire-locked safety pin.	<b>I</b>
<b>3230-02</b>	Landing Gear Extension/Retraction Indicating System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>(O)</b> Fast cruise speed is reduced by 7 kt. <b>(M)</b> All three landing gears are down & locked, & landing gear control handle is in down & locked position, secured by a wire-locked safety pin.	<b>I</b>
<b>3230-03</b>	Emergency Landing Gear Extension System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>(O)</b> Fast cruise speed is reduced by 7 kt. <b>(M)</b> All three landing gears are down & locked, & landing gear control handle is in down & locked position, secured by a wire-locked safety pin.	<b>I</b>
<b>3234-01</b>	Landing Gear Monitoring System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>(O)</b> Fast cruise speed is reduced by 7 kt. <b>(M)</b> All three landing gears are down & locked, & landing gear control handle is in down & locked position, secured by a wire-locked safety pin.	<b>I</b>

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<b>33. LIGHTS</b>						
<b>3300-01</b> <b>(PL-127)</b>	NVG Compatible Lighting System	<b>C</b>	<b>-</b>	<b>-</b>	<b>a)</b> Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are sufficient to clearly illuminate all <b>b)</b> required instruments, controls, and other devices for which they are provided, <b>c)</b> Positioned so that direct rays are shielded from flight crew-members eyes, <b>d)</b> Lighting configuration and intensity	
<b>3310-01</b>	Cockpit Instrument Panel and Console Lighting	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for day operations only.	
<b>3320-01</b>	Cabin Lighting	<b>C</b>	<b>-</b>	<b>-</b>	As required by 14 CFR.	
<b>3320-02</b>	Passenger Notice System	<b>C</b>	<b>-</b>	<b>-</b>	As required by 14 CFR.	
<b>3340-01</b>	Position Lights	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative for day operations only.	
<b>3340-02</b>	Anti-collision Light	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for day operations only.	
<b>3340-03</b>	Landing Light	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day operations only.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for night operations provided second landing light is installed & operative.	
<b>3340-04</b>	Inspection Light	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative for day operations only.	

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<b>33. LIGHTS (Cont'd)</b>						
<b>3340-05</b>	Second Landing Light	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for day and night operations, if main landing light is operative.	I
<b>3350-01</b>	Cabin Emergency Lighting System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for: <b>a)</b> Day operations, <b>b)</b> Night operations, if no passengers are carried.	I

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**34. NAVIGATION**

<b>3400-01</b>	Navigation Equipment	-	-	-	As required by 14 CFR, refer to FLM 3.2 § 10, for information.	I
<b>3417-01</b>	Air Data Computer (ADC)	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: <b>a)</b> Flight is conducted in day VFR with adequate ground reference, <b>b)</b> Standby airspeed indicator & <b>c)</b> altimeter are operative, <b>d)</b> During flight, regularly verify coherency between remaining ADC	I
<b>3420-01</b>	Standby ADI	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR flight provided main attitude indicators are both operative.	I
<b>3420-02</b>	AHRS	<b>C</b>	<b>2</b>	<b>1</b>	<b>(O)</b> May be inoperative for VFR flight provided: <b>a)</b> Select valid AHRS on RCU, <b>b)</b> Set invalid AHRS to <b>OFF</b> on RCU, <b>c)</b> Set auto trim <b>OFF</b> .	I
<b>3420-03</b>	Magnetometer	<b>C</b>	<b>2</b>	<b>1</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Back-up compass is operative Set corresponding AHRS to DG mode Correct regularly the corresponding HDG.	I
<b>3425-01</b>	Primary Flight Display (PFD) Co-pilot	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for single pilot operations only, provided: <b>a)</b> Pilot's display screens are operative, <b>b)</b> All standby instruments	I
<b>3425-02</b>	ND Co-pilot	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for single pilot operations only, provided: <b>a)</b> Pilot's display screens are operative, <b>b)</b> All standby instruments	I

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3425-03</b>	Instrument Control Panel (ICP)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided flight is conducted in day VFR with adequate ground reference, refer to FLM 3.2 § 10.	I
<b>3444-01</b>	RADALT	<b>C</b>	-	-	As required by 14 CFR, refer to FLM 3.2 § 10.	I
<b>3444-02 (PL-54)</b>	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.	I
<b>3445-01 *** (PL-32)</b>	Traffic Alert and Collision Avoidance System (TCAS I)	<b>B</b>  <b>C</b>	-  -	<b>0</b>  <b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use. <b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, <b>c)</b> Enroute or approach procedures do not require its use.	I
<b>3445-02 *** (PL-32)</b>	Traffic Alert and Collision Avoidance System (TCAS II)	<b>B</b>  <b>C</b>	-  -	<b>0</b>  <b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use. <b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, <b>c)</b> Enroute or approach procedures do not require its use.	I
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side, provided: <b>a)</b> TA and RA visual display is operative on flying pilot side, <b>b)</b> TA and RA audio	I

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3445-02</b> *** (Cont'd)	2) 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, <b>c)</b> Enroute or approach	
	3) 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, <b>b)</b> Enroute or approach	
	4) Audio Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	5) Airspeed Selection Function	<b>C</b>	<b>-</b>	<b>0</b>		

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3452-01 (PL-76)</b>	Transponders & Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	May be inoperative, provided: <b>a)</b> Operations do not require its use, <b>b)</b> Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route
		<b>D</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: <b>a)</b> Operations do not require its use, <b>b)</b> Repairs are made prior to completion of next scheduled maintenance visit.
		<b>A</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Operations do not require its use, <b>b)</b> Repairs are made prior to completion of next scheduled maintenance
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR				
	2) ADS-B Squitter Transmission				

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3452-02</b> *** <b>(PL-105)</b>	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, repair category in the operator's MEL will be 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 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: <b>a)</b> Flight ID can be set, <b>b)</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 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>		

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3461-01</b> *** <b>(PL-98)</b>	Flight Management System (FMS)	<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 <b>c)</b> used to verify status and suitability of Navigation Facilities used to define route of flight, <b>d)</b> Approach Navigation Radios are manually tuned and	
<b>3461-02</b> *** <b>(PL-98)</b>	Navigation Management System (NMS)	<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 <b>c)</b> used to verify status and suitability of Navigation Facilities used to define route of flight, <b>d)</b> Approach Navigation Radios are manually tuned and	

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

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<b>52. DOORS</b>				
<b>5270-01</b>	Door Warning System	<b>C</b>	<b>1 0</b>	<b>(O)</b> May be inoperative provided it is determined through a visual check that doors are closed and locked prior to flight. See FLM Section 4.3 § 1.

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<b>62. MAIN ROTOR</b>						
<b>6240-01</b>	Co-pilot Rotor RPM Indicator	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for 1 (one) flight only, provided NR function of the triple tachometer is operative.	

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<b>63. MAIN ROTOR DRIVE</b>						
<b>6321-01</b>	Rotor Brake System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided a Check is performed to determine rotor disc is free. <b>(O)</b> To stop rotors, aircraft should be directed into a headwind below 30 kt. See FLM Section 3.3 § 11.	
<b>6321-02</b>	MGB Oil Temperature Indicator	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for 1 (one) flight only, provided all other MGB oil temperature/pressure indicating and warning systems operate normally.	

