



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

## Master Minimum Equipment List

**EUROCOPTER FRANCE  
(H4EU)**

**EC 225LP**

Revision: 1

Date: 01/18/2013

/S/

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

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**CONTROL PAGE**

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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, 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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<b>PREAMBLE</b>		

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

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<b>18. AUTOMATIC VIBRATION CONTROL SYSTEM</b>					
<b>00-01</b>	Accelerometer AFT	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative. <u>Operational Procedure:</u> Put AFT command on OFF.
<b>00-02</b>	Accelerometer FWD	<b>C</b>	<b>2</b>	<b>0</b>	(O) May be inoperative. <u>Operational Procedure:</u> Put FWD command on OFF.
<b>00-03</b>	AVC Actuator FWD	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative. <u>Operational Procedure:</u> Put FWD command on OFF.
<b>00-04</b>	AVC Actuator LEFT	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative. <u>Operational Procedure:</u> Put AFT command on OFF.
<b>00-05</b>	AVC Actuator RIGHT	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative. <u>Operational Procedure:</u> Put AFT command on OFF.
<b>00-06</b>	AVC Controller	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative. <u>Operational Procedure:</u> Put AFT & FWD command on OFF.
<b>00-07</b>	AVC Power Amplifier	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative. <u>Operational Procedure:</u> Put AFT & FWD command on OFF.
<b>00-08</b>	CONFORT light CWP	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.
<b>00-09</b>	Maintenance Box	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.
<b>00-10</b>	OHCP Command FWD/AFT	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.

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<b>21. AIR CONDITIONING</b>					
<b>00-01</b>	Main fan (Main, Cockpit)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided that: a) Ventilation is not required to ensure demisting or de-icing of the windshield, OR
		<b>C</b>	<b>1</b>	<b>0</b>	b) The electric windshield deicing system is operational.
<b>00-02</b>	Cooling system				
	1) Cockpit cooling (if installed)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative.
	2) Cabin cooling (if installed)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative.
<b>20-01</b>	Recirculation actuator (Cockpit & Cabin)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided that: a) The OAT is above -20°C when the actuator is jammed in outside air intake position, OR
		<b>C</b>	<b>1</b>	<b>0</b>	b) The OAT is below +40°C when the actuator is jammed in recirculation position (renew cockpit air by means of the clean vision windows)

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<b>21. AIR CONDITIONING</b>					
<b>20-02</b>	Distribution unit actuator (Cockpit)	<b>C</b>	<b>1</b>	<b>0</b>	May be jammed off or in any other position provided that: a) The regulating valve and the P3 cut off valve are operational, b) The position allows windshield demisting or deicing, or c) The electric windshield deicers are operational. d) The OAT is above -20°C when the actuator is jammed in one of the following positions: a. OFF, b. Ventilation, c. Ventilation + cold demisting
<b>40-01</b>	P3 distributive valve (Cockpit)				May be inoperative for VMC flight provided that:
		<b>C</b>	<b>1</b>	<b>0</b>	a) It is jammed in the demisting/deicing position, OR
		<b>C</b>	<b>1</b>	<b>0</b>	b) The electric windshield deicers are operational.
<b>40-02</b>	Regulating valve (Cockpit)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided that: a) The P3 cutoff valve is operational, b) P3 air is not required to ensure windshield demisting and deicing, c) are operational, d) The cockpit heating and demisting functions using P3 bleed air are shut off.

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<b>21. AIR CONDITIONING</b>					
<b>40-03</b>	P3 cutoff valve	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided that: a) The cockpit and cabin regulating valves are operational, b) The P3 bleed air is not required to ensure windshield demisting or deicing or c) The electric windshield deicers are operational, d) The P3 heating and demisting are shut down (function selector set to OFF) during takeoff and landing phases, the OAT is above -20°C.
					<u>Operational Procedure:</u> In the event of an engine failure, switch off P3 heating and demisting systems.
<b>40-04</b>	Automatic heating and demisting regulation system (Cockpit & Cabin)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for flight requiring use of hot air for windshield demisting or deicing, provided that temperature regulating is ensured manually.

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<b>21. AIR CONDITIONING</b>					
<b>40-05</b>	Temperature probe (Cockpit & Cabin)	<b>C</b>	<b>3</b>	<b>0</b>	From one to three probes may be inoperative for flight requiring use of hot air for windshield demisting or de-icing provided that: a) Temperature regulation is ensured manually, b) The overheating detector is operational.
<b>40-06</b>	Overheating detector (Cockpit & Cabin)	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided that: a) The three temperature probes are operational, b) The P3 cut off valve is operational.
<b>40-07</b>	P3 leak detector (Cockpit & Cabin)	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for VMC flight provided that: a) P3 bleed air is not required for windshield demisting or de-icing, b) The electric windshield de-icers are operational, c) The cockpit P3 heating and demisting functions are shut off.
<b>40-08</b>	Cabin fan	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided that cabin heating system is not used.
<b>40-09</b>	Cabin regulating valve	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided that: a) The P3 cut-off valve is operational, b) The electric windshield de-icers are operational.

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<b>22. AUTO FLIGHT</b>					
<b>10-01</b>	APM Auto Pilot Module	<b>B</b>	<b>2</b>	<b>1</b>	(O) (M) One may be inoperative provided that: a) The flight is carried out in VMC, b) It is not reasonably practical to repair or replace before commencement of the flight.
					<u>Operational Procedure:</u> a) Disengage the failed APM, b) Attentive piloting
					<u>Maintenance Procedure:</u> If the AFCS pre-flight test cannot be started, exchange APM1 and AMP2 then run again the pre-flight test.
<b>11-01</b>	Cross talk between the two APM computers	<b>B</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative  <u>Operational Procedure:</u> a) Maintain both APM ON, b) In case of APM2 failure, AFCS upper mode will disengage. Re-engage them as required.
<b>11-02</b>	Flight Control Panel (FCP)	<b>B</b>	<b>2</b>	<b>1</b>	(O) (M) Co-pilot FCP may be inoperative. <u>Operational procedure:</u> a) Engage/Disengage modes by means of the pilot FCP. b) Control set references by means of the pilot FCP.
					<u>Maintenance Procedure:</u> If the inoperative FCP is on the pilot side, exchange FCP pilot and co-pilot.

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<b>22. AUTO FLIGHT</b>					
<b>15-01</b>	Cyclic trim and auto trim actuators	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative for flight provided that the corresponding AUTO TRIM switch(es) is set to OFF.  <u>Operational Procedure:</u> The flight crew monitors the AFCS annunciator and centers the control as necessary.
<b>15-02</b>	Yaw trim and auto trim actuators	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for flight provided that the AUTO TRIM switch is set to OFF.  <u>Operational Procedure:</u> The flight crew monitors the AFCS annunciator and centers the control as necessary.
<b>15-03</b>	Collective trim actuator	<b>B</b>	<b>1</b>	<b>0</b>	(O) One may be inoperative.  <u>Operational Procedure:</u> a) Command AFCAU: COLL TR FEEL on REL. b) The pilot controls the collective axis manually. Adjust collective friction as necessary.

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<b>22. AUTO FLIGHT</b>					
<b>16-01</b>	Cyclic trim beep controls	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative. <u>Operational procedure:</u> <ul style="list-style-type: none"> <li>In Basic stabilization, modify set point values by releasing the artificial feel loads using the cyclic control grip.</li> <li>In higher modes, modify set point values using the FCP pushbuttons.</li> </ul>
<b>16-02</b>	Collective trim beep controls	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative for flight.  <u>Operational procedure:</u> Modify set point values using the FCP pushbutton.
<b>16-03</b>	Cyclic stick trim feel release controls	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative for Daytime VMC flight. <u>Operational procedure:</u> <ul style="list-style-type: none"> <li>In hover flight: Use the "follow up trim function" (automatic in hovering).</li> <li>In forward flight: Use the "beep trim control".</li> </ul> If the "beep trim control" is inoperative, use the "cyclic trim feel release" of the AFCAU during the time of the anchorage point modification. In this case, the cyclic pitch must be controlled manually during the action.

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**22. AUTO FLIGHT**

					Combined failure of "Pilot Cyclic stick trim feel release," "Pilot Cyclic trim beep controls" and "Cyclic trim feel release of the AFCAU" is forbidden.
<b>16-04</b>	Collective lever trim feel release controls	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative.  <u>Operational Procedure:</u> <ul style="list-style-type: none"> <li>Use the collective trim beep control.</li> </ul> If the collective trim beep control is inoperative, use the collective trim feel release of the AFCAU during the time of the anchorage point modification. In this last case, the collective pitch.
<b>16-05</b>	Cyclic SEMA	<b>B</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative for flight. <u>Operational procedure:</u> <ul style="list-style-type: none"> <li>The AFCS is automatically reconfigured.</li> <li>Hands on controls for ILS approach.</li> </ul>
<b>16-06</b>	Yaw SEMA	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for flight. <u>Operational procedures:</u> <ul style="list-style-type: none"> <li>The AFCS is automatically reconfigured.</li> </ul>
<b>22-01</b>	Flight Director	-	-	-	As required. (14 CFR)
<b>22-02</b>	Navigation Databases(s)	-	-	-	As required. (14 CFR)

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<b>23. COMMUNICATIONS</b>					
<b>00-01</b>	Flight crew intercom system				May be inoperative provided that:
		<b>B</b>	<b>1</b>	<b>0</b>	a) The aircraft is operative by a single pilot, OR
		<b>B</b>	<b>1</b>	<b>0</b>	b) The crew establishes a suitable means of communication,
					c) It is not reasonably practical to repair or replace before commencement of the flight.
<b>00-02</b>	Illuminated passenger advisory system (if installed)	-	-	-	As required.
<b>00-03</b>	Illuminated passenger advisory system (if installed)	-	-	-	As required.
<b>12-01</b>	Radio-communication transmitters and receivers.	-	-	-	As required.
<b>40-01</b>	Flight attendant interphone system (if installed)	-	-	-	As required.
<b>40-02</b>	Audio Selector Panel	-	-	-	As required.
<b>40-03</b>	Public Address System (if installed)	-	-	-	As required.

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<b>23. COMMUNICATIONS</b>					
<b>70-01</b>	Cockpit Voice Recorder (if installed)	-	-	-	As required. 14 CFR
<b>70-02</b>	Data link (if installed)	-	-	-	As required. 14 CFR
<b>70-03</b>	Flight Deck Door Surveillance System (if installed)	-	-	-	As required. 14 CFR

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<b>24. ELECTRICAL POWER</b>					
<b>30-01</b>	Alternator caution lights (ALT1-ALT2)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided that: All the phases of the corresponding alternator are checked: a) Before takeoff and at least once every hour of flight, b) In case of illumination of the <b>ELEC</b> caution light.
<b>30-02</b>	AC Voltmeter	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided that: a) The power available (BUS1 and BUS2) and transfer (<_>) indicator lights are operational, b) The alternator (ALT1 and ALT2) caution lights are operational.
<b>31-01</b>	Battery temperature indicator light (TEMP)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.
<b>36-01</b>	Transformer-rectifier caution lights (TRU1-TRU2)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided that: The voltmeter ammeter selector is set to the T/R for which the caution light is inoperative.

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<b>24. ELECTRICAL POWER</b>					
<b>37-01</b>	DC voltmeter	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) The power available indicator lights for DC bus bars (ESS BUS and SEC BUS) are operative. b) The transformer-rectifier caution lights (TRU1-TRU2) are operational.
<b>60-01</b>	DC bus power available indicator lights (ESS BUS SEC BUS)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided that: a) TRU 1 and TRU 2 indicator lights are operational, b) DC bus-tie indicator light is operative.
<b>60-02</b>	Bus-tie indicator light	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided that: a) The (TRU1) and (TRU2) indicator lights and the (ESS BUS) and (SEC BUS) indicator lights are operational, b) A bus-tie relay test is carried out.

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24. ELECTRICAL POWER					
					<p><u>Operational procedure:</u> After starting the engines, perform the following bus-tie relay test:</p> <ul style="list-style-type: none"> <li>• <b>TRU1 – OFF:</b> the white and amber TRU1 indicator lights illuminate, the SEC BUS indicator light is OFF.</li> <li>• <b>BUS-TIE – OPEN:</b> the SEC BUS indicator light illuminates.</li> <li>• <b>BUS-TIE – NORM:</b> the SEC BUS indicator light goes out.</li> <li>• <b>TRU1 – ON:</b> the white the amber TRU1 indicator lights go out.</li> </ul>
60-03	26V transformer	C	1	0	May be inoperative provided that RDR 1400 weather radar is not required by operational regulation.

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<b>25. EQUIPMENT/FURNISHINGS</b>					
<b>10-01</b>	Flight crew shoulder harnesses	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative provided that: a) The pilot at the flight controls has an operational harness, b) The flight is limited to single-pilot operation in VFR. NOTE: The affected seat must be blocked and placarded "DO NOT OCCUPY" to prevent occupancy.
<b>20-01</b>	Flight Crew Seats	-	-	-	As required.
<b>20-02</b>	Supernumerary Seats (if installed)	-	-	-	As required.
<b>20-03</b>	Cabin Crew Seats (if installed)	-	-	-	As required.
<b>20-04</b>	Passenger Seats (if installed)	-	-	-	As required.
<b>50-01</b>	Hoists Installation (if installed)	<b>D</b>	-	<b>0</b>	May be inoperative provided that procedures do not require its use.
<b>50-02</b>	Sling Installation (if installed)	<b>D</b>	-	<b>0</b>	May be inoperative provided that procedures do not require its use.
<b>60-01</b>	Equipment for making Sound Signals (if installed)	-	-	-	As required.
<b>60-02</b>	Torches (Cockpit/Cabin) (if installed)	-	-	-	As required.
<b>60-03</b>	Megaphone (if installed)	-	-	-	As required.

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<b>25. EQUIPMENT/FURNISHINGS</b>					
<b>60-04</b>	Survival Equipment (if installed)	-	-	-	As required.
<b>60-05</b>	First Aid Kit (if installed)	-	-	-	As required.
<b>61-01</b>	Emergency Floatation (if installed)	-	-	-	As required.
<b>61-02</b>	Lifejackets (if installed)	-	-	-	As required.
<b>61-03</b>	Automatic Floatation Deployment system (AFDS) (if installed)	<b>D</b>	-	<b>0</b>	May be inoperative provided that procedures do not require its use.
<b>62-01</b>	Automatically Deployable Emergency Locator Transmitter (ADELT) (if installed)	-	-	-	As required.
<b>62-02</b>	Emergency Locator Transmitter (ELT) (if installed)	-	-	-	As required.
<b>64-01</b>	Sea Anchor (if installed)	-	-	-	As required.

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25. EQUIPMENT/FURNISHINGS					
<b>64-02</b>	Life-Rafts & Survival ELT(s) for Extended Overwater Flights (if installed)	-	-	-	As required.
<b>64-03</b>	Non-Essential Equipment and Furnishings (NEF)		-	<b>0</b>	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 must be outlined in the operator's appropriate document. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.

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<b>26. FIRE PROTECTION</b>					
<b>22-01</b>	Portable fire extinguisher	-	-	-	As required.

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<b>28. FUEL</b>					
<b>20-01</b>	Transfer pump	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided that the quantity of fuel in each group is sufficient to comply with the applicable regulations.
<b>20-02</b>	"AUTO-TRANSFER" Command	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided that there is no fuel in the corresponding sponson tanks, or the fuel quantity gauged on board is sufficient to comply with the operational regulation. OR
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative, if the FWD 300L exterior fuel tanks are installed and are necessary to the mission, provided that: a) One or both rear sponson tanks are empty or the fuel capacity of the system (basic+ 300L fuel tanks) allows to carry out the mission. b) And if the "FW TK" position of the 300L fuel tanks emergency system is operative.
					<u>Operational procedure:</u> If the FWD 300L exterior fuel tanks are installed: • Use the Back-up "FW TK" function after 30 of flight.

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28. FUEL					
22-01	LH engine booster pumps	C	2	1	<p>(O) (M) One pump may be inoperative provided that the fuel loaded in each group of tanks is one of the normal types as specified in Flight Manual, Section 2.6.</p> <p><u>General restriction:</u></p> <ul style="list-style-type: none"> <li>Flight envelope must not exceed -2000 ft and 10,000 ft Hp.</li> </ul> <p><u>Restriction if fuel temperature is &gt;0°C:</u></p> <ul style="list-style-type: none"> <li>No additional restriction.</li> </ul> <p><u>Restriction of fuel temperature is between -20°C and 0°C:</u></p> <p>—Fuel with anti-icing additive: no additional restriction.</p> <p>—Fuel without anti-icing additive: limit fuel quantity according to flight altitude:</p> <p>a) If altitude does not exceed 5,000 ft Hp during the flight: 1,175 l,</p> <p>b) If altitude exceeds 5,000 ft Hp (but not 10,000 ft): 684 l.</p>
					<p>NOTE: Fuel quantities given above are determined for one engine, the one with inoperative booster pump. The fuel quantity for the other engine is not limited provided that in-flight fuel transfer is prohibited.</p>

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28. FUEL					
22-02	RH engine booster pumps	C	2	1	<p>(O) (M) One pump may be inoperative provided that the fuel loaded in each group of tanks is one of the normal types as specified in Flight Manual, Section 2.6.</p> <p><u>General restriction:</u></p> <ul style="list-style-type: none"> <li>No additional restriction.</li> </ul> <p><u>Restriction if fuel temperature is <math>\geq 0^{\circ}\text{C}</math>:</u></p> <ul style="list-style-type: none"> <li>No additional restriction.</li> </ul> <p><u>Restriction of fuel temperature is between <math>-20^{\circ}\text{C}</math> and <math>0^{\circ}\text{C}</math>:</u></p> <p>—Fuel with anti-icing additive: no additional restriction.</p> <p>—Fuel without anti-icing additive: limit fuel quantity according to flight altitude:</p> <p>a) If altitude does not exceed 5,000 ft Hp during the flight: 1,175 l,</p> <p>b) If altitude exceeds 5,000 ft Hp (but not 10,000 ft): 684 l.</p> <p><u>Restriction if fuel temperature is <math>\leq -20^{\circ}\text{C}</math>:</u></p> <ul style="list-style-type: none"> <li>Fuel with anti-icing additive must be used: no additional restriction.</li> </ul>

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**28. FUEL**

					<p><u>Operation procedure:</u> Limit load factor (maximum bank angle: 30°).</p> <p><u>Maintenance procedure:</u></p> <ul style="list-style-type: none"> <li>• Clean or replace filter element of the LH group before the first flight with an inoperative booster bump and then every 10 hours of flight until the inoperative booster pump is replaced.</li> <li>• Check that the fuel flow-meter operates freely (not blocked).</li> </ul>
41-01	"High fuel level" light	C	2	0	One or both may be inoperative provided that fuel transfer is monitored.
41-02	Sponson tank fuel quantity indicator	C	2	0	May be inoperative provided that there is no fuel in the corresponding sponson tanks, or the fuel quantity gauged on board is sufficient to comply with the operational regulation.
44-01	Fuel pressure caution light	C	2	0	One or both may be inoperative provided that the corresponding fuel pressure indicator is operational.
44-02	Fuel pressure indicators	C	2	0	(O) One or both may be inoperative provided that: a) The corresponding low fuel pressure caution light is operational, b) The corresponding filter clogging caution light is operational.

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29. HYDRAULIC POWER					
20-01	Landing gear standby electro-pump	B	1	0	(O) (M) May be inoperative for flight provided that all 3 landing units are down locked. <u>Operational procedure:</u> All for 5-knot drop in cruising speed. <u>Maintenance procedure:</u> Secure landing gear control handle in down locked position using a wire-locked safety pin.

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<b>30. ICE AND RAIN PROTECTION</b>					
<b>20-01</b>	Engine Inlet Electrical Anti-icing System	<b>D</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative provided: The known and forecast ambient temperature for the flight is greater than the Flight Manual conditions requiring their use plus an additional 10°C.
<b>20-02</b>	Multi Purpose Air Intakes system (MPAI) (if installed)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative in any position provided: a) The known and forecast ambient temperature for the flight is greater than +10°C, b) The flight is not conducted in sand-laden atmosphere, c) Performances taken into account for the flight are the MPAI closed performances.
<b>30-01</b>	Pitot head deicing	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided that: a) The flight is carried out in VMC, b) The flight is not carried out in icing conditions.
<b>30-02</b>	Pitot heater failure indication System	-	-	-	As required

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<b>30. ICE AND RAIN PROTECTION</b>					
<b>40-01</b>	Electric windshield deicing				
	1) Side Windshield deicing	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for flight in non-icing conditions provided that: a) the air conditioning system ensuring windshield demisting is operational, b) both clear vision windows are functional.
<b>40-02</b>	2) Centre Windshield Panel deicing (If installed)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative
<b>40-03</b>	Windshield Wipers				
	1) Side Windshield wiper	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for a flight carried out under precipitation conditions, provided that the operating windshield wiper is on the same side as the pilot at the controls.
<b>40-04</b>	2) Centre Windshield Panel wiper (If installed)	<b>D</b>	<b>1</b>	<b>0</b>	One or both may be inoperative.

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<b>30. ICE AND RAIN PROTECTION</b>					
<b>60-01</b>	Main and/or Tail Rotor Ice Protection System (IPS) (If installed)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) The system is switched off, b) The aircraft is not flown in known or forecast icing conditions.
<b>60-02</b>		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative for flight in limited icing conditions provided: -The operator is permitted to follow the limited icing clearance, and the A/C is capable of the Limited icing conditions (Refer to Flight Manual SUP.4).
<b>80-01</b>	Ice detection system (If installed)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative except for flight in limited icing conditions.

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<b>32. LANDING GEAR</b>					
<b>40-01</b>	Parking brake	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Normal Braking System is operative.
					<u>Operational procedure:</u> Fit wheel chocks and check utility hydraulic accumulator pressure before removing chocks.
<b>60-01</b>	Landing gear position indicating system	<b>C</b>	<b>1</b>	<b>0</b>	(O)(M) May be inoperative.
					<u>Operational Procedure:</u> Allow for 5-knot drop in cruising speed.
					<u>Maintenance Procedure:</u> -Check that all three landing gear units are down-locked, -Secure landing gear control handle in down-locked position using a wire locked safety pin.
<b>60-02</b>	Landing gear actuating system	<b>C</b>	<b>1</b>	<b>0</b>	(O)(M) May be inoperative.
					<u>Operational Procedure:</u> Allow for 5-knot drop in cruising speed.
					<u>Maintenance Procedure:</u> -Check that all three landing gear units are down-locked -Secure landing gear control handle in down-locked position using a wire-locked safety pin.

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32. LANDING GEAR					
<b>60-03</b>	Landing gear not extended alarm	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided that landing gear position indicating system (item 32.1) is operational.
					<u>Operations Procedure:</u> Inhibit landing gear not extended warning light.

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<b>33. LIGHTS</b>					
<b>10-01</b>	Flight Deck lighting (Overhead panel, instrument panel, console, sub-panel)	-	-	-	As required
<b>20-01</b>	Passenger Compartment lighting	-	-	-	As required
<b>20-02</b>	Cabin emergency lighting system	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided that aircraft is not carrying passengers.
					Or
		-	-	-	As required
<b>20-03</b>	Cabin Signs (Fasten Seat Belt & No Smoking Signs)(if installed)	-	-	-	As required
<b>40-01</b>	Position Lights	<b>C</b>	<b>3</b>	<b>0</b>	Any or all may be inoperative for daytime VMC flight.
<b>40-02</b>	Anti-collision Light				
	a) Daylight Operations	<b>B</b>	-	<b>0</b>	May be inoperative,
					Or
		<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative.
<b>40-03</b>	b) Night operations	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative.

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<b>33. LIGHTS</b>					
<b>40-04</b>	Landing Light	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day operations only.
					Or
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for night operations provided the second landing light is installed and operative.
<b>40-05</b>	Utility light	<b>D</b>	<b>1</b>	<b>0</b>	May be operative for daytime flight.
					Or
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative for night-time VMC flight provided: a) All normal flight deck lights are operative. b) Flight Deck Dome Light is operative, and c) One torch per flight crew is readily available.
<b>40-06</b>	Map lights	<b>D</b>	<b>2</b>	<b>0</b>	One or both may be inoperative
<b>40-07</b>	Lights for Amphibious operations (if installed)	-	-	-	As required

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<b>34. NAVIGATION</b>					
<b>00-01</b>	Tail Temperature Probes (Post MOD 07 26632 only)	<b>C</b>	<b>2</b>	<b>0</b>	(O) One or both may be inoperative.
					<u>Operational Procedure:</u> Before setting electrical power ON, disengage TAU1 and TAU2 breakers.
<b>00-02</b>	Tail Temperature Adaptor Unit (TAU) (Post MOD 07 26632 only)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative.
					<u>Operational Procedure:</u> Before setting electrical power ON, disengage TAU1 and TAU2 breakers.
<b>10-01</b>	Multi Function Displays (MFD) Processor Unit/Key & Display Unit	<b>B</b>	<b>4</b>	<b>1</b>	(O)(M) 3 units may be inoperative for daytime VFR flight provided that: a) One unit is continuously operating in FND mode on the RH side, b) The pilot at the controls is on the RH side, c) All the control module indicators and emergency instruments on the central instrument panel are all operational.
<b>10-02</b>		<b>C</b>	<b>4</b>	<b>3</b>	<u>Operational Procedure:</u> In the event of failure of the 4 <sup>th</sup> SMD unit, the loss of all AFCS alarms requires maximum vigilance:

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					-Hands on control; Do not use AFCS upper modes.
					(M)One unit may be inoperative for IFR or VFR nighttime flights provided that: a) One unit is operating continuously in FND mode on each side of the instrument panel during takeoff, final approach and aborted approach phases, b) The ISIS is operational.
					<u>Maintenance Procedure:</u>
					In the two cases, if AP# TEST FAILED appears on MFD at pre-flight test, check for MFDi DIALOG message (associated to the failed PU) and be sure that both APM can be engaged (ON).
<b>10-03</b>	Flight Control Panel (FCP)	<b>C</b>	<b>2</b>	<b>1</b>	See ATA 22.03 – Flight Control Panel (FCP)
<b>10-04</b>	Cross talk between MFDs	<b>C</b>	<b>4 Per MFD</b>	<b>3 Per MFD</b>	One may be inoperative.

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<b>34. NAVIGATION</b>					
<b>10-05</b>	ARINC link between APMi (i=1 or 2) and Display System	B	2	1	(O) One may be inoperative provided that: -the flight is carried out in VMC; -it is not reasonably practical to repair or replace before commencement of the flight. <u>Operational Procedure:</u> -Disengage APMi, -Attentive piloting.
					Refer to item 22.01
<b>10-06</b>	Discrete link between Apmi (i=1 or 2) and Display System	B	2	1	(O) May be inoperative provided that: -the flight is carried out in VMC; -it is not reasonably practical to repair or replace before commencement of the flight. <u>Operational Procedure:</u> -Disengage APMi, -Attentive piloting.
<b>12-01</b>	OAT Indicator	C	2	0	May be inoperative provided that another air temperature indicator is operative that is convertible to OAT.

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<b>34. NAVIGATION</b>					
<b>17-01</b>	Attitude and Heading	C	2	1	(O) One may be inoperative for daytime VMC flight provided that ISIS is operative.  <u>Operational Procedure:</u> On RCU: -Select valid AHRS; -Set invalid AHRS to OFF. In case of 2 <sup>nd</sup> AHRS or ISIS failure, join VFR if possible.
					NOTE: Depending on the TAWS Version installed with AHRS 2 failed, and Flight Manual SUP.31.
<b>17-02</b>	Air Data Computer (ADC)	C	2	1	May be inoperative for daytime VMC flight provided that ISIS is operative.  <u>Operational Procedure:</u> On RCU: Select valid ADC In case of 2 <sup>nd</sup> ADC or ISIS failure, join VFR if possible.
<b>21-01</b>	Stand-By Instrument (ISIS)	C	1	0	(O) May be inoperative for daytime VMC flight provided that: a) Both AHRS (item 34.14) are operative, b) Both ADC (item 34.19) are operative.

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<b>34. NAVIGATION</b>					
<b>21-02</b>	Standby Magnetic Compass	-	-	-	As required.
<b>25-01</b>	Magnetic Aircraft Sensor (MAS)	C	2	1	(O) One may be inoperative for VMC flight.
					<u>Operational Procedure:</u>
					-On RCU: -Select DG mode on the heading receiving the failed MAS; -Adjust the DG value by comparison to the valid heading source. -Check heading with stand-by compass
<b>31-01</b>	ILS	-	-	-	As required.
<b>42-01</b>	Weather Radar System (if installed)	-	-	-	As required.
<b>44-01</b>	Radio Altimeter transmitter/receiver	-	-	-	As required.
<b>44-02</b>	Terrain Awareness and Warning System (TAWS)(EGPWS if installed)	A	1	0	(O) May be inoperative provided: -No more than 6 hours shall be flown over water since the failure discovery, -A maximum of 24 hours have elapsed since the failure discovery, -The aircraft shall not fly overwater at an altitude less than 500 ft except for takeoff and landing,

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34. NAVIGATION					
					-The aircraft shall not descend below 500 ft on approach overwater unless the landing site is clearly visible to the pilot, -The visual warnings and cautions associated with the defined inoperative aural warnings and annunciations are checked operative by the pilot prior to departure.
					<u>Operational Procedure:</u>
					Radio Altimeter visual information has to be used.
<b>45-01</b>	Airborne Collision Avoidance System (ACAS 1)(If installed)	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided local specific procedures do not require ACAS 1.
					<u>Maintenance Procedure:</u>
					The system has to be deactivated by use of the associated ACAS circuit Breaker (PP3).
<b>51-01</b>	DME	-	-	-	As required.
<b>52-01</b>	Transponder	-	-	-	As required.
<b>52-02</b>	SSR Transponder (if installed)	-	-	-	As required.
<b>54-01</b>	VOR	-	-	-	As required.
<b>55-01</b>	ADF	-	-	-	As required.

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<b>34. NAVIGATION</b>					
<b>57-01</b>	Surface Navigation System (GPS) (if installed)	-	-	-	As required.
<b>57-02</b>	VHF navigation equipment (if installed)	-	-	-	As required.
<b>60-01</b>	Flight Management System (FMS) (If installed)				
<b>60-02</b>	FMS without radio control function (single or Dual)	<b>C</b>	-	<b>0</b>	One or more may be inoperative provided procedures do not require their use.
<b>60-03</b>	Dual FMS with radio control function	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative provided the VHF/VOR backup radio control box is operative

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<b>35. OXYGEN</b>					
<b>00-01</b>	Oxygen Systems (if installed)	-	-	-	As required.

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45. CENTRALIZED MAINTENANCE SYSTEM					
45-01	M'ARMS Aircraft recording and monitoring system	-	-	-	As required. (14 CFR)

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<b>52. DOORS</b>					
<b>70-01</b>	Door closing indication system	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative if crew can ensure by visual check that the doors are correctly closed and locked.  <b>NOTE</b> <b>For flights with sliding doors intentionally left open refer to Flight Manual Section 2.3.</b>

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<b>63. MAIN ROTOR DRIVE</b>					
<b>20-02</b>	Rotor braking system position caution light	<b>C</b>	<b>1</b>	<b>0</b>	(M) (O) May be inoperative.
					<u>Operational Procedure:</u>
					Rotor must not be started or stopped when wind velocity exceeds 30 knots.
					<u>Maintenance Procedure:</u>
					Rotor brake disk must be free and rotor braking system must be made inoperative.
<b>21-01</b>	Rotor brake	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative.
					<u>Operational Procedure:</u>
					Rotor must not be started or stopped when wind velocity exceeds 30 knots.
					<u>Maintenance Procedure:</u>
					Rotor brake disk must be free and rotor braking system must be made inoperative.
<b>40-01</b>	Main rotor tachometer	<b>A</b>	<b>2</b>	<b>1</b>	One may be inoperative provided that: a) The indicator on the pilot's side is operative, and b) The aircraft does not takeoff for a flight or series of flights, unless the purpose is to join directly a base where repairs or replacements can be made.

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63. MAIN ROTOR DRIVE					
					Operational Note: In the unlikely event of the second Main rotor tachometer failure, perform a gentle flight, with the help of Aural (NR min/max) and visual (FLI) cues, then prevent use of the Rotor Brake on Ground at the end of the flight.
40-02	MGB oil pressure indicator	C	1	0	May be inoperative for flight provided that: a) The MGB auxiliary oil pressure caution light is operational, b) It is not reasonably practical to repair or replace before commencement of the flight.
40-03	MGB auxiliary oil pressure caution light (S/B.P)	B	1	0	May be inoperative provided that: a) The MGB oil pressure indicator is operational, b) The MGB main oil pressures caution light (MP) is operational.

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63. MAIN ROTOR DRIVE					
<b>40-04</b>	MGB oil temperature indicator	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided that: a) The MGB oil pressure indicator (item 63.4) is operational, b) The MGB auxiliary oil pressures caution light (S/B.P) is operational.

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77. ENGINE INSTRUMENTS					
<b>40-01</b>	Triple tachometer indicators	<b>A</b>	<b>2</b>	<b>1</b>	One may be inoperative provided that: a) The indicator on the pilot's side is operative, and b) The aircraft does not takeoff for a flight or series of flights, unless the purpose is to join directly a base where repairs or replacements can be made.

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