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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 4
DATE: 05/13/2015

Airbus Helicopters

EC 225LP (TCDS H4EU)

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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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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. 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. For Example: JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>
2310	-01	Added Policy letter 106, Rev 5. June 6, 2014 (HF)
2311	-01	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)
2312	-01	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)
2370	-01	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
2370	-02	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
2500	-01	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)
2562	-02	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)
3130	-01	Added Policy Letter 87 Rev. 10, August 10, 2010 (FDR)
3130	-02	Added Policy Letter 87, Rev. 10, August 10, 2010 (CVR/FDR)
3300	-01	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)
3444	-02	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. , July 30, 2013 (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:

1800	-01	(O) Accelerometer AFT, put AFT command on OFF	
1800	-02	(O) Accelerometer FWD, put FWD command on OFF	
1800	-03	(O) AVC Actuator FWD, put FWD command on OFF	
1800	-04	(O) AVC Actuator LEFT, put AFT command on OFF	
1800	-05	(O) AVC Actuator RIGHT, put AFT command on OFF	
1800	-06	(O) AVC Controller, put AFT & FWD command on OFF	
1800	-07	(O) AVC Power Amplifier, put AFT & FWD command on OFF	
2140	-04	(O) Procedure to control temperature manually	
2210	-01	(O) a) Disengage the failed APM. b) Attentive piloting (M) If the AFCS preflight test cannot be started, exchange APM1 and APM2, then run again the preflight test.	
2211	-01	(O) a) Maintain both APM ON. b) In case of APM2 failure, AFCS upper mode will disengage. Re-engage them as required.	
2211	-02	(O) a) Engage/Disengage modes by means of the pilot FCP, b) Control set references by means of the pilot FCP (M) If the inoperative FCP is on the pilot side, exchange FCP pilot and copilot.	
2215	-01	(O) Flight crew monitors the AFCS annunciator and centers the control as necessary.	
2215	-02	(O) Flight crew monitors the AFCS annunciator and centers the control as necessary.	

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

JASC	Item	Explanation
2215	-03	(O) a) Command AFCAU: COLL TR FEEL on REL. b) Pilot controls the collective axis manually. Adjust collective friction as necessary.
2216	-01	(O) a) In Basic stabilization, modify set point values by releasing the artificial feel loads using the cyclic control grip. b) In higher modes, modify set point values using the FCP pushbuttons.
2216	-02	(O) Modify set point values using the FCP pushbutton.
2216	-03	(O) a) In hover flight: Use the "follow up trim function" (automatic in hovering). b) In forward flight: Use the "Beep Trim Control". 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. c) Combined failure of the "Pilot Cyclic Stick Trim Feel Release," "Pilot Cyclic Trim Beep Controls" and "Cyclic Trim Feel Release of the AFCAU" is forbidden.
2216	-04	(O) a) Use the Collective Trim Beep Control. If 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 must be controlled manually during the action. b) Combined failure of "Collective Lever Trim Feel Release", "Collective Trim Beep Controls" and "Collective Trim Feel Release of the AFCAU" is forbidden.
2216	-05	(O) a) AFCS is automatically reconfigured. b) Hands on controls for ILS approach.
2216	-06	(O) The AFCS is automatically reconfigured.

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

JASC	Item	Explanation
2460	-02	(O) May be inoperative, provided: a) (TRU1) & (TRU2) indicator lights & (ESS BUS) & (SEC BUSS) indicator lights are operational. b) A bus tie relay test is carried out.
2562	-02	(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.
2820	-01	(O) May be inoperative provided, the quantity of fuel in each group is sufficient to comply with the applicable 14 CFR.
2820	-02	(O) May be inoperative, if the FWD 300L exterior fuel tanks are installed and are necessary to the mission, provided: a) One or both rear sponson tanks are empty, or the fuel capacity of the system (basic+ 300L fuel tanks), allows the mission to be carried out. And b) The "FW TK" position of the 300L fuel tanks emergency system is operative.
2822	-01	(O) Limit load factor (maximum bank angle: 30°). (M) a) Clean or replace filter element of the L/H group before the first flight with an inoperative booster pump and then every 10 hours of flight until the inoperative booster pump is replaced. b) Check that the fuel flow-meter operates freely (not blocked).
2822	-02	(O) Limit load factor (maximum bank angle: 30°). (M) a) Clean or replace filter element of the R/H group before the first flight with an inoperative booster pump and then every 10 hours of flight until the inoperative booster pump is replaced. b) Check that the fuel flow-meter operates freely (not blocked).
2844	-02	(O) One or both may be inoperative, provided: a) Corresponding low fuel pressure caution light is operational, b) Corresponding filter clogging caution light is operational.

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

JASC	Item	Explanation
2920	-01	(O) May be inoperative for flight provided that all 3 landing gear units are down locked. (O) Allow for 5-knot drop in cruising speed. (M) Secure landing gear control handle in down locked position using a wire-locked safety pin.
3020	-01	(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.
3220	-02	(O) May be inoperative provided aircraft is operated in accordance with the RFM
3240	-01	(O) Fit wheel chocks and check utility hydraulic accumulator pressure before removing chocks.
3260	-01	(O) Allow for 5-knot drop in cruising speed. (M) a) Check that all three landing gear units are down locked, b) Secure landing gear control handle in down locked position using a wire locked safety pin.
3260	-02	(O) Allow for 5-knot drop in cruising speed. (M) a) Check that all three landing gear units are down locked, b) Secure landing gear control handle in down locked position using a wire-locked safety pin.
3260	-03	(O) Inhibit Landing Gear Not Extended warning light.
3300	-01	(M & O) Procedure for securing and deactivating system.
3400	-01	(O) One or both may be inoperative. Before setting electrical power ON, disengage TAU1 and TAU2 breakers.
3400	-02	(O) May be inoperative. Before setting electrical power ON, disengage TAU1 and TAU2 breakers.

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

JASC	Item	Explanation
3410	-01	<p>(O) Three (3) units may be inoperative for Day VFR flight, provided:</p> <ul style="list-style-type: none"> a) One unit is continuously operating in FND mode on the RH side, b) 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. <p>In the event of failure of the 4th SMD unit, the loss of all AFCS alarms requires maximum vigilance:</p> <ul style="list-style-type: none"> a) Hands on control; b) Do not use AFCS upper modes. <p>(M) One unit may be inoperative for IFR or Night VFR flight provided that:</p> <ul style="list-style-type: none"> 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) ISIS is operational, c) 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).
3410	-04	<p>(O) One may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Flight is carried out in VMC; b) Disengage APMi, c) Attentive piloting.
3410	-05	<p>(O) One may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Flight is carried out in VMC; b) Disengage APMi, c) Attentive piloting.

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

JASC	Item	Explanation
3417	-01	<p>(O) One may be inoperative for Day VMC flight provided that ISIS (item 3421-01) is operative. On RCU:</p> <ul style="list-style-type: none"> a) Select valid AHRS, b) Set invalid AHRS to OFF. <p>In case of 2nd AHRS or ISIS failure, maintain VFR if possible. NOTE: Depending on the TAWS version installed with AHRS 2 failed (item 3444-02), and Flight Manual Supplement 31.</p>
3417	-02	<p>(O) One may be inoperative for Day VMC flight provided that ISIS (item 3421-01) is operative. On RCU:</p> <ul style="list-style-type: none"> a) Select valid ADC b) In case of 2nd ADC or ISIS failure, maintain VFR if possible.
3421	-01	<p>(O) May be inoperative for Day VMC flight, provided:</p> <ul style="list-style-type: none"> a) Both AHRS (item 3417-01) are operative, b) Both ADC (item 3417-02) are operative. c) In case of AHRS or ADC failure, maintain VFR if possible.
3425	-01	<p>(O) One may be inoperative for VMC flight. On RCU:</p> <ul style="list-style-type: none"> a) Select DG mode on the heading receiving the failed MAS. b) Adjust the DG value by comparison to the valid heading source. c) Check heading with stand-by compass.
3444	-02	<p>(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.</p>
3445	-01	<p>(M) May be inoperative, provided:</p> <ul style="list-style-type: none"> a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.

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

JASC	Item	Explanation
3445	-02	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Traffic Alert (TA) visual display and audio functions are operative. b) TA Only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
3460	-02	<p>(O) One may be inoperative provided the VHF/VOR backup radio control box is operative.</p>
3461	-01	<p>(O) May be out of currency provided: (FMS)</p> <ul style="list-style-type: none"> 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, and c) Approach navigation radios are manually tuned and identified.
3461	-02	<p>(O) May be out of currency provided: (NMS)</p> <ul style="list-style-type: none"> 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, and c) Approach navigation radios are manually tuned and identified.
6321	-01	<p>(O) May be inoperative provided Rotor must not be started or stopped when wind velocity exceeds 30 knots.</p> <p>(M) Rotor brake disk must be free and rotor braking system must be made inoperative.</p>
6321	-02	<p>(O) May be inoperative provided Rotor must not be started or stopped when wind velocity exceeds 30 knots.</p> <p>(M) Rotor brake disk must be free and rotor braking system must be made inoperative.</p>

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

18. Helicopter Vibration						
1800-01	Accelerometer AFT	C	2	0	(O) May be inoperative. Put AFT command on OFF.	
1800-02	Accelerometer FWD	C	2	0	(O) May be inoperative. Put FWD command on OFF.	
1800-03	AVC Actuator FWD	C	1	0	(O) May be inoperative. Put FWD command on OFF.	
1800-04	AVC Actuator LEFT	C	1	0	(O) May be inoperative. Put AFT command on OFF.	
1800-05	AVC Actuator RIGHT	C	1	0	(O) May be inoperative. Put AFT command on OFF.	
1800-06	AVC Controller	C	1	0	(O) May be inoperative. Put AFT & FWD command on OFF.	
1800-07	AVC Power Amplifier	C	1	0	(O) May be inoperative. Put AFT & FWD command on OFF.	
1800-08	CONFORT light CWP	C	1	0	May be inoperative.	
1800-09	Maintenance Box	C	1	0	May be inoperative.	
1800-10	OHCP Command FWD/AFT	C	1	0	May be inoperative.	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
21. AIR CONDITIONING					
2100-01	Main Fan (Main, Cockpit)	C	1	0	May be inoperative, provided: a) Ventilation is not required to ensure demisting or de-icing of the windshield, OR b) Electric windshield deicing system is operational.
		C	1	0	
2100-02 ***	1) Cockpit Cooling	D	1	0	May be inoperative.
	2) Cabin Cooling	D	1	0	May be inoperative.
2120-01	Recirculation Actuator (Cockpit & Cabin)	C	1	0	May be inoperative, provided: a) OAT is above -20°C when the actuator is jammed in outside air intake position, OR b) OAT is below +40°C when the actuator is jammed in recirculation position (renew cockpit air by means of the clean vision windows)
		C	1	0	

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		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING (Cont'd)

2120-02	Distribution Unit Actuator (Cockpit)	C	1	0	May be jammed off, or in any other position, provided: a) Regulating valve and the P3 cut off valve are operational, b) Position allows windshield demisting or deicing, OR c) Electric windshield deicers are operational. d) OAT is above -20°C when the actuator is jammed in one of the following positions: OFF, Ventilation, Ventilation + Cold Demisting	
2140-01	P3 Distributive Valve (Cockpit)	C	1	0	May be inoperative for VMC flight, provided: a) It is jammed in the demisting/deicing position, OR b) Electric windshield deicers are operational.	
		C	1	0		
2140-02	Regulating Valve (Cockpit)	C	1	0	May be inoperative, provided: a) P3 Cutoff Valve operational, b) P3 air is not required to ensure windshield demisting and deicing, c) Electric windshield deicers are operational, d) Cockpit heating and demisting functions using P3 bleed air are shut off.	

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		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING (Cont'd)

2140-03	P3 Cutoff Valve	C	1	0	(O) May be inoperative, provided: a) Cockpit and cabin regulating valves are operative, b) P3 bleed air is not required to ensure windshield demisting or deicing, c) Electric windshield deicers are operative, d) P3 heating and demisting are shut down (function selector set to OFF) during takeoff and landing phases, e) OAT is above -20°C. f) In the event of an engine failure, switch off P3 Heating and Demisting Systems.	
2140-04	Automatic Heating and Demisting Regulation System (Cockpit & Cabin)	C	1	0	(O) May be inoperative for flight requiring use of hot air for windshield demisting or deicing, provided that temperature regulating is ensured manually.	
2140-05	Temperature Probe (Cockpit & Cabin)	C	3	0	From one to three probes may be inoperative for flight requiring use of hot air for windshield demisting or de-icing, provided: a) Temperature regulation is ensured manually, b) Overheating detector is operational.	

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		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING (Cont'd)						
2140-06	Overheating Detector (Cockpit & Cabin)	C	2	0	One or both may be inoperative, provided: a) Three temperature probes are operational, b) P3 Cut-Off valve is operational.	
2140-07	P3 Leak Detector (Cockpit & Cabin)	C	2	0	One or both may be inoperative for VMC flight, provided: a) P3 Bleed Air is not required for windshield demisting or de-icing, b) Electric Windshield De- icers are operative, c) Cockpit P3 Heating and Demisting functions are shut off.	
2140-08	Cabin Fan	C	1	0	May be inoperative provided the cabin heating system is not used.	
2140-09	Cabin Regulating Valve	C	1	0	May be inoperative, provided: a) P3 Cut-Off Valve is operational, b) Electric Windshield De- icers are operational.	

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22. AUTO FLIGHT						
2210-01	APM Auto Pilot Module	B	2	1	<p>(O) One may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Flight is carried out in VMC, b) Disengage the failed APM, c) Attentive piloting. <p>(M) If the AFCS pre-flight test cannot be started, exchange APM1 and APM2 then run the pre-flight test again.</p>	
2211-01	Cross Talk between the two APM Computers	B	2	1	<p>(O) One may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Maintain both APM ON, b) In case of APM2 failure, AFCS upper mode will disengage. Re-engage them as required. 	
2211-02	Flight Control Panel (FCP)	B	2	1	<p>(O) Co-Pilot FCP may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Engage/Disengage modes by means of the pilot FCP. b) Control set references by means of the pilot FCP. <p>(M) If the inoperative FCP is on the pilot side, exchange FCP pilot and co-pilot.</p>	
2215-01	Cyclic Trim and Auto Trim Actuators	C	2	0	<p>(O) One or both may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Corresponding AUTO TRIM switches are set to OFF. b) Flight crew monitors the AFCS annunciator 	

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22. AUTO FLIGHT (Cont'd)						
2215-02	Yaw Trim and Auto Trim Actuators	C	1	0	(O) May be inoperative, provided: a) AUTO TRIM switches are set to OFF, b) Flight crew monitors the AFCS annunciator and centers the control as necessary.	
2215-03	Collective Trim Actuators	B	1	0	(O) One may be inoperative, provided: a) Command AFCAU: COLL TR FEEL on REL, b) Pilot controls the collective axis manually. Adjust collective friction as necessary.	
2216-01	Cyclic Trim Beep Controls	C	2	0	(O) One or both may be inoperative, provided: a) In Basic Stabilization, modify set point values by releasing the artificial feel loads using the cyclic control grip. b) In higher modes, modify set point values using the FCP pushbuttons.	
2216-02	Collective Trim Beep Controls	C	2	0	(O) One or both may be inoperative for flight. Modify set point values using the FCP pushbutton.	

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22. AUTO FLIGHT (Cont'd)

2216-03	Cyclic Stick Trim Feel Release Controls	C	2	0	<p>(O) One or both may be inoperative for Day VMC flight, provided:</p> <ul style="list-style-type: none"> a) In hover flight: Use the "follow up trim function" (automatic in hovering). b) In forward flight: Use the "Beep Trim Control". 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. c) Combined failure of "Pilot Cyclic Stick Trim Feel Release," "Pilot Cyclic Trim Beep Controls" and "Cyclic Trim Feel Release of the AFCAU" is forbidden. 	
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22. AUTO FLIGHT (Cont'd)					
2216-04	Collective Lever Trim Feel Release Controls	C	2	0	<p>(O) One or both may be inoperative, provided:</p> <p>a) Use the Collective Trim Beep Control. 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 must be controlled manually during the action.</p> <p>b) Combined failure of "Collective lever trim feel release", "Collective trim beep controls" and "Collective trim feel release of the AFCAU" is forbidden.</p>
2216-05	Cyclic SEMA	B	2	0	<p>(O) One or both may be inoperative, provided:</p> <p>a) AFCS is automatically reconfigured.</p> <p>b) Hands on controls for ILS approach.</p>
2216-06	Yaw SEMA	C	1	0	<p>(O) May be inoperative for flight, provided AFCS is automatically reconfigured.</p>
2222-01	Flight Director	C	-	-	As required by 14 CFR.

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23. COMMUNICATIONS						
2300-01	Flight Crew Intercom System	B	1	0	May be inoperative, provided: Aircraft is operated by a single pilot, OR a) Crew establishes a suitable means of communication, b) It is not reasonably practical to repair or replace before commencement of the flight.	
2300-02 ***	Illuminated Passenger Advisory System	B	-	-	As required by 14 CFR.	
2310-01 (PL-106)	High Frequency (HF) Communications System	D C	- -	- 1	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	

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23. COMMUNICATIONS						
2311-01 (PL-95)	Communications Systems (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.	
2312-01 (PL-95)	Radio-Communication (VHF) Transmitters and Receivers.	B	-	-	As required by 14 CFR.	
2340-01 ***	Flight Attendant Interphone System	B	-	-	As required by 14 CFR.	
2340-02	Audio Selector Panel	B	-	-	As required by 14 CFR.	
2340-03 ***	Public Address System	B	-	-	As required by 14 CFR.	
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <i>Without</i> a Flight Data Recorder installed in the aircraft.) NOTE: Item 3130-01 for aircraft equipped with both CVR and FDR.	A	1	0	May be inoperative provided repairs are made within three flight days.	

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23. COMMUNICATIONS						
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) (For an operator other than a holder of an air carrier or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
2370-03 ***	Headset	B	-	-	As required by 14 CFR.	
2370-04 ***	Flight Deck Door Surveillance System	B	-	-	As required by 14 CFR.	

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24. ELECTRICAL POWER						
2430-01	Alternator Caution Lights (ALT1-ALT2)	C	2	1	One may be inoperative, provided 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 ELEC caution light.	
2430-02	AC Voltmeter	B	1	0	May be inoperative, provided: a) Power available (BUS1 and BUS2) and transfer (<_>) indicator lights are operational, b) Alternator (ALT1 and ALT2) caution lights are operational.	
2431-01	Battery Temperature Indicator Light (TEMP)	C	1	0	May be inoperative.	
2436-01	Transformer- Rectifier Caution Lights (TRU1-TRU2)	C	2	1	One may be inoperative, provided: Voltmeter/Ammeter selector is set to the Transformer-Rectifier for which the caution light is inoperative.	

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24. ELECTRICAL POWER (Cont'd)						
2437-01	DC Voltmeter	B	1	0	May be inoperative, provided: a) Power available indicator lights for DC bus bars (ESS BUS and SEC BUS) are operative. b) Transformer-Rectifier caution lights (TRU1-TRU2) are operational.	
2460-01	DC Bus Power Available Indicator Lights (ESS BUS SEC BUS)	C	2	1	One may be inoperative, provided: a) TRU 1 and TRU 2 indicator lights are operational, b) DC Bus-Tie indicator light is operative.	

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24. ELECTRICAL POWER (Cont'd)

2460-02	Bus-Tie Indicator Light	C	1	0	<p>(O): May be inoperative provided that:</p> <ul style="list-style-type: none"> a) (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. <p>After starting the engines, perform the following Bus-Tie relay test:</p> <ul style="list-style-type: none"> a) TRU1 – OFF: the white and amber TRU1 indicator lights illuminate, the SEC BUS indicator light is OFF. b) BUS-TIE – OPEN: the SEC BUS indicator light illuminates. c) BUS-TIE – NORM: the SEC BUS indicator light goes out. d) TRU1 – ON: the white the amber TRU1 indicator lights go out. 	
2460-03	26V Transformer	C	1	0	May be inoperative provided the RDR 1400 Weather Radar is not required by operational regulation.	

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25. EQUIPMENT/FURNISHINGS						
2500-01 *** (PL-116)	NEF Items	-	-	0	(M) & (O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document. May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual.	
2510-01	Flight Crew Shoulder Harnesses	C	2	1	May be inoperative, provided: a) Pilot at the flight controls has an operational harness, b) Flight is limited to single-pilot operation in VFR. NOTE: Affected seat must be blocked and placarded "DO NOT OCCUPY" to prevent occupancy.	
2520-01 ***	Extra Seats	C	-	-	As required by 14 CFR.	
2520-02 ***	Cabin Crew Seats	C	-	-	As required by 14 CFR.	
2520-03 ***	Passenger Seat	C	-	-	As required by 14 CFR.	
2550-01 ***	Hoist Installation	D	-	0	May be inoperative provided procedures do not require its use.	
2550-02 ***	Sling Installation	D	-	0	May be inoperative provided procedures do not require its use.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)						
2560-01 ***	Equipment for making Sound Signals	C	-	-	As required by 14 CFR.	
2560-02 ***	Flashlights (Cockpit/Cabin)	C	-	-	As required by 14 CFR.	
2560-03 ***	Megaphone	C	-	-	As required by 14 CFR.	
2560-04 ***	Survival Equipment	C	-	-	As required by 14 CFR.	
2560-05 ***	First Aid Kit	C	-	-	As required by 14 CFR.	
2561-01 ***	Emergency Floatation	C	-	-	As required by 14 CFR.	
2561-02 ***	Lifejackets	C	-	-	As required by 14 CFR.	
2561-03 ***	Automatic Floatation Deployment System (AFDS)	D	-	0	May be inoperative provided procedures do not require its use.	
2562-01 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	C	-	-	As required by 14 CFR.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)

2562-02 *** (PL-120)	Emergency Locator Transmitter (ELT) Survival Type ELT Fixed ELT	D A A D D	- - - - -	- 0 0 - -	Any in excess of those required by 14 CFR may be inoperative or missing. (M) May be inoperative, provided: a) System is deactivated, and b) Repairs are made within 90 days. May be missing, provided repairs are made within 90 days. (M) Any in excess of those required by 14 CFR may be inoperative, provided system is deactivated. Any in excess of those required by 14 CFR may be inoperative or missing.	
2564-01 ***	Sea Anchor	C	-	-	As required by 14 CFR.	

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26. FIRE PROTECTION					
2622-01	Portable Fire Extinguisher	B	-	-	As required by 14 CFR.

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28. FUEL						
2820-01	Transfer Pump	C	1	0	(O) May be inoperative, provided the quantity of fuel in each group is sufficient to comply with the applicable 14 CFR.	
2820-02	"AUTO-TRANSFER" Command	C	1	0	May be inoperative, provided there is no fuel in the corresponding sponson tanks, or the fuel quantity gauge on board is sufficient to comply with the applicable 14 CFR regulation. OR	
		C	1	0	(O) May be inoperative, if the FWD 300L exterior fuel tanks are installed and are necessary to the mission, provided: <ul style="list-style-type: none"> a) One or both rear sponson tanks are empty, or the fuel capacity of the system (basic+ 300L fuel tanks) allows the mission to be carried out. b) And, if the "FW TK" position of the 300L fuel tanks emergency system is operative. c) If the FWD 300L exterior fuel tanks are installed, Use the Back-up "FW TK" function after 30 min of flight. 	

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28. FUEL (Cont'd)

2822-01	LH Engine Booster Pumps	C	2	1	<p>(M) & (O) One pump may be inoperative, provided the fuel loaded in each group of tanks is one of the normal types as specified in the Flight Manual, Section 2.6.</p> <p><u>General Restriction</u> Flight envelope must not exceed 2,000 ft. and 10,000 ft.</p> <p><u>Restriction if fuel temperature is above 0°C:</u> No restriction.</p> <p><u>Restriction if fuel temperature is between -20°C and 0°C</u> Fuel with anti-icing additive: no additional restriction. Fuel without anti-icing additive: limit fuel quantity according to flight altitude:</p> <p style="margin-left: 40px;">a) If altitude does not exceed 5,000 ft. during the flight: 1,175 l,</p> <p style="margin-left: 40px;">b) If altitude exceeds 5,000 ft, 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 (Cont'd)					
2822-01 (Cont'd)	LH Engine Booster Pumps (Cont'd)	C	2	1	<p><u>Restriction if fuel temperature is below -20°C:</u> Fuel with anti-icing additive must be used: no additional restriction.</p> <p>(O) Limit load factor: Maximum bank angle: 30°.</p> <p>(M)</p> <p>a) Clean or replace filter element of the L/H group before the first flight with an inoperative booster pump, then every 10 hours of flight until the inoperative booster pump is replaced.</p> <p>b) Check that the fuel flow-meter operates freely (not blocked).</p>

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28. FUEL (Cont'd)

2822-02	RH Engine Booster Pumps	C	2	1	<p>(M) & (O) One pump may be inoperative provided the fuel loaded in each group of tanks is one of the normal types as specified in the Flight Manual, Section 2.6.</p> <p><u>General restriction</u> Flight envelope must not exceed 2,000 ft and 10,000 ft.</p> <p><u>Restriction if fuel temperature is above 0°C</u> No restriction.</p> <p><u>Restriction if fuel temperature is between -20°C and 0°C</u> Fuel with anti-icing additive: no additional restriction. Fuel without anti-icing additive: limit fuel quantity according to flight altitude:</p> <p style="margin-left: 20px;">a) If altitude does not exceed 5,000 ft. during the flight: 1,175 l,</p> <p style="margin-left: 20px;">b) If altitude exceeds 5,000 ft., 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 (Cont'd)					
2822-02 (Cont'd)	RH Engine Booster Pumps (Cont'd)				<p><u>Restriction if fuel temperature is below -20°C</u> Fuel with anti-icing additive must be used: no additional restriction.</p> <p>(O) Limit load factor: Maximum bank angle 30°).</p> <p>(M)</p> <p>a) Clean or replace filter element of the RH group before the first flight with an inoperative booster pump, then every 10 hours of flight until the inoperative booster pump is replaced, and</p> <p>b) Check that the fuel flow-meter operates freely (not blocked).</p>
2841-01	"High Fuel Level" Light	C	2	0	One or both may be inoperative provided fuel transfer is monitored.
2841-02	Sponson Tank Fuel Quantity Indicator	C	2	0	May be inoperative provided there is no fuel in the corresponding sponson tanks, or the fuel quantity gauge on board is sufficient to comply with the applicable 14 CFR regulation.
2844-01	Fuel Pressure Caution Light	C	2	0	One or both may be inoperative provided the corresponding fuel pressure indicator is operational.

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28. FUEL (Cont'd)						
2844-02	Fuel Pressure Indicators	C	2	0	(O) One or both may be inoperative, provided: <ul style="list-style-type: none"> a) Corresponding low fuel pressure caution light is operational, b) Corresponding filter clogging caution light is operational. c) Test booster pump operation using fuel pressure caution light 	

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29. HYDRAULIC POWER					
2920-01	Landing Gear Standby Electro- Pump	B	1	0	<p>(M) & (O) May be inoperative for flight provided all 3 landing gear units are down locked.</p> <p>(O) Allow for 5-knot drop in cruising speed.</p> <p>(M) Secure landing gear control handle in down locked position using a wire-locked safety pin.</p>

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30. ICE AND RAIN PROTECTION						
3020-01	Engine Inlet Electrical Anti- icing System	D	2	0	(O) One or both may be inoperative, provided known and forecast ambient temperature for the flight is greater than the Flight Manual conditions requiring their use, plus an additional 10°C.	
3020-02 ***	Multi-Purpose Air Intakes System (MPAI)	C	2	0	(O) One or both may be inoperative in any position, provided: <ul style="list-style-type: none"> a) Known and forecast ambient temperature for the flight is greater than +10°C, b) Flight is not conducted in sand-laden atmosphere, c) Performances taken into account for the flight are the MPAI closed performances. 	
3030-01	Pitot Head De-icing	C	2	0	One or both may be inoperative, provided: <ul style="list-style-type: none"> a) Flight is carried out in VMC, b) Flight is not carried out in icing conditions. 	
3030-02	Pitot Heater Failure Indication System	C	-	-	As required by 14 CFR.	

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30. ICE AND RAIN PROTECTION (Cont'd)

3040-01	Electric Side Windshield De-icing	C	2	0	One or both may be inoperative for flight in non-icing conditions, provided: a) Air conditioning system, ensuring windshield demisting is operational, and b) Both, clear vision windows are functional.	
3040-02 ***	Electric Center Windshield Panel deicing	C	1	0	May be inoperative.	
3040-03	Side Windshield Wipers	C	2	1	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.	
		C	2	0	One or both may be inoperative for flight carried out in non-precipitation conditions.	
3040-04 ***	Center Windshield Panel wiper	D	1	0	May be inoperative.	
3060-01 ***	Main and/or Tail Rotor Ice Protection System (IPS)	D	1	0	May be inoperative provided: a) System is switched off, b) Aircraft is not flown in known or forecast icing conditions.	

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30. ICE AND RAIN PROTECTION (Cont'd)					
3060-02		D	1	0	May be inoperative for flight in limited icing conditions provided: Operator is permitted to follow the limited icing clearance, and the A/C is capable of the Limited icing conditions (Refer to Flight Manual Supplement 4)
3080-01 ***	Ice Detection System	D	1	0	May be inoperative except for flight in limited icing conditions.

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31. INSTRUMENTS						
3120-01	Chronometer	C	1	0	May be inoperative provided another hour/minute/second indicator is available on-board the aircraft.	
3120-02	Electronic Instrument Display (EID)	B	2	1	(O) One may be inoperative. In case of second EID failure, refer to Flight Manual Section 3.3, Paragraph 4.	
3130-01 (PL-87)	FDR Recording Parameters <i>not required</i> by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next scheduled maintenance visit.	
3130-02 (PL-87)	FDR installed for an operator other than a holder of an air carrier or commercial operator certificate.	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	

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32. LANDING GEAR						
3240-01	Parking Brake	C	1	0	(O) May be inoperative provided Normal Braking System is operative. Place wheel chocks and check utility hydraulic accumulator pressure before removing chocks.	
3260-01	Landing Gear Position Indicating System	C	1	0	(M) & (O) May be inoperative. (O) Allow for 5-knot drop in cruising speed. (M) 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.	
3260-02	Landing Gear Actuating System	C	1	0	(O) (M) May be inoperative. (O) Allow for 5-knot drop in cruising speed. (M) 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.	
3260-03	Landing Gear Not Extended Alarm	C	1	0	(O) May be inoperative, provided: a) Landing Gear Position Indicating System is operational, and b) Inhibit Landing Gear Not Extended Warning Light.	

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33. LIGHTS						
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	(M) & (O) Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <ul style="list-style-type: none"> 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, and c) Lighting configuration and intensity is acceptable to the flight crew. 	
3310-01	Flight Deck Lighting (Overhead Panel, Instrument Panel, Console, Sub-Panel)	B	-	-	As required by 14 CFR.	
3320-01	Passenger Compartment Lighting	B	-	-	As required by 14 CFR.	
3320-02	Cabin Emergency Lighting System	D	1	0	May be inoperative, provided the aircraft is not carrying passengers, OR As required by 14 CFR.	

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33. LIGHTS (Cont'd)						
3320-03 ***	Cabin Signs (Fasten Seat Belt & No Smoking Signs)	B	-	-	As required by 14 CFR.	
3340-01	Position Lights	C	3	0	Any or all may be inoperative for Day VMC flight.	
3340-02	Anti-Collision Light 1) Day Operations 2) Night Operations	B C C	- - -	0 1 1	May be inoperative, OR Any in excess of one may be inoperative. Any in excess of one may be inoperative.	
3340-03	Landing Light	C C	1 1	0 0	May be inoperative for Day operations only. OR May be inoperative for Night operations provided the second landing light is installed and operative.	
3340-04	Utility Light	D D	1 1	0 0	May be operative for Day flight. OR May be inoperative for Night VMC flight provided: a) All normal flight deck lights are operative. b) Flight Deck Dome Light is operative, and c) One flashlight per flight crew is readily available.	

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33. LIGHTS (Cont'd)						
3340-05	Map Lights	D	2	0	One or both may be inoperative.	
3340-06 ***	Lights for Amphibious Operations	C	-	-	As required by 14 CFR.	
3350-02 ***	Helicopter Emergency Egress Lighting System (HEELS)	C	-	0	As required by 14 CFR.	

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34. NAVIGATION						
3400-01	Tail Temperature Probes (Post MOD 07 26632 only)	C	2	0	(O) One or both may be inoperative. Before setting electrical power ON, disengage TAU1 and TAU2 breakers.	
3400-02	Tail Temperature Adaptor Unit (TAU) (Post MOD 07 26632 only)	C	1	0	(O) May be inoperative. Before setting electrical power ON, disengage TAU1 and TAU2 breakers.	
3410-01	Multi-Function Displays (MFD) Processor Unit/Key & Display Unit	B	4	1	<p>(M) & (O) Three (3) units may be inoperative for Day VFR flight, provided:</p> <ul style="list-style-type: none"> a) One unit is continuously operating in FND mode on the RH side, b) 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. <p>In the event of failure of the 4th SMD unit, the loss of all AFCS alarms requires maximum vigilance:</p> <ul style="list-style-type: none"> a) Hands on control; b) Do not use AFCS upper modes. 	

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34. NAVIGATION (Cont'd)						
3410-01 (Cont'd)	Multi-Function Displays (MFD) Processor Unit/Key & Display Unit (Cont'd)	C	4	3	(M) One unit may be inoperative for IFR or VFR Night flights, provided: <ul style="list-style-type: none"> 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) ISIS (item 3421-01) is operational. c) 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). 	
3410-02	Flight Control Panel (FCP)	C	2	1		
3410-03	Cross-talk between MFDs	C	4	3	One may be inoperative as per MFD.	
3410-04	ARINC Link Between APMi (i=1 or 2) and Display System	B	2	1	(O) One may be inoperative, provided: <ul style="list-style-type: none"> a) Flight is carried out in VMC; b) Disengage APMi, c) Attentive piloting. 	
3410-05	Discrete Link Between APMi (i=1 or 2) and Display System	B	2	1	(O) May be inoperative, provided: <ul style="list-style-type: none"> a) Flight is carried out in VMC; b) Disengage APMi, c) Attentive piloting. 	

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34. NAVIGATION (Cont'd)						
3412-01	OAT Indicator	C	2	0	May be inoperative provided another air temperature indicator is operative that is convertible to OAT.	
3417-01	Attitude and Heading Reference System (AHRS)	C	2	1	<p>(O) One may be inoperative for Day VMC flight provided ISIS (item 3421-01) is operative.</p> <p>On RCU:</p> <ul style="list-style-type: none"> a) Select valid AHRS; b) Set invalid AHRS to OFF c) In case of 2nd AHRS or ISIS failure, maintain VFR if possible. <p>NOTE: Depending on the TAWS version installed with AHRS 2 failed, check flight Manual Supplement 31.</p>	
3417-02	Air Data Computer (ADC)	C	2	1	<p>(O) One may be inoperative for Day VMC flight provided ISIS (item 3421-01) is operative.</p> <p>On RCU:</p> <ul style="list-style-type: none"> a) Select valid ADC b) In case of 2nd ADC or ISIS failure, maintain VFR if possible. 	

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34. NAVIGATION (Cont'd)						
3421-01	Stand-By Instrument (ISIS)	C	1	0	(O) May be inoperative for Day VMC flight, provided: a) Both AHRS (item 3417-01) are operative, b) Both ADC (item 3417-02) are operative. c) In case of AHRS or ADC failure, maintain VFR if possible.	
3421-02	Standby Magnetic Compass	C	-	-	As required by 14 CFR.	
3425-01	Magnetic Aircraft Sensor (MAS)	C	2	1	(O) One may be inoperative for VMC flight. On RCU: a) Select DG mode on the heading receiving the failed MAS; b) Adjust the DG value by comparison to the valid heading source. c) Check heading with stand-by compass	
3431-01	ILS	C	-	-	As required by 14 CFR.	
3442-01 ***	Weather Radar System	C	-	-	As required by 14 CFR.	
3444-01	Radio Altimeter Transmitter/ Receiver	C	-	-	As required by 14 CFR.	

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34. NAVIGATION (Cont'd)						
3444-02 *** (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.	
3445-01 *** (PL- 32)	Airborne Collision Avoidance System (ACAS I)	B	-	0	(M) May be inoperative, provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative, provided: a) Not required by 14 CFR b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	

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34. NAVIGATION (Cont'd)						
3445-02 *** (PL- 32)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative, provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative, provided: a) Not required by 14 CFR b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	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, and b) TA and RA audio function is operative on flying pilot side.	

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34. NAVIGATION (Cont'd)					
3445-02 (Cont'd) ***	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, and 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, and b) Enroute or approach procedures do not require its use.
	4) Audio Function	B	1	0	May be inoperative provided Enroute or Approach procedures do not require its use.
	5) Airspeed 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, and 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, and b) Repairs are made prior to completion of next heavy maintenance visit.
	2) ADS-B Squitter Trans- mission	A	-	0	May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next heavy maintenance visit.

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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 Trans- mitter(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	C	-	-	As required by 14 CFR.
3455-01	ADF	C	-	-	As required by 14 CFR.
3457-01 ***	Surface Navigation System (GPS)	C	-	-	As required by 14 CFR.
3457-02 ***	VHF Navigation Equipment	C	-	-	As required by 14 CFR.

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34. NAVIGATION (Cont'd)						
3460-01	FMS without Radio Control Function (Single or Dual)	C	-	0	One or more may be inoperative, provided procedures do not require their use.	
3460-02	Dual FMS with Radio Control Function	C	2	1	(O) One may be inoperative, provided the VHF/VOR backup Radio Control Box is operative.	
3461-01 *** (PL-98)	Flight Management System (FMS)	C	-	-	(O) May be out of currency, provided: <ul style="list-style-type: none"> 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, and 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: <ul style="list-style-type: none"> 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, and c) Approach navigation radios are manually tuned and identified. 	

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35. OXYGEN						
3500-01 ***	Oxygen Systems	C	-	-	As required by 14 CFR.	

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45. CENTRAL MAINTENACE SYSTEM						
4500-01	M'ARMS Aircraft Recording and Monitoring System	B	-	-	As required by 14 CFR.	

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52. DOORS						
5270-01	Door Closing Indication System	C	1	0	<p>May be inoperative if crew can ensure by visual check that the doors are correctly closed and locked.</p> <p>NOTE: For flights with sliding doors intentionally left open, refer to Flight Manual Section 2.3.</p>	

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63. MAIN ROTOR DRIVE						
6321-01	Rotor Braking System Position Caution Light	C	1	0	(M) & (O) May be inoperative. (O) Rotor must not be started or stopped when wind velocity exceeds 30 knots. (M) Rotor brake disk must be free and rotor braking system must be made inoperative.	
6321-02	Rotor Brake	C	1	0	(M) & (O) May be inoperative. (O) Rotor must not be started or stopped when wind velocity exceeds 30 knots. (M) Rotor brake disk must be free and rotor braking system must be made inoperative.	
6340-01	Main Rotor Tachometer	A	2	1	One may be inoperative provided that indicator on the pilot's side is operative. (O) 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 do not use the Rotor brake on Ground at the end of the flight.	
6340-02	MGB Oil Pressure Indicator	C	1	0	May be inoperative for flight, provided MGB auxiliary oil pressure caution light is operational.	

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AIRCRAFT: EC 225LP		REVISION NO. 4 DATE: 05/13/2015	PAGE NO. 63-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	ITEM DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

63. MAIN ROTOR DRIVE (Cont'd)						
6340-03	MGB Auxiliary Oil Pressure Caution Light (S/B.P)	B	1	0	May be inoperative, provided: a) MGB Oil Pressure Indicator is operational, and b) MGB main oil pressures caution light (MP) is operational.	
6340-04	MGB Oil Temperature Indicator	B	1	0	May be inoperative, provided: a) MGB oil pressure indicator (item 6340-02) is operational, and b) MGB auxiliary oil pressures caution light (S/B.P) is operational.	

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JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	ITEM DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
77. ENGINE INDICATING					
7740-01	Triple Tachometer Indicators	A	2	1	One may be inoperative, provided indicator on the pilot's side is operative.