



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

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 04/04/2014

The Enstrom Helicopter Corporation

**F-28, F-28A, F-28C, F-28C-2, F-28C-2R, F-28F, F-28F-R,
TH-28, 280, 280C, 280F, 280FX, 480, 480B**

**TCDS
(H1CE)**

Chip Wood, Chair
Flight Operations Evaluation Board (FOEB)

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

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

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

AIRCRAFT:

**F-28, F-28A, F-28C, F-28C-2, F-28C-2R,
F-28F, F-28F-R, TH-28, 280, 280C, 280F,
280FX, 480, 480B**

REVISION NO. 3

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LOG OF REVISIONS

| Rev. No. | Date | Revision Description | |
|----------|------------|---|--|
| Original | 6/25/2008 | Original | |
| 1 | 1/18/2013 | Conversion to JASC Coding Format | |
| 2 | 11/14/2013 | Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters. | |
| 3 | 04/04/2014 | Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Additional Global Change (GC) Policy Letters. | |

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CONTROL PAGE

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HIGHLIGHTS OF CHANGE

| JASC | Item | Explanation |
|-------------|------------|---|
| | | <p>This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and is available for download or viewing at: http://av-info.faa.gov/sdrx/references.aspx.</p> <p>This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p> <p>For Example: JASC Code 2410, where Code 24 represents the “Electrical Power” system, and Component Code 10, represents the “Alternator-Generator Drive” system.</p> |
| 2500 | -01 | Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF) |
| 2562 | -01 | Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT) |
| 3130 | -02 | Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR) |
| 3130 | -02 | Added Policy Letter 87, Rev. 5, 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. 6, 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 |
|------|------|-------------|
|------|------|-------------|

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

| | | | |
|-------------|------------|--|--|
| 2100 | -01 | (M) Procedure to inspect, deactivate and secure the system | |
| 2140 | -01 | (M) Procedure to inspect, deactivate and secure the system. | |
| 2140 | -03 | (M) Procedure to inspect, deactivate and secure the bleed air E.C.U system. | |
| 2421 | -01 | (M) Procedure to inspect, deactivate and secure the system | |
| 2432 | -01 | (M) Procedure to inspect, deactivate and secure the battery. | |
| 2520 | -03 | (M) Procedure to inspect, deactivate and secure the system. | |
| 2562 | -01 | (M) Procedure to inspect, deactivate and secure the system. | |
| 3120 | -02 | (O) Procedure for alternate means to record time in service. | |
| 3444 | -02 | (O) Procedure to comply with 14 CFR. | |
| 3445 | -01 | (O) Procedure to comply with 14 CFR. (M) Procedure to inspect, deactivate and secure the system. | |
| 3445 | -02 | (O) Procedure to comply with 14 CFR. (M) Procedure to inspect, deactivate and secure the system. | |
| 3461 | -01 | (O) Procedure to comply with 14 CFR. | |
| 3461 | -02 | (O) Procedure to comply with 14 CFR. | |
| 5210 | -01 | (M) Procedure to replace jettison hinge pin with standard door hinge bolt if jettison cable jams or breaks and placard. | |
| 6321 | -01 | (O) Procedure to determine rotor is free. | |

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

| 21. AIR CONDITIONING | | | | | | |
|-----------------------------|----------------------------------|----------|----------|----------|---|--|
| 2100-01 *** | Air Conditioner (Freon) | C | - | 0 | (M) May be inoperative provided: a) Ventilation is used as dynamic ventilation, if necessary, b) System is deactivated and secured. | |
| 2120-01 | Fresh Air Vent System | C | 1 | 0 | | |
| 2140-01 | Bleed Air Heating System | C | 1 | - | (M) May be inoperative provided: a) Ventilation is used as dynamic ventilation, if necessary, b) System is deactivated and secured. | |
| 2140-02 *** | Bleed Air Vent Blowing System | C | - | 0 | | |
| 2140-03 *** | Bleed Air ECU System | C | - | 0 | (M) May be inoperative provided: a) Ventilation is used as dynamic ventilation, if necessary, b) System is deactivated and secured. | |

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| | | 4. REMARKS & EXCEPTIONS | | |

| 22. AUTO FLIGHT | | | | | | |
|-----------------------|-----------|----------|---|----------|------------------------|--|
| 2210-01 *** | Autopilot | C | - | 0 | As required by 14 CFR. | |
| 2215-01 *** | SAS | C | - | 0 | | |

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| 23. COMMUNICATIONS | | | | | | |
|---------------------------|-----------------------------|----------|----------|----------|------------------------|--|
| 2300-01 | Communications Systems (FM) | C | - | 0 | As required by 14 CFR. | |
| 2300-02 *** | Cabin ICS System | C | - | 0 | | |
| 2310-01 | Communication System (HF) | C | - | 0 | As required by 14 CFR. | |
| 2311-01 | Communication System (UHF) | C | - | 0 | As required by 14 CFR. | |
| 2312-01 | Communication System (VHF) | C | - | 0 | As required by 14 CFR. | |
| 2340-01 *** | External Loud Speaker | C | - | 0 | | |

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| | | 4. REMARKS & EXCEPTIONS | |

| 24. ELECTRICAL POWER | | | | | | |
|-----------------------------|--|----------|----------|----------|--|--|
| 2421-01 *** | Secondary Power Supply (Backup Alternator) | C | - | 0 | (M) May be inoperative provided the main generator is operable. | |
| 2432-01 *** | Battery (Second) | D | - | 0 | (M) May be inoperative provided: a) Battery is disconnected and secured, and b) Battery remains installed, OR c) Battery is removed, and d) Appropriate ballast is installed, OR e) Battery is removed, and f) Weight and balance is revised. | |
| 2435-01 | Generator Caution System | B | 1 | 0 | May be inoperative provided ammeter is operative. | |

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| 25. EQUIPMENT/FURNISHINGS | | | | | | |
|---------------------------------------|--|----------|----------|----------|--|--|
| 2500-01 (PL-116) | NEF Items | - | - | 0 | May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual. (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document. | |
| 2500-02 *** | Sonic Locator | C | - | 0 | | |
| 2500-03 *** | Forward Looking Infra Red (FLIR) | C | - | 0 | | |
| 2500-04 *** | Flare Dispenser | C | - | 0 | | |
| 2510-01 | Crew Member Shoulder Harness | B | 1 | 0 | As required by 14 CFR. | |
| 2520-01 | Passenger Seat Belts | C | - | 0 | One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded. | |
| 2520-02 | Passenger Shoulder Harness | C | - | 0 | | |
| 2520-03 *** | EMS Equipment | C | - | 0 | (M) May be inoperative provided system is deactivated and secured. | |
| | Special/Mission Equipment (e.g. Cargo Hook, Rescue Hoist, Loud-speaker, EMS Equipment, etc.) | C | - | - | May be inoperative provided the inoperative system is deactivated, secured, and placarded. NOTE: Appropriate maintenance action has to be developed by the operator. | |

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25. EQUIPMENT/FURNISHINGS (Cont'd)

| | | | | | | |
|--|--|----------|---|----------|--|--|
| 2560-01 *** | Flotation Inflation System | C | - | 0 | As required by 14 CFR. | |
| 2562-01 *** (PL-120) | Flotation Inflation System | C | - | 0 | As required by 14 CFR. | |
| | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| | Fixed ELTs | A | - | 0 | (M) May be inoperative, provided: a) System is deactivated, b) Repairs are made within 90 days. | |
| | | A | - | 0 | May be missing, provided repairs are made within 90 days. | |
| | | D | - | - | (M) Any in excess of those required by 14 CFR, may be inoperative, provided system is deactivated. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| 2562-02 *** | Automatically Deployable Emergency Locator Transmitter | C | - | - | As required by 14 CFR. | |

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

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| 28. FUEL | | | | | | |
|-----------------------|---------------------------------------|----------|----------|----------|---|--|
| 2810-01 *** | Auxiliary Fuel Tank System | C | - | 0 | May be inoperative provided: a) Flight is not predicated upon the use of the system, and b) Auxiliary tank fuel is considered in weight and balance computations. | |
| 2841-01 | Fuel Low Warning Caution Light System | C | 1 | 0 | | |
| 2842-01 | Analog Fuel Quantity Gauge | B | 1 | 0 | May be in inoperative provided the Shadin Fuel Totalizer System (Item 2842-02) is installed, operative, and utilized and the fuel quantity is measured with the aircraft fuel dipstick at each refueling. The low fuel warning system must be operable, OR The fuel quantity is measured with the fuel quantity dipstick prior to each flight and fuel reserve is computed to be 1 hour. | |
| 2842-02 *** | Shadin Fuel Totalizer System | C | 1 | 0 | May be inoperative provided the fuel quantity gauge is operative, OR The fuel quantity is measured with the fuel quantity dipstick prior to each flight, and fuel reserve is computed to be 1 hour. | |

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| 30. ICE AND RAIN PROTECTION | | | | | | |
|-----------------------------|------------------------|----------|----------|----------|--|--|
| 3020-01 | Engine Anti-ice System | B | 1 | 0 | May be inoperative provided: a) OAT is above +6°C (+43°F), OR b) Operations are not conducted in visible moisture. | |
| 3030-01 *** | Pitot Heater | C | - | 0 | May be inoperative provided: a) OAT is above +6°C (+43°F), OR b) Operations are not conducted in visible moisture. | |

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| 31. INSTRUMENTS | | | | | | |
|---|--|----------|----------|----------|--|--|
| 3100-01 *** | Aircraft/Engine Monitoring System | C | - | 0 | | |
| 3120-01 | Clock, Displaying Hours, Minutes and Seconds, with Sweep Second Pointer or Electric Digital Clock. | C | 1 | 0 | | |
| 3120-02 | Hour Meter | C | - | 0 | (O) May be inoperative provided alternate means is utilized for recording time in service. | |
| 3120-03 *** | Elapsed Timer | C | - | 0 | | |
| 3130-02 *** (PL-29) | Cockpit Voice Recorder (CVR) or (Combined with FDR Unit) CVR/FDR | A | 1 | 0 | May be inoperative, provided: a) Flight Data Recorder (FDR) operates normally, b) Repairs are made within three flight days. | |

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

| 33. LIGHTS | | | | | |
|-----------------------------------|--------------------------------|----------|----------|----------|--|
| 3300-01 (PL-127) | NVG Compatible Lighting System | C | - | - | Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crew-members eyes, c) Lighting configuration and intensity is acceptable to the flight crew. |
| 3320-02 | Cabin Lighting System | C | - | 0 | |
| 3320-03 | Cockpit Utility Light | C | 1 | 0 | |
| 3340-01 | Position Light System | C | 1 | 0 | May be inoperative for day. |
| 3340-02 | Anti-collision light System | C | 1 | 0 | May be inoperative for day. |
| 3340-03 | Landing Light(s) | C | 2 | 0 | As required by 14 CFR. |
| 3340-04 *** | Strobe Light System | C | - | 0 | |
| 3340-05 *** | Taxi Light | C | - | 0 | |
| 3340-06 *** | Search Light | C | - | 0 | |
| 3340-07 *** | External Utility Lights | C | - | 0 | |
| 3340-08 *** | Supplemental Lighting System | C | - | 0 | |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS & EXCEPTIONS | | | |

| 34. NAVIGATION | | | | | | |
|-----------------------|---|----------|----------|----------|---|--|
| 3400-01 *** | Navigation Equipment | C | - | 0 | As required by 14 CFR. | |
| 3400-02 *** | RMI | C | - | 0 | | |
| 3400-03 *** | HSI | C | - | 0 | As required by 14 CFR. | |
| 3411-01 | Altimeter | C | 0 | 1 | As required by 14 CFR. | |
| 3412-01 | OAT/Free Air | C | - | 1 | May be inoperative provided approved alternate onboard OAT source is installed and operative. | |
| 3413-01 *** | Vertical Speed Indicator | C | - | 0 | As required by 14 CFR. | |
| 3414-01 | Airspeed Indicator | C | - | 1 | As required by 14 CFR. | |
| 3421-01 *** | Gyroscopic Bank and Pitch Indicator | C | - | 0 | As required by 14 CFR. | |
| 3421-02 *** | Standby Attitude Indicator | C | - | 0 | As required by 14 CFR. | |
| 3421-03 *** | Attitude Indicator | C | - | 0 | As required by 14 CFR. | |
| 3422-01 *** | Directional Gyro | C | - | 0 | As required by 14 CFR. | |
| 3424-01 *** | Gyroscopic Rate of Turn with Slip Indicator | C | - | 0 | As required by 14 CFR. | |

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| 34. NAVIGATION (Cont'd) | | | | | | |
|---|--|--------------------------|----------|--------------------------|---|----------|
| 3434-01 *** | Marker Beacon | C | - | 0 | As required by 14 CFR. | |
| 3442-01 *** | Weather Radar/ Thunderstorm Detection Equipment | C | - | 0 | As required by 14 CFR. | |
| 3444-01 *** | Radar Altimeter | C | - | 0 | | |
| 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) | Traffic Alert and Collision Avoidance System (TCAS I) | B C | - | 0 0 | (M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use. (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Enroute or approach procedures do not require its use. | |
| 3445-02 (PL-32) | Traffic Alert and Collision Avoidance System (TCAS II) | B C | - | 0 0 | (M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use. (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Enroute or approach procedures do not require its use. | |

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

34. NAVIGATION (Cont'd)

| | | | | | | |
|---------------------------------------|---|----------|----------|----------|--|--|
| 3445-02 (Cont'd) | 1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, b) TA and RA audio function is operative on flying pilot side. | |
| | 2) Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side. | |
| | | C | - | 0 | (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, c) Enroute or approach procedures do not require its use. | |
| | 3) Traffic Alert Display System(s) | C | - | 0 | (O) May be inoperative provided: a) RA visual display and audio functions are operative, b) Enroute or approach procedures do not require its use. | |
| | 4) Audio Functions | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| 5) Airspace Selection Function | C | - | 0 | | | |
| 3451-01 *** | DME | C | - | - | As required by 14 CFR. | |

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34. NAVIGATION (Cont'd)

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

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| | | 4. REMARKS & EXCEPTIONS | | |

34. NAVIGATION (Cont'd)

| | | | | | | |
|-----------------------------|--|----------|---|----------|--|--|
| 3452-02 (PL-105) | Automatic Dependent Surveillance- Broadcast (ADS-B) System | D | - | 0 | May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment. | |
| | 1) Cockpit Display and Traffic Information (CDTI) | D | - | 0 | NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used. | |
| | 2) CDTI Control Panel | D | - | 0 | May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew. | |
| | 3) Data Link Transmitter(s) | D | - | 0 | NOTE: In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section. | |
| | 4) Data Link Receivers | D | - | 0 | | |
| | 5) ADS-B Applications | D | - | 0 | | |
| 3454-01 | VOR | C | - | 0 | One or more may be inoperative for VFR over routes navigated by ground reference, OR As required by 14 CFR. | |

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| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | | |
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| 34. NAVIGATION (Cont'd) | | | | | | |
|---|--|----------|---|----------|---|--|
| 3455-01 | ADF | C | - | 0 | One or more may be inoperative for VFR over routes navigated by ground reference, OR As required by 14 CFR. | |
| 3457-01 | Navigation System (GPS) (B- or P-RNAV Equipment) | C | - | - | As required by 14 CFR. | |
| 3461-01 *** (PL-98) | Flight Management System (FMS) | C | - | - | (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified. | |
| 3461-02 *** (PL-98) | Navigation Management System (NMS) | C | - | - | (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified. | |

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| 35.OXYGEN | | | | | | |
|-----------------------|---|----------|----------|----------|------------------------|--|
| 3510-01 *** | Oxygen System and Masks (Crew and Passengers) | C | - | 0 | As required by 14 CFR. | |

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

| 52. DOORS | | | | | | |
|----------------|----------------------|----------|----------|----------|--|--|
| 5210-01 | Door Jettison System | C | - | 0 | (M) Procedure to replace hinge pin with standard door hinge bolt. | |
| 5270-01 | Door Warning System | C | - | 0 | May be inoperative provided a visual check verifies that the door is closed and latched prior to flight. | |

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| | | 3. NUMBER REQUIRED FOR DISPATCH | | |
| | | 4. REMARKS & EXCEPTIONS | | |

| 63. MAIN ROTOR DRIVE | | | | | | |
|-----------------------------|--------------------|----------|----------|----------|--|--|
| 6321-01 *** | Rotor Brake System | C | - | 0 | (O) May be inoperative provided a check is performed to determine that the rotor is free. | |

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| 71. POWERPLANT | | | | | | |
|------------------------------|---|----------|----------|----------|---|----------|
| 7160-01 *** | Engine Air Particle Separator/Particle Purge System | C | - | 0 | May be inoperative provided: a) Known and forecast conditions for flights are above +6°C (+43°F), OR b) auto relight system is installed and operative. | 1 |

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| 77. ENGINE INDICATING | | | | | | |
|------------------------------|-------------------------------------|----------|----------|----------|--|--|
| 7700-01 *** | Automatic Engine Reigniting kit | C | - | 0 | May be inoperative provided aircraft is not operated in falling/blowing snow. | |
| 7710-01 | Tachometer, Dual Indicating (N2/Nr) | B | 1 | 0 | N2 indicator may be inoperative provided N1 tachometer and engine torque indicators are operative. | |