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Master Minimum Equipment List (MMEL)

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06/09/2015

AIRBUS HELICOPTERS INC

MBB-BK 117 D-2 (TCDS H13EU)

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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	
		<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>	
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	-01	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/FRD)	
3300	-01	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)	
3444	-04	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. 5, March 24, 2008 (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:

2121	-01	(M) May be Inoperative Provided System has been deactivated and secured.	
2121	-02	(M) May be Inoperative Provided System has been deactivated and secured.	
2121	-03	(M) May be Inoperative Provided System has been deactivated and secured.	
2140	-04	(M) May be Inoperative Provided System has been deactivated and secured.	
2140	-02	(M) May be Inoperative Provided System has been deactivated and secured.	
2140	-03	(M) May be Inoperative Provided System has been deactivated and secured.	
2140	-04	(O) May be Inoperative Provided System is turned off during take off and Landing when Cat A operations are being preformed.	
2140	-06	(M) May be Inoperative Provided System has been deactivated and secured.	
2150	-02	(M) May be Inoperative Provided System has been deactivated and secured.	
2215	-04	(O) May be Inoperative Provided System is turned off during take off and Landing when Cat A operations are being preformed.	
2215	-05	(M) May be Inoperative Provided System has been deactivated and secured.	
2215	-06	(M) May be Inoperative Provided System has been deactivated and secured.	
2215	-06	(O)(M) May be Inoperative Provided System has been deactivated and secured and RFM procedures are followed.	
2435	-01	(O)(M) May be Inoperative Provided System has been deactivated and secured and RFM procedures are followed.	
2510	-01	(O) May be Inoperative Provided RFM procedures are followed.	
2510	-02	(O) May be Inoperative Provided RFM procedures are followed.	
2510	-03	(M) May be Inoperative Provided RFM procedures are followed for seat Placard.	

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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:

2520	-01	(O) May be Inoperative Provided RFM procedures are followed for seat Placard.	
2562	-01	(M) May be Inoperative Provided System has been deactivated and secured.	
2622	-01	(O) May be Inoperative Provided RFM procedures are followed for fuel management.	
2822	-01	(O) May be Inoperative Provided RFM procedures are followed for fuel management.	
2824	-01	(M) May be Inoperative Provided System has been deactivated and secured.	
2932	-01	(M) May be Inoperative Provided RFM procedures are followed.	
3400	-02	(O) May be Inoperative Provided RFM procedures are followed for Navigation Management.	
3417	-01	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
3417	-02	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
3444	-04	(O) May be Inoperative Provided RFM procedures are followed.	
3445	-01	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
3445	-02	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
3461	-01	(O) May be Inoperative Provided RFM procedures are followed.	
3461	-02	(O) May be Inoperative Provided RFM procedures are followed.	
4200	-01	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
4200	-02	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
4200	-03	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
4200	-04	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	

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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:

6300	-01	(O) May be Inoperative Provided RFM procedures are followed.	
6321	-01	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
6330	-01	(O) May be Inoperative Provided RFM procedures are followed.	
6500	-01	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
7160	-01	(M) May be Inoperative Provided System has been deactivated and secured.	
7700	-01	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-01	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-02	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-03	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-04	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-05	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-06	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-07	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-08	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	
8500	-0	(O)(M) May be Inoperative Provided RFM procedures are followed and be Inoperative Provided System has been deactivated and secured.	

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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

2120-00	Cockpit Ventilation System (AECMA 21-21)	C	1	0	As required by 14 CFR.	
2120-01	Adjustable Air Outlet in Instrument Panel (AECMA 21-21)	C	2	0	Co-pilot's adjustable air outlet in instrument panel may be inoperative.	
2120-02	Adjustable Air Outlet in Forward Cockpit Frame*** (only for H/C equipped with ECS/ACS) (AECMA 21-21)	D	-	0	One or more may be inoperative.	
2121-01	Cockpit Ventilation Blower Fan (only for H/C <u>not</u> equipped with ECS/ACS) (AECMA 21-21)	C	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Bleed air heating system is operative for flight in visible moisture, b) NACA inlets are open (PUSH FOR AIR knob pushed), c) System is deactivated and secured, and d) Electric heater is deactivated and secured. <p><u>Note:</u></p> <ul style="list-style-type: none"> • The minimum temperature limitations for proper defogging/defrosting without electrical heater shall be observed (see basic FLM). 	

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		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING						
2121-02	Cockpit Ventilation Blower Fan (only for H/C equipped with ECS/ACS) (AECMA 21-21) <u>Indications:</u> CHCU failure code "F1"	C	1	0	(M) May be inoperative provided: a) Flight is not conducted in conditions of visible moisture, b) Flight in warm conditions can be conducted with sufficient crew comfort, c) System is deactivated and secured, and d) Electric heater is deactivated and secured. <u>Note:</u> • In hot atmospheric conditions (> 30°C), the bad weather windows shall be kept open and extended flights shall be avoided unless landing can be ensured in case the cockpit temperatures become uncomfortably high. • The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic FLM).	
2121-03	Passenger Ventilation System (AECMA 21-21)	D	1	0	(M) May be inoperative, provided: a) Cockpit ventilation system is operative, and b) System is deactivated & secured.	

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

21. AIR CONDITIONING

2140-01	Bleed Air Heating System (only for H/C <u>not</u> equipped with ECS/ACS) (AECMA 21-42) <u>Indications:</u> • No ∅ indication	C	1	0	(M) May be inoperative (i.e. no heating is available) provided: a) Flight is not conducted in conditions of visible moisture, b) Cabin humidity is low (dry atmospheric conditions and/or few cabin occupants), c) Heating is not required for passenger and crew comfort, d) NACA inlets are open (PUSH FOR AIR knob pushed), and e) System is deactivated and secured. <u>Note:</u> • The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic FLM).	
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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

2140-02	Bleed Air Heating System (only for H/C equipped with ECS/ACS) (AECMA 21-42) <u>Indications:</u> <ul style="list-style-type: none"> no <input checked="" type="checkbox"/> indication CHCU failure code "HE" or "HC", or 	C	1	0	(M) May be inoperative (i.e. no heating is available) provided: <ul style="list-style-type: none"> a) Flight is not conducted in conditions of visible moisture, b) Cabin humidity is low (dry atmospheric conditions and/or few cabin occupants), c) Heating is not required for passenger and crew comfort, d) The cockpit ventilation system is operative, and e) The system is deactivated and secured. <u>Note:</u> <ul style="list-style-type: none"> The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic FLM). 	
2140-03	Bleed Air Heating System (AECMA 21-42) <u>Indication:</u> HEATING FAIL	C	1	0	(M) May be inoperative (i.e. heating is permanently ON and will not switch off in case of OEI) provided: <ul style="list-style-type: none"> a) CAT A operations are not required, and b) Performance charts for HEATING ON are used. 	

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

21. AIR CONDITIONING						
2140-04	Bleed Air Heating System (AECMA 21-42) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; display: inline-block;">HEATING FAIL</div>	C	1	0	(O) May be inoperative (i.e. automatic deactivation of the heating in case of engine failure is inoperative) provided: a) The heating is manually switched off during take-off and landing when CAT A operations are required.	
2140-05	Electric Heater*** (AECMA 21-00)	C	1	0	May be inoperative. <u>Note:</u> <ul style="list-style-type: none"> • The minimum temperature limitations for proper defogging/defrosting with bleed air heater only shall be observed (see basic FLM). 	

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

21. AIR CONDITIONING

2140-06	Cabin Heating Control Unit*** (CHCU) (only for H/C equipped with ECS/ACS) (AECMA 21-xx) <u>Indications:</u> <ul style="list-style-type: none"> • CHCU inoperative, or • CHCU failure code “- -” 	C	1	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) Flight is not conducted in conditions of visible moisture, b) Cabin humidity is low (dry atmospheric conditions and/or few cabin occupants), c) Heating is not required for passenger and crew comfort, d) Ventilation/cooling is not required for passenger and crew comfort, and e) System is deactivated and secured. <u>Note:</u> <ul style="list-style-type: none"> • In hot or humid conditions, the bad weather window shall kept open and extended flights shall be avoided unless landing can be ensured in case the cockpit temperatures become uncomfortably high. • The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic FLM). 	
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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING						
2140-07	Air Conditioning System*** (only for H/C equipped with ECS/ACS) (AECMA 21-50/51) <u>Indications:</u> <ul style="list-style-type: none"> CHCU failure code "C0" 	D	-	0	May be inoperative. <u>Note:</u> <ul style="list-style-type: none"> Bad weather window may be opened on crew's discretion (to improve ventilation). In hot conditions, extended flights shall be avoided unless landing can be ensured in case the cockpit temperatures become uncomfortably high. 	
2140-08	Overhead Control Panel*** (OCP) (only for H/C equipped with ECS/ACS) (AECMA 21-xx)	D	1	0	May be inoperative.	

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		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING						
2150-01	Cooling Unit for lower avionic bay (AECMA 21-XX)	D	-	0	May be inoperative provided: a) It is not required for the intended operation, or b) Flight is conducted below 30°C OAT.	
2150-02	Cockpit cooling fan (AECMA 21-XX)	C	1	0	(M) May be inoperative provided: a) OAT is below +35°C, b) Cockpit ventilation/cooling is permanently set to maximum, c) PULL FOR AIR is pulled when OAT >20°C, and d) System is deactivated and secured.	
2163-01	Internal Air Temperature sensing system*** (only for H/C equipped with ECS/ACS) (AECMA 21-XX) <u>Indications:</u> • CHCU failure code "EE"	D	1	1	May be inoperative provided temperature is controlled manually (by setting the CHCU to "LO" or "HI") when necessary.	

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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	

22. AUTO FLIGHT

2215-01	Autopilot 1 and 2 (AECMA 22-12) Indications: AUTOPILOT and • AP on warning unit and • AP1 + AP2 red or grey on VMS system page	A	2	0	Both may be inoperative for one or a series of flights under VFR only for the purpose of returning directly to a base where repairs or replacements can be made, provided: a) SEMA set 1 (pitch, roll and yaw - see marking in red on the left) and BKUP SAS (IESI) are operative, b) APs are disengaged via AP/BKUP CUT push button on cyclic stick or, if available, AP1/2 push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, c) Back-up SAS is engaged via AP/BKUP ON on the cyclic stick or via BKUP push button on APCP prior to each take-off, d) Slope landings (>3°) are not conducted, e) Maximum airspeed is 110 KIAS or VNE (whichever is less), f) Maximum bank angle is 45°, and g) Hands-on and feet-on control permanently conducted.	
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22. AUTO FLIGHT

2215-02	<p>Autopilot 1 and 2 and BKUP SAS (IESI)</p> <p>OR</p> <p>Autopilot 1 and 2 and SEMA set 1 failure</p> <p>(AECMA 22-12)</p> <p>Indication:</p> <p>AUTOPILOT and BACKUP SAS and</p> <ul style="list-style-type: none"> AP on warning unit <p>OR</p> <p>AUTOPILOT and AP ACTUATOR and</p> <ul style="list-style-type: none"> AP on warning unit and one or more SEMAs from set 1 are inoperative (e.g. pitch) 	B	3	0	<p>All may be inoperative for one or a series of flights under VFR DAY only for the purpose of returning directly to a base where repairs or replacements can be made, provided:</p> <ul style="list-style-type: none"> a) The intended operation does not require category A certification, b) APs and BKUP SAS are disengaged via AP/BKUP CUT push button on cyclic stick or AP1/2 and BKUP push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, c) Slope landings (>3°) are not conducted, d) Maximum airspeed 110 KIAS or VNE (whichever is less), e) Maximum bank angle 45°, and f) Mands-on and feet-on control permanently conducted. <p><u>NOTE:</u> For extended flights (>30 minutes), dual crew is recommended.</p>	
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22. AUTO FLIGHT

2215-03	Autopilot 1 or 2 (AECMA 22-12) <u>Indications:</u> AP REDUNDANCY	B	2	1	One may be inoperative for VFR and Dual Pilot IFR provided: a) All other AFCS related equipment is operative, b) The inoperative AP is disengaged via AP1/2 push button on APCP prior to each take-off and remains disengaged during flight, c) The remaining AP is engaged via AP1/2 push button on APCP, and d) The back-up SAS is engaged via BKUP push button on APCP. <u>Note:</u> Loss of AP redundancy. Auto pilot is fully functional in hands-off mode.	
2215-04	AP Control Panel (APCP) (AECMA 22-12) <u>Indication:</u> AP CONTROL	B	1	0	(O) May be inoperative in passive failed condition (pushing/rotating buttons is without effect) are provided: a) All other AFCS related equipment is operative, b) IESI is operative, c) Operation does not require CRHT, ALTA, FPA, VS and TRK mode, and d) Slope landings (>3°) are not conducted.	

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22. AUTO FLIGHT

2215-05	Collective Link (AECMA 22-12)	B	1	0	(M) May be inoperative for VFR and Dual Pilot IFR provided: a) All other AFCS related equipment is operative, b) The AP associated to the operative collective stick position measurement is engaged via AP1/2 push button on APCP, c) Back-up SAS is engaged via BKUP push button on APCP, d) The other AP is disengaged via AP1/2 push button on APCP prior to each take-off and remains disengaged during flight, and e) Procedure according to FLM section 3.2.3.6 "collective lever position sensor failure" is obeyed. Note: On ground detection may be degraded.	
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		4. REMARKS & EXCEPTIONS		

22. AUTO FLIGHT

2215-06	AP/BKUP CUT Push Button on Cyclic Stick (AECMA 22-10/15/16)	A	-	1	One may be inoperative, provided: a) The pushbutton is either verified failed open (not pushed) or is deactivated, and b) AP/BKUP Cut push button on the pilot flying's side is operative.	
		A	-	0	(M) Both may be inoperative VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: a) The intended operation does not require category A certification, b) Both APs and the back-up SAS are disengaged via AP1/2 and BKUP push buttons on APCP prior to each take-off and remain disengaged during flight, c) Slope landings (>3°) are not conducted, d) Maximum airspeed 110 KIAS or VNE (whichever is less), e) Maximum bank angle 45°, and f) Hands-on and feet-on control permanently conducted.	

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		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT						
2215-07	Integrated Electronic Standby Indicator (IESI) (AECMA 34-27) <u>Indication:</u> BACKUP SAS	C	1	0	May be inoperative for VFR provided: a) All other AFCS related equipment is operative, b) Both ADC are operative, and c) AHRS 1 and AHRS 2 are operative.	
2215-08	Autotrim System in Pitch and Roll (AECMA 22-12) <u>Indication:</u> AP TRIM OFF	C	2	0	One or both may be inoperative for VFR provided hands-on control is permanently conducted.	

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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
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		4. REMARKS & EXCEPTIONS		

22. AUTO FLIGHT

2215-09	Autotrim System in Yaw (AECMA 22-12) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; text-align: center;">AP TRIM OFF</div>	C	1	0	May be inoperative for VFR provided feet-on control is permanently conducted. OR May be inoperative for Dual Pilot IFR provided: <ul style="list-style-type: none"> a) Feet-on control is permanently conducted, and b) A. TRIM push button on APCP is not displaying OFF 	
2215-10	Autotrim System in Collective (AECMA 22-12) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; text-align: center;">AP TRIM OFF</div>	C	1	0	May be inoperative. <u>Note:</u> Four axis autopilot functions will be inoperative. Pilot must perform all collective adjustments manually.	

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		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT						
2215-11	4-Way beep trim switch on cyclic grip (AECMA 67-14) <u>Indication (possibly):</u> AP CONTROL	C	-	1	One may be inoperative in passive failure mode (no beep inputs made), provided the switch on the pilot flying's side is operative.	
		B	-	0	May be inoperative in passive failure mode (stuck in neutral middle position, forcing no beep inputs) under VFR, provided: a) All other AFCS related equipment is operative (especially FTR system).	
2215-12	4-Way Beep Trim Switch on collective grip (AECMA 67-14) <u>Indication (possibly):</u> AP CONTROL	C	-	1	One may be inoperative in passive failure mode (no beep inputs made), provided the switch on pilot flying's side is operative.	
		B	-	0	May be inoperative in passive failure mode (stuck in neutral middle position, forcing no beep inputs) provided: a) All other AFCS related equipment is operative (especially FTR system).	

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		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT

2215-13	Force Trim Release Switch/System on Cyclic Controls (AECMA 67-14) <u>Indication (possibly):</u> AP CONTROL	C	-	1	One switch may be inoperative in failed open mode (force trim not released), provided the switch on pilot flying's side is operative.	
		B	-	0	Both switches/the system may be inoperative in failed open mode (force trim not released) provided: a) All other AFCS related equipment is operative.	
		A	-	0	The system may be permanently stuck (i.e. force permanently released) for one flight or a series of flights in VFR only for the purpose of returning directly to a base where repairs or replacements can be made, provided: a) All other AFCS related equipment is operative, b) Hands-on control is permanently conducted, and c) Slope landings (>3°) are not conducted.	

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		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT						
2215-14	Force Trim Release System/Switch on the Collective Control	C	-	1	One switch may be inoperative in failed open mode (force trim not released), provided the switch on pilot flying's side is operative.	
	(AECMA 67-14) <u>Indication (possibly):</u> AP CONTROL	B	-	0	Both switches/the system may be inoperative or stuck (permanently active).	
2215-15	Pitch/Roll/Yaw SEMA (AECMA 22-12) <u>Indication:</u> AP ACTUATOR	B	2 per axis	1 per axis	One per axis may be inoperative for VFR and dual pilot IFR provided all other AFCS related equipment is operative. <u>Note:</u> - AFCS performance is reduced in the corresponding axis. This may be particularly noticeably in gusty conditions and/or at high speed. - If one or more SEMAs from Set 1 are failed, upon AP disengagement with the AP/BKUP CUT button the corresponding axis will not be stabilized.	

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		4. REMARKS & EXCEPTIONS		

22. AUTO FLIGHT

2215-16	Collective SEMA (AECMA 22-12) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; text-align: center;">AP ACTUATOR</div>	C	1	0	May be inoperative <u>Note:</u> Four axis autopilot functions will be inoperative. Pilot must perform all collective adjustments manually.	
2215-17	AP1/2 Display System (AECMA 22-00)	B	2 per AMC	2 from one AMC Either 1A + 1B or 2A + 2B	One or two from the same AMC may be inoperative for VFR and Dual Pilot IFR provided: <ul style="list-style-type: none"> a) The AP with the failed link has been disengaged via AP1/2 push button on APCP and is not engaged in-flight, b) The operative AP and back-up SAS remain engaged, c) All other AFCS related equipment is operative, d) IESI is operative, and e) Procedure according to RFM section 3.2.3.7 "Degraded reliability of displayed AFCS data" is obeyed. 	

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		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT						
2215-18	AP UM OFF Push Button on Cyclic Stick (AECMA 22-00)	C	-	1	One may be inoperative in passive failed mode (UM not pushed) provided the AP UM OFF push button on pilot flying's side is operative	
		C	-	0	One or both may be inoperative provided a) All other AFCS related equipment is operative, and b) Upper modes are disengaged via corresponding push buttons on APCP/MFD.	
2215-19	GA Push Button on Collective Lever (AECMA 22-00)	C	-	0	One may be inoperative in passive failed mode (GA not pushed) provided the GA push button on pilot flying's side is operative. One or both may be inoperative in passive failed mode (GA not pushed) provided: a) All other AFCS related equipment is operative, and b) GA maneuver is conducted manually.	
2215-20	AP/BKUP ON 4-way Button on Cyclic Stick (AECMA 22-00)	C	-	0	Both may be inoperative in passive failure mode (button not pushed) provided: a) All other AFCS related equipment is operative, and b) Upper modes, APs and back-up SAS are engaged individually via corresponding push buttons on APCP.	

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23. COMMUNICATIONS

2300-00	ICS	D	-	-	As Required by 14 CFR	
2300-01	Cockpit	D	-	1	Any in excess of one may be inoperative for single pilot operation, provided: (a) The ICS on the pilot's side is operative, and (b) An alternate procedure is established and used to notify passengers/cabin occupants.	
		C	-	0	OR One or more may be inoperative for single pilot operation provided: (a) The flight is conducted under VFR, (b) The ICS backup mode is operative, and (c) An alternate procedure is established and used to notify passengers/cabin occupants.	

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23. COMMUNICATIONS

2300-02	Cabin	D	-	-	<p>One or more may be inoperative provided:</p> <ul style="list-style-type: none"> (a) No divider is installed between the cabin and cockpit, and (b) An alternate procedure is established and used to notify passengers/cabin occupants. <p align="center">OR</p> <p>One or more may be inoperative provided:</p> <ul style="list-style-type: none"> (a) An alternative procedure is established and used to notify passengers/cabin occupants, and (b) At least one crew member in the cabin is connected to the cockpit intercom system (e.g. through the WINCH connector). <p align="center">OR</p> <p>One or more may be inoperative provided no occupants are carried in the cabin.</p>	
2300-03	Headset (flight crew) (AECMA 23-00)	C	-	-	<p>Any in excess of one headset for each required cockpit crew member or hoist/cargo hook operator on duty may be inoperative or missing.</p> <p><u>Note:</u> Spare headset must be available and operative for SP IFR.</p>	

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23. COMMUNICATIONS

2300-04	Headset (passengers) (AECMA 23-00)	D	-	0	One or more may be inoperative or missing provided an alternate procedure is established and used to notify passengers.	
2300-05	Press-to-Transmit (PTT) Switch (AECMA 23-00)	B	-	2	Any in excess of one for each flight crew member may be inoperative for dual pilot operation provided the affected switch is either verified failed open (non-transmitting) or is deactivated.	
		B	-	1	OR Any in excess of the PTT-switch located on the cyclic grip on the handling pilot's side may be inoperative for single pilot operation provided the affected switch is either verified failed open (non-transmitting) or is deactivated.	

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23. COMMUNICATIONS

2310-01 (PL 106)	Communication System (HF) (AECMA 23-00)	D	-	-	Any in excess of those required for the intended flight route, may be inoperative <u>Note:</u> The intended flight route corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.	
2311-01 (PL 95)	Communication System (UHF Tactical Radio, SatCom, Hoist Operations Radio) (AECMA 23-00)	D	-	-		
2312-01 (PL 95)	Communication System (VHF AM) (AECMA 23-00)	D	-	-	As required by operational regulations Any in excess of one may be inoperative , provided: (a) Operations are conducted under VFR, (b) Applicable airspace requirements for the intended flight route are complied with, and (c) Alternate procedures for the case of total loss of VHF are established and used, if applicable.	
		C	1	-		
		C	-	2	Any in excess of two may be inoperative for IFR provided alternate procedures are established and used, if applicable.	

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23. COMMUNICATIONS						
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <i>Without</i> a Flight Data Recorder installed in the aircraft.) NOTE: See 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.	
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.	

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24. ELECTRICAL POWER						
2435-01	Generator (AECMA 24-30) <u>Indication:</u> GEN1 DISCONNECTED or DISCONNECTED GEN2	A	2	1	(O)+(M) May be inoperative for one flight under VFR only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: a) The electrical load is reduced to single generator capacity, b) The inoperative generator is switched off after engine (re-)start, and c) Landing within 30 minutes is possible from any point enroute.	
2435-02	Generator Disconnection Caution System (AECMA 24-30) <u>Indication:</u> GEN1 DISC SENSOR and/or DISC SENSOR GEN2	B	2	0	One or both may be inoperative.	
2435-03	Generator Current Indication (AECMA 31-63)	C	2	1	One may be inoperative provided all other indications of the DC power system are operative.	
2450-01	Inverter 2*** (AECMA 24-20) <u>Indication:</u> FAIL INV2	C	-	0	May be inoperative provided a) weather radar (item 34-0) is not required, and b) the inverter is switched off.	

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24. ELECTRICAL POWER

2431-01	Bus Voltage Indication (AECMA 31-63)	C	2	1	One may be inoperative provided all other indications of the DC power system are operative.	
2431-02	Standby Battery (Emergency Power Supply) for IESI and Emergency Lighting (Caution: STBY BAT FAIL) (AECMA 24-33)	C	1	0	May be inoperative for VFR provided the standby battery switch "STBY BAT" on the overhead panel is set to the "OFF" position.	
2431-03	Battery Temperature Sensor (AECMA 24-00) <u>Indication:</u> BAT OVHT SENSOR	C	1	0	May be inoperative for one flight under VFR only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made, provided: a) Both bus ties are open (except for engine start/re-start), b) Both generators are operative, and c) Battery is fully charged.	
2431-04	EPU Connected Caution System (AECMA 24-00)	C	1	0	May be inoperative provided: a) EPU disconnection is verified prior to flight.	
2431-05	EPU Door Caution System (AECMA 24-00)	C	1	0	May be inoperative provided: a) It is determined through visual check, that EPU door is closed and locked.	
2431-06	Ground Power Switch (AECMA 24-XX)	D	-	0	May be inoperative provided it is not required for the intended operation.	

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		4. REMARKS & EXCEPTIONS		

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.	
2510-01	Pilot Seat (AECMA 25-XX)	D	1	0	(O) May be inoperative for single pilot operation provided: a) Aircraft is flown from the left hand crew seat (in accordance with limitations given in the flight manual) seat is not occupied, and seat is blocked and placarded 'DO NOT OCCUPY'.	
2510-02	Co-pilot Seat (AECMA 25-12)	D	1	0	(O) May be inoperative for single pilot operation provided: a) Seat is not occupied, and b) Seat is blocked and placarded 'DO NOT OCCUPY'.	
2510-03	Crew seat vertical adjustment (AECMA 25-XX)	B	-	0	(M) One or more may be inoperative provided the affected seat is locked in a position acceptable to the flight crew member.	
2510-04	Fabric glareshield (AECMA 25-XX)	D	-	0	May be missing for daylight operations. May be missing for night-time operations for the purpose of finishing the mission and subsequently returning directly to a base where the glare shield can be installed provided the reflections in the windshield do not impair the pilot's primary field of view.	

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25. EQUIPMENT/FURNISHINGS

2510-05	Sun shade (AECMA 25-XX)	D	-	0	May be inoperative provided it is properly removed and stowed.	
2510-06	Headset holder (AECMA 25-XX)	D	-	0	May be inoperative.	
2510-07	Map case (AECMA 25-XX)	D	-	0	May be inoperative.	
2510-08	Chart holder (AECMA 25-XX)	D	-	0	May be inoperative or missing provided it is not required by national operational regulations.	
		C	-	-	May be inoperative or missing provided: a) A personal kneeboard with chart holder function is carried, and b) If night operations are intended: the personal kneeboard has an internal light.	
2510-09	Cockpit curtain (AECMA 25-XX)	D	-	0	May be inoperative for daylight operations.	
		D	-	0	May be inoperative for night operations provided procedures are established to prevent the use of disturbing light sources in the cabin.	

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25. EQUIPMENT/FURNISHINGS

2520-01 ***	Passenger Seat (AECMA 25-22)	D	-	0	(O) One or more may be inoperative provided: a) The seat is not occupied, b) The inoperative seat does not block an emergency exit, and c) Affected seat(s) is (are) blocked and placarded 'DO NOT OCCUPY'. <u>Note:</u> A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc). is considered inoperative.	
2550-01	Cargo net (AECMA 25-XX)	D	-	0	May be inoperative or missing provided cargo is secured using alternate means.	
	Drip tray (AECMA 25-XX)	D	-	0	May be inoperative or missing.	
2560-01 ***	Survival Equipment (AECMA 25-60)	D	-	-	As required by operational regulations.	
2560-02 ***	Emergency Axe (AECMA 25-60)	D	-	0	May be inoperative or missing.	

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25. EQUIPMENT/FURNISHINGS

2560-03 ***	First Aid Kit (AECMA 25-60)	D	-	-	Any in excess of those required by national operational regulations may be incomplete or missing. OR May be incomplete for one calendar day. OR Any in excess of one may be incomplete or missing. OR May be missing on helicopters carrying equivalent EMS equipment.	
2560-04 ***	Emergency Hammer (AECMA 25-60)	D	-	0	May be inoperative or missing.	
2560-05	Flash Light (AECMA 25-60)	C	-	-	May be inoperative or missing provided each required crew member has an operative independent portable light readily available when seated at designated station. OR May be inoperative or missing for daylight operations under VFR.	
		D	-	-		

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25. EQUIPMENT/FURNISHINGS

2560-06 ***	Emergency Floatation System (AECMA 25-40)	D	-	0	May be inoperative in accordance with national operation regulations. OR D - 0 May be inoperative for flights over land (including take-off and landing). OR C - 0 May be inoperative for flights over water at a distance from land not beyond 10 minutes flying time, at normal cruise speed provided performance class 1 requirements are met. OR C - 0 May be inoperative provided: <ul style="list-style-type: none"> a) Take-off and landing are not performed over water, and b) En-route operations are not conducted over water at a distance from land not beyond 10 minutes flying time at normal cruise speed. 	
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25. EQUIPMENT/FURNISHINGS

2562-01 (PL-120)	Emergency Locator Transmitter (ELT) Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	Fixed ELTs (AECMA 25-60)	A	-	0	(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.	
		A	-	-	(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	
		D	-	-	a) 14 CFR may be inoperative or missing.	
2562-02	Automatically Deployable Emergency Locator Transmitter (AECMA 25-60)	D	-	-	Any in excess of those required by national regulations may be inoperative OR C - 0 May be inoperative for overland operations or overwater operations at a distance from land not beyond 10 minutes flying time at normal cruise speed.	

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26. FIRE PROTECTION						
2610-02 ***	Cargo/Baggage Smoke Detector System (AECMA 26-31)	D	-	0	May be inoperative provided cabin/cargo compartment separation wall/quilted mats is/are removed.	
2622-01	Portable Fire Extinguisher (AECMA 26-25)	D	-	1	(M) Any in excess of one may be inoperative provided: a) Not more than 6 passengers are carried, b) The inoperative fire extinguisher is removed from the aircraft; or removed from the installed location, placarded inoperative, and placed out of sight so it cannot be mistaken for a functional unit, c) Each crew member and all cabin occupants are able to reach an operative fire extinguisher, and d) Procedures are used to alert crew members and cabin occupants of inoperative or missing equipment.	

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28. FUEL

2810-01	Auxiliary Fuel Tank System*** (AECMA 28-18)	D	-	0	May be inoperative provided the fuel quantity in the aux tank is not required to safely complete the mission.	
2822-01	Fuel Jet Pump (AECMA 28-12) <u>Indication:</u> JET FUEL PUMP	C	1	0	(O) May be inoperative for VFR provided fuel transfer pump fwd and aft are operative and flight is planned under consideration of the increased max. unusable fuel quantity as stated in the RFM.	
2822-02	Prime Fuel Pump (AECMA 28-14)	C	2	0	(O) One or both may be inoperative provided: a) Start of engine(s) is not conducted above 15,000 ft, and b) Start of engine(s) is not conducted after maintenance action with opening or draining of fuel lines. <u>Note:</u> Pilot should closely monitor the starting parameters until the engines are stabilized in IDLE.	
2824-01	Fuel Transfer Pump (FWD or AFT) (AECMA 28-12) <u>Indication:</u> FWD FUEL PUMP or AFT FUEL PUMP	C	2	1	(O) One may be inoperative for VFR provided: a) Flight is planned under consideration of the increased max. unusable fuel quantity as stated in the RFM, and b) Landing within 15 minutes is possible from any point enroute.	

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28. FUEL						
2824-02 ***	Fuel Flow Meter*** (AECMA 28-41)	D	-	0	May be inoperative.	
2841-01 ***	Auxiliary Fuel Indication (AECMA 28-18)	D	-	0	May be inoperative provided the fuel quantity in the aux tank is not required to safely complete the mission.	
2841-02	Fuel Supply Tank 1/2 Indication (AECMA 28-41) <u>Indication:</u> FUEL QTY FAIL	A	-	1	One may be inoperative for three consecutive calendar days provided: a) Main tank-fuel system indications are operative, b) LOW FUEL warnings (2) on warning unit and/or master list are operative, and c) The flight duration is planned using the main fuel tank content only. <u>Note:</u> Aircraft weight calculation will be incorrect. The calculated VNE will be based on indicated weight. Adjust weight to obtain the VNE or use the backup tables.	

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28. FUEL					
2841-02 (Cont.)		A	-	0	<p>Both may be inoperative for one or a series of flights under VFR DAY only for the purpose of returning directly to a base where repairs or replacements can be made, provided:</p> <ul style="list-style-type: none"> a) Main tank fuel system indications are operative, b) LOW FUEL warnings (2) on warning unit and master list are operative, c) Landing is possible within maximum 8 minutes at any time, and d) The flight duration is planned using main fuel tank content only. <p><u>Note:</u> Aircraft weight calculation will be incorrect. The calculated VNE will be based on indicated weight. Adjust weight to obtain the VNE or use the backup tables.</p>

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28. FUEL

2841-03	Main Fuel Tank Quantity Indication (AECMA 28-41) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; text-align: center;">FUEL QTY FAIL</div>	A	-	0	May be inoperative for three consecutive calendar days for VFR provided: <ul style="list-style-type: none"> a) Supply tank-fuel system indications are operative, b) LOW FUEL warnings (2) on warning unit and/or master list are operative, and c) Landing within 15 minutes is possible from any point enroute. <u>Note:</u> <ul style="list-style-type: none"> • Aircraft weight calculation will be incorrect. The calculated VNE will be based on indicated weight. Adjust weight to obtain the VNE or use the backup tables. • Main tank fuel quantity shall be determined prior to flight using other means. Flight planning shall take sufficient reserve into consideration. 	
2842-01	Main Fuel Tank Sensor System (AECMA 28-41) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; text-align: center;">FUEL QTY DEG</div>	C	3	1	One may be inoperative for VFR provided: <ul style="list-style-type: none"> a) All other fuel system indications are operative, and b) LOW FUEL warnings (2) on warning unit and/or master list are operative. <u>Note:</u> Flight planning shall use sufficient reserve to compensate for the inaccuracy of the fuel indication.	

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29. HYDRAULIC

2932-01	Hydraulic Oil Pressure Sensor System (AECMA 29-30) <u>Indication:</u> HYD1 PRESS SENSOR OR PRESS SENSOR HYD2	A	2	1	(M) One may be inoperative for one or a series of flights only for the purpose of returning directly to a base where repairs or replacements can be made, provided: a) The hydraulic oil pressure indication is operative, and b) The pre-flight hydraulic check shows normal (i.e. hydraulically boosted) forces in all axes.	
2931-01 ***	Hydraulic Oil Pressure Indication (AECMA 29-30) <u>Indication:</u> • Hydraulic pressure indication amber	A	2	1	One may be inoperative for one flight only for the purpose of returning directly to a base where repairs or replacements can be made, provided the hydraulic pressure sensor is operative.	
2931-02	Hydraulic Test switch (AECMA 29-30)	A	1	0	May be inoperative in failed open mode (switch not pushed) for one or a series of flights only for the purpose of returning directly to a base where repairs or replacements can be made provided the hydraulic pressure sensor and indication are operative.	

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30. ICE AND RAIN PROTECTION

3030-01	Pitot Tube Heater 1 and 2 (AECMA 30-31) <u>Indication:</u> PITOT1 HEATER FAIL and/or HEATER FAIL PITOT2	C	2	0	One or both may be inoperative provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C <u>Note:</u> Flight planning for IFR should take the OAT at all possible cruising levels into account.	
3030-03	Static Port Heater 1 and 2 (Caution: STAT HTR FAIL PITOT1) (AECMA 30-31) <u>Indication:</u> PITOT1 STAT HTR FAIL and/or STAT HTR FAIL PITOT2	C	2	0	One or both may be inoperative provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C <u>Note:</u> Flight planning for IFR should take the OAT at all possible cruising levels into account.	
3040-01	Windshield Wiper System (AECMA 30-42)	D	1	0	May be inoperative provided flight is not conducted in heavy rain or snow.	
3040-02	Windshield WIPER Switch (in overhead panel) (AECMA 30-42)	D	1	0	May be inoperative in failed open mode (wiper inactive) provided: a) The WIPER pushbutton on the collective is operative, and b) It is acceptable to the crew.	
3040-03	Windshield WIPER Pushbutton (on collective grip) (AECMA 30-42)	D	1	0	May be inoperative in failed open mode (wiper inactive) provided the WIPER switch in the overhead panel is operative.	

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31. INDICATING / RECORDING SYSTEMS

3130-01 (PL- 87)	FDR Recording Parameters <i>not required</i> by 14 CFR AECMA 31-71) <u>Indication:</u> DOWNLOAD FAIL	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. AECMA 31-71) <u>Indication:</u> DOWNLOAD FAIL	C A	-	1 0	Any in excess of those required by 14 CFR may be inoperative. May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
3130-03	UMS*** Recording System (without Maintenance Credits) (AECMA 31-71) <u>Indication:</u> DOWNLOAD FAIL	D C	-	-	May be inoperative provided: a) The system is not required by national operational regulations, and b) Provided the flight report page is available. OR May be inoperative provided: a) The flight report page is available, and b) The aircraft does not exceed 60 further consecutive flights. <u>Note:</u> • UMS data are not downloaded automatically. Flight report data must be recorded manually after each flight.	

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32. LANDING GEAR

3211-01 ***	Snow Skid (AECMA 32-72)	D	-	0	One or both may be missing provided landings on soft surface (i.e. mud or snow) are not conducted.	
3211-02 ***	Settling Protector (AECMA 32-74)	D	-	0	One or both may be missing provided landings on soft surface (i.e. mud or stable snow) are not conducted.	
3252-01	Hydraulic Damper (AECMA 32-XX)	C	4	0	One or more may be inoperative, provided: a) Nose up and left up slope operations, including partial or full slope landings, where only the front part of the skids(s) or only the left skid is in contact with the ground are not conducted, and b) Snow kids or settling protectors are installed when landings on soft or unstable surface (e.g. snow, ice, loose rock, mud, sand) are performed.	
3252-02	Lateral Cyclic Stick Damper (AECMA 32-XX)	C	1	0	May be inoperative, provided: a) All hydraulic landing gear dampers are operative.	

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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, and c) Lighting configuration and intensity is acceptable to the flight crew.	
3310-01	Instrument Lighting System (including NVG compatible Parts) (AECMA 33-12)	C	1	0	May be inoperative provided a) The Cockpit Utility Light is available b) Lighting intensity can be controlled or pre-set to a satisfactory level for the expected flight condition, and c) Lighting configuration at dispatch is acceptable to the flight crew.	
3310-02	Cockpit Utility Light (AECMA 33-18)	D	1	0	May be inoperative provided two torches/flash lights are available to the pilot flying for night operations.	
3320-01	Cabin Lighting System (AECMA 33-21)	D	1	0	May be inoperative for day operation. OR May be inoperative provided passengers are not carried.	

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33. LIGHTS						
3320-02	"FASTEN SEAT BELTS / NO SMOKING" Light (Cabin) (AECMA 33-18)	D	-	0	One or more may be inoperative provided a procedure is used to notify passengers when the seat belts must be fastened and smoking is not allowed. OR One or more may be inoperative provided passengers are not carried.	
3340-01	Position Light System (AECMA 33-41)	C	1	0	May be inoperative for VFR DAY.	
3340-02	Position Light System IR (IR Flasher) (AECMA 33-41)	D	1	0	May be inoperative.	

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33. LIGHTS						
3340-03	Anti-Collision Light System (AECMA 33-42)	B	1	0	May be inoperative for day operation.	
3340-04	Formation Lights*** (AECMA 33-41)	D	4	0	May be inoperative provided it is not required for the intended operation.	
3340-05	Landing Light/ Search and Landing Light*** (AECMA 33-43)	C	-	0	One or more may be inoperative for daytime operations.	
		C	-	1	OR At least one adjustable landing light must be operative-for night-time operations if CAT A operation is intended.	
		C	-	1	OR One must be operative-for night-time operations provided CAT A operation is not required.	
3340-06 ***	Landing Light/ Search and Landing Light – IR Function (AECMA 33-43)	D	-	0	May be inoperative provided it is not required for the intended operation.	
3340-07 ***	High Intensity Search Light (AECMA 33-46)	D	1	0	May be inoperative provided system is switched to OFF position.	

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33. LIGHTS

3340-08 ***	Tail Flood Light (AECMA 33-47)	D	1	0	May be inoperative.	
3340-09	Strobe Light (AECMA 33-42)	D	2	0	One or more may be inoperative.	
3340-10	Stairway Light (AECMA 33-47)	C	2	0	One or both may be inoperative for day operation. OR One or both may be inoperative for night operation provided no passengers are carried.	
3340-11	HEELS (AECMA 33-53)	D	-	0	May be inoperative provided overwater operations are not conducted. OR B - 0 May be inoperative for overwater operations not requiring the helicopter to be certified for ditching. OR B - - One element on each side of the passenger compartment and/or cockpit may be inoperative.	
3350-01	Emergency Exit Light (AECMA 33-50)	C	3	0	One or more may be inoperative for day operation. OR One or more may be inoperative for night operation provided no passengers are carried.	

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

34. NAVIGATION						
3400-01 ***	D MAP (AECMA 34-00)	D	-	0	One or more may be inoperative.	
3400-02	D Navigation System (e.g. VOR, ILS, ADF, GPS, etc.) (AECMA 34-50)	D	-	-	(O) One or more may be inoperative provided: a) The navigation systems required for each segment of the intended flight route are operative, and b) Alternate procedures are established and used, where applicable.	

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34. NAVIGATION					
3412-01	OAT Sensor (AECMA 34-14) <u>Indication:</u> OAT SENSOR DEG and/or OAT indication shows ***	C	2	1	One may be inoperative for VFR provided the ADC associated to the operative OAT sensor is operative. One or both may be inoperative for one flight under VFR only for the purpose of returning directly to a base where repairs or replacements can be made, provided: a) The pitot tube heater is operative or the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C. <u>Note:</u> • V _{NE} is no longer automatically calculated. Backup V _{NE} tables shall be used based on a best estimate of the OAT. • If FADEC1 N2 DISAGREE FADEC2 caution appears, the V _{NE} shall be reduced by 20 kt and aggressive maneuvers shall be avoided. • If no other means are available to determine OAT in flight, the engine T1 shown on the Status Page will provide an approximate OAT.
		A	2	0	

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		4. REMARKS & EXCEPTIONS		

34. NAVIGATION

3417-01	ADC1/2 (AECMA 34-15) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; display: inline-block;">AIR1 DATA FAIL</div> and/or <div style="background-color: black; color: white; padding: 2px; display: inline-block;">DATA FAIL AIR 2</div>	C	2	1	<p>(M) One may be inoperative for VFR provided IESI is operative.</p> <p align="center">OR</p> <p>(M) Both may be inoperative for one or a series of flights under VFR DAY only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made, provided:</p> <p style="margin-left: 20px;">a) IESI is operative, and</p> <p style="margin-left: 20px;">b) The system 1 pitot tube heater is operative or the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C.</p> <p><u>Note:</u></p> <ul style="list-style-type: none"> • V_{NE} is no longer automatically calculated. Backup V_{NE} tables shall be used based on a best estimate of the OAT. • If FADEC1 N2 DISAGREE FADEC2 caution appears, the V_{NE} shall be reduced by 20 kt and aggressive maneuvers shall be avoided. • If no other means are available to determine OAT in flight, the engine T1 shown on the Status Page will provide an approximate OAT. 	1
		A	2	0		

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

34. NAVIGATION						
3417-02	AHRS1/2/3 (AECMA 34-22) <u>Indication:</u> ATT1 FAIL and/orL FAIL ATT2 and/or (during P-FLT test) ATT REDUNDANCY	C	3	2	(O)(M) One may be inoperative provided a) Magnetic heading indicator (standby compass) is operative, b) IESI is operative, and c) The inoperative AHRS is deactivated. OR (O)(M) Two may be inoperative for VFR provided: a) The magnetic heading indicator (standby compass) is operative, b) IESI is operative, and c) The inoperative AHRS are deactivated.	
3417-03	ARINC Lane between ADC1/2 and AMC1/2 (AECMA 34-22) <u>Indication:</u> AIR1 DATA REDUNDANCY and/or DATA REDUNDANCY AIR2	C	2 per ADC	1 per ADC	One lane of ADC1 or/and ADC2 may be inoperative for VFR provided IESI is operative.	
3417-04	Integrated Electronic Standby Indicator (IESI) (AECMA 34-27) <u>Indication:</u> IESI FAIL	C	1	0	May be inoperative for VFR provided: a) All other AFCS related equipment is operative, b) Both ADC are operative, c) AHRS 1 and AHRS 2 are operative, and	

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		4. REMARKS & EXCEPTIONS		

34. NAVIGATION

3417-05	ARINC Lane between AHRS1/2 and AMC1/2 (AECMA 34-22) <u>Indication (during P-FLT test):</u> ATT1 REDUNDANCY and/or REDUNDANCY ATT2	C	2 per AHRS	1 per AHRS	One lane of AHRS1 or AHRS2 may be inoperative provided AHRS 3, magnetic heading indicator (standby compass) and IESI are operative. OR One lane of AHRS1 and AHRS2 may be inoperative for VFR provided AHRS 3, magnetic heading indicator (standby compass) and IESI are operative.	
3421-01	Alternate Static Pressure System (AECMA 34-11)	C	1	0	May be inoperative for VFR provided static port heater on handling pilot's side is operative.	
3423-01	Magnetic Direction Indicator (Standby Compass) (AECMA 34-23)	C	1	0	May be inoperative for VFR provided: a) AHRS1/MAS1 or AHRS2/MAS2 is operative (i.e. heading is indicated).	
3423-02	Magnetic Aircraft Sensor (MAS) (AECMA 34-22) <u>Indication:</u> HDG1 MAG HDG FAIL and/or MAG HDG FAIL HDG2	C	2	1	One may be inoperative provided: a) The AHRS associated to the operative MAS is operative, and b) The magnetic direction indicator (standby compass) is operative. OR One or both may be inoperative for VFR provided: a) The intended operation does not require category A certification, and b) The magnetic direction indicator (standby compass) is operative.	
		C	2	0		

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

34. NAVIGATION					
3434-01	Marker (AECMA 34-00)	D	-	-	As required by operational regulations.
3442-01	Weather Radar System (AECMA 34-40)	D	-	-	As required by operational regulations.
3444-01	Radio Altimeter (AECMA 34-41) <u>Indication:</u> AVIONIC TST FAIL and Rad-Alt not indicated	D	1	0	May be inoperative provided: a) Cat A procedures that require use of Rad-Alt are not conducted (only procedures using baro alt are permitted), b) VFR NIGHT operation is not conducted with NVG, c) Flight shall not be conducted over water at an altitude of less than 500 ft, except for take-off and landing, d) The helicopter shall not descend below 500 ft on approach to landing over water unless the landing site is clearly visible to the pilot, and e) Operational regulations do not require its use. <u>Note:</u> Ground protection/automatic level-off function of all vertical modes (IAS, V/S, FPA, ALT.A and GS) is not available.

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION						
3444-04 *** (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) Subfunction of HELIONIX, etc.)*** (AECMA 34-00) (AECMA 34-55)	B C	- -	0 0	(M) May be inoperative provided: a) System is deactivated and secured, and 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, and c) Enroute or approach procedures do not require its use.	

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION						
3445-02 (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(O)(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. (O)(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.	
		C	-	0		

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		4. REMARKS & EXCEPTIONS		

34. NAVIGATION

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, and 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,
	3) Traffic Alert Display System(s)	C	-	0	c) Enroute or approach procedures do not require its use. (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 Functions	B	1	0	
5) Airspace Selection Function	C	-	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION						
3452-01	Transponders & Automatic Altitude Reporting Systems	B	-	0	May be inoperative, provided:	
(PL-76)		D	-	1	a) Operations do not require its use,	
		A	-	0	b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. 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				May be inoperative, provided:	
		A	-	0	a) Operations do not require its use,	
***	2) ADS-B Squitter Transmission				b) Repairs are made prior to completion of next scheduled maintenance visit.	
					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						
3452-02 (PL105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	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.	
	2) CDTI Control Panel	D	-	0	NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	3) Data Link Transmitter(s)	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	
	4) Data Link Receivers	D	-	0		
5) ADS-B Applications	D	-	0	NOTE: In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section.		

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION						
3461-01 *** (PL-98)	Flight Management System (FMS) Garmin GTN-750*** (AECMA 34-63)	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, 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: 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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		4. REMARKS & EXCEPTIONS	

42. IMA PLATFORM AND MODULES						
4200-01	Multi-Functional Displays (MFD) (AECMA 42-31) MFD 1 and MFD 2 OR MFD 1 and MFD4	A	3	1	<p>(O)(M) Two may be inoperative for one flight under VFR DAY only for the purpose of returning directly to a base where repairs or replacements can be made, provided</p> <ul style="list-style-type: none"> a) The intended operation does not require category A certification, b) IESI is operative, c) VMD format is selected for engine start up, engine shut down and if required by RFM, d) FND format is selected during all other flight phases, and e) Inoperative MFDs are deactivated and secured. 	

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42. IMA PLATFORM AND MODULES

4200-02	MFD 2 and MFD4	A	3	1	<p>(O)(M) Two may be inoperative for one or a series of flights under VFR DAY only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made, provided</p> <ul style="list-style-type: none"> a) The intended operation does not require category A certification, b) IESI is operative, c) MFD 1 switch on MCP is operative (only if aircraft is flown from the right hand seat), d) VMD format is selected for engine start up, engine shut down and if required by RFM, e) FND format is selected during all other flight phases, and f) Inoperative MFDs are deactivated and secured. 	
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42. IMA PLATFORM AND MODULES

4200-03	MFD 1	B	3	2	<p>(O)+(M) May be inoperative for VFR provided</p> <ul style="list-style-type: none"> a) MFD 2 and MFD4 are operative, b) The helicopter is operated by the pilot from the right crew seat, c) FMS2 is operative, d) If required, weather radar is controlled via MFD 2, and e) COPILOT switch on MCP is set to OFF or MFD 1 is deactivated and secured. 	
4200-04	MFD 2 (AECMA 42-31)	B	3	2	<p>(O)+(M) May be inoperative for VFR provided</p> <ul style="list-style-type: none"> a) MFD 1 and MFD4 are operative, b) MCP is operative, c) FMS1 is operative, d) If weather radar is required the pilot or a qualified crew member occupies the left hand crew station, f) If required, weather radar is controlled via MFD 1, and g) MFD 2 is deactivated and secured. <p><u>Note:</u> Aircraft may be flown from the left hand seat in accordance with the limitations given in the RFM.</p>	

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42. IMA PLATFORM AND MODULES

4200-05	MFD4 (AECMA 42-31)	B	3	2	<p>(O)+(M) May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> a) MFD 1 and MFD 2 are operative, b) MCP is operative, c) ACAS is considered inoperative, and d) MFD4 is deactivated and secured. <p><u>Note:</u></p> <ul style="list-style-type: none"> • Since access to the weight page is no longer available, the aircraft weight will be automatically set to MTOW at take-off. This will give a conservative VNE. If higher VNE is required, the backup tables from the flight manual shall be used. • Weather radar (if installed) will be inoperative. 	
4200-06	MFD Luminance (LUM) Bezel Key (AECMA 42-31)	C	3	0	One or more may be inoperative provided luminance is acceptable to the pilot as appropriate for day/night operation.	
4200-07	MFD Brightness (BRT) Bezel Key (AECMA 42-31)	C	3	0	One or more may be inoperative provided brightness is acceptable to the pilot as appropriate for day/night operation.	
4200-08	MFD Contrast (CTRS) Bezel Key (AECMA 42-31)	C	3	0	One or more may be inoperative provided contrast is acceptable to the pilot as appropriate for day/night operation.	

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42. IMA PLATFORM AND MODULES

4200-09	Rotary Bezel Knob (AECMA 42-31)	C	3	0	Outer knob only may be inoperative in failed open mode.	
4200-10	Bezel Key USK1	D	3	2	May be inoperative in failed open mode (key not pushed) on MFD 2.	
4200-11	Bezel Key USK2	D	3	0	May be inoperative in failed open mode (key not pushed) on MFD 2. OR May be inoperative in failed open mode (key not pushed) for VFR on MFD 1 and MFD4.	
4200-12	Bezel Key USK3	D	3	2	May be inoperative in failed open mode (key not pushed) on MFD 2.	
4200-13	Bezel Key USK4	D	3	0	May be inoperative on MFD 2. OR May be inoperative in failed open mode (key not pushed) on MFD 1 and MFD4 if digital map is not required.	
4200-14	Bezel Key USK5	D	3	0	May be inoperative in failed open mode (key not pushed) on MFD 2 and MFD 1. May be inoperative in failed open mode (key not pushed) on MFD 4, if a camera required for cargo hook operations is not required.	

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42. IMA PLATFORM AND MODULES

4200-15	Bezel Key USK6	D	3	0	May be inoperative in failed open mode (key not pushed) on MFD 1 and/or MFD 2 provided an accurate timepiece is operative in the flight crew compartment indicating the time in hours, minutes and seconds. OR May be inoperative in failed open mode (key not pushed) on MFD 1 and/or MFD 4 provided the EFB functions are not required for the mission.	
4200-16	Bezel Key BSK1	D	3	0	May be inoperative in failed open mode (key not pushed) for VFR. <u>Note:</u> Autopilot can no longer be coupled to any of the NAV sources.	
4200-17	Bezel Key BSK2	D	3	0	May be inoperative in failed open mode (key not pushed)	
4200-18	Bezel Key BSK3	D	2	0	May be inoperative in failed open mode (key not pushed) on MFD 1 and MFD 2.	
		C	1	0	OR May be inoperative in failed open mode (key not pushed) on MFD 4.	
4200-19	Bezel Key BSK4	D	3	0	May be inoperative in failed open mode (key not pushed).	
4200-20	Bezel Key BSK5	D	3	0	May be inoperative in failed open mode (key not pushed).	
4200-21	Bezel Key BSK6	D	3	1	May be inoperative in failed open mode (key not pushed) on MFD 2 and/or MFD 1.	
4200-22	Bezel Key LSK1	D	3	0	May be inoperative in failed open mode (key not pushed) on MFD 2, OR May be inoperative in failed open mode (key not pushed) for VFR on MFD 1 and MFD 4.	

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		4. REMARKS & EXCEPTIONS		

42. IMA PLATFORM AND MODULES

4200-23	Bezel Key LSK2	D	3	1	May be inoperative in failed open mode (key not pushed)on MFD 2 OR May be inoperative in failed open mode (key not pushed)for VFR on MFD 1	
4200-24	Bezel Key LSK3	D	3	0	May be inoperative in failed open mode (key not pushed)	
4200-25	Bezel Key LSK4	D	3	0	May be inoperative in failed open mode (key not pushed)for VFR	
4200-26	Bezel Key LSK5	D	3	0	May be inoperative on MFD 2 OR May be inoperative in failed open mode (key not pushed)for VFR on MFD 1 OR May be inoperative in failed open mode (key not pushed) for VFR on MFD 4 if hoist cable length and cargo hook weight are not required.	
4200-27	Bezel Key LSK6	D	3	0	May be inoperative in failed open mode (key not pushed)for VFR	
4200-28	Bezel Key RSK1	D	3	0	May be inoperative for VFR	
4200-29	Bezel Key RSK2	D	3	1	May be inoperative in failed open mode (key not pushed)on MFD 1 and MFD 2 for VFR if Cat A is not required and if NVIS operation is not required.	
4200-30	Bezel Key RSK4	D	3	0	May be inoperative in failed open mode (key not pushed)for VFR.	
4200-31	Bezel Key RSK5	D	3	0	May be inoperative in failed open mode (key not pushed) for VFR.	
4200-32	Bezel Key RSK6	D	3	2	May be inoperative in failed open mode (key not pushed)on MFD 2 if the cyclic acknowledge function is operative.	

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42. IMA PLATFORM AND MODULES

4200-33	Multifunctional Control Panel (MCP) (AECMA 34-22) DG Button	D	2	0	One or both may be inoperative in failed open mode (button not pushed) provided approach and take-off to metallic platforms/structure is not conducted.	
4200-34	MFD Co-Pilot Switch	D	1	0	May be inoperative for dual crew operations. OR May be inoperative for single pilot VFR DAY provided MFD 1 is not used or inoperative. <u>Note:</u> The switch shall be set to NORM.	
4200-35	Event Marker	A	1	0	May be inoperative in failed open mode (button not pushed) provided alternate procedure is used to track events.	
4200-36	Electronic Flight Bag (EFB) (AECMA 42-94)	D	-	0	May be inoperative provided the EFB functions are not required for the mission.	
4200-37	Reset Push Button on Cyclic Stick (AECMA 22-00)	C	-	0	One or both may be inoperative in failed open mode (button not pushed) provided ACK bezel keys on MFDs are operative	

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		4. REMARKS & EXCEPTIONS		

42. IMA PLATFORM AND MODULES

4200-38	Data Transfer Device (DTD) (AECMA 42-94)	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) FMS1 or FMS2 is operative or an accurate timepiece displaying hours, minutes and seconds is operative in the flight crew compartment, and b) UMS data are downloaded manually. <p><u>Note:</u></p> <ul style="list-style-type: none"> • EFB, HTAWS and DMAP data bases cannot be updated. • UMS data are not downloaded automatically. Flight report data must be recorded manually after each flight. • After replacing the DTD, an UMS data download of the missed flights must be performed. 	
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		4. REMARKS & EXCEPTIONS		

52. DOORS						
5210-01	Door Caution System (AECMA 52-71)	C	1	0	May be inoperative provided it is determined through visual check that doors are closed and locked.	

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		4. REMARKS & EXCEPTIONS	

62. MAIN ROTOR SYSTEM

6200-01	Discrete Line from Warning Unit to AMC2 (AECMA 62-41) <u>Indication:</u> NR SENSOR	C	2	0	May be inoperative provided rotor speed is properly indicated on the pilot's primary FND(s).	
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		4. REMARKS & EXCEPTIONS		

63. MAIN ROTOR DRIVE

6310-01	MGB Oil Pressure Indicating System (AECMA 63-42) <u>Indication:</u> SYS1 MGB PRESS SENSOR and/or MGB PRESS SENSOR SYS2	A	2	0	One or both may be inoperative for three consecutive calendar days provided: a) Transmission oil temperature is above -10°C, b) Warning MGB OIL P on warning unit and/or MGB LOW PRESS on master list is operative, and c) Transmission oil temperature indicating system is operative.	
6310-02	MGB Oil Temperature Indicating System (AECMA 63-42) <u>Indication:</u> MGB oil temp shows ***	A	1	0	May be inoperative for three consecutive calendar days provided: a) OAT at engine start is above -10°C, b) Caution MGB HIGH TEMP is operative (advisory MGB TEMP SENSOR not displayed during power-up test), and c) Transmission oil pressure indicating systems are operative	
6310-03	MGB HIGH TEMP Caution Indication (AECMA 63-42) <u>Indication:</u> MGB TEMP SENSOR	A	1	0	May be inoperative for three consecutive calendar days provided: a) Transmission oil temperature is above -10°C, b) Transmission oil temperature indicating system is operative, and c) Transmission oil pressure indicating systems are operative.	

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		4. REMARKS & EXCEPTIONS		

63. MAIN ROTOR DRIVE

6300-01	MGB Chip Detector System (AECMA 63-42) <u>Indication:</u> MGB CHIP SENSOR	A	1	0	(O+M) May be inoperative for one or a series of flights only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided both magnetic plugs are verified free of metal particles each flight.	
6321-01	Rotor Brake System (AECMA 63-51)	C	-	0	(O+M) May be inoperative provided: a) A check is performed to determine rotor brake disc is free, and b) System is deactivated and secured. <u>Note:</u> Engines will not start if the caution ROTOR BRAKE is indicated. In this case, set the FADEC EMER switch of engine 2 to ON and then start of engine 1. Once engine has started successfully, the FADEC EMER switch of engine 2 shall be set to off before starting engine 2.	
6330-01	Mast Moment System (AECMA 63-44)	D	1	0	(O) May be inoperative provided RFM procedure and limitations are applied.	

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		4. REMARKS & EXCEPTIONS		

65. TAIL ROTOR DRIVE						
6500-01	TGB Chip Detector System (AECMA 65-41) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; display: inline-block;">TGB CHIP SENSOR</div>	A	1	0	(M) May be inoperative for one or a series of flights only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided the magnetic plug is verified free of metal particles each flight.	

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		4. REMARKS & EXCEPTIONS	

67. FLIGHT CONTROLS						
6700-01	4-Way Beep Trim System (AECMA 67-14)				Refer to chapter 22 – Automatic Flight.	
6700-02	Force Trim Release System (AECMA 67-14)				Refer to chapter 22 – Automatic Flight.	
6700-03	Cyclic Stick Centering Device (AECMA 67-13)	D	1	0	May be inoperative, provided: a) The cyclic stick position is indicated on the FND (rotor stopped), and b) The system is secured.	

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		4. REMARKS & EXCEPTIONS	

71. POWERPLANT						
7160-01	Inlet Barrier Filter System*** (AECMA 71-64)	D	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) System is deactivated and secured, and b) Bypass doors are verified to be in open position. <u>Note:</u> When operating in sandy/dusty conditions, excessive engine wear may occur.	

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		4. REMARKS & EXCEPTIONS	

76. ENGINE CONTROLS

7600-01	FADEC 1 OR 2 (AECMA 76-10) <u>Indication:</u> FADEC1 REDUNDANCY or REDUNDANCY FADEC2	A	2	2	<p>One or both FADECs may be in REDUNDANCY mode for one flight under VFR only for the purpose of returning directly to a base where repairs or replacements can be made, provided:</p> <ul style="list-style-type: none"> a) No other FADEC or engine related alerts, cautions, or warnings are indicated, b) The training mode is not used, c) The FADEC EMER mode is not used, d) The total flight time with FADEC REDUNDANCY indicated does not exceed 3 hours, e) The heating is switched off during Category A landing and take-off, and f) H/C not allowed to dispatch, if repair can be performed at its current location. <p>Note: If the engine cannot be switched off after landing, the helicopter shut-down valve shall be used for engine shut down.</p>	
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		4. REMARKS & EXCEPTIONS		

77. ENGINE INDICATING

7700-01	Engine Chip Detector System (AECMA 77-35) <u>Indication:</u> <div style="background-color: black; color: white; padding: 2px; display: inline-block;">ENG 1 CHIP SENSOR</div> or <div style="background-color: black; color: white; padding: 2px; display: inline-block;">CHIP SENSOR ENG2</div>	A	2	1	(M) One may be inoperative for one or a series of flights for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided both magnetic plugs are verified free of metal particles each flight	
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			4. REMARKS & EXCEPTIONS	

79. ENGINE OIL

7930-01	Fuzz Burner (AECMA 79-35)	D	-	0	One or more may be inoperative <u>Note:</u> If an engine chip was detected, apply RFM procedure.	
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		4. REMARKS & EXCEPTIONS		

85. Special Mission Equipment

8500-01 ***	(Dual) External Cargo Hook (AECMA 85-11)	D	-	0	(O)(M) May be inoperative provided the inoperative system is deactivated, secured and placarded.	
8500-02 ***	Cargo Hook Mirror System (incl. Heating System and Positioning System) (AECMA 85-11)	D	-	0	(O)(M) May be inoperative provided the inoperative system is deactivated, secured and placarded.	
8500-03 ***	Cargo Safety Device (AECMA 85-04)	D	-	0	(O)(M) May be inoperative or missing provided no cargo is transported in the cargo compartment. OR May be inoperative or missing provided cargo is secured by other appropriate and certified means.	
8500-04 ***	Fixed Provisions for Bambi Bucket (AECMA 85-11)	D	-	0	(O)(M) May be inoperative provided the inoperative system is secured and placarded.	

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85. Special Mission Equipment

8500-05 ***	External Hoist System (LH/RH) (AECMA 85-12)	D	0	0	(O)(M) May be inoperative provided: a) The hoist is retracted, and b) The inoperative system is deactivated, secured and placarded. (O)(M) May be inoperative for one or a series of flights under VFR only for the purpose of finishing the mission and subsequently returning directly to a base where the hoist can be repaired or removed provided: a) The hoist is extended, b) V _{NE HOIST} is observed at all times, and c) The inoperative system is deactivated, secured/placarded.	
8500-06 ***	External Loudspeaker (AECMA 85-31)	D	-	0	(O)(M) May be inoperative provided the inoperative system is deactivated, secured and placarded.	
8500-07 ***	Electro-optical System (e.g. FLIR, Enhanced Vision (AECMA 85-32)	D	-	0	(O)(M) May be inoperative provided the inoperative system is deactivated, secured/ placarded.	
8500-08 ***	Wire Strike Protection System (AECMA 85-41)	D	-	0	(O)(M) May be inoperative or missing (partly or completely).	
8500-09 ***	Cold Weather Kit (AECMA 85-42)	D	-	0	May be inoperative or removed provided operation is conducted above -30°C Oat.	