



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

Master Minimum Equipment List (MMEL)

Revision: 7a
Date: 07/01/2016

AGUSTAWESTLAND S.p.A.

**A109, A109A, A109A II, A109C, A109E,
A109K2
(TCDS H7EU)**

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

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LOG OF REVISIONS

Rev. No.	Date	Revision Description
Original	09/21/1998	Original
1	04/23/1990	All Pages
2	04/23/1990	Highlights of Rev. Definitions, 21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 28-2, 29-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 35-1, 52-1, 65-1, 73-1, 77-1, 79-1
3	01/10/2000	Highlights of Rev., Definitions, 21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 28-2, 29-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 35-1, 52-1, 65-1, 73-1, 77-1, 79-1
4	06/18/2002	Highlights of Rev., Definitions, Guidelines, 21-1, 23-1, 24-1, 25-1, 26-1, 28-1, 28-2, 28-3, 34-3
5	03/20/2009	All Pages
6	01/30/2014	Changed to JASC Coding and Incorporation of Global Change Policy Letters
7	08/12/2015	Added Page VII titled "Incorporated Policy Letters". Added Section 64 to incorporate STCs for additional relief. Other minor editing as noted by change bars in the right hand column.
7a	07/01/2016	Removed Page VII titled "Incorporated Policy Letters". Revised REMARKS OR EXCEPTIONS for Item 3300-02. Other minor editing as noted by change bars in the right hand column. Revised formatting for compliance to Section 508 of the Rehabilitation Act of 1973.

Note: This MMEL also provides relief for Part 91 operations.

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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 Definitions are available for download or viewing.</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 are 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>Example: JASC Code 2410, where Code 24 represents the “Electrical Power” system, and Component Code 10 represents the “Alternator-Generator Drive” system.</p>
Page	VII	Removed Page VII titled “Incorporated Policy Letters”.
2500	-01	Removed reference to PL-116. Incorporated in Order 8900.1, Volume 4, Chapter 4, Section 4.
3300	-02	Revised Remarks or Exceptions to provide additional relief for incorporated STC.

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DEFINITIONS & PREAMBLE		

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.

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.

[Current Policy Letters](#) may be found on the Flight Standards Information Management System (FSIMS) Web site.

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GUIDELINES FOR (M) & (O) PROCEDURES

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:

JASC	Item	Explanation
2100	-01	(M) Procedure to ensure system is deactivated and secured.
2100	-02	(M) Procedure to ensure system is deactivated and secured.
2140	-01	(M) Procedure to ensure system is deactivated and secured.
2310	-01	(O) Alternate procedure established as required under 14 CFR.
2340	-01	(O) Alternate normal and emergency procedures and/or operating restrictions are established and used.
2340	-02	(O) Alternate normal and emergency procedures and/or operating restrictions are established and used.
2435	-01	(O) Procedure to ensure generator is deactivated.
2500	-01	(M) & (O) Procedures and processes are outlined in the operator's (insert name) manual.
2520	-02	(M) Seat must be blocked and placarded. (O) Seat must be blocked and placarded.
2520	-03	(M) &/or (O) Procedures may be required to meet proviso.
2520	-04	(M) &/or (O) Procedures may be required to meet proviso.
2520	-05	(M) &/or (O) Procedures may be required to meet proviso.
2520	-06	(M) &/or (O) Procedures may be required to meet proviso.
2550	-01	(M) &/or (O) Procedures may be required to meet proviso.
2550	-02	(M) &/or (O) Procedures may be required to meet proviso.
2562	-01	(M) Procedure to ensure system is deactivated and secured. (M) Procedure to ensure system is deactivated and secured.
2620	-01	(M) May be inoperative, provided the inoperative system is deactivated and secured.
3230	-01	(M) Procedure to secure landing gear handle in the down position.
3260	-01	(M) Procedure to secure landing gear handle in the down position.
3260	-02	(M) Procedure to secure landing gear handle in the down position.
3260	-03	(M) Procedure to secure landing gear handle in the down position.
3320	-01	(O) Alternative procedures are used for passenger notification.

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GUIDELINES FOR (M) & (O) PROCEDURES

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:

JASC	Item	Explanation
3444	-02	(O) Multiple alternate procedures are established. (See Proviso.)
3445	-01	(M) Procedure to ensure system is deactivated and secured. (M) Procedure to ensure system is deactivated and secured.
3445	-02	(M) Procedure to ensure system is deactivated and secured. (M) Procedure to ensure system is deactivated and secured. (O) Alternate procedures are established. (O) Alternate procedures are established.
3452	-01	(O) Alternate procedures are established.
3461	-01	(O) Alternate procedures are established. (O) Alternate procedures are established.
3500	-02	(M) May be inoperative provided system is deactivated and secured.
6321	-01	(M) May be inoperative provided System is deactivated and secured.
6400	-01	(M) May be inoperative provided System is deactivated and secured.
6400	-02	(M) May be inoperative provided System is deactivated and secured.
7710	-01	(M) May be inoperative provided System is deactivated and secured.

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

21. AIR CONDITIONING

2100-01 ***	Environmental Control System	C	-	0	(M) May be inoperative provided: a) Heater air is not required for defrosting/defogging, and b) System is deactivated and secured.
2100-02 ***	Air Conditioner Freon	C	-	0	(M) May be inoperative provided the system is deactivated and secured.
2140-01 ***	Heater	C	-	0	(M) May be inoperative provided: a) Heater air is not required for defrosting/defogging, and b) System is deactivated and secured.

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

22. AUTOFLIGHT

2210-01 ***	Automatic Flight Control System (AFCS)	C	-	0	May be inoperative for VFR.
2210-02 ***	Attitude Hold	C	-	0	May be inoperative for VFR.

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

23. COMMUNICATIONS

2300-01 ***	Communications Systems (FM) Note: Operators must list type of equipment installed	D	-	0	Two FM Transceivers required for IFR per RFM (Except A-109E). Any in excess of those required, may be inoperative provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.
2300-02	Crew Inter-Communication System (ICS)	B	2	1	One may be inoperative for VFR.
2300-03 ***	Hoist Operator ICS	C	-	0	May be inoperative provided hoist operator is not required.
2310-01 *** (PL-106)	High Frequency (HF) Communications System Note: Operators must list type of equipment installed	D C	- -	- 1	Any in excess of those required by 14 CFR may be inoperative. (O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.

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		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

23. COMMUNICATIONS

2311-01	Communications Systems (UHF) Note: Operators must list type of equipment installed	D	-	-	Two HF Transceivers required for IFR per RFM (Except A-109E). Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.
2312-01	Radio-Communication (VHF) Transmitters and Receivers. Note: Operators must list type of equipment installed	D	-	-	Two HF Transceivers required for IFR per RFM (Except A-109E). Any in excess of those required by 14 CFR may be inoperative.
2340-01 ***	Cabin Speaker/ Passenger Interphone System	A	-	0	(O) May be inoperative provided: a) Alternate, normal, and emergency procedures and/or operating restrictions are established and utilized, b) Appropriate oral briefing is given to passengers, and c) Aircraft may continue flight or a series of flights for maximum of 15 hours, OR d) For non-passenger carrying operations.
2340-02 ***	Passenger Configuration (Including Prerecorded Passenger Announcement System)	B	-	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS					
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <u>With</u> a Flight Data Recorder installed).	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.
***	Independent Power Source	C	1	0	
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <u>Without</u> a Flight Data Recorder installed in the aircraft.)	A	1	0	May be inoperative provided repairs are made within 3 flight days.
***	Independent Power Source	C	1	0	
2370-03 *** (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.
***	Independent Power Source	C	1	0	

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		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
24. ELECTRICAL POWER					
2422-01	Inverters (Except A109E)	B	3	2	One may be inoperative for IFR provided RFM limitations are complied with.
		B	3	1	Two may be inoperative for VFR.
2422-02	Inverters (A109E)	B	2	1	One may be inoperative for VFR provided RFM limitations are complied with.
2435-01	Starter/Generator	B	2	1	(O) One generator may be inoperative for VFR provided the inoperative generator is deactivated. Night operations prohibited.
2450-01	Ammeter, Dual Indicator	C	1	0	One indicator needle may be inoperative.

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		4. REMARKS OR EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS					
2500-01	Passenger Convenience/ Nonessential Equipment Furnishings (NEF) Items	-	-	0	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) manual. (M) and/or (O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.
2510-01	Crewmember Shoulder Harness	B	2	1	If harness becomes inoperative and is required by 14 CFR, the seat is inoperative and must be blocked and placarded.
2520-01	Passenger Seat Belts and/or Shoulder Harness	C	-	0	One for each occupied seat. If belt and/or shoulder harness are inoperative or missing, the seat is inoperative and must be blocked and placarded.
2520-02 ***	EMS Equipment Special/Mission Equipment (Cargo Hook, Rescue Hoist, Loudspeaker, EMS Equipment, etc.)	C	-	0	(M) May be inoperative provided system is deactivated and secured, and/or (O) Procedures may be required and included in the operator's appropriate document.
2520-03 ***	LifePort, Inc. – Medical System (STC SR01525NY) (A109E Only)	C	-	-	May be inoperative, damaged, or missing. (M) and/or (O) procedures may be required.
2520-04 ***	LifePort, Inc. – Stretcher (STC SR01865LA) (A109E Only)	C	-	-	May be inoperative, damaged, or missing. (M) and/or (O) procedures may be required.

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25. EQUIPMENT/FURNISHINGS					
2520-05 ***	Spectrum Aeromed, Inc. – Air Ambulance Conversion (STC SR02257CH)	C	-	-	May be inoperative, damaged, or missing. (M) and/or (O) procedures may be required.
2520-06 ***	Spectrum Aeromed, Inc. – EMS ITS Deck (STC SR02894CH) (A109E & A109K2 Only)	C	-	-	May be inoperative, damaged, or missing. (M) and/or (O) procedures may be required.
2550-01 ***	Cargo Suspension System	C	-	0	May be inoperative, damaged, or missing. (M) and/or (O) procedures may be required.
2550-02 ***	Hoist	C	-	0	May be inoperative, damaged, or missing. (M) and/or (O) procedures may be required.
2560-01 ***	Helicopter Flotation Devices	C	-	0	As required by 14 CFR.
2560-02 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.
2561-01 ***	Personal Flotation	C	-	-	As required by 14 CFR.

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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	A	-	0	(M) May be inoperative provided: a) System is deactivated, and 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.

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26. FIRE PROTECTION					
2610-01 ***	Baggage Smoke Detector	B	-	0	
2620-01 ***	Engine Fire Extinguisher System (For Non Category "A" Operations)	B	-	0	(M) May be inoperative provided the inoperative system is deactivated and secured.
2622-01 *** (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.

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27. FLIGHT CONTROLS					
2700-01	Force Trim System	C	1	0	May be inoperative for VFR. NOTE: With copilot's cyclic removed, jumper is required for force trim operation on pilot's cyclic.

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28. FUEL

2822-01	Airframe Fuel Boost Pump:				
	1) S/N 7101 thru 7129	B	2	1	One may be inoperative for VFR provided: a) Both Fuel Boost Pump Caution Systems are operative, and b) RFM Limitations are complied with.
	2) S/N 7130 and subsequent (Except A109E)	B	4	2	One may be inoperative in each tank for VFR.
	3) A109E	B	2	1	One may be inoperative in each tank for VFR.
2822-02 ***	Fuel Boost Pump Caution System				
	1) S/N 7101 thru 7129	C	2	1	One system may be inoperative provided both Boost Pumps are operative.
	2) S/N 7130 and subsequent (Except A109E)	B	4	3	One system may be inoperative provided respective Fuel Boost Pump is inoperative.
	3) A109E	B	2	0	May be inoperative provided Fuel Pressure indicating System is operative.

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		4. REMARKS OR EXCEPTIONS			
28. FUEL					
2841-01 ***	Extended Range (ER) Fuel Tank Indicating System 1) All Models (Except A109E) 2) A109E	C	-	0	May be inoperative provided: a) Flight is not predicated on its use, and b) Quantity (Weight) of fuel in ER tank is verified prior to flight. May be inoperative provided: a) Flight is not predicated on its use, and b) Total Quantity (Weight) of fuel in ER tank is verified prior to flight.
2842-01 ***	Fuel Flow Indicator	C	-	0	May be inoperative provided flight is not predicated on its use.
2844-01	Fuel Pressure Indicator 1) All Models (Except A109E) 2) A109E	C	1	0	May be inoperative provided Fuel Boost Pump Caution System (Item 2822-02) is operative. May be inoperative provided Fuel Boost Pump Caution System (Item 2822-02) is operative.

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
29. HYDRAULIC POWER					
2931-01	Main and Emergency Charging Lights (S/N 7256 and subsequent)	C	2	0	May be inoperative provided pilot monitors hydraulic pressure indicators.

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		4. REMARKS OR EXCEPTIONS			
30. ICE AND RAIN PROTECTION					
3030-01	Pitot Tube Heat System	C	-	0	May be inoperative provided: a) Flight is in VFR conditions, b) Ambient temperature is above +4 degrees C (39 degrees F), and c) Operations are not conducted in visible moisture.
3040-01 ***	Windshield Wiper System	C	-	0	
3080-01	Engine Anti-Ice (De-Ice Lights) 1) “ENG DE ICE” Advisory (A109C only) 2) “ENG DE ICE” Caution Lights (All except A109E)	B B	2 2	0 0	May be inoperative provided: a) Flight is in VFR conditions, b) Ambient temperature is above +4 degrees C (39 degrees F), and c) Operations are not conducted in visible moisture. May be inoperative provided: a) Flight is in VFR conditions, b) Ambient temperature is above +4 degrees C (39 degrees F), and c) Operations are not conducted in visible moisture.

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31. INSTRUMENTS

3120-01	Clock (Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation)	C	-	1	Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by, any pilot at the pilot's station.
3120-02 ***	Elapsed Timer	C	-	0	May be inoperative for VFR provided Clock (Item 3120-01) or an alternate time source is operative.
3120-03 ***	Hour Meter	C	-	0	
3132-01 ***	Aircraft/Engine Monitoring System	C	-	0	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
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		4. REMARKS OR EXCEPTIONS			
32. LANDING GEAR					
3230-01	Landing Gear Extension/Retraction System	C	1	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.
3260-01	Landing Gear Position Indicating System	B	1	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.
3260-02 ***	Landing Gear Up Caution System (With radio altimeter) (Audio/Voice, Visual)	C	-	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.
3260-03	Landing Gear Emergency Extension System	C	1	0	(M) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.
3260-04 ***	Nose Wheel Unlock Warning System	C	-	0	

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		4. REMARKS OR EXCEPTIONS			
33. LIGHTS					
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVGs) 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 flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.
3300-02 ***	Aviation Specialties Unlimited – Night Vision Goggle Compatible Lighting System (STC SR01476SE)	C	-	-	Unaided operation (without NVGs) 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 flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.

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		4. REMARKS OR EXCEPTIONS	

33. LIGHTS

3310-01 (PL-77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. Note 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief. Note 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
3310-02	Overhead Map Lights	C C	2 2	1 0	May be inoperative for VFR operations provided night operations are not conducted.	
3320-01	Passenger Notice System (Fasten Seat Belt/ No Smoking)	B	-	0	(O) May be inoperative provided: a) Passengers are not carried, b) Alternative procedures are used for passenger notification, OR c) Cabin Speaker/Passenger Interphone System (Item 2340-01) is installed and operative.	

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		4. REMARKS OR EXCEPTIONS	

33. LIGHTS						
3320-02 ***	Cabin Lighting System	C	-	0	May be inoperative provided operations are not conducted at night.	
3340-01	Position Light System	C	1	0	May be inoperative provided operations are not conducted at night. OR As required by 14 CFR.	
3340-02	Anti-Collision Light System	B	1	0	May be inoperative provided operations are not conducted at night. OR As required by 14 CFR.	
3340-03	Landing Light(s)	C	-	1	May be inoperative provided operations are not conducted at night. OR As required by 14 CFR.	
3340-04 ***	Strobe Light System	C	-	0	As required by 14 CFR.	
3340-05 ***	External Utility Lights(s)	C	-	0	As required by 14 CFR.	
3340-06 ***	Supplemental Lighting System	C	-	0	As required by 14 CFR.	
3340-07 ***	Searchlight (Retractable)	C	-	0	May be inoperative provided operations are not conducted at night.	
		C	-	0	May be inoperative for night operations if the Landing Light(s) (Item 3340-03) are operational.	

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33. LIGHTS

3340-08 ***	DeVore Aviation Corp. of America – LED Tail Rotor Floodlights (STC SH4676SW)	C	-	0	As required by 14 CFR.
3340-09 ***	Agusta Aerospace Corp. – Aft Controllable Searchlight (STC SR01676NY)	C	-	0	As required by 14 CFR.

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		4. REMARKS OR EXCEPTIONS		

34. NAVIGATION

3410-01 ***	GPS/COMM/NAV Note: Operators must list type of equipment installed	B	-	-	As required by 14 CFR: a) System/Function may be inoperative provided navigation is not predicated on its use, b) Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
	GPS and NAV (System/Function)				
	COMM (System/Function)	B	-	-	As required by 14 CFR: a) System/Function may be inoperative provided navigation is not predicated on its use, b) Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
3411-01	Sensitive Altimeter Adjustable for Barometric Pressure	B	2	1	Copilot's may be inoperative for single pilot VFR.

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		4. REMARKS OR EXCEPTIONS	

34. NAVIGATION

3413-01	Instantaneous Vertical Speed Indicator (IVSI) or Vertical Speed Indicator (VSI)	B	-	-	Copilot's may be inoperative for single pilot operations. Pilot's must be operative for Category "A" Operations and for IFR.
3414-01	Airspeed Indicator	B	2	1	Copilot's may be inoperative for single pilot VFR.
3420-01	Attitude Direction Indicator (ADI) or Electronic Attitude Direction Indicator (EADI)	B	2	1	Copilot's may be inoperative for single pilot VFR.
3421-01 *** (PL-111)	Standby Attitude Indicator	C B	- -	0 0	May be inoperative if not required by 14 CFR. May be inoperative provided: a) Operations are conducted in VMC or other than night operations. b) Operations are not conducted into known or forecast over-the-top conditions.
3422-01	Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI)	B	2	1	Copilot's may be inoperative for single pilot VFR.
3423-01	Magnetic Direction Indicator	C	2	1	Copilot's may be inoperative.
3424-02	Slip-Skid Indicator	B	2	1	Copilot's may be inoperative.
3425-01 ***	Flight Director	C	-	-	As required by 14 CFR.

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34. NAVIGATION

3432-01 ***	Navigation Systems (ILS) Note: Operators must list type of equipment installed	C	-	0	As required by 14 CFR.
3434-01 ***	Marker Beacon	C	-	0	May be inoperative provided navigation is not predicated on its use.
3434-02 ***	Max-Viz EVS-1000 Enhanced Vision System (STC SR02150NY) (A109E Only)	C	-	0	
3442-01 ***	Weather Radar System	C	-	0	As required by 14 CFR.
3444-01 ***	Radar Altimeter	B	-	-	As required by 14 CFR.
3444-02 *** (PL-54) HTAWS	Class A TAWS Equipment 1) GPWS a) Modes 1-4	A A	1 4	0 0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.

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34. NAVIGATION

3444-02 *** (Cont'd) (PL-54) HTAWS	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
	c) Glideslope Deviation(s) Mode 5	C	-	1	
		B	-	0	
	d) Advisory Callouts	B	-	0	(O) Maybe inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
***	e) Windshear Mode (Reactive)	C	1	0	(O) Maybe inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include windshear avoidance and windshear recovery procedures.
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.

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		4. REMARKS OR EXCEPTIONS		

34. NAVIGATION

3444-02 *** (Cont'd) (PL-54) HTAWS					
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	C	-	1	
		B	-	0	
***	4) Runway Awareness & Advisory System (RAAS)	C	1	0	
	Class B TAWS Equipment Required				
	1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.
	a) Modes 1 and 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.

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		4. REMARKS OR EXCEPTIONS	

34. NAVIGATION

3444-02 *** (Cont'd) (PL-54) HTAWS	b) Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.
***	c) Modes 2, 4, and 5	C	3	0	
	d) Advisory Callouts	B	-	0	(O) May be inoperative provided alternate procedures are established and used.
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.
***	e) Windshear Mode (Reactive)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.

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		4. REMARKS OR EXCEPTIONS		

34. NAVIGATION

3444-02 *** (Cont'd) (PL-54) HTAWS						
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Altert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
***	3) Terrain Displays	C	-	0		
***	4) Runway Awareness & Advisory System (RAAS)	C	1	0		
***	Class C TAWS Equipment TAWS/GPWS	C	1	0	(O) Maybe 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	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	

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34. NAVIGATION

3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	

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		4. REMARKS OR EXCEPTIONS	

34. NAVIGATION

3445-02 *** (Cont'd) (PL-32)	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	-	0	As required for IFR per applicable RFM.
3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	B	-	0	May be inoperative, provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters <u>not required</u> by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.
***	2) ADS-B Squitter Transmissions	A	-	0	May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.
***		D	-	0	May be inoperative provided operations do not require its use.
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.

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34. NAVIGATION

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, the repair category in the operator's MEL will be the 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 flightcrew.
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link transmission is an integral part of the transponder and relief is provided in that section.
	4) Data Link Receivers	D	-	0	
	5) ADS-B Applications	D	-	0	
3452-03 ***	Altitude Encoding System	C	-	-	As required by 14 CFR.
3454-01 ***	Navigation System (VOR) Note: Operators must list type of equipment installed	C	-	-	As required by 14 CFR.

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34. NAVIGATION

3455-01 ***	Navigation System (ADF)	C	-	-	As required by 14 CFR.
3457-01 ***	Garmin AT, Inc. – Garmin 400W/500W GPS-WAAS (STC SR02232LA) (Except A109K2)	C	-	-	As required by 14 CFR.
3457-02 ***	Surface Navigation System (GPS) Note: Operators must list type of equipment installed	C	-	-	As required by 14 CFR.
3460-01 ***	Moving Map Display	C	-	0	As required by 14 CFR.
3461-01 *** (PL-98)	Flight Management System (FMS) Navigation Databases	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.
***	Navigation Management System (NMS) Navigation Databases	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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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: A109, A109A, A109A II, A109C, A109E, A109K2		REVISION NO. 7a DATE: 07/01/2016	PAGE NO. 34-12
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	
34. NAVIGATION			
3461-03 ***	Flight Data Monitoring System (STC SR03055CH)	C	- - As required by 14 CFR.

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AIRCRAFT: A109, A109A, A109A II, A109C, A109E, A109K2	REVISION NO. 7a DATE: 07/01/2016	PAGE NO. 35-1
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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 OR EXCEPTIONS	

35. OXYGEN

3500-01 ***	Oxygen Systems and Masks	C	-	0	As required by 14 CFR.
3500-02 ***	Corp. – LOX System (STC SR01124NY-D)	C	-	0	(M) May be inoperative provided system is deactivated and secured.

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AIRCRAFT: A109, A109A, A109A II, A109C, A109E, A109K2		REVISION NO. 7a DATE: 07/01/2016		PAGE NO. 52-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
52. DOORS					
5270-01	External Power Door Caution Light	C	1	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.
5270-02	Door Caution System	C	-	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.
5270-03	Baggage Door Caution System	C	-	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.
5270-04 ***	Sponson Mounted Baggage Compartment Door Micro Camera	C	-	0	

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AIRCRAFT: A109, A109A, A109A II, A109C, A109E, A109K2		REVISION NO. 7a DATE: 07/01/2016		PAGE NO. 63-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
63. MAIN ROTOR DRIVE				
6321-01 ***	Rotor Brake System	C	-	0 (M) May be inoperative provided: a) Maintenance inspection determines Rotor Disc is free, and b) System is deactivated and secured.

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AIRCRAFT: A109, A109A, A109A II, A109C, A109E, A109K2		REVISION NO. 7a DATE: 07/01/2016		PAGE NO. 64-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
64. TAIL ROTOR					
6400-01 ***	Dart Aerospace USA, Inc. – Tail Rotor Pedal Lockout Kit (STC SR02258SE)	C	-	-	(M) May be inoperative provided System is deactivated and secured.
6400-02 ***	Bell Helicopter Textron, Inc. – Tail Rotor Pedal Lockout Kit (STC SR01844AT)	C	-	-	(M) May be inoperative provided System is deactivated and secured.

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AIRCRAFT: A109, A109A, A109A II, A109C, A109E, A109K2	REVISION NO. 7a DATE: 07/01/2016	PAGE NO. 77-1
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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 OR EXCEPTIONS		

77. ENGINE INDICATING

7710-01	Tachometer Triple Indicator (N2, NR)	B	1	0	One or both N2s may be inoperative provided respective engine torque is operative. The NR must be operative.
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