



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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# Master Minimum Equipment List (MMEL)

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Revision: 6a  
Date: 01/19/2017

## **AIRBUS HELICOPTERS** **AS-350C, AS-350D, AS-350D1, AS-350B,** **AS 350B1, AS 350B2, AS 350BA, AS 350B3** **(TCDS H9EU)**

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## AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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--	Log of Revisions	II	6a	01/19/2017
--	Highlights of Change	III thru IV	6a	01/19/2017
--	Definitions and Preamble	V	6a	01/19/2017
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## Log of Revisions

Rev No.	Date	Page Numbers
Original	11/03/1997	Original.
1	08/30/2002	Highlights of Change, Definitions.
1a	11/12/2002	Highlights of Change, Definitions.
2	06/15/2006	Highlights of Change, Definitions.
2a	05/24/2007	Highlights of Change, Definitions.
3	10/29/2013	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters.
4	04/02/2014	Conversion to Joint Aircraft System/Component (JASC) Coding.
5	05/12/2015	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation additional of Policy Letters.
6	01/19/2017	Cover Page, Table of Contents and Control Page, Highlights of Change, Definitions and Preamble, Guidelines for (M) & (O) Procedures, 23-3, 24-1, 25-1, 28-1, 30-1, 31-1, 31-2, 33-2, 34-6, 34-7, 34-9, 35-1, 45-1, 52-1.

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## HIGHLIGHTS OF CHANGE

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 at:

[Joint Aircraft System/Component \(JASC\) Code Table, and Definitions.](#)

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.

**Example:** JASC Code 2410, where Code 24 represents the “Electrical Power” system and Component Code 10 represents the “Alternator-Generator Drive” system.

Page	JASC Item	Explanation of Change
-	-	Updated Cover Page to reflect Revision 6a.
I	-	Updated Table of Contents and Control Page to reflect Revision 6a.
II	-	Updated Log of Revisions to reflect Revision 6a.
III-IV	-	Updated Highlights of Change to reflect Revision 6a.
V	-	Updated Definitions to reflect Revision 6a.
VI	-	Updated Guidelines for (M) & (O) Procedures to reflect Revision 6a.
23-3	2370-01	Revised CVR with FDR relief IAW PL-29.
23-3	2370-02	Revised CVR without FDR relief IAW PL-29.
23-3	2370-03	Revised CVR for other than an air carrier IAW PL-29.
25-1	2520-01	Revised provisos.
25-2	2560-01	Changed the word “and” to “or” in (M) procedure.
28-1	2841-02	Removed annunciator reference from item description.
30-1	3030-02	Removed annunciator reference from item description.
31-1	3100-02	Revised Garmin G500H Flight Display System proviso and removed STC #.

**NOTE:** (PL-69) This MMEL also incorporates relief for Part 91 operations.

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## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
31-1	3100-03	Added L-3 ESI-2000 Electronic Standby Indicator.
31-1	3130-02	Revised IAW PL-87.
31-2	3130-03	Revised IAW PL-87.
31-2	3150-01	<b>MOVED</b> to 4500-01.
33-2	3320-02	Revised item description IAW PL-123.
34-10	3461-01	Revised IAW PL-98 and combined FMS and NMS.
34-10	3461-02	<b>DELETED.</b>
35-1	3510-01	Modified relief.
45-1	4500-01	Added new JASC Code and moved HUMS from 3150-01 to JASC 45.
52-1	5270-01	Revised item description IAW PL-69.

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DEFINITIONS AND 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) website.

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## GUIDELINES FOR (M) &amp; (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:

Guidelines for (M) & (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List AS-350C, AS-350D, AS-350D1, AS-350B, AS 350B1, AS 350B2, AS 350BA, AS 350B3 (M) & (O) Procedures, published by the aircraft manufacturer.

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4. REMARKS OR EXCEPTIONS

**21. AIR CONDITIONING**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2100-01</b> ***	Air Conditioning System	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2100-02</b> ***	Bleed Air Heater Control Valve	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided demister is verified operative.	
<b>2100-03</b>	Demisting Control System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided Demisting Control Valve is secured in closed position, and <b>(O)</b> No visible moisture is present and OAT above +5 degrees C (41 degrees F).	
<b>2120-01</b>	Fresh Air Vent	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated/secured.	
<b>2140-01</b>	Heating System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: a) Heating control valve is secured in closed position and placarded, and b) Demisting is operative.	

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4. REMARKS OR EXCEPTIONS

**22. AUTOFLIGHT**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2210-01</b> ***	Auto Flight Control System (AFCS)	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2210-02</b> ***	Yaw SAS	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2210-03</b> ***	Pitch/Roll SAS	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided system is deactivated and secured.	

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**23. COMMUNICATIONS**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2300-01</b>	Cockpit Intercom System (ICS)	<b>D</b>	-	<b>1</b>	Copilot's ICS may be inoperative for one pilot VFR.	
	Cabin ICS	<b>D</b>	-	-	<b>(O)</b> One or more may be inoperative provided an alternative means of communication is established and used with passengers.	
<b>2310-01</b>	High Frequency Communications System (HF)	<b>D</b>	-	-	As in excess of those required by 14 CFR may be inoperative.	
<b>2311-01</b> *** (PL-95)	Communications Systems (UHF)	<b>D</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.	
<b>2312-01</b> *** (PL-95)	Communications Systems (VHF)	<b>D</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.	

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**23. COMMUNICATIONS (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2312-01</b> (Cont'd) *** (PL-95)	<b>1)</b> VHF Communication Control Panels					
	<b>a)</b> Frequency Transfers Light	<b>C</b>	-	<b>0</b>		
	<b>b)</b> Frequency Transfer Switch	<b>C</b>	-	<b>0</b>		
	<b>c)</b> Frequency Selector Knob	<b>C</b>	-	<b>2</b>		
	<b>d)</b> Frequency Indication	<b>C</b>	-	<b>2</b>		
		<b>C</b>	-	<b>1</b>	One may be inoperative as required by RFM section 3.	
<b>2312-02</b> ***	Communications Systems (FM)	<b>D</b>	-	-	As required by 14 CFR.	
<b>2340-01</b> ***	Passenger Announcement (PA) System	<b>D</b>	-	-	As required by 14 CFR.	
<b>2340-02</b> ***	External Loud Speaker	<b>C</b>	-	-	May be inoperative provided system is deactivated and secured.	
<b>2340-03</b> ***	Cabin ICS System	<b>B</b>	-	-	<b>(O)</b> May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and used.	
		<b>C</b>	-	-	For non-passenger-carrying operations.	
<b>2350-01</b>	Headsets	<b>C</b>	-	<b>2</b>	Any in excess of those required by RFM section 2 may be inoperative.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
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**23. COMMUNICATIONS (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2350-02</b> ***	Audio Selector Panel	<b>C</b>	-	-	As required by 14 CFR.	
<b>2370-01</b> *** (PL-29)	Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) Installed					
***	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Flight Data Recorder (FDR) operates normally, and <b>b)</b> Repairs are made within 3 flight days.	
	<b>1) Independent Power Source</b>	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2370-02</b> *** (PL-29)	Cockpit Voice Recorder (CVR) without a Flight Data Recorder (FDR) Installed					
***	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made within 3 flight days.	
	<b>1) Independent Power Source</b>	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2370-03</b> *** (PL-29)	Cockpit Voice Recorder (CVR) for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
***	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
	<b>1) Independent Power Source</b>	<b>C</b>	<b>1</b>	<b>0</b>		

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**24. ELECTRICAL POWER**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2410-01</b>	Generator Caution System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided ammeter is operative.	
<b>2425-01</b>	AC Voltage Indication	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2432-01</b>	Battery	<b>B</b>	<b>1</b>	<b>0</b>	<b>(M)</b> Main battery may be inoperative provided: a) 2 <sup>nd</sup> Battery Kit is installed and operative, and b) Inoperative battery connector is disconnected and stowed.	
<b>2432-02</b> ***	2 <sup>nd</sup> Battery Kit (Cold Weather Starting)	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided: a) Kit battery remains installed, and b) Disconnected and electrical cables are secured.	
		<b>C</b>	-	-	Kit battery is removed and appropriate ballast is installed and electrical cables are secured.	
		<b>C</b>	-	-	Kit battery is removed, electrical cables are secured, and weight and balance is revised.	

AIRCRAFT:  
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**25. EQUIPMENT/FURNISHINGS**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2500-01</b>	Passenger Convenience/NEF Items	-	-	-	May be inoperative, damaged, or missing provided the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures, and processes are outlined in the operator's manual.  <b>(M) (O)</b> Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
<b>2510-01</b>	Crew Member Shoulder Harness	<b>B</b>	-	<b>1</b>	One may be inoperative or missing provided the affected seat is not required and not used.	
<b>2520-01</b>	Passenger Seat Belts and/or Shoulder Harnesses	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided the seat is blocked and placarded.	
<b>2550-01</b> ***	Cargo Suspension System	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the system is deactivated and secured.	
<b>2550-02</b> ***	Cargo Swing Load Indicator	<b>D</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided another accurate means of weighing the sling load is available.	
<b>2550-03</b> ***	Hoist System	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided hoist system is deactivated and secured.	
<b>2550-04</b> *** (PL-100)	Cargo Restraint Systems	<b>C</b>	-	-	May be inoperative or missing provided cargo compartment remains empty.	

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**25. EQUIPMENT/FURNISHINGS (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2560-01</b> ***	Helicopter Air Ambulance (HAA) Equipment	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided installation is removed or secured.	
		<b>C</b>	-	-	<b>(O)</b> Check operators appropriate document for procedures associated with respective equipment.	
<b>2560-02</b> ***	Survival Equipment	<b>D</b>	-	-	As required by 14 CFR.	
<b>2560-03</b> *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>2561-01</b> ***	Floatation Equipment (Life Vest, Life Raft)	<b>D</b>	-	-	As required by 14 CFR.	
<b>2562-01</b> (PL-120)  ***  ***	Emergency Locator Transmitter (ELT)  Survival Type ELTs  Fixed ELTs	<b>D</b>  <b>A</b>	-  -	-  <b>0</b>	Any in excess of those required by 14 CFR may be inoperative or missing.  <b>(M)</b> May be inoperative, provided: <b>a)</b> System is deactivated, and <b>b)</b> Repairs are made within 90 days.	
		<b>A</b>	-	<b>0</b>	May be missing, provided repairs are made within 90 days.	
		<b>D</b>	-	-	<b>(M)</b> Any in excess of those required by 14 CFR, may be inoperative provided system is deactivated.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
<b>2562-02</b> ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	<b>C</b>	-	-	As required by 14 CFR.	

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**25. EQUIPMENT/FURNISHINGS (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2562-03</b> ***	Sonic Underwater Locator Beacon (ULB)	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2562-04</b> ***	Forward Looking Infrared (FLIR)	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2562-05</b> ***	Electronic News Gathering Equipment (ENG)	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	

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**26. FIRE PROTECTION**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2622-01</b> *** (PL-75)	Portable Fire Extinguisher	<b>D</b>	-	-	Any in excess of those required may be inoperative or missing provided: <b>a)</b> Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and <b>b)</b> Required distribution is maintained.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**28. FUEL**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2810-01</b> ***	Ferry Tank System	<b>D</b>	-	-	May be inoperative provided flight not predicated upon use of system.	
<b>2822-02</b> ***	Fuel Flow Meter	<b>D</b>	-	-	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2841-01</b>	Fuel Quantity Indication	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Low Fuel Level Warning Light (Item 2841-02) is operative, <b>b)</b> Tank is fueled with a known quantity as required by 14 CFR, and <b>c)</b> Takeoff with maximum fuel and maintain adequate fuel reserves required per 14 CFR.  <b>(O)</b> A fuel management procedure is established and included in the operator's document (if applicable).	
<b>2841-02</b>	Low Fuel Level Warning Light	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Fuel Quantity Indication (Item 2841-01) is operative, <b>b)</b> Tank is fueled with a known quantity as required by 14 CFR, and <b>c)</b> Takeoff with maximum fuel and maintain adequate fuel reserves required per 14 CFR.  <b>(O)</b> A fuel management procedure is established and included in the operator's document (if applicable).	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
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**29. HYDRAULIC POWER**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2912-01</b>	Dual Hydraulic System Clogging Indicator (AS 350B3e Model Only)	<b>B</b>	<b>2</b>	<b>0</b>	<b>(M)</b> One indicator may have popped out, but the second one must be operative. See 29-00-00 of the MET.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
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AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**30. ICE AND RAIN PROTECTION**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3030-01</b>	Pitot Heating System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> OAT above +5 degrees C (41 degrees F), and <b>b)</b> There is no visible moisture.	
<b>3030-02</b>	Pitot Heating Warning Light	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> Warning light may be inoperative provided Pitot Heater is verified to be operative prior to each flight.	
<b>3040-01</b> ***	Windshield Wiper System	<b>D</b>	-	-	As required by 14 CFR.	
<b>3080-01</b>	Anti-ice Airframe Fuel Filter Warning Light	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided known and forecast conditions for flight are OAT above +5 degrees C (+41 degrees F).	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
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**31. INSTRUMENTS**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3100-01</b> ***	Enhanced Vision System (EVS)	<b>D</b>	-	<b>0</b>	May be inoperative provided operation does not require its use.	
<b>3100-02</b> ***	Garmin G500H Flight Display System	<b>C</b>	-	<b>0</b>	May be inoperative for VFR, other than Night. If item 3100-03 is installed and operational, then may be inoperative for VFR.	
<b>3100-03</b> ***	L-3 ESI-2000 Electronic Standby Indicator	<b>C</b>	-	-	May be inoperative for VFR.	
		<b>D</b>	-	-	As required by 14 CFR.	
<b>3120-01</b>	Clock	<b>D</b>	-	<b>0</b>		
<b>3120-02</b>	OAT Indicator	<b>C</b>	-	<b>1</b>	May be inoperative provided an approved alternate onboard OAT source is installed and operative.	
<b>3130-01</b> ***	Hour Meter	<b>D</b>	-	-	May be inoperative provided procedures do not require its use.	
<b>3130-02</b> *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	<b>A</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Cockpit Voice Recorder (CVR) operates normally, and <b>b)</b> Repairs are made within 3 flight days.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
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**31. INSTRUMENTS (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3130-03</b> *** (PL-87)	Flight Data Recorder (FDR) Installed for Other Than an Air Carrier or Commercial Operator Certificate  Flight Data Recorder (FDR) System	<b>C</b>  <b>A</b>	-  -	<b>1</b>  <b>0</b>	Any in excess of those required by 14 CFR may be inoperative.  May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
<b>3150-01</b> ***	Health Usage Monitoring System (HUMS)	<b>C</b>	-	-	<b>MOVED</b> to Item 4500-01.	
<b>3150-02</b> ***	Flight Event Recorder (ALERTS)	<b>C</b>	-	-		
<b>3160-01</b>	VEMD Screens (AS 350B3 and B2 VEMD Only)	<b>B</b>	<b>2</b>	<b>1</b>	<b>(O)</b> One may be inoperative provided RFM Section 3 procedures (VEMD screens failure) are followed.	

AIRCRAFT:  
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**32. LANDING GEAR**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3212-01</b> ***	Emergency Flotation System	<b>C</b>	-	-	As required by 14 CFR.	
<b>3246-01</b> ***	Snow Skids	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided equipment is secured or both snow skids are removed.	
<b>3246-02</b> ***	Settling Protectors	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided equipment is secured or both settling protectors are removed.	

AIRCRAFT:  
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AS-350B, AS 350B1, AS 350B2,  
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**33. LIGHTS**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3300-01</b> (PL-127)	NVG Compatible Lighting System	<b>C</b>	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, <b>b)</b> Positioned so that direct rays are shielded from flightcrew members' eyes, and <b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.	
<b>3310-01</b> (PL-77)	Cockpit Instrument Lighting System(s)	<b>C</b>	-	-	<b>(O)</b> Individual lights may be inoperative provided: <b>a)</b> Remaining Lighting System is sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, <b>b)</b> Remaining Lighting System is positioned so that direct rays are shielded from flightcrew members' eyes, and <b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.  <b>NOTE 1:</b> Individual button/switch lights and/or annunciations/indications are excluded from this relief.  <b>NOTE 2:</b> Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	

## AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
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**33. LIGHTS (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3310-02</b>	Cockpit Utility Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative for Night flight provided: a) All normal flight deck lights are operative, and b) One flashlight as required by 14 CFR is readily available to the pilot.	
<b>3310-03</b> ***	Supplemental Lighting System	<b>D</b>	-	-	May be inoperative provided procedures do not require its use.	
<b>3310-04</b> ***	Storm Light System	<b>C</b>	-	-	May be inoperative provided thunderstorms/potentially hazardous weather conditions are unlikely to be encountered on intended route.	
<b>3320-01</b>	Cabin Lighting System	<b>C</b>	-	-		
<b>3320-02</b> *** (PL-123)	Passenger Lighted Information Sign				<b>(O)</b> May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
<b>3340-01</b>	Position Light System	<b>C</b>	-	-	As required by 14 CFR.	
<b>3340-02</b>	Anti-Collision Light System	<b>C</b>	-	-	As required by 14 CFR.	
<b>3340-03</b>	Landing Lights	<b>C</b>	<b>2</b>	<b>0</b>	As required by 14 CFR.	

AIRCRAFT:  
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**33. LIGHTS (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3340-04</b> ***	Pulse Lights	<b>D</b>	-	<b>0</b>		
<b>3340-05</b> ***	Taxi Light	<b>D</b>	-	<b>0</b>		
<b>3340-06</b> ***	External Search Light	<b>D</b>	-	-	May be inoperative provided operation does not require its use.	
<b>3340-07</b> ***	Strobe Lights	<b>C</b>	-	-	May be inoperative provided procedures do not require its use. (See Item 3340-02).	
<b>3340-08</b> ***	External Supplemental Lighting	<b>D</b>	-	-	May be inoperative provided procedures do not require its use.	
<b>3350-01</b> ***	Flashlights	<b>D</b>	-	-	As required by 14 CFR.	

AIRCRAFT:  
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**34. NAVIGATION**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3413-01</b> ***	Vertical Speed Indicator (VSI)	<b>C</b>	-	<b>1</b>	As required by 14 CFR.	
<b>3416-01</b> ***	Altitude Encoder	<b>C</b>	-	-	As required by 14 CFR.	
<b>3421-01</b> ***	Attitude Indicator	<b>C</b>	-	-	As required by 14 CFR.	
<b>3422-01</b> ***	Heading Indicator	<b>C</b>	-	-	As required by 14 CFR.	
<b>3424-01</b> ***	Slip Skid Indicator	<b>C</b>	-	-	As required by 14 CFR.	
<b>3424-02</b> ***	Rate of Turn Indicator	<b>C</b>	-	-	As required by 14 CFR.	
<b>3425-01</b> ***	Flight Director	<b>C</b>	-	-	As required by 14 CFR.	
<b>3430-01</b> ***	ILS/Localizer	<b>C</b>	-	-	As required by 14 CFR.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
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**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3432-01</b> ***	Glideslope	<b>C</b>	-	-	As required by 14 CFR	
<b>3434-01</b> ***	Marker Beacon	<b>C</b>	-	-	As required by 14 CFR.	
<b>3442-01</b> ***	Weather Radar/ Thunderstorm Detection Equipment	<b>C</b>	-	-	As required by 14 CFR.	
<b>3444-01</b> ***	Radar Altimeter	<b>C</b>	-	-	As required by 14 CFR.  <b>NOTE:</b> No Relief for Night Vision Goggle Operations.	
<b>3444-02</b> ***  (PL-54)  <b>HTAWS</b>	Class A TAWS Equipment	<b>A</b>	<b>1</b>	<b>0</b>		
	1) GPWS	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	a) Modes 1-4	<b>A</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days.	
	b) Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within 2 flight days.	
	c) Glideslope Deviation(s) Mode 5	<b>C</b>	-	<b>1</b>		
		<b>B</b>	-	<b>0</b>		

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
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**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3444-02</b> *** (PL-54)	<b>d) Advisory Callouts</b>	<b>B</b>	<b>-</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
<b>HTAWS</b> (Cont'd)		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Advisory callout not required by 14 CFR, and <b>b)</b> Alternate procedures are established and used.	
***	<b>e) Windshear Mode (Reactive)</b>	<b>B</b>	<b>1</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.  <b>NOTE:</b> Operator's alternate procedures should include windshear avoidance and windshear recovery procedures.	
	<b>2) Terrain System – Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions</b>	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Windshear Detection and Avoidance System (Predictive) operates normally.	
		<b>B</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
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**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3444-02</b> *** (PL-54)	<b>3) Terrain Displays</b>	<b>C</b>	<b>-</b>	<b>1</b>		
<b>HTAWS</b> (Cont'd)		<b>B</b>	<b>-</b>	<b>0</b>		
***	<b>4) Runway Awareness and Advisory System (RAAS)</b>	<b>C</b>	<b>1</b>	<b>0</b>		
	Class B TAWS Equipment Required					
	<b>1) GPWS</b>	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Repairs are made within 2 flight days.	
	<b>a) Modes 1 and 3</b>	<b>A</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Repairs are made within 2 flight days.	
	<b>b) Test Mode</b>	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> GPWS is considered inoperative, and <b>b)</b> Repairs are made within 2 flight days.	
***	<b>c) Modes 2, 4, and 5</b>	<b>C</b>	<b>3</b>	<b>0</b>		

AIRCRAFT:

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**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3444-02</b> *** (PL-54)	<b>d) Advisory Callouts</b>	<b>B</b>	<b>-</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
<b>HTAWS</b> (Cont'd)		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Advisory callout not required by 14 CFR, and <b>b)</b> Alternate procedures are established and used.	
***	<b>e) Windshear Mode (Reactive)</b>	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
	<b>2) Terrain System – Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions</b>	<b>B</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.	
***	<b>3) Terrain Displays</b>	<b>C</b>	<b>-</b>	<b>1</b>		
***	<b>4) Runway Awareness and Advisory System (RAAS)</b>	<b>C</b>	<b>1</b>	<b>0</b>		
***	Class C TAWS Equipment TAWS/GPWS	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
					<b>NOTE:</b> Any mode that operates normally may be used.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
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**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32)	Traffic Alert and Collision Avoidance System (i.e., 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.	
		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.	
		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.	
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.	

AIRCRAFT:

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**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3445-02</b> *** (PL-32) (Cont'd)	<b>2) Resolution Advisory (RA) Display System(s)</b>	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.	
		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Traffic Alert (TA) visual display and audio functions are operative, <b>b)</b> TA Only mode is selected by the crew, and <b>c)</b> Enroute or approach procedures do not require its use.	
	<b>3) Traffic Alert Display System(s)</b>	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> RA visual display and audio functions are operative, and <b>b)</b> Enroute or Approach procedures do not require its use.	
	<b>4) Audio Function</b>	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided Enroute or Approach procedures do not require use of TCAS.	
	<b>5) Airspeed Selection</b>	<b>C</b>	<b>-</b>	<b>0</b>		

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3451-01</b> *** (PL-03)	Distance Measuring Equipment (DME) Systems	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>3452-01</b> *** (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Operations do not require its use, and <b>b)</b> Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
***	<b>1)</b> Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
***	<b>2)</b> ADS-B Squitter Transmission	<b>A</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Operations do not require its use, and <b>b)</b> Repairs are made prior to completion of next scheduled maintenance visit.	
***		<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
		<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.  <b>NOTE:</b> Any ADS-B Out function that operates normally may be used.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3452-03</b> *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	<b>D</b>	-	<b>0</b>	May be inoperative provided in is not required by 14 CFR.	
	1) Cockpit Display and Traffic Information (CDTI)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> If ADS-B is installed in lieu of or as a replacement for 14 CFR equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment. <b>NOTE:</b> Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	2) CDTI Control Panel	<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	3) Data Link Transmitter(s)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> 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	<b>D</b>	-	<b>0</b>		
	5) ADS-B Applications	<b>D</b>	-	<b>0</b>		
<b>3453-01</b> ***	Long-Range Navigation (LORAN) System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3454-01</b> ***	VOR	<b>C</b>	-	-	As required by 14 CFR.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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**34. NAVIGATION (Cont'd)**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3455-01</b> ***	ADF/RMI	<b>C</b>	-	-	As required by 14 CFR.	
<b>3457-01</b> ***	Global Positioning Systems (GPS)	<b>C</b>	-	-	As required by 14 CFR.	
<b>3457-02</b> ***	Area Navigation (RNAV)	<b>C</b>	-	-	As required by 14 CFR.	
<b>3461-01</b> *** (PL-98)	Flight Management System Navigation Databases	<b>C</b>	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are 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 Navigation Databases	<b>C</b>	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are 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.	
<b>3461-02</b> ***	Traffic Alert/Advisory Systems (TCAS, TCAD, TAS, etc.)				<b>DELETED.</b>	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**35. OXYGEN**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3510-01</b> ***	Oxygen System and Masks (Crew and Passengers)	<b>D</b>	-	<b>0</b>	As required by 14 CFR.	

AIRCRAFT:  
 AS-350C, AS-350D, AS-350D1,  
 AS-350B, AS 350B1, AS 350B2,  
 AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**45. CENTRAL MAINTENANCE SYSTEM**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>4500-01</b>	Health and Usage Monitoring System (HUMS)	<b>D</b>	-	-	As required by operating requirements provided system is deactivated by a master switch.	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**52. DOORS**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>5270-01</b> *** (PL-69)	External Door Indicating System	<b>C</b>	-	-	May be inoperative provided pressure is applied against the opening access doors to verify that the doors are closed and locked.	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**62. MAIN ROTOR**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>6240-01</b> ***	Digital NR Indication ( <b>AS 350B3</b> and <b>AS 350B2</b> VEMD Post Mod. 07-3368 Only)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Analog NR indication is operative, and</li> <li><b>b)</b> Aircraft does not takeoff unless the destination is to a base where either repairs or replacement can be made, limited to 1 flight day only.</li> </ul>	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**63. MAIN ROTOR DRIVE**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
6321-01	Rotor Brake System	C	1	0	(M) May be inoperative provided: a) A check is performed to determine the rotor brake disk is free, and b) Rotor brake system is deactivated and secured.	
		C	1	0	(O) For rotor brake stopping, aircraft should be directed with a headwind below 30 knots and wait for full rotor stop before leaving aircraft.	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**65. TAIL ROTOR DRIVE**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>6540-01</b>	Tail Rotor Gear Box Chip Detector Caution Light	<b>B</b>	-	-	<b>(M)</b> May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> System is disabled to prevent erroneous cockpit indications, and</li> <li><b>b)</b> Magnetic plug is checked and no particles are found prior to each flight.</li> </ul>	

AIRCRAFT:  
 AS-350C, AS-350D, AS-350D1,  
 AS-350B, AS 350B1, AS 350B2,  
 AS 350BA, AS 350B3

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4. REMARKS OR EXCEPTIONS

**71. POWERPLANT**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>7100-01</b> ***	Engine Air Sand Filter	<b>D</b>	-	-	May be inoperative provided the flight is not conducted in a sand-laden environment.	

AIRCRAFT:  
AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
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4. REMARKS OR EXCEPTIONS

**72. ENGINE CONTROLS**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>7200-01</b> ***	Engine Data Recorder (EDR) (Aircraft Equipped with Ariel 2D Engine)	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative for 200 flight-hours. Engine cycles and usage must be reported manually in the engine log book.	

AIRCRAFT:

AS-350C, AS-350D, AS-350D1,  
AS-350B, AS 350B1, AS 350B2,  
AS 350BA, AS 350B3

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**77. ENGINE INDICATING**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>7714-01</b>	Tachometer, Dual Indicator NR/Nf (All Models Except: <b>AS 350B3</b> and <b>AS 350B2</b> VEMD Post-Mod. 07-3368)	<b>A</b>	<b>1</b>	<b>0</b>	Nf indication may be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> NR function of the dual tachometer indicator is operative,</li> <li><b>b)</b> Ng indication is operative,</li> <li><b>c)</b> Torque indication is operative, and</li> <li><b>d)</b> Aircraft does not takeoff unless the destination is to a base where either repairs or replacement can be made, limited to 1 flight day only.</li> </ul>	
<b>7714-02</b>	Digital Nf Indication ( <b>AS 350B3</b> and <b>AS 350B2</b> VEMD Post-Mod. 07-3368 Only)	<b>A</b>	<b>1</b>	<b>0</b>	( <b>O</b> ) May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Flight Manual, Section 3, Procedures (Digital Nf indication failure), are followed, and</li> <li><b>b)</b> Aircraft does not takeoff unless the destination is to a base where either repairs or replacement can be made, limited to 1 flight day only.</li> </ul>	