



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

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# **Master Minimum Equipment List (MMEL)**

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Revision: Original  
Date: 03/12/2015

**AgustaWestland S.p.A.**

**AW189**

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Flight Operations Evaluation Board (FOEB)

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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:  <a href="http://av-info.faa.gov/sdrx/references.aspx">http://av-info.faa.gov/sdrx/references.aspx</a>.</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><b>For Example:</b> JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>
<b>2310</b>	<b>-01</b>	Added Policy Letter 106, Rev. 5, June 6, 2014 (HF)
<b>2311</b>	<b>-01</b>	Added Policy Letter 95, Rev. 2, January 15, 2012 (VHF & UHF)
<b>2312</b>	<b>-01</b>	Added Policy Letter 95, Rev. 2, January 15, 2012 (VHF & UHF)
<b>2370</b>	<b>-01</b>	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
<b>2370</b>	<b>-02</b>	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
<b>2500</b>	<b>-01</b>	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)
<b>2520</b>	<b>-03</b>	Added Policy Letter 73, Rev. 4, April 18, 2006 (EMS)
<b>2562</b>	<b>-01</b>	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)
<b>3130</b>	<b>-01</b>	Added Policy Letter 87, Rev. 10, August 10, 2010 (FDR/CVR)
<b>3130</b>	<b>-02</b>	Added Policy Letter 87, Rev. 10, August 10, 2010 (FDR/CVR)
<b>3300</b>	<b>-01</b>	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)
<b>3444</b>	<b>-03</b>	Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS)
<b>3445</b>	<b>-01</b>	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I)
<b>3445</b>	<b>-02</b>	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II)
<b>3452</b>	<b>-01</b>	Added Policy Letter 76, Rev. 6, July 30, 2013 (Transponders & AARS)
<b>3452</b>	<b>-02</b>	Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB)

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**HIGHLIGHTS OF CHANGE**

JASC	Item	Explanation	
<b>3461</b>	<b>-01</b>	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Flight Management System (FMS)	
<b>3461</b>	<b>-02</b>	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Navigation Management System (NMS)	

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<b>DEFINITIONS</b>		

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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<b>PREAMBLE</b>		

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL APPROVAL.

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**GUIDELINES FOR (M) & (O) PROCEDURES**

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

1800	-01	(M) Procedure to ensure AVCS is deactivated and secured.	
2100	-01	(M) Procedure to ensure air conditioner is deactivated and secured.	
2121	-01	(O) Procedure to ensure adequate cockpit ventilation is available.	
2121	-02	(O) Procedure to ensure adequate cabin ventilation is available.	
2140	-01	(M) Procedure to switch off the APU Air SOV	
2140	-02	(O) Procedure to ensure Heater Bleed Air Shut-off Valve(Engines) is deactivated and secure.	
2140	-03	(O) Procedure to switch off the heating system.	
2140	-04	(O) Procedure to switch off the heating system.	
2140	-05	(O) Procedure to switch off the heating system or to command heating in manual mode.	
2140	-06	(O) Procedure to command heating in manual mode.	
2150	-01	(M) Procedure to deactivate and secure the Cockpit Evaporator System.	
2150	-02	(M) Procedure to deactivate and secure the Cabin Evaporator System.	
2340	-01	(O) Specify alternate procedures to communicate with passengers.	
2340	-02	(O) Specify alternate procedures to communicate with passengers.	
2435	-01	(M) Procedure to deactivate and secure generator. (O) Procedure to check that remaining generator does NOT exceed load limit.	
2500	-01	(M) (O) Procedures are outlined in the operator's manual.	
2520	-01	(M) Procedure to secure and placard Passenger Seat.	
2520	-03	(M) Procedures to ensure the system is deactivated and secured.	
2560	-02	(M) Procedure to placard inoperative Survival Equipment.	
2561	-02	(M) Procedure to placard inoperative and secure Lifejacket.	
2562	-01	(M) Procedures to ensure the system is deactivated and secured.	
2564	-01	(M) Procedure to placard inoperative actuation device of Life-rafts.	

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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:

2622	-01	(M) Procedure to tag inoperative and secure Portable Fire Extinguisher.	
2822	-01	(O) Procedure to monitor fuel pressure indications on EDU2 of the Fuel Boost Pump Caution System. (in main mode).	
2844	-01	(O) Procedure to verify fuel pressure by the functioning transducer.	
2913	-02	(O) Procedure to monitor the Utility Main and Utility Emergency pressure indications on EDU 2 (in aux mode). (M) Procedure to ensure landing gear is locked down and deactivated.	
3040	-01	(M)(O) Procedure to ensure Windshield Wiper System is deactivated and secured.	
3160	-01	(M) Procedure to ensure CDS Display Unit is deactivated and secured.	
3212	-01	(M) Procedure to ensure Emergency Flotation Equipment is deactivated and secured.	
3260	-01	(M) Procedure to ensure Landing Gear Indicating / Warning System on LG control Panel is deactivated and secured.	
3260	-02	(M) Procedure to insure Landing Gear is secured in the down position. (O) Procedure to use corrections for fuel consumption with Landing Gear Extended.	
3310	-01	(O) Procedure to ensure correct lighting of Flight compartment.	
3320	-02	(O) Procedure to placard inoperative Fasten Seat Belts annunciations.	
3442	-01	(M) Procedure to ensure Weather Radar System is deactivated and secured. (O) Alternate procedure to monitor traffic.	
3444	-01	(M) Procedure to ensure Radio Altimeteris deactivated and secured.	

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

JASC	Item	Explanation
3444	-03	(O) May be inoperative provided alternate procedures are established and used. <b>NOTE:</b> Any mode that operates normally may be used.
3445	-01	(M) Procedure to deactivate and secure system.
3445	-02	(M) Procedure to deactivate and secure system. (O) Alternate procedure to monitor traffic.
3457	-01	(M) Procedure to ensure GPS is deactivated and secured.
3461	-01	(O) Procedure to verify status and suitability of navigation facilities.
3461	-02	(O) Procedure to verify status and suitability of navigation facilities.
5270	-01	(O) Procedure to ensure doors are closed and latched.
5270	-02	(O) Procedure to ensure baggage doors are closed and latched.
5270	-03	(O) Procedure to ensure DC external power door is closed and latched.
5270	-04	(O) Procedure to ensure cockpit door is closed and latched.
5270	-05	(O) Procedure to ensure cabin door is closed and latched.
5270	-06	(O) Procedure to ensure nose door is closed and latched.
5270	-07	(O) Procedure to ensure AC external power door is closed and latched.
6321	-01	(M) Procedure to deactivate and secure system. (O) A check is performed to determine rotor brake disc is free.
7160	-01	(M) Procedure to ensure Heated Air Intake is deactivated and secured.

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS & EXCEPTIONS				
<b>18. HELICOPTER VIBRATION.</b>						
<b>1800-01</b> ***	Active Vibration Control System (AVCS)	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative.	

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

21. AIR CONDITIONING						
<b>2100-01</b>	Air Conditioning System (cockpit and cabin)	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> The cabin and/or cockpit air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.	
<b>2120-01</b>	Cockpit Ventilation Flapper Valve	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Heating system is installed and operational, and <b>b)</b> One or both crew sliding/hinged windows are operational.	
<b>2120-02</b>	Cabin Ventilation Flapper Valve	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2121-01</b>	Cockpit Ventilation Fan	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> The respective Cockpit Ventilation Flapper Valve (item <b>2120-01</b> ) is operative, and <b>b)</b> One or both crew sliding/hinged windows are operational.	
<b>2121-02</b>	Cabin Ventilation Fan	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>c)</b> The respective Cabin Ventilation Flapper Valve (item <b>2120-02</b> ) is operative, and <b>d)</b> One or both crew sliding windows are operational.	
<b>2140-01</b> ***	Heating System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided heated air is not required for demisting, and the system is deactivated and secured.	
<b>2140-02</b>	Heater Bleed Air Shut-off Valve	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative in the failed closed position if heater is not required.	

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		4. REMARKS & EXCEPTIONS		

21. AIR CONDITIONING (Cont'd)					
<b>2140-03</b>	Heater Temperature Control Valve	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative in the failed open position provided that both shut-off valves <b>(items 40-02)</b> are kept closed and the heater is not required.
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative in the failed closed position if the heater is not required.
<b>2140-04</b>	Heater Overheat Thermal Switch	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided Bleed Air Shut-off Valves <b>(item 40-02)</b> are kept closed and the heater is not required.
<b>2140-05</b>	Heater Bleed Air Shutoff Valve (APU)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative in the failed closed position, if heating during start phase is not required.
<b>2140-06</b>	Heating Control Box	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>A)</b> APU and Engines Bleed Shutoff valves <b>(Items 2140-02 and 2140-05)</b> are kept closed and the heating is not required. <b>B)</b> Heating system is only operational in MANUAL mode, selected from the ECS Control Panel.
<b>2140-07</b>	Duct Temperature Sensor	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided Heating system is only operated in MANUAL mode, selected from the ECS Control Panel.
<b>2150-01</b>	Cockpit Evaporator	<b>D</b>	<b>2</b>	<b>0</b>	<b>(M)</b> The cockpit air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.
<b>2150-02</b>	Cabin Evaporator	<b>D</b>	<b>2</b>	<b>0</b>	<b>(M)</b> The cabin air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.

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		3. NUMBER REQUIRED FOR DISPATCH		
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22. AUTO FLIGHT						
<b>2216-01</b>	Trim actuators	<b>C</b>	<b>3</b>	<b>0</b>	One or more Trim Actuators may be inoperative for VFR operations only.	
<b>2216-02</b>	Collective actuator (if flight director is installed)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative.  <b>NOTE:</b> Flight director collective modes available uncoupled only.	

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

23. COMMUNICATIONS						
<b>2300-01</b>	Intercom System	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR flight, provided back-up mode is operative. <b>Note:</b> The loss of Intercom System implies the loss of Passenger Address System, see <b>item 2340-01</b>	
<b>2300-02</b> ***	Satellite Communications Systems Satcomm, etc. (i.e. Skyconnect Tracker System)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>2300-03</b>	Communications Systems (FM)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
<b>2300-04</b> ***	Audio Control Panel (ACP53-002)	<b>C</b>	-	<b>0</b>	One may be inoperative for VFR flight and according to operating requirements.	
<b>2310-01 (PL106)</b>	Communications Systems (HF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	

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

23. COMMUNICATIONS (Cont'd)						
<b>2311-01 (PL95)</b>	Communications Systems (UHF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
<b>2312-01 (PL95)</b>	Communications Systems (Basic VHF)	<b>D</b>	<b>2</b>	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
<b>2340-01</b>	Passenger Address (PA) System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: Alternate passenger briefing procedures are established and used.  May be inoperative provided procedures do not require its use.	
<b>2340-02 ***</b>	Cabin ICS / PA Control Panel	<b>D</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: Alternate Passenger briefing procedures are established and used.	
<b>2340-03 ***</b>	Cabin Speaker/ Passenger Compartment Intercommunications (Including Pre-recorded Passenger Briefing System, Page/Chime System, and Air to Ground Telephone)	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate normal and emergency procedures and/or operating restrictions are established and used. <b>b)</b> Appropriate oral briefing is given to passengers.  May be inoperative for non-passenger carrying operations.	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
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23. COMMUNICATIONS (Cont'd)						
<b>2350-03</b>	Audio Control Panel (ACP53-002)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for flight, when not required for the intended route or by required by 14 CFR	
<b>2370-01</b> *** <b>(PL-29)</b>	Cockpit Voice Recorder (Combined CVR/FDR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Flight Data Recorder (FDR) operates normally, <b>b)</b> Repairs are made within three flight days.	
<b>2370-02</b> *** <b>(PL-29)</b>	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.	

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		4. REMARKS & EXCEPTIONS		

24. ELECTRICAL POWER						
<b>2432-02</b>	Auxiliary Battery	<b>B</b>	<b>1</b>	<b>-</b>	May be inoperative provided: <b>a)</b> First engine start is by GPU, <b>b)</b> Both Generators are operative, <b>c)</b> Main Battery is operative, and <b>d)</b> Flight is restricted to VFR operations.	
<b>2432-01</b>	Main Battery	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Both Generators are operative, <b>b)</b> Auxiliary Battery is operative, and <b>c)</b> Flight is restricted to VFR operations.	
<b>2435-01</b>	Starter/Generator	<b>B</b>	<b>2</b>	<b>1</b>	<b>(M)</b> One generator may be inoperative for day VFR provided the inoperative generator is deactivated and secured. <b>(O)</b> Check that remaining generator does NOT exceed load limit.	
<b>2440-01</b>	DC External Power	<b>C</b>	<b>1</b>	<b>0</b>		

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25. EQUIPMENT/FURNISHINGS					
<b>2500-01</b>  <b>(PL-116)</b>	NEF Items	-	-	<b>0</b>	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. <b>(M)(O)</b> Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
<b>2510-01</b>	Co-Pilot/ Crewmember Shoulder Harness	<b>B</b>	-	<b>0</b>	May be inoperative provided associated seat is blocked, placarded and not occupied.
<b>2510-01</b> <b>***</b>	Chart Holder	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative provided: if not required by 14 CFR
<b>2520-01</b>	Passenger Seat	<b>C</b>	-	<b>0</b>	<b>(M)</b> If any component is missing or inoperative, seat must be blocked and placarded. <b>Note:</b> A seat with an inoperative or missing seat belt or harness is considered inoperative.
<b>2520-02</b>	Passenger Seat Belts and/or Shoulder Harness	<b>C</b>	-	<b>0</b>	May be missing or inoperative provided associated seat is blocked, placarded, and not occupied.
<b>2520-03</b> <b>***</b>  <b>(PL-73)</b>	EMS Equipment  Special/Mission Equipment (e.g. Cargo Hook, Rescue Hoist, Loud-speaker, EMS Equipment, etc.)	<b>C</b>  <b>C</b>	-  -	<b>0</b>  -	<b>(M)</b> May be inoperative provided system is deactivated and secure.  May be inoperative provided the inoperative system is deactivated, secured and placarded. <b>NOTE:</b> Appropriate maintenance action has to be developed by the operator.

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25. EQUIPMENT/FURNISHINGS (Cont'd)						
<b>2560-01</b>	First Aid Kit	<b>C</b>	-	-	As required by 14 CFR.	
<b>2560-02</b> ***	Survival Equipment	<b>C</b>	-	-	<b>(M)</b> As required by 14 CFR.	
<b>2561-01</b> ***	Life Jackets	<b>C</b>	-	-	As required by 14 CFR.	
<b>2561-02</b>	Emergencg Floatation Gear	<b>C</b>	-	-	<b>(M)</b> As required by 14 CFR.	
<b>2562-01</b>	Emergency Locator Transmitter (ELT)	<b>C</b>	-	<b>0</b>	<b>(M)</b> As required by 14 CFR.	
<b>2562-02</b> ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	<b>D</b>	-	-	As required by 14 CFR.	
<b>2564-01</b> ***	Life-rafts and ELT for Extended Overwater Flights	<b>D</b>	-	-	<b>(M)</b> As required by 14 CFR.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)						
<b>2562-01</b> *** <b>(PL-120)</b>	Emergency Locator Transmitter (ELT) <b>Survival Type</b> <b>ELTs</b> <b>Fixed ELTs</b>	<b>D</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, <b>b)</b> Repairs are made within 90 days. May be missing, provided repairs are made within 90 days. <b>(M)</b> Any in excess of those required by 14 CFR, may be inoperative, provided system is deactivated. Any in excess of those required by 14 CFR may be inoperative or missing.	
		<b>A</b>	-	<b>0</b>		
		<b>A</b>	-	<b>0</b>		
		<b>D</b>	-	-		
		<b>D</b>	-	-		
<b>2562-02</b> ***	Automatically Deployable Emergency Locator Transmitter	<b>D</b>	-	-	As required by 14 CFR.	

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		4. REMARKS & EXCEPTIONS		

26. FIRE PROTECTION						
<b>2610-01</b>	Baggage Compartment Smoke Detector System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided baggage compartment is completely empty.	
<b>2622-01</b> ***	Portable Fire Extinguisher	<b>C</b>	-	<b>1</b>	<p><b>(M)</b> Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <p><b>a)</b> 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</p> <p><b>b)</b> Required distribution is maintained.</p>	

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28. FUEL					
<b>2822-01</b>	Fuel Pumps (Fuel Booster Pumps)	<b>B</b>	<b>2</b>	<b>1</b>	<p><b>(O)</b> One Fuel Pump may be inoperative provided:</p> <p><b>a)</b> The Crossfeed Valve is open,</p> <p><b>b)</b> Fuel pressure indications are in the normal range,</p> <p><b>c)</b> Plan flight to account for 240kg of unusable fuel when operating in crossfeed,</p> <p><b>d)</b> The aircraft must not fly above 10,000 feet of density altitude.</p>
<b>2842-01</b>	Fuel probes	<b>B</b>	<b>4</b>	<b>3</b>	<p>One Main or Secondary Fuel Probe may be inoperative provided:</p> <p><b>a)</b> The tanks are verified to be full before each flight.</p> <p><b>b)</b> Fuel Low Level cautions are operative.</p>
<b>2844-01</b>	Pressure Transducer	<b>C</b>	<b>2</b>	<b>1</b>	<p><b>(O)</b> One Pressure Transducer may be inoperative provided:</p> <p><b>a)</b> Each Fuel Booster Pump pressure is verified by the functioning side Pressure Transducer (Refer to RFM System checks), and</p> <p><b>b)</b> Crossfeed Valve is set to the OPEN position.</p>

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29. HYDRAULICS						
<b>2913-01</b>	No. 2 Circuit (RH), Hydraulic Pumps 2/4	<b>A</b>	<b>2</b>	<b>1</b>	One pump may be inoperative provided: <b>a)</b> The circuit pressure is within normal operating limits, <b>b)</b> No additional faults noted on the CAS or Hydraulic synoptic page, and <b>c)</b> Repairs must be made prior to next flight.	
<b>2913-02</b>	Utility Hydraulic Circuit Normal (N°2) Emergency (N°1)	<b>C</b>	<b>2</b>	<b>1</b>	<b>(M)(O)</b> One circuit may be inoperative provided, Landing Gear is locked down, secured and electrically deactivated.	

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30. ICE AND RAIN PROTECTION						
<b>3030-01</b>	Pitot Heaters	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Flight is in VFR conditions, <b>b)</b> Ambient temperatures are above +4 degrees C (39 degrees F), and <b>c)</b> Operations are not conducted in visible moisture.	
<b>3040-01</b>	Windshield Wiper System	<b>C</b>	-	<b>0</b>	<b>(M) (O)</b> May be inoperative provided the helicopter is not operated in known or forecast precipitation that requires its use.	

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**31. INSTRUMENTS (Cont'd)**

<b>3120-01</b>	Clock Displaying Hours, Minutes Seconds Sweep-Second Digital	<b>C</b>	<b>2</b>	<b>1</b>		
<b>3130-01</b> *** <b>(PL-87)</b> ***	Flight Data Recorder (FDR) System Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR)	<b>C</b>  <b>A</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.  May be inoperative provided:	
***	FDR Recording Parameters <u>required</u> by 14 CFR	<b>A</b>	-	-	Up to three (3) recording parameters may be inoperative provided:	

- a)** Cockpit Voice Recorder (CVR) (Item 2370-01) operates normally,
- b)** Aircraft is not dispatched from a designated airport as listed in the operator's MEL unless:
  1. The FDR failure occurs prior to takeoff, or
  2. The FDR repair was attempted but not successful.
- c)** In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated location where repair must be accomplished prior to dispatch, and
- d)** Repairs are made within three days.

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31. INSTRUMENTS (Cont'd)						
<b>3130-01 (Cont'd) *** (PL-87)</b>	FDR Recording Parameters <i>not required</i> by 14 CFR	<b>A</b>	-	-	May be inoperative provided repairs are made prior to the completion of the next scheduled maintenance visit.	
<b>3130-02 (PL-87)</b>	FDR installed for an operator other than a holder of an air carrier or commercial operator certificate. (412, 412CF, 412EP 36087 thru 36999, and 37002 thru 37999)	<b>C</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	-	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
<b>3160-01</b>	Multifunction Display Unit (MFD/PFD)	<b>C</b>	<b>4</b>	<b>3</b>	<b>(M)</b> One may be inoperative for VFR.	

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32. LANDING GEAR					
<b>3212-01</b>	Emergency Floatation Equipment	<b>C</b>	-	-	<b>(M)</b> May be inoperative provided system is deactivate and secure OR As required by 14 CFR.
<b>3260-01</b>	Landing Gear Indicating/ Warning System	<b>C</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> Landing gear handle is secured in the down position, <b>b)</b> RFM limitations and performance corrections for Fixed Landing Kit are complied with.
<b>3260-02</b>	Landing Gear Up Caution System (with radio altimeter) (Audio/ Voice, Visual)	<b>C</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> Landing gear handle is secured in the down position, <b>b)</b> RFM airspeed limitations and performance corrections for Fixed Landing Gear Kit are complied with.

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33. LIGHTS					
<b>3300-01 (PL-127)</b>	NVG Compatible Lighting System	<b>C</b>	-	-	Unaided operation (without NVG's) 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 flight crew-members eyes, <b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.
<b>3310-01</b>	Cockpit/Flight Deck Compartment and Instrument Lighting System	<b>C</b>	-	-	<b>(O)</b> Individual lights may be inoperative provided remaining lights are: <b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, <b>b)</b> Positioned so that direct rays are shielded from flight crewmembers eyes, and <b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.
<b>3310-02</b>	Overhead Map Lights	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for day operations.

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33. LIGHTS (Cont'd)						
<b>3320-01</b>	Cabin Lighting System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day operation	
<b>3320-02</b>	Passenger Notice System (Fasten Seat Belt-No Smoking)	<b>B</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are used for passenger notification, and <b>b)</b> Public address system is installed and operative. Passengers are not carried.	
		<b>D</b>	-	<b>0</b>		
<b>3340-01</b>	Position Light System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for day VFR operations.	
<b>3340-02</b>	Anti-Collision Light System	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for day operations.	
<b>3340-03</b> ***	Strobe Light System	<b>C</b>	-	<b>0</b>	As required by 14 CFR	
<b>3340-04</b> ***	Pulse Light System	<b>C</b>	-	<b>0</b>	As required by 14 CFR	
<b>3340-05</b> ***	Stormlight	<b>B</b>	<b>2</b>	<b>0</b>	May be inoperative for VFR operations.	
<b>3340-06</b>	Landing Lights System	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for day VFR operations.	
		<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for night operations provided the standard secondary landing light (searchlight) is operative or the additional secondary landing light (searchlight) (if installed) is operative.	

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<b>33. LIGHTS (Cont'd)</b>						
<b>3340-7</b>	Taxi Lights	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for day operations.	
<b>3340-8</b> ***	Flood Lights	<b>C</b>	<b>-</b>	<b>0</b>		
<b>3340-9</b> ***	Step Lights	<b>C</b>	<b>-</b>	<b>0</b>		
<b>3350-01</b>	Emergency Lighting System	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
<b>3350-02</b> ***	Helicopter Emergency Egress Lighting System (HEELS)	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	
<b>3350-01</b> ***	Flashlights	<b>C</b>	<b>2</b>	<b>1</b>	One or more may be inoperative provided each required crew member assigned to position has an operative flashlight as required by 14 CFR.	

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34. NAVIGATION						
<b>3410-01</b> ***	Moving Map Display	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	
<b>3412-01</b>	OAT/Free Air Temperature (IPS not installed)	<b>C</b>	<b>3</b>	<b>2</b>	One of the ADS sensors may be inoperative.	
	OAT/Free Air Temperature (IPS installed)	<b>C</b>	<b>3</b>	<b>2</b>	One of the ADS Sensors may be inoperative provided the ice protection system is considered inoperative.	
<b>3421-01</b>	Standby Attitude Indicator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided not required by 14 CFR.	
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Operations conducted in day VMC only, and <b>b)</b> Operations are not conducted into known or forecast over-the-top conditions.	
<b>3423-01</b>	Stand-by Magnetic Compass	<b>B</b>	<b>1</b>	<b>0</b>	As required by 14 CFR	
<b>3430-02</b>	Enhanced Vision System (IR imaging system)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>3431-01</b>	Localizer VOR System	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	

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34. NAVIGATION (Cont'd)					
<b>3432-01</b>	Glide Slope System	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.
<b>3434-01</b>	Marker Beacon	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided navigation is not predicated on its use.
<b>3442-01</b> ***	Weather Radar System	<b>C</b>	<b>1</b>	<b>-</b>	<b>(M)</b> As required by 14 CFR.
<b>3444-01</b>	Radio Altimeter	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> As required by 14 CFR.
<b>3444-02</b>	Radar Altimeter(s) (Dual)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided 4 axis Flight Director mode RHT is not engaged.
<b>3444-03</b> *** <b>(PL-54)</b>	Terrain Awareness and Warning System (TAWS) (EGPWS)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used. <b>NOTE:</b> Any mode that operates normally may be used.
<b>3445-01</b> *** <b>(PL-32)</b>	Traffic Alert and Collision Avoidance System (TCAS I)	<b>B</b>  <b>C</b>	<b>-</b>  <b>-</b>	<b>0</b>  <b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use. <b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, <b>c)</b> Enroute or approach procedures do not require its use.
<b>3445-02</b> <b>(PL-32)</b>	Traffic Alert and Collision Avoidance System (TCAS II)	<b>B</b>  <b>C</b>	<b>-</b>  <b>-</b>	<b>0</b>  <b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use. <b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, <b>c)</b> Enroute or approach procedures do not require its use.

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

34. NAVIGATION (Cont'd)					
<b>3445-02</b> (Cont'd)	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	<p><b>(M)</b> May be inoperative on the non-flying pilot side provided:</p> <p><b>a)</b> TA and RA visual display is operative on flying pilot side,</p> <p><b>b)</b> TA and RA audio function is operative on flying pilot side.</p> <p>May be inoperative on the non-flying pilot side.</p> <p><b>(O)</b> May be inoperative provided:</p> <p><b>a)</b> Traffic Alert (TA) visual display and audio functions are operative,</p> <p><b>b)</b> TA only mode is selected by the crew,</p> <p><b>c)</b> Enroute or approach procedures do not require its use.</p> <p><b>(O)</b> May be inoperative provided:</p> <p><b>a)</b> RA visual display and audio functions are operative,</p> <p><b>b)</b> Enroute or approach procedures do not require its use.</p> <p>May be inoperative provided enroute or approach procedures do not require use of TCAS.</p>
	2) Resolution Advisory (RA) Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	
		<b>C</b>	<b>-</b>	<b>0</b>	
	3) Traffic Alert Display System(s)	<b>C</b>	<b>-</b>	<b>0</b>	
	4) Audio Functions	<b>B</b>	<b>1</b>	<b>0</b>	
5) Airspace Selection Function	<b>C</b>	<b>-</b>	<b>0</b>		
<b>3446-01</b> ***	Thunderstorm/ Lightning Detection System	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.
<b>3451-01</b> ***	DME	<b>C</b>	<b>-</b>	<b>-</b>	As required by 14 CFR.

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

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

<b>3452-01 (PL-76)</b>	Transponders & Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	May be inoperative, provided: <b>a)</b> Operations do not require its use, <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, <b>b)</b> Repairs are made prior to completion of next scheduled maintenance visit.	
		<b>A</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Operations do not require its use, <b>b)</b> Repairs are made prior to completion of next scheduled maintenance visit.	

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

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

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		4. REMARKS & EXCEPTIONS		

34. NAVIGATION (Cont'd)						
<b>3455-01</b>	ADF	<b>C</b>	<b>-</b>	<b>0</b>	One or more may be inoperative for VFR over routes navigated by ground reference,  OR As required by 14 CFR.	
<b>3457-01</b>	Navigation System (GPS) (B- or P-RNAV Equipment)	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	
<b>3461-01</b> ***  <b>(PL-98)</b>	Flight Management System (FMS)	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be out of currency provided: <b>a)</b> Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, <b>b)</b> Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, <b>c)</b> Approach Navigation Radios are manually tuned and identified.	
<b>3461-02</b> *** <b>(PL-98)</b>	Navigation Management System (NMS)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be out of currency provided: <b>a)</b> Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, <b>b)</b> Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, <b>c)</b> Approach Navigation Radios are manually tuned and identified.	

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		4. REMARKS & EXCEPTIONS	
<b>45. CENTRAL MAINTENANCE COMPUTER</b>			
<b>4545-01</b> ***	Health and Usage Monitoring System (HUMS)	<b>C</b>	<b>- 0</b>

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

52. DOORS						
<b>5270-01</b>	Door Caution System	C	-	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-02</b>	Baggage Door Caution System	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-03</b>	DC External Power Door Warning System	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-04</b>	Cockpit Door Warning System	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-05</b>	Cabin Door Warning System	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-06</b>	Nose Door Warning System	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-07</b>	AC External Power Door Warning System	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	

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		4. REMARKS & EXCEPTIONS		

63. MAIN ROTOR DRIVE					
<b>6321-01</b>	Rotor Brake	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> Inspection determines the calliper is in the down position, and <b>b)</b> System is deactivated and secured.

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		4. REMARKS & EXCEPTIONS		

77. POWERPLANT						
<b>7160-01</b>	Heated Air Intake	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> OAT >5°C (41 degrees F), and <b>b)</b> Operations are not conducted in visible moisture.	