



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

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# Master Minimum Equipment List (MMEL)

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Revision: Original  
Date: 08/23/2017

## **Columbia Helicopters, Inc.** **CH-47D** **(R00051SE)**

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U.S. DEPARTMENT OF TRANSPORTATION

MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

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LOG OF REVISIONS

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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 <http://av-info.faa.gov/sdrx/references.aspx>.

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.

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

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DEFINITIONS			

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL DEFINITIONS, in accordance with PL-25 Appendix B.

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
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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 PL-36, 14 CFR PART 91 MEL APPROVAL AND PREAMBLE.

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GUIDELINES FOR (M) AND (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 those procedures. If recommended procedures are not published, the operator must develop their own procedures utilizing the (M) and (O) Procedures listed in this document as guidance.

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**MMEL TABLE KEY**

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		4. REMARKS OR EXCEPTIONS

**18. HELICOPTER VIBRATION**

JASC Code	Item	1	2	3	4	Change Bar
1800-01 ***	Multi Sensor Processor Unit (MSPU)	C	1	0	(M) May be inoperative provided the MSPU CB on the #1 PDP is deactivated.	

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**21. AIR CONDITIONING**

JASC Code	Item	1	2	3	4	Change Bar
2100-01	Blower (Fresh Air)	C	1	0	(M) May be inoperative provided ventilation is available.	
2100-02	Blower (Avionics Closet)	B	1	0	(M) May be inoperative provided 115 V AC Avionics Cooling CB is deactivated.	
2140-01	Heater	C	1	0	(M) May be inoperative provided the procedure for "cap and stow Heater Fuel Control Connector 082P4" is accomplished and disconnected per IETM.	

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**22. AUTOFLIGHT**

JASC Code	Item	1	2	3	4	Change Bar
<b>2200-01</b> (PL-101)	Non-Transport Category Automatic Flight Control System (AFCS)	<b>B</b>	<b>2</b>	<b>1</b>	One system must be operating: <b>a)</b> Aircraft must be operated IAW RFM, and <b>b)</b> Aircraft shall not depart airport where repairs or replacements can be made.	
<b>2200-02</b>	Automatic Flight Control System (AFCS) Heading Hold	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided AFCS Altitude Hold is operative.	
<b>2200-03</b>	Automatic Flight Control System (AFCS) Altitude Hold	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided AFCS Heading Hold is operative.	

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**23. COMMUNICATIONS**

JASC Code	Item	1	2	3	4	Change Bar
<b>2310-01</b> (PL-106)	High Frequency (HF) Communications Systems	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>2311-01</b> (PL-95)	Communications Systems (VHF and 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 DC Transfer Bus and not required for emergency procedures.	
	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	<b>C</b>	-	<b>0</b>		
	b) Frequency Transfer Switch	<b>C</b>	-	<b>0</b>		
	c) Frequency Selector Knob	<b>C</b>	-	<b>2</b>		
	d) Frequency Indication	<b>C</b>	-	<b>2</b>		
<b>2312-02</b>	Communications Systems (FM)	<b>D</b>	-	<b>0</b>		

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

JASC Code	Item	1	2	3	4	Change Bar
<b>2340-01</b>	Flightcrew Intercommunication System	<b>B</b>	-	<b>0</b>	Audio panel for third crewmember may be inoperative provided: a) Modification C47EK018-9 is installed, and b) Aircraft is operated IAW CH-47D RFM 47D-1A, latest revision.	
<b>2340-02</b> ***	Penetrator Siren	<b>B</b>	-	<b>0</b>	May be inoperative.	
<b>2370-01</b> *** (PL-29)	Cockpit Voice Recorder/Flight Data Recorder (CVR/FDR)	<b>A</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)</b> ***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		

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**24. ELECTRICAL POWER**

JASC Code	Item	1	2	3	4	Change Bar
<b>2400-01</b>	Transformer Rectifiers	<b>B</b>	<b>2</b>	<b>1</b>	<p><b>(M)</b> One may be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Respective XFMR RECT 115 V AC CB is deactivated,</li> <li><b>b)</b> Both Transformer Rectifiers Fail Lights must be operational, and</li> <li><b>c)</b> Aircraft shall not depart airport where repairs or replacements can be made.</li> </ul>	

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**25. EQUIPMENT/FURNISHINGS**

JASC Code	Item	1	2	3	4	Change Bar
<b>2500-01</b> ***	Non-Essential Equipment and Furnishings (NEF) Items	-	-	<b>0</b>	<b>(M)(O)</b> Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. 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>2510-01</b>	Crewmember Shoulder Harness	<b>B</b>	-	<b>0</b>	As required by 14 CFR.	
<b>2550-01</b> ***	Hoist System	<b>C</b>	-	<b>0</b>		
<b>2550-02</b> ***	Load Cell Indicator	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided RFM limitations are not exceeded.	
<b>2560-01</b> ***	Equipment for Making Sound Signals	<b>C</b>	-	<b>0</b>	May be inoperative.	
<b>2560-02</b> ***	Megaphone	<b>C</b>	-	<b>0</b>	May be inoperative.	
<b>2560-03</b> ***	Survival Equipment	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>2560-04</b> *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	<b>A</b>	-	-	<b>(O)</b> If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> FAK is resealed that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and</li> <li><b>b)</b> Repairs or replacements are made within one flight.</li> </ul>	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

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

JASC Code	Item	1	2	3	4	Change Bar
<b>2561-01</b> ***	Emergency Floatation	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>2561-02</b> ***	Lifejackets	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>2561-03</b> ***	Automatic Floatation Deployment System (AFDS)	<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
<b>2562-01</b> *** (PL-120)	Emergency Locator Transmitter (ELT)					
	Survival Type ELTs	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	Fixed ELTs	<b>A</b>	-	<b>0</b>	<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.	

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**26. FIRE PROTECTION**

JASC Code	Item	1	2	3	4	Change Bar
<b>2610-01</b> ***	Heater Overheat Warning Light	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided CB is deactivated and secured.	
<b>2622-01</b> *** (PL-75)	Portable Fire Extinguisher	<b>D</b>	-	-	<b>(M)</b> Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li><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</li> <li><b>b)</b> Required weight and balance is maintained.</li> </ul>	

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**27. FLIGHT CONTROLS**

JASC Code	Item	1	2	3	4	Change Bar
2700-01	Cyclic Force Trim	C	1	0	May be inoperative.	
2700-02	Directional Pedal Force Trim	C	1	0	May be inoperative.	
2700-03	Thrust Brake (Collective)	C	1	0	May be inoperative.	
2700-04	Longitudinal Cyclic Trim System (LCT) Auto Trim	B	1	0	(O) May be inoperative provided: a) LCT indicators are operative, b) Manual mode is operative, and c) Aircraft shall not depart airport where repairs or replacements can be made.	
2700-05	Longitudinal Cyclic Trim System (LCT) Manual Trim	B	1	0	(O) May be inoperative provided: a) LCT indicators are operative, b) Auto mode is operative, and c) Aircraft shall not depart airport where repairs or replacements can be made.	

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**28. FUEL**

JASC Code	Item	1	2	3	4	Change Bar
<b>2810-01</b> ***	Single Point Pressure Refueling System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the #1 and #2 main tank primary or secondary shutoff floats are operable.	
<b>2822-01</b>	Fuel Boost Pump (Main Tanks)	<b>C</b>	<b>4</b>	<b>0</b>	(O) May be inoperative if aircraft operated below 6,000 AGL.	
	Fuel Boost Pump (FWD/AFT Aux Tanks)	<b>C</b>	<b>4</b>	<b>0</b>	(O) May be inoperative if aircraft operated below 6,000 AGL.  <b>NOTE:</b> Fuel cannot be transferred from tank with boost pump inoperative.	
<b>2841-01</b>	Fuel Low Warning Lights	<b>C</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: a) Crossfeed Switch is operational, and b) Fuel Quantity Indicating System is operative.	
<b>2841-02</b>	Refuel Station Quantity Indicating System (Main Tank)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided Cockpit Fuel Indicator must be operative.	

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**29. HYDRAULIC POWER**

JASC Code	Item	1	2	3	4	Change Bar
2900-01	Utility Hydraulic System Hand Pump (Ground Only)	C	1	0	(O) May be inoperative provided EPUSHA is operative.	
2900-02	Utility Hydraulic System Hand pump	C	1	0	(O) May be inoperative provided EPUSHA is operational.	

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**30. ICE AND RAIN PROTECTION**

JASC Code	Item	1	2	3	4	Change Bar
3030-01	Heated Pitot Tubes	B	2	0	(O) May be inoperative provided OAT is greater than 3 degrees C in visible moisture.	
3030-02	AFCS Yaw Port Heater Systems	C	2	0	(O) May be inoperative provided OAT is greater than 3 degrees C in visible moisture.	
3040-01	Windshield Wiper System	C	2	0	(O) Both may be inoperative provided operations are not conducted in precipitation during takeoff and landing phases.	
		C	2	1	(O) One wiper and respective windshield heat are operative.	
3040-02	Windshield Heated Panels	C	3	1	(O) One pilot's windshield heat must be operative.	

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**31. INSTRUMENTS**

JASC Code	Item	1	2	3	4	Change Bar
<b>3120-01</b>	Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation	<b>C</b>	-	<b>1</b>	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.	
		<b>C</b>	-	<b>0</b>	May be inoperative for VMC provided Elapsed Timer is installed and operative.	
<b>3120-02</b>	Elapsed Timer	<b>C</b>	-	<b>0</b>	May be inoperative provided Clock is operative.	
<b>3120-03</b>	Hour Meter	<b>C</b>	-	<b>0</b>		
<b>3130-01</b> *** (PL-29)	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)</b> *** Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		
<b>3130-02</b> *** (PL-87)	FLIGHT DATA RECORDER (FDR) INSTALLED FOR OTHER THAN A HOLDER OF AN AIR CARRIER OR COMMERCIAL OPERATOR CERTIFICATE					
	Flight Data Recorder (FDR) System	<b>C</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	

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**32. LANDING GEAR**

JASC Code	Item	1	2	3	4	Change Bar
3200-01	Power Steering System	C	1	0		
3200-02	Swivel Locks	C	2	1	(O) May be inoperative provided: a) Power steering is operative, b) Flight is not predicated on ground taxi, and c) OEI vertical landing capable.	

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**33. LIGHTS**

JASC Code	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: <ul style="list-style-type: none"> <li><b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li><b>b)</b> Positioned so that direct rays are shielded from flightcrew members' eyes,</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul>	
<b>3310-01</b> (PL-77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System(s)	<b>C</b>	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Remaining Lighting Systems are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li><b>b)</b> Remaining Lighting Systems are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> <p><b>NOTE 1:</b> Individual button/switch lights and/or annunciators/ indications are excluded from this relief.</p> <p><b>NOTE 2:</b> Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	

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

JASC Code	Item	1	2	3	4	Change Bar
<b>3320-01</b>	Cabin Lighting Systems	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided inoperative lights do not exceed 50% of the total installed.	
<b>3340-01</b>	Search Light	<b>C</b>	<b>2</b>	<b>0</b>		
<b>3340-02</b>	Position lights	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
<b>3340-03</b>	Anti-Collision Light System	<b>C</b>	<b>3</b>	<b>0</b>	As required by 14 CFR.	
<b>3340-04</b>	Landing Lights	<b>C</b>	<b>2</b>	<b>0</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>3340-05</b>	Strobe Light System	<b>C</b>	-	<b>0</b>	May be inoperative.	
<b>3340-06</b>	Recognition Light System	<b>C</b>	-	<b>0</b>	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION**

JASC Code	Item	1	2	3	4	Change Bar
<b>3412-01</b>	FAT Indicator	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative if ECUs are installed.	
<b>3413-01</b>	Vertical Speed Indicator	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>3414-01</b>	Airspeed Indicator	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>3416-01</b>	Altimeter (Sensitive)	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>3416-02</b>	Altitude Encoding System	<b>B</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
<b>3421-01</b>	Attitude Gyro Indicators	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>3422-01</b>	Directional Gyro Indicators	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative.	
<b>3424-01</b>	Gyroscopic Rate-of-Turn Indicator	<b>B</b>	<b>2</b>	<b>0</b>	As required by 14 CFR.	
<b>3431-01</b>	Navigation Systems	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3434-01</b>	Marker Beacon	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperable provided approach is not predicated on its use.	
<b>3444-01</b> ***	Radio Altimeter	<b>C</b>	<b>2</b>	<b>0</b>	As required by operating requirements.	
<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>3457-01</b>	Automatic Flight Following System	<b>C</b>	-	<b>0</b>	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

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

JASC Code	Item	1	2	3	4	Change Bar
<b>3452-01</b> (PL-76)	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>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
	<b>1)</b> Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	<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>3454-01</b>	VOR	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>3455-01</b>	ADF	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>3457-01</b>	Navigation System GPS	<b>D</b>	-	<b>0</b>	May be inoperative.	

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4. REMARKS OR EXCEPTIONS

**62. MAIN ROTOR**

JASC Code	Item	1	2	3	4	Change Bar
6240-01	RRPM Indicator	C	2	1	One may be inoperative.	

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4. REMARKS OR EXCEPTIONS

**77. ENGINE INDICATING**

JASC Code	Item	1	2	3	4	Change Bar
<b>7700-01</b>	Engine Fuel Flow Indicator	<b>B</b>	-	<b>0</b>	May be inoperative provided respective Fuel Quantity Indicator is operative.	
<b>7710-01</b>	Torque Indicating System	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: <b>a)</b> N <sub>1</sub> and PTIT Indicating System are operative, <b>b)</b> Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and <b>c)</b> Aircraft shall not depart airport where repairs or replacements can be made.	
<b>7714-01</b>	N <sub>1</sub> Indicating System	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: <b>a)</b> Respective Torque and PTIT Indicating System are operative, <b>b)</b> Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and <b>c)</b> Aircraft shall not depart airport where repairs or replacements can be made.	
<b>7714-02</b>	Power Turbine Inlet Temperature (PTIT) Indicating System	<b>B</b>	<b>2</b>	<b>1</b>	(O) May be inoperative provided: <b>a)</b> Engine Monitoring System and N <sub>1</sub> Indicating System are operative, <b>b)</b> Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, recording requirements, and <b>c)</b> Aircraft shall not depart airport where repairs or replacements can be made.	