



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

Master Minimum Equipment List (MMEL)

Revision: 1
Date: 10/20/2021

Tandem Rotor, LLC CH-47D (R0014DE)

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77	Engine Indicating	77-1	Original	03/15/2018

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	03/15/2018	Original MMEL.
1	10/20/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines, Page 18-1, 22-1, 23-1, 24-1, 25-1 thru 5, 27-1, 28-1, 29-1, 30-1, 31-1, 33-2, 34-1 thru 5, 62-1, 67-1.

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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 <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.

The following changes are the Highlights of Changes for **Revision 1**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 02/02/2021.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator’s discretion.
All	(***) relief is associated with OEM equipment only: STC relief must comply with PL-109 (some PLs may be excluded).
ATA 18 Helicopter Vibration	
18-1	Item 1800-01: Changed relief from “C” to “D”.
ATA 22 Autoflight	
22-1	Item 2200-01: Updated item title, revised proviso, and changed relief from “B” to “C” IAW PL-101, Revision 2, 12/15/2011. Item 2200-02: Revised relief by removing provided AFCS Altitude Hold is operative. Item 2200-03: Revised relief by removing provided AFCS Heading Hold is operative.
ATA 23 Communications	
23-1	Item 2340-01: Added relief for Flightcrew Intercommunication System. Item 2370-01: Added relief for Cockpit Voice Recorder/Flight Data Recorder (CVR/FDR)
ATA 24 Electrical Power	
24-1	Item 2400-01: Removed relief for Transformer Rectifiers.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 25 Equipment/Furnishings	
25-1	Item 2520-01: Added relief for Passenger Seats IAW PL-79, Revision 9, 12/5/2017.
25-2	Item 2550-03: Added relief for External Cargo Hook System.
25-3	Item 2550-04: Added relief for Cargo Ramp System. Item 2560-03: Added relief for Megaphones.
25-5	Item 2562-01: Revised relief for ELT IAW PL-120, Revision 3, 04/12/2019.
ATA 27 Flight Controls	
27-1	All provisos moved to new ATA 67.
ATA 28 Fuel	
28-1	Item 2810-01: Changed operable to operative. Item 2822-01: Revised relief to one pump must be operative in each tank. Item 2822-02: Changed item number. Removed (O) procedure. Item 2841-03: Added relief for Cockpit Fuel Quantity Indicating System.
ATA 29 Hydraulic Power	
29-1	Item 2931-01: Added relief for Maintenance Panel Hydraulic Pressure Indicators. Item 2931-02: Added relief for Maintenance Panel Hydraulic Temperature Indicators.
ATA 31 Instruments	
31-1	Item 3120-03: Added (O) May be inoperative provided alternate means are used for recording time in service. Item 3150-01: Added relief for Maintenance Panel Transmission Magnetic Latch Indicators (Chip & Debris).
ATA 33 Lights	
33-2	Item 3340-03, 04, 06: Changed D to C and added operations do not require its use to 3340-06.

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HIGHLIGHTS OF CHANGE

PAGE NO.	EXPLANATION OF CHANGE
ATA 34	Navigation
34-1	Item 3414-01: Changed operable to operative. Item 3416-02: Changed "D" to "C". Item 3421-01: Revised item name and changed "D" to "C". Item 3422-01: Changed "D" to "C". Item 3422-02: Added relief for Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI). Item 3424-01: Changed "D" to "C".
34-2	Item 3444-01: Revised relief for Radar Altimeter IAW PL-131, Revision 0, 11/01/2019.
34-3	Item 3444-02: Added relief for Other Than 14 CFR Part 135 Operations.
34-3 thru 5	Item 3452-02: Added relief for Automatic Dependent Surveillance-Broadcast (ADS-B) System IAW PL-105, Revision 3, 03/15/2019.
34-5	Item 3454-01: Changed "D" to a "C".
ATA 62	Main Rotor
62-1	Item 6240-02: Added relief for Cruise Guide Indicator.
ATA 67	Rotor Flight Controls
67-1	Item 6700-01, -02, -03, -04, and -05: No change (moved all from 27-1).

Definitions

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

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

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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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 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:

SEQUENCE NO.	PROCEDURE
1800-01	(M) Procedure to ensure the MSPU Circuit Breaker on the #1 PDP is deactivated and secured.
2100-01	(O) Procedure to ensure adequate cockpit ventilation is available.
2100-02	(M) Procedure to ensure 115V AC Avionics Cooling Circuit Breaker is deactivated.
2140-01	(M) Procedure to ensure cap and stow heater fuel control connector 0824P is disconnected.
2500-01	(M) Procedure to ensure appropriate system or item is deactivated and secured. (O) Procedure to comply with Operators Manual.
2520-01, (1)	(M) Procedure for maintenance to ensure the Seat does not restrict access to any emergency exit, egress route, or main aisle, and the affected seat(s) is blocked and placarded "DO NOT OCCUPY".
2520-01, (2), (b)	(M) Procedure for maintenance to ensure inoperative or disconnected seat belt operates normally.
2550-01	(M) Procedure to ensure Winch/Hoist System is deactivated, secured, and placarded.
2550-02	(O) Procedure to ensure RFM Limitations are not exceeded.
2550-03	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.
2550-03, (3)	(M) May be inoperative provided: a) Normal release mechanism is operative, and b) Emergency release mechanism is operative, and c) Only Center Cargo Hook is being operated. NOTE: FWD and AFT Cargo Hook Operations are not permitted with Manual Release Inoperative.
2550-04, (1)	(M) Procedure to ensure that the Cargo door is manually retracted into ramp. (O) Procedure to ensure ramp is closed and latched.
2550-04, (2)	(O) Procedure to ensure cargo ramp is operative.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2560-01	(M) Procedure to ensure Circuit Breaker is deactivated and secured.
2560-04	(O) Procedure to reseal unit so as to indicate not fully serviceable unit.
2562-01	(M) Procedure to ensure ELT System is deactivated. (M) Procedure to ensure ELT System is deactivated.
2610-01	(M) Procedure to ensure Heater Overheat Warning Light Circuit Breaker is deactivated and secured.
2622-01	(M) Procedure to ensure inoperative Fire extinguisher is tagged, removed, placed out of sight, and weight and balance is maintained.
2822-01	(O) Procedure to ensure aircraft operated below 6,000 ft. PA.
2822-02	Separated and added Aux tanks as -02
2824-01	(O) Procedure to ensure Crossfeed Valve is operational and Fuel Low Warning Lights are operative.
2841-01	(O) Procedure to ensure Crossfeed Switch is operational and Fuel Quantity Indicating System is operative.
2841-02	(O) Procedure to ensure Cockpit Fuel Indicator is operative.
2841-03	(O) Procedure to confirm prior to departing that a known quantity of fuel is onboard. Pilot will reference fuel charts and determine hours available for flight and adding a 30-minute safety factor for useable time.
2900-01	(O) Procedure to ensure EPUSHA is operational.
3030-01	(O) Procedure to ensure OAT is greater than 3 °C in visible moisture along route of flight.
2900-02	(O) Procedure to ensure hand pump is operational. (M) Procedure to ensure Circuit Breaker is deactivated and secured.
3030-01	(O) Procedure to ensure OAT is greater than 3 °C in visible moisture along route of flight.
2900-02	(O) Procedure to ensure hand pump is operational. (M) Procedure to ensure Circuit Breaker is deactivated and secured.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3030-02	(O) Procedure to ensure OAT is greater than 3 °C in visible moisture along route of flight.
3040-01	(O) Procedure to ensure operations are not conducted in precipitation during takeoff and landing phases. (O) Procedure to verify one wiper and respective windshield heat are operative.
3040-02	(O) Procedure to ensure Pilot-Flying (PF) windshield heat must be operative.
3120-03	(O) May be inoperative provided alternate means are used for recording time in service.
3200-01	(M) Procedure to ensure system is deactivated, secured and placarded inoperative. (O) Procedure to ensure RFM limitations are followed.
3200-02	(O) Procedure to ensure power steering is operative, that flight is not predicated on ground taxi, and rotorcraft is One Engine Inoperative (OEI) vertical landing capable.
3422-02	(M) Procedure to add INOP Placard.
6240-02	(O) Procedure to ensure crew uses the RFM Airspeed Operating Limit with Retracted & Programmed Longitudinal Cyclic Trim procedures and bank angle limitations observed.
6700-03	(M) Procedure to ensure the circuit breaker on #1 PDP is deactivated and secured and the Thrust Lever is Placarded "Thrust Brake Inoperative".
6700-04	(O) Procedure to ensure LCT indicators are operative, RFM speed restrictions are observed, manual mode is operative, and aircraft does not depart airport where repairs or replacements can be made.
6700-05	(O) Procedure to ensure LCT indicators are operative, RFM speed restrictions are observed, manual mode is operative, and aircraft does not depart airport where repairs or replacements can be made.
7700-01	(M) Procedure to ensure Fuel Quantity Indicator is operative.
7710-01	(O) Procedure to ensure N1 and PTIT Indicating Systems are operative, and pilots refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, recording requirements, and Aircraft does not depart airport where repairs or replacements can be made.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
7714-01	(O) Procedure to ensure Respective Torque and PTIT Systems are operative, and pilots refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, recording requirements, and Aircraft does not depart airport where repairs or replacements can be made.
7714-02	(O) Procedure to ensure Engine Monitoring System and N1 Indicating Systems are operative, and pilots refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, recording requirements, and Aircraft does not depart airport where repairs or replacements can be made.

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18. Helicopter Vibration

Sequence No.	Item	1	2	3	4	Change Bar
1800-01 ***	Multi Sensor Processor Unit (MSPU)	D	1	0	(M) May be inoperative provided the MSPU Circuit Breaker on the #1 Power Distribution Panel (PDP) is deactivated and secured.	

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
2100-01	Blower (Fresh Air)	C	1	0	(O) May be inoperative provided adequate cockpit ventilation is available.	
2100-02	Blower (Avionics Closet)	B	1	0	(M) May be inoperative provided 115V AC Avionics Cooling Circuit Breaker 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 Integrated Electronics Technical Manual (IETM).	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2200-01 (PL-101)	Transport Category Automatic Flight Control System (AFCS)	C	2	1	One system must be operating: a) Aircraft must be operated in accordance with RFM, and b) Aircraft shall not depart a location where repairs or replacements can be made.	
2200-02	Automatic Flight Control System (AFCS) Heading Hold	C	1	0	May be inoperative.	
2200-03	Automatic Flight Control System (AFCS) Altitude Hold	C	1	0	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2310-01 (PL-106)	High Frequency (HF) Communications Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2311-01 (PL-95)	Communications Systems (VHF and UHF)	D	-	-	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	C	-	0		
b)	Frequency Transfer Switch	C	-	0		
c)	Frequency Selector Knob	C	-	2		
d)	Frequency Indication	C	-	2		
2312-02	Communications Systems (FM)	D	-	0	May be inoperative provided procedures do not require its use.	
2340-01	Flightcrew Intercommunication System	B	-	0	Audio panel for third crewmember may be inoperative provided: a) Modification C47EKO 18-9 is installed, and b) Aircraft is operated IAW CH-47D-1A, latest revision.	
2340-02 ***	Penetrator Siren	D	-	0	May be inoperative.	
2370-01 ***	Cockpit Voice Recorder/Flight Data Recorder (CVR/FDR)	A	-	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
1) ***	Independent Power Source	C	1	0		

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24. Electrical Power						
Sequence No.	Item	1	2	3	4	Change Bar
2400-01	Transformer Rectifiers				DELETED, Revision 1.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2500-01 ***	Nonessential Equipment and Furnishings (NEF)	-	-	0	(M)(O) 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 (if applicable).	
2510-01	Crewmember Shoulder Harness	B	-	0	As required by 14 CFR.	
2520-01 (PL-79)	Passenger Seats					
1)	Passenger Seats (includes all Configurations and Locations)	D	-	0	(M) May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is/are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2550-01 ***	Winch/Hoist System	C	-	0	(M) May be inoperative provided system is placarded inoperative and Circuit Breaker is deactivated and secured.	
2550-02 ***	Load Cell Indicator	C	-	0	(O) May be inoperative provided RFM limitations are not exceeded.	
2550-03	External Cargo Hook System	D	1	0	(M) May be inoperative provided the system is placarded inoperative and Circuit Breaker is deactivated and secured.	
1)	Cargo Hook CENTER	D	1	0	May be inoperative	
2)	Cargo Hooks FWD & AFT	D	2	0	May be inoperative	
3)	Cargo Hook Manual Release	C	1	0	(M) May be inoperative provided: a) Normal release mechanism is operative, b) Emergency release mechanism is operative, and c) Only CENTER Cargo Hook is being operated.	
					NOTE: FWD and AFT Cargo Hook Operations are not permitted with Manual Release inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2550-04	Cargo Ramp System					
1)	Cargo Ramp	C	1	0	(M) (O) Ramp raising and lowering may be inoperative provided: a) Visual check determines that the ramp is closed and latched prior to flight, and b) The control switches are placarded, and c) Cargo door is retracted into ramp.	
2)	Cargo Door	C	1	0	(O) Cargo door extension and retraction may be inoperative provided Cargo Ramp is operative.	
2560-01 ***	Equipment for Making Sound Signals	C	-	0	(M) May be inoperative provided associated Circuit Breaker (Troop Alarm Bell) is deactivated and secured.	
2560-02 ***	Survival Equipment	C	-	0	Any in excess of those required by 14 CFR may be inoperative.	
2560-03	Megaphones	C	-	-	Any in excess to those required by 14 CFR may be inoperative or missing provided: a) Inoperative megaphone is removed from the passenger cabin b) Associated placard is removed or obscured, and c) Required distribution is maintained.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2560-04 ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete, missing, or inoperative provided: a) FAK is resealed that will identify it as a unit that cannot be mistaken for a fully serviceable unit, and b) Repairs or replacements are made within one flight.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
2561-01 ***	Emergency Flotation Equipment	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2561-02 ***	Lifejackets	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2562-01 *** (PL-120)	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT Not Installed" is placed in the view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may missing.	
***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
***	ELT Indicator Light	D	-	0		
***	ELT Aural Alarm	D	-	0		

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
2610-01 ***	Heater Overheat Warning Light	C	1	0	(M) May be inoperative provided Circuit Breaker is deactivated and secured.	
2622-01 *** (PL-75)	Portable Fire Extinguisher	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) 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) Required weight and balance is maintained.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

27. Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
2700-01	Cyclic Force Trim				All provisos moved to new ATA 67, Revision 1.	
2700-02	Directional Pedal Force Trim				All provisos moved to new ATA 67, Revision 1.	
2700-03	Thrust Brake (Collective)				All provisos moved to new ATA 67, Revision 1.	
2700-04	Longitudinal Cyclic Trim System (LCT) Auto Trim				All provisos moved to new ATA 67, Revision 1.	
2700-05	Longitudinal Cyclic Trim System (LCT) Manual Trim				All provisos moved to new ATA 67, Revision 1.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2810-01 ***	Single Point Pressure Refueling System	C	1	0	May be inoperative provided the #1 and #2 main tank primary or secondary shutoff floats are operative.	
2822-01	Fuel Boost Pump (Main Tanks)	B	4	2	One in each tank must be operative.	
		C	4	0	(O) May be inoperative if aircraft operated below 6,000 ft. pressure altitude.	
2822-02	Fuel Boost Pump (FWD/AFT Aux Tanks)	C	4	0	NOTE: Fuel cannot be transferred from tank with boost pump inoperative.	
2824-01	Crossfeed Switch	C	1	0	(O) May be inoperative provided: a) Crossfeed Valve can be operated manually, and b) Fuel Low Warning Lights must be operative.	
2841-01	Fuel Low Warning Lights	C	2	1	(O) May be inoperative provided: a) Crossfeed Switch is operational, and b) Fuel Quantity Indicating System is operative.	
2841-02	Refuel Station Quantity Indicating System (Main Tank)	C	1	0	(O) May be inoperative provided Cockpit Fuel Indicator is operative.	
2841-03	Cockpit Fuel Quantity Indicating System	B	1	0	(O) May be inoperative provided: a) Known quantity of fuel is added, and b) Fuel flow indicator is operative, and c) A fuel management procedure (monitoring of fuel flow vs. flight time) is established to assure pilot of quantity of fuel remaining at all times.	

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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
2900-01	Utility Hydraulic System Hand Pump (Ground Only)	C	1	0	(O) May be inoperative provided Electric Pump Utility System Hydraulic Accumulator (EPUSHA) is operative.	
2900-02	Electric Pump Utility System Hydraulic Accumulator (EPUSHA)	C	1	0	(O) May be inoperative provided hand pump is operational. (M) May be inoperative provided the Circuit Breaker is deactivated and secured.	
2931-01	Maintenance Panel Hydraulic Pressure Indicators	C	3	0	May be inoperative provided Cockpit Hydraulic Pressure Indicators are operative.	
2931-02	Maintenance Panel Hydraulic Temperature Indicators	C	3	0	May be inoperative.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Heated Pitot Tubes	B	2	1	(O) One may be inoperative provided OAT is greater than 3 °C in visible moisture.	
3030-02	AFCS Yaw Port Heater Systems	C	2	0	(O) One may be inoperative provided OAT is greater than 3 °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) Pilot-Flying (PF) Windshield Heat must be operative.	

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31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3120-01	Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation	C	-	1	Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by, any pilot at the pilot's station.	
		C	-	0	May be inoperative for VMC provided Elapsed Timer is installed and operative.	
3120-02	Elapsed Timer	C	-	0	May be inoperative provided Clock is operative.	
3120-03	Hour Meter	C	-	0	(O) May be inoperative provided alternate means are used for recording time in service.	
3150-01	Maintenance Panel Transmission Magnetic Latch Indicators (Chip & Debris)	C	-	0	May be inoperative provided: a) Corresponding Segments in Caution Advisory Panel in cockpit are operative, and b) Test and Ground Reset of Caution Advisory Panel Segments is operative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
3200-01	Power Steering System	C	1	0	(M) May be inoperative provided system is deactivated, secured and placarded inoperative. (O) May be inoperative provided RFM limitations are followed. NOTE: Ground Taxi Turn Radius is increased without use of the Power Steering System.	
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) One Engine Inoperative (OEI) vertical landing capable.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3300-01 (PL-127)	NVG Compatible Lighting System STC # SR02510SE	C	-	-	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"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. 	
3310-01 (PL-77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining Lighting Systems are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting Systems are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciators/ indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3320-01	Cabin Lighting Systems	C	1	0	May be inoperative provided inoperative lights do not exceed 50% of the total installed.	
3340-01	Search Light	D	2	0	May be inoperative provided operations do not require its use.	
3340-02	Position Lights System	C	1	0	May be inoperative provided not required by 14 CFR.	
3340-03	Anti-Collision Light System	C	3	1	Any in excess of those required by 14 CFR may be inoperative.	
3340-04	Landing Lights	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
3340-05	Strobe Light System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3340-06 ***	Pulse Lighting System STC # SH3319NM	D	2	0	May be inoperative provided operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3412-01	Free Air Temperature (FAT) Indicator	D	1	0	May be inoperative if Electronic Control Units are installed.	
3413-01	Vertical Speed Indicator	D	2	1	One may be inoperative.	
3414-01	Airspeed Indicator	B	2	1	One may be inoperative provided operative unit is on the Pilot-Flying (PF) side.	
3416-01	Altimeter (Sensitive)	B	2	1	One may be inoperative.	
3416-02	Altitude Encoding System	C	1	0	As required by 14 CFR.	
3421-01	Gyroscopic Attitude Indicating System	C	2	1	Any in excess of those required by 14 CFR may be inoperative.	
3422-01	Directional Gyro Indicators	C	2	1	Any in excess of those required by 14 CFR may be inoperative.	
3422-02	Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI)	C	2	1	Any in in excess of those required by 14 CFR may be inoperative.	
3424-01	Gyroscopic Rate-of-Turn Indicator	C	2	0	Any in excess of those required by 14 CFR may be inoperative.	
3431-01 (PL-98)	Navigation Database	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use b) It is not used in a primary Navigation System required by 14 CFR, c) Alternate procedures are established and used, d) The ICAO Flight Plan is updated (as required) to notify the ATC of the navigation equipment status of the aircraft, and e) It is repaired within 10 days. 	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3431-01 (PL-98)	Navigation Database (Cont'd)	A	-	0	NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
3434-01	Marker Beacon	C	1	0	May be inoperable provided approach is not predicated on its use.	
3444-01 (PL-131)	Radar (Radio) Altimeter System 14 CFR Part 135 Operations	C	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at unimproved areas are not conducted, d) For VFR flight at night, flightcrew must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 ft., e) VFR flight at night is not conducted without adequate visual surface light reference, f) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, and g) Category A operations which require the use of the radar (radio) altimeter are not performed.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-02	Other Than 14 CFR Part 135 Operations	D	-	0	May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVG's, c) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use.	
3452-01 (PL-76)	Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)	D	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	1	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	1	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
3454-01	VOR System	C	-	0	Any in excess of those required by 14 CFR may be inoperative.	
3457-01	Automatic Flight Following System	C	-	0	May be inoperative.	

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67. Rotor Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
6700-01	Cyclic Force Trim	C	1	0	May be inoperative.	
6700-02	Directional Pedal Force Trim	C	1	0	May be inoperative.	
6700-03	Thrust Brake (Collective)	C	1	0	(M) May be inoperative provided: a) Deactivate and secure Circuit Breaker on #1 Power Distribution Panel, and b) Placard "Thrust Brake Inoperative" on Thrust Lever.	
6700-04	Longitudinal Cyclic Trim System (LCT) Auto Trim	B	1	0	(O) May be inoperative provided: a) LCT indicators are operative, b) Speed is reduced per RFM limitations, c) Manual mode is operative, and d) Aircraft shall not depart a location where repairs or replacements can be made.	
6700-05	Longitudinal Cyclic Trim System (LCT) Manual Trim	B	1	0	(O) May be inoperative provided: a) LCT indicators are operative, b) Speed is reduced per RFM limitations, c) Auto mode is operative, and d) Aircraft shall not depart a location where repairs or replacements can be made.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
7700-01	Engine Fuel Flow Indicator	B	-	0	(O) May be inoperative provided respective Fuel Quantity Indicator is operative.	
7710-01	Torque Indicating System	B	2	1	(O) May be inoperative provided: a) N ₁ and PTIT Indicating System are operative, b) Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and c) Aircraft shall not depart airport where repairs or replacements can be made.	
7714-01	N ₁ Indicating System	B	2	1	(O) May be inoperative provided: a) Respective Torque and PTIT Indicating System are operative, b) Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and c) Aircraft shall not depart a location where repairs or replacements can be made.	
7714-02	Power Turbine Inlet Temperature (PTIT) Indicating System	B	2	1	(O) May be inoperative provided: a) Engine Monitoring System and N ₁ Indicating System are operative, b) Refer to RFM DECU/ECU fault code list to determine aircraft dispatch, operations, and recording requirements, and d) Aircraft shall not depart a location where repairs or replacements can be made.	