



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: 05/08/2018

## **Helicopter Transport Services** **CH-54A, CH-54B** **(H14NM)** **(H16NM)** **(R00009SE)**

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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 AND PREAMBLE**

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

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.

SEQUENCE NO.	PROCEDURE
2121-01	<b>(M)</b> May be inoperative provided system is deactivated and secured.
2140-01	<b>(M)</b> May be inoperative provided system is deactivated and secured.
2422-01	<b>(M)</b> Procedure to insure accurate refueling.
2560-04	<b>(M)</b> Procedure to deactivate and secure. <b>(M)</b> Procedure to deactivate and secure.
2622-01	<b>(O)</b> Procedure to deactivate and secure.
2841-01	<b>(O)</b> Procedure for determining fuel quantity and alternate method of fueling.
2841-02	<b>(O)</b> Procedure for determining fuel quantity and alternate method of fueling.
2844-01	<b>(O)</b> Procedure to ensure boost pumps are operating.
2844-01	<b>(O)</b> Procedure to ensure boost pumps are operating.
3030-01	<b>(O)</b> Procedure to ensure OAT is greater than 4 degrees C.
3040-01	<b>(O)</b> Procedure to ensure no precipitation along route of flight. <b>(O)</b> Procedure to ensure PF side wiper is working.
3260-01	<b>(M)</b> Procedure to insure landing gear is fully jacked. <b>(O)</b> Procedure to insure landing gear is fully jacked.
3260-02	<b>(O)</b> Procedure to ensure Parking brake is operational.
6321-01	<b>(M)</b> Procedure to ensure Rotor Brake System is deactivated and secure
7510-01	<b>(O)</b> Procedure to ensure OAT is greater than 4.4 degrees C.

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<b>21. Air Conditioning</b>						
Sequence No.	Item	1	2	3	4	Change Bar
2121-01	Air Distribution Fans	C	2	0	(M) May be inoperative provided system is deactivated and secured.	
2140-01	Heating System	C	1	0	(M) May be inoperative provided system is deactivated and secured.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
2200-01 (PL-101)	Non-Transport Category Aircraft  Automatic Flight Control System (AFCS)	C	-	0	May be inoperative provide operations do not require its use.	

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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 operations do not require its use.	
2350-01	Audio Selector Control Panel	C	-	2	One may be inoperative provided operation does not require its use.	

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24. Electrical Power						
Sequence No.	Item	1	2	3	4	Change Bar
2420-01	AC Generator	C	2	1		
2422-01	Ground Inverter	C	1	0	(M) Procedure to ensure correct amount of fuel onboard.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2510-01	Crewmember Shoulder Harness	B	-	0	As required by 14 CFR.	
2560-01 ***	Siren	C	3	0	May be inoperative.	
2560-04 *** (PL-120)	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	Maybe missing provided repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
2622-01 *** (PL-75)	Portable Fire Extinguisher	D	-	-	<p><b>(M)</b> Any in excess of those required by 14 CFR may be inoperative or missing provided:</p> <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**

Sequence No.	Item	1	2	3	4	Change Bar
2700-01	Collective Stick Hook Release	C	3	0	May be inoperative provided it is not required for operations being conducted.	
2700-02	Collective Stick Rocker Switch	C	3	0	May be inoperative provided it is not required for operations being conducted.	
2701-01	Cyclic Stick Trim System	C	2	0	May be inoperative provided no aft seat operations are conducted.	
2701-03	Cyclic Stick Cargo Release	C	3	0	May be inoperative provided it is not required for operations being conducted.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
2820-01	Single Point Pressure Refueling System	C	1	0	May be inoperative provided alternate means of fueling is utilized.	
2822-01	Main Fuel Boost Pumps	C	4	2	One fuel boost pump in each tank may be inoperative with PA not to exceed 9500.	
2822-02	Auxiliary Fuel Boost Pumps	C	2	0	May be inoperative provided flight is not predicated on fuel in auxiliary tank.	
2841-01	Fuel Quantity Selector Bug CH-54B	C	3	0	(O) May be inoperative provided: a) Pressure fueling is not utilized, and b) Alternate means of determining fuel quantity is available.	
2841-02	Fuel Quantity Selector Bug CH-54A	C	2	0	(O) May be inoperative provided: a) Pressure fueling is not utilized, and b) Alternate means of determining fuel quantity is available.	
2841-03	Fuel Low Caution Light	C	2	0	May be inoperative provided fuel quantity indicator is operative.	
2844-01	Low Fuel Pressure Indicator Lights	C	4	0	(O) Procedure to insure both boost pumps of the respective engine are operating.  May be inoperative provided both boost pumps are operating.	
2844-02	Auxiliary Pressure Caution Light	C	1	0	(O) Alternate method for monitoring fuel pressure.	

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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	0	(O) May be inoperative provided OAT is greater than 4 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 may be inoperative on PNF side.	

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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.	
3120-03	Hour Meter	C	1	0	May be inoperative.	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
3250-01	Nose Wheel Lock	C	1	0	May be inoperative.	
3260-01	Jack and Kneel Caution Light CH-54A	C	1	0	(O) Procedure to insure landing gear is fully jacked.  (M) Procedure to insure landing gear is fully jacked.	
3260-02	Parking Brake Advisory Light	C	1	0	(O) Procedure to insure Parking Brake is operational.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
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"> <li>a) Remaining Lighting Systems are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining Lighting Systems are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> <p><b>NOTE 1:</b> Individual button/switch lights and/or annunciations/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>	
3320-01	Cabin Lights	C	-	-	As required by 14 CFR.	
3330-01	Cargo Handling Light	C	1	0	May be inoperative.	
3340-01	Navigation Lights	C	3	0	As required by 14 CFR.	
3340-02	Anti-Collision Light System	C	2	1	As required by 14 CFR.	
3340-03	Landing Light	C	2	-	As required by 14 CFR.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3412-01	FAT Indicator	B	1	0	May be inoperative if ECUs are installed.	
3416-01	Altimeter (Sensitive)	B	2	1	One may be inoperative.	
3422-01	Gyroscopic Turn and Slip Indicator	C	2	0	As required by 14 CFR.	
3422-02	Directional Gyro	C	2	0	May be inoperative.	
3444-01	Radio Altimeter Transmitter/ Receiver	C	-	-	As required by 14 CFR.	
3452-01 (PL-76)	Transponders & Automatic Altitude Reporting Systems	B	-	0	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.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative	
3457-01	Surface Navigation System (GPS)	C	-	-	May be inoperative.	
3457-03	Sky Connect System	C	1	0	May be inoperative.	

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**63. Main Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
6321-01	Rotor Brake System	C	1	0	<b>(M)</b> May be inoperative provided: <b>a)</b> A check is performed to determine the rotor brake disk is free, and <b>b)</b> Rotor brake system is deactivated and secured.	

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75. Air						
Sequence No.	Item	1	2	3	4	Change Bar
7510-01	Engine Anti-Ice	C	2	0	(O) Must be operative for flight operations below 4.4 degrees C and visible moisture.	

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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
7711-01	Engine Pressure Ratio (EPR)	C	2	0	May be inoperative provided Torque Indicating system is functional.	
7712-01	Torque Indicating System	B	3	0	May be inoperative provided Engine Pressure Ratio (EPR) system is functional.	

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<b>79. Engine Oil</b>						
Sequence No.	Item	1	2	3	4	Change Bar
7931-01	Engine Oil Pressure Warning Light (CH54-B only)	B	2	0	May be inoperative.	