



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

Master Minimum Equipment List (MMEL)

Revision: Original
Date: 01/20/2017

ROBINSON HELICOPTER COMPANY R66 (TCDS R00015LA)

Eric Carroll, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration
Fort Worth Aircraft Evaluation Group
10101 Hillwood Parkway
Fort Worth, TX 76177

Telephone: (817) 222-5270
Fax: (817) 222-5295

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision Original**.

Page	Explanation of Change
	<p>This Master Minimum Equipment List (MMEL) has been formatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and is available for download or viewing at:</p> <p>http://av-info.faa.gov/sdrx/references.aspx.</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>For Example: JASC Code 2410, where System Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>
ALL PAGES	ORIGINAL DOCUMENT MMEL

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
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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 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.

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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)&(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.

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21. AIR CONDITIONING

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2120-01	Fresh Air Vent	C	1	0	(M) May be inoperative provided the vent is secured open.	
2140-01	Cabin Heating System	C	1	0	(M) May be inoperative provided the valve is secured to the "OFF" .	
2150-01 ***	Air Conditioner System	C	-	0	(M) May be inoperative provided: a) There is no damage to compressor belt or b) Compressor belt is removed.	

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22. AUTO FLIGHT

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2200-01 ***	Autopilot System	C	-	0	(M) May be inoperative provided the system is deactivated and operations do not require its use.	

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23. COMMUNICATIONS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2300-01 ***	External Loud Speaker	D	-	0		
2300-02 ***	Communications Systems (FM)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2310-01 *** (PL-106)	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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23. COMMUNICATIONS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2312-01 *** PL-95	Communications Systems (VHF and UHF) 1. VHF Communication Control Panels a. Frequency Transfer Light b. Frequency Transfer Switch c. Frequency Selector Knob d. Frequency Indication	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 the DC Transfer Bus, and not required for Emergency Procedures.	
2312-02 ***	Communications Systems (VHF FM)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2330-01 ***	Entertainment System	D	-	-	(M) May be inoperative provided the system is deactivated and secured.	
2340-01	Cabin ICS System	B	1	0	(O) May be inoperative provided: a) Pilot verifies satisfactory operation of any external communications equipment required for the flight. b) Pilot determines inter-aircraft communication not required for the flight.	
2350-01	Flight Deck Headset/Headphones	C	-	-		

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24. ELECTRICAL POWER

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2437-01	Generator Light	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Ammeter and voltmeter are operational, and b) Ammeter and voltmeter are used to verify proper charging system function before takeoff, and c) Ammeter and voltmeter are monitored by flight crew frequently during flight, and d) Repair is made within one flight day. <p>Note: Aircraft tachometer requires use of electrical power. Un-annunciated loss of alternator or generator followed by draining of battery will result in loss of tachometer indication.</p>	
2437-02	Ammeter	B	1	0	May be inoperative provided generator light is operational	
2437-03	Voltmeter	B	1	0	May be inoperative provided generator light is operational	
2440-01	External Power System	C	1	0		

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25. EQUIPMENT/FURNISHINGS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2500-01	NEF Items	-	-	0	(M) (O) May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) manual. Those procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2500-02 ***	Electronic News Gathering (ENG) Equipment	D	-	0	(M) (O) procedures may be required and included in the operator's appropriate document. May be inoperative provided system is deactivated and secured.	
2500-03 ***	EMS Equipment	D	-	0	(M) (O) procedures may be required and included in the operator's appropriate document. May be inoperative provided installation is removed or secured.	
2500-04 ***	Police Equipment	D	-	0	(M) (O) procedures may be required and included in the operator's appropriate document. May be inoperative provided system is deactivated and secured.	
2510-01	Crew Member Seatbelt/Shoulder Harness	B	2	1	One is required for each occupied crewmember seat. If belt and/or shoulder harness are inoperative or missing, seat must be blocked and placarded.	
2510-02 ***	Sun shade	D	-	0	May be inoperative provided it is properly removed or secured.	
2520-01	Passenger Seat Belts and/or Shoulder Harness	D	-	0	One for each occupied seat. If belt and/or shoulder harness are inoperative or missing, seat must be blocked and placarded.	
2550-01 ***	Cargo Suspension System	C	-	0		

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25. EQUIPMENT/FURNISHINGS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2560-02 ***	First Aid Kit	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2561-01 ***	Flotation Equipment.	C	-	-	As required by 14 CFR.	
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	May be 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.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	C	-	-	As required by 14 CFR	
2562-03 ***	Sonic Locator	C	-	-		

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26. FIRE PROTECTION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2622-01 ***	Portable Fire Extinguisher	D	-	1	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> a) 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 b) Required weight and balance is maintained. 	

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28. FUEL

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2810-01 ***	Auxiliary Fuel Tank	C	-	0	(M) (O) May be inoperative provided: a) There are no fuel leaks, and b) There is no damage to the mechanical installation provisions for securing the tank.	
		C	-	0	(M) (O) May be inoperative provided: a) The tank is removed from the aircraft, and b) Power is removed from the system by pulling the circuit breaker, and c) Weight and Balance is recalculated accordingly.	
2841-01	Fuel Quantity Gauge	C	1	0	May be inoperative provided: (O) An alternate acceptable procedure is used to determine the fuel quantity prior to initiation of flight, and (M) The low fuel caution light system is installed and functional.	

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30. ICE AND RAIN PROTECTION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3030-01 ***	Pitot Heat	C	-	0	May be inoperative.	

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31. INSTRUMENTS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3120-01 ***	Clock	C	-	0	As required by 14 CFR.	
3120-02 ***	Hour Meter	C	1	0	(O) May be inoperative provided alternative means are utilized for recording time in service.	

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31. INSTRUMENTS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3130-03 *** (PL-29)	Cockpit Voice Recorder (CVR) Without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
	Independent Power Source	C	1	0		

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32. LANDING GEAR

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3212-01 ***	Emergency Helicopter Flotation System	C	-	0	As required by 14 CFR.	

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33. LIGHTS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) 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 flight crew-members eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. 	
3310-01 (PL-77)	Cockpit Instrument Lighting System	C	-	-	Individual lights may be inoperative provided remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. <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

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3320-01	Cabin Lighting System	C	1	-	As required by 14 CFR.	
3330-01 ***	Baggage Compartment Light	C	1	0	(O) May be inoperative provided ambient light or flashlight is used to visually verify cargo security.	
3330-02 ***	Inspection Lights for Fluid Level Sight Glasses	C	-	0	(O) May be inoperative provided crew can verify fluid levels during preflight using ambient light or flashlight.	
3340-01	Position Light System	C	3	0	Any or all may be inoperative for other than Night operations.	
3340-02	Anti-Collision Light System	C	1	0	May be inoperative for other than Night operations.	
3340-03	Landing Lights	C	2	0	As required by 14 CFR.	
3340-04 ***	Strobe Light System	C	-	0		
3340-05 ***	Supplementary External Flashing Light	C	-	0		
3350-01	Instrument Panel Backup Night Light	C	1	0	May be inoperative for other than Night operations.	

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34. NAVIGATION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3413-01 ***	Vertical Speed Indicator (VSI)	C	-	0	As required by 14 CFR.	
3416-01	Altitude Encoder	C	-	0	As required by 14 CFR.	
3422-03 ***	Slaved Magnetic Heading Indicator	C	-	0	As required by 14 CFR.	
3421-01 ***	Attitude Indicator	C	-	0	As required by 14 CFR.	
3422-01 ***	Directional Gyro	C	-	0	As required by 14 CFR.	
3422-02 ***	Horizontal Situation Indicator (HSI) or Electronic Horizontal Situation Indicator (EHSI)	B	2	1		
3424-01	Slip Indicator (red string)	B	-	-	As required by 14 CFR.	
3424-02 ***	Gyroscopic Rate of Turn	D	-	0	As required by 14 CFR.	
3431-01	Localizer / VOR System	C	-	0	As required by 14 CFR	
3432-01 ***	Glide Slope System (ILS)	C	-	0	As required by 14 CFR.	
3434-01 ***	Marker Beacon	D	-	0	As required by 14 CFR.	

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34. NAVIGATION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3444-01 *** (PL-54) HTAWS	Class A TAWS Equipment 1) GPWS	A	1	0	<p>(O) May be inoperative provided:</p> <p>a) Alternate procedures are established and used, and</p> <p>b) Repairs are made within two flight days.</p> <p>(O) May be inoperative provided:</p> <p>a) Alternate procedures are established and used, and</p> <p>b) Repairs are made within two flight days.</p> <p>(O) May be inoperative provided:</p> <p>a) GPWS is considered inoperative, and</p> <p>b) Repairs are made within two flight days.</p> <p>(O) Maybe inoperative provided alternate procedures are established and used.</p>	
	a) Modes 1-4	A	4	0		
	b) Test Mode	A	1	0		
	c) Glideslope Deviation(s) Mode 5	C	-	1		
	d) Advisory Callouts	B	-	0		

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JASC Code & Item No.	Item	1	2	3	4	Change Bar
3444-01 *** (Cont'd) (PL-54) HTAWS		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
	e) Windshear Mode (Reactive) ***	B	1	0	(O) Maybe inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include reviewing windshear avoidance and windshear recovery procedures.	
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.	
	3) Terrain Displays	C	-	1		
		B	-	0		
	4) Runway Awareness & Advisory System (RAAS) ***	C	1	0		
	Class B TAWS Equipment 1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	

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3444-01 *** (Cont'd) (PL-54) HTAWS	a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.		
	b) Test Mode	A	1	0		(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.	
	c) Modes 2, 4 & 5 ***	C	3	0			
	d) Advisory Callouts	B	-	0		(O) Maybe inoperative provided alternate procedures are established and used.	
		C	-	0		(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
	e) Windshear Mode (Reactive) ***	B	1	0		(O) Maybe inoperative provided alternate procedures are established and used.	
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0			

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3444-01 *** (Cont'd) (PL-54) HTAWS	3) Terrain Displays *** 4) Runway Awareness & Advisory System (RAAS) *** Class C TAWS Equipment TAWS/GPWS ***	C	-	0	(O) Maybe inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
		C	1	0		
		C	1	0		
3445-01 ***	Passive Traffic Advisory System (TIS-A or ADS-B Based)	C	-	-	As required by 14 CFR.	
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (i.e.TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Enroute or approach procedures do not require its use.	

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3445-02 (Cont'd) (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.		

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3445-02 (Cont'd) (PL-32)	4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
***	5) Airspace Selection Function	C	-	0		
3446-01 ***	XM or ADS-B Weather Information System	C	-	-	As required by 14 CFR.	
3451-01 *** (PL-3)	DME	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
3452-01 (PL-76)	ATC Transponders & 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.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	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.	
***	2) ADS-B Squitter Transmissions	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS-B Out function that operates normally may be used.	

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34. NAVIGATION

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3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, the repair category in the operator's MEL will be the same as that of 14 CFR required equipment.	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link transmission is an integral part of the transponder and relief is provided in that section.	
	4) Data Link Receivers	D	-	0		
	5) ADS-B Applications	D	-	0		
3454-01 ***	Navigation System (VOR)	C	-	-	As required by 14 CFR.	
3455-01 ***	Navigation System (ADF)	C	-	-	As required by 14 CFR.	

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4. REMARKS OR EXCEPTIONS

45. CENTRAL MAINTENANCE SYSTEM (CMS)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
4500-01 ***	Engine Monitoring Unit	A	1	0	(O) May be inoperative for up to 25 flight hours. Follow engine manufacturer's instructions for recording engine operation with inoperative EMU.	

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4. REMARKS OR EXCEPTIONS

52. DOORS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
5270-01 ***	Cowl Door Caution Lights	B	-	0	(O) (M) May be inoperative provided a) Cockpit indicator is placarded, and b) Visual inspection of affected door is accomplished prior to each flight.	

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4. REMARKS OR EXCEPTIONS

63. MAIN ROTOR DRIVE

JASC Code & Item No.	Item	1	2	3	4	Change Bar
6321-01 ***	Rotor Brake System	C	-	0	(M) May be inoperative provided: a) Maintenance inspection determines Rotor Disc is free, and b) System is deactivated and secured.	

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73. ENGINE FUEL AND CONTROLS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
7333-01 ***	Fuel Flow Meter	D	-	0		