



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

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# Master Minimum Equipment List (MMEL)

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Revision: 2  
Date: 07/01/2016

## **Sikorsky Aircraft Corporation**

**S-76D**  
**(H1NE)**

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

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**S-76D**

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**LOG OF REVISIONS**

Rev. No.	Date	Revision Description
Original	09/19/2013	Original MMEL.
1	04/04/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Additional Global Change (GC) Policy Letters.
2	07/01/2016	Updated Cover Page, Table of Contents, Control Page, Highlights of Change, Guidelines, Pages 18-1, 21-1, 22-1, 23-1, 23-2, 23-3, 23-4, 24-1, 25-1, 25-2, 26-1, 30-1, 31-1, 32-1, 33-1, 33-2, 34-1, 34-4, and 52-1. Removed Page VII titled "Incorporated Policy Letters". Revised REMARKS OR EXCEPTIONS Other minor editing as noted by change bars in the right hand column. Revised formatting for compliance to Section 508 of the Rehabilitation Act of 1973.

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**HIGHLIGHTS OF CHANGE**

JASC	Item	Explanation
		<p>This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, <a href="#">Joint Aircraft System/Component (JASC) Code Table, and Definitions</a> are available for download or viewing.</p> <p>This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p> <p><b>Example:</b> JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>
<b>1800</b>	<b>-01</b>	Renamed Item in component description.
<b>2140</b>	<b>-01</b>	Made item an option.
<b>2160</b>	<b>-01</b>	Renamed Item in component description.
<b>2210</b>	<b>-01</b>	Added item.
<b>2216</b>	<b>-04</b>	Added item.
<b>2310</b>	<b>-01</b>	Renamed Item in component description.
<b>2311</b>	<b>-01</b>	Renamed Item in component description.
<b>2312</b>	<b>-01</b>	Renamed Item in component description.
<b>2370</b>	<b>-01</b>	Added item.
<b>2370</b>	<b>-02</b>	Added item.
<b>2421</b>	<b>-02</b>	Added item.
<b>2422</b>	<b>-01</b>	JASC Code Item number changed.
<b>2425</b>	<b>-01</b>	Added item.
<b>2433</b>	<b>-01</b>	Added item.
<b>2435</b>	<b>-01</b>	REMARKS OR EXCEPTIONS revised.
<b>2500</b>	<b>-01</b>	Renamed Item in component description.
<b>2520</b>	<b>-01</b>	Renamed Item in component description.
<b>2550</b>	<b>-02</b>	REMARKS OR EXCEPTIONS revised.
<b>2562</b>	<b>-01</b>	Renamed Item in component description.
<b>2564</b>	<b>-02</b>	Removed item.

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**HIGHLIGHTS OF CHANGE (Cont'd)**

JASC	Item	Explanation
<b>3040</b>	<b>-03</b>	Made item a non option.
<b>3120</b>	<b>-01</b>	Revised number installed.
<b>3130</b>	<b>-01</b>	Renamed Item in component description.
<b>3130</b>	<b>-02</b>	Added item.
<b>3130</b>	<b>-03</b>	Renumbered item.
<b>3140</b>	<b>-01</b>	REMARKS OR EXCEPTIONS revised.
<b>3230</b>	<b>-01</b>	REMARKS OR EXCEPTIONS revised.
<b>3230</b>	<b>-02</b>	REMARKS OR EXCEPTIONS revised.
<b>3260</b>	<b>-01</b>	REMARKS OR EXCEPTIONS revised
<b>3260</b>	<b>-02</b>	REMARKS OR EXCEPTIONS revised
<b>3320</b>	<b>-02</b>	JASC Code Item number changed.
<b>3340</b>	<b>-02</b>	REMARKS OR EXCEPTIONS revised.
<b>3340</b>	<b>-04</b>	Renamed Item in component description.
<b>3340</b>	<b>-05</b>	Renamed Item in component description.
<b>3412</b>	<b>-01</b>	Revised number required for dispatch.
<b>3425</b>	<b>-01</b>	REMARKS OR EXCEPTIONS revised.
<b>3451</b>	<b>-01</b>	Made item a non option.
<b>5200</b>	<b>-02</b>	Made item a non option.
<b>5260</b>	<b>-01</b>	Added item.

**NOTE 1:** MMEL Original and subsequent, will also include relief for Part 91 operations.

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<b>DEFINITIONS &amp; PREAMBLE</b>		

**DEFINITIONS**

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

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

**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 FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL APPROVAL.

[Current Policy Letters](#) may be found on the Flight Standards Information Management System (FSIMS) website.

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

JASC

Item

Explanation

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:

<b>2100</b>	<b>-01</b>	<b>(M)</b> Maintenance procedure to deactivate and secure system.	
<b>2310</b>	<b>-01</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>2340</b>	<b>-02</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>2340</b>	<b>-07</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>2340</b>	<b>-08</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>2425</b>	<b>-01</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>2435</b>	<b>-01</b>	<b>(M)</b> Maintenance procedure to deactivate and secure system. <b>(O)</b> Alternate procedures are established and used.	
<b>2500</b>	<b>-01</b>	<b>(M) &amp; (O)</b> Alternate procedures are established and used.	
<b>2520</b>	<b>-01</b>	<b>(M)</b> Maintenance procedure to deactivate and secure system. <b>(O)</b> Alternate procedures are established and used.	
<b>2550</b>	<b>-02</b>	<b>(M)</b> Maintenance procedure to deactivate and secure system.	
<b>2562</b>	<b>-01</b>	<b>(M)</b> Maintenance procedure to deactivate system.	
<b>2800</b>	<b>-01</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>2841</b>	<b>-01</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>3212</b>	<b>-02</b>	<b>(M)</b> Maintenance procedure to deactivate and secure system.	
<b>3230</b>	<b>-01</b>	<b>(M)</b> Procedure to secure landing gear down. <b>(O)</b> Alternate procedures from RFM are established and used.	
<b>3230</b>	<b>-02</b>	<b>(M)</b> Procedure to secure landing gear down. <b>(O)</b> Alternate procedures from RFM are established and used.	
<b>3240</b>	<b>-01</b>	<b>(O)</b> Alternate procedures from RFM are established and used.	
<b>3260</b>	<b>-01</b>	<b>(M)</b> Procedure to secure landing gear down. <b>(O)</b> Alternate procedures from RFM are established and used.	
<b>3260</b>	<b>-02</b>	<b>(M)</b> Procedure to secure landing gear down. <b>(O)</b> Alternate procedures from RFM are established and used.	
<b>3444</b>	<b>-03</b>	<b>(O)</b> May be inoperative provided: Alternate procedures are established and used. <b>NOTE:</b> Any mode that operates normally may be used.	
<b>3445</b>	<b>-01</b>	<b>(M)</b> Procedure to deactivate and secure system.	

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

JASC	Item	Explanation	
<b>3445</b>	<b>-01</b>	<b>(M)</b> Procedure to deactivate and secure system. <b>(O)</b> Procedure to meet proviso.	
<b>3452</b>	<b>-01</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>3461</b>	<b>-01</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>3461</b>	<b>-02</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>5260</b>	<b>-01</b>	<b>(M)</b> Procedure to deactivate and secure system.	
<b>5270</b>	<b>-01</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>5270</b>	<b>-02</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>5270</b>	<b>-03</b>	<b>(O)</b> Alternate procedures are established and used.	
<b>6321</b>	<b>-01</b>	<b>(M)</b> Maintenance procedure to inspect, deactivate, and secure system.	
<b>6321</b>	<b>-02</b>	<b>(M)</b> Maintenance procedure to inspect, deactivate, and secure system.	

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<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
<b>18. HELICOPTER VIBRATION</b>					
<b>1800-01</b>	Active Vibration Control (AVC) System	<b>C</b>	<b>1</b>	<b>0</b>	

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

<b>21. AIR CONDITIONING</b>						
<b>2100-01</b> ***	Air Conditioning System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided the system is deactivated and secured.	
<b>2121-01</b>	Blower/Vent Fan	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> The cockpit side windows can be opened to allow fresh air inside, and <b>b)</b> If ambient temperature allows the Heating system to be operated for fresh air.	
<b>2140-01</b>	Heating System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided heated air is not required for defrosting/defogging.	
<b>2160-01</b> ***	Environmental Control System (ECS)	<b>C</b>	<b>-</b>	<b>0</b>		

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

<b>22. AUTO FLIGHT</b>						
<b>2210-01</b>	Autopilot (AP) System	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR operations. a) ATT mode may be inoperative for VFR and dual pilot IFR operations.	
<b>2216-01</b>	Collective Trim Actuator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR operations provided collective trim release and force gradient are operational.	
<b>2216-02</b>	Pitch Trim Actuator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR operations provided pitch trim release and force gradient are operational.	
<b>2216-03</b>	Roll Trim Actuator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR operations provided roll trim release and force gradient are operational.	
<b>2216-04</b>	Yaw Trim Actuator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR operations provided yaw trim release and force gradient are operational.	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	

<b>23. COMMUNICATIONS</b>						
<b>2300-01</b> ***	Air to Ground Communications System (Cellular, Satellite, etc.)	<b>C</b>	-	<b>0</b>		
<b>2300-02</b> ***	External Speaker (Loudhailer, etc.)	<b>C</b>	-	<b>0</b>		
<b>2310-01</b> *** (PL-106)	High Frequency (HF) Communications System	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>C</b>	-	<b>1</b>	<b>(O)</b> May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as a LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established and used.</li> </ul>	
<b>2311-01</b>	Communications Systems (UHF)  <b>Note:</b> Operators must list type of equipment installed	<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 the DC Transfer Bus and not required for emergency procedures.	

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

<b>23. COMMUNICATIONS (Cont'd)</b>						
<b>2312-01</b>	Communications Systems (VHF)  <b>Note:</b> Operators must list type of equipment installed	<b>C</b>	<b>2</b>	<b>0</b>	Any in excess of those required by 14 CFR may be inoperative.	
<b>2320-01</b> ***	Data Link/Flight Following System (AFIS, Uni-Link, Outer Link, Sky Connect, XM WX, etc.)	<b>C</b>	<b>-</b>	<b>0</b>		
<b>2330-01</b> ***	Entertainment System	<b>C</b>	<b>-</b>	<b>0</b>		
<b>2340-01</b>	Pilot Inter-Communication System (ICS)	<b>B</b>	<b>1</b>	<b>0</b>	Left pilot station ICS may be inoperative for single pilot VFR operations.	
<b>2340-02</b>	Passenger Compartment Inter-Communication System	<b>C</b>	<b>-</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and utilized, b) For non-passenger carrying operations.	

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

<b>23. COMMUNICATIONS (Cont'd)</b>					
<b>2340-03</b>	Pilot ICS/Radio Foot Switch	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the foot switch is not stuck in the "ON" or "HOT" position.
<b>2340-04</b> ***	External ICS	<b>C</b>	<b>-</b>	<b>0</b>	
<b>2340-05</b> ***	Emergency ICS Panel	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative for VFR or two pilot IFR operations.
<b>2340-06</b> ***	Hoist Operator ICS	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided hoist operations are not conducted.
<b>2340-07</b> ***	Cabin Public Address System	<b>A</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and utilized for passenger notification, b) Aircraft may continue flight or a series of flights for a maximum of 15 hours, for non-passenger carrying operations.
<b>2340-08</b> ***	Electronic/Audio Checklist	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided an alternative checklist is available and used.
<b>2360-01</b>	Static Discharge Wicks	<b>C</b>	<b>6</b>	<b>0</b>	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	

<b>23. COMMUNICATIONS (Cont'd)</b>					
<b>2370-01</b> *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <u>With</u> a Flight Data Recorder installed).	<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 three flight days.
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>	
<b>2370-02</b> *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <u>Without</u> a Flight Data Recorder installed in the aircraft.)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made within three flight days.
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>	
<b>2370-03</b> *** (PL-29)	Cockpit Voice Recorder (CVR) (For an operator other than a holder of an air carrier or commercial operator certificate)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFR.
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	

<b>24. ELECTRICAL POWER</b>						
<b>2421-01</b>	Main AC Generator	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided an approved windshield defogging system is installed and operative.	
<b>2421-02</b>	Main AC Generator Bearing	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided the total flight time with a MAIN AC GEN BRG caution light illuminated is limited to 5 hours.	
<b>2422-01</b> ***	AC Inverter	<b>C</b>	<b>-</b>	<b>0</b>		
<b>2425-01</b>	MAIN AC GCU BIT Monitoring	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided an operational check of the AC electrical system has been completed.	
<b>2433-01</b> ***	DC Converter	<b>C</b>	<b>-</b>	<b>0</b>		
<b>2435-01</b>	Starter/DC Generator	<b>B</b>	<b>2</b>	<b>1</b>	<b>(M)</b> One generator may be inoperative for day VFR provided the inoperative generator is deactivated and the starter function is operational, and <b>(O)</b> Check that remaining generator does NOT exceed load limit.	
<b>2440-01</b>	DC External Power	<b>C</b>	<b>1</b>	<b>0</b>		

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<b>25. EQUIPMENT/FURNISHINGS</b>						
<b>2500-01</b>	Passenger Convenience /Nonessential Equipment Furnishings (NEF) Items	-	-	<b>0</b>	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) Manual. <b>(M)(O)</b> Procedures, if required, must be available to the flight crew and included in the operator's appropriate document. <b>NOTE:</b> Exterior lavatory door ash trays are not NEF items.	
<b>2500-02</b>	Passenger Seat Belts and/or Shoulder Harness	<b>C</b>	-	<b>0</b>	One for each occupied seat. If belt and/or shoulder harness are inoperative or missing, seat must be blocked and placarded.	
<b>2500-03</b> ***	Video Camera System	<b>C</b>	-	<b>0</b>		
<b>2510-01</b>	Crewmember Shoulder Harness	<b>B</b>	-	<b>0</b>	May be inoperative provided associated seat is blocked, placarded and not occupied or required under 14 CFR (Excluding right pilot seat)	
<b>2520-01</b> ***	Special Equipment (Emergency Medical Service (EMS), etc.)	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured, and/or <b>(O)</b> Procedures may be required and included in the air carrier's appropriate document. <b>NOTE:</b> Appropriate maintenance action has to be developed by the operator.	
<b>2530-01</b> ***	Buffet/Galley Equipment	<b>C</b>	-	<b>0</b>		
<b>2550-01</b> ***	Cargo Suspension System	<b>C</b>	-	<b>0</b>		

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<b>25. EQUIPMENT/FURNISHINGS (Cont'd)</b>						
<b>2550-02</b> ***	Utility Hoist	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the system is deactivated and secured.	
<b>2560-01</b> ***	First Aid Kit	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete or missing, provided required distribution is maintained.	
<b>2562-01</b> *** (PL-120)	Emergency Locator Transmitters (ELT) Survival Type ELT	<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: a) System is deactivated, 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.	
<b>2562-02</b> ***	Sonic Locator/Underwater Beacon	<b>C</b>	-	<b>0</b>		
<b>2564-01</b> ***	Externally Mounted Deployable Raft	<b>C</b>	-	<b>0</b>		

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<b>26. FIRE PROTECTION</b>						
<b>2611-01</b>	Baggage Compartment Smoke Detector	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided provided the compartment is empty. Cargo is limited only to non-combustible materials.	
<b>2622-01</b>	Portable Fire Extinguisher	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <b>a)</b> The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and <b>b)</b> Required distribution is maintained.	

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<b>28. FUEL</b>					
<b>2800-01</b> ***	Auxiliary Fuel System	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided flight is not predicated on use of fuel from the auxiliary system. Trapped fuel quantity must be determined and accounted for in weight and balance determinations.
<b>2841-01</b>	Fuel Quantity Indicating System	<b>B</b>	<b>2</b>	<b>1</b>	<b>(O)</b> Either fuel tank indication may be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Affected tank is fueled with a known quantity of fuel,</li> <li><b>b)</b> Both fuel flow indications are operative,</li> <li><b>c)</b> A fuel management procedure is established (monitoring of fuel flow vs. flight time), and</li> <li><b>d)</b> Both fuel low level warning systems are operative.</li> </ul>

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<b>30. ICE AND RAIN PROTECTION</b>					
<b>3030-01</b>	Pitot Tube Heat	<b>B</b>	<b>3</b>	<b>2</b>	May be inoperative provided: <b>a)</b> Flight is in VFR conditions, <b>b)</b> Ambient temperatures are above +4°C (39°F), and <b>c)</b> Operations are not conducted in visible moisture.
<b>3040-01</b>	Windshield Wiper System	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided the helicopter is not operated in known or forecast precipitation that requires its use.
<b>3040-02</b>	Electric Windshield Heat System	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided another approved windshield defogging system is installed and operative.
<b>3040-03</b>	Windshield Washer System	<b>C</b>	<b>-</b>	<b>0</b>	

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<b>31. INSTRUMENTS</b>						
<b>3110-01</b>	Cursor Control Device (CCD)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR.	
<b>3120-01</b>	Clock	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
<b>3130-01</b> ***	Flight Data Recorder (FDR) System	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>3130-02</b>	Health and Usage Monitoring System (HUMS)	<b>C</b>	<b>1</b>	<b>0</b>		
<b>3140-01</b>	Vehicle Monitoring Modules (VMM)	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR provided the bleed air heating system is off for takeoffs and landings.	
<b>3160-01</b>	Multifunction Control and Display Units (MCDU)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR.	

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<b>32. LANDING GEAR</b>						
<b>3212-01</b> ***	Helicopter Flotation System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3212-02</b> ***	Automatic Float Deployment System (AFDS)	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided the system is deactivated and secured.	
<b>3230-01</b>	Landing Gear Retract/Extend System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Landing gear handle is secured in the down position. (O) RFM airspeed limitations and performance corrections for fixed landing gear are complied with.	
<b>3230-02</b>	Landing Gear Emergency Extension System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Landing gear handle is secured in the down position. (O) RFM airspeed limitations and performance corrections for fixed landing gear are complied with.	
<b>3240-01</b>	Parking Brake	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Normal wheel braking system is operative, and b) Wheel chocks are used when parking aircraft.	
<b>3260-01</b>	Landing Gear Position Indicating System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Landing gear handle is secured in the down position. (O) RFM airspeed limitations and performance corrections for fixed landing gear are complied with.	
<b>3260-02</b>	Landing Gear Up Warning System	<b>C</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided Landing gear handle is secured in the down position. (O) RFM airspeed limitations and performance corrections for fixed landing gear are complied with.	

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<b>33. LIGHTS</b>					
<b>3300-01</b> *** (PL-127)	NVG Compatible Lighting System	<b>C</b>	-	-	<p>Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are:</p> <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 flight crew-members eyes,</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.</li> </ul>
<b>3310-01</b> (PL-77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	<b>C</b>	-	-	<p>Individual lights may be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li><b>b)</b> Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers eyes, and</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flight crew.</li> </ul> <p>Note 1: Individual button/switch lights and/or annunciations/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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<b>33. LIGHTS (Cont'd)</b>						
<b>3320-01</b>	Passenger Compartment Lighting	<b>C</b>	-	-	As required by 14 CFR.	
<b>3320-02</b> ***	Cabin Signs (Fasten Seat Belt & No Smoking Signs)	<b>C</b>	-	-	As required by 14 CFR.	
<b>3330-01</b>	Cargo Compartment Lighting	<b>C</b>	<b>2</b>	<b>0</b>		
<b>3340-01</b>	Position Lights	<b>C</b>	<b>3</b>	<b>0</b>	May be inoperative provided operations are not conducted at night OR As required by 14 CFR.	
<b>3340-02</b>	Anti-Collision Light System	<b>B</b> <b>B</b>	<b>2</b> <b>2</b>	<b>0</b> <b>1</b>	May be inoperative provided operations are not conducted at night. Lower Anti-Collision Light may be inoperative for night operations.	
<b>3340-03</b>	Strobe Light System	<b>C</b>	<b>1</b>	<b>0</b>		
<b>3340-04</b>	Fixed Landing Light(s)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3340-05</b>	Controllable Search Light	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
<b>3340-06</b> ***	External Utility Lights (Gearbox Inspection, Steps, Rotor Head, etc.)	<b>C</b>	-	<b>0</b>		
<b>3340-07</b> ***	Supplemental External Lights	<b>C</b>	-	<b>0</b>		
<b>3340-08</b> ***	Lighting Pulse System	<b>C</b>	-	<b>0</b>		
<b>3350-01</b>	Cabin Emergency Lights	<b>B</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3350-02</b> ***	Helicopter Emergency Egress Lighting System (HEELS)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	

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<b>34. NAVIGATION</b>						
<b>3400-01</b>	Digital Maps (DMAP)	<b>C</b>	<b>2</b>	<b>0</b>		
<b>3400-02</b> ***	Direction Finder (DF) System	<b>C</b>	<b>-</b>	<b>0</b>		
<b>3400-03</b> ***	Digital Terminal Approach Procedures (TAP)	<b>C</b>	<b>-</b>	<b>0</b>		
<b>3412-01</b>	Outside Air Temperature (OAT) Sensors	<b>C</b>	<b>2</b>	<b>1</b>		
<b>3417-01</b>	Air Data Computers (ADC)	<b>A</b>	<b>2</b>	<b>1</b>	One ADC may be inoperative provided: <b>a)</b> VFR operations only, are conducted, <b>b)</b> Integrated Electronic Standby Instrument (Item <b>3425-01</b> ) is operative, and <b>c)</b> Repairs are made within one day.	
<b>3420-01</b>	Attitude and Heading Reference System (AHRS)	<b>A</b>	<b>2</b>	<b>1</b>	One AHRS may be inoperative provided: <b>a)</b> VFR operations only, are conducted, <b>b)</b> Integrated Electronic Standby Instrument (Item <b>3425-01</b> ) is operative, and <b>c)</b> Repairs are made within one day.	
<b>3425-01</b>	Integrated Electronic Standby Instrument (IESI)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided only VFR operations are conducted.	
<b>3430-01</b> ***	Enhanced Vision System (IR Imaging System)	<b>C</b>	<b>-</b>	<b>0</b>		

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<b>34. NAVIGATION (Cont'd)</b>						
<b>3431-01</b>	Localizer/VOR System	<b>C</b>	<b>2</b>	<b>0</b>	As required by 14 CFR.	
<b>3432-01</b>	Glide Slope System	<b>C</b>	<b>2</b>	<b>0</b>	As required by 14 CFR.	
<b>3434-01</b>	Marker Beacon	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative provided navigation is not predicated on its use.	
<b>3442-01</b>	Weather Radar System	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
<b>3444-01</b>	Radio Altimeter System(s)	<b>C</b>	<b>-</b>	<b>0</b>	As required by 14 CFR.	
<b>3444-02</b> ***	Radio Altimeter	<b>D</b>	<b>-</b>	<b>0</b>	One or more may be inoperative provided: <b>a)</b> Autopilot GS-mode is not used, <b>b)</b> Category A operation is not performed, <b>c)</b> Night VFR operation is not performed with NVG, and <b>d)</b> Operating requirements do not require its use.	
<b>3444-03</b> *** (PL-54)  <b>HTAWS</b>	Class A TAWS Equipment 1) GPWS	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Repairs are made within two flight days.	

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3444-02</b> *** (Cont'd) (PL-54)	a) Modes 1-4	<b>A</b>	<b>4</b>	<b>0</b>	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.
<b>HTAWS</b>	b) Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.
	c) Glideslope Deviation(s) Mode 5	<b>C</b>	<b>-</b>	<b>1</b>	
	d) Advisory Callouts	<b>B</b>	<b>-</b>	<b>0</b>	
		<b>B</b>	<b>-</b>	<b>0</b>	(O) Maybe inoperative provided alternate procedures are established and used.
		<b>C</b>	<b>-</b>	<b>0</b>	(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>B</b>	<b>1</b>	<b>0</b>	(O) Maybe inoperative provided alternate procedures are established and used.
		<b>C</b>	<b>1</b>	<b>0</b>	<b>NOTE:</b> Operator's alternate procedures should include windshear avoidance and windshear recovery procedures. (O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.

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<b>34. NAVIGATION (Cont'd)</b>					
<b>3444-02</b> *** (Cont'd) (PL-54) <b>HTAWS</b>	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	<b>B</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.
	3) Terrain Displays	<b>C</b>	<b>-</b>	<b>1</b>	
		<b>B</b>	<b>-</b>	<b>0</b>	
	4) Runway Awareness & Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>	
	***				
	Class B TAWS Equipment Required	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided:
	1) GPWS				<b>a)</b> Alternate procedures are established and used, and
					<b>b)</b> Repairs are made within two flight days.
	a) Modes 1 & 3	<b>A</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative provided:
					<b>a)</b> Alternate procedures are established and used, and
				<b>b)</b> Repairs are made within two flight days.	
b) Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided:	
				<b>a)</b> GPWS is considered inoperative, and	
				<b>b)</b> Repairs are made within two flight days.	
c) Modes 2, 4 & 5 ***	<b>C</b>	<b>3</b>	<b>0</b>		
d) Advisory Callouts	<b>B</b>	<b>-</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	

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<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

<b>34. NAVIGATION (Cont'd)</b>					
<b>3444-02</b> *** (PL-54)  (Cont'd)		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Advisory callout not required by 14 CFR, and <b>b)</b> Alternate procedures are established and used.  <b>(O)</b> Maybe inoperative provided alternate procedures are established and used.
	e) Windshear Mode (Reactive) ***	<b>C</b>	<b>1</b>	<b>0</b>	
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Function	<b>B</b>	<b>1</b>	<b>0</b>	
	3) Terrain Displays ***	<b>C</b>	<b>-</b>	<b>0</b>	
	4) Runway Awareness & Advisory System (RAAS) ***	<b>C</b>	<b>1</b>	<b>0</b>	
	Class C TAWS Equipment TAWS/GPWS ***	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.  <b>NOTE:</b> Any mode that operates normally may be used.
<b>3445-01</b> *** (PL-32)	Taffic Alert Collision Avoidance Systems (TCAS I)	<b>B</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use.

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<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

<b>34. NAVIGATION (Cont'd)</b>					
<b>3445-01</b> *** (Cont'd) (PL-32)		<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, <b>c)</b> Enroute or Approach procedures do not require its use.
	Traffic Alert Collision Avoidance System (TCAS II)	<b>B</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative, provided: <b>a)</b> System is deactivated and secured, <b>b)</b> Enroute or approach procedures do not require its use.
		<b>C</b>	<b>-</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, and <b>c)</b> Enroute or approach procedures do not require its use.
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side, provided: <b>a)</b> TA and RA visual display is operative on flying pilot side, <b>b)</b> TA and RA audio function is operative on flying pilot side.

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<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

<b>34. NAVIGATION (Cont'd)</b>					
<b>3445-01</b> *** (Cont'd) (PL-32)	2) Resolution Advisory (RA) Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.
		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Traffic Alert (TA) visual display and audio functions are operative, <b>b)</b> TA only mode is selected by the crew, <b>c)</b> Enroute or approach procedures do not require its use.
	3) Traffic Alert Display System(s)	<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> RA visual display and audio functions are operative, <b>b)</b> Enroute or approach procedures do not require its use.
	4) Audio Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.
	5) Airspeed Selection Function	<b>C</b>	<b>-</b>	<b>0</b>	
<b>3451-01</b>	DME	<b>D</b>	<b>-</b>	<b>-</b>	As required for IFR per applicable RFM.

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<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

<b>34. NAVIGATION (Cont'd)</b>					
<b>3452-01</b> (PL-76)	ATC Transponders & 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>***</b>	<b>1)</b> Elementary and Enhanced Downlink Aircraft Reportable Parameters <i>not required</i> by 14 CFR	<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.
<b>***</b>	<b>2)</b> ADS-B Squitter Transmissions	<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>***</b>		<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.
		<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.
					<b>NOTE:</b> Any ADS-B Out function that operates normally may be used.

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<b>JASC SYSTEM &amp; TITLE</b>		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS OR EXCEPTIONS	

<b>34. NAVIGATION (Cont'd)</b>						
<b>3452-02</b> *** (PL-105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	<b>D</b>	-	<b>0</b>	May be inoperative provided it is not required by 14 CFR. <b>NOTE:</b> If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment.	
	1) Cockpit Display and Traffic Information (CDTI)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	2) CDTI Control Panel	<b>D</b>	-	<b>0</b>	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)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section.	
	4) Data Link Receivers	<b>D</b>	-	<b>0</b>		
	5) ADS-B Applications	<b>D</b>	-	<b>0</b>		
<b>3454-01</b>	VOR Navigation Systems	<b>C</b>	<b>2</b>	<b>0</b>	As required by 14 CFR.	
<b>3455-01</b>	ADF Navigation System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
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		4. REMARKS OR EXCEPTIONS	

<b>34. NAVIGATION (Cont'd)</b>					
<b>3457-01</b>	Global Positioning System(s)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.
<b>3461-01</b> (PL-98)	Flight Management System (FMS) 1) Navigation Databases	<b>C</b>	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch. b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.
<b>***</b>	Navigation Management System (NMS) 1) Navigation Databases	<b>C</b>	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch. b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

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

<b>52. DOORS</b>						
<b>5200-01</b>	Electrically Operated Door Locks	<b>D</b>	-	<b>0</b>	May be inoperative provided manual door locks are operative and door operation from inside and outside the aircraft is unaffected.	
<b>5200-02</b>	Key Locks	<b>D</b>	-	<b>0</b>	May be inoperative provided door operation from inside and outside the aircraft is unaffected.	
<b>5260-01</b> ***	Boarding Steps	<b>C</b>	-	<b>0</b>	<b>(M)</b> Maybe inoperative provided system is deactivated and secured.	
<b>5270-01</b>	Door Caution System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-02</b>	Baggage Door Caution System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
<b>5270-03</b>	External Power Door Caution Light	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
<b>62. MAIN ROTOR</b>					
<b>6240-01</b> ***	Cyclic Stick Position Warning System	<b>C</b>	<b>-</b>	<b>0</b>	

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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		

63. MAIN ROTOR DRIVE						
<b>6321-01</b>	Rotor Brake System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Maintenance inspection determines Rotor Disc is free, and <b>b)</b> System is deactivated and secured.	
<b>6321-02</b>	Rotor Brake Warning System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Maintenance inspection determines Rotor Disc is free, and <b>b)</b> System is deactivated and secured.	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
<b>73. ENGINE FUEL AND CONTROL</b>					
<b>7331-01</b>	Fuel Flow Indicating System	<b>C</b>	<b>2</b>	<b>0</b>	