MARITIME HELICOPTERS

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206/407 SERIES

MINIMUM EQUIPMENT LIST

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Revision 13
05/25/23

LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
9	08/15/2017	All Pages	SDS
10	10/20/2017	i, ii, iv, 34-5	SDS
11	01/01/2019	i, ii, iii, iv, x, xi, 21-2, 23-1,2, 24-1. 25-1,2,3, 26-1 27-1, 28-1,2, 30-1, 31-1,2, 32-1, 33-1,2 34-1 thru 5, 52-1, 63-2,3, 71-1, 77-1	SDS
12	11/15/2020	i - iv, xiii, 21-1, 25-1, 27-1, 28-1,2 30-1, 31-1, 33-1,2 34-1,3 63-1,2 67-1, 71-1	SDS
13	05/25/2023	i, ii, iv, 33-1	SDS

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Control Page

Developed from FAA MMEL Bell Helicopter Textron 206L and 407 Series Rev. 7 11/10/2020

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67	67-1	12	11/20/2020
71	71-1	12	11/15/2020
77	77-1	11	01/01/2019

Definitions

1. System Definitions.

2. Not Required

3. ATA System Page. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.

   A. Item. This column depicts the equipment, system, component, or function listed in the "Item" column.

   B. Repair Category. See definition #24.

   C. Number Installed. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.

   D. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

   E. Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

   F. Provisos. Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

   G. Notes. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.

   H. Vertical Bar (change bar). A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MEL are removed prior to the release of the next revision.

4. Rotorcraft Flight Manual (RFM). The FAA-approved RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.

5. Not Used.

6. Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR). CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.

7. Considered Inoperative. The phrase, “Considered Inoperative”, as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MEL provisions, including any (M) and (O) procedures and observing the repair category.

8. Continuing Authorization – Single Extension. An aircraft operator who has the authorization to use an FAA approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.

9. Dash (-). Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.

10. Day of Discovery. This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MEL items; i.e., categories A, B, C, and D.

11. Deactivated and/or Secured. When the MEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.

12. Deleted. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

13. Not required.

14. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.

15. Flight Day. A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by Maritime Helicopters, during which at least one flight is initiated for the affected aircraft.

16. Not required.

17. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

18. Inoperative. A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).

19. Inoperative Components of an Inoperative System. Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MEL).

20. Is Not Used. The phrase “Is Not Used” in the provisos, remarks or exceptions for an MEL instrument or equipment item may specify that another item in the MEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, (O) operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

21. Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

22. Operative. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.

23. Placarding. Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

24. Repair Category. All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):

    A. Repair Category A. This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hors, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

    B. Repair Category B. This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.

    C. Repair Category C. This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.

    D. Repair Category D. This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

25. Takeoff. Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

26. Not Used.

27. Visible Moisture. An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

28. Visual Flight Rules (VFR). VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

29. Visual Meteorological Conditions (VMC). VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

30. (M). This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

31. (O). This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

32. Electronic Fault Alerting System. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

A. NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE BELL 206/407 SERIES AIRCRAFT.

PREAMBLE
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment.

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative. When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by 14 CFR. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered. Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures and schedules to ensure timely repair.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

Guidelines for (O) & (M) 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:

Maritime Helicopters Guidelines for (M) & (O) Procedures are based on the Maintenance and Operational Procedures for the 206L-1, 206L-3, 206L-4, and 407 aircraft.

MEL PROCEDURES

General

MEL procedures are to be followed by the Maritime Helicopters flight and maintenance personnel in the use of this Minimum Equipment List (MEL). This document must be reviewed and approved by the FAA FSDO.

It is the pilot in command's responsibility to become thoroughly familiar with Maritime Helicopters policies and procedures concerning the use of MEL's. All items related to the airworthiness of the aircraft not included in the MEL are required to be fully and properly operative.

If the MEL remarks require a maintenance procedure, that procedure must be accomplished and recorded in accordance with CFR Sections 43.9, 91.405 and 135.411 prior to flight. Maritime Helicopters will ensure that all discrepancies are recorded in the aircraft log book.

When inoperative items are noted, the pilot or maintenance personnel will record it in accordance with CFR Section 43.9 and enter it in the **DISCREPANCY** column of the aircraft log book. If the inoperative item is allowed by the MEL, it will be deferred by an entry in the **CORRECTIVE ACTION** column of the aircraft log book, with the MEL Code and a statement acknowledging MEL approval to include applicable remarks;

DISCREPANCY	ATA/MEL	CORRECTIVE ACTION
1) Landing light inop (Name, Cert #)	3340-05	1) Landing light MEL'd I/A/W MHI Bell 206/407 MEL, aircraft
		restricted to day operations only. Discrepancy transcribed
		to the MEL Discrepancy and Deferral Report.
		(Date, Acft TT, Name, Cert#)

Discrepancies are then transcribed to the MEL Discrepancy and Deferral Report, located on the back side of the front page of the aircraft log book. They must be corrected no later than the period specified by the letters (A, B, C, D). As soon as practical after discovering the failure, Maritime Helicopters shall make arrangements at the home base or at a suitably equipped repair facility to accommodate the repairs within the limitations if the aircraft is to be kept in service.

When the discrepancy is corrected, the person performing the maintenance will record/transcribe the initial entry from the MEL Discrepancy and Deferral Report back into the aircraft's current log book page as a **DISCREPANCY.** Then under the **CORRECTIVE ACTION,** enter *how* is was rectified such as repaired, replaced, etc. The correction entry will also be recorded on the MEL Discrepancy and Deferral Report to include date, time and aircraft log page number, thus closing out the MEL item. If there are any open MEL discrepancies when changing log books, they must be carried forward

NOTE: Any item which is inoperative, but required by special flight conditions, must be repaired before operating in those conditions.

If any item failure occurs after engine start, but prior to take-off the pilot shall review the MEL procedure to determine if the item can be MEL'd and if not shall contact maintenance to have the item repaired.

The aircraft log book and MEL Discrepancy and Deferral Report must be on board the aircraft during flight operations so the pilot in command will be aware of any inoperative instruments or equipment. It is incumbent on the PIC to review the MEL Discrepancy and Deferral Report before accepting an aircraft for flight, ensuring the aircraft does not depart with expires deferrals. Maritime aircraft are not authorized to depart with any expired deferrals.

The operator or PIC shall ensure that the proper aircraft log book entries are made by maintenance personnel when appropriate such as **(M)** procedures. The PIC or Maintenance personnel shall ensure the proper placards are affixed per the MEL as applicable.

The Pilot-in-Command (PIC) shall make the final decision to defer based on:

a. This minimum equipment list.
b. All applicable Federal Aviation Regulations.
c. All applicable Airworthiness Directives.
d. Good judgment.
e. Input from maintenance personnel, when applicable.

Placards

The PIC or maintenance personnel shall affix the required placard. Remove a red sticker from the envelope inside the aircraft log CAN and attach to or near the affected control of the inoperative item. Date the sticker with the current day's date and MEL Item # and System number.

Duties and Responsibilities

- The pilot or mechanic is responsible for the discovery and initiation of all MEL requests and notification to either the Fairbanks Maintenance Lead or the Chief Inspector.
- The Chief Inspector will be responsible for of all MEL items, status of parts and repair processes.
- The Director of Maintenance shall retain overall responsibility for MEL management. Additionally, the DOM shall be responsible for any changes required for this manual and shall work with the local FSDO for approval.

Method of Tracking

MEL discrepancies shall be tracked by the Chief Inspector for all company aircraft. This will include number of items per aircraft, reason for any delays, length of delay and an estimated date item will be repaired.

For all aircraft that report to the Fairbanks, MEL items and a Plan for Repair will be discussed with the Fairbanks Maintenance Lead. For aircraft that report to the Homer Base, the Chief Inspector shall be notified of MEL items and a Plan for Repair discussed.

NOTE: It is the responsibility of the Fairbanks Maintenance Lead to keep the Chief Inspector informed of MEL status on FAI assigned aircraft via daily status report, phone or email for the Chief Inspector to track.

Plan for Repair

MEL deferrals that cannot be corrected by simple part(s) replacement, a Plan for Repair shall be discussed with either the Fairbanks Maintenance Manager or Chief Inspector who will then assist in making arrangements for specialized tooling and/or facilities to correct the discrepancy.

Unavailability of Parts

If parts are not on hand, they must be ordered with the quickest possible shipping method that will have the part arrive and be able to installed prior to the end of the allowed deferral timeframe. If a vendor indicates there will be any delay in filling an order, an expected delivery date shall be requested, tracked and noted in the Plan for Repair.

Procedure for Controlling Extensions

In some situations, MEL items may not be rectified prior to the allotted Category time, due to possible parts delays, specialized tooling or access to suitable repair facilities. In these instances, a MEL extension request shall be sent to the Flight Standards District Office Certificated Team responsible for Maritime Helicopters. Included in the request shall be the reason for the delay and a revised Plan of Action to correct the discrepancy.

Extension requests shall be submitted PRIOR to the MEL expiration and in the form of an email. A reply with FAA approval must be received before deferrals may be extended. Approvals shall be recorded and tracked along with the MEL Plan of Repair.

Manual Revision and Control

The Director of Maintenance is responsible for the content of this manual and any revisions. This manual requires FAA approval prior to release. Revisions to this manual must be routed MHI internal and FAA acceptance prior to distribution. This manual cannot be published or distributed to end users prior to formal submission to and approval by the FAA indicated by signature(s) on the Control Page(s).

Changes made to this manual will be indicated throughout by change bars. A vertical bar (change bar) in the right margin indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page. The effected paged will also be annotated by updating the revision level and date in the top right-hand corner. The Control Page(s) and Log of Revisions will also be updated as required.

The Director of Maintenance shall submit the proposed revision in electronic PDF format to the Federal Aviation Administration (FAA) for review and approval. Should a proposed revision be found unacceptable by the FAA, the Director of Maintenance will immediately withdraw the proposed revision and decide whether to further revise and resubmit to the FAA

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
JASC SYSTEM & TITLE						
21. AIR CONDITIONING						
2100-02	Bleed Air ECU System	**D**	1	**0**	May be inoperative provided system is deactivated/secured. **(M)** Maintenance will pull and collar the Heater CB and disconnect the bleed air heater line at the engine scroll and cap the outlet with a stainless-steel cap. A leak check will be performed before return to service.	
2140-01	Cabin Heating System				May be inoperative provided system is deactivated/secured.	
	1) Combustion	**D**	**0**	**0**	Not Installed	
	2) Shroud	**D**	**0**	**0**	Not Installed	
	3) Bleed Air	**D**	**1**	**0**	May be inoperative provided system is deactivated / secured and defogging system is operative. **(M)** Maintenance will pull and collar the Heater CB and disconnect the bleed air heater line at the engine scroll and cap the outlet with a stainless-steel cap. A leak check will be performed before return to service.	
2140-02	Defogging System				May be inoperative provided cabin heating system is installed and operative. .	
	1) Cockpit Vent and Defog Blower Fan	**C**	**1**	**0**	May be inoperative provided cabin heating system is installed and operative. **(M)** Verify heater bleed air compressor installation. With aircraft running, insure hot air passage thru all ducts.	I I I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
23. COMMUNICATIONS						
2310-02	Satellite Tracking or Satellite Phone Systems(s)	**D**	**1**	**0**	May be inoperative provided operations do not require its use.	
2312-01 (PL-95)	Communications Systems (VHF)	**D**	**2**	**1**	May be inoperative if operations do not require its use 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.	
	a) VHF Communications Control Panels					
	1. Frequency Transfers Light	**C**	**-**	**0**		
	2. Frequency Transfer Switch	**C**	**-**	**0**		
	3. Frequency Selector Knob	**C**	**-**	**2**		
	4. Frequency Indication	**C**	**-**	**2**		
2312-02	Communications Systems (FM)	**D**	**1**	**0**	May be inoperative provided operations do not require its use.	

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
JASC SYSTEM & TITLE					
23. COMMUNICATIONS (Cont'd)					
2340-02	Intercom System (ICS)				
	Cabin	**D**	**1**	**0**	Any in excess of those required may be inoperative provided alternate procedures are established and used with passengers. **(O)** Pilot shall brief the passenger(s) regarding alternate normal and emergency procedures to be used. The Pilot briefing must include any appropriate operating restrictions. **NOTE:** May be inoperative for non-passenger carrying operations.
	Cockpit	**C**	**2**	**1**	May be inoperative for single pilot operations.

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
24. ELECTRICAL POWER						
2425-01	Ammeter Exceedance Monitoring Indicator **(407)**	**C**	**1**	**0**	May be inoperative provided Ammeter is operative.	
2434-01	Generator Caution System **(206L Series)**	**C**	**1**	**0**	May be inoperative provided the Loadmeter is operative.	
2434-02	Digital Voltmeter **(407)**	**C**	**1**	**0**	May be inoperative.	
2435-01	Start Caution Light **(407)**	**C**	**1**	**0**	May be inoperative. **(O)** When attempting an engine restart the start switch must be disengaged manually at 50% NG.	
2437-01	Generator Caution System **(407)**	**C**	**1**	**0**	May be inoperative provided Ammeter or Voltmeter is operative.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	Equipment and Furnishings Passenger Convenience (NEF) Items	**D**	**-**	**0**	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 Maritimes NEF manual. **(M)(O)** Procedures, if required, are available to the flight crew and included in the Maritime NEF manual.	
2500-09 (PL-125)	Printed Supplemental Safety Information	**C**	**-**	**0**	May be missing or inoperative provided: **a)** No passengers are carried, and **b)** Alternate procedures are established and used. **(O)** Only personnel meeting the requirements of CFR 135.85 may be carried, they shall receive a safety briefing on normal and emergency procedures to include smoking, seat belts, emergency exits and flotation equipment. The Pilot briefing must include any appropriate operating restrictions.	I

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
25. EQUIPMENT/FURNISHINGS (Cont'd)						
2520-01 (PL-79)	Passenger Seats					
	1) Passenger Seats (Includes all Configurations and Locations.	**D**	**6**	**0**	May be inoperative provided: **a)** Seat does not block an Emergency Exit, **b)** Seat does not restrict any passenger from access to the main aircraft isle, and **c)** The affected seat(s) 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.	
	Seat Belt Required by 14 CFR	**D**	**6**	**0**	May be inoperative provided affected seat is not blocked and placarded "DO NOT OCCUPY". **(O)** The seat will be blocked with tape and placarded "DO NOT OCCUPY"	
2550-01	Cargo Suspension System	**D**	**1**	**0**	May be inoperable provided the system is deactivated and secured. **(M)** Ensure system is deactivated and secured by pulling and collaring the suspension system CB. No Class B loads allowed.	
2550-03 (PL-100)	Cargo Restraint Systems	**C**	**1**	**0**	May be inoperative or missing provided cargo compartment remains empty.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
25. EQUIPMENT/FURNISHINGS (Cont'd)					
2560-03 (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	**D**	**-**	**1**	Any in excess of one (1) may be incomplete, missing, or inoperative.
2562-01 (PL-120)	Emergency Locator Transmitter (ELT)				
	Survival Type ELT	**D**	**0**	**0**	Not installed.
	Fixed ELT	**A**	**1**	**0**	May be inoperative provided; **a)** System is deactivated, and **b)** Repairs are made within 90 consecutive days, and **c)** Placard stating "ELT not installed" is placed in view of the pilot. **(M)** Install placard " ELT not installed" in view of the pilot.
	Remote ELT Switch	**D**	**1**	**0**	May be inoperative provided: **a)** Remote ELT Switch is deactivated, and **b)** ELT Switch is placed in ARMED mode.
	ELT Indicator Light	**D**	**1**	**0**	
2570-01	Engine Preheat System	**C**	**1**	**0**	May be inoperative provided system is deactivated and secured. **(M)** Remove inline fuse

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
26. FIRE PROTECTION					
2622-01 (PL-75)	Portable Fire Extinguisher	**D**	**1**	**1**	Any in excess of those required may be inoperative or missing provided. **a)** 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 distribution is maintained.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
28. FUEL						
2800-01	Solenoid Drain Valve System (Pushbutton)	**D**	**1**	**0**	May be inoperative provided the drain valve is verified closed (no leaks) prior to flight. **(O)** Prior to flight, crew shall perform a visual check to verify the solenoid drain valve is closed.	
2810-01	Auxiliary Fuel Tank	**C**	**1**	**0**	May be inoperative provided: **a)** Flight is not predicated upon its use of the system, and **b)** Auxiliary tank fuel is considered in weight and balance computations.	
2822-02	Left and Right Fuel Boost Pump Caution Light	**C**	**2**	**0**	May be inoperative provided **a)** Fuel Pressure Indicator is operative, **b)** Pilot verifies fuel pump is operative, and **c)** RFM procedures are followed. **(O)** Pilot shall verify fuel pressure gauge is in correct operating range.	I I I I I I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
28. FUEL						
2822-03	Fuel Transfer Pump **(407 Series)**	**C**	**2**	**0**	May be inoperative provided: **a)** Flight is not predicated upon the use of fuel trapped in the forward fuel tank, and **b)** The Fuel Quantity Gauge System and Low Fuel System must also be operative **NOTE:** Unusable fuel could be as high as 151 lbs. in the forward tank.	I
2822-04	Left or Right XFR Pump Caution Light **(407 Series)**	**C**	**2**	**0**	May be inoperative provided the forward Fuel Quantity Gauge is operative to enable the pilot to verify that the pumps are transferring fuel to the aft tank. Unusable fuel could be as high as **151 lbs.** **(O)** Pilot shall press the forward Fuel Quantity Gauge button at 450 lbs. indicated to verify that pumps are transferring fuel to the aft tank. The pilot shall press the fuel quantity gauge button again at 340 lb. indicated to verify that the forward tank is empty.	I
2841-01	FUEL Low Warning Caution Light System	**C**	**1**	**0**	May be inoperative provided: **a)** Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank. **b)** Uncoordinated turns and maneuvers with a low fuel quantity are avoided (206 series), and **c)** Fuel transfer system must be operative in addition to the Fuel Transfer Pump Caution Light (407 series). **(O)** Aircraft must be landed prior to the fuel tank dropping below 250 lbs.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
30. ICE AND RAIN PROTECTION						
3030-01	Engine Anti-Ice System	**B**	**1**	**0**	May be inoperative (Anti-Ice off) provided known and forecast conditions for flight are at ambient temperatures above +4.4 degrees C (40°F) with no visible moisture. **(O)** Aircraft shall not be operated at temperatures below +4.4° C in visible moisture.	**I** **I**
3030-02	Pitot Heat **(206 Series)**	**C**	**1**	**0**	May be inoperative (Anti-Ice off) provided known and forecast conditions for flight are at ambient temperatures above +4.4 degrees C (40°F) with no visible moisture. **(O)** Aircraft is not operated at temperatures below +4.4 degrees C in visible moisture.	
3030-03	Pitot/Static Port Heater System **(407 Series)**	**C**	**1**	**0**	May be inoperative (Anti-Ice off) provided known and forecast conditions for flight are at ambient temperatures above +4.4 degrees C (40°F) with no visible moisture **(O)** Aircraft is not operated at temperatures below +4.4 degrees C in visible moisture.	
3080-01	Automatic Engine Reignition Kit **(206A/B/B3/L)**	**C**	**1**	**0**	**(O)** May be inoperative provided the BHT RFMS procedures are followed and flight is not conducted during falling or blowing snow.	**I**

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
31. INSTRUMENTS						
3100-03	Garmin G500H Flight Display System (STC #SR02295LA)	**B**	**1**	**0**	May be inoperative for VFR **(O)** Pilot shall verify the following standby indicators are installed and operational: • Airspeed Indicator • Pressure Altimeter • Magnetic Compass • Slip Skid Indicator (Required for Night Flight) • Gyroscopic bank and pitch indicator (Required for Night Flight • Gyroscopic direction indicator (Required for Night Flight)	
3120-01	Clock	**C**	**-**	**0**	May be inoperative provided the pilot is equipped with a clock that displays hours, minutes, and seconds.	
3120-02	Elapsed Timer	**C**	**1**	**0**	May be inoperative provided operations do not require its use.	
3120-03	OAT/Free Air Temperature Gauge	**C**	-	**1**	May be inoperative provided approved alternate onboard OAT source is installed and operative. **(O)** Pilot may use Davtron Indicator for an OAT source, if installed and operative.	I I
3120-05	Davtron Indicator (OAT/Clock/Timer/ PA/DA/Voltmeter)	**D**	**1**	**0**	May be inoperative provided **a)** Operation does not require its use, and **b)** Inoperative mode must be placarded prior to flight. **(M)** Inoperative mode must be placarded prior to flight.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
31. INSTRUMENTS (Cont'd)						
3120-06	Hour Meter	**D**	**1**	**0**	May be inoperative provided an alternate means is utilized for recording time in service. **(O)** All flight time with hour meter inoperative will be recorded and entered in the aircraft logbook, and **(M)** Adjustments to maintenance time will be recorded in the logbook when the hour meter is repaired.	
3150-02	Warning Horn Mute System	**C**	**1**	**0**	May be inoperative.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
31. INSTRUMENTS (Cont'd)						
3170-01	FADEC/ECU Maintenance Switch **(407)**	**D**	**1**	**0**	May be inoperative.	
3170-02	FADEC/ECU Maintenance Download Port **(407 Series)**	**D**	**1**	**0**	May be inoperative.	
3170-03	Engine Instruments Maintenance Download Port **(407)**	**D**	**1**	**0**	May be inoperative.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
32. LANDING GEAR						
3200-01	Weight ON Gear System **(407 Series)**	**C**	**1**	**0**	May be inoperative provided: **a)** An alternate method to record Flight time is used, and **b)** The transponder is controlled manually **(O)** All flight time with hour meter inoperative will be recorded and entered in the aircraft logbook, and **(M)** Adjustments to maintenance time will be recorded in the logbook when the hour meter is repaired	
3211-02	Snow Pads	**C**	**2**	**0**	May be inoperative provided equipment is secured or both snow pad are removed and landings on soft surfaces (i.e., mud or snow) are not conducted. **(O)** Aircraft will not be landed on soft surfaces. **(M)** Snow pads will be either secured or removed prior to flight.	
3212-01	Emergency Floatation System	**C**	**-**	**0**	May be inoperative for Part 135 operations provided aircraft, except for take offs and landings, is operated in power off gliding distance of a suitable forced landing area.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
33. LIGHTS						
3300-01 (PL-127)	NVG Compatible Lighting System	**C**	**-**	**0**	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: **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.	I
3310-01 (PL-77)	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System(s)	**C**	**1**	**0**	Individual lights may be inoperative provided: **a)** Remaining Lighting System are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, **b)** Remaining Lighting System are positioned so that direct rays are shielded from flightcrew members' eyes, and **c)** Lighting configuration and intensity is acceptable to the flightcrew. **NOTE 1**: Individual button/switch lights and/or annunciations/indications are excluded from this relief. **NOTE 2**: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing.	
3310-02	Cockpit Utility Light	**C**	**1**	**0**	May be inoperative.	
3320-03	Cabin Lighting System	**C**	**-**	**0**	May be inoperative.	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
33. LIGHTS (Cont'd)						
3340-01	Position Light System	**C**	**1**	**0**	May be inoperative for day operations.	
3340-02	Anti-collision light System	**C**	**1**	**0**	May be inoperative for day operations.	
3340-03	Strobe Lights	**C**	**-**	**0**	May be inoperative for day operations.	
3340-04	Pulse Lights	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	
3340-05	Landing Lights	**C**	**-**	**0**	May be inoperative for day operations. May be inoperative for night flight providing aircraft is not operated for hire.	
3340-06	Taxi Light	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	
3340-07	Search Light	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	I I
3340-08	External Utility Lights	**D**	**-**	**0**	May be inoperative.	
3350-01	Flashlight	**C**	**1**	**0**	May be inoperative for day operations.	I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
34. NAVIGATION						
3413-01	Vertical Speed Indicator (VSI) **(206)**	**D**	**1**	**0**	May be inoperative.	**I**
3414-01	Airspeed Indicator	**B**	**1**	**1**	Must be operational.	
3414-03	Traffic Advisory System (TIS/TAS/TCAD)	**D**	**0**	**0**	May be inoperative provided operations do not require its use.	
3416-01	Altimeter	**B**	**1**	**1**	Must be operational.	
3416-03	Altitude Alerting System	**C**	**-**	**0**	Not Installed on MHI aircraft.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
34. NAVIGATION (Cont'd)						
3421-01	Pitch and Bank Indicator	**C**	**1**	**0**	May be inoperative for day operations.	
3422-01	Direction Indicator	**C**	**1**	**0**	May be inoperative for day operations, providing the Standby Compass is installed and operational	
3422-02	Standby Compass	**D**	**1**	**0**	May be inoperative provided operations do not require its use.	
3424-01	Rate of Turn Indicator with Slip Indicator	**C**	**1**	**0**	May be inoperative for day operations.	
3424-02	Slip Skid Indicator	**C**	**1**	**0**	May be inoperative for day operations.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
34. NAVIGATION (Cont'd)						
3431-01	ILS/Localizer System	**C**	**-**	**0**	May be inoperative provided navigation is not predicated on its use.	
3432-01	ILS/ Glideslope System	**C**	**-**	**0**	May be inoperative provided navigation is not predicated on its use.	
3444-01 (PL-131)	Radar (Radio) Altimeter	**C**	**1**	**0**	May be inoperative for VFR provided: **(O)** The following alternate procedures are used. **a)** Affected system is deactivated, **b)** Night operation is not performed with NVGs, **c)** No night off-airport landings or landings at unimproved sites. **d)** For VFR flight at night, the pilot 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 feet. **e)** Flight at night is not conducted over water or terrain without surface lights. **f)** Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, and **g)** Category A operations which require the use of the radar (radio) altimeter are not performed.	I I I I

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34. NAVIGATION (Cont'd)					
3451-01 (PL-03)	Distance Measuring Equipment (DME) Systems	**D**	**-**	**0**	May be inoperative provided DME is not required for the instrument approach procedure.
3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	**B**	**1**	**0**	May be inoperative, provided: **a)** Operations do not require its use, **b)** Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	**-**	**1**	May be inoperative provided the aircraft is not operating: **a)** in Class A, B, and C airspace, **b)** in all airspace within 30nm of an airport listed in Appendix D, Section 1, of Part 91, **c)** in all airspace above the ceiling and within the lateral boundaries of a Class B or C airspace designated for an airport upward to 10,000 feet MSL, **d)** in all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet AGL, or **e)** in the airspace from the surface to 10,000 feet MSL with a 10nm radius of any airport listed in Appendix D, section 2 of Part 91, excluding the airspace below 1,200 feet outside of the lateral boundaries of the surface area of the airspace designated for that airport."
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	**A**	**0**	**0**	Not installed

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34. NAVIGATION (Cont'd)					
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	**D**	**1**	**0**	May be inoperative provided: **a)** Enroute operations do not require its use, and **b)** The aircraft is not operating: 1) in Class B and C airspace, 2) in all airspace within 30nm of an airport listed in Appendix D, Section 1, of Part 91, 3) in all airspace above the ceiling and within the lateral boundaries of a Class B or C airspace designated for an airport upward to 10,000 feet MSL, 4) in all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet AGL, or 5) in the Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles. **NOTE**: Any ADS-B function that operates normally may be used.
	ADS-B OUT Extended Squitter Transmissions	**C**	**1**	**0**	May be inoperative provided: **(O)** The following alternate procedures are used; **a)** Authorization is obtained from ATC having jurisdiction over planned route of flight, and **b)** The aircraft is not operating: 1) in Class B and C airspace, 2) in all airspace within 30nm of an airport listed in Appendix D, Section 1, of Part 91.

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
34. NAVIGATION (Cont'd)					
	ADS-B OUT Extended Squitter Transmissions	**C**	**1**	**0**	May be inoperative provided: **(O)** The following alternate procedures are used. **a)** Authorization is obtained from ATC having jurisdiction over planned route of flight, and **b)** The aircraft is not operating: 1) in Class B and C airspace, 2) in all airspace within 30nm of an airport listed in Appendix D, Section 1, of Part 91, 3) in all airspace above the ceiling and within the lateral boundaries of a Class B or C airspace designated for an airport upward to 10,000 feet MSL, 4) in all airspace of the 48 contiguous states and the District of Columbia at and above 10,000 feet MSL, excluding the airspace at and below 2,500 feet AGL, or 5) in the Class E airspace at and above 3,000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles. **NOTE:** Any ADS-B function that operates normally may be used.
	ADS-B In Transmissions	**D**	**-**	**0**	May be inoperative provided operations do not require its use. **NOTE:** Any ADS-B function that operates normally may be used.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
34. NAVIGATION (Cont'd)					
3454-01	VOR System	**C**	**1**	**0**	May be inoperative provided navigation is not predicated on its use.
3457-01	Global Positioning System (GPS)	**C**	**1**	**0**	May be inoperative provided navigation is not predicated on its use.
3461-01 (PL-98)	Navigation Database	**A**	**-**	**0**	May be inoperative provided: **a)** Operations do not require its use, **b)** It is not used in primary navigation system used by 14 CFR, **c)** Alternate procedures are developed and used, **d)** The ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft, and **e)** Is repaired within 10 fight-days. **NOTE:** An out-of-currency or out-of-date navigation is not authorized MMEL relief per 14 CFR.

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
52. DOORS						
5210-01	Pneumatic Door Opening System	**D**	**-**	**0**	May be inoperative or missing provided the door retention strap is installed.	
5210-02	Baggage Door Caution System	**D**	**1**	**0**	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight. **(O)** The Pilot in Command or his designated representative must visually check that the door is closed and latch prior to flight.	
5270-01	Litter Door Caution System **(206L/L-1/L-3/L-4 and 407)**	**C**	**1**	**0**	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight. **(O)** The Pilot in Command or his designated representative must visually check that the door is closed and latched prior to flight.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
63. MAIN ROTOR DRIVE						
6300-01	Transmission Oil Temperature Indicating System.	**B**	**1**	**0**	May be inoperative provided: **a)** Transmission oil temperature warning light system (6300-03) is operative, and **b)** Transmission oil pressure indicating system (6300-02) is operative. **(O)** Pilot shall verify operation of transmission oil pressure indication by monitoring transmission oil temperature and pressure warning lights during startup prior to and during flight.	I I I I I I I
6300-02	Transmission Oil Pressure Indicating System.	**B**	**1**	**0**	May be inoperative provided: **a)** Transmission oil pressure warning light system (6300-04) is operative, and **b)** Transmission oil temperature indicating system (6300-01) is operative. **(O)** Pilot shall verify operation of transmission oil temperature indication by monitoring transmission oil temperature and pressure warning lights during startup prior to and during each flight.	I I I I I I I I
6300-03	Transmission Oil Temperature Warning Light Indicating System	**B**	**1**	**0**	May be inoperative provided: **a)** Transmission oil temperature indicating system (6300-01) is operative, and **b)** Transmission oil pressure warning light (6300-04) and indicating system (6300-02) are operative. **(O)** Pilot shall verify operation of transmission oil pressure indication by monitoring transmission oil temperature and pressure warning lights during startup prior to and during flight.	I I I I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
63. MAIN ROTOR DRIVE (Cont'd)						
6300-04	Transmission Oil Pressure Warning Light Indicating System	**B**	**1**	**0**	**(O)** May be inoperative provided: **a)** Transmission oil pressure indicating system (6300-02) is operative, and **b)** Transmission oil temperature warning light (6300-03) and indicating system (6300-01) are operative. **(O)** Pilot shall verify operation of transmission oil temperature indication by monitoring transmission oil temperature and pressure warning lights during startup prior to and during each flight.	I I I I I I
6300-05	Main Rotor Transmission Chip Detector Indicating System	**B**	**1**	**0**	May be inoperative provided all system chip detectors are visually inspected for debris prior to each flight. **(M)** Mechanic shall remove and inspect each chip detector prior to each flight.	
6300-06	Primary source of N_r Indication **(407 Series)**	**C**	**1**	**0**	May be inoperative provided alternate source of N_r indication is functional.	
6300-07	Secondary source of N_r indication **(407 Series)**	**C**	**1**	**0**	May be inoperative provided primary source of N_r indication is functional.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
65. MAIN ROTOR DRIVE (Cont'd)					
6321-01	Rotor Brake System	**D**	**1**	**0**	May be inoperative provided rotor brake master cylinder is secured or deactivate and an inspection is performed to determine the main rotor is free to rotate. **(O)** Before each flight**, t**he PIC will conduct a visual inspection to determine the rotor brake pads are not contacting the rotor disk brake and that the main rotor rotates freely by hand. **(M)** Maintenance shall; **a)** Safety the handle in the off position to prevent inadvertent use of the rotor brake, **b)** Ensure the brake pads are not contacting the rotor brake disk, **c)** Perform a visual inspection to ensure that no hydraulic leaks exist, and **d)** Ensure that the main rotor rotates freely by hand.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
65. TAIL ROTOR DRIVE						
6520-01	Tail Rotor Gearbox Chip Detector Indicating System	**B**	**1**	**0**	May be inoperative provided the tail rotor gearbox chip detector is visually inspected for debris prior to each flight. **(M)** Mechanic shall remove and inspect chip detector for debris prior to each flight.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
67. ROTOR FLIGHT CONTROLS					
6720-01	Pedal Stop System **(407 Series)**	**C**	**1**	**0**	May be inoperative provided the flight is in accordance with the RFM. **(M)** Pull the pedal stop emergency release to ensure pedal stop is retracted. Cycle pedals checking for full travel of motion. **(O)** Pilots must ensure their feet remain on the tail rotor pedals at all times while the rotors are turning. VNE is restricted to a maximum of 60 KIAS.
6720-02	Tail Rotor Authority Control System (TRACS) **(206L-4) (N316MH Only)**	**C**	**1**	**O**	May be inoperative provided takeoff, landing, or hover is within the hover ceiling charts presented in the basic Flight Manual (BHT-206L4-FM-1) or appropriate optional equipment Flight Manual Supplement. **(M)** Bellow 3000 feet DA - Energize TRACS and confirm position displays 3,000 ft. Pull and secure T/R AUTH circuit breaker open and ID "SYS INOP". Above 3000 feet DA - Energize TRACS while holding the MODE button and ensure actuator is in full max extended position. Press MODE button again, after approx. 150 seconds, confirm control panel displays actuator set at minimum position. Pull and secure T/R AUTH circuit breaker open and ID "SYS INOP". For an inop system - Verify actuator is measured 4.05 ± 0.05 inch from center to center of attachment points, then pull and secure T/R AUTH circuit breaker open. Placard "SYS INOP, BHT-206LF-FM-1 LIMITATIONS SHALL BE USED" near TRAC console control and cover ALAT/GW LIMITATIONS graphical portion of AIRSPEED LIMITATION placard. **(O)** Pilots will utilize correct performance charts to determine aircraft performance.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
71. POWERPLANT						
7160-01	Engine Air Particle Separator/Particle Purge System					
	(206L-1/206LT)	**B**	**1**	**0**	May be inoperative provided RFM procedures are followed. **(O)** Aircrew will only conduct operations that do not require use of the Particle Purge System.	I I
	(206A/B/L/L-3/ L-4 and 407 Series)	**C**	**1**	**0**	May be inoperative provided RFM procedures are followed. **(O)** Aircrew will only conduct operations that do not require use of the Particle Purge System.	I I

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
77. ENGINE INDICATING						
7714-01	Tachometer, Dual Indicating (N_2/N_r), N_2 Indicator **(206 Series)**	**B**	**1**	**0**	N_2 indicator may be inoperative provided N_R, N_1, and engine torque indicators are operative.	
7714-02	Tachometer, Dual Indicating (N_P/N_r), Np Indicator **(407 Series)**	**B**	**1**	**0**	N_p indicator may be inoperative provided N_R, N_1, and engine torque indicators are operative.	
7720-01	TOT Overtemp Light System **(206 Series)**	**C**	**1**	**0**	May be inoperative provided TOT indicator is operative.	
7720-02	Engine Exceedance System “Check Inst” Light in the C/W panel, “E” flag on the MGT, TRQ and N_G gauges, and “INSTR CHECK” Switch **(407)**	**D**	**3**	**0**	May be inoperative.	
7797-01	“LCD TEST” Switch System **(407)**	**D**	**1**	**0**	May be inoperative provided all LCD segments illuminate during indicators’ initial flight power-up.	