

MARITIME HELICOPTERS

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206/407 SERIES

MINIMUM EQUIPMENT LIST

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Revision 9
10/01/16

LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
9	10/01/2016	All Pages	SDS

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Control Page

Developed from FAA MMEL Bell Helicopter Textron 206L and 407 Series Rev. 4 09/07/16

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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 its 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, hours, 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-3, 206L-4, and 407 Minimum Equipment List (M) & (O) Procedures, published by the aircraft manufacturer.

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BELL 206L/407 SERIES				REV: 9 DATE: 10/01/2016		PAGE NO. 18-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS & EXCEPTIONS				
18. HELICOPTER VIBRATION							
1820-01	Vibration Monitoring System	C	0	0	Not Installed.		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
21. AIR CONDITIONING							
2100-01	Air Conditioner (Freon)	D	-	0	May be inoperative provided system is deactivated/secured. (M) A maintenance technician will ensure no evidence of damage, electrical short exist, and: Placard Air Conditioner switch on overhead switch panel.		
2100-02	Bleed Air ECU System	D	-	0	May be inoperative provided system is deactivated/secured. (M) A maintenance technician will ensure no evidence of damage, electrical short exist, and: Placard the Bleed air ECU System switch on overhead switch panel.		
2140-01	Cabin Heating System				May be inoperative provided system is deactivated/secured.		
	a) Combustion	C	0	0	Not Installed		
	b) Shroud	C	0	0	Not Installed		
	c) Bleed Air	C	-	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.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
21. AIR CONDITIONING							
2140-02	Defogging System					May be inoperative provided system is deactivated/secured.	
	1) Bleed Air	C	-	0		May be inoperative provided system is deactivated / secured and cockpit vent and defog blower fan 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.	
	2) Cockpit Vent	C	-	0		May be inoperative provided cabin ventilation system and defog blower are operative. (O) May be inoperative provided pilot, turns DEFOG blower on and opens both front sliding windows.	
	3) Defog Blower Fan	C	-	0		May be inoperative provided system is deactivated/secured, cabin heating is operative for flight in visible moisture and the cockpit vent is operative. (M) Maintenance will pull and collar the Defog Blower Fan CB and placard the Bleed air ECU System switch on overhead switch panel.	

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JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
22. AUTO FLIGHT						
2210-01	Autopilot	C	0	0	Not Installed.	
2210-02	SAS	C	0	0	Not Installed.	
2216-01	Force Trim System	D	-	0	May be inoperative for VFR only.	

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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 & EXCEPTIONS		
23. COMMUNICATIONS							
2300-01	Cockpit ICS	C	1	0	Co-pilots ICS may be inoperative for single pilot operation.		
2300-02	Satellite Tracking or Satellite Phone Systems(s)	D	1	0	NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.		
2310-01 (PL-106)	High Frequency Communications Systems (HF)	D	0	0	Not installed		
		C	0	0			
2311-01 (PL-95)	Communications Systems (UHF)	D	0	0	Not Installed		
2312-01 (PL-95)	Communications Systems (VHF)	D	2	1	Any in excess of those required by FAR may be inoperative provided it is not powered by the, Emergency DC Bus, Battery 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..		
2340-01	Passenger Announcement (PA) System	D	0	0	Not Installed		

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AIRCRAFT: BELL 206L/407 SERIES					REV: 9 DATE: 10/01/2016	PAGE NO. 23-2
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 (Cont'd)						
2340-02	External Loud Speaker	D	0	0	Not Installed	
2340-03	Cabin Intercom System (ICS)	C	1	0	Any in access of those required or for non passenger carrying operations may be inoperative, provided alternate procedures are established and used. (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.	
		D	1	0		
2340-04	Cockpit/Cabin Speakers (excluding ENG OUT & LOW RPM warning system)	D	0	0	Not Installed	
2350-01	Audio Panel (GMA 350H) (407GX/GXP)	C	0	0	Not applicable	
	(407/206)	D	-	0		
2370-01/02/03 (PL-29)	Cockpit Voice Recorder (CVR)	A	0	0	Not Installed	

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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 & EXCEPTIONS		
24. ELECTRICAL POWER							
2421-01	Standby Generator/Alternator (206L-1/L-3)	D	0	0	Not installed		
2425-01	Ammeter Exceedance Monitoring Indicator (407/407GX/GXP)	D	1	0	May be operative provided Ammeter is operative.		
2432-01	Battery (Auxiliary)	D	0	0	Not installed		
2434-02	Generator Caution System (206B-3, s/n 4311 and subsequent, and 206L/L-1/L-3/L-4)	B	1	0	May be inoperative provided the Loadmeter is operative.		
2435-01	Start Caution Light (407)	C	1	0	May be inoperative provided alternate procedures are established and used to comply with RFM Section 3. (O) When attempting an engine restart in either auto or manual mode the start switch must be disengaged manually at 50% NG.		

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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 & EXCEPTIONS		
25. EQUIPMENT/FURNISHINGS							
2500-01 (PL-116)	Passenger Convenience/NEF Items	-	-	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.		
2500-02	Electronic News Gathering (ENG) Equipment	D	0	0	Not installed		
2500-03	Tail Rotor Camera	D	0	0	Not installed		
2500-04	Helicopter Air Ambulance (HAA) Equipment	D	0	0	Not installed		
2500-05	Forward Looking Infrared (FLIR) System	D	0	0	Not installed		
2500-06	Sonic Underwater Locator Beacon (ULB)	D	0	0	Not installed		
2500-07	Litter Kit	D	1	0	DELETED (see item 2500-04)		
2500-08	Auxiliary Fuel and/or Lubricant Heating System	D	0	0	Aux Fuel MOVED to Item 2810-01; Lubricant Heating MOVED to Item 2570-01, and changed to Tanis Heli-Preheat System.		
2500-09	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) Pilot shall brief the passenger(s) regarding alternate normal and emergency procedures to be used. The Pilot briefing must include any appropriate operating restrictions.		

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				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
25. EQUIPMENT/FURNISHINGS (Cont'd)						
2510-01	Crewmember Shoulder Harness	B	2	1	Copilot shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.	
2520-01 (PL-79)	Passenger Seat	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 is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.) is considered inoperative. (M)(O) The seat will be blocked with tape and placarded "DO NOT OCCUPY"	
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	D	6	0	May be inoperative provided the seat is blocked and placarded. (M)(O) The seat will be blocked with tape and placarded "DO NOT OCCUPY"	
		C	-	0		
2550-01	Cargo Suspension System	D	1	0	May be inoperable provided the system is blocked and placarded. (M) Ensure cargo arming switch is in the OFF Position. Install orange dot on suspension system circuit breaker. No Class B loads allowed.	
2550-02	Hoist System	D	0	0	Not installed	
2550-02 (PL-100)	Cargo Restraint Systems	C	1	0	May be inoperative or missing provided cargo compartment remains empty.	

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			4. REMARKS & EXCEPTIONS		
25. EQUIPMENT/FURNISHINGS (Cont'd)					
2560-01	Flotation Equipment	D	0	0	Not installed.
2560-02	Flotation Inflation System	C	1	0	MOVED to Item 3212-01.
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 days. (M) Remove ELT and placard "ELT not installed" in plain view of flight crew.
		A	1	0	May be missing provided repairs are made within 90 days.
		D	0	0	Not installed.
		D	0	0	Not installed.
2562-02	Automatically Deployable Emergency Locator Transmitter (ADELT)	D	0	0	Not installed.
2562-03	ELT Remote Switch	D	1	0	May be inoperative provided ELT transmitter is armed and functional (M) Unplug remote switch from ELT, stow and secure.
2570-01	Tanis Heli-Preheat System (206/407) (STC SR03474CH)	C	1	0	May be inoperative provided system is deactivated/secured. (M) Remove inline fuse

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			4. REMARKS & EXCEPTIONS		
26. FIRE PROTECTION					
2612-01	Engine Fire Detection System	C	0	0	Not Installed
2622-01 (PL-75)	Portable Fire Extinguisher	D	1	1	One (1) fire extinguisher must be installed. Any in excess of those required by FAR 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.

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			4. REMARKS & EXCEPTIONS		
27. FLIGHT CONTROLS					
2700-01	Pedal Stop System (407)	C	1	0	May be inoperative provided the flight is in accordance with the RFM.
2700-02	Tail Rotor Authority Control System (TRACS) (206L-4)	C	0	0	Not installed

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				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
28. FUEL							
2800-01	Solenoid Drain Valve System	D	1	0	May be inoperative. (O) Prior to flight, crew shall perform a visual check to verify the manual drain valve is closed.		
2810-01	Auxiliary Fuel Tank (407)	C	-	0	May be inoperative provided: a) Flight is not predicated upon its use of the system, and b) Auxillary tank fuel is considered in weight and balance computations.		
2822-02	Left or Right Fuel Boost Pump Caution Light (407)	C	2	0	May be inoperative provided the Fuel Pressure Indicator is operative to enable the pilot to verify fuel pump is operative.		
2822-03	Left or Right Fuel Boost Pump Caution Light (206L)	B	2	1	The Right Fuel Boost Pump Light may be inoperative provided: a) Fuel Pressure Indicator is operative to enable the crew to verify the fuel boost pump is operative, and b) Flight is conducted in accordance with the RFM. (O) When the right fuel boost pump is inoperative, the aircraft will not be operated above 6000' PA.		
2822-05	Fuel Transfer (XFR) Pump (407)	C	2	0	(O) May be inoperative provided: a) Flight is not predicated upon the use of fuel trapped in the forward fuel tank, b) Unusable fuel could be as high as 135 lbs. (407) or 160 lbs. (206L) in the forward tank, and c) Procedures should be added to the operators manual, if required.		
	1) Ejector Pump (206L)	B	1	0	(M) The Fuel Quantity Gauge System and Low Fuel Caution Light System must also be operative.		

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					4. REMARKS & EXCEPTIONS		
28. FUEL (Cont'd)							
2822-06	Left or Right XFR Pump Caution Light (407)	C	2	0	(O) 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 135 lbs. (407).		
2841-01	Fuel Quantity Gauge	C	1	0	May be inoperative provided: (O) PIC shall verify fuel quantity is full during fueling of aircraft. Flight time may not exceed two (2) hours, and (M) The low fuel caution light system is installed and functional.		
2841-02	Fuel Low Warning Caution Light System	C	1	0	May be inoperative provided the Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank. Also, the fuel transfer system and Fuel XFR Pump Caution Light must be operative (407).		
2844-01	Fuel Flow Indicator (407)	C	1	0	May be inoperative provided system is deactivated/secured. (M) Pull and collar Fuel Flow Indicator Circuit Breaker with zip tie.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION							
3030-01	Engine Anti-Icing System	B	1	0	May be inoperative provided: a) Known and Forecasted outside air temperature above +4.5° degrees b) 40 degrees) and c) No visible moisture		
	Anti-Ice Lights (407)	B	2	0	(O) Aircraft restricted to VFR only		
3030-02	Pitot Heat (206)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
3030-03	Pitot/Static Port Heater System (407)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.		
3080-01	Engine Continuous Ignition System	B	1	0	DELETED (see Item 3080-02).		
3080-02	Automatic Engine Reignition Kit (206)	C	1	0	May be inoperative provided aircraft is configured as required by RFM for flight in falling or blowing snow.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
31. INSTRUMENTS							
3100-03	Enhanced Vision System (EVS) (206/407)	D	0	0	Not installed.		
3100-07	Garmin G500H Flight Display System (STC SR02295LA)	C	-	0	May be inoperative for VFR other than Night.		
3110-05 (PL-121)	Electronic Flight Bag Systems (EFBs)						
	Class C EFB's	C	0	0	Not installed		
	Data Connectivity (Class 2)	C	0	0	Not installed		
	Power Connection (Class 1 and 2)	C	-	0	May be inoperative provided alternate procedures are established and used.		
			D	-	0	(O) All company iPads will be fully charged before the first flight of the day. When the iPad charge drops below 50% the aircraft must be landed with 3 hours and the iPad must be recharged May be inoperative provided procedures do not require its use.	
	Mounting Device (Class 2)	C	0	0	Not installed		
3120-02	Clock	C	1	0	May be inoperative for VFR		
3120-02	OAT/Free Air Temperature Indicator	C	1	0	May be inoperative provided approved alternate onboard OAT source is installed and operative.		
3120-03	Davtron Indicator (OAT/Clock/Timer/PA/DA/Voltmeter)	D	-	0	May be inoperative provided operation does not require its use, and (M)(O) Inoperative mode must be placarded prior to flight.		

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				4. REMARKS & EXCEPTIONS			
31. INSTRUMENTS (Cont'd)							
3120-04	Hour Meter	C	1	0	May be inoperative provided; (O) An alternate means is utilized for recording time in service, and (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.		
3130-04	Health Usage Monitoring System (HUMS)	C	0	0	Not installed		
3130-05	Aircraft/Engine Monitoring System	C	0	0	Not installed		
3130-08 (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate	C	0	0	Not installed		
3150-01	Voice Warning System	C	0	0	Not installed		
3150-02	Warning Horn Mute Button (407) (206)	C	1	0	May be inoperative provided the crew does not pull the caution circuit breaker to silence the audio system. NOTE: The engine out audio may be deactivated, reference TB 206-82-71.		
3150-04	Flight Event Recorder (ALERTS)	C	0	0	Not installed		
3170-01	FADEC/ECU Maintenance Switch (407)	D	1	0	May be inoperative.		
3170-02	FADEC/ECU Maintenance Download Port (407)	D	1	0	May be inoperative.		
3170-03	Engine Instruments Maintenance Download Port (407)	D	1	0	May be inoperative.		

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				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
32. LANDING GEAR							
3200-01	Weight ON Gear System (407)	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		
3211-01	Snow Skis	C	0	0	Not Installed		
3211-02	Snow Pads	C	1	0	May be inoperative provided equipment is secured or both snow pads removed, and landings on soft surfaces (i.e., mud or snow) are not conducted.		
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.		

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			3. NUMBER REQUIRED FOR DISPATCH	
			4. REMARKS & EXCEPTIONS	

33. LIGHTS					
3300-01 (PL-127)	NVG Compatible Lighting System	C	0	0	Not installed.
3310-01 (PL-77)	Cockpit Instrument Lighting System	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.
3320-01 (PL-125)	Equipment Relief without Passengers	C	0	0	Not Installed

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					4. REMARKS & EXCEPTIONS		
33. LIGHTS (Cont'd)							
3320-02	FASTEN SEATBELT AND NO SMOKING Light (Cabin)	C	0	0	No Installed		
3320-03	FASTEN SEATBELT AND NO SMOKING Light (Cockpit)	C	0	0	No Installed		
3320-04	Cabin Lighting System	C	-	0	May be inoperative		
3340-01	Position Light System	C	1	0	May be inoperative for day.		
3340-02	Anti-collision light System	C	1	0	May be inoperative for day.		
3340-03	Strobe Lights	C	-	0	May be inoperative provided operations do not require its use.		
3340-04	Pulse Lights	D	-	0	May be inoperative		
3340-05	Landing Lights	C	2	0	May be inoperative for day. May be inoperative for night flight providing aircraft is not operated for hire.		
3340-06	Taxi Light	D	-	0	May be inoperative		
3340-07	External Search Light	D	-	0	May be inoperative		
		C	-	0	May be inoperative provided operations do not require its use. (see Item 3301-01)		
3340-04	External Utility Lights	D	-	0	May be inoperative		

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				4. REMARKS & EXCEPTIONS				
33. LIGHTS (Cont'd)								
3340-09	Supplement Lighting System	D	0	0	Not installed			
3350-01	Flashlight(s)	C	1	0	May be inoperative for day			

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					4. REMARKS & EXCEPTIONS		
34. NAVIGATION							
3413-01	Vertical Speed Indicator (VSI) (206)	D	1	0	May be inoperative for VFR operations.		
3414-01	Standby Airspeed Indicator	C	0	0	Not Installed		
3414-02	Standby Attitude Indicator	C	0	0	Not Installed		
3414-03	Traffic Advisory System (TIS/TAS/TCAD)	D	-	0	May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.		
3416-01	Standby Altimeter	C	0	0	Not Installed		
3416-02	Altitude Encoder	C	0	0	May be inoperative, except for operations in the following: a) Enroute operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.		
3416-03	Altitude Alerting System	C	-	0	May be inoperative provide en route operations do not require its use.		

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				4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)							
3421-01	Attitude Indicator	C	1	0	May be inoperative for VFR operations. NOTE: See Item 3100-7 for G500H		
3422-01	Heading Indicator/ Remote Compass Indicator (HSI/RMI)	C	-	0	May be inoperative for VFR operations. NOTE: See Item 3100-7 for G500H		
3422-02	Magnometer (407)	D	-	0	(O) May be inoperative provided: a) Flight is conducted in VFR condition (excluding OTT), and b) Standby Compass indicator is functional.		
3424-01	Rate of Turn Indicator	C	-	0	May be inoperative for VFR operations. (M) Slip Skid Indicator may be inoperative provided an alternate approved indicator is installed and functional.		
3424-02	Slip Skid Indicator	C	-	0	May be inoperative provided operations do not require its use.		
3425-01	Flight Director (206L-1/L-3)	C	0	0	Not Installed		
3430-01	ILS	C	-	0	May be inoperative provided navigation is not predicated on its use.		
3432-01	Localizer System	C	-	0	May be inoperative provided navigation is not predicated on its use.		
3432-01	Glideslope System	C	-	0	May be inoperative provided navigation is not predicated on its use.		
3434-01	Marker Beacon	C	-	0	May be inoperative provided navigation is not predicated on its use.		

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				4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)							
3444-01	Radar altimeter	C	-	0	May be inoperative. NOTE: No Relief for Night Vision Goggle Operations (NVGO).		
3444-02 (PL-54)	Class A TAWS Equipment	A	0	0	Not installed.		
3445-01	Traffic Alert Collision Avoidance Systems (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.		
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR. b) Enroute or approach procedures do not require its use. C) Enroute or Approach procedures do not require its use.		
3451-01 (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	0	May be inoperative provided navigation is not predicated on its use.		

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					4. REMARKS & EXCEPTIONS		
34. NAVIGATION (Cont'd)							
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	Any in excess of one (1) may be inoperative.		
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	A	0	0	Not installed		
	2) ADS-B Squitter Transmission	D	0	0	Not installed		
3452-02 (PL-76)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	0	0	Not installed		
3453-01	LORAN System	C	0	0	Not installed		
3454-01	VOR System	C	1	0	May be inoperative provided navigation is not predicated on its use.		
3455-01	ADF System (ADF)	-	0	0	Not installed.		
3457-01	Global Positioning System (GPS)	C	1	0	May be inoperative provided navigation is not predicated on its use.		

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					4. REMARKS & EXCEPTIONS		
34. NAVIGATION (Cont'd)							
3457-02	GPS Terminal Procedures Database (i.e., Garmin's Chartview)	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.		
3457-03	GPS Aviation Database	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.		
3457-04	GPS Obstacle Database	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.		
3457-05	GPS Airport information Database (i.e., Garmin's SafeTaxi)	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.		
3457-06	GPS Navigation Database	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources. NOTE: GPS approach procedures are not permitted and all frequencies are tuned in manually.		
3457-07	RNAV	C	0	0	Not Installed		
3457-08	Garmin GTN (GPS) 6XX/7XX Navigation System (206L/407) (STC SR02120SE)	C	-	0	May be inoperative provided approach is not predicated on its use.		
3457-09	XM Weather	A	0	0	Not Installed		

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			4. REMARKS & EXCEPTIONS				
34. NAVIGATION (Cont'd)							
3457-10	Weather Radar/Thunderstorm Detection Equipment	C	0	0	Not Installed		
3461-01 (PL-98)	Flight Management System (FMS)	C	0	0	Not installed		
	Navigation Management System (NMS)	C	0	0	Not installed.		

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			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS & EXCEPTIONS		
35. OXYGEN					
3510-01	Oxygen System and Masks (Crew and Passengers)	D	0	0	Not Installed

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JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			4. REMARKS & EXCEPTIONS	
			3. NUMBER REQUIRED FOR DISPATCH				
52. DOORS							
5210-01 (PL-69)	External Door Indicating System	C	1	0	May be inoperative provided (M)(O) Pressure is applied against the inward opening access doors to verify that the doors are closed and locked prior to flight.		
5270-01	Litter Door Caution System (206L/407)	C	1	0	May be inoperative provided (M)(O) Visually check that the door is closed and latched prior to flight.		

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AIRCRAFT: BELL 206L/407 SERIES					REV: 9 DATE: 10/01/2016		PAGE NO. 63-1
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 (Item 6300-03) is operative AND b) Transmission oil pressure indicating system (Item 6300-02) and warning light (Item 6300-04) are operative. (O) Aircraft shall not depart facility where repairs or replacements can be made.		
6300-02	Transmission Oil Pressure Indicating System.	B	1	0	May be inoperative provided: a) Transmission oil pressure warning light system (Item 6300-04) is operative AND b) Transmission oil temperature indicating system (Item 6300-01) and warning light (Item 6300-03) are operative. (O) Aircraft shall not depart facility where repairs or replacements can be made.		
6300-03	Transmission Oil Temperature Warning Light System	B	1	0	May be inoperative provided: a) Transmission oil temperature (Item 6300-01) is operative AND b) Transmission oil pressure warning light (Item 6300-04) and indicating system (Item 6300-02) are operative. (O) Aircraft shall not depart facility where repairs or replacements can be made		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
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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 & EXCEPTIONS		
63. MAIN ROTOR DRIVE (Cont'd)							
6300-04	Transmission Oil Pressure Warning Light System	B	1	0	May be inoperative provided: a) Transmission oil pressure (Item 6300-02) is operative AND b) Transmission oil temperature warning light (Item 6300-03) and indicating system (Item 6300-01) are operative. (O) Aircraft shall not depart facility where repairs or replacements can be made		
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 NR indication (407)	C	1	0	May be inoperative provided alternate source of NR indication is functional.		
6300-06	Secondary source of NR indication	C	1	0	May be inoperative provided primary source of NR indication is functional.		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST	
AIRCRAFT: BELL 206L/407 SERIES					REV: 9 DATE: 10/01/2016	PAGE NO. 63-3
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	C	1	0	May be inoperative provided an inspection is performed to determine the main rotor is free to rotate. (O) Before each flight, the 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, and b) Ensure the brake pads are not contacting the rotor brake disk, and c) Perform a visual inspection to ensure that no hydraulic leaks exist, and d) Ensure that the main rotor rotates freely by hand.	

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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 & 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 prior to each flight.		

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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 & EXCEPTIONS		
71. POWERPLANT					
7160-01	Engine air Particle Separator/Particle Purge System (206L-1/LT)	C	0	0	Not Applicable.
	(206A/B/L/L-3/ L-4/407)	C	1	0	May be inoperative provided the operations are conducted in accordance with RFM.

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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 & EXCEPTIONS	
77. ENGINE INDICATING						
7714-01	Tachometer, Dual Indicating (N2/Nr), N2 Indicator (206)	B	1	0	N2 indicator may be inoperative provided Nr, N1, and engine torque indicators are operative.	
7714-02	Tachometer, Dual Indicating (N2/Nr), N2 Indicator (407)	B	1	0	N2 indicator may be inoperative provided Nr, N1, and engine torque indicators are operative.	
7720-01	TOT Overtemp Light System (206)	C	1	0	May be inoperative	
7720-02	Engine Exceedence System "Check Inst" Light in the C/W panel, "E" flag on the MGT, TRQ and NG 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	

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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 & EXCEPTIONS				
79. ENGINE OIL							
7920-01	Engine Scavenge Filter Bypass Indicator	D	1	0	May be inoperative provided bypass indicator did not extend in conjunction with engine chip light.		