

MARITIME HELICOPTERS

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MINIMUM EQUIPMENT LIST



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LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
Original	04/01/2014	Original Issue	SDS

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Control Page

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Signature _____

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Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.

b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL 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.

d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

e. A vertical bar (change bar) in the 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.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

6. "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.

7. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.

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9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means 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) or tolerance(s).
13. "Notes:" in Column 4 provides 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 operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which 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 MMEL).
15. "(M)" 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 operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
16. "(O)" 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 flight crew; 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 operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
19. "Visual Meteorological Conditions" (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.
20. "Visible Moisture" means 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.

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21. "Passenger Convenience Items" Deleted see NEF #30
22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the 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 (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.

Category B. Items in this category shall be repaired within three (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 three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (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.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

23. Electronic fault alerting system – General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented.

The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE MESSERSCHMITT-BOLKOW-BLOHM MODEL BO-105 SERIES AIRCRAFT.

24. Not Required
25. Not Required
26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

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27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."
28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall 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 MMEL provisions, including any (M) and (O) procedures and observing the repair category.
29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, 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 to inform crewmembers that a component or system is not used under normal operations.
30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, 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 airplane's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacture's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.
31. As used in MMELs, Heavy Maintenance Visit (HMV) is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.

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PREAMBLE

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.

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GUIDELINES FOR (M) & (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures.

- | | | |
|------|-----|--|
| 2140 | -01 | (M) Procedure to deactivate and secure system |
| 2140 | -02 | (M) Procedure to deactivate and secure system. |
| 2140 | -03 | (M) Procedure to deactivate and secure system. |
| 2140 | -04 | (M) Procedure to deactivate and secure system. |
| 2422 | -02 | (M) Procedure to deactivate and secure the battery |
| 2432 | -01 | (M) One may be inoperative when dual battery system is installed provided inoperative battery is deactivated and secured |
| 2435 | -01 | (M) Procedure to deactivate and secure the inverter. |
| 2500 | -01 | (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document. |
| 2520 | -01 | (M)(O) May be inoperative provided the inoperative system is deactivated and secure. |
| 2562 | -02 | (M) Procedure to deactivate and secure system. |
| 2822 | -01 | (O) Procedure to determine fuel usage. |
| 2824 | -01 | (O) RFM limitations must be followed during flights. |
| 2824 | -03 | (O) Procedure to determine fuel usage. |
| 2843 | -01 | (O) Procedure to determine the usage of fuel anti-icing agent. |
| 3322 | -02 | (O)May be inoperative provided |
| a) | | Passengers are not carried |
| | | OR |
| b) | | Alternate procedure to notify passengers |
| 3444 | -02 | (O) As required by 14 CFR |
| 3445 | -01 | (M) Procedure to deactivate and secure system. |
| 3445 | -02 | (O) Procedure for alternate enroute or approach procedures |
| 3445 | -02 | (M) Procedure to deactivate and secure system. |
| 3462 | -01 | (O) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight. |
| 3462 | -02 | (O) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight. |
| 6521 | -01 | (O)Procedure to insure rotor brake disc is free. |
| | | (M)Procedure to insure system is deactivated and secured. |
| 7720 | -01 | (M) Procedure to deactivate and verify bypass doors are in open provided :
a) Pilot verifies respective N2 to be greater than 100% with a torques differential of less than 10% during hover check
b) Aircraft shall not depart facility where repairs or replacements |
| 7920 | -01 | (M) May be inoperative provided it is deactivated and secured |

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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			

21. AIR CONDITIONING						
2100-01	Fresh Air Vent	C	2	1	Co-pilots may be inoperative.	I
2100-02	Freon Air Conditioner	C	0	0	Not Installed	I
2100-03	Cold Weather Kit Heater Fan	C	1	0	May be inoperative above -35° degrees C.	I
2120-01	Vent Blower Pilot's	C	1	0	May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative.	I
2120-02	Vent Blower Copilot's	C	1	0	May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative.	I
2140-01	Bleed Air Heating System	C	1	0	May be inoperative above System +5 degrees C outside air temperature provided: Pilot's Vent Blower operative, and a) System is deactivated and secured. (M) Maintenance technician will disconnect and secure the heater control line.	I
2140-02	Electrical Heating and Ventilating System	C	1	0	May be inoperative above System -30 degrees C outside air temperature provided; Pilot's Vent Blower operative, and a) System is deactivated and secured. (M) Maintenance technician will ensure no evidence of damage, electrical short, or hazards exist, and: Pull and tie wrap the circuit breaker on the circuit breaker panel.	I
2140-03	Bleed Air ECU Systems (STC SH1031EA)	C	0	0	Not Installed	I
2140-04	Windshield Defog Vent Blowers	C	1	0	May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative. (M) A maintenance technician will ensure no hazards exist, and placard Blower switch on overhead switch panel.	I

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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			
22. AUTO FLIGHT							
2200-01	(CSAS) Control Stabilization Augmentation System) LS Models Only	C	0	0	Not Installed.		
2200-02	(SAS) Stability Augmentation System Except LS Models	C	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		
23. COMMUNICATIONS							
2300-01	Communications Systems (FM)	C	1	0	May be inoperative.		
2300-02	ICS Cockpit	B	2	1	Co-pilots may be inoperative for single pilot operation.		
2300-03	ICS Cabin	C	3	1	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.		
2310-01 (PL 106)	Communications Systems (HF)	D C	0 0	0 0	Not installed.		
2311-01	Communications Systems (UHF)	C	0	0	Not Installed.		
2312-01 (PL 95)	Communications Systems (VHF) 1) VHF Communication	D C	3 2	1 1	Any in access of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. One VHF Comm may be inoperative for VFR operations (except extended over water operations), provided operations are not predicated on the affected radio.		
2340-01	External Loud Speaker	C	0	0	Not Installed.		
2340-02	Telephone	C	1	0	May be inoperative.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
24. ELECTRICAL POWER							
2400-01	Ammeter	C	1	1	Must be operative.		
2400-02	Voltmeter	C	1	1	Must be operative.		
2400-03	Battery Discharge Warning Light	C	0	0	Not installed.		
2400-04	EPU (External Power Unit) Door Caution Light	B	1	0	May be inoperative provided EPU door is verified closed prior to flight.		
2400-05	Emergency Power Supply(for Standby attitude Indicator)	B	0	0	Not installed.		
2400-06	EPU (External Power Unit) Door Light	C	1	0	May be inoperative provided EPU disconnection is verified prior to flight.		
2422-01	Flight Inverter	B	0	0	Not installed.		
2422-02	Utility Inverter	C	0	0	Not installed.		
2432-01	Battery(s)	C	1	1	Must be operative.		
2435-01	Generator	B	2	1	One may be inoperative for day VFR provided inoperative Generator is deactivated and secured. (M) A maintenance technician will ensure no evidence of damage, electrical short, or hazards exist, and: Pull and tie wrap the field circuit breaker on the right hand side baggage compartment and ensure starter mode is operational.		
2435-02	Generator I/ Generator II Warning Light	C	2	0	May be inoperative provided respective Ammeter and Voltmeter are both operative.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS							
2500-01 (PL-116)	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 operator's (Maritime) manual. (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document. a) A maintenance technician will ensure no hazards exist, and secure as necessary.		
2510-01	Crew member Shoulder Harness	B	2	1	Pilots must be operative.		
2520-01	Passenger seat belts	C	3	0	One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded. (M)(O) The seat will be block with tape and placarded "DO NOT OCCUPY"		
2520-02	Litter Adapter System	C	1	0	Must be operative.		
2520-03	EMS Equipment	C	0	0	Not installed.		
2550-01	External Load Hook System	C	1	0	Must be operative.		
2550-02	Rescue Winch System	C	0	0	Not installed.		
2560-02	Flare System	C	0	0	Not installed.		
2560-03	Helicopter Flotation Devices	C	1	0	May be inoperative for 135 operations providing aircraft is operated at an altitude that allows it to reach land in the case of an engine failure.		

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS & EXCEPTIONS		
25. EQUIPMENT/FURNISHINGS						
2562-02 *** (PL-120)	Emergency Locator Transmitter (ELT)					I
	Survival Type ELT	D	0	0	Not installed.	
	Fixed ELT	A	-	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	-	0	May be missing provided repairs are made within 90 days.	
		D	-	0	(M) A maintenance technician will deactivate and secure the ELT.	
		D	-	0	Any in excess of one (1) ELT may be inoperative or missing.	

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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	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.	I

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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	

27. FLIGHT CONTROLS						
2700-01	Cyclic Stick Lock	C	-	0	May be inoperative.	I
2700-02	Co-pilots Cyclic Trim System	C	1	0	May be inoperative for operations not requiring a co-pilot.	I
2700-03	Collective Pitch Lock	C	1	1	Must be operative.	I
2700-04	Follow-up Trim System	C	0	0	Not installed.	I

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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			
28. FUEL							
2810-01	Long Range Fuel Tank System	C	1	0	May be inoperative provided: a) Flight is not predicated upon use of the system, and b) Unusable fuel is considered in the weight and balance computations		I
2822-01	Fuel Booster Pumps	C	0	0	Not installed.		I
2824-01	Transfer Pump	B	2	1	One may be inoperative provided: a) Quantity of fuel in each group is sufficient to comply with applicable 14 CFR, b) Check that in case of an engine failure, remaining fuel is sufficient to reach a suitable landing site. (O) Conduct a Fuel System Operational Check: a) Verify operation of low fuel warning light. Ground run aircraft with transfer pumps off. Observe low fuel light activates when supply tank indicates approximately 19 gallons of fuel remaining. b) Verify operation of remaining transfer pump by turning pump on. Supply tank should refill to 24.5 gallons and warning light should go off. c) Monitor supply tank during flight.		I
2824-02	Fuel Prime Pump Caution Light	C	0	0	Not installed.		I
2824-03	Main Tank Transfer Pump Caution Lights	C	2	1	One may be inoperative provided respective transfer pump is verified operative. (O) Verify that a drop in voltage occurs when the individual transfer pump switch is switched to the on position		I

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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		
28. FUEL (Cont'd)							
2830-01	Fuel Dump Valve	C	0	0	Not installed.	I	
2841-01	Fuel Contents Gauges	B	2	1	One fuel gauge may be inoperative provided Fuel quantity for each group is precisely determined.	I	
2841-02	Fuel Low Quantity Caution Light System	C	1	1	Must be operative.	I	
2843-01	Fuel Heater	D	0	0	Not installed.	I	
		D	0	0			
2844-01	Fuel Flow Monitoring System	B	0	0	Not installed	I	

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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		
30. ICE AND RAIN PROTECTION							
3000-01	Engine Anti-Icing System	C	2	0	May be inoperative provided: a) For VFR and b) Known and Forecasted outside air temperature above +4.5° degrees c) 40 degrees) and No visible moisture		I
3030-01	Pitot Tube Heat	B	1	0	a) May be inoperative provided: b) For VFR and c) Outside air temperature above +4.5° degrees d) 40 degrees) and No visible moisture		I
3030-02	Pitot Tube Heat	B	0	0	Copilots pitot heat not installed		I
3030-03	Static Port Heat	C	0	0	Not installed.		I
3030-04	Static Port Heat	C	0	0	Not installed		I
3040-01	Windshield Wiper.	C	0	0	Not installed.		I
3040-02	Windshield Wiper.	C	0	0	Not installed		I

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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			
31. INSTRUMENTS							
3100-01	Aircraft /Engine Monitoring systems	B	0	0	Not installed.	I	
3120-01	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	1	0	May be inoperative for VFR. For IFR, one (1) operative clock displaying hours, minutes and seconds with sweep second pointer or an electric digital clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by any pilot at the pilot's station.	I	
3120-02	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	1	0	May be inoperative for VFR provided Elapsed timer is installed and operative.	I	
3120-03	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.	I	
3120-04	Elapsed Timer	C	1	0	May be inoperative provided the clock is operative.	I	
3130-01 (PL-29)	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed (CVR/FDR)	A	-	-	Not installed.	I	

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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			
33. LIGHTS							
3300-01 (PL-127)	NVG Compatible Lighting System	C	0	0	Not installed.		
3320-01	Cabin Lighting System	C	1	0	May be inoperative provided: a) For day operations OR b) Inoperative lights do not exceed fifty percent of total installed		
3322-02	Fasten Seatbelt and No Smoking Sign	B	1	0	May be inoperative provided: a) Passengers are not carried OR b) Alternate procedure to notify passengers (O) During the passenger safety briefing the passengers will be briefed that the seatbelts will be on for the duration of the flight and the PIC will let them know when they may remove the seatbelts after landing. Smoking is prohibited at all times.		
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	Landing Light(s)/ Search and Landing Light	C	1	0	May be inoperative for day. May be inoperative for night flight providing aircraft is not operated for hire.		

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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		
33. LIGHTS (Cont'd)						
3340-04	Search Light /Night Sun	C	1	0	May be inoperative	
3340-05	Strobe Light	C	1	0	May be inoperative for day	
3340-06	Recognition Light System	C	1	0	May be inoperative for day	
3340-07 (PL 77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System	C	-	0	May be inoperative provided: a) Sufficient lighting is available to make each required instrument, control and other device for which it is provided easily readable, and b) Direct rays and reflections do not impair visibility either inside or outside the aircraft, and c) Lighting intensity can be controlled or preset to a satisfactory level for the expected flight condition, and d) Lighting configuration at dispatch is acceptable to the pilot.	
3340-08	External utility Light	C	0	0	Not installed	
3340-09	Supplement Lighting System	C	0	0	Not installed	
3350-01	Emergency Exit Light System.	C	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			
34. NAVIGATION							
3412-01	OAT/Free Air Temperature Indicator	C	2	1	May be inoperative provided temperature can be obtained from an approved alternate onboard source.		I
3413-01	Vertical Speed Indicator	B	1	0	May be inoperative for VFR conditions.		I
3414-01	Airspeed Indicator	B	1	1	Must be operational.		I
3416-01	Sensitive Altimeter Adjustable for Barometric Pressure	B	1	1	Must be operational.		I
3422-01	Gyroscopic Direction Indicator.	B	0	0	Not installed.		I
3423-01	Magnetic Direction Indicator.	C	1	0	May be inoperative for Day, Night VFR use, except for: a) VFR over-the-top conditions. or b) May be inoperative provided the Free mode is functioning. (O) The pilot MUST align the DG and wet compass at intervals not to exceed 10 Minutes.		I
3424-01	Standby Gyroscopic Bank and Pitch Indicator	B	0	0	Not installed.		I
3424-02	Gyroscopic Bank and Pitch Indicator with slip Indicator.	B	1	1	Must be operational.		I
3431-01	Navigation System (LOC)	C	1	0	May be inoperative provided navigation is not predicated on its use.		I
3432-01	Navigation Systems (ILS)	C	1	0	May be inoperative provided navigation is not predicated on its use.		I
3434-01	Marker Beacon	C	1	0	May be inoperative provided navigation is not predicated on its use.		I
3442-01	Weather Radar System+++	C	0	0	Not installed.		I

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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				
34. NAVIGATION (Cont'd)							
3444-01	RADALT	C	1	0	May be inoperative. refer to FLM 3.2 § 10.		I
3444-02 *** (PL-54)	Terrain Awareness and Warning System (TAWS) (EGPWS)	C	0	0	Not installed.		I
3445-01 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS I)	B C	0 0	0 0	Not installed.		I
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B C	0 0	0 0	Not Installed.		I

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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
34. NAVIGATION (Cont'd)					
3445-02 *** (Cont'd) (PL-32)	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	0	0	Not installed.
	2) Resolution Advisory (RA) Display System(s)	C	0	0	
		C	0	0	
	3) Traffic Alert Display System(s)	C	0	0	
	4) Audio Function	B	0	0	
	5) Airspeed Selection Function	C	0	0	
3445-03	Outer link CP-2 System	C	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		
34. NAVIGATION (Cont'd)							
3446-01	Thunderstorm Detection System	C	0	0	Not installed.	I	
3451-01 (PL-03)	DME	D	1	0	Not required for flights conducted below FL240	I	
3452-01 (PL-76)	Transponders & Automatic Altitude Reporting Systems	B	-	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.	I	
		D	-	1	Any in excess of (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	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		
34. NAVIGATION (Cont'd)							
3452-02 (PL-105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	0	0	Not installed.		
	1) Cockpit Display and Traffic Information (CDTI)	D	0	0			
	2) CDTI Control Panel	D	0	0			
	3) Data Link Transmitter(s)	D	0	0			
	4) Data Link Receivers	D	0	0			
	5) ADS-B Applications	D	0	0			
3454-01	Navigation Systems (VOR)	C	1	0	May be inoperative provided navigation is not predicated on its use.		
3455-01	Navigation Systems (ADF)	C	0	0	Not installed.		
3457-01	Navigation Systems (GPS)	C	1	0	May be inoperative provided navigation is not predicated on its use.		

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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			
34. NAVIGATION (Cont'd)						
3461-01 *** (PL-98)	Flight Management System (FMS)	C	0	0	Not installed	I
3461-02 *** (PL-98)	Navigation Management System (NMS)	C	0	0	Not installed.	I

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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			
52. DOORS						
5210-01	Door Caution System	C	1	0	May be inoperative provided it is determined through visual check that doors are closed and latched prior to flight.	I

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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. MAIN ROTOR								
6510-01	XMSN Oil Temperature Indicating System.	C	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.			I
6510-02	XMSN Oil Temperature Warning Light System.	C	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.			I
6510-03	XMSN Oil Pressure Indicating System.	B	2	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.			I
6510-04	XMSN Oil Pressure Indicating System.	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.			I

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS & EXCEPTIONS		
65. MAIN ROTOR						
6520-01	Intermediate and 90 Degree gear Boxes Chip Detector System	C	3	0	May be inoperative if detectors are checked in accordance with manufacturer's recommendations	I
6521-01	Rotor Brake System	C	1	0	(O) The PIC will conduct a visual inspection to determine the rotor brake disc is free. (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 rotor is free.	I
6530-01	Mast Moment Indicating System	D	1	0	May be inoperative provided maximum ground sloping for landing is limited to 5°degrees in all directions	I

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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							
7700-01	Automatic Power Sharing and Variable Rotor Speed System (VARTOMS)	C	0	0	Not installed.	I	
7714-01	Engine N1 Tachometer Indicator	B	2	1	May be inoperative provided:: a) Respective N2 and Engine Torque Indications are operative, and b) Aircraft shall not depart facility where repairs or replacements can be made.	I	
7720-01	Engine Intake Sand Filter	C	0	0	Not installed.	I	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
77. ENGINE INDICATING							
7722-03	Tachometer, Triple Indicating System (NR) (N2)	B	1	0	One N2 indicator mat be inoperative provided: a) Respective N1 tachometer and engine torque indicator are operative, and b) Aircraft shall not depart facility where repairs or replacements can be made.	I	
7722-04	Dual Torque Indicator	B	1	0	One indicator needle may be inoperative provided: a) All other engine indicating systems are operating, b) Engines are trimmed to matching N1, and c) Aircraft shall not depart facility where repairs or replacements can be made.	I	
7723-01	N2 Trim System	B	2	0	One trim System may be inoperative provided; a) Pilot verifies respective N2 to be greater than 100% with a torques differential of less than 10% during hover check, b) Aircraft shall not depart facility where repairs or replacements can be made.	I	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS & EXCEPTIONS			
79. ENGINE OIL						
7920-01	Supplemental Scavenge Oil Filter	C	2	0	May be inoperative provided it is deactivated and secured (M) A maintenance technician will remove the filter from the housing.	I
7930-01	Chip Detector Pulse Function (Zapper)	C	1	0	May be inoperative.	I