

MARITIME HELICOPTERS

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MINIMUM EQUIPMENT LIST

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12/31/21

LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
Original	12/31/2021	All Pages Original Issue	SDS

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Control Page

Developed from FAA MMEL Single Engine Airplanes Rev. 1 11/23/2011

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Definitions

1. System Definitions.

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

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. Means 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. The minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

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. Aircraft Flight Manual (AFM). The FAA-approved AFM 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. As Required by 14 CFR. When the MMEL states, "As Required by 14 CFR," the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term "14 CFR" has replaced "FAR" as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym "FAR"; therefore, this acronym is acceptable and retained in PL-25 and this definition.

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 Remarks & Exceptions, 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 Remarks & Exceptions, 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. Extended Range Operations (ER). N/A

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). Icing conditions may be known or forecast, and may be defined in the *AFM*.

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 Remarks or Exceptions column for an MMEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MMEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations.

21. Night. An instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft.

22. 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.

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

Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).

24. 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.

25. Repair Category. All users of an MEL approved under parts 91K, 121, 125, 129, or 135 must affect 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 consecutive "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 interval 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 on the 27th, at 0000 and end at 2359 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 on the 27th, at 0000 and end at 2359 the 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.

26. 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.

27. Triple Asterisk (***). Not Used

28. Verified Operative. When an MMEL item specifies an item must be verified operative or checked operative, it is required to check and confirm the item is operative at the interval(s) specified for that MMEL item (e.g., verified operative prior to each flight). If no interval is specified, verification is required only at the time of deferral of the original item.

29. 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.

30. Visual Flight Rules (VFR). VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded 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 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 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. Many aircraft display system fault indications to the flightcrew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data to be presented. These systems are often referred to as *Engine Indicating and Crew Alerting Systems (EICAS)*, *Electronic Centralized Aircraft Monitoring (ECAM)*, *Electronic Indication Systems (EIS)*, *Central Maintenance Systems (CMS)*, *Central Maintenance Computers (CMC)*, etc., depending on the aircraft and manufacturer. If the aircraft is equipped with an EFAS, refer to the applicable manufacturer's manual for a system description, including various message levels, formats, limitations, and restrictions.

A. NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE PIPER MODEL PA-32 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.

Deferral Procedures

The following policy and procedures will be adhered to by the Maritime Helicopters Inc. personnel in the use of this FAR Part 135 Minimum Equipment List (MEL).

It is the pilot in command's responsibility to become thoroughly familiar with the policy and procedures concerning the use of MEL. All items related to the airworthiness of the aircraft and not included on the MEL are required to be fully and properly operative. Any discrepancies discovered after engine start and prior to flight, the pilot shall abort and item must be addressed I/AW this approved MEL. If the pilot is able to MEL the item(s), he shall follow the instructions in column 4. REMARKS & EXCEPTIONS (O) instructions and label as appropriate. If an item must be addressed by a mechanic indicated by an (M), they must contact a mechanic and ensure (M) remarks compliance before further flight.

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

If an inoperative item requires a Maintenance procedure, that procedure must be accomplished and recorded in accordance with FAR Sections 43.9, 43.11, 91.405(c)(d) and 135.179 prior to flight.

When the discrepancy is corrected, the person performing the maintenance will record it in accordance with FAR Section 43.9 & 43.11. Inoperative items allowed by the MEL must be corrected no later than the period specified by the letters (A, B, C, D). As soon as practical after discovering the failure, Maritime Helicopters shall make arrangements at the aircraft base or at a suitably equipped repair facility to accommodate the repairs within the limitations if the aircraft is to be kept in service.

An item which is inoperative, but required by special flight conditions, will be repaired before operating in those conditions. The Maritime Helicopters Inc. company will ensure that all discrepancies are recorded in the aircraft maintenance logbook and the Discrepancy Report and Deferral Report so the pilot in command may be aware of any inoperative instruments or equipment.

Maintenance personnel shall be informed and trained (when applicable) that an MEL is being utilized. The PIC shall ensure that the proper MEL logbook entries are made by maintenance personnel when appropriate. The PIC or Maintenance personnel shall ensure the proper placards are affixed per the MEL as applicable.

General

The pilot in command (PIC) shall make the final decision to defer based on:

- This Minimum Equipment List (MEL).
- All applicable Federal Aviation Regulations.
- All applicable Airworthiness Directives.
- Good judgment.
- Input from maintenance personnel, when applicable.

Placards

The crewmember (For an (O) procedure) or the maintenance personnel or PIC, when authorized, (For an (M) procedure) shall affix the required placard. If the (M) procedure states PIC or Flight Crewmember, pilot placarding is authorized.

Placard Procedure

The pilot or mechanic will enter the discrepancies in the Aircraft Log Book. Then in the "Corrective Action" column make a statement that the defective unit is being deferred I/AW Maritime Helicopters MEL, item number _____. (i.e. 2841-01 for Fuel quantity gauge), see MEL Discrepancy and Deferral Report.

On the MEL Discrepancy and Deferral Report, which is located on the back side of the logbook cover, write the discrepancy up exactly how it was written up in the log book.

AFM or "Flight Can"?

Remove a red sticker from the envelope inside the RFM and attach to or near the affected control of the inoperative item. Date the sticker with the current day's date and MEL Item and System number.

Method of Tracking

MEL discrepancies shall be tracked by the Chief Inspector for all aircraft reporting to the Homer Base and tracked by the Fairbanks Maintenance Lead for aircraft reporting to Fairbanks. This will include number of items per aircraft, reason for any delay in repair, length of delay and an estimated date item will be repaired.

Plan for Repair

MEL deferrals that cannot be corrected by simple part(s) replacement shall be discussed with either the Fairbanks Maintenance Manager or Chief Inspector to determine a plan of action. Arrangement will be made for any specialized tooling and/or facilities to correct the discrepancy as required.

Unavailability of Parts

If parts are not available, they must be ordered by the quickest possible shipping method to receive and installed the part prior to the end of the allowed deferral timeframe. If a vendor indicates there will be any delay, an expected delivery date shall be requested.

Procedure for Controlling Extensions

MEL items may not be rectified prior to the allotted Category time due to possible parts delays or access to suitable repair facilities. In these instances, a MEL extension request shall be sent to the Flight Standards District Office certificated team responsible for Maritime Helicopters. Included in the request shall be the reason for the delay and a plan of action to correct the discrepancy. Extensions may only be initiated by the Fairbanks Lead or Chief Inspector after coordination with the Director of Maintenance.

Duties and Responsibilities

- The pilot or mechanic is responsible for the discovery and initiation of all MEL requests and notification to either the Fairbanks Maintenance Lead or the Chief Inspector.
- An A&P rated mechanic is responsible for rectification of the deferred item and will transcribe the entry from the Discrepancy and Deferral Report back to the current aircraft logbook page as a Discrepancy, then enter the corrective action. The same corrective action will be entered below the original discrepancy in the Discrepancy and Deferral Report, which closes out the MEL.
- The Chief Inspector will be responsible to track all MEL items, status of parts and repair processes.
- The Director of Maintenance shall retain overall responsibility for MEL management but may delegate duties.

Manual Revision and Control

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

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

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

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST				
AIRCRAFT: Piper PA-32 SERIES				REV: ORIGINAL DATE: 12/31/2021		PAGE NO. 21-1		
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								
2120-01	Fresh Air Vent	C	1	0	May be inoperative.			
2140-01	Heating System	C	1	0	May be inoperative.			
2150-01	Vent Blower System	C	1	0	May be inoperative.			

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AIRCRAFT: Piper PA-32 SERIES				REV: ORIGINAL DATE: 12/31/2021		PAGE NO. 22-1	
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 PILOT							
2210-01	Autopilot System	C	1	0	May be inoperative provided: a) Autopilot is DEACTIVATED, and b) Flight operations do not require its use. (O) Aircraft shall be operated VFR only. (M) Maintenance shall pull and collar Autopilot System circuit breaker.		
2210-02	Autopilot Disconnect Functions						
-01	Quick Release (Emergency Controls)	C	1	0	May be inoperative provided: a) Pitch Trim is verified operative and b) Auto Pilot use is not authorized below 1500 feet AGL		
-02	Quick Release (Emergency Controls)	B	1	0	May be inoperative provided Autopilot is not used		

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AIRCRAFT: Piper PA-32 SERIES			REV: ORIGINAL DATE: 12/31/2021		PAGE NO. 23-1
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 System (VHF And UHF)	D	2	1	One may be inoperative provided it is not powered by an emergency power source and not required for emergency procedures.

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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	Required Documents Holder	D	1	0	May be missing or inoperative provided an alternate means of securing and displaying the Documents is used. (O) Documents shall be temporarily stored in glovebox and be available for viewing.				
2510-01	Flight Crew Seat (Per Seat)								
-03	Recline/ Tilt Function	C	2	0	May to be inoperative provided: a) Affected Seat has failed in a LATCHED position that permits normal pilot visibility, b) Full, unobstructed flight control movement is available, and C) Crewmember can reach all necessary controls and equipment				
-05	Vertical Adjustment	C	1	0	May be inoperative provided: a) Affected Seat is failed in a position that permits normal visibility, b) Full, unobstructed flight control movement is available, and c) Crewmember can reach all necessary controls and equipment while restrained. (O) May be inoperative provided that the seat is secured in a position that allows pilot proper visual reference outside aircraft and can reach necessary controls and equipment while restrained. NOTE: No additional cushions are acceptable.				

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AIRCRAFT: Piper PA-32 SERIES				REV: ORIGINAL DATE: 12/31/2021		PAGE NO. 25-2	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
25. EQUIPMENT/FURNISHINGS (Cont'd)							
2510-06	Seatbelt/Shoulder Harness	B	2	1	Right side may be inoperative provided Affected Seat is placarded "DO NOT OCCUPY".		
2510-02	Cockpit Sunvisor System And/Or Attach Mechanism	D	2	0	May be missing or inoperative provided pilot's field of vision is not obstructed.		
2520-01 (PL-79)	Passenger Seat	D	5	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 aisle, and c) Affected Seat is placarded "DO NOT OCCUPY". NOTE: Affected Seat may include the Seat behind inoperative Seat and must be in the taxi, takeoff and landing position.		
-03	Seat Belt/Shoulder Harness	D	5	0	May be inoperative provided affected Seat is placarded "DO NOT OCCUPY".		
2520-02 (PL-116)	Non-essential Equipment and Furnishings (NEF) Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the Maritime Helicopters NEF Deferral Program.		

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				3. NUMBER REQUIRED FOR DISPATCH			
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25. EQUIPMENT/FURNISHINGS (Cont'd)							
2550-01	Cargo Restraint Systems	C	1	0	May be inoperative or missing provided acceptable cargo loading limits from an approved source, i.e., an Approved Cargo Loading Manual, Cargo Handling Manual, or Weight and Balance Document are observed.		
					(O) The PIC shall ensure the weight and balance of the aircraft is within limits via the approved preflight app weight and balance program or POH and that all cargo is appropriately secured via ratchet straps or use of seatbelts.		
		C	1	0	May be inoperative, or missing provided Cargo Compartment remains EMPTY.		

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25. EQUIPMENT/FURNISHINGS (Cont'd)							
2560-02	Life Preserver (Crew And Passenger)	D	6	0	May be missing as long as any flight over water is within powered off gliding distance to shore at all times.		
2562-01 (PL-120)	Emergency Locator Transmitter (ELT)						
-02	Fixed ELTs	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.		
-03	Remote ELT Switch	C	1	0	May be inoperative provided: a) ELT Switch is DISCONNECTED, and b) ELT is operative in the ARMED mode. (M) Unplug remote switch from ELT, stow and secure		

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			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS & EXCEPTIONS				
27. FLIGHT CONTROLS							
2700-01	Trim Tab Position Indicators (Rudder, And Elevator)	C	2	0	May be inoperative provided: a) Affected Tab is visually checked for full range of operation, b) Affected Tab operation is not restricted, c) Affected Tab is positioned to NEUTRAL (or recommended setting) prior to each departure and appropriate setting is VERIFIED by visual inspection. d) Flight is not conducted into known or forecast icing conditions. (O) Pilot shall verify affected Tab is visually checked for full range of motion, no restrictions and in the NEUTRAL or recommended position prior to each departure and visually verified. Flight into know or forecast icing conditions are prohibited		
2720-01	Rudder Trim	C	1	0	May be inoperative provided: a) No emergency or abnormal procedure requires its use, b) Affected Tab(s) is/are positioned to NEUTRAL (or recommended setting) prior to each departure, and c) Appropriate setting is verified by visual inspection. (O) Pilot shall verify no emergency or abnormal procedures require its use, the affected Tab(s) is/are visually checked in the NEUTRAL or recommended position prior to each departure.		

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			4. REMARKS & EXCEPTIONS		
27. FLIGHT CONTROLS					
2750-01	Flap Position Indicator				May be inoperative provided: a) Flaps are visually checked for correct travel and NO RESTRICTIONS, and b) Flaps are visually checked for proper setting prior to each departure. (O) Prior to each departure, pilot shall visually check flaps for correct travel and proper setting with no restrictions.

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			4. REMARKS & EXCEPTIONS		
28. FUEL					
2840-01	Fuel Quantity Indicator	C	4	0	May be inoperative provided: a) A reliable means (sticking tank) is established to determine that fuel quantity on board meets the regulatory requirements for flight, and b) Procedures are established to ensure fuel balance. (O) May be inoperative provided the pilot, prior to each start, visually checks the tank associated with the inop gauge using a dipstick to verify fuel level. Fuel burn for each leg will be calculated and monitored closely to ensure adequate fuel is on board before each departure.

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			4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION					
2030-01	Pitot Heater	B	1	0	May be inoperative provided: a) Aircraft is not operated IFR for 14 CFR Part 135 passenger carrying operations, b) Aircraft is not operated in known or forecast icing conditions,

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			4. REMARKS & EXCEPTIONS				
31. INDICATING/RECORDING SYSTEMS							
3120-01	Clock With Sweep Second Hand or Electric Digital Clock	C	1	0	May be inoperative for VFR flight.		
02	Hour Meter	C	1	0	May be inoperative provided flight time is tracked by alternate means. (O) A watch with a stop function is carried in cockpit, and 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.		
03	Elapsed Timer	D	1	0	May be inoperative for VFR flight		

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			4. REMARKS & EXCEPTIONS				
32. LANDING GEAR							
3242-01	Parking Brake	C	1	0	May be inoperative provided Normal Braking System is not affected. (O) Chock the aircraft when parked to prevent aircraft movement.		

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				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
33. LIGHTS							
3310-01	Cockpit And Instrument Lighting System (Excluding Internally Lighted Buttons/Switches and Annunciations)	C	-	-	Individual Lights may be inoperative provided remaining Lights are: a) Not on Emergency Bus, b) Sufficient to clearly illuminate all required instruments, controls, markings/placards and other devices for which it is provided, c) Positioned so that direct rays are shielded from flight crewmembers' eyes, and d) Lighting configuration and intensity is acceptable to the flight crew.		
3320-01	Cabin Interior Lighting System						
-01	Passenger Configuration	C	4	2	Individual Lights may be inoperative for night operation provided sufficient lighting is operative for the crew to perform required duties,		
-02	Cargo Only Configuration	D	4	0	All may be inoperative.		
3330-01	Baggage Compartment Light	D	1	0	May be inoperative		

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			4. REMARKS & EXCEPTIONS			
33. LIGHTS (Cont'd)						
3340-02	Exterior Lighting					
-01	Anti-Collision Strobe Light	A	1	0	May be inoperative provided: a) Position (NAV) Light System is OPERATIVE, b) Repairs are made within three flight days or, c) Flights are conducted Day VFR only	
-02	Position (Navigation) Light	C	3	0	May be inoperative provided the aircraft is not operated at night.	
-07	Landing Light	C	1	0	May be inoperative for day VFR operations.	

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					4. REMARKS & EXCEPTIONS		
34. NAVIGATION							
3400-01	VHF Navigation Systems						
-01	VOR	C	1	0	May be inoperative provided navigation is not predicated on its use.		
-02	ILS						
-01	Localizer	C	1	0	May be inoperative provided approach is not predicated on its use.		
-02	Glideslope	C	1	0	May be inoperative provided approach is not predicated on its use.		
3416-02	Altimeter	C	2	1	Right side may be inoperative provided operations do not require a second in command.		
3434-01	Marker Beacon	C	1	0	May be inoperative provided approach is not predicated on its use.		
3450-01 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	1	0	May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used. (O) The aircraft shall not operate in the following airspace without prior ATC approval: 1) in Class B and C airspace, 2) in all airspace within 30nm of an airport listed in Appendix D, Section 1, of Part 91, 3) in all airspace above the ceiling and within the lateral boundaries of a Class B or C airspace designated for an airport upward to 10,000 feet MSL.		

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34. NAVIGATION (Cont'd)							
3450-01 (PL-03)	Distance Measuring Equipment (DME) Systems	D	1	0	May be inoperative provided DME reception is not needed for navigation.		
3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	D	1	0	May be inoperative, provided: a) Aircraft is not operated in Class, A, B, and C airspace, or b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.		
3457-01	Global Positioning System (GPS/GNSS/SBAS)	C	1	0	May be inoperative provided that flight can be carried out by reference to short range navigation (SRN) and/or pilotage.		
3401 (PL-98)	Navigation Databases	C	2	0	May be out of currency provided: a) RNAV Departures, RNAV Routes, RNAV Arrivals, and instrument approaches based on GPS guidance are not conducted, b) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, c) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and d) Approach Navigation Radios are manually tuned and identified. (O) Prior to dispatch, the pilot shall use current Aeronautical Chats to verify fixes and suitable Nav Facilities. Approach and Nav radios shall be manually tuned and identified.		

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					4. REMARKS & EXCEPTIONS		
52. DOORS							
5210-01	Cabin Door Seal (Non-Pressurized Aircraft Only)	C	2	0	May be inoperative provided Door operation is not affected.		
5210-02	Cockpit Door Key Lock	D	1	0	May be inoperative in the UNLOCKED position.		
5210-03	Passenger Door Key Lock	D	1	0	May be inoperative in the UNLOCKED position.		
5230-01	Cargo Door Key Lock	C	1	0	May be inoperative in the unlocked position provided door is verified closed and LATCHED prior to flight.		
5240-01	Nose Cowl Door Key Lock	C	1	0	May be inoperative in the unlocked position provided door is verified closed and LATCHED prior to flight.		

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			3. NUMBER REQUIRED FOR DISPATCH			
77. ENGINE INDICATING						
7722-01	Exhaust Gas Temperature System (EGT) (Reciprocating Engine-Powered Airplanes Only)	C	1	0	May be inoperative.	