

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST (MMEL)
BELL 206 AND 407 SERIES HELICOPTERS**

REVISION: 4

25 April 2018


A. HARTONO

Faf

Chief, Flight Test,
Aircraft Certification,
For Minister of Transport

Date: 25 APR 2018

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REVISION RECORD / REASON

Rev	Description	Date	By	Checked	Approved
Orig.	I, II, III, IV, V, VI, VII, VIII, IX, X, XI, XII, XIII, XIV, XV, 21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 28-1, 28-2, 30-1, 31-1, 33-1, 33-2, 34-1, 34-2, 35-1, 52-1, 63-1, 63-2, 71-1, 77-1, 82-1	11-09-96			
01	Revised pages: I, II, 28-1, 28-2	11-12-02			
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03	Revised entire document to reflect current TCCA MMEL format Updated M&O Procedures Revised/added MMEL items on pages: 23-1, 24-1, 25-2, 27-1, 28-2, 30-1, 31-2, 31-3, 34-2, 34-3, 34-4, 52-1, 63-2, 71-1, 77-1, 77-2	15-10-13			
04	Revised/added MMEL items on pages: 21-1, 23-1, 24-1, 25-2, 27-1, 28-1, 28-2, 30-1, 31-1, 31-2, 31-3, 34-2, 34-3, 34-4, 52-1, 63-2, 71-1, 77-1, 77-2 Update M&O Procedures	25-04-18			

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ACRONYM LIST

AD	Airworthiness Directive
ADF	Automatic Direction Finder
ADS-B	Automatic Dependent Surveillance-Broadcast
AHRS	Attitude Heading Reference System
ATA	Air Transport Association
CAR	Canadian Aviation Regulation
DME	Distance Measuring Equipment
ECU	Environmental Control Unit
ELT	Emergency Locator Transmitter
EMS	Emergency Medical System
EVS	Enhanced Vision System
FADEC/ECU	Full Authority Digital Engine Control / Electronic Control Unit
FLIR	Forward Looking Infra Red
GPS	Global Positioning System
HF	High Frequency
ICS	Inter Communication System
IFR	Instrument Flight Rules
ILS	Instrument Landing System
MEL	Minimum Equipment List
MMEL	Master Minimum Equipment List
OAT	Outside Air Temperature
RFM	Rotorcraft Flight Manual
RMI	Radio Magnetic Indicator
SAS	Stability Augmentation System
SD	Secure Digital
TAS	Traffic Avoidance System
TCAD	Traffic Collision Alert Device
TCAS	Traffic Collision Alert System
TRACS	Tail Rotor Authority Control System
UCT	Universal Coordinated Time
UHF	Ultra High Frequency
VFR	Visual Flight Rules
VHF-FM	Very High Frequency – Frequency Modulation
VMC	Visual Meteorological Conditions
VOR	VHF Omni directional Range
XFR	Transfer

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**Transport Canada
Master Minimum Equipment List
Bell 206 and 407 series**

Preamble

All equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, CAR 605.07, permits the publication of a Master Minimum Equipment List (MMEL) where compliance with certain equipment requirements is not necessary 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 the required level of safety. A Master Minimum Equipment List (MMEL) is developed by Transport Canada, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment Transport Canada finds may be inoperative and yet maintain the required level of safety by applying appropriate conditions and limitations; it does not contain obviously required items such as rotors and transmissions. 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. 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, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Rotorcraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and 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 the required 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 the required level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation 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/ Journey Logbook. The item is then either repaired or deferred as per the MEL. Alternatively, the aircraft must be in compliance with CAR sections 605.08 (2) or 605.09 (2) which specify the requirements for operating an aircraft subject to the conditions of a flight permit and the subordinate position of a MEL with regard to an Airworthiness Directive (AD) for the same Item.. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a safe condition for operation with items of equipment inoperative. [See CAR 605.08 (1)]

**DEPARTMENT OF TRANSPORT
MASTER MINIMUM EQUIPMENT LIST**

**MINISTÈRE DES TRANSPORTS
LISTE PRINCIPALE D'ÉQUIPEMENT MINIMAL**

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Operators are responsible for exercising the necessary operational control to ensure that the required 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 must 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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DEFINITIONS AND EXPLANATORY NOTES

1. System Definition.

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

- a) “System & Sequence NO Item” (Column 1) means the equipment, system, component, or function listed in the “Item” column.
- 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.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control must be approved by Transport Canada.

- 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 approved means of configuration control approved by Transport Canada.

- d) “Remarks or Exceptions” (Column 4) includes a statement either prohibiting or permitting operation with a specific number of items inoperative, (conditions and limitations) for such operation, and appropriate notes.
- e) References given in Column 4 are to bring attention to certain interrelationships between the subject item and other MMEL items or AFM material. These references are intended to assist with compliance but do not relieve the operator of responsibility for determining such other interrelationships, as stated in the preamble.
- f) 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.
- g) A revision (change) bar adjacent to an item or page number indicates that the item or page was renumbered only and that no technical content change was made in the text.

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2. “Rotorcraft Flight Manual” (RFM) is the document required for type certification and is certified by Transport Canada. The certified RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
3. “As required by regulation” means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Canadian Aviation Regulations, the Airworthiness Manual or other operating rules. The number of items required by such a rule must be operative. Items installed that are in excess of the requirements may be permitted by the operator’s MEL to be inoperative if not otherwise required by the MMEL.
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.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by Transport Canada.

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. “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.
8. “Icing Conditions” means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
9. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
10. “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 tolerances.
11. “NOTE(S):” in Column 4 provides additional information for crew member or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance but does not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

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12. 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).
13. “(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 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.
14. “(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 Transport Canada.
15. “Deactivated” and/or “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.
16. “Visual Flight Rules” (VFR) is as defined in the CAR’s. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
17. “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.
18. “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.
19. “Passenger Convenience Items” means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ashtrays, stereo equipment, overhead reading lamps, etc.

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20. “Day of Discovery” is the calendar day an equipment/instrument malfunction was discovered. 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”.
21. Repair Intervals: (Column 1) All users of a MEL 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.

Category B

Items within this category shall be repaired within (3) consecutive calendar days excluding the day of discovery. For example, if it were discovered 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 excluding the day of discovery. For example, if it were discovered at 10 a.m. on January 26th, the ten-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 excluding the day of discovery.

22. “Administrative control item” means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator’s MEL provided no relief is granted, or to provide conditions and limitations contained in an approved document (i.e. Structural Repair Manual, Airworthiness Directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to Transport Canada. If the request results in review and approval, the item becomes a MMEL item rather than an administrative control item.
23. “****” Symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator’s MEL after the approving office has determined that the item has been installed on one or more of the operator’s aircraft. The symbol, however, shall not be carried forward into the operator’s MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft. The “****” symbol maybe considered equivalent to the term “if installed”.
24. “Excess Items” means those items that have been installed and are redundant to the requirements.

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GUIDELINES FOR (M) & (O) PROCEDURES

A need has been identified for certain procedures to provide an adequate level of safety while providing relief for some items. Those procedures must be established by the operator. The following guidelines specify the objectives of the required procedures:

In addition to the instructions provided herein, the operator is responsible to assure all appropriate inspections and checklists have been accomplished prior to the next flight. The below annexed procedures are not included in the Maintenance Manual because they are driven by the MMEL process. Refer to Maintenance Manual for standard procedures.

- 21-1
 - a) (M) Procedure to inspect heater, isolate its fuel supply and deactivate and secure heater electrical system.
 - b) (M) Procedure to inspect shroud, ensure no leaks exist and deactivate and secure system.
 - c) (M) Procedure to inspect bleed air heating system, ensure no leaks exist and deactivate and secure system.
- 21-2 (M) Procedure to ensure bleed air system is installed and functional.
- 21-3 (M) Procedure to inspect air conditioner, ensure drive system is not restricted, and deactivate and secure system.
- 21-4 (M) Procedure to inspect bleed air ECU system, ensure no leaks exist, and deactivate and secure the system.
- 23-3 (O) Procedure to ensure cabin passengers are briefed.
- 23-5 (M) Procedure to confirm GIA 1 associated equipment is functional per Table 3-4 of the flight manual.
- 24-2 (M) Procedure to inspect, disconnect auxiliary battery and secure cables.
- 24-4 (M) Procedure to inspect, deactivate or remove generator/alternator, secure cables and ensure drive system is not restricted.
- 25-2 (M) Procedure may be required and included in operator's manual.
 (O) Procedure may be required and included in operator's manual.
- 25-3 (M) Procedure to deactivate and secure cargo suspension system.
- 25-4 (M) Procedure to deactivate and secure hoist system.
- 25-6 (M) Procedure may be required and included in manual.
 (O) Procedure may be required and included in operator's manual.

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- 25-9 (M) Procedure to deactivate and secure sonic locator system.
- 25-10 (M) Procedure to deactivate and secure Forward Looking Infra Red (FLIR).
- 25-12 (M) Procedure to arm the ELT
- 25-13 (M) Procedure to deactivate and secure Enhance Vision System (EVS)
- 25-14 (M) Procedure to deactivate and secure Tail Rotor Camera
- 25-15 (O) Procedure to ensure an alternate method to record air time is used and the transponder is controlled manually
- 27-1 (O) Reference to appropriate Rotorcraft Flight Manual paragraphs (Vne is 60 KIAS).
(M) Procedure to check full travel and freedom of pedals.
- 27-2 (M) (1) The 206-301-052-103 variable pitch actuator shall be positioned to its fully retracted position:
- a) For helicopters located below 3000 ft HD; energize the TRACS and confirm the actuator position displays the 3000 feet position. After confirmation from the control panel display that the variable pitch actuator is set at its minimum position (3000ft), pull and secure T/R AUTH circuit breaker open.
 - b) For helicopters located above 3000 ft HD; energize the TRACS while holding the MODE button, which activates the rigging mode. Upon completion of the power up test, the variable pitch actuator will be driven to its fully extended position (max). Pressing the MODE switch again causes the TRACS to drive the variable pitch actuator to the fully retracted position with the display alternating between RIG MIN and an arrow “↖” showing approximate actuator position. A full cycle takes approximately 150 seconds. After confirmation from the control panel display that the variable pitch actuator is set at its minimum position (3000ft), pull and secure T/R AUTH circuit breaker open.
 - c) For helicopters having an inoperative system, operator shall confirm that the variable pitch actuator is at its minimum position by a physical measurement of the variable pitch actuator. The variable pitch actuator, located above the baggage compartment area shall be 4.05 ±0.05 inches from center to center of its attachment points. After verification of the dimension of the variable pitch actuator, pull and secure T/R AUTH circuit breaker open.
- (2) T/R AUTH circuit breaker shall remain open and be identified “SYSTEM INOP”.
- (3) A placard indicating “SYS INOP, BHT-206L4-FM-1 LIMITATIONS SHALL BE USED” shall be affixed nearby the TRACS console controls.
- (4) Cover the ALT/GW LIMITATIONS graphical portion of the AIRSPEED LIMITATION placard with an opaque material.

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- (O) Operate the helicopter in accordance with the basic Flight Manual (BHT-206L4-FM) or appropriate optional equipment Flight Manual Supplement. The limits and performance data specified in supplement BHT-206L4-FMS-19 are no longer applicable, except for the airspeed limitations which remain as per the installed airspeed limitations placard. The ALT/GW LIMITATIONS graphical portion of the AIRSPEED LIMITATION placard is no longer applicable.
- 28-1 (M) Procedure to verify that the low fuel caution system is operative.
(O) Procedure to ensure required fuel quantity exists.
- 28-4 (O) Procedure to drain fuel manually and ensure no leaks exist.
- 31-11 (O) Procedure to ensure appropriate flight rules and RFM limits are followed and affected systems are reviewed
- 31-12 (O) Procedure to ensure appropriate flight rules and RFM limits followed and affected systems are reviewed
- 31-13 (O) Procedure to ensure appropriate flight rules followed.
- 31-14 (O) Procedure to ensure appropriate flight rules are followed.
- 31-16 (O) Procedure to ensure appropriate Data recording.
- 31-17 (O) Procedure to ensure corresponding switches or knobs are functional.
- 31-18 (O) Procedure to ensure corresponding switches or knobs are functional.
- 31-19 (O) Procedure to ensure corresponding switches or knobs are functional.
- 31-20 (O) Procedure to ensure corresponding switches or knobs are functional
- 34-20 (O) Procedure to ensure appropriate aeronautical information is used.
- 34-21 (O) Procedure to ensure appropriate aeronautical information is used.
- 34-22 (O) Procedure to ensure appropriate aeronautical information is used.
- 34-23 (O) Procedure to ensure appropriate aeronautical information is used.
- 34-25 (O) Procedure to ensure appropriate aeronautical information is used.

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- 34-32 (O) Procedure to ensure appropriate flight rules are followed and the standby altimeter, airspeed indicator and compass are functional and alternate OAT source is used.
(M) Procedure to ensure an approved alternate OAT indicator is installed in pilot view.
- 34-33 (O) Procedure to ensure appropriate flight rules are followed and the standby compass is functional.
- 34-34 (O) Procedure to ensure appropriate flight rules are followed and use of alternate OAT indicator.
(M) Procedure to ensure an approved alternate OAT indicator is installed in pilot view.
- 34-35 (O) Procedure to ensure appropriate use of alternate OAT indicator
(M) Procedure to ensure an approved alternate OAT indicator is installed in pilot view.
- 34-36 (O) Procedure to ensure appropriate flight rules are followed.
- 63-1 (M) Procedure to ensure rotor brake master cylinder is secured or deactivated and inspection is performed to determine the rotor is free.
- 63-2 (O) Procedure to ensure pilot verifies operation of transmission oil pressure indication system and monitors transmission oil pressure warning light system during start-up and during each flight.
- 63-3 (O) Procedure to ensure pilot verifies operation transmission oil temperature indication system and transmission oil pressure warning during start-up and during each flight.
- 63-4 (O) Procedure to ensure pilot verifies operation of transmission oil temperature indication system and transmission pressure indication system and monitors transmission oil pressure warning light system during start-up and during each flight.
- 63-5 (O) Procedure to ensure pilot verifies operation of transmission oil pressure indication system, transmission temperature indication system during start-up and during each flight.
- 63-6 (M) Procedure to inspect all transmission chip indicating system chip detectors for debris prior to each flight.
- 63-7 (M) Procedure to inspect tail rotor gearbox chip system chip detector for debris prior to each flight.

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1. System & Sequence N° Item N° de système/série article		2. Number Installed Nombre d'articles installés		
		3. Number Required For Dispatch Nombre d'articles à expédier		
		4. Remarks or Exceptions Remarques ou exceptions		
21 – AIR CONDITIONING				
1 ***	Cabin Heating System			
	a) Combustion	D	-	0 (M) May be inoperative provided system is deactivated/secured and defogging system is operative
	b) Shroud	D	-	0 (M) May be inoperative provided system is deactivated/secured and defogging system is operative.
	c) Bleed Air	D	-	0 (M) May be inoperative provided system is deactivated/secured and defogging system is operative.
2	Defogging System (Cockpit Vent & Defog Blower Fan)	C	-	0 (O) May be inoperative provided cabin heating system is installed and operative.
3 ***	Air Conditioner (Freon)	D	-	0 (M) May be inoperative provided system is deactivated/secured.
4 ***	Bleed Air ECU System	D	-	0 (M) May be inoperative provided system is deactivated/secured.

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22 - AUTOFLIGHT					
1 ***	Autopilot	D	-	0	As required by Regulation.
2 ***	SAS	D	-	0	As required by Regulation.
3 ***	Force Trim System	D	-	0	As required by Regulation.

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		4. Remarks or Exceptions Remarques ou exceptions			
23 – COMMUNICATIONS					
1 ***	Communications System (VHF-FM, HF, UHF, etc.)	D	-	0	As required by Regulation.
2 ***	Cockpit/Cabin Speaker	D	-	0	As required by Regulation.
3 ***	Cabin Intercom System (ICS)	D	-	0	As required by Regulation.
		C	-	0	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used.
4. ***	External Loud Speaker	D	-	0	
5	Audio Panel (407GX/GXP/GXi)	D	-	0	(M) May be inoperative provided: a) Operations do not require its use, and b) GIA 1 (Integrated Avionic Unit) is functional
6 ***	Iridium Transceiver (407GX/GXP/GXi)	D	-	0	May be inoperative provided operations do not require its use.
7 ***	Datalink and Storage Unit (407GX/GXP/GXi)	D	-	0	May be inoperative provided operations do not require its use.
8 ***	XM Weather/Radio Datalink (407GX/GXP/GXi)	D	-	0	May be inoperative provided operations do not require its use.
9 ***	Cockpit Voice Recorder	D	-	0	As required by Regulation.

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24 – ELECTRICAL POWER							
1 ***	Generator Caution System (206 series)	C	-	0		May be inoperative provided loadmeter is operative.	
2 ***	Auxiliary Battery	D	-	0	(M)	May be inoperative provided: a) Battery is disconnected and secured, and b) Battery remains installed. or c) Battery is removed, and d) Appropriate ballast is installed. or e) Battery is removed, and f) Weight and balance is revised.	
3 ***	Standby Generator/Alternator	D	-	0		May be inoperative for VFR.	
4	Generator Caution System (407 Series)	C	1	0	(M)	May be inoperative provided the Ammeter or Voltmeter is operative.	
5	Digital Voltmeter (407 Series)	D	-	0			
6	Start Caution Light (407 Series)	C	1	0			
7	Ammeter Exceedance Monitoring (407 Series)	D	1	0		May be inoperative provided the Ammeter is operative.	

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25 – EQUIPMENT / FURNISHINGS					
1	Safety Belts and Harnesses				
	a) Crewmember Shoulder Harness	B	-	0	
	b) Passenger Seat Belts	D	-	0	As required by Regulation. If a shoulder harness is required, the seat must be blocked and placarded "DO NOT OCCUPY".
	c) Passenger Shoulder Harness	D	-	0	
2	Passenger Convenience Item(s)	D	-	0	
3	Cargo Suspension System	D	-	0	(M) May be inoperative provided system is deactivated and secured.
4	Hoist System	D	-	0	(M) May be inoperative provided system is deactivated and secured.
5	Litter Kit	D	-	0	
6	Emergency Medical Services (EMS) Equipment	D	-	0	(M) May be inoperative provided system is deactivated and secured. (O)

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25 – EQUIPMENT / FURNISHINGS					
7 ***	Emergency Locator Transmitter (ELT)	D	-	0	As required by Regulation.
8 ***	Flotation Inflation System	D	-	0	As required by Regulation.
9 ***	Sonic Locator	D	-	0	(M) May be inoperative provided system is deactivated and secured.
10 ***	Forward Looking Infra Red (FLIR)	D	-	0	(M) May be inoperative provided system is deactivated and secured.
11 ***	Engine pre-heat system	D	-	0	
12 ***	ELT Remote Switch	D	-	0	(M) May be inoperative provided ELT transmitter is armed and functional
13 ***	Enhanced Vision System	D	-	0	(M) May be inoperative provided system is deactivated and secured.
14 ***	Tail Rotor Camera	D	-	0	(M) May be inoperative provided system is deactivated and secured.
15	Weight On Gear System (407 Series)	C	1	0	(O) May be inoperative provided: a) An alternate method to record air time is used. b) The transponder is controlled manually.

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26 – FIRE PROTECTION					
1	Portable Fire Extinguisher C	-	0	As required by Regulation.	
2	Engine Fire Detector System C	-	0	As required by Regulation.	

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27 – FLIGHT CONTROLS							
1	Pedal Stop System (407 Series)	C	-	0	(O)	May be inoperative provided the flight is in accordance with the Rotorcraft Flight Manual.	
2	Tail Rotor Authority Control System (TRACS) (206L-4)	D	-	0	(M) (O)	May be inoperative provided takeoff, landing or hover is within the hover ceiling charts presented in the basic Flight Manual (BHT-206L4-FM-1) or appropriate optional equipment Flight Manual Supplement.	

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28 – FUEL							
1	Fuel Quantity Gauge	C	1	0	(O) (M)	May be inoperative provided an alternate acceptable procedure is used to determine the fuel quantity prior to initiation of flight and that low fuel caution light system is installed and functional.	
2 ***	Auxiliary Fuel Tank	D	-	0		May be inoperative provided: a) Flight is not predicated upon the use of the system, and b) Auxiliary tank fuel is considered in weight and balance computations.	
3 ***	Fuel Low Warning Caution Light System	C	-	0		May be inoperative provided that the Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank. Also, the fuel transfer system must be operative in addition to the Fuel Transfer Pump Caution Light (407 Series).	
4 ***	Solenoid Drain Valve System	D	-	0	(O)	May be inoperative provided the drain valve is verified closed prior to flight.	
5	Fuel Flow Indicator	D	-	0			

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28 – FUEL					
6	Fuel Transfer Pump (407 Series)	C	2	0	<p>May be inoperative provided flight is not predicated upon the use of the fuel trapped in the forward fuel tank.</p> <p>Unusable fuel could be as high as 151 lbs in the forward tank.</p> <p>The Fuel Quantity Gauging System and the Low Fuel Caution System must also be operative.</p>
7	Left and Right XFR Pump Caution Light (407 Series)	C	2	0	<p>May be inoperative provided that forward Fuel Quantity Gauge is operative to enable pilot to verify that pumps are transferring fuel to the aft tank. Unusable fuel could be as high as 151 lbs forward tank.</p>
8	Left and Right Fuel Boost Caution Lights	C	2	0	<p>May be inoperative provided Fuel Pressure Indicator is operative to enable the pilot to verify fuel pump is operative.</p>

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30 – ICE AND RAIN PROTECTION					
1	Engine Anti-Ice System	C	1	0	May be inoperative (Anti-Ice off) provided known and forecast conditions for flight are at ambient temperatures above +4.4 degrees C (40 degrees F).
2 ***	Pitot Heat (206 Series)	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.
3	Pitot/Static Port Heater System (407 Series)	C	1	0	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.
4 ***	Automatic Engine Reignition kit (206A/B/B3/L)	C	-	0	May be inoperative provided aircraft is configured as required by RFM for flight in falling or blowing snow.

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31 – INDICATING /RECORDING SYSTEMS					
1	Clock Displaying Hours, Minutes and Seconds with Sweep-Second Pointer or Digital Presentation	C	1	0	May be inoperative for VFR provided an alternate time piece, such as pilots watch, is utilized.
2 ***	Elapsed Timer	C	-	0	May be inoperative provided an alternate time piece, such as pilots watch, is used.
3 ***	Hour Meter	C	-	0	May be inoperative provided an alternate time piece, such as pilots watch, is used.
4 ***	Aircraft/Engine Monitoring System	C	-	0	
5 ***	Voice Warning System	C	-	0	
6 ***	Warning Horn Mute System	C	-	0	
7 ***	Vibration Monitoring System	C	-	0	
8	FADEC/ECU Maintenance Switch (407)	D	1	0	
9	FADEC/ECU Maintenance Down Load Port (407 Series)	D	1	0	
10	Engine Instruments Maintenance Download Port (407)	D	1	0	

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31 – INDICATING /RECORDING SYSTEMS							
11	GIA 1 (407GX/GXP/GXi)	A	1	0	(O)	May be inoperative for a flight or series of flights to a maintenance facility provided: a) Flight is conducted during day VFR conditions (VFR OTT excluded). b) The flight crew has reviewed the affected systems list from the Rotorcraft Flight Manual and ensures compliance with the MMEL in regard to affected systems. c) The GMA 350H Audio Panel is functional	
12	GIA 2 (407GX/GXP/GXi)	A	1	0	(O)	May be inoperative for a flight or series of flights to a maintenance facility provided: a) Flight is conducted during day VFR conditions (VFR OTT excluded). b) The flight crew has reviewed the affected systems list from the Rotorcraft Flight Manual and ensures compliance with the MMEL in regard to affected systems. c) The operating airspeed is 60 kts or less.	
13	Multi-Function Display (407GX/GXP/GXi)	A	1	0	(O)	May be inoperative for a flight or series of flights to a maintenance facility provided: a) Flight is conducted during day VFR conditions (VFR OTT excluded) and, b) Primary Flight Display is in reversionary mode and functional.	

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31 – INDICATING /RECORDING SYSTEMS					
14	Primary Flight Display (407GX/GXP/GXi)	A	1	0	(O) May be inoperative for a flight or series of flights to a maintenance facility provided: a) Flight is conducted during day VFR conditions (VFR OTT excluded) and, b) Multi-Function Display is in reversionary mode and functional.
15	Master warning/caution light mute switch (407GX/GXP/GXi)	C	1	0	
16	Maintenance and Flight Data recording on SD card (407GX/GXP/GXi)	C	1	0	(O) May be inoperative provided flight crew is recording all pertinent DATA manually if required.
17	Primary Flight Display Switches, all or any (407GX/GXP/GXi)	D	-	0	(O) May be inoperative provided corresponding Multi-Function Display switch is functional.
18	Primary Flight Display knobs, all or any (407GX/GXP/GXi)	D	-	0	(O) May be inoperative provided corresponding Multi-Function Display Knob is functional.
19	Multi-Function Display switches, all or any (407GX/GXP/GXi)	D	-	0	(O) May be inoperative provided corresponding Primary Flight Display switch is functional.
20	Multi-Function Display Knobs, all or any (407GX/GXP/GXi)	D	-	0	(O) May be inoperative provided corresponding Primary Flight Display knob is functional.
21	Flight Data Recorder (FDR)	D	-	0	

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33 – LIGHTS					
1	Position Light System	C	1	0	May be inoperative for day operations.
2	Anti-Collision Light System	C	1	0	May be inoperative for day operations.
3	Landing Light(s)	C	2	0	May be inoperative for day operations.
4	Cockpit Instrument Lighting System(s)	C	-	0	May be inoperative provided: a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable. b) Direct rays and reflections do not impair visibility either inside or outside the aircraft. c) Lighting intensity can be controlled or preset to a satisfactory level for the expected flight conditions, and d) Lighting configuration at dispatch is acceptable to the pilot.

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33 - LIGHTS					
5 ***	Cabin Lighting System	C	-	0	
6 ***	Cockpit Utility Light	C	-	0	
7 ***	Taxi Light	D	-	0	
8 ***	Search Light	D	-	0	
9 ***	External Utility Lights	D	-	0	
10 ***	Supplemental Lighting System	D	-	0	

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34 – NAVIGATION					
1 ***	Gyroscopic Rate of Turn with Slip Indicator	B	-	0	As required by Regulation.
2 ***	Gyroscopic Bank and Pitch Indicator	B	-	0	As required by Regulation.
3	Directional Gyro	B	-	0	As required by Regulation.
4 ***	Vertical Speed Indicator (206 Series)	B	-	0	As required by Regulation.
5 ***	ATC Transponder	C	-	0	As required by Regulation.
6 ***	Navigation Equipment (VOR, ILS, ADF, GPS, RMI, etc.)	C	-	0	As required by Regulation.
7 ***	Weather Radar/ Thunderstorm Detection Equipment	C	-	0	As required by Regulation.
8 ***	Marker Beacon	C	-	0	As required by Regulation.
9 ***	Flight Director	C	-	0	
10 ***	Radar Altimeter	C	-	0	
11 ***	Altitude Encoder	C	-	0	
12 ***	DME	C	-	0	
13 ***	Standby Attitude Indicator	C	-	0	
14	OAT/Free Air Temperature Indicator	C	-	1	
15 ***	Attitude Indicator	C	-	0	
16 ***	Altitude Encoding System	C	-	0	

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34 – NAVIGATION							
17 ***	Standby Airspeed Indicator	C	-	0			May be inoperative provided it is not required by regulations and the primary airspeed indicator is functional.
18 ***	Standby Altimeter	C	-	0			May be inoperative provided it is not required by regulations and the primary altimeter is functional.
19 ***	Terrain Avoidance Warning System (TAWS)	C	-	0			As required by Regulation.
20 ***	Terminal Procedures Database	A	-	0	(O)		May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.
21 ***	Aviation Database	A	-	0	(O)		May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.
22 ***	Obstacle Database	A	-	0	(O)		May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.
23 ***	Airport Information Database	A	-	0	(O)		May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.
24 ***	Synthetic Vision	D	-	0			

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25 ***	Navigation Database	A	-	0	(O)	May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources, GPS approach procedures are not permitted and all frequencies are tuned in manually.	
26 ***	XM Weather	A	-	0		May be inoperative indefinitely	
27 ***	TCAS or TCAD	C	-	0		As required by Regulation.	
28 ***	ADS-B Out Capability	D	-	0		As required by Regulation.	
29	Not used						
30	Not used						
31	Not used						
32	ADARHS (407GX1)	A	1	0	(O) (M)	May be inoperative for a flight or series of flights to a maintenance facility provided: a) Flight is conducted in Day VFR condition (excluding VFR OTT). b) The standby Altimeter, Airspeed and Compass indicators are functional. c) The crew is using alternate means to determine the aircraft's vertical speed and maintains rate of climb below Rotorcraft Flight Manual limits. d) An approved alternate onboard OAT source is installed and operative. e) The operating airspeed is 60 kts or less.	

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34 – NAVIGATION					
33	AHRS (407GX/GXP)	C	1	0	(O) May be inoperative provided: a) Flight is conducted in Day VFR condition (excluding VFR OTT) b) The standby Compass indicator is functional.
34	Air Data Computer (407GX/GXP)	A	1	0	(O) May be inoperative for a flight or series of flights to a maintenance facility provided: (M) a) Flight is conducted in Day VFR condition (excluding VFR OTT). b) The standby Altimeter and Airspeed indicator are functional. c) The crew is using alternate means to determine the aircraft's vertical speed and maintains rate of climb below Rotorcraft Flight Manual limits. d) An approved alternate onboard OAT source is installed and operative. e) The operating airspeed is 60 kts or less.
35	OAT Probe (407GX/GXP/GXi)	C	1	0	(O) May be inoperative provided an approved alternate onboard OAT source is installed and operative (M)
36	Magnetometer (407GX/GXP/GXi)	D	-	0	(O) May be inoperative provided: a) flight is conducted in Day VFR condition (excluding VFR OTT) b) The standby Compass indicator is functional.
37	TAS ***	D	-	0	As required by Regulation.
38	ADS-B IN ***	D	-	0	May be inoperative provided operations do not require its use.

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35 – OXYGEN					
1 ***	Oxygen System and Masks (Crew and Passengers)	D	-	0	As required by Regulation.

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52 – DOORS					
1	Litter Door Caution System (Models 206L/L-1/L-3/L-4 and 407 Series)	D	1	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.
2 ***	Baggage Door Caution Systems	D	-	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.

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63 – ROTOR DRIVE							
1 ***	Rotor Brake System	D	-	0	(M)	May be inoperative provided rotor brake master cylinder is secured or deactivated and inspection is performed to determine the rotor is free.	
2	Transmission Oil Temperature Indicating System	B	1	0	(O)	May be inoperative provided transmission oil pressure indicating system (Item 63-3) and warning light (Item 63-5) are operative.	
3	Transmission Oil Pressure Indicating System	B	1	0	(O)	May be inoperative provided: a) Transmission oil pressure warning light system (Item 63-5) is operative and b) Transmission oil temperature indicating system (Item 63-2) is operative.	
4	Transmission Oil Temperature Warning Light System	B	1	0	(O)	May be inoperative provided: a) Transmission oil temperature indicating system (Item 63-3) is operative, and b) Transmission oil pressure warning light (Item 63-5) and indicating system (Item 63-3) are operative.	
5	Transmission Oil Pressure Warning Light System	B	1	0	(O)	May be inoperative provided a) Transmission oil pressure indicating system (Item 63-3) is operative, and: b) Transmission oil temperature indicating system (Item 63-2) is operative.	
6	Main Rotor Transmission Chip Detector Indicating System	B	1	0	(M)	May be inoperative provided all system chip detectors are visually inspected for debris prior to each flight.	
7	Tail Rotor Gearbox Chip Detector Indicating System	B	1	0	(M)	May be inoperative provided the tail rotor gearbox chip detector is visually inspected for debris prior to each flight.	

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		4. Remarks or Exceptions Remarques ou exceptions			
63 – ROTOR DRIVE					
8 ***	Primary source of NR indication (407 Series)	D	1	0	May be inoperative provided alternate source of NR indication is functional.
9 ***	Secondary source of NR indication (407 Series)	D	1	0	May be inoperative provided primary source of NR indication is functional.

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71 – POWERPLANT		4. Remarks or Exceptions Remarques ou exceptions		
1	Engine Air Particle Separator/ Particle Purge System			
	a) 206L-1	C	1	0
***	b) 206A/B/L/ L-3/L-4 and 407 Series	C	-	0
				May be inoperative provided operations are conducted in accordance with the RFM.
				May be inoperative provided operations are conducted in accordance with the RFM.

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		4. Remarks or Exceptions Remarques ou exceptions			
77 – ENGINE INDICATING					
1	Tachometer, Dual Indicating (N2/ NR), N2 Indicator (206 Series)	B	1	0	N2 Indicator may be inoperative provided NR, N1 and engine torque indicators are operative.
2	Tachometer, Dual Indicating (NP/NR), NP Indicator (407 Series)	B	1	0	NP Indicator may be inoperative provided NR, N1 and engine torque indicators are operative.
3 ***	TOT Overtemp Light System (206 Series)	C	-	0	
4	Engine Exceedance 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	
5	"LCD TEST" Switch System (407)	D	1	0	May be inoperative provided that all LCD segments illuminate during indicators initial flight power-up.
6	Primary source of Torque indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided secondary source of Torque indication is functional.
7	Secondary source of Torque indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided primary source of Torque indication is functional.
8	Primary source of NG indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided secondary source of NG indication is functional.
9	Secondary source of NG indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided primary source of NG indication is functional.

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		4. Remarks or Exceptions Remarques ou exceptions			
77 – ENGINE INDICATING					
10	Primary source of MGT indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided secondary source of MGT indication is functional.
11	Secondary source of MGT indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided primary source of MGT indication is functional.
12	Primary source of NP indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided secondary source of NP indication is functional.
13	Secondary source of NP indication (407GX/GXP/GXi)	D	1	0	May be inoperative provided primary source of NP indication is functional.

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		3. Number Required For Dispatch Nombre d'articles à expédier			
		4. Remarks or Exceptions Remarques ou exceptions			
82 – WATER INJECTION					
1	Water Alcohol Injection (206A & 206L)	D	-	0	May be inoperative provided operations are conducted in accordance with the RFM.