



U.S. Department of Transportation  
Federal Aviation Administration  
Washington, DC

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# Master Minimum Equipment List (MMEL)

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Revision: 10  
Date: 03/16/2022

**Bell Textron Inc.**  
**212, 412, 412CF, 412EP**  
**(H4SW)**

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PAGE NO. I

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
1	11/30/1981	Complete Revision.
2	03/30/1982	Highlights of Change, Definitions.
3	06/15/1984	Complete Revision.
4	02/14/1986	Highlights of Change, Definitions.
5	06/22/1989	Highlights of Change, Definitions.
5a	10/01/1991	Highlights of Change, Definitions.
5b	12/28/1992	Highlights of Change, Definitions.
5c	11/17/1993	Highlights of Change, Definitions and Guidelines.
5d	2/02/2001	Highlights of Change, Definitions.
5e	09/17/2002	Highlights of Change, Definitions.
6	06/04/2003	Highlights of Change, Definitions and Guidelines.
7	02/06/2006	Highlights of Change, Definitions and Guidelines.
7a	05/08/2007	Highlights of Change, Definitions, 25-2.
8	10/27/2014	Conversion to Joint Aircraft System/Component (JASC) Code. Incorporation of Policy Letters. Included Serial Numbers for 412EPI (Marketing Designation) to MMEL.
9	05/08/2017	Cover Page, Table of Contents & Control Page, Log of Revisions, Highlights of Change, Definitions & Preamble, Guidelines, 18-1, 21-1, 21-2, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 28-1, 29-1, 30-1, 31-1, 31-2, 31-3, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-8, 34-10, 34-11, 45-1, 52-1, 63-1, 63-2, 63-3, 67-1, 73-1, 77-1, 79-1.
10	03/16/2022	Cover Page, Table of Contents & Control Page, Log of Revisions, Highlights of Change, Definitions & Preamble, Guidelines, 18-1, 21-1 thru 2, 22-1, 23-1 thru 4, 24-1, 25-1 thru 6, 26-1, 28-1, 29-1, 30-1, 31-1 thru 3, 32-1, 33-1 thru 3, 34-1 thru 5, 34-7 thru 10, 35-1, 45-1, 46-1 thru 2, 52-1, 63-1 thru 2, 67-1, 73-1, and 77-1.

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION	MASTER MINIMUM EQUIPMENT LIST
REVISION NO. 10 DATE: 03/16/2022	PAGE NO. III
AIRCRAFT: 212, 412, 412CF, 412EP	<b>HIGHLIGHTS OF CHANGE</b>

This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and Definitions are available for download or viewing at <http://av-info.faa.gov/sdrx/references.aspx>.

This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code, which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code are the Component Code, which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.

For Example: JASC Code 2410, where Code 24 represents the “Electrical Power” system, and Component Code 10, represents the “Alternator-Generator Drive” system.

The following changes are the Highlights of Changes for **Revision 10**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 06/11/2021.

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
--	General	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator’s discretion.
--	--	Updated Cover Page to reflect Revision 10, and updated the Manufacturer name to match TCDS.
--	NOTE ALL PAGES	This MMEL was validated against the TCCA MMEL, Revision 4, dated 11/28/2014.
--	NOTE ALL PAGES	(***) relief is associated with OEM equipment only; STC relief must comply with PL-109

NOTE 1: This MMEL also incorporates relief for Part 91 operations.

NOTE 2: The term 412EP is for 412EP SN 37002 thru 37999 or STC SR09600RC incorporated, and SN 38001 thru 38999, and 39101 thru 39999 The (\*) symbol is utilized as a reference to this information.

NOTE 3: Relief is available for the 212, 412, 412CF and 412EP, unless specifically noted.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
18-1	1820-01	Revised description (moved Altair Engine Trend Monitor System to proviso NOTE); added (M) procedure and NOTE.
21-1	2121-01	Reworded 2 <sup>nd</sup> proviso.
21-1	2121-02	Reworded 2 <sup>nd</sup> proviso.
21-1	2121-03	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III).
21-1	2121-05	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III).
21-1	2121-06	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III).
21-1	2121-07	Deleted AHRS FANS relief since covered by 2121-06.
22-1	2210-01	Added (O) procedure and reworded proviso.
22-1	2210-02	Added (O) procedure.
23-1	2300-01	Revised proviso.
23-1	2311-01	MERGED UHF relief with 2312-01, since included in PL-95.
23-2	2312-01	Revised description (added UHF IAW PL-95).
23-2	2340-03	Revised proviso.
23-3	2341-01	Revised PA relief IAW PL-9.
25-1	2500-01	Added "D" category (correction); old PL-116 error.
25-1	2500-04	Added proviso.
25-1	2500-05	Revised proviso.
25-1	2510-01	Revised proviso, since required by 14 CFR.
25-2 thru 4	2520-01	Revised Passenger Seat relief IAW PL-79.
25-4	2520-02	MERGED Passenger Seat Belt relief with 2520-01 since already included in PL-79.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
25-4	2550-01	Revised proviso (removed (O) for MMEL stands.).
25-4	2550-02	Revised proviso (removed (O) for MMEL stands.).
25-4	2550-04	Changed relief to C and revised proviso.
25-4	2550-05	Revised proviso.
25-5	2560-01	Moved and changed relief to C (correction).
25-5	2560-02	Revised description (removed PFD, since already included); changed relief to C since required by CFR and removed NOTE.
25-5 thru 6	2562-01	Revised ELT relief IAW PL-120.
25-6	2562-02	Revised provisos.
25-6	2562-03	MERGED ELT remote switch with 2562-01, since already included in PL-120.
25-6	2562-04	Moved and changed relief from D to C & revised provisos.
25-6	2570-01	Revised proviso.
26-1	2611-01	Added PL-102 reference & revised relief IAW PL.
26-1	2622-01	Revised Portable Fire Extinguisher relief IAW PL-132
28-1	2800-01	Revised description (removed "External" (correction)); added (M) procedure and revised provisos.
28-1	2841-01	DELETED Fuel Quantity Indicator(s) relief since required by CFR.
28-1	2842-01	DELETED Fuel Quantity Sensor(s) relief since required by CFR.
29-1	2930-01	DELETED Hydraulic System Caution Lights since it is an emergency indicator light.
30-1	3040-01	Reworded 1 <sup>st</sup> C relief proviso.
31-1	3110-01	MOVED to Chapter 46, Rev. 10
31-1	3120-02	Revised proviso.
31-1	3120-03	Added an (O) procedure to the proviso.
31-1 thru 2	3130-01	Revised FDR relief IAW PL-87.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
31-2	3160-01	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III & added “()” around model) and reworded b) proviso.
31-2	3160-02	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III & added “()” around model); removed (O) procedure & added “NOTE” to 2 <sup>nd</sup> par.
31-3	3160-3	Added relief for the Course Heading Select Panel (CHSP).
32-1	3211-01	Added (M) (O) procedures (correction).
32-1	3211-02	Added (M) (O) procedures (correction).
32-1	3212-01	Revised proviso since required by 14 CFR.
33-2	3320-02	Revised Passenger Notice relief IAW PL-123.
33-3	3340-01	Changed number required for dispatch to “-” and revised proviso.
33-3	3340-02	Changed number required for dispatch to “-” and revised proviso.
33-3	3340-03	Changed relief to C since cannot be less restrictive when used as a backup system for 3340-02 and revised proviso.
33-3	3340-04	Changed relief to C since cannot be less restrictive when used as a backup system for 3340-02 and revised proviso.
33-3	3340-05	Changed number required for dispatch to “-” and revised proviso.
33-3	3340-06	Changed relief to C since cannot be less restrictive when used as a backup system for 3340-05 and revised proviso.
33-3	3340-07	Revised proviso.
33-3	3340-08	DELETED Supplemental Lighting System relief since not found in the RFM and was only put in the PMMEL as a place holder.
33-3	3350-01	Changed relief to C (correction) and reworded proviso.
34-1	3412-01	Added par. b) proviso.
34-1	3412-02	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III & added “()” around model); added (M) (O) procedures and revised provisos.
34-1	3413-01	Changed number required for dispatch to “0” (correction) and revised proviso.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-1	3414-01	Changed relief to B; changed number installed to (-); changed number required for dispatch to (-) and revised proviso.
34-1	3416-01	Changed relief to B; changed number installed to (-); changed number required for dispatch to (-) and revised proviso.
34-2	3417-01	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III & added “()” around model) and revised provisos.
34-2	3421-01	Revised proviso.
34-2	3421-02	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III and added “()” around model) and revised provisos.
34-2	3421-03	Changed number required for dispatch to (-) and revised proviso since required by 14 CFR.
34-2	3422-01	Changed number installed to (-); changed number required for dispatch to (-) & revised proviso since required by 14 CFR.
34-2	3423-01	Revised description (removed Gryrostablized (correction)) and revised proviso since required by 14 CFR.
34-2	3423-02	Revised description (removed EPI Configuration reference, since already identified in NOTE 2, page III & added “()” around model) and revised proviso since required by 14 CFR.
34-3	3423-03	Revised proviso.
34-3	3424-01	Changed number required for dispatch to (-) and revised proviso.
34-3	3424-02	Revised description (added Gyroscopic (correction)); changed number installed (-); changed number required for dispatch to (-) and revised proviso.
34-3	3424-03	Revised description (removed models since already identified with NOTE 3, page III).
34-3	3431-01	Revised description per JASC coding and changed the number required to dispatch to (-).
34-3	3432-01	Added ILS/Glide Slope System relief IAW JASC (split from 3431-01).



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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-3	3442-01	Changed relief to C (correction).
34-4 thru 5	3444-01	Revised RADALT relief IAW PL-131.
34-5	3444-02	DELETED TAWS relief, since replaced by HTAWS (3444-03).
34-5	3444-03	Added relief for HTAWS.
34-7	3452-01	Update item in accordance with PL-105. Deleted ADS-B Squitter Transmission.
34-8 thru 10	3452-02	Revised ADS-B relief IAW PL-105.
34-10	3454-01	Revised description (removed "s") & changed number required for dispatch to (-).
34-10	3455-01	Changed number required for dispatch to (-).
34-10	3457-01	Added GPS relief (correction).
34-10	3460-01	Revised proviso.
34-10	3461-01	Revised Navigation Databases IAW PL-98.
35-1	3510-01	Revised proviso.
45-1	4500-01	Revised proviso.
45-1	4500-02	Revised proviso.
45-1	4500-03	Added relief for Altair Engine Trend Monitor System.
45-1	4500-04	Added relief for FDMS relief.
46-1 thru 2	4600-01	Added Relief for Electronic Flight Bag IAW PL-121.
52-1	5260-01	Revised par. b) proviso.
63-1	6320-02	DELETED Transmission Oil Pressure Indicating System relief, since contrary to PL-13, which does not allow the relief.
63-2	6320-05	DELETED Transmission Oil Pressure Warning Indicator relief, since contrary to PL-13, which does not allow the relief.
67-1	6710-01	Added (O) procedure and revised proviso.
73-1	7331-01	Added proviso.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
77-1	7700-01	DELETED Engine Out Warning System since required by the RFM emergency procedures.
77-1	7712-01	Revised proviso.
77-1	7712-02	Revised proviso.
77-1	7714-01	Reworded description and revised proviso.

### **Definitions**

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

### **Preamble**

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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**GUIDELINES FOR (M) AND (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 published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
1820-01 Vibration Monitor (BHVM) Kit	(M) Procedure for maintenance to ensure the BHVM kit is deactivated and secured.
2150-01 Bleed Air Cooling System (212)	(M) Procedure for maintenance to ensure the system is deactivated and secured.
2150-02 Freon Cooling System	(M) Procedure for maintenance to ensure the system is deactivated and secured.
2210-01 Automatic Flight Control System (AFCS)	(O) Procedure for crew to ensure the RFM procedures are followed.
2210-02 4-Axis Collective/Yaw Trim (412EP)	(O) Procedure for crew to ensure the Collective/Yaw trim switch is selected "OFF".
2310-01 High Frequency Communications System (HF)	(O) Procedure for crew to ensure SATVOICE services are available as a LRCS over the intended route of flight, the ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and alternate procedures are established.
2341-01 Passenger Address System (PA)  1) Passenger Configuration	(O) Procedure for crew to ensure alternate procedures are established and used.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
2435-01 Starter/Generator	(M) Procedure for maintenance to ensure check for security of mounting and burned or arced connections in the area.
2500-01 Nonessential Equipment and Furnishings (NEF) Items	(M)(O) Procedure for maintenance/crew to ensure, if required, procedures are included in the operator's appropriate document.
2500-04 Cable Cutters Kit	(M) Procedure for maintenance to ensure cable cutters are secured.
2500-05 Forward Looking Infra-Red (FLIR) System	(M) Procedure for maintenance to ensure system is deactivated and secured.
2500-06 Printed Supplemental Safety Information	(O) Procedure for crew to ensure passengers are not carried, and alternate procedures are established and used.
2520-01 Passenger Seats  2) Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)  3) Under Seat Baggage Restraining System  4) Armrest With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	(M) Procedure for maintenance to ensure the inoperative seat is secured in the taxi, takeoff, and landing (TTL) position.  (O) Procedure for crew to ensure baggage is not stowed under seat with inoperative restraining system, associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT" and Cabin crew is alerted of inoperative restraining system.  (M) Procedure for maintenance to ensure armrest does not restrict access to any emergency exit, egress route, or main aisle, and if armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
2520-01 Passenger Seats (Cont'd)  5) Seat Belt/Air Bag Restraint Systems  b) Seat Belt/Air Bags Not Required by 14 CFR	(M) Procedure for maintenance to ensure inoperative or disconnected provided seat belt operates normally.
2550-01 Cargo Suspension System	(M) Procedure for maintenance to ensure system is deactivated and secured.
2550-02 Hoist System	(M) Procedure for maintenance to ensure system is deactivated and secured.
2550-04 Co-Pilot's Emergency Cargo Release	(M) Procedure for maintenance to ensure system is deactivated and secured.
2550-05 Heli-Utility-Basket	(M) Procedure for maintenance to ensure heli-utility basket is secured.
2560-01 Helicopter Air Ambulance Equipment (HAA)	(M) Procedure for maintenance to ensure system is deactivated and secured.  (O) Procedures may be required and included in the operator's appropriate document.
2562-01 Emergency Locator Transmitter (ELT)  Fixed ELTs	(M) Procedure for maintenance to ensure fixed ELT is deactivated, and repairs are made within 90 consecutive calendar-days.  (M) Procedure for maintenance to ensure fixed ELT is deactivated.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
2562-01 Emergency Locator Transmitter (ELT) (Cont'd)  Remote ELT Switch	(M) Procedure for maintenance to ensure remote ELT Switch is deactivated, and switch is placed in the ARMED mode.
2562-02 Automatically deployable ELT (ADELT)	(M) Procedure for maintenance to ensure system is deactivated and secured.
2562-04 Sonic Underwater Locator Beacon (ULB)	(M) Procedure for maintenance to ensure system is deactivated and secured.
2570-01 Heli-Preheat System	(M) Procedure for maintenance to ensure system is deactivated and secured.
2611-01 Cargo Compartment Smoke Detection	(O) Procedure for crew to ensure procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits.
2622-01 Fire Extinguishers	(O) Procedure for crew to ensure proper installation and servicing is verified at each flight.
2800-01 Auxiliary Fuel System	(M) Procedure for maintenance to ensure system is deactivated and secured.  (O) Procedure for crew to ensure flight is not predicated upon its use, auxiliary tank fuel is considered in weight and balance computations, RFM procedures are followed.
3120-03 Hour Meter	(O) Procedure for crew to ensure the time in service is recorded.
3211-01 Snow Skis	(M) Procedure for maintenance to ensure equipment is secured or both snow skis are removed.  (O) Procedure for crew to ensure landings on soft surface (i.e., mud or snow) are not conducted.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
3211-02 Bear Paws	(M) Procedure for maintenance to ensure equipment is secured or both bear paws are removed.  (O) Procedure for crew to ensure landings on soft surface (i.e., mud or snow) are not conducted.
3212-01 Emergency Flotation System (212, 412, 412EP)	(M) Procedure for maintenance may be required. There are float failure modes that can leave the system susceptible to inadvertent deployment.
3320-01 Passenger Notice System  Passenger Light Information Sign	(O) Procedure for crew to ensure alternate procedures are established and used to notify passengers.
3412-02 OAT Display System (*412EP)	(M) Procedure for maintenance to ensure approved alternate onboard OAT source is installed.  (O) Procedure for crew to ensure operations do not require its use, and RM procedures are followed.
3444-01 Radar (Radio) Altimeter System  14 CFR Part 135 Operations  Other Than 14 CFR Part 135 Operations	(M) Procedure for maintenance to ensure affected system is deactivated.  (M) Procedure for maintenance to ensure affected system is deactivated.
3445-01 Traffic Alert Collision Avoidance Systems (TCAS I)	(M) Procedure for maintenance/crew to ensure system is deactivated and secured, and Enroute or approach procedures do not require its use.  (M) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use.



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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p>3445-01                      Traffic Alert                      Collision                      Avoidance                      Systems                      (TCAS II)                      (Cont'd)</p> <p>(TCAS II)</p> <p>Resolution                      Advisory (RA)                      Display                      System(s)</p> <p>Traffic Alert                      Display                      System(s)</p>	<p>(M) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use.</p> <p>(M) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use.</p> <p>(O) Procedure to ensure TA only mode is selected by the crew, and enroute or approach procedures do not require its use.</p> <p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p>
<p>3452-2                      Automatic                      Dependent                      Surveillance-                      Broadcast                      (ADS-B) System</p> <p>ADS-B System                      (In and Out)</p> <p>ADS-B OUT                      Extended Squitter</p> <p>ADS-B Out UAT</p> <p>ADS-B In</p>	<p>(O) Procedure for crew to ensure prior to flight, an authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>(O) Procedure for crew to ensure alternate procedures are established and used, and authorization is obtained from ATC facilities having jurisdiction over planned route of flight.</p> <p>(O) Procedure for crew to ensure prior to flight, an authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>(O) Procedure for crew to ensure alternate procedures are established and used.</p>

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
4600-01 Information Systems  EFB System (Installed EFB System)  Data Connectivity  Power Supply/ Power Connection  Mounting Device	(O) Procedure for crew to ensure alternate procedures are established and used.  (O) Procedure for crew to ensure alternate procedures are established and used.  (O) Procedure for crew to ensure alternate procedures are established and used.  (M) Procedure for maintenance to ensure alternate procedures are established and used.  (O) Procedure for crew to ensure associated hardware is stowed, secured by alternate means, or removed from the aircraft, and alternate procedures do not require its use.  (M) Procedure for maintenance to ensure associated hardware is stowed, secured by alternate means, or removed from the aircraft, and alternate procedures do not require its use.
5260-01 Retractable Passenger Steps (Powered) (412, 412EP)	(M) Procedure for maintenance to ensure retractable passenger steps are deactivated and secured.
6321-01 Rotor Brake System	(M) Procedure for maintenance to ensure to conduct a visual inspection to determine that the pucks are fully retracted, and the system is deactivated and secured.
6710-01 Cyclic Stick Centering Indicator (412, 412CF, 412EP)	(O) Procedure for crew to ensure RFM procedures are followed.
7712-01 Dual Torque Pressure Indicator (212, 412)	(O) Procedure for crew to ensure the operative indicator is on the pilot flying side.

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AIRCRAFT:  
212, 412, 412CF, 412EP

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
7714-01 Triple Tachometer Indicating	(O) Procedure for crew to ensure the operative indicator is on the pilot flying side.

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AIRCRAFT:  
 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**18. Helicopter Vibration**

Sequence No.	Item	1	2	3	4	Change Bar
1820-01 ***	Vibration Monitor (BHVM) Kit (412, 412EP)	C	-	0	(M) May be inoperative provided the BHVM Kit is deactivated and secured.  NOTE: Altair Engine Trend Monitor System MOVED to 4500-03, Revision 10.	         

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AIRCRAFT:  
 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2121-01	Pilots Vent Blower	C	1	0	May be inoperative provided Heated Windshield is installed and operative.	
		C	1	0	May be inoperative provided other approved windshield defogging system is installed and operative.	
2121-02	Co-Pilot Vent Blower	C	1	0	May be inoperative provided Heated Windshield is installed and operative.	
		C	1	0	May be inoperative provided other approved windshield defogging system is installed and operative.	
2121-03	Instrument Fans (*412EP)	C	2	0	May be inoperative.	
2121-04	Instrument Fans (412EP with EFIS Kit 412-705-009)	C	2	0	May be inoperative for temperatures below +40 °C (104 °F).	
2121-05	Display Unit (DU) Fans (*412EP)	C	12	8	Two of three fans per required Display Unit (DU) must be operative.  (See 3160-01 for DU relief)	
2121-06	Avionics Fan (*412EP)	C	1	0	Avoid prolonged ground-run operations if OAT exceeds +40 °C (104 °F).	
2121-07	AHRS Fan (Compartment Fan) (*412EP)				DELETED, Revision 10.	

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 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2140-01	Bleed Air Heater	C	1	0	May be inoperative above +5 °C (41 °F), outside air temperature provided Pilot's Cockpit Vent Blower is operative.	
2150-01 ***	Bleed Air Cooling System (212)	C	-	0	(M) May be inoperative provided system is deactivated and secured.	
2150-02 ***	Freon Cooling System	C	-	0	(M) May be inoperative provided system is deactivated and secured.	

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PAGE NO. 22-1

DATE: 03/16/2022

AIRCRAFT:  
 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
2200-01 (PL-101)	Transport Category Aircraft with Only One Autopilot Installed	B	1	0	May be inoperative where operations do not require its use.	
	Transport Category Aircraft with Two or More Autopilots Installed	C	-	1	One may be inoperative where operation does not require its use.	
2210-01	Automatic Flight Control System (AFCS)	C	-	0	(O) May be inoperative for VFR provided RFM procedures are followed.	
2210-02 ***	4-Axis Collective/Yaw Trim (412EP)	C	-	0	(O) May be inoperative provided Collective/Yaw trim switch is selected "OFF".	

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2300-01 ***	Communications Systems (FM)	D	-	0	May be inoperative.	
2310-01 *** (PL-106)	High Frequency Communications System (HF)	D  C	-  -	-  1	Any in excess of those required by 14 CFR may be inoperative.  (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
2311-01 *** (PL-95)	Communications Systems (UHF)				MERGED with 2312-01, Revision 10.	



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 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2312-01 *** (PL-95)	Communications Systems (VHF and UHF)  1) VHF Communication Control Panels  a) Frequency Transfers Light  b) Frequency Transfer Switch  c) Frequency Selector Knob  d) Frequency Indication	D	-	-	Any in excess 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.	
2340-01	Crew Inter-Communication System (ICS) without "EMERG COM" function	B	2	1	Co-Pilots station ICS may be inoperative for single pilot VFR operations.	
2340-02	Crew Inter-Communication System (ICS) with integral "EMERG COM" function	B	2	1	Co-Pilots station ICS may be inoperative for single pilot operations.	
2340-03 ***	External Loud Speaker	D	-	-	May be inoperative.	

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 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2341-01 *** (PL-9)	Passenger Address System, Crewmember Interphone and Alerting Systems					
	Passenger System (PA)					
	1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternative, normal and emergency procedures and/or operating restrictions are established and utilized.	
					NOTE: Any station function(s) that operates normally may be used.	
	2) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-------------------------------------	--

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) Without a Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) For an operator other than a holder of an air carrier or commercial operator certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
***	Independent Power Source	C	1	0		

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 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
2422-01	Inverters (212 30504 thru 30553)	B	2	1	One may be inoperative for VFR other than Night, provided both Starter/Generators are operative.	
	(212 30554 thru 31311, and 35001 thru 35108)	B	3	2	One may be inoperative for VFR other than Night, provided both Starter/Generators are operative.	
	(412, 412CF, 412EP)	B	2	1	One may be inoperative for VFR other than Night, provided both Starter/Generators are operative.	
2435-01	Starter/Generator	B	2	1	(M) The Generator function of one Starter/Generator may be inoperative for VFR other than night, provided: <ol style="list-style-type: none"> <li>a) All Inverters are operative, and</li> <li>b) Starter/Generator is checked for security of mounting and burned or arced connections in the area.</li> </ol>	

AIRCRAFT:  
212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2500-01 ***	Nonessential Equipment and Furnishings (NEF) Items	D	-	-	May be inoperative, damaged, or missing provided that the item(s) is/are deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual.  (M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
2500-02 ***	Glareshield	D	-	0	May be inoperative provided operations do not require its use.	
2500-03 ***	GPS Receiver Gimbal Mount (Garmin GPSMAP 296/396/496)	D	-	0	May be inoperative provided operations do not require its use.	
2500-04 ***	Cable Cutters Kit	D	-	0	(M) May be inoperative or missing provided cable cutters are secured.	
2500-05 ***	Forward Looking Infra-Red (FLIR) System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2500-06 *** (PL-125)	Printed Supplemental Safety Information	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
2510-01	Crewmember Shoulder Harness (Cockpit)	B	2	1	As required by 14 CFR.	

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seats					
	1) Passenger Seats (Includes all Configurations and Locations)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt is considered inoperative.  NOTE 2: Affected seats may include the seat(s) behind and/or adjacent outboard seats.	
	2) Positioning Controls for Taxi, Takeoff, and Landing (TTL) (Mechanical and/or Electrical)	D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TTL) position.	
		D	-	-	May be inoperative and seat occupied provided seat is immovable in the taxi, takeoff, and landing (TTL) position.	

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
-------------------------------------	--

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seats (Cont'd)					
	3) Under Seat Baggage Restraining System	C	-	-	(O) May be inoperative provided: a) Baggage is not stowed under seat with inoperative restraining system, and b) Associated seat is placarded "DO NOT STOW BAGGAGE UNDER THIS SEAT", and c) Procedures are established to alert Cabin Crew of inoperative restraining System.	
	4) Armrest With Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	(M) May be inoperative or missing and seat occupied provided: a) Armrest does not restrict access to any emergency exit, egress route, or main aisle, and b) If Armrest with seat control is missing or removed, seat is secured in taxi, takeoff, and landing (TTL) position.	
	a) Without Seat Positioning Controls for Taxi, Takeoff, and Landing (TTL) and/or Other Controls	D	-	-	May be inoperative or missing and seat occupied provided: a) Armrest does not block an Emergency Exit, and b) Armrest does not restrict any passenger from access to the main aircraft aisle.	

AIRCRAFT:  
 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seats (Cont'd)					
	5) Seat Belt/Air Bag Restraint Systems					
	a) Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
***	b) Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
2520-02	Passenger Seat Belts and/or Shoulder Harnesses				MERGED with 2520-01, Revision 10.	
2550-01 ***	Cargo Suspension System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2550-02 ***	Hoist System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2550-03 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2550-04 ***	Co-Pilot's Emergency Cargo Release	C	-	0	(M) May be inoperative for single pilot operations provided cargo release is deactivated and secured.	
2550-05 ***	Heli-Utility-Basket	D	-	0	(M) May be inoperative provided heli-utility basket is secured.	



AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2560-01 ***	Helicopter Air Ambulance Equipment (HAA)	C	-	0	(M) May be inoperative or missing provided equipment system is deactivated and secured, or removed.  (O) Procedures may be required and included in the operator's appropriate document.	
2560-02 ***	Survival Equipment	C	-	0	As required by 14 CFR.	
2560-03 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
2562-01 (PL-120) ***	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	     
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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AIRCRAFT:  
 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2562-01 (PL-120)	Emergency Locator Transmitter (ELT) (Cont'd)					
***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
***	ELT Indicator Light	D	-	0		
2562-02 ***	Automatically deployable ELT (ADELT)	C	-	0	(M) May be inoperative provided: a) Operations do not require its use, and b) ADELT is deactivated and secured.	
2562-03 ***	ELT Remote Switch				MERGED with 2562-01, Revision 10.	
2562-04 ***	Sonic Underwater Locator Beacon (ULB)	C	-	0	(M) May be inoperative provided: a) Operations do not require its use, and b) ULB is deactivated and secured.	
2570-01 ***	Heli-Preheat System	C	-	0	(M) May be inoperative provided system is deactivated and secured.	

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
2611-01 *** (PL-102)	Cargo Compartment Smoke Detection Systems	C	-	0	(O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast and/or fly away kits.  NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	
2622-01 (PL-132)	Portable Fire Extinguishers	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility.</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Required distribution is maintained.</li> </ul> NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	

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 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
2800-01 ***	Auxiliary Fuel System	C	-	0	(M)(O) May be inoperative provided: a) Flight is not predicated upon its use of the system, b) Auxiliary tank fuel is considered in weight and balance computations, c) RFM procedures are followed, and d) System is placarded and deactivated.	
2841-01	Fuel Quantity Indicator(s)				DELETED, Revision 10.	
2842-01	Fuel Quantity Sensor(s)				DELETED, Revision 10.	

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 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
2930-01	Hydraulic System Caution Lights				DELETED, Revision 10.	
2930-02	Hydraulic Pressure Indicator	B	2	1	One may be inoperative provided: a) Both hydraulic system caution lights are operative, and b) Hydraulic pressure is evident by control feel and function.	
2930-03	Hydraulic Temperature Indicator	B	2	1	One may be inoperative provided: a) Both hydraulic system caution lights are operative, and b) Both hydraulic pressure indicators are operative.	

<p>AIRCRAFT: 212, 412, 412CF, 412EP</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Heated Pitot Tube	B	2	1	One may be inoperative provided outside air temperature is above 10 °C.	
		C	-	0	May be inoperative for VFR other than night provided there is no visible moisture and flight is not conducted in known or forecasted icing conditions.	
		D	-	0	May be inoperative for VFR other than night, provided the outside air temperature is above 5 °C.	
3030-02	Static Port Heaters	B	4	3	One heater may be inoperative provided outside air temperature is above 10 °C.	
		C	4	0	All heaters may be inoperative for VFR other than night provided there is no visible moisture and flight is not conducted in known or forecast icing conditions.	
		D	4	0	May be inoperative for VFR other than night, provided the outside air temperature is above 5 °C.	
3040-01	Windshield Wipers	D	2	0	May be inoperative for VFR provided operations are not conducted in precipitation.	
		C	2	1	One may be inoperative for dual pilot operations.	
		C	2	0	1) Low Speed Mode May be inoperative provided high speed mode is operative.	
		C	2	0	2) High Speed Mode May be inoperative provided low speed mode is operative.	
3040-02 ***	Heated Windshield	C	-	0	May be inoperative provided: a) Blower Fan is operative, and b) Defogging vents are not obstructed.	

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
3110-01 *** (PL-121)	Electronic Flight Bag Systems (EFBs)				MOVED to Chapter 46, Revision 10.	
3120-01	Clock	C	-	-	As required by 14 CFR.	
3120-02 ***	Elapsed Timer	C	-	0	Maybe be inoperative provided operations do not require its use.	
3120-03 ***	Hour Meter	C	1	0	(O) May be inoperative provided alternate means is utilized for recording time in service.	
3130-01 *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder System (FDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight-days.	
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
	FDR Recording Parameters not required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next heavy maintenance visit.	

AIRCRAFT:  
 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
3130-01 *** (PL-87)	Flight Data Recorder (FDR) Installed for an Operator Other than an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
3160-01	Display Units (DU) (*412EP)	A	4	3	One may be inoperative for single pilot IFR provided: a) Non-functional DU is co-pilots inboard DU (DU2), and b) Repairs are made within 1 flight-day.	
		A	4	1	Three may be inoperative for VFR other than night flight to maintenance facility provided: a) Remaining DU is DU4 or DU3 with EMERG DU3 PWR is ON, b) Standby instruments are operative, and c) Repairs are made within 1 flight-day.	
		A	4	2	Both co-pilots DUs may be inoperative for night VFR provided repairs are made within 1 flight-day.	
3160-02	Aircraft Data Interface Unit (ADIU) Channel (*412EP)	A	2	1	One may be inoperative for VFR provided the remaining ADIU channel is fully operative for 1 flight-day to a maintenance facility.  NOTE: Only applicable for "ADIU A MAINT" or "ADIU B MAINT" advisory message.	



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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
3160-3	Course Heading Select Panel (CHSP)  (Applies to 412EP SN 38101 thru 38999 or 39101 thru 39999, or 412EP SN 37002 thru 37999, and to 412EP with STC SR09600RC and with Kit 412-704-131 installed)	C	1	0	May be inoperative for VFR.	

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 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
3211-01 ***	Snow Skis	D	-	0	(M)(O) May be inoperative provided equipment is secured or both snow skis removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
3211-02 ***	Bear Paws	D	-	0	(M)(O) May be inoperative provided equipment is secured or both bear paws removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
3212-01 ***	Emergency Flotation System (212, 412, 412EP)	C	1	0	As required by 14 CFR.  NOTE: (M) procedure may be required.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.	   
3310-01 *** (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system(s) are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.  NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	     

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3320-01	Cabin Lighting System	C	-	0	May be inoperative provided inoperative lights do not exceed 50% of the total installed for other than night.	
		D	-	-	May be inoperative for VFR other than night operations.	
3320-02 *** (PL-123)	Passenger Notice System					
	Passenger Light Information Sign	C	-	0	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
3320-03 *** (PL-125)	Equipment Relief without Passengers	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
	1) Interior Emergency Lighting					
	2) Exterior Emergency Lighting					
	3) Exit Markings					
3330-01 ***	Baggage Compartment Lights	D	-	0	May be inoperative.	

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3340-01	Position Lighting System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-02	Anti-Collision Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-03 ***	Strobe Light System	C	-	0	May be inoperative provided operations do not require its use.	
3340-04 ***	Pulse Lights	C	-	0	May be inoperative provided operations do not require its use.	
3340-05	Landing Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-06 ***	Search Light	C	-	0	May be inoperative provided operations do not require its use.	
3340-07 ***	External Utility (Step) Lights	D	-	0	May be inoperative provided operations do not require its use.	
3340-08 ***	Supplemental Lighting System				DELETED, Revision 10.	
3350-01 ***	Helicopter Emergency Egress Lighting System (HEELS)	C	-	0	As required by 14 CFR.	

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3412-01	OAT/Free Air Temperature Indicator	C	1	0	May be inoperative provided: a) Approved alternate onboard OAT source is installed and operative, and b) Operations do not require its use.	
3412-02	OAT Display System (*412EP)	C	3	0	(M)(O) May be inoperative provided: a) Approved alternate onboard OAT source is installed and operative, b) Operations do not require its use, and c) RFM procedures are followed.	
3413-01	Vertical Speed Indicators	C	2	0	May be inoperative provided procedures do not require its use.	
3414-01	Airspeed Indicator	B	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3414-02 ***	Standby Airspeed Indicator	C	1	0	May be inoperative for VFR provided airspeed indication is displayed for each pilot.	
3416-01	Altimeter	B	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3416-02 ***	Standby Altimeter	C	1	0	May be inoperative for VFR provided altitude indication is displayed for each pilot.	

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-------------------------------------	--

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3417-01	Air Data Computer (ADC) (*412EP)	B	-	1	One ADC may be inoperative for VFR provided: a) Other than Category A operations, b) Standby airspeed and standby attitude indicators are operative, and, c) Pitot tube for operational ADC is operative.	
3421-01	Alternate Static Pressure System	C	-	0	May be inoperative for VFR provided static port heater on the pilot flying side is operative.	
3421-02	Attitude Heading Reference System (AHRS) (*412EP)	B	-	1	Any in excess of one AHRS may be inoperative for VFR provided: a) Other than category A operations, and b) Standby attitude indicator is operative.	
3421-03 ***	Standby Attitude Indicator	C	-	-	As required by 14 CFR.	
3422-01	Gyroscopic Direction Indicator (DG)	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3423-01	Magnetic Direction Indicator	C	2	1	As required by 14 CFR.	
3423-02	Magnetic Heading Indicator (*412EP)	C	2	1	As required by 14 CFR.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3423-03	Standby Compass	C	-	0	May be inoperative for VFR provided the DG is displayed for pilot flying and the magnetic slaving is operational (flux valve).	
3424-01	Slip-Skid Indicator	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3424-02	Gyroscopic Pitch and Bank Indicator	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3424-03	Rate-of-Turn Indicator	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3431-01	ILS/Localizer System	C	-	-	As required by 14 CFR.	
3432-01	ILS/Glide Slope System	C	-	-	As required by 14 CFR.	
3434-01	Marker Beacon	C	-	0	May be inoperative provided approach is not predicated on its use.	
3442-01 ***	Weather Radar System	C	-	0	As required by 14 CFR.	





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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3444-01 *** (PL-131)	Radar (Radio) Altimeter System (Cont'd)					
***	Other Than 14 CFR Part 135 Operations	D	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use.	
3444-02 *** (PL-54) HTAWS	Class A TAWS Equipment				DELETED, Revision 10.	
3444-03 ***	Helicopter Terrain Avoidance Warning System (HTAWS)	C	-	-	As required by 14 CFR.	
***	Other than Helicopter Air Ambulance (HAA)	D	-	0	May be inoperative provided operations do not require its use.	
3445-01 *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
(Continued)						

AIRCRAFT:  
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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32) (Cont'd)		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or Approach procedures do not require its use.	
	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative, provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side, provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	



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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System					
***	ADS-B System (In and Out)	B	-	0	(O) 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.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS B function that operates normally may be used.	
***	ADS-B Out Extended Squitter	B	-	0	(O) 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 Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

AIRCRAFT: 212, 412, 412CF, 412EP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out UAT	B	-	0	(O) 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.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS B function that operates normally may be used.	

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-------------------------------------	--

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3454-01	VOR Navigation System	C	-	-	As required by 14 CFR.	
3455-01	ADF Navigation System	C	-	-	As required by 14 CFR.	
3457-01 ***	Global Positioning System (GPS) *(412EP)	C	-	0	As required by 14 CFR.	
3460-01	Flight Director (412)	C	-	0	May be inoperative provided operations do not require its use.	
3461-01 *** (PL-98)	Navigation Databases	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) Operations do not require its use,</li> <li>b) It is not used in a primary navigation system used by CFR,</li> <li>c) Alternate procedures are developed and used,</li> <li>d) The ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft, and</li> <li>e) Is repaired within 10 flight-days.</li> </ul> NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	C	-	0	Any in excess to those required by 14 CFR may be inoperative or missing.	   



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AIRCRAFT:  
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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
4500-01 ***	Health and Usage Monitoring System (HUMS)	C	-	0	May be inoperative provided operations do not require its use.	
4500-02 ***	Aircraft/Engine Monitoring System	C	-	0	May be inoperative provided operations do not require its use.	
4500-03 ***	Altair Engine Trend Monitor System (412, 412EP)	C	-	0	May be inoperative provided operations do not require its use.	
4500-04 ***	Flight Data Management System (FDMS)	C	-	-	As required by 14 CFR.	
***	Other than Helicopter Air Ambulance (HAA)	D	-	0	May be inoperative provided operations do not require its use.	

AIRCRAFT:  
 212, 412, 412CF, 412EP

**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
4600-01 ***	Electronic Flight Bag (EFB) Systems					
***	EFB System (Installed EFB System)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Data Connectivity	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Power Supply/Power Connection	C	-	0	(M) (O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Depending upon configuration, power supply/power connection may require deactivation by (M) procedure. If not required, M symbol and this NOTE should not appear in the MMEL.	
		D	-	0	May be inoperative provided procedures do not require its use.	
(Continued)						

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**46. Information Systems**

Sequence No.	Item	1	2	3	4	Change Bar
4600-01 ***	Electronic Flight Bag (EFB) Systems (Cont'd)					
	Mounting Device	C	-	0	(M) (O) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is stowed, secured by an alternate means, or removed from the aircraft, and b) Procedures do not require its use.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
5210-01 ***	Pneumatic Door Opening System (212, 412)	D	-	0	May be inoperative or missing provided the door retention strap is installed.	
5210-02 (PL-69)	External Door Indicating System	C	1	0	May be inoperative provided pressure is applied against the inward opening access doors to verify that the doors are closed and locked.	
5260-01 ***	Retractable Passenger Steps (Powered) (412, 412EP)	C	-	0	(M) May be inoperative provided: a) Steps are in the stowed (down) position, and b) Retractable Passenger Steps are deactivated and secured.	 

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**TABLE KEY**

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**63. Main Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
6320-01	Transmission Oil Temperature Indicating System	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System is operative, b) Transmission Oil Pressure Indicating System is operative, and c) Aircraft shall not depart airport where repairs or replacements can be made.	
6320-02	Transmission Oil Pressure Indicating System				DELETED, Revision 10.	
6320-03	Transmission Oil Temperature Warning Indicator	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Indicating System is operative, b) Transmission Oil Pressure Warning Light System is operative, and c) Aircraft shall not depart airport where repairs or replacements can be made.	

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**TABLE KEY**

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**63. Main Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
6320-05	Transmission Oil Pressure Warning Indicator				DELETED, Revision 10.	
6321-01	Rotor Brake System	C	1	0	(M) May be inoperative provided: a) It is determined by visual inspection that pucks are fully retracted, and b) System is deactivated and secured.	
6321-03	Rotor Brake Warnings	C	-	0	May be inoperative if Rotor brake System is deactivated and secured.	
6340-01	Mast Torque System	C	1	0	May be inoperative provided RFM limitations are observed.	

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**67. Rotor Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
6700-01	Force Trim System	C	1	0	May be inoperative for VFR.	
6710-01	Cyclic Stick Centering Indicator (412, 412CF, 412EP)	B	2	0	(O) May be inoperative provided RFM procedures are followed.	 

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**73. Engine Fuel and Control**

Sequence No.	Item	1	2	3	4	Change Bar
7321-01	Engine Fuel Control (Automatic Mode)	B	2	1	One may be inoperative provided: a) No passengers are carried, and b) Aircraft shall not depart airport where repairs or replacements can be made.	
7331-01 ***	Fuel Flow Indicator System	D	-	0	May be inoperative provided procedures do not require its use.	



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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
7700-01	Engine Out Warning System				DELETED, Revision 10.	
7712-01	Dual Torque Pressure Indicator (212, 412)	C	-	1	(O) One may be inoperative provided the operative indicator is on the pilot flying side.	
7712-02	Triple Torque Indicator (412EP)	C	-	1	(O) One may be inoperative provided the operative indicator is on the pilot flying side.	
7714-01	Triple Tachometer Indicating	C	-	1	(O) One may be inoperative provided the operative indicator is on the pilot flying side.	