

**TRANSPORT CANADA
MASTER MINIMUM EQUIPMENT LIST (MMEL)
BELL 505 HELICOPTER**

REVISION: Original

28 February, 2017



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

Date: *2 March 2017*

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REVISION RECORD / REASON

Rev	Description	Date	By	Checked	Approved

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ACRONYM LIST

AD	Airworthiness Directive
ADF	Automatic Direction Finder
ADIU	Aircraft Data Interface Unit
ADS-B	Automatic Dependant Surveillance - Broadcast
ATA	Air Transport Association
CAR	Canadian Aviation Regulation
COMM	Communication
CVR	Cockpit Voice Recorder
DME	Distance Measuring Equipment
ELT	Emergency Locator Transmitter
FDR	Flight Data Recorder
FM	Frequency Modulation
GPS	Global Positioning System
GS	Glide Slope
HF	High Frequency
HTAWS	Helicopter Terrain Awareness and Warning System
HYD	Hydraulics
IBF	Inlet Barrier Filter
ICS	Inter Communication System
IFR	Instrument Flight Rules
ILS	Instrument Landing System
MEL	Minimum Equipment List
MFD	Multi Function Display
MMEL	Master Minimum Equipment List
NEF	Non Essential Furnishing
OAT	Outside Air Temperature
OTT	Over the Top
PFD	Primary Flight Display
REV	Reversionary
RFM	Rotorcraft Flight Manual
SD	Secure Digital
TAS	Traffic Advisory System
TIS	Traffic Information Service
TR	Tail Rotor
UCT	Universal Coordinated Time
UHF	Ultra High Frequency
VFR	Visual Flight Rules
VHF	Very High Frequency
VMC	Visual Meteorological Conditions
VOR	VHF Omni directional Range
XM	SiriusXM

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**Transport Canada
Master Minimum Equipment List
Bell 505**

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
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**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 N^o 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 RFM 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 (O) The pilot is responsible to ensure the bleed air system is operative.
- 21-1 (M) Verify the selector valve is in the DEFOG position.
- 21-2 (M) Deactivate the system by pulling the appropriate circuit breaker(s). Secure the system by locking all the deactivated circuit breakers and tag accordingly. Verify drive belt condition and the compressor is free to rotate.
- 23-3 (O) Alternate procedures to be established and used.
- 23-4 (M) Confirm audio alerts and COMM 1 are functional at the pilot's position.
- 24-1 (O) Pilot to verify the generator voltmeter and ammeter are functioning during start-up and are monitored during flight.
- 25-1 (M) Install locally manufactured placard "DO NOT OCCUPY" on the affected seat.
- 25-3 (M) Deactivate the system by pulling the appropriate circuit breaker(s). Secure the system by locking all the deactivated circuit breakers and tag accordingly.
- 25-4 (M) Secure the system by deactivated and locking the circuit breaker and tag accordingly. Installed locally made placard in the cockpit. Refer to manufacturer's instructions for equipment removal instructions.
- 25-5 (M) Perform operational check of the ELT in accordance with the manufacturers' manual. Placard the remote switch "REMOTE SWITCH INOP".

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- 25-6 (M) Perform operational check of the ELT in accordance with the manufacturers' manual.
- 25-7 (M) Install locally manufactured placard "DO NOT OCCUPY" on the affected seat.
- 25-8 (M) The affected seat must be removed or install a locally manufactured placard; "DO NOT OCCUPY" placarded and lock the seat in the forward position.
- 25-11 (M) Install locally manufactured placard "DO NOT OCCUPY" on the corresponding passenger seat.
- 25-14 (O) Prior to start, perform an assessment to ensure that full flight control motion is available and that the ENGINE and HYD switches can be operated with the shoulder harness at the normal flying position length.
- 26-1 (M) The inoperative fire extinguisher(s) must be placarded inoperative, removed from installed location and placed out of sight so it cannot be mistaken for functional unit.
- 28-1 (O) Pilot is to conservatively plan flight based on the known fuel quantity.
- 28-1 (M) Verify the functionality of the fuel low caution system per maintenance manual instructions.
- 28-5 (O) Pilot to conduct a 20 second engine crank to ensure that fuel line is primed prior to start.
- 31-1 (O) The pilot is responsible to:
- a) Plan flight according to day visual flight rules in visual meteorological conditions.
 - b) Battery switch – ON, wait until the Garmin system power up is completed. Verify PFD is in reversionary mode, if not, select PFD REV switch and confirm PFD in reversionary mode.
- 31-2 (O) The pilot is responsible to:
- a) Plan flight according to day visual flight rules in visual meteorological conditions.
 - b) Battery switch – ON, wait until the Garmin system power up is completed. Verify MFD is in reversionary mode, if not, select MFD REV switch and confirm MFD in reversionary mode.

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- 31-3 (O) Verify that; if a switch on the PFD is unserviceable, prior take off, the functions of that switch can be performed by using a switch on the MFD.
- 31-4 (O) Verify that; if a knob on the PFD is unserviceable, prior take off, the functions of that knob can be performed by using a knob on the MFD.
- 31-5 (O) Verify that; if a switch on the MFD is unserviceable, prior take off, the functions of that switch can be performed by using a switch on the PFD.
- 31-6 (O) Verify that; if a knob on the MFD is unserviceable, prior take off, the functions of that knob can be performed by using a knob on the PFD.
- 31-7 (O) Pilot to monitor and record all pertinent maintenance and aircraft data manually.
- 33-5 (O) Pilot to ensure alternate lighting is available for night operations.
- 34-8 (O) Pilot to ensure appropriate aeronautical information is used.
- 34-9 (O) Pilot to ensure appropriate terminal procedures are used.
- 34-10 (O) Pilot to ensure appropriate aeronautical information is used.
- 34-11 (O) Pilot to ensure appropriate aeronautical information is used.
- 34-12 (O) Pilot to ensure appropriate navigation information is used.
- 34-17 (O) Pilot to verify the standby compass is functional and flight is conducted in HP mode when a stabilized heading is required by regulations.
- 52-1 (O) Pilot to verify the baggage bay door is latched and closed.
- 63-2 (O) Pilot to verify the transmission oil pressure indicating and oil pressure caution/warning systems are operative during start-up.

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- 63-3 (O) Pilot to verify the transmission oil temperature indicating and oil pressure caution/warning systems are operative during start-up.
- 63-4 (O) Pilot to verify the transmission oil temperature and pressure indication and oil pressure caution/warning systems are operative during start-up.
- 63-5 (O) Pilot to verify the transmission oil temperature and pressure indication systems are operative during start-up.
- 63-6 (M) Remove inoperative chip detector and visually verify there are no metallic particles present.
- 63-7 (M) Remove TR chip detector and visually verify there are no metallic particles present.
- 71-1 (O) Pilot to verify power assurance prior to flight and avoid contaminated atmospheric conditions per the RFM.

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				3. Number Required For Dispatch Nombre d'articles à expédier	
				4. Remarks or Exceptions Remarques ou exceptions	
21 – AIR CONDITIONING					
1	Cabin Heating System	D	1	0	(O) May be inoperative provided defog system is operational. (M)
2 ***	Air Conditioner	D	-	0	(M) May be inoperative provided system is deactivated and secured.

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23 – COMMUNICATIONS					
1	Communications System (VHF)	D	-	-	Any in excess of those required by regulations may be inoperative.
2 ***	Optional Communications System (HF, UHF, FM, SATCOM)	D	-	-	Any in excess of those required by regulations may be inoperative.
3	Cabin Intercom System (ICS)	D	1	0	May be inoperative for single pilot operation.
		C	-	-	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used.
4	Audio Panel (GMA 350H)	C	1	0	(M) May be inoperative provided: a) Procedures do not require its use, and b) Cabin Intercom System is considered inoperative.
5	Reserved				
6 ***	Datalink and Storage Unit (GDL 59H)	D	-	0	May be inoperative provided procedures do not require its use.
7 ***	XM Weather/Radio Datalink (GDL 69AH)	D	-	0	May be inoperative provided procedures do not require its use.
8 ***	Cockpit Voice Recorder (CVR)	D	-	0	
9 ***	External Loud Speaker	D	-	0	May be inoperative provided procedures do not require its use.

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					4. Remarks or Exceptions Remarques ou exceptions
24 – ELECTRICAL POWER					
1	Generator Caution Light	C	1	0	(O) May be inoperative provided the Ammeter and Voltmeter are operative and are monitored during flight.
2	Reserved				
3	Reserved				
4	Aux Power System	D	-	0	

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		4. Remarks or Exceptions Remarques ou exceptions			
25 – EQUIPMENT / FURNISHINGS					
1	Safety Belts and Harnesses				
	a) Crewmember Shoulder Harness	B	2	1	(M) May be inoperative provided crew seat is considered inoperative.
	b) Passenger Seat Belts	D	3	0	(M) May be inoperative provided passenger seat is considered inoperative.
	c) Passenger Shoulder Harness	D	3	0	(M) May be inoperative provided passenger seat is considered inoperative.
2	a) Passenger Convenience Items		-	0	Passenger convenience items as expressed in this MMEL are those related to passenger convenience, comfort or entertainment, such as, but not limited to, movie equipment, ashtrays, stereo equipment, and overhead reading lamps. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL.

	b) Non-essential equipment and furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
3	Cargo Suspension System	D	-	0	(M) May be inoperative provided system is deactivated and secured.

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		4. Remarks or Exceptions Remarques ou exceptions			
25 – EQUIPMENT / FURNISHINGS					
4 ***	Emergency Locator Transmitter (ELT)	A	-	0	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
		D	-	-	(M) Any in excess of those required may be inoperative.
5 ***	ELT Remote Switch	D	-	0	(M) May be inoperative provided ELT transmitter is armed and functional.
6 ***	ELT Audio Panel	D	-	0	(M) May be inoperative provided ELT transmitter is armed and functional.
7	Aft Passenger Seat(s)	D	3	0	(M) May be inoperative provided the affected seat(s) is removed or placarded "DO NOT OCCUPY".
8	Crew Seat	D	2	1	(M) May be inoperative provided: a) The affected seat is considered inoperative, and b) The inoperative seat is locked in the forward position.
9	Floor Cargo Attachment Pucks	D	13	-	Any not required for securing of cargo may be missing or inoperative.
10	Cabin Stowage Bin	D	1	-	May be missing or inoperative as long as passengers are not present in the aft cabin.

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		4. Remarks or Exceptions Remarques ou exceptions			
25 – EQUIPMENT / FURNISHINGS					
11	Bulkhead Interior Finishing Pads	D	3	-	(M) May be missing provided corresponding passenger seat is considered inoperative.
12	Roof Interior Finishing	D	-	0	May be missing as long as passengers in the aft cabin are prohibited.
13	First Aid Kit ***	D	-	-	Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided required distribution is maintained.
14	Crew Seat Back Pad	D	-	-	(O) May be missing provided: a) Full flight control motion is verified, and b) The ENGINE and HYD switches can be reached with the shoulder harness at the normal flight position length.

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26 – FIRE PROTECTION		3. Number Required For Dispatch Nombre d'articles à expédier			
1 Portable Fire Extinguisher		D	-	-	4. Remarks or Exceptions Remarques ou exceptions
					(M) Any in excess of those required by regulations may be inoperative or missing provided the inoperative fire extinguisher(s) is/are removed from the cabin and its location is placarded INOPERATIVE, or it is removed from the installed location, secured out of sight and the fire extinguisher and its installed location are placarded INOPERATIVE.

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28 – FUEL					
1	Fuel Quantity Gauge	C	1	0	(O) May be inoperative provided: (M) a) An alternate procedure is used to determine the fuel quantity prior to initiation of flight, and b) The Fuel Low Caution System is functional.
2	Fuel Low Caution System	C	1	0	May be inoperative provided that the Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank.
3	Reserved				
4	Reserved				
5	Fuel Prime Pump	C	1	0	(O) May be inoperative provided the fuel line is primed prior to engine start.

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30 – ICE AND RAIN PROTECTION					
1	Pitot Heat	D	-	0	May be inoperative for Day VFR provided OAT is above +5C.
		C	-	0	May be inoperative for Day VFR provided there is no visible moisture and flight is not conducted in known or forecast icing conditions. NOTE: Does not include VFR OTT.

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		4. Remarks or Exceptions Remarques ou exceptions			
31 – INDICATING/ RECORDING SYSTEMS					
1	Multi-Function Display	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.
2	Primary Flight Display	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.
3	Primary Flight Display Switches, all or any	D	-	0	(O) May be inoperative provided corresponding Multi-Function Display switch is functional.
4	Primary Flight Display knobs, all or any	D	-	0	(O) May be inoperative provided corresponding Multi-Function Display Knob is functional.
5	Multi-Function Display switches, all or any	D	-	0	(O) May be inoperative provided corresponding Primary Flight Display switch is functional.
6	Multi-Function Display Knobs, all or any	D	-	0	(O) May be inoperative provided corresponding Primary Flight Display knob is functional.
7	Maintenance and Flight Data recording on SD card	D	1	0	(O) May be inoperative provided flight crew is recording all pertinent DATA manually.
8	Flight Data Recorder (FDR)	D	-	0	

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33 – LIGHTS					
1	Position Light System	C	-	0	May be inoperative for day operations.
		C	-	1	Any in excess of those required may be inoperative for night operations.
2	Anti-Collision Light System	C	1	0	May be inoperative for day operation.
3	Landing/Taxi Light System	C	-	0	May be inoperative for day operations.
		C	-	1	As required by regulations for night operations.
4	Cockpit Lighting and Dimming System	D	-	0	May be inoperative for day operations.
		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.
5	Cockpit Utility Light	D	-	0	May be inoperative for day operations.
		C	1	0	(O) May be inoperative at night provided there is an alternate lighting source acceptable to the pilot.
6	Reserved				

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33 - LIGHTS					
7	Search Light ***	D	-	0	May be inoperative provided procedures do not require its use.
8	External Utility Lights ***	D	-	0	
9	Reserved				
10	Baggage Bay Light	D	1	0	

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34 – NAVIGATION					
1	ATC Transponder				
	a) Mode S Transponder	C	-	-	Any in excess of those required by regulation may be inoperative.
	b) ADS-B OUT	C	-	-	May be inoperative provided operations do not require its use.
***	c) TIS	D	-	0	May be inoperative provided operations do not require its use.
2	Navigation Equipment:				
	(1) VOR / ILS / GS	C	-	-	Any in excess of those required by regulations may be inoperative.
***	(2) ADF / DME	D	-	-	Any in excess of those required by regulations may be inoperative.
	(3) GPS	C	-	-	Any in excess of those required by regulations may be inoperative. Note: Garmin ADS-B, HTAWS, Synthetic Vision and Heading Preset Mode must be considered inoperative.
3	Radar Altimeter	C	-	0	

4	Standby Attitude Module	C	-	0	May be inoperative for day VFR operations.
5	Reserved				
6	Reserved				
7	Helicopter Terrain Avoidance Warning System (HTAWS)	C	-	0	May be inoperative provided procedures do not require its use.

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34 – NAVIGATION					
8	Airport Database *** (Example: Garmin's SafeTaxi)	D	-	0	(O) May be inoperative provided required information is derived from current aeronautical data sources.
9	Terminal Procedures Database *** (i.e. Garmin FliteCharts)	D	-	0	(O) May be inoperative provided required information is derived from current aeronautical data sources.
10	Obstacle Database ***	D	-	0	(O) May be inoperative provided required information is derived from current aeronautical data sources.
11	Airport Directory Database ***	D	-	0	(O) May be inoperative provided required information is derived from current aeronautical data sources.
12	Navigation Database	C	-	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified, and d) Approaches are not conducted using associated system.
13	Synthetic Vision System ***	D	-	0	
14	XM Weather ***	D	-	0	

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		4. Remarks or Exceptions Remarques ou exceptions			
34 – NAVIGATION					
15	TAS ***	D	-	0	May be inoperative provided operations do not require its use.
16	ADS-B IN ***	D	-	0	May be inoperative provided operations do not require its use.
17	Magnetometer	B	-	0	(O) May be inoperative provided: a) Flight is conducted using HP mode when a stabilized heading is required by regulations, and b) The Standby Compass Indicator is functional.
		D	-	0	(O) May be inoperative provided: a) Flight is conducted in Day VFR condition (excluding VFR OTT), and b) The Standby Compass Indicator is functional.

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35 – OXYGEN		3. Number Required For Dispatch Nombre d'articles à expédier			
1 Oxygen System and Masks *** (Crew and Passengers)		D	-	0	4. Remarks or Exceptions Remarques ou exceptions As required by Regulation.

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52 – DOORS					
1	Baggage Door Caution Systems	C	-	0	(O) 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	Reserved				
2	Transmission Oil Temperature Indicating System	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) Transmission oil pressure indicating system (Item 63-3) is operative, c) Transmission oil pressure caution/warning system (63-5) is operative, and d) Passengers are prohibited.
3	Transmission Oil Pressure Indicating System	B	1	0	(O) May be inoperative provided: a) Transmission oil pressure caution/warning system (Item 63-5) is operative, and b) Transmission oil temperature indicating system (Item 63-2) is operative.
4	Transmission Oil Temperature Warning System	B	1	0	(O) May be inoperative provided: a) Transmission oil temperature indicating system (Item 63-2) is operative, b) Transmission oil pressure caution/warning system (Item 63-5) is operative, and c) Transmission oil pressure indicating system (Item 63-3) is operative.
5	Transmission Oil Pressure Caution/Warning 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.

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63 – ROTOR DRIVE		3. Number Required For Dispatch Nombre d'articles à expédier			
		4. Remarks or Exceptions Remarques ou exceptions			
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	
71 – POWERPLANT					
1	IBF Pressure Switch	A	1	0	(O) May be inoperative for one flight or series of flights to a maintenance facility.