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Canada

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**TRANSPORT CANADA**

**MMEL SUPPLEMENT**

**TO**

**BELL HELICOPTER MODELS**  
**212/412/412EP/412CF**

**MASTER MINIMUM EQUIPMENT LIST**

DocuSigned by:

*Jason Christopher Randall*

043E458EB4D44B5...

**Chief, Flight Test**  
**National Aircraft Certification**  
**for Minister of Transport**

**June 20, 2023**

**Revision: 07**

Canada 

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**Log of Revisions**

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<b>Revision No.</b>	<b>Date</b>	<b>Page Number</b>	<b>Initials</b>
Original	Jul. 09, 1991	All	
01	Apr. 08, 1992	I, II, III, 23-1, 31-1	
02	Apr. 14, 1999	I, II, III, IV, V, VI, 21-1, 22-1, 23-1, 24-1, 25-1, 28-1, 29-1, 30-1, 31-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 73-1, 77-1	
03	Sept. 23, 2004	All	
04	Nov. 28, 2014	All	
05	Oct. 28, 2019	I, II, III, IV, V, 21-1, 22-1, 23-1, 24-1, 25-2, 26-1, 29-1, 30-1, 31-1, 33-1, 33-2, 33-3, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 45-1, 63-1, 73-1, 77-1, 79-1	
06	Aug. 14, 2020	I, II, III, IV, 25-2, 30-1, 33-1, 33-2, 34-2, 34-3, 34-4	
07	Jun. 20, 2023	I, II, III, IV, 22-1, 23-1, 23-2, 25-1, 25-2, 26-1, 31-1, 31-2, 33-1, 33-2, 34-1 to 34-10, 77-1	

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**Reasons for Changes**

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<b>General</b>	Revised for Rev 10 of the FAA MMEL, Rev 8 of the GB, and added STC SH20-10.
<b>2210-01</b>	Added an (O) and removed '***' to match MMEL.
<b>2312-05</b>	Added relief for STC SH20-10.
<b>2340-02</b>	Added 'integral' to title to match MMEL.
<b>2341-01</b>	Revised number and added an (O) to match MMEL.
<b>2370-05</b>	Added relief for STC SH20-10.
<b>2500-01</b>	Revised as per GB Rev 8 – 25-20-1.
<b>2510-01</b>	Removed (O).
<b>2520-01</b>	Added '***' and revised sub-items to match MMEL.
<b>2560-03</b>	Revised number to match MMEL.
<b>2562-01</b>	Added sub-items to match MMEL.
<b>2562-02</b>	Deleted item from TCS. Refer to FAA MMEL.
<b>2611-01</b>	Added item as per GB Rev 8 – 26-10-5.
<b>2622-01</b>	Revised title to match MMEL.
<b>3100-05</b>	Added relief for STC SH20-10.
<b>3120-01</b>	Revised as per GB Rev 8 – 31-20-1.
<b>3130-01</b>	Revised sub-items (4) and (5)
<b>3160-05</b>	Added relief for STC SH20-10.
<b>3160-06</b>	Added relief for STC SH20-10.
<b>3310-01</b>	Editorial: Added '.' at end of proviso. Revised repair interval from 'D' to 'C'.
<b>3340-02</b>	Removed '***' to match MMEL.
<b>3340-05</b>	Revised repair interval from 'D' to 'C' as per GB Rev 8 – 33-40-1.
<b>3412-05</b>	Added relief for STC SH20-10.
<b>3413-01</b>	Revised title to match MMEL.
<b>3420-01</b>	Added relief for STC SH20-10.
<b>3423-01</b>	Revised title to match MMEL and added STC SH20-10.
<b>3424-02</b>	Revised title to match MMEL.
<b>3424-03</b>	Revised title to match MMEL.
<b>3425-01</b>	Added relief for STC SH20-10.
<b>3434-01</b>	Removed '***' and added proviso to match MMEL.
<b>3442-01</b>	Revised as per GB Rev 8 – 34-40-1.

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**Reasons for Changes (cont'd)**

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- 3444-01** Revised item.
- 3444-03** Revised number and provisos as per MMEL. Added STC SH20-10 as sub-item.
- 3445-05** Added relief for STC SH20-10.
- 3452-01** Revised as per GB Rev 8 – 34-50-2.
- 3457-01** Added relief for STC SH20-10.
- 3460-01** Removed '\*\*\*' to match MMEL.
- 3461-01** Revised as per GB Rev 8 – 34-50-1.
- 7700-01** Deleted from MMEL and TCS.
- 7712-01** Added (O) to match MMEL.
- 7712-02** Added (O) to match MMEL.
- 7714-01** Added (O) and revised title to match MMEL.

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**Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the FAA Approved MMEL for the Bell 212/412.

This MMEL Supplement must be used in conjunction with the FAA Approved MMEL (Revision 10 or later applicable revision).

The information contained herein supersedes the existing FAA MMEL only for those items listed herein. For items not contained in this supplement, consult the FAA Approved MMEL.

Operating and/or maintenance procedures referred to in this supplement are the same as those supporting the FAA MMEL unless otherwise indicated. Procedures required by the Transport Canada MMEL Supplement and not indicated in the FAA Approved MMEL must be provided by the operator.

The FAA MMEL has entries where the "Remarks or Exemptions" column makes reference to applicable regulations. Unless such an entry is superseded by an item in this supplement, all references should be made to the applicable Canadian regulations.

This MMEL Supplement uses the standard four column format and symbols as referenced in the Transport Canada MMEL/MEL Policy and Procedures Manual (TP9155E).

This MMEL supplement uses the same format, definitions and symbols as the FAA MMEL. Items which have no MMEL relief (i.e. relief withdrawn) are not categorized.

Comments and inquiries should be directed to:

Transport Canada  
Chief, Flight Test - AARDC  
National Aircraft Certification



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21 AIR CONDITIONING					
2121-01 Pilots Vent Blower	D	1	0	No change from FAA MMEL.	
	D	1	0	No change from FAA MMEL.	
2121-02 Co-Pilot Vent Blower	D	1	0	No change from FAA MMEL.	
	D	1	0	No change from FAA MMEL.	
2140-01 Bleed Air Heater	D	1	0	No change from FAA MMEL.	
2150-01 Bleed Air Cooling System *** (212)	D	-	0	No change from FAA MMEL.	
2150-02 Freon Cooling System ***	D	-	0	No change from FAA MMEL.	



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23	COMMUNICATIONS				
2312-05 ***	VHF COM Tuning Function (Single or Dual G500H TXi Configuration) (STC SH20-10)				
	1) On GTN	C	1	0	May be inoperative provided the PFD(s) are operative.
	2) On PFD	C	-	0	May be inoperative provided the GTN is operative.
2340-01	Crew Inter-Communication System (ICS) <u>without</u> "EMERG COM" function	B	2	1	Co-pilot's station ICS may be inoperative for single pilot VFR operations provided two-way radio communication with ATC is not affected.
2340-02	Crew Inter-Communication System (ICS) <u>with</u> integral "EMERG COM" function	B	2	1	Co-pilot's station ICS may be inoperative for single pilot VFR operations provided two-way radio communication with ATC is not affected.
2341-01 ***	Passenger Announcement (PA) System Cabin Public Address System	D	-	0	(O) May be inoperative provided alternate procedures are established and used.

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23    COMMUNICATIONS					
2370-01    Cockpit Voice Recorder ***        (CVR)					
1) If CVR and FDR required by regulations	A	1	0		May be inoperative provided: a) The Flight Data Recorder is operative, and b) Repairs are made within three flight days.
2) If only CVR required by regulations	A	1	0		May be inoperative provided repairs are made within 3 flight days.
3) If CVR not required by regulations	D	1	0		
***        Independent Power Source	C	1	0		
2370-05    Video Cameras ***        (Single or Dual G500H TXi Configuration) (STC SH20-10)	D	-	0		May be inoperative provided procedures do not require its use.

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24	ELECTRICAL POWER				
2422-01	Inverters				
	1) 212 (30504 thru 30553)	C	2	1	No change from FAA MMEL.
	2) 212 (30554 thru 31311, and 35001 thru 35108)	C	3	2	No change from FAA MMEL.
	3) 412, 412CF, 412EP	C	2	1	No change from FAA MMEL.
2435-01	Starter / Generator	B	2	1	(M) One generator may be inoperative for day VMC provided: a) Starter / generator is deactivated and secured, and b) Aircraft is within 30 minutes flying time of a suitable landing site at all times and flight over water is limited to 30 minutes or less.

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25	EQUIPMENT / FURNISHINGS				
2500-01	Non-Essential Equipment and Furnishings (NEF)		-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF program outlined in the Maintenance Control Manual (MCM) or Maintenance Control System, as applicable. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
2510-01	Crewmember Seats (and Seat Belts)	D	2	1	Copilot's seat may be inoperative for single pilot operations, provided the seat is blocked and placarded DO NOT OCCUPY.
2520-01	Passenger Seats				
***					
	1) Passenger Seats	D	-	-	No change from FAA MMEL.
	2) Positioning Controls	D	-	-	(M) No change from FAA MMEL.
		C	-	-	No change from FAA MMEL.
	3) Under Seat Baggage Restraining System	C	-	-	(O) No change from FAA MMEL.
	4) Armrest				No change from FAA MMEL.
	5) Seat Belt / Air Bag Restraint Systems				No change from FAA MMEL.

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25	EQUIPMENT / FURNISHINGS				
2560-03 ***	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: a) Required distribution is maintained, and b) Procedures are established and used to alert crew members of missing or incomplete kits.
2562-01	Emergency Locator Transmitter (ELT)				
***	Survival Type ELTs	D	-	-	No change from FAA MMEL.
***	Fixed ELTs	A	-	-	(M) May be inoperative provided: a) Placard is displayed in the flight deck indicating the date the ELT has been removed, and b) Repair or replacement is made within the time interval prescribed by regulations.
***	Remote ELT Switch	D	-	0	(M) No change from FAA MMEL.
***	ELT Indicator Light	D	-	0	
2562-02 ***	Automatically Deployable ELT (ADELT)				Deleted. Refer to FAA MMEL.

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26	FIRE PROTECTION				
2611-01 ***	Cargo Compartment Smoke Detection Systems	C	-	0	May be inoperative provided the associated compartment is empty or does not contain combustible materials.
2622-01	Portable Fire Extinguishers	D	-	-	(M)(O) Any in excess of those required by regulations may be inoperative or missing provided: <ul style="list-style-type: none"> <li>a) Inoperative fire extinguisher(s) is removed from the passenger cabin and cockpit 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",</li> <li>b) Required distribution is maintained, and</li> <li>c) Procedures are established and used to alert crew members of missing portable fire extinguishers.</li> </ul>



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28	FUEL				
2841-01	Fuel Quantity Indicator(s)	B	1	0	<p>May be inoperative for day VFR operations provided:</p> <ul style="list-style-type: none"> <li>a) Fuel tanks are filled prior to start,</li> <li>b) Procedures are used to calculate fuel required for flight, and</li> <li>c) Flight planning is based on the expectation of landing with an extra thirty (30) minute fuel reserve, over and above the normal fuel reserve required for the operation being conducted, and</li> <li>d) Low fuel warning system is operative.</li> </ul>
2842-01	Fuel Quantity Sensor(s)	B	1	0	<p>May be inoperative for day VFR operations provided:</p> <ul style="list-style-type: none"> <li>a) Fuel tanks are filled prior to start,</li> <li>b) Procedures are used to calculate fuel required for flight, and</li> <li>c) Flight planning is based on the expectation of landing with an extra thirty (30) minute fuel reserve, over and above the normal fuel reserve required for the operation being conducted, and</li> <li>d) Low fuel warning system is operative.</li> </ul>

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<b>System &amp; Sequence Numbers</b>	<b>1.</b>	<b>2.</b>	<b>Number Installed</b>		
			<b>3.</b>	<b>Number Required for Dispatch</b>	
				<b>4.</b>	<b>Remarks or Exceptions</b>
30 ICE AND RAIN PROTECTION					
3040-02 Heated Windshield ***	D	-	0		No change from FAA MMEL.

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31	INDICATING / RECORDING SYSTEMS				
3100-05 ***	Helicopter Synthetic Vision Technology (HSVT) (Single or Dual G500H TXi Configuration) (STC SH20-10)	D	-	0	May be inoperative provided operations do not require its use.
3120-01	Clock	C	-	0	May be inoperative provided a reliable and functioning timepiece is readily available to all flight deck crew members.
3130-01 ***	Flight Data Recorder (FDR) System				
	1) If FDR and CVR required by regulations	A	1	0	May be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within three flight days
	2) If only FDR required by regulations	-	-	-	Not applicable to B212 or B412.
	3) If FDR not required by regulations	D	1	0	
	4) FDR recording parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) Cockpit Voice Recorder is operative, and b) Repairs are made within 20 calendar days.
	5) FDR recording parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.

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31	INDICATING / RECORDING SYSTEMS				
3160-05 ***	Right Primary Flight Display (PFD) (Dual G500H TXi Configuration) (STC SH20-10)	A	1	0	May be inoperative for VFR other than night flight provided: <ul style="list-style-type: none"> <li>a) The Left PFD and ESIS are operative,</li> <li>b) Operations are not conducted into known or forecast over-the-top conditions, and</li> <li>c) Repairs are made within 1 flight day.</li> </ul>
3160-06 ***	Left Primary Flight Display (PFD) (Dual G500H TXi Configuration) (STC SH20-10)	C	1	0	May be inoperative for single pilot operations provided the Right PFD and ESIS are both operative.

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33 LIGHTS					
3310-01 Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System(s)	C	-	0		No change from FAA MMEL.
	C	-	0		May be inoperative for day VFR operations, provided all warning and caution lights and all instruments and indicators are clearly visible and readable.
	D	-	0		Copilot station instrument lights may be inoperative for single pilot operations.  NOTE: This does not preclude operation with two pilots, however the type of operation being conducted must be authorized for single pilot operations from the station with the serviceable equipment.
3330-01 Baggage Compartment *** Lights	D	-	0		May be inoperative for day operations.
	D	-	0		May be inoperative provided a flashlight is available.

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33 LIGHTS					
3340-01 Position Lighting System	C	-	0		May be inoperative for day operations.
1) Individual Position Lights	B	-	3		Individual lights may be inoperative provided at least one position light at each station (i.e. port, starboard and tail) is operative.
3340-02 Anti-Collision Light System	C	-	0		May be inoperative for day operations.
1) Individual Anti-Collision Lights	B	2	1		One light may be inoperative.
NOTE: For the purpose of this relief, strobe lights meeting the Aircraft Engineering and Maintenance standard are also considered anti-collision lights.					
3340-05 Landing Light System	C	-	0		May be inoperative for day operations.
	C	-	0		May be inoperative provided a search light is installed and operative.

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34	NAVIGATION				
3412-05 ***	OAT Display System (Single or Dual G500H TXi Configuration) (STC SH20-10)	C	-	0	May be inoperative provided approved alternate onboard OAT source is installed and operative.
3413-01	Vertical Speed Indicators	C	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative for single pilot operations.  NOTE: This does not preclude operation with two pilots, however the type of operation being conducted must be authorized for single pilot operations from the station with the serviceable equipment.
		D	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative and dual controls are not installed.
3414-01	Airspeed Indicator	C	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative for single pilot operations.  NOTE: This does not preclude operation with two pilots, however the type of operation being conducted must be authorized for single pilot operations from the station with the serviceable equipment.
		D	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative and dual controls are not installed.

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34	NAVIGATION				
3416-01	Altimeter	C	2	1	<p>One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative for single pilot operations.</p> <p>NOTE: This does not preclude operation with two pilots, however the type of operation being conducted must be authorized for single pilot operations from the station with the serviceable equipment.</p>
		D	2	1	<p>One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative and dual controls are not installed.</p>
3420-01 ***	Air Data / Attitude Reference System (ADAHRS) (Dual G500H TXi Configuration) (STC SH20-10)	B	2	1	<p>One ADAHRS may be inoperative for VFR provided:</p> <ul style="list-style-type: none"> <li>a) Other than Category A operations,</li> <li>b) The ESIS is operative, and</li> <li>c) Pitot tube for operational ADAHRS is operative.</li> </ul>



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				4. Remarks or Exceptions	
34	NAVIGATION				
3422-01	Gyroscopic Direction Indicator (DG)	C	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative for single pilot operations. NOTE: This does not preclude operation with two pilots, however the type of operation being conducted must be authorized for single pilot operations from the station with the serviceable equipment.
		D	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative and dual controls are not installed.
3423-01	Magnetic Direction Indicator (includes STC SH19-47 and STC SH20-10)	C	2	1	May be inoperative provided a qualified pilot occupies the pilot station with the serviceable compass.
		B	-	0	(O) May be inoperative for day VFR provided one gyro-stabilized heading indicator is operative, and alternate procedures are used to set the heading indicator.
		C	-	0	May be inoperative for day VFR provided one gyro-stabilized compass system is installed and operative.
		B	-	0	May be inoperative provided: a) Two gyro-stabilized compass systems are operative, and b) Aircraft is operated: 1) With dual independent navigation capability, and 2) Under positive radar control by ATC during the enroute flight phase, or one of the navigation systems is a TSO'd GPS.

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34	NAVIGATION				
3423-01	Magnetic Direction Indicator (cont'd)	C	-	0	May be inoperative for flights that are entirely within areas of magnetic unreliability provided at least two gyro-stabilized directional gyro systems are installed, operative and used in conjunction with approved free gyro navigation techniques.
3424-01	Slip-Skid Indicator	B	-	0	May be inoperative for day VFR flight.
		C	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative for single pilot operations. NOTE: This does not preclude operation with two pilots, however the type of operation being conducted must be authorized for single pilot operations from the station with the serviceable equipment.
		D	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative and dual controls are not installed.
3424-02	Gyroscopic Pitch and Bank Indicator (includes STC SH19-47)	C	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative for single pilot operations. NOTE: This does not preclude operation with two pilots, however the type of operation being conducted must be authorized for single pilot operations from the station with the serviceable equipment.
		D	2	1	One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative and dual controls are not installed.

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				<b>4.</b>	<b>Remarks or Exceptions</b>
34    NAVIGATION					
3424-03    Rate-of-Turn Indicator	C	-	0		Both indicators may be inoperative provided 3 attitude indicators are installed and operative.
	C	-	0		Both indicators may be inoperative for day VFR.
	D	2	1		One indicator may be inoperative for VFR operations provided flying pilot station indicator is operative and dual controls are not installed.

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34	NAVIGATION				
3425-01 ***	Electronic Standby Instrument System (ESIS) (Single or Dual G500H TXi Configuration) (STC SH20-10)				
1)	All Functionality	C	1	0	May be inoperative for VFR other than night flight provided: a) No other defects related to the display of PFD data are present, b) The standby magnetic compass is operative, c) Both generators are operative, and d) Operations are not conducted into known or forecast over-the-top conditions.
2)	Airspeed Functionality	C	1	0	May be inoperative for VFR provided airspeed indication is displayed for each pilot.
3)	Altitude Functionality	C	1	0	May be inoperative for VFR provided altitude indication is displayed for each pilot.
4)	Attitude Functionality	C	1	0	May be inoperative for VFR provided attitude indication is displayed for each pilot.
5)	Heading Functionality (Single G500H TXI Configuration Only)	D	1	0	May be inoperative provided the ADAHRS and the standby magnetic compass are operative.
6)	Slip-Skid Functionality	C	1	0	May be inoperative for VFR provided slip-skid indication is displayed for each pilot.
7)	ESIS Battery	C	1	0	May be inoperative provided ESIS is considered inoperative.

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34	NAVIGATION				
3434-01	Marker Beacon	D	-	0	No change from FAA MMEL.
3442-01 ***	Weather Radar System	D	-	0	Any in excess of those required by regulations may be inoperative.
3444-01 ***	Radar (Radio) Altimeter System	C	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Affected system is deactivated,</li> <li>b) Night operation is not performed with NVGs,</li> <li>c) Night off-airport landings or night landings at unimproved areas are not conducted,</li> <li>d) For VFR flight at night, flightcrew must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 ft,</li> <li>e) VFR Flight at night is not conducted without adequate visual surface reference,</li> <li>f) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, and</li> <li>g) Category A operations which require the use of radar (radio) altimeter are not performed.</li> </ul>
3444-03 ***	TAWS (HTAWS) (including Single or Dual G500H TXi Configuration) (STC SH20-10)	C	-	0	No change from FAA MMEL.
	1) Annunciator / Switches (RP Mode & HTAWS Inhibit) (STC SH20-10)	C	4	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.

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34      NAVIGATION					
3445-05    Traffic Alert Collision ***        Avoidance Systems (TCAS I) (Single or Dual G500H TXi Configuration) (STC SH20-10)	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	1	0	(M)	May be inoperative provided: a) Not required by regulations, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.
Traffic Advisory System (TAS) (Single or Dual G500H TXi Configuration)	C	1	0		
Traffic Displays (Single or Dual G500H TXi Configuration)	C	-	0		May be inoperative provided all installed audio functions are operative.
Traffic Mute Annunciator / Switch (TCAS I or TAS)	C	2	0		May be inoperative provided operations do not require its use.

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34 NAVIGATION					
3452-01 ***	ATC Transponders & Automatic Altitude Reporting Systems	B	-	0	No change from FAA MMEL.
		D	-	1	No change from FAA MMEL.
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by regulations	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next heavy maintenance visit.
3457-01 ***	Global Positioning System (GPS) *(412EP) and (Single or Dual G500H TXi Configuration) (STC SH20-10)	C	-	0	As required by regulations.
	1) Moving Map	C	-	0	
	2) Database				Refer to 3461-01.
3460-01	Flight Director (412)	D	-	0	May be inoperative for VFR operations.
		B	-	0	May be inoperative for IFR operations provided standard operating procedures do not require its use or alternative procedures are used.

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34 NAVIGATION					
3461-01 Navigation Databases ***	C	-	0	(O)	One or more may be inoperative for the intended flight route where conventional (non-RNAV / RNP) navigation is sufficient, provided: a) Current aeronautical information (e.g. charts) is available for the entire route and for the aerodromes to be used, and b) Navigation database information is disregarded, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.
	A	-	0	(O)	One or more may be out of date for a maximum of 10 calendar days provided: a) Area Navigation (RNAV / RNP) departure, arrival and approach procedures are checked not to depend on the data amended in the current database cycle or Conventional (Non-RNAV / RNP) or ANSP assistance are used as an alternative to RNAV / RNP procedures which have been amended in the current database cycle, b) Before each flight, current aeronautical information is used to verify the database Navigation Fixes, the coordinates, frequencies, status (as applicable) and suitability of Navigation Facilities required for the intended flight route, and c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures and which have been amended in the current database cycle, are manually tuned and identified.



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			<b>4.</b>	<b>Remarks or Exceptions</b>	
45      CENTRAL MAINTENANCE SYSTEM					
4500-02    Aircraft / Engine ***        Monitoring System	D	-	0		

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				<b>4.</b>	<b>Remarks or Exceptions</b>
63 ENGINE FUEL AND CONTROL					
6340-01 Mast Torque System	-	1	1		Must be operative.

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73	ENGINE FUEL AND CONTROL				
7321-01	Engine Fuel Control (Automatic Mode)	A	2	1	One may be inoperative for a non-passenger carrying flight or series of flights to a base where repairs can be made.
7332-01	Fuel Boost Pressure Indicator	C	2	1	One system indicator may be inoperative provided: a) The cross over check confirms boost pressure available, and b) Fuel boost pump caution light is operative.

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77 ENGINE INDICATING					
7712-01	Dual Torque Pressure Indicator (212, 412)	C	-	1	(O) No change from FAA MMEL.
		D	-	1	(O) One may be inoperative provided: a) The operative indicator is on the pilot flying (PF) side, and b) Dual controls are not installed.
7712-02	Triple Torque Indicator (412EP)	C	-	1	(O) No change from FAA MMEL.
		D	-	1	(O) One may be inoperative provided: a) The operative indicator is on the pilot flying (PF) side, and b) Dual controls are not installed.
7714-01	Triple Tachometer Indicating	C	-	1	(O) No change from FAA MMEL.
		D	-	1	(O) One may be inoperative provided: a) The operative indicator is on the pilot flying (PF) side, and b) Dual controls are not installed.