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MASTER MINIMUM EQUIPMENT LIST

EC 155 B/B1

"This Master Minimum Equipment List (MMEL) is accepted by the European Aviation Safety Agency (EASA) at the above revision and is recommend for approval as the basis of the preparation and authorisation of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type, as certified by the European Aviation Safety Agency and operated under the jurisdiction of EASA member states National Authorities.

Signed by
Evan Nielsen
Head of Certification Flight Standards
for and on behalf of EASA

Date of acceptance 25 Nov 2009

European Aviation Safety Agency
Flight Standards Certification

IMPORTANT NOTE

The practical value of this manual depends entirely upon its being up-dated correctly by the operator.
The effectivity of the manual at the latest revision is specified on the list of effective pages.

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LIST OF APPROVED EFFECTIVE PAGES
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(1) Page revision code
- R : Revised, to be replaced
- N : New, to be inserted

CHAP/SECT/SUBJ/PAGE		DATE	(1)	CHAP/SECT/SUBJ/PAGE		DATE	(1)
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00.00.00 P5	1	09-43		63.00.00	1	09-43	
00.00.00 P6	1	09-43					
00.10.00	1	09-43					
00.10.00	2	09-43					
00.10.00	3	09-43					
00.10.00	4	09-43					
00.10.00	5	09-43					
21.00.00	1	09-43					
22.00.00	1	09-43					
22.00.00	2	09-43					
22.00.00	3	09-43					
23.00.00	1	09-43					
24.00.00	1	09-43					
25.00.00	1	09-43					
26.00.00	1	09-43					
28.00.00	1	09-43					
28.00.00	2	09-43					
30.00.00	1	09-43					
31.00.00	1	09-43					
32.00.00	1	09-43					
32.00.00	2	09-43					
33.00.00	1	09-43					
33.00.00	2	09-43					
34.00.00	1	09-43					
34.00.00	2	09-43					
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CONTENTS

DESIGNATION	N° ATA.100
PRELIMINARY NOTE	00.10.00
AIR CONDITIONING	21.00.00
AUTOPILOT	22.00.00
COMMUNICATIONS	23.00.00
ELECTRIC POWER	24.00.00
EQUIPMENT/FURNISHINGS	25.00.00
FIRE PROTECTION	26.00.00
FUEL SYSTEM	28.00.00
ICE AND RAIN PROTECTION	30.00.00
INDICATING AND RECORDING SYSTEMS	31.00.00
LANDING GEAR	32.00.00
LIGHTS	33.00.00
NAVIGATION	34.00.00
DOORS	52.00.00
MAIN ROTOR	62.00.00
MAIN ROTOR DRIVE	63.00.00

PRELIMINARY NOTE

1 PREAMBLE

The following is applicable for operators under European operating regulations (JAR-OPS 3). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the Operating Requirements must be operative. However, the regulations also permit the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The EASA Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which the Agency finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as blades and rotors.

The MMEL is the basis for development of individual operator's MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions.

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 Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL **must** be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. Therefore operators, with the approval of their authority, may consider use of the referenced procedure as being within the scope of this MMEL. The MEL provides for release of the aircraft for flight with inoperative equipment.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by the applicable regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever, possible account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for.

Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

2 DEFINITONS

Category A

(i) No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

(ii) Where a time period is specified (in calendar days) it shall be start at 00:01 on the calendar day following the day of discovery.

Category B

Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was discovered.

Category C

Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was discovered.

Category D

Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days, excluding the day the malfunction was discovered.

3 PRESENTATION

SYSTEM – EQUIPMENT DESCRIPTION (1)	REPAIR TIME INTERVAL CATEGORIES (2)	NUMBER INSTALLED (3)	NUMBER REQUIRED FOR FLIGHT (4)	REMARKS AND/OR EXCEPTIONS (5)

4 MEANING OF THE TERMS AND SYMBOLS USED IN THIS DOCUMENT

- Columns 3 “NUMBER INSTALLED” and 4 "NUMBER REQUIRED FOR FLIGHT"
  . Symbol " - " indicates a variable quantity.

- Column 5 “REMARKS AND/OR EXCEPTIONS”
  . Symbol (**O**) indicates a requirement for an operational procedure accomplished by the crew.
  . Symbol (**M**) indicates a requirement for a maintenance procedure.

  Both these symbols used singly or together indicate a requirement for suitable procedures to be established (**(O)** Operational procedure or/and **(M)** Maintenance procedure), published and applied, should the flight be performed with inoperative equipment.

  Different conditions may be required for operations when they have a cumulative effect; they are indicated as follows:

  (a), **(b)**, **(c)** ….

  When they are exclusive, they are listed as follows:

  - **or** - **or** - …

  . “**VFR**”: means flight performed according to visual flight rules.
  . “**VMC**”: means flight performed according to visual meteorological conditions.
  . “**IFR**”: means flight performed according to instrument flight rules.
  . “**IMC**”: means flight performed according to instrument meteorological conditions.
  . “**Icing conditions**” means atmospheric conditions that may cause ice to form on the helicopter or in the engines.
  . “**As required**” means that the specific item of equipment may be required in accordance with the applicable operational regulation. Operators should refer to the JAR-OPS 3 MEL Policy document (Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 3, subpart K and L (published in the JAA Administrative and Guidance, section four, Operations, part three).
  . “**Secured**” and/or “**isolated**” means that the specific component must be put into an acceptable condition for safe flight.
  . “**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.

. **"The flight or series of flights does not originate from a site where repairs or replacements can be carried out."**
The intention of this proviso is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorized personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport but the spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorized personnel on base, the defect must be rectified.

. "**Placarding**" each inoperative item must be placarded to inform and remind the crew members 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.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
21 – AIR CONDITIONING				
1. Cabin ventilation.	D	1	0	
2. Heating-demisting.	D	1	0	(O)May be inoperative. Operational Procedure: - OAT > + 4.5°C (40°F) - No visible moisture
2.1 ECS alarm	D	1	0	May be inoperative provided the heating/demisting and ventilation device is not used.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
22 – AUTOPILOT				
1. Auto-Pilot Mode Selector (APMS).	A	1	0	(O) If AP engagement not possible, may be inoperative for 1 (one) flight only, in day VFR operations. <u>Operational Procedure:</u> Use backup SAS. See section 2.3 § 5.2.2 of FLM
	C	1	0	(O) If AP engagement remains possible, may be inoperative for VFR or DPIFR operations. <u>Operational Procedure:</u> Upper modes not available.
2. Cyclic Beep control.	C	2	0	(O) May be inoperative for VFR or DPIFR operations. <u>Operational Procedure:</u> a) Basic stabilization: Use force trim release. b) Upper modes references can not be modified through cyclic beep (engage/disengage mode remains possible).
3. Cyclic Trim actuators.	C	2	0	(O) May be inoperative for VFR or DPIFR operations. <u>Operational Procedure:</u> - Hands on cyclic. - Upper modes can not be used.
4. Yaw Trim actuator.	C	1	0	(O) May be inoperative. <u>Operational Procedure:</u> Feet on pedals.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
5. Collective Beep control.	C	2	0	(O) May be inoperative provided collective Force Trim Release is operative. <u>Operational Procedure:</u> Upper modes references can not be modified through collective beep (engage/disengage mode remains possible).
6. Collective Trim Feel Stick control.	C	2	0	(O)May be inoperative. <u>Operational Procedure:</u> - Anchorage no more available. - Trim feel switch off. - Use upper modes only in 3 axis configuration.
7. Collective Trim Actuator.	C	1	0	(O) May be inoperative. <u>Operational Procedure:</u> - Anchorage available. - Hands on collective. - Use upper modes only in 3 axis configuration.
8. Pitch SEMA.	C	1	0	(O) May be inoperative for VFR or DPIFR operations. <u>Operational Procedure:</u> Hands on cyclic in case of turbulence.
9. Roll SEMA.	C	2	0	(O) May be inoperative for day VFR operations. <u>Operational Procedure:</u> Hands on cyclic in case of turbulence.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
10. Yaw SEMA.	C	1	0	(O) May be inoperative for day VFR operations. Operational Procedure: Feet on pedals.
11. APM Computer.	A	1	0	(O) May be inoperative for 1 (one) flight only, in day VFR operations. Operational Procedure: Engage backup SAS. See section 2.3 § 5.2.2 of FLM
12. FOGs.	C	3	2	One may be inoperative for day VFR operations.
13. AFCS strip on PFD. / / /	C	2	0	(O) May be inoperative for VFR or DPIFR operations provided "AP" warning light is operative. Operational Procedure: Upper modes must not be used.
14. AP Warning light on warning panel	C	1	0	May be inoperative for VFR or DPIFR operations.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
23 – COMMUNICATIONS				
Communication equipment.				
1. VHF Radio.	-	-	-	As required by applicable operational regulation.
2. UHF Radio	-	-	-	As required by applicable operational regulation.
3. HF Radio	-	-	-	As required by applicable operational regulation.
4. FM Radio	-	-	-	As required by applicable operational regulation.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
24 ELECTRIC POWER				
A. BASIC VERSION				
1. Starter-generators	B	2	1	(O) One DC generator may be inoperative for day VFR operations Operational Procedure: Starter-generator inoperative is isolated (switch “OFF”).
B. OPTIONAL EQUIPMENT				
1. Alternator 10 kva	D	-	0	May be inoperative provided it is isolated (switch “OFF”) and the corresponding optional equipment is not necessary for the flight.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
25 – EQUIPMENT AND FURNISHING				
A. BASIC VERSION				
1. Seat belts.	D	-	1	One required for each seat used. If the belt or harness are inoperative or missing, the seat must not be used.
B. OPTIONAL EQUIPMENT ITEMS				
1. Emergency locator transmitter (ELT).	-	-	-	As required by applicable operational regulation.
2. Emergency flotation gear:	-	-	-	As required by applicable operational regulation.
3. Cargo sling load indicator.	D	1	0	The cargo sling may be used if another accurate means of weighing the slung loads is available.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
26 – FIRE PROTECTION				
1. Cargo bay OVERHEAT detection system	B	1	0	(O) After AMS 07-39B96 and 07-25C13 May be inoperative provided: - Cargo fire detection and extinguishing system shall be operative. Operational Procedure: - Heating operations are prohibited. - Ventilation on position high must be used permanently. (O)Before AMS 07-39B96 and 07-25C13 May be inoperative provided: - Cargo fire detection system shall be operative. Operational Procedure: - Heating operations are prohibited. - No luggage is carried in the cargo bay.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
28 – <u>FUEL SYSTEM</u>				
A. <u>BASIC VERSION</u>				
1. Fuel booster pumps.	C	4	2	(O) One pump for each system may be inoperative. <u>Operational Procedure:</u> - Normal fuel only authorized . - Altitude limited to: Without fuel oil/exchanger: • 6560 ft for EC 155 B1. • 8200 ft for EC 155 B. With fuel oil/exchanger: • 1640 ft for EC 155 B1. • 4920 ft for EC 155 B. Consider the unusable fuel quantity given in Flight Manual section 3.2 § 3.
2. Fuel contents gauges.	B	2	1	One fuel gauge may be inoperative provided: - The fuel quantity for each group is precisely determined. - The flight or series of flights does not originate from a site where repairs or replacements can be carried out.
3. Fuel pressure indicators.	B	2	0	May be inoperative provided the respective “PRS” pressure light is operative And before engine starting, "PRS" has to warn off. REFER to A.1 (Fuel booster pumps). FM section 4.3 §3.1 point 13 is not applicable for fuel pressure value check.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	
4. Transfer pump	B	1	0	(O) May be inoperative provided that the quantity of fuel in each group is sufficient to comply with the applicable regulations. <u>Operational Procedure:</u> Check that in case of engine failure the remaining fuel quantity is sufficient to fly to a suitable landing site.
B. <u>OPTIONAL EQUIPMENT</u>				
1. Fuel heater	D	1	0	May be inoperative if OAT above - 20°C.
	D	1	0	(M) May be inoperative if OAT below - 20°C. <u>Maintenance Procedure:</u> Add fuel anti icing agent as necessary.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
30 – ICE AND RAIN PROTECTION				
A. BASIC VERSION				
1. Pitot head heating or indicating systems.	C	3	2	One may be inoperative.
	C	3	0	Three pitot heads heating or indicating systems may be inoperative provided: - OAT > + 4.5°C (40°F) in VFR, and - no visible moisture
2. Windshield wipers.	C	2	0	May be inoperative for day operation if no rain expected during takeoff and landing.
	C	2	1	Mandatory at pilot's station for single pilot night operation.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
31 – INDICATING AND RECORDING SYSTEMS				
BASIC VERSION				
1. Clocks.	D	2	1	One may be inoperative provided another timing system for hour, minute, second display is available on board.
OPTIONAL EQUIPMENT				
1. CVR/FDR	-	-	-	As required by applicable operational regulation
2. M'ARMS	-	-	-	As required by applicable operational regulation

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
32 – <u>LANDING GEAR</u>				
1. Landing gear extension/retraction	C	1	0	(O) (M) May be inoperative. <u>Operational Procedure:</u> The fast cruise speed is reduced by 7 kt, approximately. <u>Maintenance Procedure:</u> - All three landing gear units are downlocked. - The landing gear control handle is in downlocked position secured by a wire-locked safety pin.
2. Landing gear extension/retraction indicating system	C	1	0	((O) (M) May be inoperative. <u>Operational Procedure:</u> The fast cruise speed is reduced by 7 kt, approximately. <u>Maintenance Procedure:</u> - All three landing gear units are downlocked. - The landing gear control handle is in downlocked position secured by a wire-locked safety pin.
3. Landing gear monitoring system	C	1	0	(O) (M) May be inoperative. <u>Operational Procedure:</u> The fast cruise speed is reduced by 7 kt, approximately. <u>Maintenance Procedure:</u> - All three landing gear units are downlocked. - The landing gear control handle is in downlocked position secured by a wire-locked safety pin.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
4. Emergency landing gear extension system	C	1	0	(O) (M) May be inoperative. <u>Operational Procedure:</u> The fast cruise speed is reduced by 7 kt, approximately. <u>Maintenance Procedure:</u> - All three landing gear units are downlocked. - The landing gear control handle is in downlocked position secured by a wire-locked safety pin.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
33 – LIGHTS				
A. BASIC VERSION				
1. Position lights.	C	3	0	May be inoperative for day operations only.
2. Anti-collision light.	B	1	0	May be inoperative for day operations only.
3. Landing light.	C	1	0	May be inoperative for day operations only
	C	1	0	May be inoperative for night operations provided the second landing light is installed and operative.
4. Inspection light	D	2	0	May be inoperative for day operations only.
	D	2	1	Night operations or single pilot IFR.
5. Cockpit instrument panel and console lighting.	C	2	0	May be inoperative for day operations only.
6. Cabin lighting	-	-	-	As required
7. Cabin emergency lighting system.	B	1	0	May be inoperative for : - Day operations. - Night operations if no passengers are carried.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
8. Passenger notice system	-	-	-	As required
B. <u>OPTIONAL EQUIPEMENT</u>				
1. Second landing light..	C	-	0	May be inoperative for day and night operations, if main landing light is operative.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
34 – NAVIGATION				
1. PFD copilot	C	1	0	May be inoperative for single pilot operations only provided: - Pilot's display screens are operative; and - All standby instruments are operative
2. ND copilot.	C	1	0	
3. ADC	B	2	1	One may be inoperative provided: - Flight is conducted by day in VMC in sight of the surface with adequate external attitude reference and - The standby airspeed indicator and standby altimeter are both operative During flight, verify regularly the coherency between the remaining ADC and the standby indicators.
4. ICP	C	2	1	One may be inoperative provided: - Flight is conducted by day in VMC in sight of the surface with adequate external attitude reference. Refer to FLM 3.2 §10
5. Standby ADI	C	1	0	May be inoperative for VFR flight provided that the main attitude indicators are both operational.
6. RADALT	-	-	-	As required by applicable operational regulation. Refer to FLM 3.2 §10 for information
7. Navigation equipment	-	-	-	As required by applicable operational regulation. Refer to FLM 3.2 §10 for information

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
8. AHRS	C	2	1	(O) One may be inoperative for VFR flight <u>Operational Procedure:</u> - Select valid AHRS on RCU. - Set invalid AHRS to OFF on RCU. - Set auto trim OFF.
9. Magnetometer	C	2	1	(O)One may be inoperative provided back-up compass is operative. <u>Operational Procedure:</u> - Set corresponding AHRS to DG mode - Correct regularly the corresponding HDG.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
52 – DOORS				
Door no closing indicating system	C	1	0	(O)May be inoperative provided it is determined through visual check that the doors are closed and locked. Operational Procedure: See section 4.3 § 1 of FLM

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
62 – MAIN ROTOR				
Copilot rotor RPM indicator.	A	1	0	May be inoperative for 1 (one) flight only, provided the NR function of the triple tachometer is operative.

SYSTEM – EQUIPMENT DESCRIPTION	REPAIR TIME INTERVAL CATEGORIES	NUMBER INSTALLED	NUMBER REQUIRED FOR FLIGHT	REMARKS AND/OR EXCEPTIONS
63 – MAIN ROTOR DRIVE				
1. Rotor brake system.	C	1	0	(M) (O) May be inoperative. Maintenance Procedure: A check is performed to determine the rotor disc is free Operational Procedure: For rotor stopping aircraft should be directed with a headwind below 30 kt. See section 3.3 §11 of FLM
2. MGB oil temperature indicator	A	1	0	May be inoperative for 1 (one) flight only, provided all other MGB oil temperature/pressure indicating and warning systems operate normally.