OPERATIONS MANUAL
PART B

MINIMUM EQUIPMENT LIST

EC 155

Issued,	Authorised,	Approved,
Heli Holland	Heli Holland	The Authority (ILenT)
Date: 30-04-2015	Date: 30-04-2015	Date:
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1. MINIMUM EQUIPMENT LIST

1.1. Introduction

By approval of the MEL, the Authority permits dispatch of the aircraft for revenue, ferry or training flights with certain items or components inoperative provided an acceptable level of safety is maintained by use of appropriate operational or maintenance procedures, by transfer of the function to another operating component, or by reference to other instruments or components providing the required information.

This Minimum Equipment List (MEL) is based on:

- Master Minimum Equipment List (MMEL) EC 155 B/B1,
  normal revision 0 Issue 2, 25 November 2009
- EASA (EU) No 2042/2003
- EASA (EU) No 965/2012
- EASA (EU) Decision 2014/004/R

This MEL takes into consideration Heli Holland's particular aircraft equipment, configuration and operational conditions, routes being flown and requirements set by the regulations.

This MEL does not deviate from any applicable Airworthiness Directive or any other Mandatory Requirement and is no less restrictive than the MMEL.

The MEL is intended to permit operations with inoperative items of equipment for a period of time until rectifications can be accomplished. Rectifications are to be accomplished at the earliest opportunity. Unless specifically permitted, an inoperative item may not be removed from the aircraft. MEL Conditions and Limitations do not relieve the Commander from determining that the aircraft is in a fit condition for safe operation with specified unserviceabilities allowed by the MEL. The provisions of the MEL are applicable until the aircraft commences the flight. Any decision to continue a flight following a failure or unserviceability which becomes apparent after the commencement of a flight must be the subject of pilot judgment and good airmanship. The Commander may continue to make reference to and use of the MEL as appropriate.

1.2. Contents of MEL

The MEL contains only those items required by Operating Regulations or those items of airworthiness significance which may be inoperative prior to dispatch, provided that appropriate limitations and procedures are observed. Equipment obviously basic to aircraft airworthiness is not listed and must be operative for all flights. It is important to note that: All items which are related to the airworthiness of the aircraft and not included on the list are automatically required to be operative.

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1.3. Criteria for dispatch

The decision of the Commander of the flight to have allowable inoperative items corrected prior to flight will take precedence over the provisions contained in the MEL. The Commander may request requirements above the minimum listed, whenever in his judgment such added equipment is essential to the safety of a particular flight under the special conditions prevailing at the time.

The MEL cannot take into account all multiple unserviceabilities. Therefore, before dispatching an aircraft with multiple MEL items inoperative, it must be assured that any interface or interrelationship between inoperative items will not result in degradation of the level of safety and/or an undue increase in crew workload. It is particularly in this area of multiple discrepancies and especially discrepancies in related systems that good judgment, based on the circumstances of the case, including climatic and en-route conditions must be used.

1.4. Maintenance action

Every effort shall be made by Maintenance to correct all technical defects as early as practicable and that the aircraft is released from a maintenance station in fully operational condition. The Commander must be informed by Maintenance as soon as practicable, should it be impossible to rectify the inoperative item prior to departure.

Whenever an aircraft is released by Maintenance for dispatch with items inoperative, the following is required:

- The technical log book aboard the aircraft contains a detailed description of the inoperative items(s), special advice to the flight crew, if necessary, and information about corrective action taken.
- When they are accessible to the crew in flight, the control(s), and/or indicator(s) related to inoperative unit(s) or component(s) must be clearly placarded.

  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 is determined by the company.

If inadvertent operation could produce a hazard such equipment must be rendered inoperative (physically) as given in the appropriate Maintenance Procedure.

Referrals to the relevant Operational and Maintenance Procedures are, when applicable, given at each corresponding MEL item in section 9.7 of this Part B.

1.5. Rectification intervals

Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators given in the "Rectification Interval" column (2) of the MEL.

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1.5.1. Category A

No standard interval is specified, however, items in this category shall be repaired immediately either:

(i) Before the next flight, or;

(ii) Within the specified period which shall be stated in the "Remarks or exceptions" column (5).

The item shall be rectified in accordance with the conditions stated in the Remarks or Exceptions column (5) of the MEL.

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

1.5.2. Category B

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

1.5.3. Category C

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

1.5.4. Category D

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

1.5.5. Rectification Interval Extension (RIE)

The company may use a procedure for the extension of the applicable Rectification Intervals B, C and D, for the same duration as specified in the MEL in accordance with regulation (EU 965/2012, ORO.MLR.105). This procedure can be found in the CAME.

1.6. Definitions

For the purpose of this MEL the following definitions shall apply:

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.

Visual Flight Rules (VFR) means flight performed according to visual flight rules.

Instrument Flight Rules (IFR) means flight performed according to instrument flight rules.

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Instrument Meteorological Conditions (IMC) means flight performed according to instrument meteorological conditions.

Day operation is any flight conducted from the point of take-off to landing between 30 minutes before sunrise and 30 minutes after sunset.

Day of discovery is the calendar day that a malfunction was recorded in the Aircraft Technical Logbook.

Dash (-) in columns 3 and 4 indicates a variable quantity including a number of 0.

Equipment means item, function component or system.

Icing Conditions means atmospheric conditions that ice can form on the aircraft or in the engine(s).

Commencement of flight is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.

Inoperative means that the equipment malfunctions to the extent that it does not accomplish its intended purpose or that it is not consistently functioning within its design operating limits or tolerances.
Some equipment has been designed to be fault tolerant and is monitored by computers which transmit fault messages to a centralized computer for the purpose of maintenance. The presence of this category of message does not mean that the equipment is inoperative.

Combustible Material is material which is capable of catching fire and burning.

"Secured" and / or "Isolated" means that the specific component must be put into an acceptable condition for safe flight.

“The flight or series of flights does not originate from a site where repairs or replacements can be carried out.”
The intention of this provisio 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 wether 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 maybe dispatched. As soon as the

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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.

"(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 test 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.

"(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 part of the operator's manual or MEL.

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2. MEL ITEMS

21 – AIR CONDITIONING				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
1. Cabin ventilation (Air conditioner)	D	1	0	
2. Heating – demisting	D	1	0	(O) May be inoperative. <u>Operational Procedure:</u> - OAT > + 4.5 ˚C (40°F) - No visible moisture The crew shall ensure before and during flight that the requirements regarding the mentioned limitations are adhered to.
3. ECS alarm	D	1	0	May be inoperative provided the heating/demisting and ventilation device is not used.

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22 – AUTOPILOT				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
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. Operational Procedure: Use backup SAS. See section 2.3 § 5.2.2 of FM
	C	1	0	(O) If AP engagement remains possible, may be inoperative for VFR or DPIFR operations. Operational Procedure: Upper modes not available.
2. Cyclic Beep control	C	2	0	(O) May be inoperative for VFR or DPIFR operations. Operational Procedure: - Basic stabilization: Use force trim release. - Upper modes references cannot 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. Operational Procedure: - Hands on cyclic. - Upper modes cannot be used.
4. Yaw Trim actuator	C	1	0	(O) May be inoperative Operational Procedure: Feet on pedals.
5. Collective Beep control	C	2	0	(O) May be inoperative provided collective Force Trim Release is operative. Operational Procedure: Upper modes references cannot be modified through collective beep (engage/disengage mode remains possible).

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22 – AUTOPILOT (CONT'D)				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
6. Collective Trim Feel Stick control	C	2	0	(O) May be inoperative. Operational Procedure: - 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. Operational Procedure: - 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. Operational Procedure: Hands on cyclic in case of turbulence.
9. Roll SEMA	C	2	0	(O) May be inoperative for day VFR operations. Operational Procedure: Hands on cyclic in case of turbulence.
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 FM
12. FOGs	C	3	2	One may be inoperative for day VFR operations.

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22 – AUTOPILOT (CONT'D)				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
13. AFCS strip on PFD / / /	C	2	0	(O) May be inoperative for VFR or DPIFR operations provided "AP" warning light is operative. <u>Operational Procedure:</u> Upper modes must not be used.
14. Warning light on warning panel AP	C	1	0	May be inoperative for VFR or DPIFR operations.

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23 – COMMUNICATIONS				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
Communication equipment				
1. VHF Radio	C	2	1	When flying VFR, one, may be inoperative
(1) Frequency Transfer Switch	C	2	0	May be inoperative
(2) Frequency Selector Knob	C	2	1	Any in excess of one may be inoperative.
(3) Frequency Indication	C	2	1	During VFR, any in excess of one may be inoperative.
2. Headsets	D	2	2	One headset (including boom microphone) must be operative for each required crewmember. Any in excess of those required may be inoperative or missing.
3. Passenger Address System				
(1) Passenger Configuration	B	1	0	(O) May be inoperative. <u>Operational Procedure:</u> a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and b) The flight crew compartment / cabin interphone system (including chime system) is operative.
(2) Cargo Configuration	D	1	0	(O) The crew shall ensure that passengers are verbally instructed to wear the safety belts at all times and smoking is prohibited.
4. Cabin ICS	C	1	0	(O) May be inoperative. <u>Operational Procedure:</u> - Alternate normal and emergency procedures are established and used, and - The PA system is operative. Note: Any station that is operative may be used. The crew shall ensure that passengers are verbally instructed to wear the safety belts at all times, smoking is prohibited and when to enter and exit the aircraft.

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24 – ELECTRIC POWER				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
1. Starter-generators	B	2	1	(O) One DC generator may be inoperative for VFR operations <u>Operational Procedure:</u> Starter-generator inoperative is isolated (switch “OFF”)

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25 – EQUIPMENT AND FURNISHING				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
1. Passenger Seats including seat belts	D	-	0	(M) One or more may be inoperative. A seat with an inoperative or missing seat belt or harness is considered inoperative. <u>Maintenance Procedure:</u> The inoperative passenger seat is blocked and placard "DO NOT OCCUPY".
2. First Aid Kit	A	1	0	May be incomplete for a maximum period of 24 hours
3. Emergency Locator transmitter	D	1	0	May be inoperative provided: - The helicopter shall not fly for more than 6 hours after the ELT becomes unserviceable. AND - Not more than 24 hours have elapsed since the ELT became unserviceable.
4. Emergency Floatation Gear				
(1) Performance Class 1	D	1	0	May be inoperative for flights overland or;
	C	1	0	May be inoperative for flights over water, which are at a distance, which is less than 10 minutes flying time from land, at normal cruise speed.
(2) Performance Class 2				
(a) En route	D	1	0	May be inoperative for flights overland or;
	C	1	0	May be inoperative for flights over water, which are at a distance, which is less than 10 minutes flying time from land, at normal cruise speed.
(b) Take-off and landing over water	C	1	1	Must be operative
5. Torches	C	-	-	One or more may be inoperative provided each required crewmember assigned to affected position has an operative torch.

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25 – EQUIPMENT AND FURNISHING (CONT'D)				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
6. Life jackets	D	-	0	Not required provided flight is not over water at a distance of more than 10 minutes flying time at cruising speed.
	D	-	-	For other flights over water all persons on board are required to wear a life jacket
7. Crash Position Indicator (CPI)				
(1) Flight not overwater and overwater flights not beyond 10 minutes flying time from land	C	1	0	May be inoperative
(2) Overwater flights beyond 10 minutes flying time from land	A	1	0	May be inoperative provided: - The helicopter shall not fly for more than 6 hours after the ADELT becomes unserviceable AND - Not more than 24 hours have elapsed since the ADELT became unserviceable.
8. Life-rafts including ELT for Extended Overwater Flights				
(1) Flight not overwater and overwater flights not beyond 10 minutes flying time from land.	D	2	0	
(2) Overwater flights beyond 10 minutes flying time from land.	D	2	1	(M) One may be inoperative provided not more than 10 persons are carried on board and the inoperative life raft is placarded inoperative or removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
(M) The life raft shall be placard inoperative or removed from the aircraft.				

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26 – FIRE PROTECTION				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
1. Cargo bay OVERHEAT Detection System	B	1	0	(O) May be inoperative provided: - Cargo fire detection and extinguishing system shall be operative. <u>Operational Procedure:</u> - Heating operations are prohibited. - Ventilation on position high must be used permanently. The crew shall ensure before and during flight that the requirements regarding the mentioned limitations are adhered to.

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28 – FUEL SYSTEM				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
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 EC155B1 ● 8200 ft for EC155B The crew shall ensure before and during flight that the unusable fuel quantity given in Flight Manual 3.2 § 3 is considered.
2. Fuel contents gauges	B	2	1	One fuel gauge may be inoperative provided: - The fuel quantity for each group is precisely determined AND - The aircraft does not leave a site where repair or replacement can be made.
3. Fuel pressure indicators	B	2	0	May be inoperative provided: - The respective “PRS” pressure light is operative. AND - Before engine start “PRS” warning must be off. REFER to A.1 (Fuel booster pumps). FM section 4.3/3.1 point 13 "Engine fuel low pressure sensor test" is not applicable for fuel pressure value check.
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.

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30 – ICE AND RAIN PROTECTION				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
1. Pitot head heating or indicating systems	C	3	2	One may be inoperative
	C	3	0	(O) All three may be inoperative provided: - OAT > + 4.5° C in VFR - No visible moisture (O) The crew shall ensure before and during flight that the requirements regarding the mentioned limitations are adhered to.
2. Windshield wipers	C	2	0	May be inoperative for day operation if no rain expected during takeoff and landing

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31 – INDICATING AND RECORDING SYSTEMS				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
1. Clocks	C	2	1	May be inoperative provided another timing system for hour, minute, and second display is available on board. NOTE: On the basis that the timepiece required does not need to be approved, it has been accepted that a pilot's wristwatch that indicates hours, minutes and seconds, would be acceptable.
2. Combined CVR/FDR (Flight Data Recorder System)	A	1	0	The CVR or FDR part of the recorder may be unserviceable provided: - The other function is operative - The helicopter does not exceed 8 further consecutive flights with the CVFDR unserviceable; AND - Not more than 72 hours have elapsed since the CVFDR was found to be unserviceable
3. HUMS				
(1) Performance Class 1 operations	D	1	0	The HUMS system may be inoperative.
(2) Performance Class 2 operations	A	1	0	The HUMS system may be inoperative provided: - It is not reasonably practical to repair or replace the HUMS before the commencement of the flight; - The helicopter does not exceed 8 further consecutive flights with the HUMS unserviceable; AND - Not more than 72 hours have elapsed since the HUMS was found to be unserviceable

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32 – LANDING GEAR				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
1. Landing gear extension/retraction	C	1	0	(O) (M) May be inoperative. Maintenance Procedure: - All three landing gear units are down locked. - The landing gear control handle is in down locked position and secured by a wire-locked safety pin.
2. Landing gear extension/retraction indicating system	C	1	0	(O) (M) May be inoperative. Maintenance Procedure: - All three landing gear units are down locked. - The landing gear control handle is in down locked position and secured by a wire-locked safety pin.
3. Landing gear monitoring system	C	1	0	(O) (M) May be inoperative. Maintenance Procedure: - All three landing gear units are down locked. - The landing gear control handle is in down locked position and secured by a wire-locked safety pin.
4. Emergency landing gear extension system	C	1	0	(O) (M) May be inoperative. Maintenance Procedure: - All three landing gear units are down locked. - The landing gear control handle is in down locked position and secured by a wire-locked safety pin.

Operational Procedure:

In all these cases, the fast cruise speed is reduced by 7 kts, approximately and the commander makes sure extra fuel is taken to compensate for increased drag.

Maintenance Procedure:

Maintenance shall secure the gear in the down and locked position and the control handle shall be placarded inoperative.

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33 – LIGHTS				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
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. Controllable Landing light	C	2	0	Both may be inoperative for daylight operations unless ATC procedures requires its use - One may be inoperative for night operations.
4. Inspection light	D	2	0	May be inoperative for day operations only.
5. Cockpit instrument panel and console lighting	C	2	0	May be inoperative for day operations only
6. Cabin lighting	D	1	0	May be inoperative for day operations only
	D	1	0	May be inoperative for night operations provided inoperative lights do not exceed 50 % of the total installed
7. Cabin emergency lighting system	B	1	0	May be inoperative for: - Day operations - Night operations if no passengers are carried
8. Passenger notice system	D	1	0	(O) May be inoperative. <u>Operational Procedure:</u> - No passengers are carried OR - The crew shall point the passengers to the safety briefing card to indicate that smoking is always prohibited and that the seatbelts must be fastened during the whole flight. - At every stop, the Commander shall inform the passengers The crew shall ensure before and during flight that the requirements regarding the mentioned limitations are adhered to.
9. Strobe lights	D	1	0	May be inoperative

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34 – NAVIGATION				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
1. Co-pilots PFD	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. Co-pilots ND	C	1	0	
3. ADC	B	2	1	One may be inoperative provided: - Flight is conducted by day in VMC in sight of surface with adequate external attitude reference AND - The standby airspeed indicator and standby altimeter are both operative AND - 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 surface with adequate external attitude reference refer to FM 3.2 par10 "failures displayed on FCDS".
5. Standby ADI	C	1	0	May be inoperative for VFR flight provided the main attitude indicators are both operational

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34 – NAVIGATION (CONT'D)				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
6. Radalt/AVAD				
(1) Overland	D	1	0	May be inoperative for - flights in sight of the land and; - visibility is more than 1500 m and; - at day AND - at a distance from land corresponding to less than 3 minutes at normal cruising speed OR,
(2) Overwater	A	1	0	(O) May be inoperative. <u>Operational Procedure:</u> - No more than 6 hours shall be flown over water since the radio altimeter -became unserviceable, - Not more than 24 hours have elapsed since the radio altimeter became unserviceable, - The aircraft shall not fly overwater at an altitude of less than 500 feet except for take-off and landing, AND - The helicopter shall not descend below 500 feet on approach to landing overwater unless the landing site is clearly visible to the pilot. The crew shall ensure before and during flight that the requirements regarding the mentioned limitations are adhered to.
7. AHRS	C	2	1	(O) One may be inoperative for day VFR flight. <u>Operational Procedure:</u> - Select valid AHRS on RCU. - Set invalid AHRS to OFF on RCU. - Set auto trim OFF.

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34 – NAVIGATION (CONT'D)				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
8. 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.
9. Weather radar system	C	1	0	The system may be inoperative provided the weather reports or forecasts available to the commander indicate that cumulo-nimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route or any planned diversion therefrom and not required for coastal heliports or offshore alternates.
10. ATC transponder and automatic altitude reporting system	C	1	0	May be inoperative provided: - En-route operations do not require its use, AND - Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
11. GPS free flight system	D	1	0	May be inoperative for VFR flights
12. VOR	D	2	0	May be inoperative for VFR flights
13. ILS	D	2	0	May be inoperative for VFR flights
14. DME	D	1	0	May be inoperative for VFR flights
15. ADF	D	1	0	May be inoperative for VFR flights

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52 – DOORS				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
1. Door no closing indicating system	C	1	0	(O) May be inoperative provided it is determined through a visual check that the doors are closed and locked. <u>Operational Procedure:</u> See section 4.3 § 1 of FM The crew shall ensure before and during flight that the requirements regarding the mentioned checks are adhered to.

62 – MAIN ROTOR				
(1) SYSTEM – EQUIPMENT DESCRIPTION ITEM	(2) REPAIR TIME INTERVAL CATEGORIES	(3) NUMBER INSTALLED	(4) NUMBER REQUIRED FOR FLIGHT	(5) REMARKS AND/OR EXEPTIONS
1. Co-pilot rotor RPM indicator	A	1	0	May be inoperative for 1 (one) flight only, provided the NR function of the triple tachometer is operative.

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63 – MAIN ROTOR DRIVE				
(1) SYSTEM – EQUIPMENT DESCRIPTION	(2) REPAIR TIME INTERVAL CATEGORIES			
ITEM		(3) NUMBER INSTALLED		
			(4) NUMBER REQUIRED FOR FLIGHT	
				(5) REMARKS AND/OR EXEPTIONS
1. Rotor brake system	C	1	0	(M) (O) May be inoperative. <u>Maintenance Procedure</u>: A check is performed to determine the rotor disc is free Maintenance shall ensure before flight that the requirements regarding the mentioned check is adhered to. <u>Operational Procedure</u>: For rotor stopping, aircraft should be directed with a headwind below 30 kts. See section 3.3 § 11 of FM. The crew shall ensure before and during flight that the requirements regarding the mentioned limitations are adhered to.
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.

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