MARITIME HELICOPTERS

3520 FAA Road
Homer, AK 99603

Telephone: (907) 235-7771

206/407 SERIES

MINIMUM EQUIPMENT LIST

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Revision 10
10/20/17

U.S. Department
of Transportation
**Federal Aviation
Administration**

Juneau Flight Standards District Office

FAA Juneau FSDO 05
3032 Vintage Park Blvd.
Suite 106
Juneau AK 99801
(907) 790-7315

January 9, 2018

Steve Slade, Director of Maintenance
Maritime Helicopters, Inc.
3520 FAA Road
Homer, AK 99603

Dear Mr. Slade,

Maritime Helicopters, Inc.'s Bell 206L/407 Series Fleet Minimum Equipment List, Revision 10, dated October 20, 2017, has been approved.

If you have any questions, you can contact me at 790-7302 or Jon.Percy@faa.gov.

Sincerely,

Jon Percy
Principal Operations Inspector

LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
9	08/15/2017	All Pages	SDS
10	10/20/2017	i, ii, iv, 34-5	SDS

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Control Page

Developed from FAA MMEL Bell Helicopter Textron 206L and 407 Series Rev. 5 05/11/17

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APPROVED 1/9/2018
(date)
FAA, AAL ~~FSDO-05~~
AVIATION SAFETY INSPECTOR

Definitions

1. System Definitions.

2. Not Required

3. ATA System Page. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.

   A. Item. This column depicts the equipment, system, component, or function listed in the “Item” column.

   B. Repair Category. See definition #24.

   C. Number Installed. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the “-” symbol is used.

   D. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the “Remarks or Exceptions” column are met. Where the MEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

   E. Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

   F. Provisos. Provisos are indicated by a number or a lower case letter in “Remarks or Exceptions”. Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.

   G. Notes. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.

   H. Vertical Bar (change bar). A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MEL are removed prior to the release of the next revision.

4. Rotorcraft Flight Manual (RFM). The FAA-approved RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term “approved flight manual” can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.

5. Not Used.

6. Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR). CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.

7. Considered Inoperative. The phrase, “Considered Inoperative”, as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MEL provisions, including any (M) and (O) procedures and observing the repair category.

8. Continuing Authorization – Single Extension. An aircraft operator who has the authorization to use an FAA approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.

9. Dash (-). Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.

10. Day of Discovery. This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MEL items; i.e., categories A, B, C, and D.

11. Deactivated and/or Secured. When the MEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.

12. Deleted. "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.

13. Not required.

14. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.

15. Flight Day. A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by Maritime Helicopters, during which at least one flight is initiated for the affected aircraft.

16. Not required.

17. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).

18. Inoperative. 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) and/or tolerance(s).

19. Inoperative Components of an Inoperative System. Inoperative instrument and equipment items, which are components of a system that 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 MEL).

20. Is Not Used. The phrase “Is Not Used” in the provisos, remarks or exceptions for an MEL instrument or equipment item may specify that another item in the MEL “is not used”. In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, (O) operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

21. Nonessential Equipment and Furnishings (NEF). NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.

22. Operative. An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.

23. Placarding. Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.

24. Repair Category. All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):

    A. Repair Category A. This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hors, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

    B. Repair Category B. This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.

    C. Repair Category C. This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.

    D. Repair Category D. This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.

25. Takeoff. Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.

26. Not Used.

27. Visible Moisture. 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.

28. Visual Flight Rules (VFR). VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

29. Visual Meteorological Conditions (VMC). 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.

30. (M). This 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 aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.

31. (O). This 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 flightcrew; 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 aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.

32. Electronic Fault Alerting System. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.

A. NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE BELL 206/407 SERIES AIRCRAFT.

PREAMBLE
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication 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.

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator 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 wings, flaps, and rudders. 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 by the Administrator. 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 and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the 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 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 repairs can be accomplished. It is important that repairs 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.

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 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator 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 14 CFR. 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. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will 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.

Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Maritime Helicopters Guidelines for (M) & (O) Procedures are based on the Maintenance and Operational Procedures for the 206L-3, 206L-4, and 407 aircraft.

MEL PROCEDURES

General

MEL procedures are to be followed by the Maritime Helicopters flight and maintenance personnel in the use of this Minimum Equipment List (MEL). This document must be reviewed and approved by the FAA FSDO.

It is the pilot in command's responsibility to become thoroughly familiar with Maritime Helicopters policies and procedures concerning the use of MEL's. All items related to the airworthiness of the aircraft not included in the MEL are required to be fully and properly operative.

If the MEL remarks require a maintenance procedure, that procedure must be accomplished and recorded in accordance with CFR Sections 43.9, 91.405 and 135.411 prior to flight. Maritime Helicopters will ensure that all discrepancies are recorded in the aircraft log book.

When inoperative items are noted, the pilot or maintenance personnel will record it in accordance with CFR Section 43.9 and enter it in the **DISCREPANCY** column of the aircraft log book. If the inoperative item is allowed by the MEL, it will be deferred by an entry in the **CORRECTIVE ACTION** column of the aircraft log book, with the MEL Code and a statement acknowledging MEL approval to include applicable remarks;

DISCREPANCY	ATA/MEL	CORRECTIVE ACTION
1) Landing light inop (Name, Cert #)	3340-05	1) Landing light MEL'd I/A/W MHI Bell 206/407 MEL, aircraft
		restricted to day operations only. Discrepancy transcribed
		to the MEL Discrepancy and Deferral Report.
		(Date, Acft TT, Name, Cert#)

Discrepancies are then transcribed to the MEL Discrepancy and Deferral Report, located on the back side of the front page of the aircraft log book. They must be corrected no later than the period specified by the letters (A, B, C, D). As soon as practical after discovering the failure, Maritime Helicopters shall make arrangements at the home base or at a suitably equipped repair facility to accommodate the repairs within the limitations if the aircraft is to be kept in service.

When the discrepancy is corrected, the person performing the maintenance will record/transcribe the initial entry from the MEL Discrepancy and Deferral Report back into the aircraft's current log book page as a **DISCREPANCY.** Then under the **CORRECTIVE ACTION,** enter *how* is was rectified such as repaired, replaced, etc. The correction entry will also be recorded on the MEL Discrepancy and Deferral Report to include date, time and aircraft log page number, thus closing out the MEL item. If there are any open MEL discrepancies when changing log books, they must be carried forward

NOTE: Any item which is inoperative, but required by special flight conditions, must be repaired before operating in those conditions.

The aircraft log book and MEL Discrepancy and Deferral Report must be on board the aircraft during flight operations so the pilot in command will be aware of any inoperative instruments or equipment. It is incumbent on the PIC to review the MEL Discrepancy and Deferral Report before accepting an aircraft for flight, ensuring the aircraft does not depart with expires deferrals. Maritime aircraft are not authorized to depart with any expired deferrals.

The operator or PIC shall ensure that the proper aircraft log book entries are made by maintenance personnel when appropriate such as **(M)** procedures. The PIC or Maintenance personnel shall ensure the proper placards are affixed per the MEL as applicable.

The Pilot-in-Command (PIC) shall make the final decision to defer based on:

a. This minimum equipment list.
b. All applicable Federal Aviation Regulations.
c. All applicable Airworthiness Directives.
d. Good judgment.
e. Input from maintenance personnel, when applicable.

Placards

The PIC or maintenance personnel shall affix the required placard. Remove a red sticker from the envelope inside the aircraft log CAN and attach to or near the affected control of the inoperative item. Date the sticker with the current day's date and MEL Item # and System number.

Duties and Responsibilities

- The pilot or mechanic is responsible for the discovery and initiation of all MEL requests and notification to either the Fairbanks Maintenance Lead or the Chief Inspector.
- The Chief Inspector will be responsible for of all MEL items, status of parts and repair processes.
- The Director of Maintenance shall retain overall responsibility for MEL management. Additionally, the DOM shall be responsible for any changes required for this manual and shall work with the local FSDO for approval.

Method of Tracking

MEL discrepancies shall be tracked by the Chief Inspector for all company aircraft. This will include number of items per aircraft, reason for any delays, length of delay and an estimated date item will be repaired.

For all aircraft that report to the Fairbanks, MEL items and a Plan for Repair will be discussed with the Fairbanks Maintenance Lead. For aircraft that report to the Homer Base, the Chief Inspector shall be notified of MEL items and a Plan for Repair discussed.

NOTE: It is the responsibility of the Fairbanks Maintenance Lead to keep the Chief Inspector informed of MEL status on FAI assigned aircraft via daily status report, phone or email for the Chief Inspector to track.

Plan for Repair

MEL deferrals that cannot be corrected by simple part(s) replacement, a Plan for Repair shall be discussed with either the Fairbanks Maintenance Manager or Chief Inspector who will then assist in making arrangements for specialized tooling and/or facilities to correct the discrepancy.

Unavailability of Parts

If parts are not on hand, they must be ordered with the quickest possible shipping method that will have the part arrive and be able to installed prior to the end of the allowed deferral timeframe. If a vendor indicates there will be any delay in filling an order, an expected delivery date shall be requested, tracked and noted in the Plan for Repair.

Procedure for Controlling Extensions

In some situations, MEL items may not be rectified prior to the allotted Category time, due to possible parts delays, specialized tooling or access to suitable repair facilities. In these instances, a MEL extension request shall be sent to the Flight Standards District Office Certificated Team responsible for Maritime Helicopters. Included in the request shall be the reason for the delay and a revised Plan of Action to correct the discrepancy.

Extension requests shall be submitted PRIOR to the MEL expiration and in the form of an email. A reply with FAA approval must be received before deferrals may be extended. Approvals shall be recorded and tracked along with the MEL Plan of Repair.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
18. HELICOPTER VIBRATION					
1810-01	Vibration Monitoring System				**Deleted**

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
21. AIR CONDITIONING					
2100-01	Air Conditioner (Freon)	**D**	**-**	**0**	May be inoperative provided system is deactivated/secured. **(M)** Maintenance will; 1) inspect air conditioner in accordance with manufacture's recommendations and determine failure cause to assure no further damage will occur, 2) ensure drive system is not restricted by rotating compressor or removing belt 3) deactivate system by pulling circuit breaker and securing with collar.
2100-02	Bleed Air ECU System	**D**	**-**	**0**	May be inoperative provided system is deactivated/secured. **(M)** Maintenance will pull and collar the Heater CB and disconnect the bleed air heater line at the engine scroll and cap the outlet with a stainless-steel cap. A leak check will be performed before return to service.
2140-01	Cabin Heating System				May be inoperative provided system is deactivated/secured.
	a) Combustion	**C**	**0**	**0**	Not Installed
	b) Shroud	**C**	**0**	**0**	Not Installed
	c) Bleed Air	**C**	**1**	**0**	May be inoperative provided system is deactivated / secured and defogging system is operative. **(M)** Maintenance will pull and collar the Heater CB and disconnect the bleed air heater line at the engine scroll and cap the outlet with a stainless-steel cap. A leak check will be performed before return to service.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
21. AIR CONDITIONING					
2140-02	Defogging System				May be inoperative provided system is deactivated/secured.
	a) Bleed Air	**C**	**-**	**0**	May be inoperative provided system is deactivated / secured and cockpit vent and defog blower fan is operative. **(M)** Maintenance will pull and collar the Heater CB and disconnect the bleed air heater line at the engine scroll and cap the outlet with a stainless-steel cap. A leak check will be performed before return to service.
	b) Cockpit Vent	**C**	**-**	**0**	May be inoperative provided cabin ventilation system and defog blower are operative. **(O)** May be inoperative provided pilot, turns DEFOG blower on and opens both front sliding windows.
	c) Defog Blower Fan	**C**	**-**	**0**	May be inoperative provided system is deactivated/secured, cabin heating is operative for flight in visible moisture and the cockpit vent is operative. **(M)** Maintenance will pull and collar the Defog Blower Fan CB and placard the Bleed air ECU System switch on overhead switch panel.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
22. AUTO FLIGHT					
2216-01	Force Trim System	**D**	**-**	**0**	May be inoperative for VFR only.

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
23. COMMUNICATIONS						
2310-02	Satellite Tracking or Satellite Phone Systems(s)	**D**	**1**	**0**	**NOTE:** SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.	
2312-01 (PL-95)	Communications Systems (VHF)	**D**	**2**	**1**	Any in excess of those required by FAR may be inoperative provided it is not powered by the, Emergency DC Bus, Battery Bus, or the DC Transfer Bus and not required for emergency procedures.	
	a) VHF Communications Control Panels					
	1. Frequency Transfers Light	**C**	**-**	**0**		
	2. Frequency Transfer Switch	**C**	**-**	**0**		
	3. Frequency Selector Knob	**C**	**-**	**2**		
	4. Frequency Indication	**C**	**-**	**2**		
2312-02	Communications Systems (FM)	**D**	**1**	**0**	May be inoperative provided operations do not require its use.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
23. COMMUNICATIONS (Cont'd)						
2340-02	Intercom System (ICS) Cockpit	**C**	**2**	**1**	ICS for pilot not flying (PNF) may be inoperative for VFR provided a second in command is not required.	
	Cabin	**D**	**-**	**0**	Any in access of those required may be inoperative, provided alternate procedures are established and used with passengers. **(O)** Pilot shall brief the passenger(s) regarding alternate normal and emergency procedures to be used. The Pilot briefing must include any appropriate operating restrictions. **NOTE:** May be inoperative for non-passenger carrying operations.	
2350-01	Audio Panel (GMA 350H) **(407GX)**	**C**	**0**	**0**	Not applicable	
	(407/206)	**D**	**-**	**0**	May be inoperative	
2350-2	Iridium Satellite Transceiver (GSR 56H)	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	
2350-3	Garmin Datalink and Storage Unit	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	
2350-4	Garmin XM Weather/Radio Datalink	**D**	**-**	**0**	May be inoperative provided operations do not require its use.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
24. ELECTRICAL POWER						
2421-02	Generator **(206L4T)**				**Deleted**	
2425-01	Ammeter Exceedance Monitoring Indicator **(407/407GX)**	**B**	**1**	**0**	May be inoperative provided Ammeter is operative.	
2434-02	Generator Caution System (**206B-3**, s/n 4311 and subsequent, and **206L/L-1/L-3/L-4)**	**B**	**1**	**0**	May be inoperative provided the Loadmeter is operative.	
2434-03	Digital Voltmeter **(407/407GX)**	**C**	**1**	**0**	May be inoperative	
2435-01	Start Caution Light **(407/407GX)**	**C**	**1**	**0**	May be inoperative, comply with RFM Section 3. **(O)** When attempting an engine restart in either auto or manual mode the start switch must be disengaged manually at 50% NG.	
2437-01	Generator Caution System **(407/407GX)**	**C**	**1**	**0**	May be inoperative provided Ammeter and Voltmeter is operative.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	Nonessential Equipment and Furnishings (NEF) Items	**D**	**-**	**0**	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the Maritimes NEF manual. **(M)(O)** Procedures, if required, are available to the flight crew and included in the Maritime NEF manual.	
2500-09	Printed Supplemental Safety Information	**C**	**-**	**0**	May be missing or inoperative provided: **a)** No passengers are carried, and **b)** Alternate procedures are established and used. **(O)** Pilot may carry non-revenue passengers but shall include a safety briefing on normal and emergency procedures to include smoking, seat belts, emergency exits and flotation equipment. The Pilot briefing must include any appropriate operating restrictions.	
2510-01	Crewmember Shoulder Harness	**B**	**2**	**1**	Copilot shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
25. EQUIPMENT/FURNISHINGS (Cont'd)					
2520-01 (PL-79)	Passenger Seat	**D**	**6**	**0**	May be inoperative provided: **a)** Seat does not block an Emergency Exit, **b)** Seat does not restrict any passenger from access to the main aircraft isle, and **c)** The affected seat(s) are blocked and placarded "DO NOT OCCUPY". **NOTE 1**: A seat with an inoperative seat belt is considered inoperative. **NOTE 2**: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.) is considered inoperative.
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	**C**	**6**	**0**	May be inoperative provided the seat is blocked and placarded. **(M)(O)** The seat will be blocked with tape and placarded "DO NOT OCCUPY"
2550-01	Cargo Suspension System	**D**	**1**	**0**	May be inoperable provided the system is blocked and placarded. **NOTE**: Cargo Swing Load Indicator may be inoperative provided another accurate means of weighing the sling load is available. **(M)** Ensure system is deactivated and secured by pulling and collaring the suspension system CB. No Class B loads allowed.
2550-03 (PL-100)	Cargo Restraint Systems	**C**	**1**	**0**	May be inoperative or missing provided cargo compartment remains empty.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
25. EQUIPMENT/FURNISHINGS (Cont'd)					
2560-01	Flotation Equipment	**C**	**0**	**0**	Not installed.
2560-03 (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	**D**	**-**	**1**	Any in excess of one (1) may be incomplete, missing, or inoperative.
2562-01 (PL-120)	Emergency Locator Transmitter (ELT)				
	Survival Type ELT	**D**	**0**	**0**	Not installed.
	Fixed ELT	**A**	**1**	**0**	May be inoperative provided; **a)** System is deactivated, and **b)** Repairs are made within 90 days. **(M)** Remove ELT and placard "ELT not installed" in plain view of flight crew.
		A	**1**	**0**	May be missing provided repairs are made within 90 days.
		D	**0**	**0**	Not installed.
		D	**0**	**0**	Not installed.
2562-03	ELT Remote Switch	**D**	**1**	**0**	May be inoperative provided ELT transmitter is armed and functional **(M)** Unplug remote switch from ELT, stow and secure.
2570-01	Heli-Preheat System	**C**	**1**	**0**	May be inoperative provided system is deactivated/secured. **(M)** Remove inline fuse

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
26. FIRE PROTECTION					
2622-01 (PL-75)	Portable Fire Extinguisher	**D**	**-**	**1**	One (1) fire extinguisher must be installed. Any in excess of those required may be inoperative, or missing provided: **a)** Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and **b)** Required weight and balance is maintained.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
27. FLIGHT CONTROLS					
2700-01	Pedal Stop System **(407)**	**C**	**1**	**0**	May be inoperative provided the flight is in accordance with the RFM. **(M)** Pull the pedal stop emergency release to ensure pedal stop is retracted. **(O)** Pilots must ensure their feet remain on the tail rotor pedals at all times while the rotors are turning. VNE is restricted to a maximum of 60 KIAS.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
28. FUEL						
2800-01	Solenoid Drain Valve System	**D**	**-**	**0**	May be inoperative provided it is not the first flight of the day and the aircraft has not been refueled, and **(M)** Prior to flight, crew shall perform a visual check to verify the manual drain valve is closed.	
2810-01	Auxiliary Fuel Tank **(407)**	**C**	**-**	**0**	May be inoperative provided: **a)** Flight is not predicated upon its use of the system, and **b)** Auxillary tank fuel is considered in weight and balance computations.	
2822-02	Left or Right Fuel Boost Pump Caution Light **(407)**	**C**	**2**	**0**	May be inoperative provided the Fuel Pressure Indicator is operative to enable the pilot to verify fuel pump is operative.	
2822-03	Right Fuel Boost Pump Caution Light **(206L)**	**B**	**2**	**1**	The Fuel Boost Pump Light may be inoperative provided: **a)** Fuel Pressure Gauge is operative to enable the crew to verify the fuel boost pump is operative, **b)** The forward Fuel Quantity Switch (S/N 51244 and sub) is operative, and **c)** Flight is conducted in accordance with the RFM. **(O)** When the right fuel boost pump is inoperative, the aircraft will not be operated above 6000' PA.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
28. FUEL					
2822-05	Fuel Transfer (XFR) Pump **(407)**	**C**	**2**	**0**	**(O)** May be inoperative provided: **a)** Flight is not predicated upon the use of fuel trapped in the forward fuel tank, **b)** Unusable fuel could be as high as **135 lbs. (407)** or **160 lbs. (206L)** in the forward tank, and **c)** Procedures should be added to the operators manual, if required. **(M)** Verify the Fuel Quantity Gauge System and Low Fuel Caution Light System are operative.
	a) Ejector Pump **(206L)**	**B**	**1**	**0**	
2822-06	Left or Right XFR Pump Caution Light **(407)**	**C**	**2**	**0**	May be inoperative provided the forward Fuel Quantity Gauge is operative to enable the pilot to verify that the pumps are transferring fuel to the aft tank. Unusable fuel could be as high as **135 lbs. (407)**. **(O)** Pilot shall press the forward Fuel Quantity Gauge button at 450 lbs. indicated to verify that pumps are transferring fuel to the aft tank. The pilot shall press the fuel quantity gauge button again at 340 lbs indicated to verify that the forward tank is empty.
2841-01	Fuel Quantity Gauge	**C**	**1**	**0**	May be inoperative provided: **(O)** Prior to initiation of flight, the PIC shall verify fuel quantity is full during fueling of aircraft. Flight time may not exceed two (2) hours, and **(M)** A low fuel caution light system must be installed and functional.
2841-02	FUEL LOW Warning Caution Light System	**C**	**1**	**0**	May be inoperative provided the Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank. Also, the fuel transfer system and Fuel XFR Pump Caution Light must be operative **(407)**.
2844-01	Fuel Flow Indicator **(206L4T)**	**B**	**0**	**0**	Not applicable
	(407)	**C**	**1**	**0**	**(M)** One may be inoperative provided system is deactivated and secured by pulling and collaring circuit breaker.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
29. HYDRAULIC POWER					
2930-01	Hydraulic System Caution Light **(206)**	**C**	**1**	**0**	May be inoperative provided flight is conduction in accordance with the RFM by verifying HYD SYS switch is in the on position.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
30. ICE AND RAIN PROTECTION						
3030-01	Engine Anti-Icing System	**B**	**1**	**0**	May be inoperative provided known and forecast conditions for flight are at ambient temperatures above +4.4 degrees C (40 degrees F) with no visible moisture, and **(O)** Aircraft restricted to VFR only	
	Anti-Ice Lights **(407)**	**B**	**2**	**0**		
3030-02	Pitot Heat **(206)**	**C**	**1**	**0**	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3030-03	Pitot/Static Port Heater System **(407)**	**C**	**1**	**0**	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3080-01	Automatic Engine Reignition Kit	**C**	**1**	**0**	May be inoperative provided aircraft is configured as required by RFM for flight in falling or blowing snow.	

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
31. INSTRUMENTS					
3100-03	Garmin G500H Flight Display System	**C**	**-**	**0**	May be inoperative for VFR other than Night unless item 3100-04 is installed and operational, then it may be inoperative for night.
3100-04	ESI-2000 Electronic Standby Indicator	**C**	**-**	**0**	May be inoperative provided operation does not require its use.
3110-05 (PL-121)	Electronic Flight Bag Systems (EFBs)				
	Class C EFB's	**C**	**0**	**0**	Not installed
		D	**0**	**0**	Not installed
	Data Connectivity (Class 2)	**C**	**0**	**0**	Not installed
	Power Connection (Class 1 and 2)	**C**	**-**	**0**	May be inoperative provided alternate procedures are established and used. **(O)** All company iPads will be fully charged before the first flight of the day. When the iPad charge drops below 50% the aircraft must be landed within 3 hours and the iPad must be recharged.
		D	**-**	**0**	May be inoperative provided procedures do not require its use.
	Mounting Device (Class 2)	**C**	**0**	**0**	Not installed
3120-01	Clock	**D**	**-**	**0**	May be inoperative for VFR
3120-02	OAT/Free Air Temperature Indicator	**C**	-	**1**	May be inoperative provided approved alternate onboard OAT source is installed and operative.
3120-03	Davtron Indicator (OAT/Clock/Timer/ PA/DA/Voltmeter)	**D**	**-**	**0**	May be inoperative provided operation does not require its use, and **(M)** Inoperative mode must be placarded prior to flight.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
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					4. REMARKS & EXCEPTIONS
31. INSTRUMENTS (Cont'd)					
3120-04	Hour Meter	**D**	**-**	**0**	May be inoperative provided an alternate means is utilized for recording time in service. **(O)** All flight time with hour meter inoperative will be recorded and entered in the aircraft logbook, and **(M)** Adjustments to maintenance time will be recorded in the logbook when the hour meter is repaired.
3130-01	Health Usage Monitoring System (HUMS)	**C**	**0**	**0**	**MOVED** to item 4500-01.
3130-02	Aircraft/Engine Monitoring System	**C**	**0**	**0**	**MOVED** to item 4500-02.
3150-02	Warning Horn Mute Button **(407)**	**C**	**1**	**0**	May be inoperative provided the crew does not pull the caution circuit breaker to silence the audio system.
	(206)	**C**	**1**	**0**	May be inoperative provided the crew does not pull the caution circuit breaker to silence the audio system. **NOTE:** The engine out audio may be deactivated, reference TB 206-82-71.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
31. INSTRUMENTS (Cont'd)						
3170-01	FADEC/ECU Maintenance Switch **(407)**	**D**	**1**	**0**	May be inoperative.	
3170-02	FADEC/ECU Maintenance Download Port **(407)**	**D**	**1**	**0**	May be inoperative.	
3170-03	Engine Instruments Maintenance Download Port **(407)**	**D**	**1**	**0**	May be inoperative.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
32. LANDING GEAR						
3200-01	Weight ON Gear System **(407)**	**C**	**1**	**0**	May be inoperative provided: **a)** An alternate method to record Flight time is used, and **b)** The transponder is controlled manually **(O)** All flight time with hour meter inoperative will be recorded and entered in the aircraft logbook, and **(M)** Adjustments to maintenance time will be recorded in the logbook when the hour meter is repaired	
3211-02	Snow Pads	**C**	**-**	**0**	May be inoperative provided equipment is secured or both snow pads removed, and landings on soft surfaces (i.e., mud or snow) are not conducted.	
3212-01	Emergency Floatation System	**C**	**-**	**0**	May be inoperative for Part 135 operations provided aircraft, except for take offs and landings, is operated in power off gliding distance of a suitable forced landing area.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
33. LIGHTS						
3310-01 (PL-77)	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System(s)	**C**	**1**	**0**	Individual lights may be inoperative provided: **a)** Remaining Lighting System are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, **b)** Remaining Lighting System are positioned so that direct rays are shielded from flightcrew members' eyes, and **c)** Lighting configuration and intensity is acceptable to the flightcrew. **Note 1**: Individual button/switch lights and/or annunciations/indications are excluded from this relief. **Note 2**: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing.	
3310-02	Cockpit Utility Light	**C**	**1**	**0**	May be inoperative.	
3320-03	FASTEN SEATBELT AND NO SMOKING Light (Cockpit)	**C**	**0**	**0**	Not Installed	
3320-04	Cabin Lighting System	**C**	**-**	**0**	May be inoperative for day or night non-passenger carrying operations.	

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
33. LIGHTS (Cont'd)					
3330-01	Baggage Compartment Lights	**D**	**-**	**0**	May be inoperative
3340-01	Position Light System	**C**	**1**	**0**	May be inoperative for day operations.
3340-02	Anti-collision light System	**C**	**1**	**0**	May be inoperative for day operations.
3340-03	Strobe Lights	**D**	**-**	**0**	May be inoperative provided operations do not require its use.
3340-04	Pulse Lights	**D**	**-**	**0**	May be inoperative provided operations do not require its use.
3340-05	Landing Lights	**C**	**-**	**0**	May be inoperative for day operations. May be inoperative for night flight providing aircraft is not operated for hire.
3340-06	Taxi Light	**D**	**-**	**0**	May be inoperative
3340-07	External Search Light	**D** **C**	**-** **-**	**0** **0**	May be inoperative May be inoperative provided operations do not require its use.
3340-08	External Utility Lights	**D**	**-**	**0**	May be inoperative
3340-09	Supplement Lighting System	**D**	**0**	**0**	Not installed
3350-01	Flashlight(s)	**D**	**1**	**0**	May be inoperative for day operations.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
34. NAVIGATION					
3413-01	Vertical Speed Indicator (VSI) **(206)**	**D**	**1**	**0**	May be inoperative
3414-01	Airspeed Indicator (**206L-1/L-3/L-4** with STC SH4099SW)	**C**	**0**	**0**	Not Installed
3414-02	Standby Airspeed Indicator	**D**	**0**	**0**	Not Installed
3414-03	Traffic Advisory System (TIS/TAS/TCAD)	**D**	**0**	**0**	May be inoperative provided: **a)** System is deactivated and secured, and **b)** Enroute or approach procedures do not require its use.
3416-01	Altimeter (**206L-1/L-3/L-4** with STC SH4099SW)	**C**	**0**	**0**	Not Installed
3416-02	Standby Altimeter	**D**	**-**	**0**	May be inoperative, not required by CFR.
3416-03	Altitude Encoder	**C**	**0**	**0**	May be inoperative, providing; **a)** Enroute operations do not require its use, and **b)** Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
3416-04	Altitude Alerting System	**C**	**-**	**0**	May be inoperative provided en route operations do not require its use.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS

34. NAVIGATION (Cont'd)						
3421-01	Pitch and Bank Indicator	**C**	**2**	**1**	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second in command is not required.	
		C	**1**	**0**	May be inoperative for VFR (other than night).	
3421-02	Standby Attitude Indicator	**D**	**-**	**0**	May be inoperative for VFR (other than night).	
3422-01	Direction Indicator	**C**	**2**	**1**	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second In command is not required.	
		C	**1**	**0**	May be inoperative for VFR (other than night).	
3422-02	Standby Compass	**D**	**1**	**0**	May be inoperative for VFR (other than night).	
3422-03	Magnometer **(407)**	**B**	**1**	**0**	May be inoperative provided: **a)** Flight is conducted in **VFR** condition (excluding OTT), and **b)** Standby Compass indicator is functional. **(O)** Pilot shall limit operations to Day VFR	
3424-01	Rate of Turn Indicator	**C**	**2**	**1**	One may be inoperative on the pilot not flying (PNF) side for VFR provided a second in command is not required. **(M)** Slip Skid Indicator may be inoperative provided an alternate approved indicator is installed and functional.	
		D	**1**	**0**	May be inoperative for VFR	
3424-02	Slip Skid Indicator	**C**	**-**	**1**	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second in command is not required.	
		C	**-**	**0**	May be inoperative for VFR (other than night).	
3425-01	Flight Director	**C**	**0**	**0**	Not Installed	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
34. NAVIGATION (Cont'd)					
3431-01	ILS/Localizer System	**C**	**-**	**0**	May be inoperative provided navigation is not predicated on its use.
3432-01	ILS/ Glideslope System	**C**	**-**	**0**	May be inoperative provided navigation is not predicated on its use.
3434-01	Marker Beacon	**D**	**-**	**0**	May be inoperative provided approach is not predicated on its use.
3444-01	Radar altimeter	**C** **D**	**-** **-**	**1** **-**	One must be operative. One or more may be inoperative provided: **a)** Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, **b)** VFR Night operation is not performed with NVG, and **c)** Operating requirements do not require its use.
3444-02	Helicopter Terrain Avoidance Warning System (HTAWS)	**C** **D**	**0** **0**	**0** **0**	Not installed Not installed
3445-01	Traffic Advisory System (TIS/TAS/TCAD)	**D**	**0**	**0**	Not installed
3445-02 (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	**B**	**0**	**0**	Not installed

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
34. NAVIGATION (Cont'd)						
3451-01 (PL-03)	Distance Measuring Equipment (DME) Systems	**D**	**-**	**0**	May be inoperative provided navigation is not predicated on its use.	
3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	**B**	**1**	**0**	May be inoperative, provided: **a)** Operations do not require its use, **b)** Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	**-**	**1**	Any in excess of one (1) may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	**A**	**0**	**0**	Not installed	
	2) ADS-B Squitter Transmission	**D**	**0**	**0**	Not installed	
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	**D**	**0**	**0**	Not installed	
3452-03	ATC Transponders and Automatic Altitude Reporting Systems				**Deleted**	
3454-01	VOR System	**C**	**1**	**0**	May be inoperative provided navigation is not predicated on its use.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
34. NAVIGATION (Cont'd)					
3457-01	Global Positioning System (GPS)	**C**	**1**	**0**	May be inoperative provided navigation is not predicated on its use.
3457-08	Garmin GTN (GPS) 6XX/7XX Navigation System **(206L/407)** (STC SR02120SE)	**C**	**-**	**0**	May be inoperative provided approach is not predicated on its use.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
52. DOORS						
5210-01	Pneumatic Door Opening System	**D**	**-**	**0**	May be inoperative or missing provided the door retention strap is installed.	
5210-02	External Door Indicating System	**C**	**1**	**0**	May be inoperative provided **(O)** Pressure is applied against the inward opening access door(s) to verify that the doors are closed and locked prior to flight.	
5270-01	Litter Door Caution System **(206L/407)**	**C**	**1**	**0**	May be inoperative provided **(O)** Visually check that the door is closed and latched prior to flight.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS	
63. MAIN ROTOR DRIVE						
6300-01	Transmission Oil Temperature Indicating System.	**B**	**1**	**0**	May be inoperative provided: **a)** Transmission oil temperature warning light system is operative, **b)** Transmission oil pressure indicating system and warning light are operative. **(O)** Aircraft shall not depart facility where repairs or replacements can be made.	
6300-02	Transmission Oil Pressure Indicating System.	**B**	**1**	**0**	May be inoperative provided: **a)** Transmission oil pressure warning light system is operative, **b)** Transmission oil temperature indicating system and warning light are operative. **(O)** Aircraft shall not depart facility where repairs or replacements can be made.	
6300-03	Transmission Oil Temperature Warning Light Indicating System	**B**	**1**	**0**	May be inoperative provided: **a)** Transmission oil temperature is operative, **b)** Transmission oil pressure warning light and indicating system are operative. **(O)** Aircraft shall not depart facility where repairs or replacements can be made	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
63. MAIN ROTOR DRIVE (Cont'd)						
6300-04	Transmission Oil Pressure Warning Light Indicating System	**B**	**1**	**0**	May be inoperative provided: **a)** Transmission oil pressure indicating system is operative, **b)** Transmission oil temperature warning light and indicating system are operative. **(O)** Aircraft shall not depart facility where repairs or replacements can be made	
6300-05	Main Rotor Transmission Chip Detector Indicating System	**B**	**1**	**0**	May be inoperative provided all system chip detectors are visually inspected for debris prior to each flight. **(M)** Mechanic shall remove and inspect each chip detector prior to each flight.	
6300-06	Primary source of N_r Indication **(407)**	**C**	**1**	**0**	May be inoperative provided alternate source of N_r indication is functional.	
6300-07	Secondary source of N_r indication	**C**	**1**	**0**	May be inoperative provided primary source of N_r indication is functional.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
65. MAIN ROTOR DRIVE (Cont'd)					
6321-01	Rotor Brake System	**C**	**1**	**0**	May be inoperative provided an inspection is performed to determine the main rotor is free to rotate. **(O)** Before each flight**, t**he PIC will conduct a visual inspection to determine the rotor brake pads are not contacting the rotor disk brake and that the main rotor rotates freely by hand. **(M)** Maintenance shall; **a)** Safety the handle in the off position to prevent inadvertent use of the rotor brake, **b)** Ensure the brake pads are not contacting the rotor brake disk, **c)** Perform a visual inspection to ensure that no hydraulic leaks exist, and **d)** Ensure that the main rotor rotates freely by hand.

JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	1. REPAIR CATEGORY	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS & EXCEPTIONS
65. TAIL ROTOR DRIVE					
6520-01	Tail Rotor Gearbox Chip Detector Indicating System	**B**	**1**	**0**	May be inoperative provided the tail rotor gearbox chip detector is visually inspected for debris prior to each flight. **(M)** Mechanic shall remove and inspect chip detector prior to each flight.

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
71. POWERPLANT						
7160-01	Engine Air Particle Separator/Particle Purge System					
	(206L-1/LT)	**C**	**0**	**0**	Not Applicable.	
	(206A/B/L/L-3/ L-4/407)	**C**	**1**	**0**	May be inoperative provided the operations are conducted in accordance with RFM.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
77. ENGINE INDICATING						
7714-01	Tachometer, Dual Indicating (N_2/N_r), N_2 Indicator **(206)**	**B**	**1**	**0**	N_2 indicator may be inoperative provided N_r, N_1, and engine torque indicators are operative.	
7714-02	Tachometer, Dual Indicating (N_2/N_r), Np Indicator **(407)**	**B**	**1**	**0**	N_p indicator may be inoperative provided N_r, N_1, and engine torque indicators are operative.	
7720-01	TOT Overtemp Light System	**C**	**1**	**0**	May be inoperative provided TOT indicator is operative.	
7720-02	Engine Exceedance System “Check Inst” Light in the C/W panel, “E” flag on the MGT, TRQ and NG gauges, and “INSTR CHECK” Switch **(407)**	**D**	**3**	**0**	May be inoperative	
7797-01	“LCD TEST” Switch System **(407)**	**D**	**1**	**0**	May be inoperative provided all LCD segments illuminate during indicators’ initial flight power-up.	

JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
					4. REMARKS & EXCEPTIONS
79. ENGINE OIL					
7920-01	Engine Scavenge Filter Bypass Indicator	**D**	**1**	**0**	May be inoperative provided bypass indicator did not extend in conjunction with engine chip light.