**Minimum Equipment List (MEL)**

Revision: 6

Date: 1 August 2025

**Sikorsky Aircraft Corporation**

**S-76C++**

**(H1NE)**

**4X-BHT**

**4X-BHS**

**4X-BHP**

**4X-BEX**

**4X-BOB**

**4X-BOA**

**4X-BOI**

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| |  | | --- | | **The MEL is based on MMEL Sikorsky Aircraft Corporation**  **S-76A, S-76B, S-76C**  **Approved by FAA,**  **Normal Revision 12 – Date 8.3.21** | |

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| **TABLE OF CONTENTS** |
| --- |

| **SYSTEM NO.** | **SYSTEM** | **PAGE NO.** |
| --- | --- | --- |
|  | Cover Page | 1 |
|  | Table of Contents | 2 |
|  | Log of Revisions | 3 |
|  | Record of Revisions | 4 |
|  | MEL approval Form | 5 |
|  | Control Page | 6-7 |
|  | Preamble | 8-9 |
|  | Definitions | 10-15 |
|  | (M) and (O) Procedures | 16-37 |
| 21 | Air Conditioning | 38 |
| 22 | Auto Flight | 39 |
| 23 | Communications | 40-41 |
| 24 | Electrical Power | 42 |
| 25 | Equipment/Furnishings | 43-45 |
| 26 | Fire Protection | 46 |
| 28 | Fuel | 47 |
| 30 | Ice and Rain Protection | 48-50 |
| 31 | Instruments | 51 |
| 32 | Landing Gear | 52 |
| 33 | Lights | 53-55 |
| 34 | Navigation | 56-60 |
| 45 | Central Maintenance System | 61 |
| 52 | Doors | 62 |
| 63 | Main Rotor Drive | 63 |
| 67 | Rotor Flight Controls | 64 |
| 77 | Engine Indicating | 65 |

| **LOG OF REVISIONS** | | |
| --- | --- | --- |
| **REV NO.** | **DATE** | **REVISED/DELETED INFORMATION** |
| 0 | 12/6/2022 | APPROVAL OF NEW MEL (BASED ON MMEL Rev. 12) |
| 1 | 17/7/2022 | UPDATE OF THE NUMBER OF PASSENGER SEATS  Addition of Helicopter 4X-BHS |
| 2 | 7/3/2023 | Addition of Helicopter 4X-BHP & HEMS configuration & Anti-collision Lighting |
| 3 | 08/05/2024 | Addition of Helicopter 4X-BEX |
| 4 | 04/07/2024 | Updates for NVG operations |
| 5 | 04/02/2025 | Addition of helicopters 4X-BOB & 4X-BOA, addition of Cargo Hook |
| 5.1 | 01/04/2025 | Addition of communication limitation for cargo hook operations |
| 6 | 01/08/2025 | Addition of Helicopter 4X-BOI |
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**RECORD OF REVISIONS**

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| **REV. NO.** | **DATE** | **INSERTED** | |
| **DATE** | **INITIALS** |
| 0 | 12/06/2022 | 12/06/2022 | SHARON SHILOH |
| 1 | 15/08/2022 | 15/08/2022 | SHARON SHILOH |
| 2 | 07/03/2023 | 07/03/2023 | SHARON SHILOH |
| 3 | 08/01/2024 | 08/01/2024 | Sean Coleman |
| 4 | 04/07/2024 | 04/07/2024 | Sean Coleman |
| 5 | 04/02/2025 | 04/02/2025 | Eyal Yogev |
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| 6 | 01/08/2025 | 01/08/2025 | Eyal Yogev |
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| **Revision Number:** 2 | **Revision Date:** Feb 2019 | **Last Review Date**: 3/3/2019 |

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| **MEL Approval Form** | | |
| Operator: BROOK AVIATION | | |
| Aircraft Make/Model/Series *(and Registration if required)*  Sikorsky Aircraft Corporation S-76C++  4X-BHT, 4X-BHS, 4X-BHP, 4X-BEX, 4X-BOB, 4X-BOA & 4X-BOI | | |
| MMEL issuing authority *(based on TC)*  FAA | Revision No.:  Rev. 12 | Date:  8th March 2021 |
| MEL Revision No.:  6 | Effective Date:  1st August 2025 | |



This MEL is approved in accordance with ANR.OPS 31A & 411A and in accordance with CAAI directive AW/OPS 1.1.008, for use by the above-mentioned operator.

This approval will expire 90 days after Revision No [current +1] to the MMEL is published by the MMEL issuing authority.

The submitted operations and maintenance procedures are acceptable, considering this operator's facilities, personnel and route structure.

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| Airworthiness Inspector | |  | | Operations Inspector | |
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| Date | |  | | Date | |

**CONTROL PAGE**

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| --- | --- | --- | --- |
| **DESIGNATION** | **PAGE** | **REV** | **DATE** |
| Cover page |  | 6 | 1 August 2025 |
| Table of Contents |  | 5 | 4 February 2025 |
| Log of Revisions |  | 6 | 1 August 2025 |
| Record of Revisions |  | 6 | 1 August 2025 |
| MEL Approval |  | 6 | 1 August 2025 |
| Control Page |  | 6 | 1 August 2025 |
| Control Page |  | 6 | 1 August 2025 |
| Preamble |  | 0 | 12 June 2022 |
| Preamble |  | 0 | 12 June 2022 |
| Definitions |  | 0 | 12 June 2022 |
| Definitions |  | 0 | 12 June 2022 |
| Definitions |  | 0 | 12 June 2022 |
| Definitions |  | 0 | 12 June 2022 |
| Definitions |  | 0 | 12 June 2022 |
| Definitions |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 6 | 1 August 2025 |
| (O&M) Procedures |  | 6 | 1 August 2025 |
| (O&M) Procedures |  | 5 | 4 February 2025 |
| (O&M) Procedures |  | 6 | 1 August 2025 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 5 | 4 February 2025 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 4 | 4 July 2024 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 2 | 7 March 2023 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |

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| --- | --- | --- | --- |
| **DESIGNATION** | **PAGE** | **REV** | **DATE** |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 6 | 1 August 2025 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| (O&M) Procedures |  | 0 | 12 June 2022 |
| Air Conditioning |  | 0 | 12 June 2022 |
| Automatic Flight |  | 0 | 12 June 2022 |
| Communication |  | 3 | 8 January 2024 |
| Communication |  | 6 | 1 August 2025 |
| Electrical Power |  | 6 | 1 August 2025 |
| Equipment and Furnishings |  | 5 | 4 February 2025 |
| Equipment and Furnishings |  | 6 | 1 August 2025 |
| Equipment and Furnishings |  | 6 | 1 August 2025 |
| Fire Protection |  | 0 | 12 June 2022 |
| Fuel System |  | 0 | 12 June 2022 |
| Ice and Rain Protection |  | 0 | 12 June 2022 |
| Ice and Rain Protection |  | 0 | 12 June 2022 |
| Ice and Rain Protection |  | 5 | 4 February 2025 |
| Instruments |  | 0 | 12 June 2022 |
| Landing Gear |  | 0 | 12 June 2022 |
| Lights |  | 4 | 4 July 2024 |
| Lights |  | 4 | 4 July 2024 |
| Lights |  | 0 | 12 June 2022 |
| Navigation |  | 4 | 4 July 2024 |
| Navigation |  | 4 | 4 July 2024 |
| Navigation |  | 4 | 4 July 2024 |
| Navigation |  | 0 | 12 June 2022 |
| Navigation |  | 6 | 1 August 2025 |
| Central Maintenance System |  | 6 | 1 August 2025 |
| Doors |  | 0 | 12 June 2022 |
| Main Rotor Drive |  | 0 | 12 June 2022 |
| Rotor Flight Control |  | 0 | 12 June 2022 |
| Engine Indicating |  | 0 | 12 June 2022 |

**PREAMBLE**

The following is applicable for Brook Aviation, Sikorsky Corporation S-76 C++ Helicopters operating under CAAI regulations. The regulations require that all equipment installed on an aircraft required for type certification or by operating rules shall be operative. However, Regulations also allow the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into helicopter, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The Master Minimum Equipment List (MMEL) is developed by the type certificate holder and approved by the competent authority to improve helicopter utilization and thereby provide more convenient and economic air transportation for the public. The approved MEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Agency finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as rotor blades, main/tail rotor gear box, etc.

The MMEL is the basis for development of individual operator MELs which take into consideration the operator’s particular helicopter equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of respective regulations requirements are included in the MEL with appropriate conditions and limitation. The MEL must not deviate from the helicopter flight manual limitations, emergency procedures or airworthiness directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the helicopter not listed on the MEL 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.

**PREAMBLE**

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL is not intended to permit removal of operative or inoperative items of equipment from serviceable aircraft unless specifically allowed by this MEL. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the helicopter maintenance record/logbook as prescribed by respective regulations. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Agency prior to further operations. MEL conditions and limitations, do not relieve the operator from determining that the helicopter is in condition for safe operation with items of equipment inoperative. This MEL has been evaluated considering a one-time extension of the rectification intervals of category B & C. Subject to the approval of the Authority, the operator may use a procedure for the extension of the applicable rectification intervals B & C, for the same duration as specified in the MEL.

When these requirements are met, a Maintenance Release, helicopter maintenance record/logbook entry, or other approved documentation is issued as prescribed by respective regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on helicopter operation and crew workload must be considered.

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

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

**CAAI approval is for MEL items only**

**O & M Procedures are accepted by the CAAI**

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| **Element** | **Definition** |
| Administrative Control Item (ACI) | An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required Auxiliary Power Unit (APU) cold-soak, or in-flight verification starts. An ACI may be added to an  aircraft operator’s MEL by approval of the Principal Operations Inspector (POI), provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., *Structural Repair Manual* (SRM) or *Airworthiness Directive* (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI. |
| Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), or Pilot’s Operating Handbook (POH) | The FAA-approved AFM/RFM (or POH) is the document approved by the responsible FAA Aircraft Certification Service office 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 governing document for operational limitations and performance parameters for an aircraft. The term *approved flight manual* can apply to an AFM/RFM (or POH). The FAA requires an approved flight manual for aircraft type certification. |
| Considered Inoperative | The phrase *Considered Inoperative*, as used in the Remarks or Exceptions column, means an item must be treated for dispatch, taxi with intent for flight, and flight purposes as though it were inoperative. The item must 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; complying with all  Remarks or Exceptions, including any (M) and (O) procedures; considering applicable notes; and observing the repair category. |
| Contaminated Runway | A runway condition where more than 25% of runway surface area (within reported length and width being used) is covered by frost, ice, and any depth of snow, slush, or water, as defined in Advisory Circular (AC) 25-31, AC 25-32, or approved flight manual (AFM, RFM or POH). |

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| **Element** | **Definition** |
| Continuing Authorization – Single Extension | An aircraft operator who has authorization to use an FAA-approved MEL may also  have authority to use a continuing authorization to approve a single (one-time)  extension to the repair interval for Repair Category B or C items subject to CAAI  prior approval. Continuing Authorization – Single Extension is not authorized for  Repair Category A and D items. |
| Dash (-) | Indicates a variable number (quantity) of items may be installed or required for dispatch. |
| Day of Discovery | This is the calendar-day an item malfunction was recorded in the aircraft maintenance record/logbook, and is excluded from the interval established by the assigned repair category. See definitions for  sub-elements of *Repair Category*. |
| Deactivated or Secured | When the MEL refers to an item as “deactivated” or “secured,” or both, the specified item must be put into an acceptable condition for safe flight. An acceptable method of deactivating or securing may either be recommended by the manufacturer or established by the aircraft operator. |
| Deleted or Moved | *Deleted* in the Remarks or Exceptions column indicates the item was previously listed but is no longer addressed by the MEL. *Moved* in the Remarks or Exceptions column indicates the item was moved within the chapter, to a different chapter in the MEL, or another CAAI-approved document. |
| Electronic Fault Alerting System (EFAS) | Many 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 to be presented. These systems are often referred to as *Engine Indicating and Crew Alerting Systems (EICAS)*, *Electronic Centralized Aircraft Monitoring (ECAM)*, *Electronic Indication Systems (EIS)*, *Central Maintenance Systems (CMS)*, *Central Maintenance Computers (CMC)*, etc., depending on the aircraft and manufacturer. If the aircraft is equipped with an EFAS, refer to the applicable manufacturer’s manual for a system description, including various message levels, formats, limitations, and restrictions. |
| Extended Operations (ETOPS) | *ETOPS* refers to operations of an airplane with an operational approval to conduct ETOPS in accordance with the applicable regulations. |
| Flight-Day | A *flight-day* is a 24-hour period (from midnight to midnight) in Coordinated local time,  as established by the aircraft operator, during which at least one flight is initiated for  the affected aircraft. |
| **Element** | **Definition** |
| Heavy Maintenance Visit (HMV) | HMV is a scheduled inspection, such as a C-check/D-check, or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for four (4) or more consecutive calendar-days. |
| Icing Conditions | An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). Icing conditions may be known or forecast, and may be defined in the AFM, RFM, or POH. |
| Inoperative | Malfunction of an item to the extent that it does not accomplish its intended purpose or is not consistently functioning normally within its approved operating limit(s) or tolerance(s), or both. |
| Inoperative Components of an Inoperative System | Inoperative components of an inoperative system 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. |
| Is Not Used | The phrase Is Not Used in the Remarks or Exceptions column for an MEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations. |
| Item | An instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft. |
| Night | The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time. |
| Nonessential Equipment and Furnishings (NEF) | NEFs are those items installed on the aircraft as part of the original type certification (TC), Supplemental Type Certificate (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 or operational rules. These are 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 items already identified in the MEL or Configuration Deviation List (CDL) of the applicable aircraft. NEF does not include items that are functionally required to meet the certification rule or for compliance with any operational rule. |
| **Element** | **Definition** |
| Operative | An operative item will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies an item must be operative, it is not required to verify the item’s operational status.  It should be considered operative unless reported or known to be malfunctioning. See definition for Verified Operative. |
| Placarding | Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the item’s condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Unless otherwise specified (i.e., MEL proviso), placard wording and location will be determined by the aircraft operator. |
| Repair Category | All users of an MEL approved under CAAI Regulations must accomplish repairs of  inoperative items, deferred in accordance with the MEL, at or prior to expiration of  the repair intervals established by the following letter designators. See definition for  Continuing Authorization – Single Extension. |
| Repair **Category A** | This category item must be repaired within the interval specified in the Remarks or Exceptions column of the aircraft operator’s MEL. For repair intervals specified in consecutive calendar-days or flight-days, the day of discovery is excluded. For all other time intervals  (e.g., flights, flight legs, cycles, hours), the repair interval begins at the point when the item is deferred in accordance with the aircraft operator’s MEL. |
| Repair **Category B** | This category item must be repaired within **3 consecutive**  **calendar-days** (72 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 3-day interval would begin at 0000 on January 27 and end at 2359 on January 29. |
| Repair **Category C** | This category item must be repaired within **10 consecutive calendar-days** (240 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 10-day interval would begin at 0000 on January 27 and end at 2359 on December 5. |
| Repair **Category D** | This category item must be repaired within **120 consecutive calendar-days** (2,880 hours) excluding the day of discovery. |
| System Page | The MMEL system page is divided into columns that include sequence number, item, repair category, number installed, number required for dispatch, and remarks or exceptions, as well as provision for a vertical change bar. Section Two of a two-section MMEL includes columns for Crew Alerting System (CAS) message identification and dispatch consideration. |
| **Element** | **Definition** |
| System Page - Item Number | This column lists the unique identification for each MEL item. |
| System Page - Item | See definition for Item. |
| System Page - Repair Category | See definition for Repair Category. |
| System Page - Number Installed | This column indicates the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration(s) considered in developing an MEL. Should the number be a variable or impractical to exactly determine  (e.g., optional equipment, fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components, Flight Data Recorder (FDR) recording parameters), a number is not required and the dash “-” symbol is used instead. A dash or “N/A” (Not Applicable) may also be used for EFAS message relief. |
| System Page - Number Required for Dispatch | This column indicates the minimum number (quantity) of items required for  operation, providing the conditions specified in the Remarks or Exceptions column  are met.  A dash or “N/A” may also be used for EFAS message relief. |
| System Page - Remarks or Exceptions | This column may be blank, or it may include a statement permitting operation with a specific number of items inoperative. The statement may include a proviso for such operation and appropriate notes. |
| System Page - Proviso | A proviso is used to stipulate conditions or limitations that must be complied with for operation with the listed item inoperative. |
| System Page - NOTE | Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material that is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. A note is not a part of the proviso. |
| 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. |
| **Element** | **Definition** |
| Visible Moisture | An atmospheric environment containing water, in any form, which can be seen in natural or artificial light (e.g., clouds, fog, rain, sleet, hail, or snow). |
| Visual Flight Rules (VFR) | VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded from filing an instrument flight rules (IFR) flight plan. |
| Visual Meteorological Conditions (VMC) | VMC means the atmospheric environment is such that would allow a flight to proceed under VFR applicable to the flight. This does not preclude operation under IFR. |
| **(M)** | This symbol indicates a requirement for a specific maintenance procedure that must be accomplished prior to operation with the listed item inoperative. These procedures are accomplished by maintenance personnel |
| **(O)** | This symbol indicates a requirement for a specific operations procedure that must be accomplished in planning for 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. |

# (M) AND (O) PROCEDURES

# The MMEL 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, Brook Aviation should comply with these procedures.

| **SEQUENCE NO.** | **PROCEDURE** |
| --- | --- |
| 2100-01 Air Conditioning System (Electrical)  2121-01  Blower / Vent Fan  2140-01  ECU (Bleed Air) | 2100-01 **(M)** Procedure for Air Conditioning electrical system  Inoperative A/C must be placarded in the flight compartment   1. Affix placard adjacent to the Fan, on/off switch 2. Pull and collar the ECU circuit breaker on the DC junction box found in the avionics bay. 3. Make appropriate entry into the aircraft journey log book.   2121-01 **(M)** Procedure for Air Conditioning vent blower  Inoperative vent blower must be placarded in the flight compartment   1. Affix placard adjacent to the Fan, on/off switch 2. Pull and collar the ECU circuit breaker on the #1 DC PRIMARY BUS 3. Make appropriate entry into the aircraft journey log book.   2140-01 **(M)** Procedure for Air Conditioning Heater System (Bleed Air)  Inoperative Bleed Air Heater must be placarded in the flight compartment   1. Affix placard adjacent to the overhead heater control switch 2. Pull and collar the #1&#2 circuit breakers on the #1&#2 DC PRI BUS 3. Make appropriate entry into the aircraft journey log book. |
| 2210-  Auto Flight | 2210-01-3 **(M)** Procedure for Digital DAFCS SPZ-7600  Inoperative AFCS must be placarded in the flight compartment.   1. Affix placard on the center console AFCS panel adjacent to the stick trim button 2. Make appropriate entry into the aircraft journey log book.   2210-01- 4 **(M)** Procedure for AL 300 Display   1. Affix placard on the center console AFCS panel adjacent to the stick trim button 2. Make appropriate entry into the aircraft journey log book. |

| **SEQUENCE NO.** | **PROCEDURE** |
| --- | --- |
| 2300-01  Multi Purpose Flight Recorder (MPFR)  MPFR system deactivated on BEX + BOB | **(O) & (M)** Procedures for Inoperative (MPFR)  Inoperative (MPFR)must be placarded in the aircraft flight compartment  **(O)** Procedures  Verify that CVR is operative   1. Upon system turn on, confirm Fault annunciator on the status panel is not illuminated 2. Momentarily operate the TEST switch on the cockpit control unit and verify that the fault indicator illuminates for approximately 8 seconds and then extinguishes   **(M)** Procedures   1. Affix a placard on the MPFR test control panel on the center console in the flight compartment 2. Make appropriate entry into the aircraft journey log book. |
| 2300-05  Emergency ICS Panels | **(M)** Procedure for inoperative Emergency ICS system  Inoperative ICS panel must be placarded in the aircraft flight compartment   1. Affix placard on the Emergency ICS panel 2. Make appropriate entry into the aircraft journey log book. |
| 2312-01  FM, VHF, UHF  VHF22 + GNS 530 (BHT, BHP, BEX, BOI)  2X VHF22 (BHS, BOB, BOA)  TFM500/138/NPX138N (BHT, BHS, BHP, BEX, BOI) | **(M)** Procedure for inoperative communication systems  Inoperative communication systems must be placarded in the flight compartment   1. Affix placard on the applicable communication system control head 2. Make appropriate entry into the aircraft journey log book. 3. For VHF 1 – Pull and collar C/B on #2 DC PRIMARY BUS 4. For VHF 2 (GNS 530) pull and collar C/B ON #2 AC BUS 5. For TFM 500 pull and collar on #1 DC primary Bus |
| 2341-01  Passenger Address System | **(O) & (M)** Procedure for inoperative PA system  **(O)** Procedures  Inoperative PA system must be placarded in two places in the flight compartment  The pilot monitoring will inform the passengers during the preflight safety briefing that the system is inoperative and that normal and emergency announcements are required they shall be briefed directly by the crew  **(M)** Procedure for inoperative PA system   1. Affix two placards, one each, adjacent to the PA position on each pilot's ICS selector box 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
| --- | --- |
| 2360-01  Static Dissipation Wicks | **(M)** Procedure for broken or missing Static Dissipation Wicks  Broken or missing Static Dissipation Wicks must be placarded in the aircraft flight compartment   1. Affix a placard adjacent to the Battery Master Switch on the pilots overhead in the flight compartment   Make appropriate entry into the aircraft journey log book. |
| 2421-01  AC Generator  4X-BHS, 4X-BOB, 4X-BOA, 4X-BOI ONLY | **(M)** Procedure for maintenance to deactivate and secure generator.  Inoperative AC Generator must be placarded in the aircraft flight compartment:   1. Affix placard adjacent to the AC GEN switch in the flight compartment 2. Pull and collar AC GEN BUS TIE C/B on #1 AC BUS   Make appropriate entry into the aircraft journey log book. |
| 2422-01  Inverters  (with AC Generator  Dual Inverter with Inverter Switching only)  4X-BHS, BOB, BOA, BOI ONLY | **(M)** Procedure for maintenance to deactivate and secure inverter.  Inoperative Inverter(s) switching must be placarded in the aircraft flight compartment   1. Affix placard adjacent to the affected inverter(s) switch in the flight 2. Pull and collar # 1 or # 2 INV C/B on #1 0r # 2 AC BUS 3. Make appropriate entry into the aircraft journey log book. |
| 2422-02 Dual Inverters  (without AC Generator and Inverter Switching)  (S-76A/S-76C only) – BHT, BHP & BEX ONLY | **(M)** Procedure for maintenance to deactivate and secure inverter.  Inoperative Inverter(s) switching must be placarded in the aircraft flight compartment   1. Affix placard adjacent to the affected inverter(s) switch in the flight 2. Pull and collar # 1 or # 2 INV C/B on #1 0r # 2 AC BUS 3. Make appropriate entry into the aircraft journey log book. |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 2430-01  DC Generators | **(O) & (M)** Procedures for maintenance to deactivate and secure generator.  Inoperative Dc Generator must be placarded in the aircraft flight compartment  **(O)** Procedures   1. Plan flight so as to always be, within 30 minutes of a suitable landing site (in case the other· DC Gen fails) 2. Ensure affected generator switch is in the OFF position 3. Prior to each departure check that all the inverters are operative   **(M)** Procedures   1. Ensure affected generator switch is in the OFF position 2. Pull and collar the affected remote "DC CONT, No 1or No 2" circuit breaker on circuit breaker panel. 3. Visually inspect affected DC generator for obvious signs of damage and security. If damage found contact maintenance before further flight. 4. Affix placard adjacent to the ON/OFF switch on the affected Generator in the aircraft flight compartment 5. Make appropriate entry into the aircraft journey log book. |
| 2520-01  Passenger Seats | **(M)** Procedure for Inoperative passenger seat  Inoperative passenger / CABIN CREW seat must be placarded on the seat itself and in the aircraft flight compartment.   1. If a cabin passenger seat back support is broken, the seat back is to be folded down and secured to the seat bottom using the installed seat belt. Alternatively, the seat back may be removed 2. Blocking of a seat is accomplished by folding down and securing the seat back to the seat bottom using the installed belt (when possible) and **securing** a placard stating "**DO NOT OCCUPY"** in a prominent visible position on the seat itself. For the rear bench seats secure or latch affected seat's seatbelt and **secure** a placard stating "**DO NOT OCCUPY"** in a prominent visible position on the seat bottom. 3. Affix a placard adjacent to the Battery Master switch in the flight compartment 4. Make appropriate entry into the aircraft journey log book. |
| 2550-01 Cargo Suspension System  4X- BOB, BOA ONLY | (M) Procedure for maintenance to deactivate and secure system.  Inoperative Cargo Suspension System must be placarded in the aircraft cockpit:   1. Affix placard adjacent to the emergency cargo hook release handle. 2. Pull and collar HOOK CONT and HOOK WARN CB on DC bus.   Make appropriate entry into the aircraft journey log book. |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 2562-01  Fixed ELT – ARTEX 406  BHT, BOB, BOA, BOI & BHP ONLY | **(M)** Procedure for Inoperative Emergency Locator Transmitter  Inoperative (ELT) must be placarded in the aircraft flight compartment   1. Affix a placard with the date of removal and place it adjacent to the ELT arming switch in the flight compartment 2. Make appropriate entry into the aircraft journey log book. |
| Remote ELT Switch | **(M)** Procedure for Inoperative Emergency Locator Transmitter Remote Switch  Inoperative (ELT) Remote Switch must be placarded in the aircraft flight compartment   1. Affix a placard ELT arming switch in the flight compartment. Ensure switch is in the arm position (if not possible refer to ELT inoperative 2. Pull and Collar C/B in the DC Junction Box aft avionics bay 3. Make appropriate entry into the aircraft journey log book. |
| 2562-02  Automatically deployable - ELT (ADELT) & CPI (Jettisonable)  BHT, BHS, BEX, BOI & BHP ONLY | **(M)** Procedure for Inoperative Emergency Locator Transmitter  Inoperative (ELT) must be placarded in the aircraft flight compartment   1. Affix a placard with the date of removal and place it adjacent to the ELT arming switch in the flight compartment 2. Make appropriate entry into the aircraft journey log book. |
| 2564-02  Automatic Float Deployment System (AFDS)  BHP, BOI ONLY | **(M)** Procedure for Inoperative Helicopter Flotation System  Inoperative Helicopter Flotation System must be placarded in the aircraft flight compartment   1. Affix a placard adjacent to the FLOATS switch in the flight compartment 2. Pull and Collar the FLOAT C/B's on #2 DC PRI BUS   Make appropriate entry into the aircraft journey log book |
| 2611-01  Baggage Compartment Smoke Detector | **(O) & (M)** Procedures for Inoperative Baggage compartment Smoke detector  Inoperative Baggage compartment Smoke detector must be placarded in the aircraft flight compartment  **(O)** Procedures   1. Compartment is empty or cargo is limited to non-combustible, materials   **(M)** Procedures   1. Affix placard adjacent to the SMOKE DET BAGGAGE light on the Caution Advisory Panel 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 2840-01  Fuel Flow indicating system | **(M)** Procedures for Inoperative Fuel Flow indicating system  Fuel Flow indicating system must be placarded in the flight   1. For IIDS aircraft - Affix a placard on the instrument panel, adjacent to the lower edge of the center IIDS display directly underneath the affected F.F. indication. 2. Make appropriate entry into the aircraft journey log book |
| 2841-02  Fuel Totalizer | **(M)** Procedures for Inoperative Fuel Totalizer  Inoperative Fuel Totalizer must be placarded in the flight compartment in 3 places   1. For IIDS aircraft - Affix a placard at each IIDS display, pilot, center and copilot on the instrument panel. 2. Make appropriate entry into the aircraft journey log book |
| 3030-01  Pitot Tube heater system | **(O) & (M)** Procedures for Inoperative Pitot Tube heater system  **(O)** Procedures:   1. May be inoperative in weather conditions as described in the relevant MEL table.   **(M)** Procedures:  Pitot Tube heater system must be placarded in the flight compartment   1. Affix a single placard adjacent to the appropriate Pitot tube Heater switch on the overhead panel in the flight compartment 2. Pull and collar PLT PITTOT ON THE DC ESS BUS and/or CPLT PITTOT ON#1DC PRI BUS HTR STATIC on #1 or # 2 DC PRI BUS   Make appropriate entry into the aircraft journey log book |
| 3030-02  Pitot static heater system | **(M)** Procedures for Inoperative Pitot static heater system Pitot static heater system must be placarded in the flight compartment   1. Affix a single placard adjacent to the appropriate Pitot Heater switch on the overhead panel in the flight compartment 2. Pull and collar PLT HTRSTSIC/COPLT HTR STATIC on #1 or # 2 DC PRI BUS   Make appropriate entry into the aircraft journey log book |
| 3030-04  Engine Anti Ice | **(O) & (M)** Procedures for Inoperative Engine Anti Ice  **(O)** Procedures - May be inoperative in weather conditions as described in the relevant MEL table. **(M)** Procedures - Inoperative Engine Anti Ice must be placarded in the flight compartment   1. Affix a single placard adjacent to the appropriate ENG ANTI ICE switch on the pilot's overhead panel in the flight compartment. 2. Pull and collar # 1 or # 2Anti Ice CB's Next to the cockpit floodlight switch 3. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3040-01  Windshield Wipers | **(M)** Procedures for Inoperative Windshield Wipers Inoperative Windshield Wipers must be placarded in the flight compartment   1. Affix a single placard adjacent to the Windshield Wiper switch on the appropriate overhead panel in the flight compartment. 2. Pull and collar WSHLD WIPER CB on DC ESS BUS 3. Make appropriate entry into the aircraft journey log book |
| 3040 -02  Windshield Mist or Washer System  4X-BHS, BOA, BOB ONLY | **(M)** Procedures for Inoperative Windshield Mist or Washer System  Inoperative Windshield Mist or Washer System must be placarded in the flight compartment   1. Affix a single placard adjacent to the Windshield Washer switch on the appropriate overhead panel in the flight compartment. 2. Pull and collar WSHLD WSHR CB on DC ESS BUS 3. Make appropriate entry into the aircraft journey log book |
| 3040-03  Electric Windshield Heat System  4X-BHS, BOA, BOB ONLY | **(M)** Procedures for Inoperative Electric Windshield Heat System  Inoperative Windshield Heat System must be placarded in the flight compartment   1. Affix a single placard adjacent to the Windshield Heat switch on the appropriate overhead panel in the flight compartment. 2. Pull and collar WSHLD HTR CBs on DC ESS BUS 3. Make appropriate entry into the aircraft journey log book |
| 3120-01  Clock | **(O)** Procedure for crew to ensure alternative means are utilized for recording time in service. May be inoperable provided crewmembers have a portable time measurement system  **(M)** Procedures for Inoperative clock  Inoperative clock must be placarded in the flight compartment   1. Affix a single placard adjacent to the clock on the instrument panel in the flight compartment. 2. Make appropriate entry into the aircraft journey log book |
| 3160-01  Integrated Instrument Display System (IIDS) | **(M)** Procedures for Inoperative Integrated Instrument Display System (IIDS)  Inoperative Integrated Instrument Display System (IIDS) must be placarded in the aircraft flight compartment   1. Affix two placards next to each IIDS reversion switch in the flight compartment 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3260-01  Landing Gear Position Indicating System | **(O) & (M)** Procedures for Inoperative Landing Gear Position Indicating System  Inoperative Landing Gear Position Indicating System must be placarded in the aircraft flight compartment  **(O)** Procedures   1. Observe the indicated airspeed limitation with the gear down of 130 K IAS 2. Plan the flight considering the effects of the gear being locked down. Although the airspeed limit is 130 Knots, it may not be achievable in cruise because of the combination of drag and the normal engine limits. Use a maximum of 120 Knots IAS when planning, and the normal fuel usage rate of 670 Lbs/Hr. In 0 wind, this will result in approximately 12% more fuel being required for any particular trip   **(M)** Procedures   1. Insert self-locking gear pins and secure with tape or wire 2. Attach a cover to the control lever with tape or wire 3. Affix a placard adjacent to the landing gear position indicating lights 4. Make appropriate entry into the aircraft journey log book |
| 3260-02  Landing Gear Warning System | **(O) & (M)** Procedures for Inoperative Landing Gear Position Indicating System  Inoperative Landing Gear Position Indicating System must be placarded in the aircraft flight compartment  **(O)** Procedures   1. Observe the indicated airspeed limitation with the gear down of 130 K IAS 2. Plan the flight considering the effects of the gear being locked down. Although the airspeed limit is 130 Knots, it may not be achievable in cruise because of the combination of drag and the normal engine limits. Use a maximum of 120 Knots IAS when planning, and the normal fuel usage rate of 670 Lbs/Hr. In 0 wind, this will result in approximately 12% more fuel being required for any particular trip   **(M)** Procedures   1. Insert self-locking gear pins and secure with tape or wire 2. Attach a cover to the control lever with tape or wire 3. Affix a placard adjacent to the landing gear position indicating lights 4. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3260-03  Landing Gear Retraction/ Extension System | **(O) &(M)** Procedures for Inoperative Landing Gear Position Indicating System  Inoperative Landing Gear Position Indicating System must be placarded in the aircraft flight compartment  **(O)** Procedures   1. Observe the indicated airspeed limitation with the gear down of 130 K IAS 2. Plan the flight considering the effects of the gear being locked down. Although the airspeed limit is 130 Knots, it may not be achievable in cruise because of the combination of drag and the normal engine limits. Use a maximum of 120 Knots IAS when planning, and the normal fuel usage rate of 670 Lbs/Hr. In 0 wind, this will result in approximately 12% more fuel being required for any particular trip   **(M)** Procedures   1. Insert self-locking gear pins and secure with tape or wire 2. Attach a cover to the control lever with tape or wire 3. Affix a placard adjacent to the landing selector handle in the flight compartment 4. Make appropriate entry into the aircraft journey log book |
| 3260-04  Landing Gear Emergency Extension System | **(O) & (M)** Procedures for Inoperative Landing Gear Position Indicating System  Inoperative Landing Gear Position Indicating System must be placarded in the aircraft flight compartment  **(O)** Procedures   1. Observe the indicated airspeed limitation with the gear down of 130 K IAS 2. Plan the flight considering the effects of the gear being locked down. Although the airspeed limit is 130 Knots, it may not be achievable in cruise because of the combination of drag and the normal engine limits. Use a maximum of 120 Knots IAS when planning, and the normal fuel usage rate of 670 Lbs/Hr. In 0 wind, this will result in approximately 12% more fuel being required for any particular trip   **(M)** Procedures   1. Insert self-locking gear pins and secure with tape or wire 2. Attach a cover to the control lever with tape or wire 3. Affix a placard adjacent to the landing gear position indicating lights 4. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3310-01  Cockpit/Flight Deck/Flight compartment and instrument lighting | **(M)** Procedures for Inoperative Cockpit / Flight Deck / Flight compartment and instrument lighting  Inoperative Cockpit / Flight Deck / Flight compartment and instrument lighting must be placarded in the flight compartment   1. Affix a placard on or adjacent to the affected light switch or rheostat on the pertinent panel installation in the flight compartment. 2. Make appropriate entry into the aircraft journey log book |
| 3310-02  Cockpit Flood lights | **(M)** Procedures for inoperative Cockpit Flood lights  Inoperative Cockpit Flood lights must be placarded in the flight compartment   1. Affix a placard to the CKPT FLOOD LT control switch in the flight compartment 2. Pull and collar FLOOD CB on #1 DC PRI BUS 3. Make appropriate entry into the aircraft journey log book |
| 3310-03  Utility lights | **(M)** Procedures for inoperative Utility lights Inoperative Utility lights must be placarded in the flight compartment   1. Affix a placard to the appropriate utility light control switch in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3320-01  Passengers notice and information light systems | **(O) & (M)** Procedures for Inoperative Passengers notice and information systems Inoperative Passengers notice and information systems must be placarded in the flight compartment  **(O)** Procedures   1. Pilots shall include, as part of their pre-flight safety briefing that the passengers notice system is malfunctioning and that passengers should keep their seatbelts fastened and smoking is not permitted for the duration of the flight.   **(M)** Procedures   1. Affix a placard to the PASS ADV switch on the co-pilot overhead switch panel in the flight compartment. 2. Make appropriate entry into the aircraft journey log book |
| 3320-02  Cabin lighting system | **(M)** Procedures for inoperative Cabin lighting system Inoperative Cabin lighting system must be placarded in the flight compartment   1. Affix a placard to the CABIN LTS switch on the co-pilot overhead panel in the flight compartment 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3340-02  Position Light system | **(M)** Procedures for Inoperative Position light system Inoperative Position light system must be placarded in the flight compartment   1. Affix a placard on the STROBE/POS light switch on the left side overhead switch panel 2. Pull and collar POS CB on #2 DC PRI BUS 3. Make appropriate entry into the aircraft journey log book |
| 3340-03  Anti-Collision Light system | **(M)** Procedures for Inoperative Anti Collision Light system Inoperative Anti Collision Light system must be placarded in the flight compartment   1. Affix a placard on the *Anti Coll Light* switch on the left side overhead switch panel 2. Pull and collar ANTI COLL LT CB on DC ESS BUS 3. Make appropriate entry into the aircraft journey log book |
| 3340-04  Landing lights – controllable landing light | **(M)** Procedures for Inoperative controllable landing light Inoperative controllable landing light must be placarded in the flight compartment   1. Affix three placards, one next to the SEARC LT control switch on the co-pilot upper overhead panel, and one each adjacent to the control switch on both left and right collective 2. Pull and collar SEARCH LIGHT CB on # 1 AC BUS 3. Make appropriate entry into the aircraft journey log book |
| 3340-04  Landing lights – landing gear light - fixed | **(M)** Procedures for Inoperative landing gear light - fixed Inoperative landing gear light - fixed must be placarded in the flight compartment   1. Affix a placard, one next to the fixed landing light switch on the co-pilots upper overhead switch panel. 2. Pull and collar LDG LT CB on # 2 DC PRI BUS 3. Make appropriate entry into the aircraft journey log book |
| 3340-05  External utility lights (gearbox inspection and tail) | **(M)** Procedures for inoperative External utility lights (gearbox inspection Inoperative External utility lights must be placarded adjacent to the control switch (2)   1. Affix a placard to the utility light switch on the rear fuselage (tail) 2. Make appropriate entry into the aircraft journey log book |
| 3340-08  Strobe Light system | **(M)** Procedures for Inoperative Strobe Light system Inoperative Strobe Light system must be placarded in the flight compartment   1. Affix a placard on the Strobe Light switch 2. Pull and collar STAB LIGHTS CB on DC PRI BUS 3. Make appropriate entry into the aircraft journey log book |
| 3350-01  Cabin Emergency Lights 0r  3350-02  HEELS | **(M)** Procedures for inoperative Cabin Emergency Lights / Helicopter Emergency Lighting System (HEELS) must be placarded in the flight compartment   1. Affix placard(s) to the EMER LTS switch on copilot's overhead panel in the flight compartment 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3413-01  Vertical Speed Indicator | **(M)** Procedures for inoperative Vertical Speed Indicator  Inoperative Vertical Speed Indicator must be placarded in the flight compartment   1. Affix a placard adjacent to the affected Vertical Speed Indicator in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3414-01  Airspeed indicator | **(M)** Procedures for inoperative Airspeed indicator  Inoperative Airspeed indicator must be placarded in the flight compartment   1. Affix a placard adjacent to the co-pilot's airspeed indicator in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3416-01  Sensitive Altimeter Adjustable for Barometric Pressure | **(M)** Procedures for inoperative Sensitive Altimeter Adjustable for Barometric Pressure  Inoperative Sensitive Altimeter Adjustable for Barometric Pressure must be placarded in the flight compartment   1. Affix a placard adjacent to the co-pilot's altimeter in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3421-01  Standby Attitude Indicator | **(M)** Procedures for inoperative Standby Attitude Indicator  Inoperative Standby Attitude Indicator must be placarded in the flight compartment   1. Affix a placard adjacent to the Standby Altitude Indicator in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3422-01  Gyroscopic direction indicator | **(M)** Procedures for inoperative Gyroscopic direction indicator  Inoperative Gyroscopic direction indicator must be placarded in the flight compartment   1. Affix a placard adjacent to the co-pilot's Gyroscopic Direction Indicator in the flight compartment 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3422-01 Contd'  Gyroscopic direction indicator  Compass Magnetic modes | **(O) & (M)** Procedures for inoperative Gyroscopic direction indicator Compass Magnetic modes Inoperative Gyroscopic direction indicator Compass Magnetic modes function must be placarded in the flight compartment  **(O)** Procedures  If one magnetic mode inoperative, the indicator in free mode is to be checked every 10 minutes and set to align with the other working indicator  **(M)** Procedures   1. Affix a placard adjacent to the compass control panel free/slave switch on the center console 2. Make appropriate entry into the aircraft journey log book |
| 3422-01  Gyroscopic direction indicator  Compass free gyro | **(O) & (M)** Procedures for inoperative Gyroscopic direction indicator Compass free gyro Inoperative Gyroscopic direction indicator Compass Magnetic modes functions Compass free gyro on must be placarded in the flight compartment  **(O)** Procedures  When the free gyro modes are inoperative there may be difficulty encountered when departing from helipads where metal in the deck influences the compass. Because the direction indicator cannot then be set on the ground, the flight must be planned to allow sufficient time for the gyros to align after takeoff before they are relied upon  **(M)** Procedures   1. Affix a placard adjacent to the compass control panel free/slave switch on the center console 2. Make appropriate entry into the aircraft journey log book |
| 3424-01  Slip-Skid Indicator (Ball) | **(M)** Procedures for inoperative Slip-Skid Indicator  Inoperative Slip-Skid Indicator must be placarded in the flight compartment   1. Affix a placard adjacent to the affected Slip-Skid Indicator(s) in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3424-02  Gyroscopic Bank and Pitch (Attitude Indicator) | **(M)** Procedures for inoperative Gyroscopic Bank and Pitch Inoperative Gyroscopic Bank and Pitch must be placarded in the flight compartment   1. Affix a placard adjacent to the co-pilots Gyroscopic Bank and Pitch indicator in the flight compartment 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3424-03  Gyroscopic rate of turn indicator | **(M)** Procedures for inoperative Gyroscopic rate of turn indicator  Inoperative Gyroscopic rate of turn indicator must be placarded in the flight compartment   1. Affix a placard adjacent to the affected Gyroscopic Rate of Turn in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3431-01  ILS/Localizer System | **(M)** Procedures for inoperative ILS / Localizer system  Inoperative ILS/Localizer system must be placarded in the flight compartment   1. System is placarded near the ILS Frequency Knob Change in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3432-01  ILS/Glideslope System | **(M)** Procedures for inoperative ILS/Glideslope system  Inoperative ILS/Localizer system must be placarded in the flight compartment   1. System is placarded near the ILS Frequency Knob Change in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3434-01  Marker Beacon | **(M)** Procedures for inoperative Marker Beacon  Inoperative Marker Beacon must be placarded in the flight compartment   1. Affix a placard adjacent to the Marker Beacon Indicator Lights in the Flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3442-01  Airborne Weather Radar | **(O) & (M)** Procedures for inoperative Airborne Weather Radar Inoperative Airborne Weather Radar must be placarded in the flight compartment  (**O)** May be inoperative for VFR operations. Required for IFR or night VFR when current weather reports indicate that thunderstorms and other potentially hazardous weather conditions that can be detected with airborne weather radar equipment, may reasonably be expected along the route to be flown  **(M)** Procedures   1. Affix a placard on the Radar Indicator in the flight compartment 2. Make appropriate entry into the aircraft journey log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3444-01  Radar Altimeter System  (PL-131) | **(M)** Procedures for inoperative Radar Altimeter System  Inoperative Radar Altimeter System must be placarded in the flight compartment   1. Affix three placards one on the radar altimeter indicator and the two EADI's in the flight compartment. 2. Pull out and collar RAD Alt CB on DC ESS BUS 3. Make appropriate entry into the aircraft journey log book |
| 3444-03  (EGPWS) | **(O) & (M)** Procedure for inoperative EGPWS system  Inoperative EGPWS must be placarded in the flight compartment  **(O)** Procedures   1. For two pilot operations, the PIC must ensure that the crew is fully briefed on the deficiency and these alternate procedures 2. When below 30 feet Rad Alt, if the aircraft is pitched more than 10 degrees nose high, there is the risk of a tail strike on landing. If the warning system is functioning, this generates a voice advisory. If it is not functioning, the PNF will call pitch angle to the PF conducting the landing by referencing his ADI. 3. If altitude or bank warning functions have been lost, the crew must adhere to the standard calls and Rad Alt bug settings procedures established operators operation manual. 4. If terrain warning functions have been lost the crew brief must emphasize this loss, and the need to pay special attention to situational awareness   **(M)** Procedures   1. Affix the placards next to the EGPWS control switch groups on both sides of the cockpit. In the flight compartment 2. On complete system failure – Pull and collar EGPWS CB on #1 AC BUS 3. Make appropriate entry in the aircraft log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3444-05  Electronic Flight Instrument System (EFIS) EDZ 756  Displays, Cathode Ray Tube (CRT) or Electronic Display (ED) | **(M)** Procedures for inoperative Electronic Flight Instrument System  Inoperative Electronic Flight Instrument System must be placarded in the flight compartment   1. Affix a placard on the face of any inoperative display flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3444-05 (2)  Attitude Heading Reference System (AHRS) | **(M)** Procedures for inoperative Attitude Heading Reference System  Inoperative Attitude Heading Reference System must be placarded in the flight compartment (Two places)   1. Affix placards Next to the ATT and HDG Rev switches on both EFIS controllers in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3444-05 (3)  Symbol Generator | **(M)** Procedures for inoperative Symbol Generator Inoperative Symbol Generator must be placarded in the flight compartment (Two places)   1. Affix placards Next to the SG Rev switches beneath both EFIS controllers in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3444-05 (4)  Air Data Computer (ADC) | **(M)** Procedures for inoperative Air Data Computer (ADC)  Inoperative Air Data Computer (ADC) must be placarded in the flight compartment   1. Affix placards Next to the ADC Rev switches Below both EFIS controllers in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 3445-03  Flight Director | **(M)** Procedure for inoperative Flight Director  Inoperative Flight Director must be placarded in the flight compartment   1. Affix placard on the affected Flight Director Control Panel in the flight compartment 2. Make appropriate entry in the aircraft log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3445-04  Traffic Alert and Collision Avoidance System  (TCAS1) | **(M)** Procedure for inoperative Traffic Alert and Collision Avoidance System  Inoperative Traffic Alert and Collision Avoidance System must be placarded in the flight compartment   1. Pull and collar the TCAS Circuit Breaker on the No 1 DC Primary Bus 2. Affix placard the on the face of the Traffic Display and /or next to the TCAS control in the flight compartment 3. Make appropriate entry in the aircraft log book |
| 3451-01  Distance Measuring Equipment (DME) | **(M)** Procedure for inoperative Distance Measuring Equipment (DME)  Inoperative Distance Measuring Equipment (DME) must be placarded in the flight compartment   1. Pull and collar the DME Circuit Breaker on the DC ESS Bus 2. Affix placard next to the DME display in the flight compartment 3. Make appropriate entry in the aircraft log book |
| 3452-01  ATC Transponders and Automatic Altitude Reporting Systems (PL-105) | **(O) & (M)** Procedures for inoperative Transponders  Inoperative Transponders must be placarded in the flight compartment  **(O)** Procedure for crew to ensure alternate procedures are established and used.  May be inoperative provided:   1. Before flight – To allow the helicopter to fly to an airport/landing site where the transponder can be fixed/replaced, By approval from air traffic controller   **or**   1. Maximum 7 days, in certain cases approved by the CAAI manager, with an approval from the head of air traffic control shift manager, 48 hours prior to the flight   **(M)** Procedures   1. Affix placard on the affected ATC transponder Control Panel in the flight compartment 2. Make appropriate entry in the aircraft log book |
| 3452-02  ADS -B System | **(M)** Procedure for inoperative ADS-B out system   1. Affix placard next to the transponder 2. Make appropriate entry in the aircraft log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3454-02  VOR System | **(M)** Procedure for inoperative VOR System  Inoperative VOR System must be placarded in the flight compartment   1. Pull and collar the VOR 1 Circuit Breaker on the No 2 DC Primary Bus OR VOR 2 Circuit Breaker on DC ESS BUS 2. Affix placard next to the VOR tuning knob 3. Make appropriate entry in the aircraft log book |
| 3455-01  ADF SYSTEM | **(M)** Procedure for inoperative ADF SYSTEM  Inoperative ADF SYSTEM must be placarded in the flight compartment   1. Pull and collar the ADF Circuit Breaker on the # 1DC PRI BUS Bus 2. Affix placard next to the ADF display in the flight compartment 3. Make appropriate entry in the aircraft log book |
| 3457-01  Global Positioning System | **(O) & (M)** Procedures for inoperative Transponders  Inoperative GPS must be placarded in the flight compartment  **(O)** Procedure for crew to ensure alternate procedures are established and used.  May be inoperative provided:  Before flight – Visual navigation using route maps and additional Nav Aids (VOR, DME, ADF) is established and briefed  **(M)** Procedures   1. Affix placard on the GPS PANEL in the flight compartment 2. Make appropriate entry in the aircraft log book |

| **SEQUENCE NO.** | **PROCEDURE** |
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| 3461-01  Navigation Management System  Navigation Data Base  GARMIN G 530 -BHT, BHP, BEX  GARMIN G 500 – BHS, BOI  FreeFlight 2101 IO - BOB, BOA | **(O) & (M)** Procedures for Navigation Management System Inoperative Navigation Management System must be placarded in the flight compartment  **(O)** Procedures   1. When applicable, use current aeronautical charts 2. When the FMS is inoperative the enhanced modes of the EGPWS will not function   **(M)** Procedures   1. Affix a placard on the Standby Magnetic Compass Panel in the flight compartment 2. Make appropriate entry into the aircraft journey log book |
| 4500-01  Aircraft/Engine monitoring system | **(M)** Procedures for Inoperative Aircraft/Engine monitoring system  Inoperative Aircraft/Engine monitoring system must be placarded in the baggage compartment   1. Affix a single placard under the solid-state quick access Recorder (SSQAR) access panel in the aft baggage compartment on the SSQAR. 2. Make appropriate entry into the aircraft journey log book |
| 4500-02  Cockpit inflight data link following system  (ISAT 100/200) – BHT, BHP, BOI  (BLUE SKY D-1000) -BHS & BEX  Does not exist in 4X-BOB, BOA | **(M)** Procedure for Inoperative Cockpit inflight data link following system  Inoperative Cockpit inflight data link following system must be placarded in the aircraft flight compartment   1. Affix placard adjacent to the ISAT switch in the aircraft flight compartment 2. Make appropriate entry into the aircraft journey log book. |
| 5200-01  Electrically operated Door Locks | **(O) & (M)** Procedures for inoperable Door Warning System Inoperative Door Warning System must be placarded in the flight compartment  **(O)** Procedure  Crew Shall do a visual check to verify door(s) are closed and latched prior to flight, as a part of the preflight checks  **(M)** Procedures   1. Affix placard next to the CABIN DOOR Lock/unlock switch on the center console in the flight compartment 2. Make appropriate entry into the aircraft journey log |

| **SEQUENCE NO.** | **PROCEDURE** |
| --- | --- |
| 5200-03  Door Warning System | **(O) & (M)** Procedures for inoperable Door Warning System  Inoperative Door Warning System must be placarded in the flight compartment  **(O)** Procedure  Crew Shall do a visual check to verify door(s) are closed and latched prior to flight, as a part of the preflight checks  **(M)** Procedures   1. Affix placard next to the master Engine Star switch on the pilot overhead panel in the flight compartment 2. Make appropriate entry into the aircraft journey log |
| 6320-01  Rotor Brake System | **(M)** Procedures for inoperable Rotor Brake system  Inoperative Rotor Brake system must be placarded in the flight compartment   1. Affix placard next to the rotor brake caution light and the rotor brake system pressure gauge 2. Pull and secure the RTR BRK WARN circuit breaker on lower circuit breaker panel 3. Maintenance inspection determines rotor disc is free, and 4. System is deactivated and secured. - Bleed and cap off hydraulic lines. De activate rotor brake as per AMM chapter 66-50-00 5. Make appropriate entry into the aircraft journey log |
| 6321-02  Rotor Brake Warning Light | **(M)** Procedures for inoperable Rotor Brake system  Inoperative Rotor Brake system must be placarded in the flight compartment   1. Affix placard next to the rotor brake caution light and the rotor brake system pressure gauge 2. Pull and secure RTR BRK WARN circuit breaker on lower circuit breaker panel 3. Maintenance inspection determines rotor disc is free, and 4. System is deactivated and secured. - Bleed and cap off hydraulic lines. De activate rotor brake as per AMM chapter 66-50-00 5. Make appropriate entry into the aircraft journey log |

| **SEQUENCE NO.** | **PROCEDURE** |
| --- | --- |
| 6700-01  Cyclic Stick Trim | **(O) & (M)** Procedures for inoperable Cyclic Stick Trim  Inoperative Cyclic Stick Trim must be placarded in the flight compartment  **(O)** Procedure  Not suitable for single pilot  Crew shall brief on CRM, one P.F. the other guards the cyclic stick and monitors their position. P.F. hand on collective all the flight  **(M)** Procedures   1. Affix placard next to the cyclic stick trim switch on the center console in the flight compartment 2. Make appropriate entry into the aircraft journey log |
| 6700-02  Collective Stick Trim | **(O) & (M)** Procedures for inoperable Collective Stick Trim  Inoperative Collective Stick Trim must be placarded in the flight compartment  **(O)** Procedure  Not suitable for single pilot  Crew shall brief on CRM, one P.F. the other guards the collective and monitors their position. P.F. hand on collective all the flight  **(M)** Procedures   1. Affix placard next to the collective stick trim switch on the center console in the flight compartment 2. Make appropriate entry into the aircraft journey log |

| **SEQUENCE NO.** | **PROCEDURE** |
| --- | --- |
| 6700-04  Yaw Trim | **(O) & (M)** Procedures for inoperable Yaw Trim  Inoperative trim must be placarded in the flight compartment  **(O)** Procedure  Not suitable for single pilot  Crew shall brief on CRM, one P.F. the other guards the pedals and monitors their position. P.F. feet near pedals all the flight  **(M)** Procedures   1. Affix placard next to the Yaw trim switch on the center console in the flight compartment 2. Make appropriate entry into the aircraft journey log |
| 7712-02  Dual Torque Indicators | **(M)** Procedures for inoperable Dual Torque Indicators  Inoperative Dual Torque Indicators must be placarded in the flight compartment   1. Affix placard next to the Screen with the inoperative system (pilot or co- pilot) 2. Make appropriate entry into the aircraft journey log |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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| **21. Air Conditioning** | |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2100-01 | Air Conditioning System (Electrical) | | C | 1 | 0 | **(M)** May be inoperative provided system is deactivated and secured. |  |
| 2121-01 | Blower / Vent Fan | | C | 1 | 0 | **(M)** May be inoperative provided other approved windshield defogging system is installed and operative (Dual Bleed Heater System is installed) |  |
| 2140-01 | Environmental Control Unit (ECU) (Bleed Air) | | C | 2 | 0 | **(M)** May be inoperative provided heater air is not required for defrosting/ defogging. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **22. Autoflight** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2210-01 | Automatic Flight Control | |  |  |  |  | |
| 3) | Digital (DAFCS) SPZ‑7600 | | B | 2 | 0 | **(M)** May be inoperative for VFR. | |
| 4) | AL-300 Display | | C | 2 | 0 | **(M)** May be inoperative for VFR. | |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **23. Communications** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2300-01 | Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed | |  |  |  |  |  |
|  | Cockpit Voice Recorder (CVR) | | A | 1 | 0 | **(O) & (M)** May be inoperative provided:   1. Flight Data Recorder (FDR) operates normally, and 2. Repairs are made within 3 flight‑days.   MPFR system deactivated on BEX + BOB  . |  |
| \* | Independent Power Source | | C | 1 | 0 |  |  |
|  |  | |  |  |  |  |  |
| 2300-05 | Emergency ICS Panel | | C | 2 | 0 | **(M)** May be inoperative for VFR operations. | |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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| **23. Communications** | |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2312-01 | Communications Systems  (VHF and UHF)  VHF22 + GNS 530 (BHT, BHP, BEX, BOI)  2X VHF22 (BHS, BOB, BOA)  TFM500/138/NPX138N (BHT, BHS, BHP, BEX, BOI) | | D  D  D | 2  2  1 | 1  1  0 | **(M)** Any in excess of one system may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.  **-**  **For cargo hook missions** – 2 operative communication systems are mandatory  **-**  **For Maritime Operations** - 2 operative communication systems are mandatory  **(M)** May be inoperative if not required for the mission (Maritime ops vs sea vessel) | |
| 2341-01 | Passenger Address System (PA)  Passenger Configuration | | C | 1 | 0 | **(O) & (M)** May be inoperative provided:   1. Alternative, normal and emergency procedures and/or operating restrictions are established and utilized.   NOTE: Any station function(s) that operates normally may be used. | |
| 2360-01 | Static Wicks | | C | 6 | 5 | **(M)** one static wick may be broken or missing provided the aircraft is flown VFR only | |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **24. Electrical Power** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2421-01 | AC Generator  4X-BHS, BOB, BOA, BOI ONLY | | B | 1 | 0 | 1. **(M)** May be inoperative for VFR provided:    1. Inverter is operative, and    2. AC power is available at the Pilot Flying (PF) station,    3. Blower Fan is operative, and    4. Deactivated and secured. |  |
| 2422-01 | Inverters  (with AC Generator)  2) Dual Inverters Equipped Models, including Inverter Switching  4X-BHS, BOB, BOA, BOI ONLY | | B | 2 | 1 | 1. AC Generator and Inverter Switching may be inoperative for VFR provided:    1. AC power is available at the Pilot Flying (PF) station, and    2. Deactivated and secured. |  |
| 2422-02 | Dual Inverters  (without AC Generator and Inverter Switching) (S‑76A/S‑76C only)  BHT, BHP & BEX ONLY | | B | 2 | 1 | **(M)** One inverter and Inverter Switching may be inoperative for VFR provided:   1. AC power is available at the Pilot Flying (PF) station, and 2. Deactivated and secured. |  |
| 2430-01 | DC Starter Generator | | B | 2 | 1 | **(O + M)** One may be inoperative for VFR provided:   1. Remaining generator does not exceed RFM limitations, and 2. Deactivated and secured. 3. Plan flight to keep within 30 minutes from a landing site |  |
| 2440-01 | DC External Power | | C | 1 | 0 | May be inoperative provided operations do not require its use. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **25. Equipment / Furnishings** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2510-04 | Direction Finder (DF) System | | C | 1 | 0 | May be inoperative provided operations do not require its use. |  |
| 2520-01 | Passenger Seats | |  |  |  |  |  |
|  | Passenger Seats (Includes all Configurations and Locations, including seating in HEMS configuration)  HEMS – | | D | 8 or12  Or | 2 | May be inoperative provided:   1. Seat does not restrict access to any emergency exit, egress route, or main aisle, and 2. The affected seat(s) is blocked and placarded “DO NOT OCCUPY”.   NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats. |  |
| 2 – 4  HEMS  Seating | | |
| 2550-01 | Cargo Suspension System  BOB & BOA ONLY | | C | 1 | 0 | **(M)** May be inoperative provided system is deactivated and secured. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **25. Equipment / Furnishings** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2562-01 | Fixed ELT- Artex 406  BHT, BOB, BOA, BOI & BHP ONLY | | A | 1 | 0 | (**M**)May be inoperative for ELT maintenance purposes, **for up to 90 consecutive days**, as long as the following details are written in the helicopter logs:   1. Date of ELT Removal 2. ELT type and model 3. ELT serial number 4. Reason for ELT Removal   **AND**  Placard is installed in the cockpit, in view of the pilot, with the date of removal and placed adjacent to the ELT arming switch in the flight compartment |  |
|  | Remote ELT Switch | | D | 1 | 0 | (**M**) May be inoperative provided:   1. Remote ELT switch is deactivated, and 2. ELT switch is placed in the ARMED mode. |  |
|  | ELT Indicator Light | | D | 1 | 0 |  |  |
|  | ELT Aural Alarm | | D | 1 | 0 |  |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **25. Equipment / Furnishings** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2562-02 | Automatically deployable  ELT (ADELT) & CPI (Jettisonable) | | C | 1 | 0 | **(M)** May be inoperable for operations other than Maritime IF A FIXED ELT IS ADDITIONALY INSTALLED refer 2562-01  (4X-~~BHT~~, BOI & BHP ONLY)  If no other ELT is installed  (4X-BHS & BEX ONLY)  (**M**)May be inoperative for ELT maintenance purposes, **for up to 90 consecutive days**, as long as the following details are written in the helicopter logs:   1. Date of ELT Removal 2. ELT type and model 3. ELT serial number 4. Reason for ELT Removal   **AND** a placard is installed in the cockpit in view of the pilot |  |
| 2564-01 | Externally Mounted Deployable Raft | | C | 2 | 0 | Any in excess of those **required for maritime** missions may be inoperable.  4X- BHS, BHP, BOI only |  |
| 2564-02 | Automatic Float Deployment System (AFDS) | | C | 3 | 0 | **(M)** Any in excess of those **required for maritime** missions may be inoperable., and system is deactivated and secured.  4X- BHP, BOI only |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **26. Fire Protection** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2611-01 | Baggage Compartment Smoke Detector | | C | 1 | 0 | May be inoperative provided compartment is empty. |  |
|  |  | | C | 1 | 0 | **(O) & (M)** May be inoperative provided:   1. Cargo is limited to non‑combustible materials or compartment is empty. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **28. Fuel** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 2840-01 | Fuel Flow Indicating System | | C | 2 | 0 | **(M)** May be inoperative, provided both fuel quantity indicating systems are operative |  |
| 2841-02 | Fuel Totalizer | | C | 1 | 0 | **(M)** May be inoperative, provided both fuel quantity indications are operative |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **30. Ice and Rain Protection** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3030-01 | Pitot Tube Heaters | | B | 2 | 0 | **(O) & (M)** Both may be inoperative provided:  Ambient temperatures are above +4.5 °C (+40 °F). |  |
|  |  | | B | 2 | 0 | **(O) & (M)** Both may be inoperative provided known and forecasted conditions for flight are at ambient temperatures above +10 °C (+50 °F). |  |
|  |  | | B | 2 | 1 | **(O) & (M)** One may be inoperative for VFR conditions provided:   1. Ambient temperatures are above +4.5 °C (+40 °F),   Operations not conducted in visible moisture. |  |
|  |  | |  |  |  |  |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **30. Ice and Rain Protection** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3030-02 | Static Port Heaters (EDZ-756 EFIS equipped) | |  |  |  |  |  |
| 1) | Pilot’s Static Port Heater | | C | 1 | 0 | **(M)** May be inoperative for VFR provided ambient temperatures are above +4.5 °C (+40 °F). |  |
| 2) | Co-pilot’s Static Port Heater | | B | 1 | 0 | **(M)** May be inoperative for VFR provided ambient temperatures are above +4.5 °C (+40 °F). |  |
|  |  | | B | 1 | 0 | **(O) & (M)** May be inoperative for VFR provided:   1. Operations are not conducted in visible moisture, and 2. Known and forecast conditions for flight are at ambient temperatures above +10 °C (+50 °F). |  |
| 3030-04 | Engine Anti-Ice System (S-76A/76C only) | | B | 2 | 0 | **(O) & (M)** Both may be inoperative provided known and forecast conditions for flight are at ambient temperatures above +10 °C (+50 °F). |  |
|  |  | | B | 2 | 1 | **(O) & (M)** One may be inoperative provided known and forecasted conditions for flight are at ambient temperatures above +4.5 °C (+40 °F). |  |
|  |  | | B | 2 | 1 | **(O) & (M)** One may be inoperative provided operations are not conducted in visible moisture. |  |
| 3040-01 | Windshield Wiper System | | C | 2 | 0 | **(M)** May be inoperative provided not operated in known or forecasted precipitation during take-off or landing and system is de-activated and secured |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **30. Ice and Rain Protection** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3040-02 | Windshield Mist or Washer System  4X-BHS, BOA, BOB ONLY | | C | 1 | 0 | **(M)** May be inoperative provided operations do not require its use.  System is deactivated and secured |  |
| 3040-03 | Electric Windshield Heat System  4X-BHS, BOA, BOB ONLY | | C | 2 | 0 | **(M)** May be inoperative provided:   1. Blower fan is operative, Defogging vents are not obstructed 2. System is deactivated and secured. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **31. Instruments** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3120-01 | Clock | | C | 1 | 0 | **(O) & (M)** May be inoperable provided crewmembers have a portable time measurement system | |
| 3160-01 | Integrated Instrument Display System (IIDS)  (Parker Hannifan GULL Only)  (Non-Category “A” operations) | | B | 3 | 2 | **(M)** One may be inoperative for dual pilot operations provided the performance display is at the Pilot Flying (PF) side. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **32. Landing Gear** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3260-01 | Landing Gear Position Indicating System | | B | 1 | 0 | **(O) & (M)** May be inoperative provided:   1. Gear is secured down and locked, 2. Control lever is covered and placarded, and   c) The effect on climb and cruise performance is considered. | |
| 3260-02 | Landing Gear Warning System | | C | 1 | 0 | **(O) & (M)** May be inoperative provided:   1. Gear is secured down and locked, 2. Control lever is covered and placarded, and   c) The effect on climb and cruise performance is considered. | |
| 3260-03 | Landing Gear Retraction/Extension System | | C | 1 | 0 | **(O) & (M)** May be inoperative provided:   1. Gear is secured down and locked, 2. Control lever is covered and placarded, and   c) The effect on climb and cruise performance is considered. | |
| 3260-04 | Landing Gear Emergency Extension System | | C | 1 | 0 | **(O) & (M)** May be inoperative provided:   1. Gear is secured down and locked, 2. Control lever is covered and placarded, and   c) The effect on climb and cruise performance is considered. | |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **33. Lights** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3310-01 | Cockpit / Flight Deck / Flight Compartment & Instrument Lighting System | | C | 2 | 0 | **(M)** Individual lights may be inoperative provided remaining lights are:   1. Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, 2. Remaining Lighting Systems are positioned so that direct rays are shielded from flight crewmembers’ eyes, and 3. Lighting configuration and intensity is acceptable to the flight crew.   NOTE 1: Individual button/switch lights and/or annunciations/ indications are excluded from this relief.  **NOTE 2: NVG operations are not permitted with inoperative NVG supplemental lights; cracked or missing filters.** |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **33. Lights** | |  |  |  |  |  |  | |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** | |
| 3310-02 | Cockpit Flood Light | | C | 1 | 0 | **(M)** May be inoperative for Non NVG flights provided cockpit instrument lighting system is operative. |  | |
| 3310-03 | Cockpit Utility Light(s) (Map, Overhead) | | C | 4 | 1 | **(M)** One may be inoperative for Non NVG flights and for other than night. |  | |
| 3320-01 (PL-123) | Passenger Lighted Information Sign | | C | 1 | 0 | **(O) & (M)** May be inoperative provided alternate procedures are established and used to notify passengers. |  | |
| 3320-02 | Cabin Lighting System | | C | 1 | 0 | **(M)** May be inoperative for other than night. |  | |
|  |  | | C | 1 | 0 | **(M)** May be inoperative provided inoperative lights do not exceed 50 percent of the total installed. |  | |
|  |  | | C | 1 | 0 | **(M)** May be inoperative provided no passengers are carried. |  | |
| 3340-02 | Position Light System | | C | 1 | 0 | **(M)** May be inoperable for day flights |  | |
| 3340-03 | Anti-Collision Light System | | B | 1 | 0 | **(M)** May be inoperable for day flights |  | |
| 3340-04 | Landing Lights (Controllable/Fixed) | | C | 2 | 0 | **(M)** May be inoperable for day flights |  | |
| 3340-05 | External Utility Light(s) (Gearbox inspection, steps, rotor head) | | C | 2 | 0 | **(M)** May be inoperative. |  | |
| 3340-08 | Strobe Light System | | C | 1 | 0 | **(M)** May be inoperative |  | |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **33. Lights** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3350-01 | Cabin Emergency Lights | | B | 1 | 0 | **(M)** May be inoperative for day (other than night) operations. |  |
|  |  | | B | 1 | 0 | **(M)** May be inoperative for night operations if no passengers are carried. |  |
| 3350-02 | Helicopter Emergency Egress Lighting System (HEELS) | | C | 6 | 0 | **(M)** May be inoperative for day (other than night) operations. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **34. Navigation** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3413-01 | Vertical Speed Indicator | | B | 2 | 0 | **(M)** May be inoperative for day flights |  |
| 3414-01 | Airspeed Indicator | | B | 2 | 1 | **(M)** Co-pilot’s may be inoperative |  |
| 3416-01 | Altimeter | | B | 3 | 2 | **(M)** Co-pilot’s may be inoperative |  |
| 3421-01 | Standby Attitude Indicator | | C | 1 | 0 | **(M)** May be inoperable for Day VFR flights |  |
| 3421-02 | Alternate Static Source | | C | 1 | 0 | May be inoperable for VFR flights |  |
| 3422-01 | Gyroscopic Direction Indicator | | C | 2 | 1 | **(O + M)** Co-pilot’s may be inoperative, provided the right hand side pilot is flying |  |
| 3424-01 | Slip-Skid Indicator | | C | 2 | 1 | **(M)** Co-pilot’s may be inoperative |  |
| 3424-02 | Gyroscopic Pitch and Bank Indicator | | C | 2 | 1 | **(M)** Co-pilot’s may be inoperative for Non NVG flights  Note: Both systems required for NVG flight |  |
| 3424-03 | Gyroscopic Rate-of-Turn Indicator | | C | 2 | 1 | **(M)** Co-pilot’s may be inoperative for Non NVG flights provided the right hand side pilot is flying. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **34. Navigation** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3431-01 | ILS/Localizer System | | C | 1 | 0 | (**M**) May be inoperative provided  Flight is conducted under VFR  **AND**  System is placarded near the ILS Frequency Knob Change in the flight compartment and log entry is made |  |
| 3432-01 | ILS/Glideslope System | | C | 1 | 0 | (**M**) May be inoperative provided  Flight is conducted under VFR  **AND**  System is placarded near the ILS Frequency Knob Change in the flight compartment and log entry is made |  |
| 3434-01 | Marker Beacon | | C | 2 | 0 | (**M**) May be inoperative provided  Flight is conducted under VFR |  |
| 3442-01  1) | Airborne Weather Radar  WX Function | | C | 1 | 0 | **(O) & (M)** May be inoperative for VFR operations. Required for IFR or night VFR when current weather reports indicate that thunderstorms and other potentially hazardous weather conditions that can be detected with airborne weather radar equipment, may reasonably be expected along the route to be flown | |
| 2) | All other functions (Includes ground mapping, search target) | | C | 1 | 0 |  |  |
| 3444-01 | Radar (Radio) Altimeter System  (Includes 3 displays – Digital x 2 and Analogue x 1) | | C | 1 | 0 | **(M)** May be inoperative for Non NVG Flights, provided:   1. Affected system is deactivated, 2. May be inoperative for day VFR only provided the Auto pilot GS-mode is not used.   Note: System required for NVG flight | |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **34. Navigation** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3444-02 | Radar Altitude Warning System (RAWS) | | C | 1 | 0 | May be inoperative for Non NVG flights and for operations not involving extended night or over water hovering. |  |
| 3444-03 | EGPWS | | C | 1 | 0 | **(O) & (M)** May be inoperative provide alternate procedures are established and used.  NOTE: Any mode that operates normally may be used. | |
| 3444-05 | Electronic Flight Instrument System (EFIS) EDZ 705 and EDZ 756 | |  |  |  | **(M)** May be inoperative provided: |  |
| 1) | Displays, Cathode Ray Tube (CRT) or Electronic Display (ED) | | B | 4 | 2 | Two displays may be inoperative for VFR provided displays are in front of the Pilot Flying (PF). |  |
|  |  | |  |  |  |  |  |
| 2) | Attitude Heading Reference System (AHRS) | | B | 2 | 1 | May be inoperative for VFR. |  |
| 3) | Symbol Generator | | A | 2 | 1 | May be inoperative for VFR provided repairs are made within one flight‑day. |  |
| 4) | Air Data Computer (ADC) (EDZ 756 only) | | B | 2 | 1 | May be inoperative for VFR. |  |
| 3445-03 | Flight Director | | C | 2 | 0 | **(M)** May be inoperative for VFR. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **34. Navigation** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3445-04 | Traffic Alert and Collision Avoidance System (TCAS I) | | C | 2 | 0 | **(M)** May be inoperative provided:   1. System is deactivated and secured,   b) Enroute or approach procedures do not require its use. | |
| 3451-01 | Distance Measuring Equipment (DME) | | D | 2 | 0 | **(M)** May be inoperative provided:   1. Flight is conducted under VFR rules | |
| 3452-01 | ATC Transponders and Automatic Altitude Reporting Systems | | A | 1 | 0 | **(O + M)** May be inoperative provided:   1. Before flight – To allow the helicopter to fly to an airport/landing site where the transponder can be fixed/replaced, By approval from air traffic controller   **Or**  b) Maximum 7 days, in certain cases approved by the CAAI manager, with an approval from the head of air traffic control shift manager, 48 hours prior to the flight. | |
| 3452-02  (PL-105) | Automatic Dependent Surveillance-Broadcast (ADS-B) System | |  |  |  |  |  |
|  | ADS-B OUT Extended Squitter Transmissions | | C | 1 | 0 | **(M)** may be inoperative  NOTE: Any ADS-B function that operates normally may be used. |  |
| 3454-02 | VOR System | | C | 2 | 1 | **(M)** One May be inoperative |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **34. Navigation** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 3455-01 | ADF System | | C | 1 | 0 | **(M)** May be inoperative |  |
| 3457-01 | Global Position System (GPS) | | C | 1 | 0 | **(O) & (M)** May be inoperative |  |
| 3461-01 | Navigation Database  GARMIN G 530 –  4X-BHT, BHP & BEX ONLY  GARMIN G 500 –  4X-BHS, BOI ONLY  FreeFlight 2101 IO -  4X-BOB, BOA ONLY | | A | 1 | 0 | **(O + M)** May be inoperative provided:   1. Operations do not require its use, 2. It is not used in a primary navigation system. 3. CVFR/Helicopter routes map is used 4. Navigation is done visually 5. Additional VOR/DME may be used to determine position 6. Is repaired within 10 flight‑days. NOTE: An out-of-currency or out of date navigation database is not authorized MEL relief |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **45. Central Maintenance System** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 4500-01 | Aircraft/Engine Monitoring System | | C | 1 | 0 | **(M)** May be inoperative provided: operations do not require its use |  |
| 4500-02 | Cockpit Data-link Flight Following System  (ISAT 100/200) -  4X-BHT, BOI & BHP ONLY  (BLUE SKY D-1000)  4X-BHS & BEX ONLY  Does not exist in 4X-BOB, BOA | | C | 1 | 0 | **(M)** May be Inoperative |  |
|  |  | |  |  |  |  |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **52. Doors** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 5200-01 | Electrically Operated Door Locks | | D | 1 | 0 | **(O) & (M)** May be inoperative provided manual door locks are operative and door operation from inside and outside the aircraft is unaffected. |  |
| 5200-02 | Key Lock | | D | 4 | 0 | May be inoperative provided door operation from inside and outside the aircraft is unaffected. |  |
| 5200-03 | Door Warning System | | C | 1 | 0 | **(O) & (M)** May be inoperative provided a visual check verifies that the door is closed and latched prior to flight. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **63. Main Rotor Drive** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 6320-01 | Rotor Brake System | | C | 1 | 0 | **(M)** May be inoperative provided:   1. Maintenance inspection determines rotor disc is free, and 2. System is deactivated and secured. |  |
| 6321-02 | Rotor Brake Warning Light | | C | 1 | 0 | **(M)** May be inoperative provided:   1. Maintenance inspection determines rotor disc is free, and 2. System is deactivated and secured. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
| --- | --- | --- | --- | --- | --- | --- | --- |
| **67. Rotor Flight Controls** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 6700-01 | Cyclic Stick Trim | | C | 1 | 0 | **(O) & (M)** May be inoperative for VFR provided a crewmember guards the cyclic at all times. |  |
| 6700-02 | Collective Stick Trim | | C | 1 | 0 | **(O) & (M)** May be inoperative provided a crewmember guards the collective at all times. |  |
| 6700-04 | Yaw Trim (Digital (DAFCS) or AFCS Phase III) | | C | 1 | 0 | **(O) & (M)** May be inoperative for VFR provided a crewmember guards the pedals at all times. |  |

| **TABLE KEY**   1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS | | | | | | | |
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| **77. Engine Indicating** | |  |  |  |  |  |  |
| **Sequence No.** | **Item** | | **1** | **2** | **3** | **4** | **Change Bar** |
| 7712-02 | Dual Torque Indicators | | B | 2 | 1 | **(M)** May be inoperative for dual pilot non‑category A operations, provided one pilot station indicator is operative for all takeoffs and landings. |  |