U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 0a
Date: XX/XX/XXXX

Airbus Helicopters
H160-B
(TCDS R00009RD)

Two-Section MMEL

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TABLE OF CONTENTS AND CONTROL PAGE

LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	12/10/2024	Original Issue.
0a	XX/XX/XXX	Cover Page, Table of Contents & Control Page, Highlights of Change, Guidelines for (M) &(O) Procedures, 34-7.

The following changes are the Highlights of Changes for **Revision 0a**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 09/24/2025.

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
General	--	Minor editorial corrections, formatting and numbering changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
--	--	Updated Cover Page to reflect Revision 0a.
I	--	Updated Table of Contents and Control Page to reflect Revision 0a.
II	--	Updated Log of Revisions to reflect Revision 0a.
III	--	Updated Highlights of Change to reflect Revision 0a.
XXXIV	--	Updated Guidelines for (M) & (O) Procedures to reflect Revision 0a.
34-7	34-91-01	Added relief for Automatic Identification System (AIS R5A).

DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website.

PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website.

Airbus Helicopters uses a dispatch message system to assist the pilot in determining if an aircraft is airworthy. Dispatch messages are white messages that appear on the Vehicle Management System (VMS) dispatch page. During the preflight the pilot can view the dispatch messages by applying battery power and navigating to the dispatch page. If there are dispatch messages present, the pilot must consult the MMEL to determine if each message has associated relief.

The following is a list of the dispatch messages and the corresponding ATA sequence number and item name. There are some dispatch messages that have relief but do not have an ATA sequence number. They are in alphabetical order at the end of this list. If the dispatch message is not included in this MMEL, there is no relief and the aircraft cannot be flown until the proper maintenance is performed.

ITEM NO.	DISPATCH MESSAGE
21-20-01	ECS: COCKPIT FAN1
	ECS: COCKPIT FAN2
21-20-02	ECS: CABIN FAN1
	ECS: CABIN FAN2
	ECS: CABIN FAN1 and ECS: CABIN FAN2
21-20-03	ECS: CKPT RECIRC1
	ECS: CKPT RECIRC2
	ECS: CKPT RECIRC1 and ECS: CKPT RECIRC2
21-20-04	ECS: CABIN RECIRC1
	ECS: CABIN RECIRC2
	ECS: CABIN RECIRC1 and ECS: CABIN RECIRC2
21-20-05	ECS: CKPT DISTRIB BOX
21-40-01	ECS: CKPT HTG MIX VALVE
21-40-02	ECS: CABIN HTG MIX VALVE
21-40-03	ECS: P3 BLEED AIR LEAK
21-50-01	ECS: CKPT COMPRESSOR
21-50-02	ECS: CABIN COMPRESSOR

DISPATCH MESSAGING SYSTEM

ITEM NO.	DISPATCH MESSAGE
21-50-05	ECS: CKPT RFGT SENSOR
21-50-06	ECS: CABIN RFGT SENSOR
21-60-01	ECS: CKPT BOARD
21-60-02	ECS: CABIN BOARD
21-60-04	ECS: CKPT INT TEMP SNSR
21-60-05	ECS: CABIN INT TEMP SNSR
21-60-06	ECS: CABIN INT TEMP SNSR and ECS: CKPT INT TEMP SNSR
21-60-07	ECS: CKPT DUCT TEMP SNSR1
	ECS: CKPT DUCT TEMP SNSR2
	ECS: CKPT DUCT TEMP SNSR1 and ECS: CKPT DUCT TEMP SNSR2
21-60-08	ECS: CABIN DUCT TEMP SNSR1
	ECS: CABIN DUCT TEMP SNSR2
	ECS: CABIN DUCT TEMP SNSR1 and ECS: CABIN DUCT TEMP SNSR2
21-60-09	ECS: CKPT EVAP TEMP SNSR1
	ECS: CKPT EVAP TEMP SNSR2
	ECS: CKPT EVAP TEMP SNSR1 and ECS: CKPT EVAP TEMP SNSR2
21-60-10	ECS: CAB EVAP TEMP SNSR1
	ECS: CAB EVAP TEMP SNSR2
	ECS: CAB EVAP TEMP SNSR1 and ECS: CAB EVAP TEMP SNSR2
21-60-11	ECS: P3 BLEED SENSOR
21-60-12	ECS: DATA EXCHANGE
23-11-01	COM: VHF1
	COM: VHF2
	COM: VHF1 AND COM: VHF2

DISPATCH MESSAGING SYSTEM

ITEM NO.	DISPATCH MESSAGE
25-40-01	FLOAT: UNTIMELY ARMED
25-40-02	FLOAT: NOT ARMED
25-40-03	FLOAT: INFLATION ENGAGED
25-40-04	FLOAT: ARM DISAGREE
25-43-01	FLOAT: EFU
25-46-01	FLOAT: WATER SENSOR
25-46-02	REC: WATER SENSOR
25-48-01	FLOAT: BOTTLE 1 DISCONN
	FLOAT: BOTTLE 2 DISCONN
	FLOAT: BOTTLE 3 DISCONN
	FLOAT: BOTTLE 4 DISCONN
26-11-01	FIRE: ENG1 SENSOR1
	FIRE: ENG1 SENSOR2
	FIRE: ENG2 SENSOR1
	FIRE: ENG2 SENSOR2
26-13-01	FIRE: CARGO SMOKE SENSOR
28-22-01	FUEL: XFER PUMP1
	FUEL: XFER PUMP2
	FUEL: XFER PUMP1 AND FUEL: XFER PUMP2
28-22-02	FUEL: ENG1 FUEL FLOW
	FUEL: ENG2 FUEL FLOW
28-43-01	FUEL: LOW LEVEL SENSOR1
	FUEL: LOW LEVEL SENSOR2

ITEM NO.	DISPATCH MESSAGE
28-43-02	FUEL: TEMPERATURE SENSOR1
	FUEL: TEMPERATURE SENSOR2
	FUEL: TEMPERATURE SENSOR1 AND FUEL: TEMPERATURE SENSOR2
29-31-01	HYD: AUX PUMP PRESS SENSOR
30-31-01	ICE: PITOT HEATER1
	ICE: PITOT HEATER2
	ICE: PITOT HEATER1 and ICE: PITOT HEATER2
30-31-02	ICE: IESI PITOT HEATER
30-42-01	RAIN: WIPERS
31-30-01	REC: CVR
	REC: FDR
31-30-02	REC: CVR
	REC: FDR
31-34-01	REC: DMAU
31-34-02	REC: DMAU SENSORS
32-12-01	L/G: LH ACTUATOR
	L/G: RH ACTUATOR
32-22-01	L/G: NOSE ACTUATOR
32-38-01	L/G: CONTROL
34-10-01	NAV: AIR DATA1
	NAV: AIR DATA2
34-10-02	NAV: AIR DATA1 REDUNDANCY
	NAV: AIR DATA2 REDUNDANCY

DISPATCH MESSAGING SYSTEM

ITEM NO.	DISPATCH MESSAGE
34-14-01	NAV: OAT SENSOR1
	NAV: OAT SENSOR2
34-20-01	NAV: AHRS1 ATT
	NAV: AHRS1 REDUNDANCY
	NAV: AHRS2 ATT
	NAV: AHRS2 REDUNDANCY
34-20-02	NAV: AHRS3 ATT
34-20-03	NAV: AHRS1 MAG HDG
	NAV: AHRS2 MAG HDG
34-41-01	NAV: RA
	NAV: RA1
	NAV: RA2
	NAV: RA1 AND NAV: RA2
34-45-01	NAV: ACAS
34-51-01	NAV: XPDR
34-52-01	NAV: ADF
34-53-01	NAV: DME
34-55-01	NAV: VOR1
	NAV: VOR2
	NAV: VOR1 AND NAV: VOR2
34-56-01	NAV: GPS1
	NAV: GPS2
	NAV: GPS1 AND NAV: GPS2

DISPATCH MESSAGING SYSTEM

ITEM NO.	DISPATCH MESSAGE
34-57-01	NAV: ADS-B OUT
34-63-01	NAV: FMS1
	NAV: FMS2
34-71-01	NAV: HTAWS
42-94-01	AVNCS: DTD
46-31-01	AVNCS: MFD1
	AVNCS: MFD1 HEATER
	AVNCS: MFD1 LIGHTING
	AVNCS: MFD1 SOFT KEYS
	AVNCS: MFD3
	AVNCS: MFD3 HEATER
	AVNCS: MFD3 LIGHTING
	AVNCS: MFD3 SOFT KEYS
	AVNCS: MFD1 AND AVNCS: MFD3
	AVNCS: MFD1 HEATER AND AVNCS: MFD3 HEATER
	AVNCS: MFD1 LIGHTING AND AVNCS: MFD3 LIGHTING
	AVNCS: MFD1 SOFT KEYS AND AVNCS: MFD3 SOFT KEYS
46-31-02	AVNCS: MFD1 EXT VIDEO
	AVNCS: MFD2 EXT VIDEO
	AVNCS: MFD3 EXT VIDEO
	AVNCS: MFD4 EXT VIDEO

DISPATCH MESSAGING SYSTEM

ITEM NO.	DISPATCH MESSAGE
46-31-03	AVNCS: MFD1 MISSION
	AVNCS: MFD2 MISSION
	AVNCS: MFD3 MISSION
	AVNCS: MFD4 MISSION
46-62-01	NAV: ECCD
46-71-01	AVNCS: AMC1 AUDIO
	AVNCS: AMC2 AUDIO
46-85-01	NAV: DMAP
46-89-01	NAV: SVS
63-42-01	XMSN: MGB MAIN PRESS SNSR1
	XMSN: MGB MAIN PRESS SNSR2
63-42-02	XMSN: MGB SEC PRESS SNSR1
	XMSN: MGB SEC PRESS SNSR2
63-42-03	XMSN: MGB TEMP SENSOR1
	XMSN: MGB TEMP SENSOR2
63-43-01	XMSN: MGB OIL LEVEL SENSOR
63-44-01	XMSN: NR SENSOR1
	XMSN: NR SENSOR2
63-53-01	XMSN: ROTOR BRAKE
	XMSN: ROTOR BRAKE LEVER
71-62-01	IBF: IBF1 CLOGGED
71-62-02	IBF: IBF2 CLOGGED
71-62-03	IBF: IBF1 BYPASS
71-62-04	IBF: IBF2 BYPASS

DISPATCH MESSAGING SYSTEM

ITEM NO.	DISPATCH MESSAGE
71-65-01	IBF: IBF1 PRESSURE SENSOR1
	IBF: IBF1 PRESSURE SENSOR2
	IBF: IBF1 PRESSURE SENSOR1 and IBF: IBF1 PRESSURE SENSOR2
71-65-02	IBF: IBF2 PRESSURE SENSOR1
	IBF: IBF2 PRESSURE SENSOR2
	IBF: IBF2 PRESSURE SENSOR1 and IBF: IBF2 PRESSURE SENSOR2
71-84-01	ENG: P3 BLEED1 CLOSED
	ENG: P3 BLEED2 CLOSED
	ENG: P3 BLEED1 CLOSED AND ENG: P3 BLEED2 CLOSED
73-00-01	ENG: FADEC1 DEGRADED
	ENG: FADEC2 DEGRADED
73-00-02	ENG: ENG1 FUEL FILTER
	ENG: ENG2 FUEL FILTER
73-00-03	ENG: ENG1 STOP ELEC VALVE
	ENG: ENG2 STOP ELEC VALVE
74-00-01	ENG: ENG1 IGNITION
	ENG: ENG2 IGNITION
77-00-01	ENG: EDR1
	ENG: EDR2
79-00-01	ENG: ENG1 OIL LEVEL SENSOR
	ENG: ENG2 OIL LEVEL SENSOR
Section 2	ECS: CABIN EVAP FROZEN
	ECS: CABIN RFGT HI PRESS
	ECS: CABIN RFGT LO PRESS
	ECS: CKPT RFGT HI PRESS

ITEM NO.	DISPATCH MESSAGE
Section 2 (Continued)	ECS: CKPT RFGT LO PRESS
	ECS: COCKPIT EVAP FROZEN
	ENG: ENG TRNG MODE DISAGREE
	ENG: ENG1 EPC DATA
	ENG: ENG1 FUEL PRESS INLET
	ENG: ENG1 FUEL PRESS OUTL
	ENG: ENG1 FUEL TEMP
	ENG: ENG1 HC CONTROLS
	ENG: ENG1 HC FUEL DATA
	ENG: ENG1 MINOR REDUNDANCY
	ENG: ENG1 MINOR REDUNDANCY
	ENG: ENG1 OIL PRESS INLET
	ENG: ENG1 OIL TYPE
	ENG: ENG1 OVERSPEED PROT
	ENG: ENG1 TQ LIMIT DISAGREE
	ENG: ENG2 EPC DATA
	ENG: ENG2 FUEL PRESS INLET
	ENG: ENG2 FUEL PRESS OUTL
	ENG: ENG2 FUEL TEMP
	ENG: ENG2 HC CONTROLS
	ENG: ENG2 HC FUEL DATA
	ENG: ENG2 MINOR REDUNDANCY
	ENG: ENG2 MINOR REDUNDANCY
	ENG: ENG2 OIL PRESS INLET
	ENG: ENG2 OIL TYPE
	ENG: ENG2 OVERSPEED PROT
	ENG: ENG2 TQ LIMIT DISAGREE

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

SEQUENCE NO.	PROCEDURE
21-20-01 Cockpit Fan	(O) Procedure for crew: During cockpit preparation: Check CKPT HMV (25HQ) is properly closed (Full closed position "F"): • Step 1: Identify the soft cover (located at the left hand side in front of the rudder), • Step 2: Remove the cover, and • Step 3: Check the close status of the HMV (white line in "F" position). Before flight: • Check Bad weather window(s) is (are) operative. In flight: If demisting is necessary and not ensured by the demisting function: OPEN bad weather window(s).
21-20-02 CABIN FAN	(M) Procedure for maintenance: Check Cabin HMV (21HQ) is properly closed (Full closed position "F"). Refer to AMM H160-A-21-61-4001-00Z-563A-A.
21-20-03 Cockpit Air Inlet Actuator	(O) Procedure for crew: Before flight: Check bad weather window(s) is (are) operative. In flight: If demisting is necessary and not ensured by demisting function: OPEN bad weather window(s).
21-20-05 Air Distribution Actuator	(O) Procedure for crew: Before flight: Check bad weather window(s) is (are) operative. In flight: If demisting is necessary and not ensured by demisting function: OPEN bad weather window(s).

SEQUENCE NO.	PROCEDURE
21-40-01 Cockpit Heating Modulation Valve (HMV)	(O) Procedure for crew: Before flight: Check bad weather window(s) is(are) operative. On ground: If heating not requested: - Check P3 SOV1 and P3 SOV2 are closed on VMS page. (M) Procedure for maintenance: If heating not requested in cabin: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. If heating is requested in cabin: Close cockpit HMV: a) Disconnect J1 pin of cockpit HMV connector 25HQ, b) Connect GSE, c) Apply a 28VDC supply, d) Check cockpit HMV properly closed (Full closed position “F”), and e) Disconnect GSE. Refer to AMM H160-A-21-61-3008-00-563-A. (Set up, operation 1.3 to 1.8 of Procedure and Close up).
21-40-02 CABIN Heating Modulation Valve (HMV)	(O) Procedure for crew: On ground: If heating not requested: - Check P3 SOV1 and P3 SOV2 are closed on VMS page. (M) Procedure for maintenance: If heating not requested in cockpit: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. If heating is requested in cockpit: Close cabin HMV: a) Disconnect J1 pin of cabin HMV connector 21HQ, b) Connect GSE, c) Apply a 28VDC supply, d) Check cabin HMV properly closed (Full closed position “F”), and e) Disconnect GSE. Refer to AMM H160-A-21-61-4001-00-563-A. (Set up, operation 1.2 to 1.7 of Procedure and Close up).

SEQUENCE NO.	PROCEDURE
21-40-03 P3 Pipes / Over Heating Detection System (OHDS) – Leakage Detection	(O) Procedure for crew: Before flight: - Check Bad weather window(s) is (are) operative. On ground: - Check P3 SOV1 and P3 SOV2 are closed on VMS, - Check no “ECS HTG+DEMIST” displayed on master list, and - Check no P3 pictogram displayed on MFD. In flight: If demisting is necessary and not ensured by demisting function: Open Bad weather window(s). (M) Procedure for maintenance: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
21-50-05 Cockpit R134A Sensor	(M) Procedure for maintenance: Sensor replacement: a) Disconnect failed sensor, and b) Connect the replacement one installed on H/C (cold spare). Refer to AMM H160-A-21-53-0002-00-510-A
21-50-06 Cabin R134A Sensor	(M) Procedure for maintenance: Sensor replacement: a) Disconnect failed sensor, and b) Connect the replacement one installed on H/C (cold spare). Refer to AMM H160-A-21-55-0005-00-510-A.

SEQUENCE NO.	PROCEDURE
21-60-01 Cockpit Ancillary Unit of EACU	(O) Procedure for crew: Before flight: Check bad weather window(s) is(are) operative. On ground: If heating not requested: - Check P3 SOV1 and P3 SOV2 correctly closed on VMS page. In flight: If demisting is necessary and not ensured by demisting function: OPEN bad weather window(s). (M) Procedure for maintenance: If heating not requested: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. If heating is requested (using Cabin heating system): - Pull CB corresponding to Cockpit Ancillary Unit of EACU on FBP2, and - Pull CB corresponding to Cockpit Ancillary Unit of EACU on NBP1. Refer to AMM H160-A-24-62-0000-00-560-A. Reconfiguration of OHDS on Cabin Ancillary Unit of EACU: a) Reconfiguration of OHDS on Cabin Ancillary Unit of EACU with a reconfiguration of the connector, and b) Power up test of ECS is required. Close cockpit HMV: a) Disconnect J1 pin of cockpit HMV connector 25HQ, b) Connect GSE, c) Apply a 28VDC supply, d) Check cockpit HMV properly closed (Full closed position “F”), and e) Disconnect GSE. Refer to AMM H160-A-21-61-3008-00-563-A.

SEQUENCE NO.	PROCEDURE
21-60-02 Cabin Ancillary Unit of EACU	(O) Procedure for crew: On ground: If heating not requested: - Check P3 SOV1 and P3 SOV2 correctly closed on VMS page. (M) Procedure for maintenance: If heating not requested: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. If heating is requested (using Cockpit heating system): - Pull CB corresponding to Cabin Ancillary Unit of EACU on FBP1, and - Pull CB corresponding to Cabin Ancillary Unit of EACU on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. Close cabin HMV: a) Disconnect J1 pin of cabin HMV connector 21HQ, b) Connect GSE, c) Apply a 28VDC supply, d) Check cabin HMV properly closed (Full closed position “F”), and e) Disconnect GSE. Refer to AMM H160-A-21-61-4001-00-563-A.
21-60-03 Thermal Switch	(O) Procedure for crew: Before flight: - Check Bad weather window(s) is (are) operative. On ground: - Check no “HH” message on ECS control panel (EACU) at ECS power-up (to check OHDS is fully operative). - Check P3 SOV1 and P3 SOV2 are closed on VMS, and - Check no “ECS HTG+DEMIST” displayed on master list. In flight: If demisting is necessary and not ensured by demisting function: Open Bad weather window(s). (M) Procedure for maintenance: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
21-60-04 Cockpit Internal Ambient Temperature Probe	(O) Procedure for crew: On ground: a) On ECS control panel (EACU), select “CAB” position, b) Press simultaneously on keys “DEMIST” and “RECIRC” during 3 seconds, and c) Check the consistency of first parameter corresponding to IAT cabin. (Consistent value and no “- -” displayed).

SEQUENCE NO.	PROCEDURE
21-60-05 Cabin Internal Ambient Temperature Probe	(O) Procedure for crew: On ground: a) On ECS control panel (EACU), select “CKPT” position, b) Press simultaneously on keys “DEMIST” and “RECIRC” during 3 seconds, and c) Check the consistency of first parameter corresponding to IAT cockpit (consistent value and no “- -” displayed).
21-60-06 Cabin and Cockpit Internal Ambient Temperature Probe	(O) Procedure for crew: In flight: - Demisting and ventilation functions are available if needed.
21-60-07 Cockpit Air Mixed Temperature Probe	Both cockpit Air Mixed Temperature Probes are inoperative: (O) Procedure for crew: Before flight: - Check Bad weather window(s) is (are) operative. On ground: If heating not requested: a) Check P3 SOV1 and P3 SOV2 are closed on VMS page, b) On ECS control panel (EACU), select “CAB” position, c) Press simultaneously on keys “DEMIST” and “RECIRC” during 3 seconds, d) When first parameter is shown, press “TEMP” four and five times, and e) Check the consistency of fifth and sixth parameters corresponding to AMT cabin (consistent value and no “- -” displayed). In flight: If demisting is necessary and not ensured by demisting function: Open Bad weather window(s). (M) Procedure for maintenance: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.

SEQUENCE NO.	PROCEDURE
21-60-08 Cabin Air Mixed Temperature Probe	Both cabin Air Mixed Temperature Probes are inoperative: (O) Procedure for crew: Before flight: - Check Bad weather window(s) is (are) operative. On ground: If heating not requested: a) Check P3 SOV1 and P3 SOV2 are closed on VMS page, b) On ECS control panel (EACU), select “CKPT” position, c) Press simultaneously on keys “DEMIST” and “RECIRC” during 3 seconds, d) When first parameter is shown, press “TEMP” four and five times, and e) Check the consistency of fifth and sixth parameters corresponding to AMT cabin (consistent value and no “- -” displayed). In flight: If demisting is necessary and not ensured by demisting function: Open Bad weather window(s). (M) Procedure for maintenance: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.

SEQUENCE NO.	PROCEDURE
21-60-11 Bleed Airline Detection System – Over Heating Detection System (BALDS OHDS) FUNCTION	(O) Procedure for crew: If heating is not necessary: Before flight: - Check Bad weather window(s) is (are) operative. On ground: - Switch cabin and cockpit heating functions off by pressing the “TEMP” button on ECS control panel EACU for each zone (two dashes “- -” are shown on temperature display). - Check P3 SOV1 and P3 SOV2 correctly closed on VMS, and - Check no P3 pictogram displayed on MFD. In flight: - Do not set a temperature target on the ECS control panel (EACU)leading to heating use, - Check P3 SOV1 and P3 SOV2 correctly closed on VMS, and - Check no P3 pictogram displayed on MFD. If demisting is necessary and not ensured by demisting function: Open Bad weather window(s). If heating is requested in cockpit zone: During cockpit preparation: - Identify OHDS failed sensor(s) on Failure Management page. Only failed sensor(s) 12, 13, 14, 15 allow heating use in cockpit. On ground: - Switch cabin heating function off by pressing the “TEMP” button on ECS control panel (EACU) when master selector is set on “CAB”.(two dashes “- -” are shown on the temperature display). If heating is requested in cabin zone: During cockpit preparation: - Identify OHDS failed sensors on Failure Management page. Only failed sensor(s) 1, 2, 3, 4 allow heating use in cabin. - CKPT HMV (25HQ) is properly closed (Full closed position “F”): o Step 1: Identify soft cover (located at the left hand side in front of the rudder), o Step 2: Remove cover, o Step 3: Check close status of the HMV (white line in “F” position).

SEQUENCE NO.	PROCEDURE
21-60-11 Bleed Airline Detection System – Over Heating Detection System (BALDS OHDS) FUNCTION (Continued)	Before flight: - Check Bad weather window(s) is (are) operative. On ground: - Switch cockpit heating function off by pressing the “TEMP” button on ECS control panel (EACU) when master selector is set on “CKPT”.(two dashes “- -“ are shown on the temperature display). In flight: If demisting is necessary and not ensured by demisting function: Open Bad weather window(s). (M) Procedure for maintenance: If heating is not requested: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. If heating is requested in Cockpit zone: - Check Cabin HMV (21HQ) is properly closed (Full closed position “F”). Refer to AMM H160-A-21-61-4001-00-563-A.
21-60-12 ECS/ACS Control Unit (EACU)/ HELIONIX Communication	(O) Procedure for crew: Before flight: - Check Bad weather window(s) is (are) operative. On ground: - Switch cabin and cockpit heating functions off by pressing the “TEMP” button on ECS control panel EACU for each zone (two dashes “- -” are shown on the temperature display). - Check P3 SOV1 and P3 SOV2 correctly closed on VMS, and - Check no P3 pictogram displayed on MFD. Note: - Ventilation and air distribution are always operative, and - Demisting function can be selected but without heating and cooling function. In flight: - Do not set a temperature target on the ECS control panel (EACU) leading to heating or cooling use, - Check P3 SOV1 and P3 SOV2 correctly closed on VMS, and - Check no P3 pictogram displayed on MFD If demisting is necessary and not ensured by demisting function: Open Bad weather window(s). (M) Procedure for maintenance: - Pull CB corresponding to P3 SOV1 on NBP1, and - Pull CB corresponding to P3 SOV2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.

SEQUENCE NO.	PROCEDURE
23-31-01 Passenger Address System	With passengers on-board: (O) Procedure for crew: During flight preparation: - The preflight briefing shall contain alternate procedures to be used. During cockpit preparation: - Check cabin interphone system (if installed) is operative. In flight: Use cabin intercommunication system or alternate communication procedures (like gestural language with curtain in open position, if installed). With passengers on-board or Without passengers on-board: (M) Procedure for maintenance: - Pull CB corresponding to passenger address on FBP1, and - Pull CB corresponding to passenger address on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
23-40-01 Cycle Grip Push to Talk SWITCH	(O) Procedure for crew: During cockpit preparation: - Check PTT switch of cockpit ACP corresponding to the failed cyclic grip PTT is operative. - Check failed PTT switch(es) is (are) verified failed open (not transmitting).
23-40-02 Emergency Relay Unit (ERU)	(O) Procedure for crew: During cockpit preparation: - Alternate communication procedures are established and briefed to passengers prior to boarding.
23-41-01 Maintenance Operator to Crew ICS	(O) Procedure for crew: During cockpit preparation: - Alternate communication procedures are established and briefed prior to start up.
23-41-02 COCKPIT Audio Control Panel (ACP)	(O) Procedure for crew: In flight: a) Only the remaining ACP can be used for external communication, b) If necessary, the failed ACP shall be set to EMER mode to connect co-pilot directly to VHF/AM1 and pilot to VHF/AM2. (to allow the user with the failed ACP external communication), and c) Applicable RFM limitations and procedures are followed.

SEQUENCE NO.	PROCEDURE
23-41-03 Cockpit Audio Control Panel (ACP) PTT Switch is inoperative	(O) Procedure for crew: During cockpit preparation: - Check PTT switch of cyclic grip corresponding to the failed cockpit ACP is operative and affected switch is verified failed open (not transmitting).
23-41-04 Cabin Audio Control Panel (ACP)	(O) Procedure for crew: During flight preparation: - Alternate communication procedures are established and briefed prior to boarding. During cockpit preparation: - Set failed cabin ACP to BK-UP mode if necessary.
23-52-02 Cabin Headset	(O) Procedure for crew: During flight preparation: - Alternate communication procedures are established and briefed prior to boarding. In flight: - Use the alternate communication procedure.
23-75-01 Tail Fin Camera	(M) Procedure for maintenance: - Visually check integrity of mechanical attachments, and - Pull CB corresponding to tail fin camera on FBP1. Refer to AMM H160-A-24-62-0000-00-560-A.
25-11-01 Co-Pilot (left) Seat	(M) Procedure for maintenance: If flightcrew seat is inoperative: - Ensure flightcrew seat is secured (will not move). Else if flightcrew seat is unsecured: - Remove flightcrew seat and adjust weight and balance. Refer to AMM H160-A-25-11-1005-00-620-A.
25-11-02 Flight Crew Seat Bucket Lever	(M) Procedure for maintenance: If flightcrew seat bucket dynamic tilt is inoperative: - Ensure installation is secured. Refer to AMM H160-A-25-11-1008-00-310-A.
25-11-03 Flight Crew Seat Headrest	(M) Procedure for maintenance: - Remove flightcrew seat headrest. Refer to AMM H160-A-25-21-5009-00-282-A.

SEQUENCE NO.	PROCEDURE
25-21-01 Passenger Seat	(M) Procedure for maintenance: If passenger seat is inoperative: - Ensure passenger seat is secured. Else if passenger seat is unsecured: - Remove passenger seat. Refer to AMM H160-A-25-21-5006-00-620-A.
25-21-02 Passenger Seat Headrest	(M) Procedure for maintenance: If passenger seat headrest is inoperative: - Ensure headrest is secured. If passenger seat headrest cannot be secured: - Remove headrest. Refer to AMM H160-A-25-21-5008-00-282-A.
25-40-03 Emergency Floatation Inflation System	(M) Procedure for maintenance: - Disconnect all breakers supplying EFU on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. - Disconnect all “bottles” breakers on EFU. Refer to AMM H160-A-25-67-2000-00-560-A.
25-40-04 Emergency Floatation Inflation Control System	(M) Procedure for maintenance: - Disconnect all breakers supplying the EFU on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. - Disconnect all “bottles” breakers on EFU. Refer to AMM H160-A-25-67-2000-00-560-A.
25-40-05 Float Inflation Push-Button	(O) Procedure for crew: For Single pilot operation, check right seat push-button is operative. During cockpit preparation: - EFS armament switch: OFF, - Right Seat inflation push-button: PUSH, and - “FLOAT INFLATION” displayed in Master list: CHECK. (The caution message disappears when the inflation push-button is released). For multi pilot operation, check remaining operative push-button is operative. During cockpit preparation: - EFS armament switch: OFF, - Remaining inflation push-button: PUSH, and - “FLOAT INFLATION” displayed in Master list: CHECK. (The caution message disappears when the inflation push-button is released).
25-43-01 Emergency Floatation Unit	(M) Procedure for maintenance: - Disconnect all breakers supplying the EFU on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. - Disconnect all “bottles” breakers on EFU. Refer to AMM H160-A-25-67-2000-00A-560A-A.

SEQUENCE NO.	PROCEDURE
25-46-01 Water Immersion Sensor 1	(O) Procedure for crew: During cockpit preparation perform the following for each collective: - EFS armament switch: OFF, - Inflation push-button on collective grip: PUSH, and - "FLOAT INFLATION" displayed on Master list: CHECK. (The caution message disappears when the inflation push-button is released).
25-46-02 Water Immersion Sensor 2	No ditching capability required: (M) Procedure for maintenance: - PULL CB corresponding to WIS 2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. With ditching capability: (O) Procedure for crew: During cockpit preparation: - EFS armament switch: OFF, - Inflation push-button on collective grip: PUSH, - "FLOAT INFLATION" displayed on Master list: CHECK, and (The caution message disappears when the inflation push-button is released). - If Heels is installed, do a visual check of HEELS activation by setting EMER EXIT to ON position. (M) Procedure for maintenance: - PULL CB corresponding to WIS 2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
25-48-01 Emergency Floatation System (EFS) Bottle	(M) Procedure for maintenance: - Disconnect all breakers supplying the EFU on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. - Disconnect all "bottles" breakers on EFU. Refer to AMM H160-A-25-67-2000-00-560-A.
25-48-02 Emergency Floatation System (EFS) Bottle Manometer	(O) Procedure for crew: During cockpit preparation: - EFS armament control switch: OFF.
25-61-01 First Aid Kit	(O) Procedure for crew: During cockpit preparation: - FAK servicing is verified.

SEQUENCE NO.	PROCEDURE
25-63-01 Automatic Deploying Emergency Locator Transmitter (ADELT)	(M) Procedure for maintenance: - Deactivate the system, - CB corresponding to ADELT on FBP1 and FBP2: PULL. Refer to AMM H160-A-24-62-0000-00-560-A.
25-63-02 Fixed Emergency Locator Transmitter (ELT)	(O) Procedure for Aircrew: - Ensure ELT is turned off. (M) Procedure for maintenance: - Ensure placard stating “ELT not installed” is placed in view of the pilot.
25-83-01 Cargo Linings Panels	Bumps or scratched with the underlying fibers not damaged: (M) Procedure for maintenance: If scratch(es) or bump(s) on cargo linings panel(s), Proceed to damaged panel(s) inspection and: - Validate scratch(es) penetrate only into the paint or surface resin, without damaging in any way the underlying fibers. o Typical examples are chips, indentations, surface voids. - Measure the bump(s) dimensions, distance with attachment of the panel and distance between two bumps (if applicable) and compare to acceptable damage criteria. Note: Bumps are acceptable if they meet the damage criteria. Cargo lining panels cracked or perforated: (M) Procedure for maintenance: Else crack(s) or perforation(s) on cargo linings panel(s): - Proceed to damaged panel(s) inspection and validate that the perforations (if any) affect only one of the two skins (internal or external) of the composite panels. - Panel(s) must remain airtight, no thru-hole allowed in the panel(s). Refer to AMM H160-A-25-53-5001-00-282-A.
25-83-02 Flash Lights	(O) Procedure for crew: - Specific procedure is to be developed by the operator.
26-13-01 Cargo Compartment Fire Suppression System	(O) Procedure for crew: During external preflight check: - Inspect cargo compartment and confirm it is empty or it does not contain any flammable or combustible materials. (M) Procedure for maintenance: - Pull CB corresponding to cargo smoke detector on NPB1. Refer to AMM H160-A-24-62-0000-00-560-A.

SEQUENCE NO.	PROCEDURE
26-25-01 Cabin Hand-held Fire Extinguisher	(O) Procedure for crew: During internal preflight check: - Proper installation and servicing is verified.
28-22-01 Fuel Transfer Pump	(O) Procedure for the pilot to calculate the total quantity necessary for the flight accounting for the unusable fuel quantity corresponding to both fuel pumps inoperative.
	(M) Procedure for maintenance: Deactivate affected fuel pump(s) by pulling and collaring the corresponding breakers of failed pump(s) on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
28-22-02 Engine Fuel Flow	(O) Procedure for crew: During Flight: - Fuel quantity: check regularly.
28-24-01 Pressure Relief Valve	(M) Procedure for maintenance: Create a Placard indicating “PRESSURE REFUELLING FORBIDDEN” and install it on the helicopter close to the refueling port.
28-24-02 Pressure Refueling System	Pressure refueling start inoperative: (M) Procedure for maintenance: - Create a Placard indicating “PRESSURE REFUELLING FORBIDDEN” and install it on the helicopter close to the refueling port. Pressure refueling stop is inoperative: (O) Procedure for crew: Before refueling: - Inform the ground operator on the conditions of refueling. After refueling: - Check Fuel quantity during and at the end of refueling and compare to quantity requested.
28-24-03 Pressure Refueling Adapter Cap	(M) Procedure for maintenance: - Remove pressure refueling shut off valve and refueling adapter cap. Refer to AMM H160-A-28-24-3001-00-520-A. - Install gravity refueling components: gravity refueling adapter and filler cap. Refer to AMM H160-A-28-25-0201-00-720-A.
29-31-01 HYD1 Aux Pressure Sensor	(O) Procedure for crew: - Monitor hydraulic pressure through HYD page on VMS when HYD1 AUX pump is activated.

SEQUENCE NO.	PROCEDURE
30-31-01 Pitot Heaters	(M) Procedure for maintenance: If pitot 1 heating is inoperative: - CB corresponding to failed pitot 1 heating on FBP1: PULL, and - CB corresponding to failed pitot 1 heating on FBP2: PULL. If pitot 2 heating is inoperative: - CB corresponding to failed pitot 2 heating on FBP1: PULL, and - CB corresponding to failed pitot 2 heating on FBP2: PULL. If both pitot heating are inoperative: - CB corresponding to failed pitot 1 heating on FBP1: PULL, - CB corresponding to failed pitot 1 heating on FBP2: PULL, - CB corresponding to failed pitot 2 heating on FBP1: PULL, and - CB corresponding to failed pitot 2 heating on FBP2: PULL. Refer to AMM H160-A-24-62-0000-00-560-A.
30-31-02 IESI Pitot Heater	(M) Procedure for maintenance: - CB corresponding to failed IESI pitot heating on FBP1: PULL. Refer to AMM H160-A-24-62-0000-00-560-A.
30-42-01 WIPERS	(M) Procedure for maintenance: If one wiper is inoperative: - Secure failed wiper. - If fault is due to a Parallelogram of the windshield wiper, or damages to the wiper blade, remove wiper parallelogram assembly. Refer to AMM H160-A-30-42-0000-00-712-A. Else if both wipers are inoperative: - Clean transparencies before flight. Refer to AMM H160-A-56-14-0001-00-251-A. - If fault is due to a Parallelogram of the windshield wiper, or damages to the wiper blade, remove wiper parallelogram assembly. Refer to AMM H160-A-30-42-0000-00-712-A. Else wipers system is inoperative: - Clean transparencies before flight. Refer to AMM H160-A-56-14-0001-00-251-A.
31-30-03 Cockpit Video Camera	(M) Procedure for maintenance: - CB corresponding to cockpit video camera on FBP2: PULL. Refer to AMM H160-A-24-62-0000-00-560-A.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
32-12-01 Main Landing Gear Actuator	(M) Procedure for maintenance: - Pull CB corresponding to LH LG EMERG, RH LG EMERG and NS EMERG on FBP1. - Pull CB corresponding to LH LG PWR, RH LG PWR and NS LGPWR on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. (O) Procedure for crew: On ground: - Check all three landing gear units are down locked. In flight - Perform flight with Landing Gear extended and locked. - Applicable RFM limitations and procedures are followed. Note: If the flightcrew inadvertently move the Landing Gear Control Lever, the “L/G RETRACT INHIB” alert will be displayed in the Master List.
32-22-01 Nose Landing Gear Actuator	(M) Procedure for maintenance: - Pull CB corresponding to LH LG EMERG, RH LG EMERG and NS EMERG on FBP1. - Pull CB corresponding to LH LG PWR, RH LG PWR and NS LGPWR on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. (O) Procedure for crew: On ground - Check all three landing gear units are down locked. In flight: - Perform flight with Landing Gear extended and locked. - Applicable RFM limitations and procedures are followed. Note: If the flightcrew inadvertently move the Landing Gear Control Lever, “L/G RETRACT INHIB” alert will be displayed in the Master List.

SEQUENCE NO.	PROCEDURE
32-38-01 Landing Gear Control Panel	(M) Procedure for maintenance: - Pull CB corresponding to LH LG EMERG, RH LG EMERG and NS EMERG on FBP1. - Pull CB corresponding to LH LG PWR, RH LG PWR and NS LGPWR on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A. (O) Procedure for crew: On ground: - Check all three landing gear units are down locked. In flight: - Perform flight with Landing Gear extended and locked. - Applicable RFM limitations and procedures are followed. Note: If the flightcrew inadvertently move the Landing Gear Control Lever, “L/G RETRACT INHIB” alert will be displayed in the Master List.
33-21-01 Multifunction Reading Light – Ambient Light	(O) Procedure for crew: During cockpit preparation: - Check emergency lighting is functional.
33-23-01 Passenger Lighted Information Sign	(O) Procedure for crew: During flight preparation: - Alternate procedures are established and briefed prior to boarding. In flight: - Passenger address is used to communicate with passengers, when needed.
33-51-01 Multifunction Reading Light – Emergency Light	(O) Procedure for crew: During cockpit preparation: - Remaining emergency lights are checked operational by setting \ EMERG EXIT switch ON.
34-10-01 Air Data Unit (ADU)	(O) Procedure for crew: During cockpit preparation: - Check displayed OAT integrity with any reliable and appropriate temperature source available at parking station. (M) Procedure for maintenance: If ADU 1 is inoperative: - Pull CB corresponding to ADU 1 on NBP1 and FBP2. If ADU 2 is inoperative: - Pull CB corresponding to ADU 2 on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.

SEQUENCE NO.	PROCEDURE
34-10-02 Air Data Unit (ADU) ARINC Line	(O) Procedure for crew: During cockpit preparation: - Check displayed OAT integrity with any reliable and appropriate temperature source available at parking station. (M) Procedure for maintenance: If ADU 1 is inoperative: - Pull CB corresponding to ADU 1 on NBP1 and FBP2. If ADU 2 is inoperative: - Pull CB corresponding to ADU 2 on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
34-10-03 Air Data Unit 1 (ADU1) Bleed Valves	(O) Procedure for crew: During cockpit preparation: - Check displayed OAT integrity with any reliable and appropriate temperature source available at parking station. (M) Procedure for maintenance: - Pull CB corresponding to ADU 1 on NBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
34-10-04 Air Data Unit 2 (ADU2) Bleed Valves	(O) Procedure for crew: During cockpit preparation: - Check displayed OAT integrity with any reliable and appropriate temperature source available at parking station. (M) Procedure for maintenance: - Pull CB corresponding to ADU 2 on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
34-10-05 Standby Static Pressure Selector	(O) Procedure for crew: During cockpit preparation: - Check displayed OAT integrity with any reliable and appropriate temperature source available at parking station. (M) Procedure for maintenance: If ADU 1 is inoperative: - Pull CB corresponding to ADU 1 on NBP1 and FBP2. If ADU 2 is inoperative: - Pull CB corresponding to ADU 2 on FBP1 and FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
34-14-01 OAT Sensors	(O) Procedure for crew: During cockpit preparation: - Check displayed OAT integrity with any reliable and appropriate temperature source available at parking station.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
34-20-01 Primary Altitude Heading Reference System (AHRS)	(M) Procedure for maintenance: Affected AHRS on VMS / RCNF page: DESELCT. If AHRS 1 is inoperative: - CB corresponding to AHRS1 on FBP1 and FBP2: PULL. If AHRS 2 is inoperative: - CB corresponding to AHRS2 on FBP1 and FBP2: PULL. Refer to AMM H160-A-24-62-0000-00-560-A.
34-20-02 Altitude Heading Reference System 3 (AHRS3)	(M) Procedure for maintenance: - Pull CB corresponding to AHRS3 on NBP1. Refer to AMM H160-A-24-62-0000-00-560-A.
34-20-03 Magnetometer	(O) Procedure for crew: During cockpit preparation: - D/G mode for affected AHRS on VMS / RCNF page: SELECT.
34-41-01 Radar (Radio) Altimeter System	(M) Procedure for maintenance: If RA 1 (If installed) is inoperative: - Pull CB corresponding to RA1 on FBP1. If RA 2 is inoperative: - Pull CB corresponding to RA2 on FBP2. Refer to AMM H160-A-24-62-0000-00-560-A.
34-42-01 Weather Radar	(M) Procedure for maintenance: - CB corresponding to weather radar on FBP1: PULL Refer to AMM H160-A-24-62-0000-00-560-A.
34-45-01 Traffic Collision Avoidance System (TCAS)	(O) Procedure for crew: During Flight preparation: - Traffic avoidance procedures are established and briefed prior to flight. During cockpit preparation: - Deactivate TCAS by selecting “STANDBY” mode on FMS1 or FMS2 ARC page. In flight: - Visual detection of surrounding traffic and avoidance maneuvers shall be used by flightcrew.

SEQUENCE NO.	PROCEDURE
34-45-02 Traffic Collision Avoidance System (TCAS) Audio	(O) Procedure for crew: During Flight preparation: - Traffic avoidance procedures are established and briefed prior to flight. During cockpit preparation: - Select TA only mode for TCAS on FMS1 or FMS2 ATC page. In flight: Visual detection of surrounding traffic and avoidance maneuver shall be used by flightcrew.
34-55-01 VOR/ILS	(O) Procedure for crew: During Flight preparation: - For IFR VOR route, backup FMS flight plan based on GPS if applicable is recommended.
34-57-01 ADS-B System (In and Out) ADS-B Out Extended Squitter ADS-B System Out UAT ADS-B In	 (O) Procedure for crew: Specific procedure is to be developed by the operator. (O) Procedure for crew: Specific procedure is to be developed by the operator. (O) Procedure for crew: Specific procedure is to be developed by the operator. (O) Procedure for crew: Specific procedure is to be developed by the operator.
34-63-01 Flight Management System (FMS)	(M) Procedure for maintenance: If FMS 1 is inoperative: - Pull CB corresponding to FMS 1 on FBP1. If FMS 2 is inoperative: - Pull CB corresponding to FMS 2 on CBP and FBP1. Refer to AMM H160-A-24-62-0000-00-560-A.
34-91-01 Automatic Identification System (AIS R5A)	(M) Procedure for maintenance: - Pull CB corresponding to the AIS on FBP1.
42-94-01 Data Transfer Device (DTD)	(O) Procedure for crew: Flight report data must be recorded manually in maintenance logbook after each flight.

SEQUENCE NO.	PROCEDURE
46-31-01 Multifunction Display	MFD1 is inoperative: (O) Procedure for crew: During cockpit preparation: - Inoperative MFD: OFF. For functionalities lost, refer to RFM section 3.9 “SYSTEMS/MFD/LOSS OF MFD”. MFD 3 is inoperative: (O) Procedure for crew: During cockpit preparation: - Inoperative MFD: OFF. For functionalities lost, refer to RFM section 3.9 “SYSTEMS/MFD/LOSS OF MFD”. MFD1 and MFD3 are inoperative: (O) Procedure for crew: During cockpit preparation: - MFD1 and MFD3: OFF. For functionalities lost, refer to RFM section 3.9 “SYSTEMS/MFD/LOSS OF MFD”.
46-31-02 Multifunction Display (MFD) External Video	(O) Procedure for crew: Check that external video source and weather radar required for the flight are available.
46-31-03 Multifunction Display (MFD) Mission Partition	(O) Procedure for crew: Check that data required for the flight are available on one MFD.
46-62-01 Enhanced Cursor Control Device (ECCD)	(O) Procedure for crew: On ground: Check if all interactions (required for intended flight) are possible.
46-85-01 Digital Map (DMAP)	(O) Procedure for crew: On ground: If “MAP FAIL” message or “NO DATA” black background screen appears on associated MFD: - Reset DMAP function: refer to RFM section 3.9 “DMAP FAIL” abnormal procedure, - Do not select Internal DMAP option on MFD’s and use alternative approved navigation charts. If “MAP POSITION” message appears in associated MFD: Refer to RFM section 3.9 “MAP POSITION” abnormal procedure.

SEQUENCE NO.	PROCEDURE
46-89-01 Syntic Vision System (SVS)	(O) Procedure for crew: In flight: - Use Flight Display System (FDS) on PFD screen.
52-10-01 LH Sliding Door Open Position Latching Device System (For latching the door in the open position)	(O) Procedure for crew: - Verify affected sliding door is latched in closed position. - Check “LH CABIN DOOR” message is displayed on master list when door is opened.
52-10-02 RH Sliding Door Open Position Latching Device System (For latching the door in the open position)	(O) Procedure for crew: - Verify affected sliding door is latched in closed position. - Check “RH CABIN DOOR” message is displayed on master list when door is opened.
52-10-03 LH Bad Weather Window	(M) Procedure for maintenance: If affected bad weather window is stuck in open position: - Secure affected bad weather window with adhesive tape against rotation during flight. Refer to AMM H160-A-52-20-0101-00-620-A. Or - Uninstall affected bad weather window by removing both fixation screws. Refer to AMM H160-A-52-20-0101-00-520-A. If it is impossible to rotate affected bad weather window: - Uninstall affected bad weather window by removing both fixation screws. Refer to AMM H160-A-52-20-0101-00-520-A.

SEQUENCE NO.	PROCEDURE
52-10-04 RH Bad Weather Window	(M) Procedure for maintenance: If affected bad weather window is stuck in open position: - Secure affected bad weather window with adhesive tape against rotation during flight. Refer to AMM H160-A-52-20-0101-00-620-A. Or - Uninstall affected bad weather window by removing both fixation screws. Refer to AMM H160-A-52-20-0101-00-520-A. If it is impossible to rotate affected bad weather window: - Uninstall affected bad weather window by removing both fixation screws. Refer to AMM H160-A-52-20-0101-00-520-A.
52-30-01 LH Cargo Door Latching Component	(O) Procedure for crew: - Check by visual inspection affected door is correctly latched in closed position (no visible red parts), and - Check there is no “LH CARGO DOOR” message displayed on master list.
52-30-02 RH Cargo Door Latching Component	(O) Procedure for crew: - Check by visual inspection affected door is correctly latched in closed position (no visible red parts), and - Check there is no “RH CARGO DOOR” message displayed on master list.
52-30-03 LH Cargo Door Seal	(O) Procedure for crew: Visually check cargo compartment is empty.
52-30-04 RH Cargo Door Seal	(O) Procedure for crew: Visually check cargo compartment is empty.
52-30-05 LH Cargo Door Lock Cylinder	(O) Procedure for crew: - Check visually that affected door is correctly latched in closed position (no visible red parts), and - Check there is no “LH CARGO DOOR” message displayed on master list.
52-30-06 RH Cargo Door Lock Cylinder	(O) Procedure for crew: - Check visually that affected door is correctly latched in closed position (no visible red parts), and - Check there is no “RH CARGO DOOR” message displayed on master list.

SEQUENCE NO.	PROCEDURE
52-43-01 Fuel Service Door	(M) Procedure for maintenance: - Uninstall fuel service door by removing the three screws and their washers. Refer to AMM H160-A-52-43-0000-00-520-A.
52-43-02 Fuel Service Door Key Lock Cylinder	(M) Procedure for maintenance: - Uninstall fuel service door by removing the three screws and their washers. Refer to AMM H160-A-52-43-0000-00-520-A.
52-70-01 LH Cockpit Door Visual Closing Indicator	(O) Procedure for crew: - Check visually that affected door is correctly closed after each door operation, and - Check no “LH COCKPIT DOOR” message is displayed on master list when door is closed.
52-70-02 RH Cockpit Door Visual Closing Indicator	(O) Procedure for crew: - Check visually that affected door is correctly closed after each door operation, and - Check no “RH COCKPIT DOOR” message is displayed on master list when door is closed.
52-70-03 LH Sliding Door Direct Visual Closing Indicator	(O) Procedure for crew: - Check visually that affected door is correctly closed after each door operation, and - Check no “LH CABIN DOOR” message is displayed on master list when door is closed.
52-70-04 RH Sliding Door Direct Visual Closing Indicator	(O) Procedure for crew: - Check visually that affected door is correctly closed after each door operation, and - Check no “RH CABIN DOOR” message is displayed on master list when door is closed.
63-42-01 Main Gear Box (MGB) Main Pressure Sensors	(O) Procedure for crew: During cockpit preparation: - Check visually the absence of external leakage on main pressure sensors before the first flight of the day.
63-42-02 Main Gear Box (MGB) Secondary Pressure Sensors	(O) Procedure for crew: During cockpit preparation: - Check visually the absence of external leakage on secondary pressure sensors before the first flight of the day.

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
63-42-03 Main Gear Box (MGB) Temperature Sensors	(O) Procedure for crew: During cockpit preparation: - Check visually the absence of external leakage on temperature sensors before the first flight of the day.
63-43-01 Main Gear Box (MGB) Oil Level Sensor	(O) Procedure for crew: Before each flight: - Check visually on the upper deck the absence of external leakage on the Main Gear Box. - Check MGB oil level on visual oil level sight before each flight according to RFM procedure.
63-44-01 NR Sensor	(O) Procedure for crew: - Check visually the absence of external leakage on NR sensor before the first flight of the day.
63-53-01 Rotor Brake	(M) Procedure for maintenance: Perform visual inspection of rotor brake assembly and check rotor brake disk is mechanically free of rotation without interference between pads and disk and rotor brake assembly is mechanically sound. Refer to AMM H160-A-63-51-1000-00-310-A.
71-16-01 Engine Cowling Handles	(M) Procedure for maintenance: Remove damaged handle(s) with their screws and washers. Refer to AMM H160-A-71-16-1013-00-520-A.
71-16-02 Engine Cowling Gas Spring	(M) Procedure for maintenance: Remove damaged telescopic rod(s) with their quick release fastener. Note: The engine cowling will not be retained in any opened position. An additional maintenance operator on a stepladder is needed to keep the cowling open manually. Refer to AMM H160-A-71-16-1017-00-520-A.
71-16-03 Inlet Barrier Filter (IBF) Cowling Handles	(M) Procedure for maintenance: Remove damaged handle(s) with their screws and washers. Refer to AMM H160-A-71-16-1013-00-520-A.

SEQUENCE NO.	PROCEDURE
71-16-04 Inlet Barrier Filter (IBF) Cowling Gas Spring	(M) Procedure for maintenance: Remove damaged telescopic rod(s) with their quick release fastener. Note: The IBF cowling will not be retained in any opened position. An additional maintenance operator on a stepladder is needed to keep the cowling open manually. Refer to AMM H160-A-71-16-1017-00-520-A.
71-17-01 Main Gear Box (MGB) Cowling Handles	(M) Procedure for maintenance: Remove damaged handle(s) with their screws and washers. Refer to AMM H160-A-71-17-1013-00A-520A-A.
71-17-02 Main Gear Box (MGB) Cowling Gas Spring	(M) Procedure for maintenance: Remove damaged gas spring(s) with their quick release fasteners. Note: The MGB cowling will not be retained in any opened position. An additional maintenance operator on a stepladder is needed to keep the cowling open manually. Refer to AMM H160-A-71-17-1004-00-520-A.
71-17-03 Main Gear Box (MGB) Cowling Disengagement Kinematic	(M) Procedure for maintenance: - Securely attach or remove all parts of the disengagement system. - If need to advance the cowling: after opening the cowling, manually disengage the hook. Refer to AMM H160-A-71-10-1000-00-563-A.
71-17-04 Main Gear Box (MGB) Cowling Damper	(M) Procedure for maintenance: Handle the cowling at the end of the races with gentleness. Refer to AMM H160-A-71-17-1018-00-540-A and H160-A-71-17-1018-00-740-A.
71-62-01 Inlet Barrier Filter 1 (IBF1) Clogged	(O) Procedure for crew: During cockpit preparation: - Verify IBF1 switch in OPEN position. During flight: Monitor IBF2 clogging level.
71-62-02 Inlet Barrier Filter 2 (IBF2) Clogged	(O) Procedure for crew: During cockpit preparation: - Verify IBF2 switch in OPEN position: During flight: Monitor IBF1 clogging.

SEQUENCE NO.	PROCEDURE
71-62-03 Inlet Barrier Filter 1 (IBF1) Bypass	(M) Procedure for maintenance: 1. IBF1 switch in OPEN position: PUT. 2. Wait 10s. If “IBF1 BYPASS FAIL” message disappears, dispatch is allowed. 3. CB corresponding to IBF1 actuator on FBP1: PULL. After 10s, “IBF1 BYPASS FAIL” message appears on master list. 4. Else, no dispatch. (O) Procedure for crew: During flight: Monitor IBF2 clogging level.
71-62-04 Inlet Barrier Filter 2 (IBF2) Bypass	(M) Procedure for maintenance: 1. IBF1 switch in OPEN position: PUT. 2. Wait 10s. If “IBF2 BYPASS FAIL” message disappears, dispatch is allowed. 3. CB corresponding to IBF2 actuator on FBP1: PULL. After 10s, “IBF1 BYPASS FAIL” message appears on master list. 4. Else, no dispatch. (O) Procedure for crew: During flight: - Monitor IBF1 clogging level.
71-65-01 Inlet Barrier Filter 1 (IBF1) Pressure Sensors	(O) Procedure for crew: During cockpit preparation: - IBF1 switch in OPEN position: PUT. During flight: Monitor IBF2 clogging level.
71-65-02 Inlet Barrier Filter 2 (IBF2) Pressure Sensors	(O) Procedure for crew: During cockpit preparation: - IBF2 switch in OPEN position: PUT. During flight: Monitor IBF1 clogging level.

SEQUENCE NO.	PROCEDURE
71-84-01 Engine P3 Shut Off Valve (SOV)	One engine P3 SOV is inoperative closed: (M) Procedure for maintenance: If P3 SOV1 failed: - CB corresponding to P3 SOV1 on NBP1: PULL. If P3 SOV2 failed: - CB corresponding to P3 SOV2 on FBP2: PULL. Refer to AMM H160-A-24-62-0000-00-560-A. (O) Procedure for crew: In flight: If demisting is necessary and not ensured by the remaining SOV, then open the bad weather window(s). Both engine P3 SOV are inoperative closed: (M) Procedure for maintenance: - CB corresponding to P3 SOV1 on NBP1: PULL, and - CB corresponding to P3 SOV2 on FBP2: PULL. Refer to AMM H160-A-24-62-0000-00-560-A. (O) Procedure for crew: In flight: If demisting is necessary, open the bad weather window(s).
77-00-01 Engine Data Recorder System	(M) Procedure for maintenance: Check that TQ/T45 conformations values of the engine displayed in maintenance mode is equal to those recorded in engine logbook. Refer to AMM H160-A-72-00-0004-00-370-A.
79-00-01 Oil Level Sensor	(M) Procedure for maintenance: Check Oil visual glass on side of engine before flight. Refer to AMM H160-A-72-00-0004-00-310-A.

SECTION ONE

LINE REPLACEABLE UNIT (LRU) AND SYSTEM RELIEF

AIRCRAFT:
H160-B

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-20-01	Cockpit Fan	C	2	1	(O) One may be inoperative provided: a) At least one bad weather window is operative, b) CKPT HMV is fully closed, and c) Current and forecast meteorological conditions do not require use of CKPT heating, including demisting.	
21-20-02	Cabin Fan	C	2	1	(M) One may be inoperative provided: a) Cabin HMV is fully closed, and b) Current and forecast meteorological conditions do not require use of cabin heating, including demisting.	
		C	2	0	(M) Both may be inoperative provided: a) Cabin HMV is fully closed, and b) Current and forecast meteorological conditions do not require use of cabin Heating and cabin Cooling.	
21-20-03	Cockpit Air Inlet Actuator	C	2	0	(O) One or both may be inoperative provided: a) At least one bad weather window is operative, and b) Cabin air inlet actuators are operative.	
21-20-04	Cabin Air Inlet Actuator	C	2	0	One or both may be inoperative provided cockpit air inlet actuators are operative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-20-05	Air Distribution Actuator	C	1	0	(O) May be inoperative provided at least one bad weather window is operative.	
21-40-01	Cockpit Heating Module Valve (HMV)	C	1	0	(M)(O) May be inoperative provided: a) At least one bad weather window is operative, b) P3 SOV1 and P3 SOV2 are deactivated and checked correctly closed (heating not available), and c) Current and forecast meteorological conditions do not require use of heating, including demisting.	
21-40-02	Cabin Heat Module Valve (HMV)	C	1	0	(M)(O) May be inoperative provided: a) At least one bad weather window is operative, b) P3 SOV1 and P3 SOV2 are deactivated and checked correctly closed, and c) Current and forecast meteorological conditions do not require use of heating, including demisting.	
21-40-03	P3 Pipes / Over Heating Detection System (OHDS) – Leakage Detection	C	1	0	(M)(O) May be inoperative provided: a) P3 SOV1 and P3 SOV2 are checked closed, b) Absence of “ECS HTG+DEMIST” on master list is verified before each flight, c) Bad weather window(s) is (are) operative or removed, and d) Current and forecast meteorological conditions do not require use of heating.	

AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-50-01	Cockpit Compressor	C	1	0	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cabin cooling system is operative if cooling is needed.	
21-50-02	Cabin Compressor	C	1	0	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cockpit cooling system is operative if cooling is needed.	
21-50-03	Cockpit Evaporator Assembly	C	1	0	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cabin cooling system is operative if cooling is needed.	
21-50-04	Cabin Evaporator Assembly	C	1	0	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cockpit cooling system is operative if cooling is needed.	
21-50-05	Cockpit R134a Sensor	C	2	1	(M) May be inoperative provided the failed sensor is replaced by the spare sensor. NOTE: The number installed is the one in use plus a spare.	
21-50-06	Cabin R134a Sensor	C	2	1	(M) May be inoperative provided the failed sensor is replaced by the spare sensor. NOTE: The number installed is the one in use plus a spare.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-01	Cockpit Ancillary Unit of EACU	C	1	0	(M)(O) May be inoperative provided: a) Cabin ancillary unit of EACU is operative if heating or cooling are needed, b) At least one bad weather window is operative, c) P3 SOV1 and P3 SOV2 are deactivated and checked correctly closed if heating is not requested, and d) Current and forecast meteorological conditions do not require full capacity of heating and /or cooling use.	
21-60-02	Cabin Ancillary Unit of EACU	C	1	0	(M)(O) May be inoperative provided: a) Cockpit ancillary unit of EACU is operative if heating or cooling is needed, b) P3 SOV1 and P3 SOV2 are deactivated and checked correctly closed if heating is not requested, and c) Current and forecast meteorological conditions do not require full capacity of heating and/or cooling use.	
21-60-03	Thermal Switch	C	4	0	(M)(O) One or more may be inoperative provided: a) At least one bad weather window is operative, b) P3 SOV1 and P3 SOV2 are deactivated and checked correctly closed, c) OHDS is fully operative and absence of "ECS HTG+DEMIST" on master list is verified before each flight, and d) Current and forecast meteorological conditions do not require use of heating.	

AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-04	Cockpit Internal Ambient Temperature (IAT) Probe	C	1	0	(O) May be inoperative provided: a) IAT Cabin is operative if heating or cooling is needed, and b) Current and forecast meteorological conditions do not require full capacity of heating and/or cooling use.	
21-60-05	Cabin Internal Ambient Temperature (IAT) Probe	C	1	0	(O) May be inoperative provided: a) IAT Cockpit is operative, and b) Current and forecast meteorological conditions do not require full capacity of heating and/or cooling use.	
21-60-06	Cabin and Cockpit Internal Ambient Temperature (IAT) Probe	C	2	0	(O) Both may be inoperative provided current and forecast meteorological conditions do not require full capacity of heating and/or cooling use.	
21-60-07	Cockpit Air Mixed Temperature (AMT) Probe	C	2	1	One may be inoperative.	
		C	2	0	(M)(O) Both may be inoperative provided: a) Both Cabin AMT Probes are operative if heating is needed, b) Current and forecast meteorological conditions do not require full capacity of heating, and c) At least one Bad Weather Window is operative or removed.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-08	Cabin Air Mixed Temperature Probe	C	2	1	One may be inoperative.	
		C	2	0	(M)(O) Both may be inoperative provided: a) Both Cockpit AMT Probes are operative if heating is needed, and b) Current and forecast meteorological conditions do not require full capacity of heating use.	
21-60-09	Cockpit Evaporator Air Outlet Temperature (EAOT) Sensors	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided current and forecast meteorological conditions do not require full capacity of cooling use.	
21-60-10	Cabin Evaporator Air Outlet Temperature (EAOT)	C	2	1	One may be inoperative.	
		C	2	0	Both may be inoperative provided current and forecast meteorological conditions do not require full capacity of cooling use.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-11	Bleed Air Line Detection System – Over Heating Detection System (BALDS OHDS) Function	C	17	0	(M)(O) One or more may be inoperative provided: a) P3 SOV1 and P3 SOV2 are checked correctly closed, b) At least one Bad Weather Window is operative or removed, and c) Current and forecast meteorological conditions do not require use of cockpit and cabin heating.	
		C	17	13	(M)(O) When current and forecast conditions require use of heating in the cockpit zone, one or more cabin zone sensor(s) may be inoperative provided: a) The cabin HMV is in closed position, b) HMV cockpit is operative, and c) OHDS sensors 1 to 11 and sensors 16 and 17 are operative.	
		C	17	13	(O) When current and forecast conditions require use of heating in the cabin zone, one or more cockpit zone sensor(s) may be inoperative provided: a) The cockpit HMV is in closed position, b) HMV cabin is operative, c) At least one Bad Weather Window is operative or removed, and d) OHDS sensors from 5 to 17 (included) are operative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
21-60-12	ECS/ACS Control Unit (EACU)/HELIONIX Communication	C	2	0	(M)(O) Both may be inoperative provided: a) P3 SOV1 and P3 SOV2 are checked correctly closed, b) At least one Bad Weather Window is operative or removed, and c) Current and forecast meteorological conditions do not require full capacity of heating and/or cooling use.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4 Change Bar
23-11-01	Communications Systems (VHF and UHF)	C	-	-	Any in excess of those required by 14 CFR 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.
23-15-01	SATCOM	C	1	0	May be inoperative provided not required by 14 CFR.
23-31-01	Passenger Address System	C	1	0	(M)(O) May be inoperative provided: a) Flightcrew compartment/ cabin interphone system is operative, and b) Alternate normal and emergency procedures and/or operating restrictions are established and used.
		C	1	0	(M) May be inoperative provided no passenger are carried.
23-40-01	Cycle Grip Push to Talk Switch	B	2	0	(O) One or both may be inoperative provided: a) The ACP PTT switch corresponding to the failed cyclic grip PTT switch is operative, and b) The failed PTT switch(es) is (are) verified failed open (not transmitting).
23-40-02	Emergency Relay Unit (ERU)	C	-	0	(O) The installed ERU(s) may be inoperative provided: a) There is no effect on cockpit audio connection, b) It is not required for the intended operation, and c) Alternate communication procedures with passengers are established.

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4 Change Bar
23-41-01	Maintenance Operator to Crew Inter-Communication System (ICS)	C	1	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Alternate communication procedures are established and used.
23-41-02	Cockpit Audio Control Panel (ACP)	C	2	1	(O) One may be inoperative.
23-41-03	Cockpit Audio Control Panel (ACP) Push To Talk (PTT) switch is inoperative	C	2	0	(O) One or both may be inoperative provided: a) The PTT switch on cyclic grip corresponding to the failed cockpit ACP PTT is operative, and b) The affected switch is verified failed open (not transmitting).
23-41-04	Cabin Audio Control Panel (ACP)	C	-	0	(O) The installed Cabin ACP(s) may be inoperative provided: a) Operations do not require its use, and b) Alternate communication procedures are established and used.
23-47-01 ***	Wireless ICS (WICS)	D	1	0	May be inoperative provided operations do not require its use.
23-52-01	Cockpit Headset	C	-	1	For single pilot operations, any in excess of one headset may be inoperative.
		C	-	2	For dual pilot operations, any in excess of one headset for each required flight crewmember may be inoperative or missing.

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
23-52-02	Cabin Headset	D	-	0	(O) May be inoperative provided: a) Operations do not require its use, and b) Alternate communication procedures are established and used.	
23-75-01	Tail Fin Camera	D	1	0	(M) May be inoperative provided: a) Operations do not require its use, and b) Mechanical attachments integrity is verified by visual inspection.	

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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
25-11-01	Co-Pilot (Left) Seat	C	1	0	(M) Co-Pilot (left) Seat may be inoperative or removed provided: a) The horizontal adjustment locking device of the affected seat is operational, b) The flight is limited to single pilot operation with right seat operational, and c) The affected seat is blocked and harness fastened and placarded “DO NOT OCCUPY” to prevent occupancy. NOTE: A seat with an inoperative locking system or inoperative or missing seat belt or harness is considered inoperative.	
25-11-02	Flight Crew Seat Bucket Dynamic Tilt	D	2	0	(M) May be inoperative provided the associated seat is secured and locked in a position acceptable for the flight crewmember.	
25-11-03	Flight Crew Seat Headrest	C	2	0	(M) May be inoperative provided inoperative headrest is inspected.	
25-11-04	Flight Crew Seat Lumbar Support	D	2	0	May be inoperative provided the system of the associated seat is locked in a position acceptable for the flight crewmember.	

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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
25-21-01	Passenger Seat	C	-	-	(M) One or more may be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The inoperative seat is blocked and placarded “DO NOT OCCUPY”, c) Seats with two broken quick releases (not possible to lock seat) are removed, and d) RFM seat configurations are complied with. NOTE: A seat with an inoperative or missing seat belt or harness is considered inoperative.	
25-21-02	Passenger Seat Headrest	C	-	-	(M) May be inoperative for forward facing seats only. Rear-facing seats must have an operative headrest installed. NOTE: One headrest per passenger seat must be installed.	
25-40-01 ***	Emergency Floatation System (EFS) Arming	B	-	-	Emergency floatation system may be stuck armed provided: a) It is not required by 14 CFR, and b) Flight is conducted lower than EFS VNE.	
25-40-02 ***	Emergency Floatation System (EFS) Automatic Arming	C	1	0	Automatic arming function may be inoperative provided: a) The manual arming system is operative and used, and b) The pilot manages the arming of the system using MAN position according to RFM procedures and limitations.	

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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
25-40-03 ***	Emergency Floatation Inflation System	D	1	0	(M) The emergency floatation inflation system may be inoperative provided: a) It is not required by 14 CFR, and b) The emergency floatation system is deactivated and secured.	
25-40-04 ***	Emergency Floatation Inflation Control System	D	1	0	(M) The emergency floatation inflation control system may be inoperative provided: a) It is not required by 14 CFR, and b) The emergency floatation system is deactivated and secured.	
25-40-05	Float Inflation Push-Button	C	2	1	(O) One Float inflation push-button may be inoperative provided: a) For single pilot operation, the pilot (right seat) push-button is verified operative, and b) For multi pilot operation, the remaining push-button is verified operative.	
25-43-01 ***	Emergency Floatation Unit (EFU)	D	1	0	(M) The emergency floatation unit may be inoperative provided: a) The emergency flotation system is not required by 14 CFR, and b) The emergency floatation system is deactivated and secured.	

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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
25-46-01 ***	Water Immersion Sensor (WIS) 1	B	1	0	(O) Water immersion sensor 1 may be inoperative provided the floatation inflation push buttons on both collective grips are operative. NOTE 1: Automatic floatation inflation through WIS is inoperative. NOTE 2: With emergency floatation system arming in MAN mode, IAS is limited to EFS VNE.	
25-46-02	Water Immersion Sensor (WIS) 2					
	a) Water Immersion Sensor 2 is inoperative (no ditching capability required)	D	1	0	(M) Water immersion sensor 2 may be inoperative provided helicopter flotation is not required by 14 CFR.	
	b) Water Immersion Sensor 2 is inoperative (ditching capability required)	A	1	0	(O) (M) Water immersion sensor 2 may be inoperative provided: a) Aircraft does not exceed 8 flights with the inoperative function, and no more than 72 hours have elapsed since the inoperative function was found, b) Flotation inflation collective push-buttons on both collective grips are operative, and c) HEELS and ADELT manual activation are operative. NOTE 1: Flotation automatic inflation is inoperative. NOTE 2: HEELS and ADELT automatic activation are inoperative.	

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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
25-48-01 ***	Emergency Floatation System (EFS) Bottle	D	4	0	(M) One or more bottle(s) may be disconnected provided: a) Helicopter floatation is not required by 14 CFR, and b) The emergency floatation system is deactivated and secured.	
25-48-02 ***	Emergency Floatation System (EFS) Bottle Manometer	D	4	0	(O) One or more may be inoperative provided: a) Helicopter floatation is not required by 14 CFR, and b) The Emergency Floatation Switch is in the OFF position.	
25-61-01	First Aid Kit (FAK)	D	1	0	Any in excess of those required by 14 CFR may be incomplete, missing or inoperative.	
***	Tamper Seal or Tags	D	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
25-63-01 ***	Automatically Deploying Emergency Locator Transmitter (ADELT) (If installed)	D	1	0	(M) Any in excess of those required by 14 CFR may be inoperative.	
25-63-02	Fixed Emergency Locator Transmitter (ELT)	A	-	0	(O) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	0	May be missing provided: a) Placard stating “ELT not installed” is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative, provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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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
25-68-01 ***	Emergency Life Raft	D	2	0	One or both may be inoperative provided not required by 14 CFR and operations do not require its use.	
25-83-01	Cargo Linings Panels	C	-	-	One or more Cargo Lining Panels may have bumps or scratches provided the Cargo compartment remains empty.	
		C	-	-	(M) One or more Cargo Lining Panels may have bumps or scratches provided the underlying fibers are not damaged.	
		C	-	-	(M) One or more Cargo Lining Panels may be cracked or perforated provided the carriage of combustible material is prohibited. NOTE: Combustible Material' means the material which is capable of catching fire and burning.	
25-83-02	Portable Flashlights/ Flashlight Holders	C	-	-	May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured. (Continued)	

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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
25-83-02	Portable Flashlights/ Flashlight Holders (Cont'd)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and b) Location placarding is removed or obscured.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-11-01	Engine Fire Detector					
	a) Engine 1	C	2	1	One engine fire detector may be inoperative.	
	b) Engine 2	C	2	1	One engine fire detector may be inoperative.	
26-13-01	Cargo Smoke Detector	C	1	0	(M)(O) May be inoperative provided: a) Procedures are established and used to ensure the associated compartment or zone remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. b) No flammable or combustible material is loaded in cargo compartment, and c) Cargo smoke detector is deactivated and secured. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
26-25-01	Cabin Hand-held Fire Extinguisher	D	1	0	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-22-01	Fuel Transfer Pump	B	2	0	(M)(O) One or both fuel pump(s) may be inoperative provided: a) Fuel total quantity necessary for the flight is calculated. The pilot should account for the unusable fuel quantity corresponding to both fuel pumps inoperative (240 L (63.41 US gal) = 191 kg (421.08 lb) for JET A-1 at +20 °C (68 °F)), and b) Affected fuel pump(s) is (are) deactivated and secured. NOTE: In case of one fuel pump inoperative, endurance value on VMS fuel page shall be considered erroneous (unusable fuel quantity corresponding to both fuel pumps inoperative is not considered) and shall be disregarded.	
28-22-02	Engine Fuel Flow	C	2	0	(O) One or both engine fuel flow may be inoperative.	
28-24-01	Pressure Relief Valve	D	1	0	(M) Pressure relief valve may be locked in closed position provided no pressure refueling is performed.	
28-24-02	Pressure Refueling System	D	1	0	(M) Pressure refueling start may be inoperative provided no pressure refueling is performed.	
		C	1	0	(O) Pressure refueling stop may be inoperative provided: a) The pressure refueling is stopped by human action, b) The pressure relief valve is operative, and c) Fuel quantity is monitored during and at the end of refueling.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
28-24-03	Pressure Refueling Adapter Cap	D	1	0	(M) Pressure refueling adapter cap may be inoperative provided helicopter is reconfigured in gravity refueling mode. NOTE: Gravity refueling only.	
28-35-01	Mechanical Water Drain Valve	A	4	2	One or two may be inoperative for one calendar day provided both mechanical water drain valves of feeder tanks are operative.	
28-43-01	Low Level Sensor	A	2	1	One low level sensor may be inoperative for one flight day to location where repairs can be made.	
28-43-02	Temperature Sensor	C	2	1	One may be inoperative provided opposite feeder tank temperature sensor is used to monitor fuel temperature inside both feeder tanks.	
		C	2	0	Both may be inoperative provided: a) Both OAT sensors are operative, and b) OAT feeder tank engine start fuel temperature limits are followed with a conservative margin (+/- 10 °C).	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
29-31-01	HYD1 Aux Pressure Sensor	C	1	0	(O) HYD1 AUX pressure sensor may be inoperative provided: a) If flight controls check is necessary, hydraulic pressure is monitored through HYD page on VMS when HYD1 AUX pump is activated, and b) No other dispatch message or crew observations related to hydraulic circuits.	

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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
30-31-01	Pitot Heaters	C	2	0	(M) One or Both may be inoperative provided: a) It is not required by 14 CFR, b) Current and forecast flight conditions do not include visible moisture with temperatures < 5 °C (41 °F), c) OAT sensors are operative, and d) IESI pitot heating is operative.	
30-31-02	IESI Pitot Heater	C	1	0	(M) May be inoperative provided: a) It is not required by 14 CFR, b) Current and forecast flight conditions do not include visible moisture with temperatures < 5 °C (41 °F), and c) OAT sensors and both pitot heaters are operative.	
30-42-01	Wipers	C	2	1	(M) One wiper may be inoperative provided the wiper on the flying pilot side is operative.	
		C	2	1	(M) One wiper may be inoperative provided the helicopter is not operated in known or forecast precipitation that requires their use.	
		C	2	0	(M) Both wipers may be inoperative provided the helicopter is not operated in known or forecast precipitation that requires their use.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
31-30-01	Cockpit Voice and Data Recorder (CVDR) for a Holder of an Air Carrier or Commercial Operator Certificate					
	Cockpit Voice Recorder (CVR) Function	A	-	-	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, b) The aircraft does not exceed 8 further consecutive flights with the inoperative function, and c) A maximum of 72 hours have elapsed since the inoperative function discovered.	
	Flight Data Recorder (FDR) Function	A	-	-	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) The aircraft does not exceed 8 further consecutive flights with the inoperative function, and c) A maximum of 72 hours have elapsed since the inoperative function discovered.	
31-30-02	Cockpit Voice and Data Recorder (CVDR) for Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
	Cockpit Voice Recorder (CVR) Function	A	1	0	Any in excess of those required by 14 CFR may be inoperative.	
	Flight Data Recorder (FDR) Function	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR sections.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
31-30-03	Cockpit Video Camera	D	1	0	(M) May be inoperative provided the mechanical attachments are not defective.	
		D	1	0	(M) Cockpit Video Camera may be missing provided harness is stowed and attached.	
31-34-01	Dynamic Monitoring Acquisition Unit (DMAU)	D	1	0	May be inoperative.	
31-34-02	Dynamic Monitoring Acquisition Unit (DMAU) Sensors	D	25	0	May be inoperative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
32-12-01	Main Landing Gear Actuator	C	2	0	(M)(O) May be inoperative provided: a) The flight is performed with landing gear extended and locked (3 greens), and b) The system is deactivated and secured.	
32-22-01	Nose Landing Gear Actuator	C	1	0	(M)(O) May be inoperative provided: a) The flight is performed with landing gear extended and locked (3 greens), and b) The system is deactivated and secured.	
32-38-01	Landing Gear Control Panel	C	1	0	(M)(O) May be inoperative provided: a) The flight is performed with landing gear extended and locked (3 greens), and b) The system is deactivated and secured.	

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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
33-11-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Remaining Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE: Individual button/switch lights and/or annunciations/indications are excluded from this relief.	
33-21-01	Multifunction Reading Light – Ambient Light	B	12	0	(O) One or more may be inoperative provided emergency lighting is operative.	
33-23-01	Passenger Lighted Information Sign	C	3	0	(O) One or more may be inoperative provided alternate procedures are established and used to notify cabin occupants.	
33-26-01	Multifunction Reading Light –Reading Light	C	12	0	One or more may be inoperative.	
33-31-01	Cargo Dome Light	D	1	0	Cargo Dome light may be inoperative provided operations do not require its use.	
33-41-01	Position Lights	C	3	-	As required by 14 CFR.	
33-42-01	Anti Collision Light - Red Strobe	B	1	-	As required by 14 CFR.	

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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
33-42-02	Anti-Collision Light - White Strobe	C	1	-	As required by 14 CFR.	
33-43-01	Landing Light (Single Configuration)	C	1	-	As required by 14 CFR.	
33-43-02 ***	Landing Lights (Double Configuration)	C	2	-	Any in excess of those required by 14 CFR may be inoperative.	
33-51-01	Multifunction Reading Light – Emergency Light	C	12	6	(O) Up to three emergency lights on each side of the cabin may be inoperative for other than night operations.	
		A	12	6	(O) Up to three emergency lights on each side of the cabin may be inoperative for a single night flight to return to a facility where repairs can be made provided the EXIT signs are operative.	
33-51-02	EXIT Sign Light	C	4	0	One or more may be inoperative provided all emergency lights are operative.	
		C	4	0	One or more may be inoperative provided no passengers are carried.	
		C	4	0	One or more may be inoperative for other than night operations.	
33-52-01 ***	Helicopter Emergency Egress Lighting System (HEELS)	C	32	0	One or more HEELS stripes or markers may be inoperative provided no overwater operations are conducted.	

(Continued)

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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
33-52-01	Helicopter Emergency Egress Lighting System (HEELS) (Cont'd)	A	32	30	One HEELS strip or marker on each side of the cabin and/or cockpit may be inoperative for 3 calendar days provided the EXIT sign on emergency exit concerned is operative.	
33-53-01	Exterior Emergency Lights	B	2	0	One or both may be inoperative during other than night operations.	
		B	2	0	Both may be inoperative provided no passengers are carried.	

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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
34-10-01	Air Data Unit (ADU)	B	2	1	(M)(O) One ADU may be inoperative for VFR provided: a) IESI, all bleed valves, pitot heating, IESI pitot heating and OAT sensors are operative, and b) Affected ADU is deactivated and secured.
34-10-02	Air Data Unit (ADU) ARINC Line	B	2	1	(M)(O) One ARINC Line may be inoperative for VFR provided: a) IESI, all bleed valves, pitot heating, IESI pitot heating and OAT sensors are operative, and b) Affected ADU is deactivated.
34-10-03	Air Data Unit 1 (ADU1) Bleed Valves	B	5	0	(M)(O) One or more ADU1 bleed valve(s) may be inoperative (stuck open or closed) for VFR flight provided: a) All bleed valves connected to ADU2 and IESI are operative, b) IESI, pitot heating, IESI pitot heating, ADU2 and OAT sensor are operative, and c) ADU1 is deactivated.
34-10-04	Air Data Unit 2 (ADU2) Bleed Valves	B	5	0	(M)(O) One or more ADU2 bleed valve(s) may be inoperative (stuck open or stuck-closed) for VFR flight provided: a) All bleed valves connected to ADU1 and IESI are operative, b) IESI, pitot heating, IESI pitot heating, ADU1 and OAT sensor are operative, and c) ADU2 is deactivated.

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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
34-10-05	Standby Static Pressure Selector	B	2	1	(M)(O) One standby static pressure selector may be inoperative for VFR provided: a) IESI, all bleed valves, pitot heating, IESI pitot heating, OAT sensor and opposite ADU are operative, and b) ADU affected by the standby static selector is deactivated and secured.	
34-14-01	Outside Air Temperature (OAT) Sensors	B	2	1	(O) One OAT sensor may be inoperative provided OAT is verified displayed on FND and is consistent.	
34-20-01	Primary Altitude Heading Reference System (AHRS)	C	2	1	(M) One AHRS may be inoperative for VFR provided: a) AHRS3 and IESI are operative, b) Standby magnetic compass is operative, and c) Affected AHRS is deactivated and secured.	
34-20-02	Altitude Heading Reference System 3 (AHRS3)	C	1	0	(M) AHRS3 may be inoperative provided: a) AHRS1, AHRS2 and IESI are operative, b) Standby magnetic compass is operative, and c) AHRS3 is deactivated.	
34-20-03	Magnetometer	C	2	1	(O) One Magnetometer may be inoperative for VMC flight with visual landmarks provided the standby magnetic compass is operative.	
34-23-01	Standby Magnetic Compass	B	1	0	May be inoperative provided: a) Flight is conducted in VFR, and b) AHRS1 and AHRS2 with associated Magnetic Sensor Unit (MSU) are operative.	

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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
34-41-01	Radar (Radio) Altimeter System - 14 CFR Part 135 Operations	C	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at unimproved areas are not conducted, d) For VFR flight at night, flightcrew must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 feet, e) VFR flight at night is not conducted without adequate visual surface light reference, f) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, and g) Category A operations which require the use of the radar (radio) altimeter are not performed.	
	Other Than 14 CFR Part 135 Operations				(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use.	

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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
34-42-01	Weather Radar	D	1	-	(M) May be inoperative provided: a) Not required by 14 CFR, and b) Offshore rig approach assistance is not used.	
34-45-01	Traffic Collision Avoidance System (TCAS)	C	1	-	(O) May be inoperative provided: a) Not required by 14 CFR, b) ACAS is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
34-45-02	Traffic Collision Avoidance System (TCAS) Audio	C	1	-	(O) TCAS Audio Alerts may be inoperative provided: a) Operating procedures do not require its use, and b) TCAS is switched to TA only mode.	
		C	1	0	TCAS Audio Mute may be inoperative.	
34-51-01	Transponder	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
34-52-01 ***	Automatic Direction Finder (ADF)	C	1	-	May be inoperative provided not required by 14 CFR.	
34-53-01	Distance Measuring Equipment (DME)	C	1	-	May be inoperative provided not required by 14 CFR.	
34-55-01	VOR/ILS	C	2	-	(O) One or both may be inoperative provided not required by 14 CFR.	

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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
34-56-01	Global Positioning System (GPS)	C	2	-	One or both may be inoperative provided not required by 14 CFR. NOTE: In case of loss of both GPS: • The following AFCS upper modes will not be available: GTC, FPA, TRACK, guided TDN, HOVER, Helipad take-off, • HTAWS consequence: FLTA function and terrain display are lost, and • The DMAP will display MAP POSITION alert.	
34-57-01 ***	ADS-B System (In and Out)	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

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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
34-57-01	(Cont'd)					
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	

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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
34-57-01	(Cont'd)					
***	ADS-B In	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS-B In function that operates normally may be used.	
34-63-01	Flight Management System (FMS)	C	2	1	(M) One may be inoperative provided inoperative FMS is deactivated and secured.	
34-71-01	Helicopter Terrain Awareness System (HTAWS)	B	-	-	As required by 14 CFR.	
	(Other than Helicopter Air Ambulance (HAA))	D	-	0	May be inoperative provided operations do not require its use.	
34-91-01	Automatic Identification System (AIS R5A)	D	1	0	(M) May be inoperative provided: a) Operations do not require its use, and b) System is deactivated and secured.	|

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

42. Integrated Modular Avionics

Sequence No.	Item	1	2	3	4	Change Bar
42-94-01	Data Transfer Device (DTD)	A	1	0	(O) DTD may be inoperative for a maximum of 32 flights provided: a) Flight Report is recorded manually after each flight, and b) At least one GPS is operative. NOTE 1: “DATA CARD” can be also displayed in master list due to Compact flash card problems or in case of DTD door open. NOTE 2: EFB, HTAWS and DMAP databases cannot be updated with DTD failed. NOTE 3: After replacing the DTD, missing data (HMS, Failure Management, FDCR, UMS) are not automatically downloaded. The data must be manually downloaded with AH Data loader in AMC maintenance mode (or via Helionix VMS/SYS/LOAD if only one flight has been performed with DTD failed).	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Systems Integration and Display

Sequence No.	Item	1	2	3	4	Change Bar
46-31-01	Multifunction Display (MFD)	C	4	3	(O) MFD1 may be inoperative provided: a) There is no other dispatch message related to MFDs, and b) IESI and Standby compass are fully operative for IFR flight.	
		C	4	3	(O) MFD3 may be inoperative for single pilot VFR flight or for dual pilot flight provided: a) There is no other dispatch message related to MFDs, and b) IESI and Standby compass are fully operative for IFR flight.	
		B	4	2	(O) MFD1 and MFD3 may be inoperative for VFR flight provided: a) A pilot is at the controls on the RH side, and b) There is no other dispatch message related to MFDs.	
46-31-02	Multifunction Display (MFD) External Video	D	4	0	(O) One or more MFD external video may be inoperative provided weather radar is not required by 14 CFR.	
46-31-03	Multifunction Display (MFD) Mission Partition	D	4	-	(O) One of more MFDs mission partition may be inoperative provided: a) It is not required by 14 CFR, and b) Offshore rig approach assistance is not used. NOTE 1: Loss of mission HTAWS, DMAP, SVS, WXR and MISC page video on affected MFD. NOTE 2: If MFD4 affected: loss of tail fin camera on MFD3.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

46. Systems Integration and Display

Sequence No.	Item	1	2	3	4	Change Bar
46-62-01	Enhanced Cursor Control Device (ECCD)	D	1	0	(O) ECCD may be inoperative.	
46-71-01	Audio Message	C	2	1	One Aircraft Management Computer (AMC) audio may be inoperative.	
46-85-01	Digital Map (DMAP)	D	4	0	(O) One or more internal DMAP may be inoperative. NOTE: In case of high density of objects in the displayed area, the use of specific ranges may lead to a DMAP failure.	
46-89-01	Synthetic Vision System (SVS)	C	4	0	(O) One or more displays may be inoperative.	

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1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-01	LH Sliding Door Open Position Latching Device System (for latching the door in the open position)	C	1	0	(O) May be inoperative provided: a) Affected door is maintained latched in closed position, b) Opening affected door in flight is prohibited, and c) The direct visual closing indication and both proximity sensors on affected door are operative.	
52-10-02	RH Sliding Door Open Position Latching Device System (for latching the door in the open position)	C	1	0	(O) May be inoperative provided: a) Affected door is maintained latched in closed position, b) Opening affected door in flight is prohibited, and c) The direct visual closing indication and both proximity sensors on affected door are operative.	
52-10-03 ***	LH Bad Weather Window	B	1	0	May be stuck in closed position provided Environmental Control System (ECS) is fully operative.	
		B	1	0	(M) May be stuck in open position provided: a) Affected bad weather window is fixed against unintentional movement or removed, and b) Weather conditions are acceptable for the crew.	
		B	1	0	(M) May be impossible to rotate provided: a) Affected bad weather window is removed, and b) Weather conditions are acceptable for the crew.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-10-04	RH Bad Weather Window	B	1	0	May be stuck in closed position provided Environmental Control System (ECS) is fully operative.	
		B	1	0	(M) May be stuck in open position provided: a) Affected bad weather window is fixed against unintentional movement or removed, and b) Wear conditions are acceptable for the crew.	
		B	1	0	(M) May be impossible to rotate provided: a) Affected bad weather window is removed, and b) Weather conditions are acceptable for the crew.	
52-10-05	LH Cockpit Door Key Lock Cylinder	C	1	0	The key lock cylinder may be inoperative provided affected door is unlocked.	
52-10-06	RH Cockpit Door Key Lock Cylinder	C	1	0	The key lock cylinder may be inoperative provided affected door is unlocked.	
52-10-07	LH Sliding Door Key Lock Cylinder	C	1	0	The LH sliding door key lock cylinder may be inoperative in an unlocked condition.	
52-10-08	RH Sliding Door Key Lock Cylinder	C	1	0	The RH sliding door key lock cylinder may be inoperative in an unlocked condition.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-30-01	LH Cargo Door Latching Component	C	1	0	(O) May be inoperative (impossible to open door) provided: a) Affected cargo door is latched in closed position, b) Proximity sensor on affected door is operative, and c) Opposite cargo door is operative (no dispatch conditions are allowed on opposite cargo door).	
52-30-02	RH Cargo Door Latching Component	C	1	0	(O) May be inoperative (impossible to open door) provided: a) Affected cargo door is latched in closed position, b) Proximity sensor on affected door is operative, and c) Opposite cargo door is operative (no dispatch conditions are allowed on opposite cargo door).	
52-30-03	LH Cargo Door Seal	C	1	0	(O) May be missing or in a degraded condition provided cargo compartment is empty.	
52-30-04	RH Cargo Door Seal	C	1	0	(O) May be missing or in a degraded condition provided cargo compartment is empty.	
52-30-05	LH Cargo Door Key Lock Cylinder	C	1	0	May be inoperative and stuck in unlocked position, provided affected cargo door latching component is operative.	
		C	1	0	(O) May be inoperative and stuck in locked position, provided: a) Affected door is locked in closed position, b) Proximity sensor on affected door is operative, and c) Opposite cargo door is operative (no dispatch conditions are allowed on opposite cargo door).	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-30-06	RH Cargo Door Key Lock Cylinder	C	1	0	May be inoperative and stuck in unlocked position, provided affected cargo door latching component is operative.	
		C	1	0	(O) May be inoperative and stuck in locked position, provided: a) Affected door is locked in closed position, b) Proximity sensor on affected door is operative, and c) Opposite cargo door is operative (no dispatch conditions are allowed on opposite cargo door).	
52-43-01	Fuel Service Door	C	1	0	(M) May be removed.	
52-43-02	Fuel Service Door Key Lock Cylinder	C	1	0	(M) May be inoperative provided fuel service door is removed.	
		D	1	0	Fuel Service door key lock cylinder may be inoperative in the unlocked position provided the fuel service door latching device is operative.	
52-70-01	LH Cockpit Door Direct Visual Closing Indicator	C	2	0	(O) One or both direct visual indicator(s) may be inoperative provided: a) No alert on master list displayed when affected door is closed, b) The affected door is flush to the helicopters outside shape, and c) Proximity sensors, locking device system, internal and external opening handle on affected door are operative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
52-70-02	RH Cockpit Door Direct Visual Closing Indicator	C	2	0	(O) One or both direct visual indicator(s) may be inoperative provided: a) No alert on master list displayed when affected door is closed, b) Affected door is flush to helicopters outside shape, and c) The proximity sensors, locking device system, internal and external opening handle on affected door are operative.	
52-70-03	LH Sliding Door Direct Visual Closing Indicator	C	2	0	(O) One or both direct visual indicator(s) may be inoperative provided: a) No alert on master list displayed when affected door is closed, b) Affected door is flush to helicopters outside shape, c) The affected door is not opened during flight, and d) The proximity sensors, locking device system, internal and external opening handle on affected door are operative.	
52-70-04	RH Sliding Door Direct Visual Closing Indicator	C	2	0	(O) One or both direct visual indicator(s) may be inoperative provided: a) No alert on master list displayed when affected door is closed, b) Affected door is flush to helicopters outside shape, c) The affected door is not opened during flight, and d) The proximity sensors, locking device system, internal and external opening handle on affected door are operative.	

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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
63-42-01	Main Gear Box (MGB) Main Pressure Sensors	C	2	1	(O) One main pressure sensor may be inoperative provided: a) It is verified before the first flight of the day there is no external leakage, and b) Both MGB secondary pressure sensors are operative.	
63-42-02	Main Gear Box (MGB) Secondary Pressure Sensors	C	2	1	(O) One secondary pressure sensor may be inoperative provided: a) It is verified before the first flight of the day there is no external leakage, and b) Both MGB main pressure sensors are operative.	
63-42-03	Main Gear Box (MGB) Temperature Sensors	C	2	1	(O) One temperature sensor may be inoperative provided: a) It is verified before the first flight of the day there is no external leakage, b) Both MGB main pressure sensors are operative, and c) Both MGB secondary pressure sensors are operative.	
63-43-01	Main Gear Box (MGB) Oil Level Sensor	C	1	0	(O) Oil level sensor may be inoperative provided: a) Oil level is in normal range at oil level sight glass, and b) It is verified before each flight that there is no external leakage.	

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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
63-44-01	NR Sensor	C	2	1	(O) One NR sensor may be inoperative provided: a) It is verified before the first flight of the day there is no external leakage, b) Practice autorotations are prohibited, and c) Quick stops are prohibited.	
63-53-01	Rotor Brake	C	1	0	(M) Rotor brake may be inoperative provided: a) The rotor brake lever is locked in released position, and b) Aircraft is moored when parked outdoors.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
71-16-01	Engine Cowling Handles	C	6	0	(M) One or more may be inoperative.	
71-16-02	Engine Cowling Gas Spring	C	2	0	(M) One or both may be inoperative.	
71-16-03	Inlet Barrier Filter (IBF) Cowling Handles	C	6	0	(M) One or more may be inoperative.	
71-16-04	Inlet Barrier Filter (IBF) Cowling Gas Spring	C	2	0	(M) One or both may be inoperative.	
71-17-01	Main Gear Box (MGB) Cowling Handles	C	2	0	(M) One or both may be inoperative.	
71-17-02	Main Gear Box (MGB) Cowling Gas Spring	C	2	0	(M) One or both may be inoperative.	
71-17-03	Main Gear Box (MGB) Cowling Disengagement Kinematic	B	2	0	(M) May be inoperative provided all parts of the disengagement system are securely attached or removed.	
71-17-04	Main Gear Box (MGB) Cowling Damper	B	4	2	(M) The MGB cowling dampers that do not have contact to a counter-bracket in closed cowling position may be inoperative. NOTE: Cowling must be closed gently so that no damage occurs to the cowlings.	
71-62-01	Inlet Barrier Filter 1 (IBF1) Clogged	A	1	0	(O) IBF1 may be clogged for 25 flight hours or until next engine power check is expired, provided: a) Flight is conducted out of sand laden atmosphere, and b) Flight is conducted with bypass open on IBF1.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
71-62-02	Inlet Barrier Filter 2 (IBF2) Clogged	A	1	0	(O) IBF2 may be clogged for 25 flight hours or until next engine power check is expired, provided: a) Flight is conducted out of sand laden atmosphere, and b) Flight is conducted with bypass open on IBF2.	
71-62-03	Inlet Barrier Filter 1 (IBF1) Bypass	A	1	0	(M)(O) IBF1 bypass may be inoperative for 25 flight hours or until next engine power check is expired, provided: a) Flight is conducted out of sand laden atmosphere, and b) Flight is conducted with bypass locked in full open position.	
71-62-04	Inlet Barrier Filter 2 (IBF2) Bypass	A	1	0	(M)(O) IBF2 bypass may be inoperative for 25 flight hours or until next engine power check is expired, provided: a) Flight is conducted out of sand laden atmosphere, and b) Flight is conducted with bypass locked in full open position.	
71-65-01	Inlet Barrier Filter 1 (IBF1) Pressure Sensors	C	2	1	One pressure sensor of IBF1 may be inoperative provided both IBF2 pressure sensors are operative.	
		A	*2*	0	(O) Both pressure sensors of IBF1 may be inoperative for 25 flight hours or until next time an engine power check is expired provided: a) Flight is conducted out of sand laden atmosphere, and b) Flight is conducted with bypass open on IBF1.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
71-65-02	Inlet Barrier Filter 2 (IBF2) Pressure Sensors	C	2	1	One pressure sensor of IBF2 may be inoperative provided both IBF1 pressure sensors are operative.	
		A	2	0	(O) Both pressure sensors of IBF2 may be inoperative for 25 flight hours or until next time an engine power check is expired provided: a) Flight is conducted out of sand laden atmosphere, and b) Flight is conducted with bypass open on IBF2.	
71-84-01	ENGINE P3 Shut Off Valve (SOV)	C	2	1	(M)(O) One engine P3 SOV may be inoperative closed provided at least one bad weather window is operative or removed.	
		C	2	0	(M)(O) Both engine P3 SOV may be inoperative closed provided: a) At least one bad weather window is operative or removed, and b) Current and forecast meteorological conditions do not require use of cockpit heating/demisting.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

73. Engine Fuel and Control

Sequence No.	Item	1	2	3	4	Change Bar
73-00-01	Full Authority Digital Engine Control (FADEC)	A	2	1	One FADEC may be degraded (amber Master List Message) provided: a) H/C dispatch is limited to one flight day to a maintenance base where repairs can be made, and b) There are no other dispatch message related to engines. NOTE: EPC and training mode are not available.	
73-00-02	Fuel Filter	A	2	1	One may be pre-clogged provided: a) H/C dispatch is limited to 30 flight hours or 10 calendar days (whichever comes first), and b) No other dispatch message related to engines.	
73-00-03	Engine Stop Electrovalve	A	2	1	One may be inoperative provided: a) H/C dispatch is limited to one flight day to a location where repairs can be made, and b) No other dispatch message related to engines. NOTE 1: Engine stops with a delay of around 6s. NOTE 2: EPC and training mode are not available.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

74. Ignition

Sequence No.	Item	1	2	3	4	Change Bar
74-00-01	Igniters					
	Engine 1	A	2	1	One may be inoperative provided: a) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and b) No other dispatch message related to engines. NOTE: Start domain limited to -15 °C (5 °F) and 15000 ft (4572 m).	
	Engine 2	A	2	1	One may be inoperative provided: a) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and b) No other dispatch message related to engines. NOTE: Start domain limited to -15 °C (5 °F) and 15000 ft (4572 m).	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
77-00-01	Engine Data Recorder System	A	2	1	(M) One may be inoperative provided: a) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and b) No other dispatch message related to engines.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

79. Engine Oil

Sequence No.	Item	1	2	3	4	Change Bar
79-00-01	Oil Level Sensor	A	2	1	(M) One may be inoperative provided: a) H/C dispatch is limited to 50 flight hours, b) No other dispatch message related to engines, and c) Oil level is determined by looking at the sight glass before each flight.	

SECTION TWO

CREW ALERTING SYSTEM (CAS) MESSAGE RELIEF

1. Section Two of the MMEL will list only Crew Alerting system (CAS) Messages meeting the following requirements:
   a) Equipment failure indications(s) that can be used to determine the airworthiness status of the airplane.
   b) Messages that the crew can act upon from the cockpit with simple troubleshooting procedures without the assistance of a mechanic, and for which the crew has been trained.
   c) Messages using the new self-diagnostic technology (virtual) actions for which the crew has been trained.
2. CAS message relief items not meeting these requirements will be listed in Section One of the MMEL.

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TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ECS: CABIN EVAP FROZEN	C	May be inoperative (frozen) provided current and forecast meteorological conditions do not require full capacity of cooling use.	
ECS: CABIN RFGT HI PRESS	C	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cabin cooling system is operative if cooling is needed.	
ECS: CABIN RFGT LO PRESS	C	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cabin cooling system is operative if cooling is needed.	
ECS: CKPT RFGT HI PRESS	C	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cabin cooling system is operative if cooling is needed.	
ECS: CKPT RFGT LO PRESS	C	May be inoperative provided: a) Current and forecast meteorological conditions do not require full capacity of cooling use, and b) Cabin cooling system is operative if cooling is needed.	
ECS: COCKPIT EVAP FROZEN	C	May be inoperative (frozen) provided current and forecast meteorological conditions do not require full capacity of cooling use.	
ENG: ENG TRNG MODE DISAGREE	A	May be inoperative provided: a) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), b) Use of training mode is not required, and c) No other dispatch message related to engines.	
ENG: ENG1 EPC DATA	A	May be inoperative provided: a) “ENG2 EPC DATA” message is not displayed, b) H/C dispatch is limited to 25 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	

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TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ENG: ENG1 FUEL PRESS INLET	A	May be inoperative provided: a) "ENG2 FUEL PRESS INLET" message is not displayed, b) H/C dispatch is limited to 30 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG1 FUEL PRESS OUTL	A	May be inoperative provided: a) "ENG2 FUEL PRESS OUTLET" message is not displayed, b) H/C dispatch is limited to 30 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG1 FUEL TEMP	A	May be inoperative provided: a) ENG2 FUEL TEMP message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG1 HC CONTROLS	A	May be inoperative provided: a) "ENG2 HC CONTROLS" message is not displayed, b) H/C dispatch is limited to 25 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines. NOTE: EPC and training mode are not available.	
ENG: ENG1 HC FUEL DATA	A	May be inoperative provided: a) "ENG2 HC FUEL DATA" message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG1 MINOR REDUNDANCY	A	May be inoperative provided: a) "ENG2 MINOR REDUNDANCY" message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	

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TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ENG: ENG1 OIL PRESS INLET	A	May be inoperative provided: a) "ENG2 OIL PRESSURE INLET" message not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG1 OIL TYPE	A	May be inoperative provided: a) "ENG2 OIL TYPE" message not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), c) If oil type is 5cST, temperature must be > -36 °C (-33 °F) before flight, and d) No other dispatch message related to engines.	
ENG: ENG1 OVERSPEED PROT	A	May be inoperative provided: a) "ENG2 OVERSPEED PROT" message is not displayed, b) H/C dispatch is limited to one flight day to a location where repairs can be made, and c) No other dispatch message related to engines.	
ENG: ENG1 TQLIM DISAGREE	A	May be inoperative provided: a) "ENG2 TQLIM DISAGREE" message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG2 EPC DATA	A	May be inoperative provided: a) "ENG1 EPC DATA" message is not displayed, b) H/C dispatch is limited to 25 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG2 FUEL PRESS INLET	A	May be inoperative provided: a) "ENG1 FUEL PRESS INLET" message is not displayed, b) H/C dispatch is limited to 30 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	

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TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ENG: ENG2 FUEL PRESS OUTL	A	May be inoperative provided: a) "ENG1 FUEL PRESS OUTLET" message is not displayed, b) H/C dispatch is limited to 30 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG2 FUEL TEMP	A	May be inoperative provided: a) ENG1 FUEL TEMP message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG2 HC FUEL DATA	A	May be inoperative provided: a) "ENG1 HC FUEL DATA" message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG2 MINOR REDUNDANCY	A	May be inoperative provided: a) "ENG1 MINOR REDUNDANCY" message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG2 FUEL PRESS INLET	A	May be inoperative provided: a) "ENG1 FUEL PRESS INLET" message is not displayed, b) H/C dispatch is limited to 30 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	
ENG: ENG2 OIL PRESS INLET	A	May be inoperative provided: a) ENG1 OIL PRESSURE INLET message not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	

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TABLE KEY
1. REPAIR CATEGORY
2. DISPATCH CONSIDERATION

CAS Messages

Item	1	2	Change Bar
ENG: ENG2 OIL TYPE	A	May be inoperative provided: a) “ENG2 OIL TYPE” message not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), c) If oil type is 5cST, temperature must be > -36 °C (-33 °F) before flight, and d) No other dispatch message related to engines.	
ENG: ENG2 OVERSPEED PROT	A	May be inoperative provided: a) “ENG1 OVERSPEED PROT” message is not displayed, b) H/C dispatch is limited to one flight day to a location where repairs can be made, and c) No other dispatch message related to engines.	
ENG: ENG2 TQLIM DISAGREE	A	May be inoperative provided: a) “ENG1 TQLIM DISAGREE” message is not displayed, b) H/C dispatch is limited to 50 flight hours or 10 calendar days (whichever comes first), and c) No other dispatch message related to engines.	