

Temporary Revisions (TRs) apply to this MMEL, which have been placed at the front of the document for convenience. All TRs overwrite and supersede the corresponding entry in the MMEL, and therefore must be incorporated in the document.

Please follow the instructions on each TR carefully, ensuring that the TR pages are inserted facing the effective page(s) in the MMEL.

The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.

Additionally please incorporate/amend the temporary revision record page and amend the list of effective pages accordingly.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

AIRCRAFT TYPE: BELL 214ST

4 November 1994

APPLICABLE TO NORMAL REVISION No: 4 dated 25 February 1994

ATA 30 - ICE & RAIN PROTECTION

Insert in Master Minimum Equipment List facing page 30-1

REASON FOR ISSUE: To extend alleviation on item 30-4 at request of operators.

ACTION: Record the incorporation on the Temporary Revision record page and amend the list of effective pages accordingly.

Replace existing item 30-4 by amended item as follows:-

4.	Engine Inlet Electrical Anti-ice Systems	2	1	(O) One may be inoperative provided the aircraft is not operated:- (a) In known or forecast icing conditions, or (b) Flight Manual conditions requiring their use.
		2	0	(O) Both may be inoperative provided:- (a) The known and forecast ambient temperature for the flight is greater than the Flight Manual condition requiring their use plus 10°C, and (b) Repairs or replacements are carried out within 3 calendar days. NOTE: If the ambient temperature at operational flight altitudes is consistently above the Flight Manual condition requiring use of the engine inlet anti-ice systems plus 10°C, then repair time may be extended subject to local agreement with the Authority.

CIVIL AVIATION AUTHORITY

Date: 18 May 2000

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
BELL Helicopter model 214ST	4

ACTION :

- Insert page 1 and 4 of this TR immediately after page 35-1.
- Insert page 2 of this TR facing the DEFINITIONS page xv.
- Insert page 3 of this TR facing page 31-1.
- Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

REASON FOR ISSUE: The attached Temporary Revision has been devised to provide a alleviation to cover the mandatory requirement for the introduction of Health Usage Monitoring Systems in line with AAD 001-05-99.

NOTES

This TR replaces any existing alleviation given in the MMEL normal revision.

CIVIL AVIATION AUTHORITY

Date: 18 May 2000

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

Insert in Master Minimum Equipment List facing the last page of the DEFINITIONS section.

DEFINITIONS (Cont...)28. Guidelines for the compliance with AAD 001-05-99.

Additional Airworthiness Directive 001-05-99 covers the requirement for the installation of an approved health usage monitoring system (HUMS) in applicable helicopters identified within the directive. CAP 693 has been written and published to provide guidance to operators on how they can obtain compliance with the directive. Due to the HUMS system complexity and the helicopter's operational environment, it has been considerable practicable for the operation of the HUMS system with certain inoperative equipment is acceptable. Each operator should review the system fitted in each applicable helicopter type and propose suitable alleviations within their MEL(s) for the sub sections identified within the CAA MMEL entry (ATA 45), covering the vibration monitoring system installation and related infrastructure. CAP 693 contains appropriate guidance information for use by the operators in developing alleviations for their MEL(s), against the applicable sub sections within the CAA MMEL entry.

Depending upon the system installation, if the data analysis (or failure indication system) indicates a malfunction of any system or sensor, i.e. accelerometer, then the maximum period that the item or system can be deemed to be unserviceable prior to accomplishment of repairs/replacements should be as follows :

- (1) 25 flying hours

However, if the specific item has previously been under investigation due to an adverse trend identified by the HUMS system, then the maximum period of unserviceability should be reduced to :

- (2) 10 flying hours

The rectification interval for the alleviation covering the Main and Tail Rotor Track & Balance diagnostics prior to accomplishment of repairs/replacements is recommended at a maximum of :

- (3) 100 flying hours

However, vibration data from any airframe mounted Rotor Track and Balance accelerometer should be considered as vital for monitoring rotor serviceability and therefore should be subject to the maximum limitation identified in (1) above. Although the above text provides guidance for the maximum rectification periods certain components or systems can be inoperative, operators should ensure that defects are rectified expeditiously thus retaining the overall level of safety of the helicopter.

Alternative rectification intervals for any of the above items may be considered but would require the agreement of the Civil Aviation Authority (Propulsion and MMEL sections) prior to inclusion within the operator's MEL.

CIVIL AVIATION AUTHORITY

Date: 18 May 2000

MASTER MINIMUM EQUIPMENT LIST TEMPORARY REVISION

Insert in Master Minimum Equipment List facing page 31 -1.

5. Aircraft/Engine Monitoring System		-		0		Item deleted, see ATA 45.
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CIVIL AVIATION AUTHORITY

Date: 18 May 2000

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

Insert in Master Minimum Equipment List immediately after page 35 -1.

**45. CENTRAL MAINTENANCE
SYSTEM**

-1	HEALTH USAGE MONITORING SYSTEM (HUMS) (If installed)			
(1)	Engine to main gearbox input drive shaft	-	0	May be inoperative for periods agreed by the Authority.
(2)	Main gearbox, shafts, gears and bearings	-	0	May be inoperative for periods agreed by the Authority.
(3)	Accessory gears, shafts and bearings	-	0	May be inoperative for periods agreed by the Authority.
(4)	Tail rotor drive shafts and hangar bearings	-	0	May be inoperative for periods agreed by the Authority.
(5)	Intermediate and tail gearbox gears, shafts and bearings	-	0	May be inoperative for periods agreed by the Authority.
(6)	Oil cooler drives	-	0	May be inoperative for periods agreed by the Authority.
(7)	Main and tail rotor track and balance	-	0	May be inoperative for periods agreed by the Authority.
(8)	Data acquisition and download capability	-	0	May be inoperative for periods agreed by the Authority.
(9)	Engine installation	-	0	May be inoperative for periods agreed by the Authority.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

16th July 2001

APPLICABLE TO CAA MMEL FOR THE FOLLOWING AIRCRAFT TYPES:

AIRCRAFT TYPE:	MMEL NORMAL REVISION No:
Aerospatiale Models AS332C / L / L1	1
Aerospatiale SA365N / N1 / N2	1
Bell Helicopter Model 212 / 412	1
Bell Helicopter Model 214ST	4
Eurocopter Model AS332L2	Original
MBB BK117 B-1C	Original
Sikorsky S-76A, S-76B & S-76C	1
Sikorsky S-61N, S-61NM	2

ACTION :

Insert page 1 of this TR after the TR record page.

Insert page 2 of this TR immediately before and facing page 23-1.

Insert page 3 of this TR immediately before and facing page 31-1.

Record the incorporation on the temporary revision record page and amend the list of effective pages accordingly.

REASON FOR ISSUE:

To revise the alleviations for the Cockpit Voice Recorder and the Flight Data Recorder to reflect the latest CAA (and JAR-OPS 1, sub-part K) policy. This TR is applicable to the aircraft types listed above.

NOTES

1. This TR replaces any existing alleviation given in the MMEL normal revision.
2. The item number given here may not align with that given in the particular MMEL, in which case the existing MMEL numbering should be retained.

CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

16th July 2001

ATA 23 - COMMUNICATIONS

Insert in Master Minimum Equipment List facing page 23-1 and cancel the existing alleviation if applicable.

Cockpit Voice Recorder (CVR)	-	0	<p>As required by Operating Regulations. May be inoperative provided :</p> <ul style="list-style-type: none">(a) It is not reasonably practical to repair or replace before commencement of the flight,(b) The helicopter does not exceed eight (8) further consecutive flights with the CVR unserviceable beginning with the first flight after the CVR was last in use throughout the flight,(c) Not more than 72 hours have elapsed since the CVR was found to be unserviceable, and(d) Any Flight Data Recorder required to be carried is operative unless it is combined with the CVR.
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CIVIL AVIATION AUTHORITY

MASTER MINIMUM EQUIPMENT LIST
TEMPORARY REVISION

16th July 2001**ATA 31 - INDICATING / RECORDING SYSTEMS**

Insert in Master Minimum Equipment List facing page 31-1 and cancel the existing alleviation if applicable.

Flight Data Recorder (FDR)	-	0	<p>As required by Operating Regulations. May be inoperative provided :</p> <ul style="list-style-type: none"> (a) It is not reasonably practical to repair or replace before commencement of the flight, (b) The helicopter does not exceed eight (8) further consecutive flights with the FDR unserviceable beginning with the first flight after the FDR was last in use throughout the flight, (c) Not more than 72 hours have elapsed since the FDR was found to be unserviceable, and (d) Any Cockpit Voice Recorder required to be carried is operative unless it is combined with the FDR.
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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

BELL HELICOPTER

MODEL 214ST

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

Revision 4
25 February 1994

BELL HELICOPTER MODEL 214ST

REVISION 4

This Master Minimum Equipment List (MMEL) is issued by the Civil Aviation Authority at the above revision and is approved as the basis for the preparation and approval of individual operator's Minimum Equipment Lists (MELs) for aircraft of this Type.

Correspondence concerning this document should be addressed to the office listed below:-

Civil Aviation Authority
Safety Regulation Group
Aviation House
South Area
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Gatwick
West Sussex
RH6 0YR

Attention: Aircraft Projects
 MMEL Section

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

BELL HELICOPTER MODEL 214ST

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MASTER MINIMUM EQUIPMENT LIST

BELL HELICOPTER MODEL 214ST

REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	21 October 1991		
Revision 1	13 May 1992		
Revision 2	19 June 1992		
Revision 3	12 February 1993		
Revision 4	25 February 1994		

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MASTER MINIMUM EQUIPMENT LIST

Revision 4
3 November 1994

BELL HELICOPTER MODEL 214ST

TEMPORARY REVISION RECORD

TR No.	Date	Page Affected	Incorporated By	Date Incorporation	Superseded By
1	3/11/94	30-1			
2	18/05/01	35-1			
G3	16/07/01	23-1 31-1			

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BELL HELICOPTER MODEL 214ST

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MASTER MINIMUM EQUIPMENT LIST

Revision 4
25 February 1994

BELL HELICOPTER MODEL 214ST

PREAMBLE

1. The CAA approved Master Minimum Equipment List (MMEL) provides owners/operators of United Kingdom registered aircraft, of the relevant type, with the basis for the preparation of their individual Minimum Equipment List (MELs). In the case of holders of Air Operators Certificates the MEL will be included in that Company's Operations Manual.
2. The approved MMEL represents a list of items of equipment which, under particular circumstances, can, to the satisfaction of the CAA, be unserviceable when the aircraft is despatched, while still retaining the required level of safety.
3. The CAA recognises that in some respects the standard and scale of equipment provided in the aircraft may exceed the minimum required to satisfy airworthiness or Air Navigation Legislation requirements. Where necessary to achieve a satisfactory level of safety with an inoperative item, appropriate limitations are imposed or the function transferred to another component.
4. The MMEL does not include items such as wings, engines and landing gear that are always required, nor is reference made to equipment such as passenger convenience and entertainment items which when inoperative obviously do not affect airworthiness. It is important to note therefore that ANY ITEM WHICH IS RELATED TO THE AIRWORTHINESS OF THE AIRCRAFT AND WHICH IS NOT INCLUDED IN THE MMEL IS ALWAYS REQUIRED TO BE OPERATIVE BEFORE A FLIGHT IS DESPATCHED. Likewise items required by Air Navigation Legislation. Additional Certification Requirements as appropriate, which are not listed must be operative.
5. The MMEL may not waive a limitation or an emergency procedure which is given in the Flight Manual (FM) or override an Airworthiness Directive (AD) /Mandatory Inspection unless the FM/AD provides otherwise. Similarly any Additional Certification Requirements, or other special provisions, as appropriate which have been determined as necessary by the CAA shall not be waived unless otherwise agreed or varied by the CAA.
6. An Owner/Operators MEL must receive CAA approval which thereby conveys the permission, required by the UK Air Navigation Order, to the Commander, for operation of the aircraft with specified items of equipment unserviceable.
7. The MEL may not be less restrictive than the MMEL therefore the number of items required for despatch shall not be less than the corresponding number in column 3 of the MMEL and any associated conditions shall be at least as severe as those specified in column 4.
8. The MMEL does not anticipate the effects of combinations of apparently unrelated unserviceabilities or allow for situations where systems are made inoperative for special purposes such as demonstration, test or crew training. Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL.
9. The MEL should indicate that a decision to operate the aircraft with multiple unserviceabilities should only be made after due consideration of possible interrelated or additive effects and, if necessary, following consultation with appropriate engineering specialists.

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BELL HELICOPTER MODEL 214ST

PREAMBLE (Cont...)

10. It is not the purpose of the MMEL to allow defects of other than optional items to remain unrectified indefinitely. The operational flexibility provided under the MMEL policy is justified only within a framework of controlled and sound programmes of repairs, replacement and servicing. Defects should be rectified expeditiously thus retaining the intended overall level of safety and reducing the possibility of a subsequent failure necessitating the removal of the aircraft from service. Some particular items in the MMEL may be subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL.

A limit of three calendar days for completion of repairs or replacements has been applied to some items. Other time limits for rectification, such as those specified by the ANO, may also be applied as appropriate. Operators with established routes shall specify in the MEL at which stations, in addition to the main maintenance base, repair facilities exist.

11. This MMEL is based upon UK legislation and some of the alleviations it provides may not therefore necessarily comply with foreign legislation.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

Revision 4
25 February 1994

BELL HELICOPTER MODEL 214ST

DEFINITIONS

1. In this list, the items of equipment are classified in systems according to the ATA 100 specification. Individual items within a given ATA classification are numbered sequentially.
2. "Item" (Column 1): The equipment, system, components or function as listed in Column 1.

NOTE: Items annotated in UPPER CASE letters indicates the precise flight deck legend used.
3. "Number Installed" (Column 2): The number of the specified items normally installed in the aircraft. This number identifies the aircraft configuration considered in developing the MMEL.

NOTE: The operator's MEL should list the number installed in a particular aircraft.
4. "Number Required for Despatch" (Column 3): The minimum number of the specified items required for operation provided the conditions defined in Column 4 are met.
5. "Remarks or Exceptions" (Column 4): This column includes a statement prohibiting operation or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation and appropriate notes.
6. Dash (-): This symbol indicates a variable quantity when used in Columns 2 or 3.

NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 2 and 3.
7. Placarding: Wherever practicable the control or indicator for each inoperative item should be placarded to inform and remind crew members and maintenance personnel of the equipment condition. In all cases an appropriate entry must be made in the Technical Log.

NOTE: The practice of specifying which items must be placarded, by means of an asterisk (*), has been discontinued.
8. "Inoperative": A system or item of equipment is deemed inoperative if it malfunctions such that it does not accomplish its intended purpose and/or is not consistently functioning within its designed operating limit(s) or tolerance(s).
9. "(0)": The use of this symbol in Column 4 indicates that an appropriate operating procedure (or change to an existing procedure) must be established, published and utilised to maintain the required level of safety while operating under the terms of the (M) MEL.

Normally, these procedures are accomplished by the flight crew. However, other personnel may be qualified and authorised to perform certain functions.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

Revision 4
25 February 1994

BELL HELICOPTER MODEL 214ST

DEFINITIONS (Cont...)

10. "(M)": The use of this symbol in Column 4 indicates that an appropriate maintenance procedure must be established, published and utilised prior to the first flight undertaken following discovery of the defect and, if necessary, repeated at specified intervals during operation under the terms of the (M)MEL to maintain the required level of safety.

Normally, these procedures are accomplished by maintenance personnel. However, other personnel may be qualified and authorised to perform certain functions.

NOTE: Where an item is annotated (0)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

11. "As required by Air Navigation Legislation": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation in force during the flight.
12. "VMC" and "IMC": The definitions of these terms are those used in the Air Navigation Order and the Regulations - Rules of the air.
13. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.
14. "Visible Moisture": An atmospheric environment containing water in any form that can be seen in natural or artificial light, i.e. clouds, fog, rain, sleet, hail, snow.
15. "Flight Hour": The time from the moment an aircraft leaves the surface of the earth until it touches it at the next point of landing.

NOTE: The definition differs from that given in the Air Navigation Order.

16. "ETOPS": Refers to "extended range" operations which may be defined as "operation of a two-engined aeroplane over a route that contains a point farther than one hour flying time at the normal one-engined inoperative cruise speed (in still air) from an adequate airport".
17. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.
18. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.
19. "Deleted": When applied to an item number, indicates that the item was previously listed but is now required to be operative.

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

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25 February 1994

BELL HELICOPTER MODEL 214ST

DEFINITIONS (Cont...)

20. Repair Intervals

Calendar Day

A period of 24 hours elapsed time, commencing at midnight on the day of discovery and recording of a malfunction in the aircraft's maintenance record/log book and ending at midnight on the next day. For example, if it were recorded at 10 am on January 26th that a malfunction had occurred, and the MMEL allowed three calendar days for completion of repairs or replacements, the three day interval would commence at midnight on 26th January and end at midnight on 29th January.

21. "System": System means the group of directly related components which together performs a specified function, for example 'RPM indication system' would include the RPM indicator, tachometer generator, circuit breaker and associated circuitry.

22. "Despatch": The point at which an aircraft first moves under its own power for the purpose of commencing a flight.

NOTE: The definition above is in accordance with that given in Article 106(2)(a) of the ANO and it is at the point of despatch that the provisions of the MMEL cease to apply. They come into effect again when the aircraft next comes to rest at the end of its flight. In the case of a helicopter which comes to rest without stopping rotors, it is deemed to have ended its flight and the provisions of the MMEL then apply until it is next despatched.

23. "Combustible (Material)": is defined as material which is capable of catching fire and burning.

When an MMEL item specifies the condition that only non-combustible materials are to be carried, it is the operator's responsibility to determine that all material (including containers, packing material and pallets etc) in the associated compartments is of a non-combustible nature.

If it cannot be determined whether any proposed cargo is non-combustible, it must not be loaded in compartments where combustible materials are prohibited.

24. "Adequate External Attitude Reference": is defined as meteorological conditions with visual cues that permit the helicopter attitude and flight path to be determined without sole reference to instruments.

25. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

26. Base documents used for the preparation of this MMEL are:

- (a) FAA Bell 214ST MMEL Revision 2(a) dated 19 April 1991.
- (b) CAA Policy Statements, dated November 1993.

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Revision 4
25th February 1994

BELL HELICOPTER MODEL 214ST

HIGHLIGHTS OF REVISION 4

General 1 These highlights reflect the changes introduced by proposals from Bristow Helicopters Ltd with the objective of harmonising the MMEL's of the Bell 214ST, AS332L/L1, S61 and S76.

The revision status of the base document FAA MMEL remained at Revision 2a dated 19th April 1991, which was current at 28 January 1994.

General 2 Latest CAA Policy Statements dated November 1993 have been applied.

General 3 Repair Intervals. In all chapters the proviso "... shall not depart an airport where repairs or replacements can be made" has been replaced by "Repairs or replacements are carried out within 3 calendar days", except when the original proviso contained an additional finite limit, e.g. flight hours.

Preamble Para 10. Amended to reflect a change in CAA policy with effect from December 1993, that in all MMELs the proviso which limited repair interval by stating:

"The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made"

has been replaced by a finite repair interval of three calendar days.

Definitions No. 7 'Placarding'. The previous definition 'Asterisk (*)' has been superseded by 'Placarding', and reflects a policy change which deletes all asterisks from the MMEL. However, the requirement to continue placarding where practicable remains in force.

The previous definitions Nos. 20 to 23 have been re-numbered in order to insert two new standard definitions immediately following the existing definitions 1 to 19 which are common to all MMELs. The new definitions are:

20 Repair Intervals
22 Despatch

The existing definition No. 20 'System' becomes No. 21.
The existing definition No. 21 becomes No. 23 'Combustible Material'.
The existing definition No. 22 becomes No. 24 'Adequate External Attitude Reference'.
The existing definition No. 23 becomes No. 26 'Base documents'.
A new definition No. 25 introduced 'Deactivated and Secured'.

ATA 21 AIR CONDITIONING

21-1 Cockpit Vent Blowers	-	Proviso (c) added
21-2 Heater/Defog Control Valve	-	2nd scenario becomes proviso (c)
	-	Proviso (d) added

ATA 22 AUTO FLIGHT

22-3 Stick Trim (Beep Trim Switch)	-	New relief
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ATA 23 COMMUNICATIONS

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

23-3 Cabin Passenger Address System - 1st scenario remarks amended
- 2nd scenario added

ATA 24 ELECTRICAL POWER

24-3 GEN 1 and GEN 2 Warning Lights - New relief

ATA 25 EQUIPMENT AND FURNISHINGS

25-15 Underwater Sonar - New item
Location Device

ATA 26 FIRE PROTECTION

26 - Baggage Compartments Smoke Detector - Provisos added
Systems

ATA 28 FUEL

28-3 FUEL LOW Warning Lights - New relief

ATA 30 ICE AND RAIN PROTECTION

30-1 Pitot Tube Heaters - Provisos (a) and (b) amended

30-2 Windshield Wipers - 2nd scenario added for additional relief

30-3 Static Port Heaters - Provisos amended

30-6 Windshield Washers (If installed) - New relief

ATA 31 INDICATING/RECORDING SYSTEMS

31-1 Clock - (O) deleted

31-6 Cockpit Voice Recorder - Item transferred to 23-2

31-8 Aural Warning ROTOR RPM - New relief

ATA 32 LANDING GEAR

32 Toe Brakes System - New relief

ATA 33 LIGHTS

33-1 Navigation Lights - Additional relief

33-2 Anti-collision Light System - Additional relief

33-5 Cockpit Instrument Lighting System - 2nd scenario provisos amended

33-7 Passenger Notice System - Provisos amended

33-14 EXIS Lighting - Relief available given in more detail overland
and overwater

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

ATA 34 NAVIGATION

34-1 Airspeed Indicator - Columns 2 and 3 amended from 2, 1 to -, -
Non Public Transport Operations CAA Policy Statement applied

ATA 65 ROTORS

65-10 Transmission Oil Pressure Warning - Proviso (c) corrected
Light System

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

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**CIVIL AVIATION AUTHORITY
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: BELL HELICOPTER MODEL 214ST	REVISION NO: REVISION 4 DATE: 25 FEBRUARY 1994	PAGE: 21-1
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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
<u>21 AIR CONDITIONING</u>			
1. Cockpit Vent Blowers	2	0	Both may be inoperative provided: (a) Heated Windshields (Item 30-5) are installed and operative, OR (b) Heater/Defog Control Valve (Item 21-2) is operative. OR (c) Blower air is not needed to assure defogging or defrosting.
2. Heater/Defog Control Valve	1	0	May be inoperative provided: (a) Outside air temperature is above +5°C (+41°F), and (b) Cockpit Vent Blowers (Item 21-1) are operative, OR (c) Heated Windshields (Item 30-5) are installed and operative. OR (d) Heated air is not needed to assure defogging or defrosting.
3. Air Conditioning System (If Installed)	-	0	(M) May be inoperative provided system is deactivated and secured.

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<u>22 AUTO FLIGHT</u>				
1. Attitude/Altitude Retention System (AARS)	1	0		May be inoperative provided operations are conducted with adequate external attitude reference.
2. Attitude/Altitude Retention System (AARS) Heading and/or Altitude Hold Mode (If Installed)	-	0		May be inoperative.
3. Stick Trim (Beep Trim Switch)	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) The spring feel system (other than the Beep Trim Switch) is operating normally, and (b) Repairs or replacements are carried out within 3 calendar days.

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<u>23 COMMUNICATIONS</u>				
1. Communication System				
(1) VHF	-	-		As required by Air Navigation Legislation.
(2) HF	-	-		As required by Air Navigation Legislation.
(3) UHF	-	-		As required by Air Navigation Legislation.
(4) FM	-	-		As required by Air Navigation Legislation.
2. Cockpit Voice Recorder (CVR)	1	0		As required by Air Navigation Legislation. May be inoperative provided:
				(a) It is not reasonably practical to repair or replace before commencement of the flight,
				(b) The aircraft shall not fly for more than 6 hours after the CVR becomes unserviceable,
				(c) Not more than 24 hours have elapsed since the CVR became unserviceable,
				(d) The aircraft must not depart from its maintenance base with the CVR unserviceable, and
				(e) Any Flight Data Recorder required to be carried is operative unless it is combined with the Cockpit Voice Recorder.
3. Cabin Passenger Address System	1	0		(O) As required by Air Navigation Legislation. May be inoperative provided appropriate alternative normal and emergency procedures are established and utilised.
				OR
	1	0		May be inoperative for non-passenger carrying operations.
4. Passenger Briefing Tape	-	0		May be inoperative provided appropriate alternate procedures are established and used.
5. Flight Crew Floor Mounted ICS/Radio Switches	2	0		One or both may be inoperative provided the corresponding cyclic switch operates normally.

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<u>23 COMMUNICATIONS</u> <u>(Cont...)</u>				
6. Cabin Intercom System	1	0		May be inoperative provided appropriate alternative normal and emergency procedures are established and utilised.
7. Flight Crew Intercommunication System	-	-		As required by Air Navigation Legislation. Any headsets in excess of those required for operating crew may be inoperative.

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<u>24 ELECTRICAL POWER</u>				
1. Generators	2	2		Both must be operative.
2. Inverters	2	1		One may be inoperative provided: (a) Operations are conducted with adequate external attitude reference, and (b) Repairs or replacements are carried out within 3 calendar days.
3. GEN 1 or GEN 2 Warning Light	2	1		(O) One may be inoperative provided: a) DC Voltmeter is operative and selected to appropriate generator, and is monitored throughout flight, and b) Repairs or replacements are carried out within 3 calendar days.

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<u>25 EQUIPMENT AND FURNISHINGS</u>				
1. Helicopter Flotation Devices	-	-		As required by Air Navigation Legislation.
2. Passenger Seat Belts	-	-		One required for each occupied seat. If belt is inoperative the associated seat(s) must be blocked and placarded to prevent occupancy.
3. Crew Member Shoulder Harness	-	-		As required by Air Navigation Legislation.
(1) Inertia Reels	-	-		(M) May be inoperative provided: (a) The affected harness is adjusted and locked by an approved means to suit the requirements of the individual flight crew member, and (b) Repairs or replacements are carried out within 3 calendar days.
4. Cargo Suspension System	-	0		May be inoperative.
5. Hoist System	-	0		May be inoperative.
6. NOT USED				
7. Emergency Medical Services (EMS) Equipment	-	0		May be inoperative provided the system is deactivated and secured.
8. NOT USED				
9. Automatically Deployable Emergency Locator Transmitter (ADELT)				
(1) Flights <u>not</u> Overwater and Overwater Flights Not Beyond 10 Minutes Flying Time From Land	-	-		May be inoperative.
(Cont...)				

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<u>25 EQUIPMENT AND FURNISHINGS (Cont...)</u>			
9. Automatically Deployable Emergency Locator Transmitter (ADELT) (Cont...)			
(2) Overwater Flights Beyond 10 Minutes Flying Time From Land	-	-	As required by Air Navigation Legislation. May be inoperative provided: (a) It is not reasonably practicable for the ADELT to be repaired before commencement of flight, (b) The helicopter shall not fly for more than 6 hours after the ADELT becomes unserviceable, and (c) The helicopter shall not commence a flight when the ADELT is unserviceable if more than 24 hours have elapsed since it became unserviceable.
10. First Aid Kits	-	-	As required by Air Navigation Legislation.
11. Torches	-	-	As required by Air Navigation Legislation.
12. Lifejackets	-	-	As required by Air Navigation Legislation.
13. Survival Suits	-	-	As required by Air Navigation Legislation.
14. Liferafts and Contents	-	-	As required by Air Navigation Legislation.
15. Underwater Sonar Location Device	-	-	As required by Air Navigation Legislation.

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<u>26 FIRE PROTECTION</u>				
1. Baggage Compartment Smoke Detector Systems	2	0	(0) One or both may be inoperative provided: (a) Compartment remains empty, OR (b) Only non-combustible materials are carried and, (c) Repairs or replacements are carried out within 3 calendar days.	
2. Hand Held Fire Extinguishers	-	-	One portable fire extinguisher must be operative for each enclosed passenger and crew compartment, one of which shall be convenient to a member of the flight crew.	

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<u>27 FLIGHT CONTROLS</u>				
1.	Force Trim	1	0	(O) May be inoperative provided operations are conducted with adequate external attitude reference.
2.	Fly By Wire Elevator Systems (FBW)	2	0	(O)(M) One or both may be inoperative provided: (a) Operations are conducted with adequate external attitude reference in accordance with Flight Manual limitations, and (b) When both FBW systems are inoperative elevator systems are disabled and stowed utilising an approved procedure.
3.	Primary Control Hydraulic Temperature Gauge	2	1	One may be inoperative provided: (a) The hydraulic pressure gauge and combined temp/press CWP caption of the associated system are both operative, (b) The hydraulic pressure gauge of the associated system is monitored throughout the flight, (c) All 3 indications of the other primary Control Hydraulic System are operative, and (d) Repairs or replacements are carried out within 3 calendar days.
4.	Primary Control Hydraulic Pressure Gauge	2	1	One may be inoperative provided: (a) The hydraulic temperature gauge and combined temp/press CWP caption of the associated system are both operative, (b) The hydraulic temperature gauge of the associated system is monitored throughout the flight, (c) All 3 indications of the other Primary Control Hydraulic System are operative, and (d) Repairs or replacements are carried out within 3 calendar days.

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27 <u>FLIGHT CONTROLS (Cont...)</u>			
5. Primary Control Hydraulic Combined Temp/Press CWP Caption	2	1	One may be inoperative provided: <ul style="list-style-type: none"> (a) The temperature and pressure gauges of the associated system are both operative and monitored throughout the flight, (b) All 3 indications of the other Primary Control Hydraulic System are operative, and (c) Repairs or replacements are carried out within 3 calendar days.

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28 FUEL				
1. Fuel Prime Pumps	2	0	(O) One or both may be inoperative for flights below 15,000 feet PA.	
2. Fuel Quantity Displays (2 Analogue, 1 Digital)	-	-	(M) (O) One of the three indicators may be inoperative provided: (a) The other two indicators operate normally, (b) Both fuel low level lights operate normally, (c) Departure is made with tanks full, confirmed by visual inspection, and (d) Expected flight time is less than half the aircraft endurance on full tanks. OR (M) (O) Both the analogue and the digital displays of either the left or the right side tank systems may be inoperative provided: (a) Both the analogue and digital displays of the other side tank system are operative, (b) Both fuel low level lights operate normally, (c) Departure is made with tanks full, confirmed by visual inspection, and (d) Expected flight time is less than half the aircraft endurance on full tanks.	
3. FUEL LOW Warning Lights	2	1	(O) One may be inoperative provided: (a) Fuel loaded is sufficient to supply both engines at normal twin engine cruise power to the destination including reserves, plus and additional 15 minutes. (b) The fuel quantity indicators operate normally, and (c) The aircraft may continue the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made.	

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<u>30 ICE AND RAIN PROTECTION</u>				
1.	Pitot Tube Heaters	3	0	Any or all may be inoperative provided: (a) The aircraft is not operated at any time in visible moisture or precipitation when the OAT is less than +5°C. (b) Repairs or replacements are carried out within 3 calendar days.
2.	Windshield Wipers	2	0	One or both may be inoperative provided the aircraft is not operated in precipitation that requires their use.
		2	2	Slow and variable wiper speeds may be inoperative provided fast speed operates normally.
3.	Static Port Heaters	6	0	Any or all may be inoperative provided the aircraft is not operated at any time in visible moisture or precipitation when the OAT is less than +5°C.
4.	Engine Inlet Anti-icing Systems	2	1	(O) One may be inoperative provided the aircraft is not operated in known or forecast icing conditions.
5.	Heated Windshields	2	1	(M) One may be inoperative provided the Heater/Defog System (Item 21-2) operates normally.
				OR
		2	0	(M/0) Both may be inoperative provided: (a) Heater/Defog system (Item 21-2) operates normally, and (b) The aircraft is not operated in icing conditions.
				OR
		2	0	(M/0) Both may be inoperative provided: (a) Both cockpit vent blowers (21-1) are operative, and (b) Ambient temperatures are above +5°C (41°F) for the duration of the flight.
6.	Windshield Washers (If Installed)	2	0	One or both may be inoperative provided operations do not require their use.

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<u>31 INDICATING/RECORDING SYSTEMS</u>				
1.	Clock	-	0	As required by Air Navigation Legislation. Any or all may be inoperative provided an accurate time piece is available on the flight deck indicating the time in hours, minutes and seconds.
2.	Engine History Recorder	2	0	(O) One or both may be inoperative provided engine cycles are counted and recorded per General Electric Service Bulletin (CT7) 72-2.
3.	Elapsed Timer	-	0	May be inoperative.
4.	Hour Meter	-	0	May be inoperative.
5.	Aircraft/Engine Monitoring System	-	0	May be inoperative.
6.	Cockpit Voice Recorder			(This item transferred to 23 item 2).
7.	Flight Data Recorder (FDR)	-	0	As required by Air Navigation Legislation. If required, may be inoperative provided: <ul style="list-style-type: none"> (a) It is not reasonably practical to repair or replace before commencement of flight. (b) The aircraft shall not fly for more than 6 hours after the FDR becomes unserviceable. (c) Not more than 24 hours have elapsed since the FDR became unserviceable. (d) The aircraft may not depart from its maintenance base with the FDR unserviceable. (e) Any Cockpit Voice Recorder required to be carried is operative unless it is combined with the Flight Data Recorder.

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<u>31 INDICATING/RECORDING SYSTEMS (Cont...)</u>			
8. Aural Warning ROTOR RPM	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) The RPM audio switch is placarded, (b) The ROTOR RPM warning light is operative, (c) Both triple tachometers are fully operative, and (d) The aircraft may depart on a flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made.

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<u>32 LANDING GEAR</u>				
1. Nose Wheel Lock (If Installed)				
(1) Flights not Overwater	1	0		May be inoperative.
(2) Flights Overwater	1	-		May be inoperative in accordance with arrangements agreed by the Authority.
2. Toe Brakes System	2	1		(O)(M) One may be inoperative provided: a) During all ground manoeuvres the handling pilot has the operative brakes. b) There is no evidence of fluid leakage from the system when the operative brakes are applied. c) Fluid levels in reservoirs are checked, and d) The operative system is verified to operate normally before departure.

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<u>33 LIGHTS</u>				
1. Navigation Lights	6	0	As required by Air Navigation Legislation. May be inoperative for daylight operations.	
	6	4	One or both port lights, or one or both starboard lights, or one or both tail lights (but not any other combination) may be inoperative for a single night flight when departing an off-shore installation provided:-	
			(a) The appropriate air traffic control unit has been informed before departure.	
			(b) The anti-collision light system is operative.	
			(c) Any strobe light system, if fitted, is operative and,	
			(d) The landing light system is operative.	
2. Anti-collision Light System	1	0	As required by Air Navigation Legislation. May be inoperative for daylight operations provided the light is repaired at the earliest practicable opportunity.	
	1	0	May be inoperative for a single night flight when departing an off-shore installation provided:-	
			(a) The appropriate air traffic control unit has been informed before departure.	
			(b) The navigation light system is operative.	
			(c) Any strobe light system, if fitted, is operative and,	
			(d) The landing light system is operative.	
			<u>NOTE</u> Daylight operations with unserviceable anti collision lights are limited to flights within UK FIR only.	
3. Landing Light	1	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only.	
4. Search Light	1	0	May be inoperative for daylight operations only.	

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<u>33 LIGHTS (Cont...)</u>				
5. Cockpit Instrument Lighting System	1	0		May be inoperative for daylight operations.
				OR
	1	1		Individual lights may be inoperative provided: <ul style="list-style-type: none"> (a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided easily readable, (b) Sufficient flight deck emergency lighting is verified operative. (c) Lighting configuration at despatch is acceptable to the flight crew.
6. Cabin Emergency Lights	1	0		May be inoperative for daylight operations.
				OR
	1	0		May be inoperative provided passengers are not carried.
				OR
	1	1		Individual lights may be inoperative provided inoperative lights do not exceed fifty (50) percent of the total installed.
				<u>NOTE</u> This does not include EXIS lighting.

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<u>33 LIGHTS (Cont...)</u>				
7. Passenger Notice System (Fasten Seat Belt - No Smoking)	1	0	(0) As required by Air Navigation Legislation. May be inoperative provided: (a) Passengers are not carried, OR (b) Alternative procedures are used for passenger notification, OR (c) Cabin Public Address System is installed and operative.	
8. Strobe Light System	-	0	* May be inoperative.	
9. Cabin Lighting System	1	0	May be inoperative for daylight operations. OR	
	1	0	May be inoperative provided passengers are not carried. OR	
	1	1	Individual lights may be inoperative provided inoperative lights do not exceed fifty (50) percent of the total installed.	
10. NOT USED				
11. NOT USED				
12. Utility Lights	2	0	Both may be inoperative for daylight operations.	

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<u>33 LIGHTS (Cont...)</u>				
12. Utility Lights (cont...)	2	1	One may be inoperative for night operations.	
	2	0	Both may be inoperative for night operations provided:	
			(a) All normal cockpit lights are operative,	
			(b) All secondary instrument lights are operative,	
			(c) Both approach plate lights are operative, and	
			(d) All normal and emergency cabin lights are operative.	
13. Secondary Instrument Lighting System	1	0	May be inoperative for daylight operations.	
	1	0	May be inoperative for night operations provided:	
			(a) All normal cockpit lights are operative,	
			(b) Both approach plate lights are operative,	
			(c) Both utility lights are operative, and	
			(d) All cabin emergency lights are operative.	

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33 LIGHTS (Cont...)			
14. EXIS Lighting	-	0	<p>As required by CAA Airworthiness Notice No. 27. May be inoperative overland, or subject to the above Notice, may be inoperative for overwater operations within 10 minutes flying time of land.</p> <p>For other overwater operations, maximum permissible LED failures:</p> <p>(a) EXIS I - For standard length (24 LED's) a maximum of 3 failed LED's, with no more than 2 failed LED's adjacent.</p> <ul style="list-style-type: none"> . For half length (12 LED's) a maximum of 1 failed LED. . For one third length (8 LED's) a maximum of 1 failed LED. <p>(b) EXIS II - A maximum of 2 failed LED's per corner strip, one in each arm.</p> <p>(c) EXIS III - A maximum of 4 failed LED's per light assembly, with no more than 1 failed LED per band along any side.</p>

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<u>34 NAVIGATION</u>				
1. Airspeed Indicator				
(1) Public Transport Operations	2	1		As required by Air Navigation Legislation. One may be inoperative provided: (a) The operative instrument is on the handling pilots instrument panel, and (b) Flight is conducted under day VMC conditions in sight of the surface with adequate external attitude reference.
(2) Non Public Transport Operations	-	-		As required by Air Navigation Legislation.
2. Sensitive Altimeter (Adjustable for Barometric Pressure)				
(1) Public Transport (Day) Operations	2	1		As required by Air Navigation Legislation. One may be inoperative provided: (a) The operative instrument is on the handling pilots instrument panel, and (b) Flight is conducted under VMC conditions in sight of the surface with adequate external attitude reference.
(2) Public Transport (Night) Operations	2	1		As required by Air Navigation Legislation. One may be inoperative provided: (a) The operative instrument is on the handling pilots instrument panel, (b) Radio altimeter is operative, and (c) The flight is conducted in sight of the surface with adequate external attitude reference.
(3) Non Public Transport Operations	-	-		As required by Air Navigation Legislation.

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<u>34 NAVIGATION (Cont...)</u>				
3. Slip Indicator	2	1		One may be inoperative provided the operative instrument is on the handling pilots instrument panel.
4. Vertical Speed Indicator				
(1) Public Transport Operations	2	1		As required by Air Navigation Legislation. One may be inoperative provided the operative instrument is on the handling pilots instrument panel.
	2	0		As required by Air Navigation Legislation. Both may be inoperative provided the flight is conducted under day VMC conditions, in sight of the surface with adequate external attitude reference.
(2) Non-Public Transport Operations	-	-		As required by Air Navigation Legislation.
5. Gyroscopic Direction Indicator				
(1) Public Transport Operations	2	1		One may be inoperative provided the operative instrument is on the handling pilots instrument panel.
	2	0		Both may be inoperative provided the flight is conducted under day VMC conditions, in sight of the surface with adequate external attitude reference.
(2) Non-Public Transport Operations	-	-		As required by Air Navigation Legislation.
6. Standby Compass	2	1		One may be inoperative.

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34 NAVIGATION (Cont...)				
7. Gyroscopic Bank and Pitch Indicator				
(1) Public Transport Operations	2	1		One may be inoperative provided: (a) Two gyroscopic rate of turn indicators are installed and operative, and (b) Two standby attitude indicators are installed and operative.
	2	0		One or both may be inoperative provided: (a) Two gyroscopic rate of turn indicators are installed and operating normally, (b) One standby attitude indicator is operative, (c) Flight is conducted in VMC conditions with adequate external attitude reference and in sight of the surface, and (d) Repairs or replacements are carried out within 3 calendar days.
	2	0		OR One or both may be inoperative provided: (a) One standby attitude indicator is operative, (b) Flight is conducted overland in day VMC conditions with adequate external attitude reference and in sight of the surface, and (c) Repairs or replacements are carried out within 3 calendar days.
(2) Non-Public Transport Operations	-	-		As required by Air Navigation Legislation.
8. Gyroscopic Rate of Turn Indicators	2	0		Both may be inoperative.

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34 NAVIGATION (Cont...)				
9. OAT/Free Air Temperature Indicator	1	0		May be inoperative provided an approved alternate onboard OAT source is installed and operative.
10. Standby Attitude Indicators	2	1		One may be inoperative provided: <ul style="list-style-type: none"> (a) The operative instrument is on the handling pilots instrument panel, (b) One gyroscopic rate of turn indicator is installed and operative, and (c) Both gyroscopic bank and pitch indicators operate normally. OR
	2	1		One may be inoperative provided: <ul style="list-style-type: none"> (a) One main attitude indicator is operative, and (b) Flight is conducted in VMC conditions with adequate external attitude reference and in sight of the surface.
11. Navigation Systems (VOR, ILS, ADF, Long Range, etc)	-	-		As required by Air Navigation Legislation.
12. Air Data Computer (VNE Function)	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) The OAT indicator (Item 34-9) is operative, OR <ul style="list-style-type: none"> (b) An approved alternate onboard source of OAT is installed and operative.
13. ATC Transponder	-	-		As required by Air Navigation Legislation.
14. Weather Radar	-	0		May be inoperative.

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<u>34 NAVIGATION (Cont...)</u>				
15.	Radio Altimeter with AVAD	-	-	As required by Air Navigation Legislation. If required, may be inoperative provided: (a) It is not reasonably practical to repair or replace prior to commencement of flight, (b) Deleted (c) The aircraft shall not depart a maintenance base with the device unserviceable, (d) The aircraft shall not exceed 6 flying hours, (e) Not more than 24 hours have elapsed since the device became unserviceable, (f) The aircraft shall not fly overwater at an altitude of less than 500 feet except for take-off and landing, (g) The aircraft shall not descend below 500 feet on approach to landing overwater unless the landing site is clearly visible to the pilot.
16.	Flight Director	1	0	May be inoperative provided procedures are not dependent on its use.
17.	Altitude Encoding System	1	0	As required by Air Navigation Legislation.
18.	Marker Beacon	-	-	As required by Air Navigation Legislation.
19.	DME	-	-	As required by Air Navigation Legislation.
20.	VHF Homer (If Installed)	-	0	May be inoperative.

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<p><u>35 OXYGEN</u></p> <p>1. Oxygen System and Masks (Crew and Passengers) (If Installed)</p>	-	0	As required by Air Navigation Legislation.

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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
<p><u>52 DOORS</u></p> <p>1. Passenger/Cargo Door Warning System</p>	1	0	<p>(M) or (O) May be inoperative provided all doors and hatches are confirmed by visual inspection to be closed and locked prior to each departure.</p>

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(1) System & Sequence Numbers Item	(2) Number Installed		(3) Number required for despatch	
			(4) Remarks or Exceptions	
<u>65 ROTORS</u>				
1. Rotor Brake System	1	0	(M) May be inoperative provided: (a) Inspection verifies that rotor disc is free, (b) System is inspected, deactivated and secured by an approved procedure, and (c) Operational and weather conditions permit shutdown.	
2. Rotor Brake Warning Light	1	0	(M) May be inoperative provided: (a) Inspection verifies that rotor disc is free, (b) Rotor brake system is considered inoperative and brake system is inspected, deactivated and secured by an approved procedure, and (c) Operational and weather conditions permit shutdown.	
3. Inflight Tracking System	1	0	May be inoperative.	
4. NOT USED				
5. NOT USED				
6. NOT USED				
7. Transmission Oil Temperature Indicating System	1	0	May be inoperative provided: (a) Transmission Oil Temperature Warning Light System (Item 65-9) is operative, (b) Transmission Oil Pressure Indicating System (Item 65-8) is operative, (c) Transmission Oil Pressure Warning Light System (Item 65-10) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.	

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(1) System & Sequence Numbers Item	(2) Number Installed			
	(3) Number required for despatch			(4) Remarks or Exceptions
<u>65 ROTORS (Cont...)</u>				
8. Transmission Oil Pressure Indicating System	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) Transmission Oil Pressure Warning Light System (Item 65-10) is operative, (b) Transmission Oil Temperature Indicating System (Item 65-7) is operative, (c) Transmission Oil Temperature Warning Light System (Item 65-9) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.
9. Transmission Oil Temperature Warning Light System	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) Transmission Oil Temperature Indicating System (Item 65-7) is operative, (b) Transmission Oil Pressure Warning Light System (Item 65-10) is operative, (c) Transmission Oil Pressure Indicating System (Item 65-8) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.
10. Transmission Oil Pressure Warning Light System	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) Transmission Oil Pressure Indicating System (Item 65-8) is operative, (b) Transmission Oil Temperature Warning Light System (Item 65-9) is operative, (c) Transmission Oil Temperature Indicating System (Item 65-7) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.

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(1) System & Sequence Numbers Item	(2) Number Installed			
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<u>65 ROTORS (Cont...)</u>				
11. Combining Gearbox Oil Temperature Indicating System	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) Combining Gearbox Oil Temperature Warning Light System (Item 65-13) is operative, (b) Combining Gearbox Oil Pressure Indicating System (Item 65-12) is operative, (c) Combining Gearbox Oil Pressure Warning Light System (Item 65-14) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.
12. Combining Gearbox Oil Pressure Indicating System	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) Combining Gearbox Oil Pressure Warning Light System (Item 65-14) is operative, (b) Combining Gearbox Oil Temperature Indicating System (Item 65-11) is operative, (c) Combining Gearbox Oil Temperature Warning Light System (Item 65-13) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.
13. Combining Gearbox Oil Temperature Warning Light System	1	0		May be inoperative provided: <ul style="list-style-type: none"> (a) Combining Gearbox Oil Temperature Indicating System (Item 65-11) is operative, (b) Combining Gearbox Oil Pressure Warning Light System (Item 65-14) is operative, (c) Combining Gearbox Oil Pressure Indicating System (Item 65-12) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.

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65 ROTORS (Cont...)			
14. Combining Gearbox Oil Pressure Warning Light System	1	0	May be inoperative provided: <ul style="list-style-type: none"> (a) Combining Gearbox Oil Temperature Indicating System (Item 65-11) is operative, (b) Combining Gearbox Oil Temperature Warning Light System (Item 65-13) is operative, (c) Combining Gearbox Oil Pressure Indicating System (Item 65-12) is operative, and (d) Repairs or replacements are carried out within 3 calendar days.

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(1) System & Sequence Numbers Item	(2) Number Installed		(3) Number required for despatch	(4) Remarks or Exceptions
<u>73 ENGINE FUEL AND CONTROL</u>				
1. Electronic Control Unit (ECU)	2	2		Both must be operative.

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(1) System & Sequence Numbers Item	(2) Number Installed		(3) Number required for despatch	(4) Remarks or Exceptions
<u>77 ENGINE INDICATING</u>				
1. Triple Tachometer Indicator	2	1	(O) One may be inoperative provided:	<ul style="list-style-type: none"> (a) Operative instrument is on the handling pilots instrument panel, (b) Associated Dual Torque Indicator operates normally, and (c) Repairs or replacements are carried out within 3 calendar days.
2. Engine Governor Control Panel	1	0	May be inoperative provided:	<ul style="list-style-type: none"> (a) Both engine RPM's are between 99% and 100%, and (b) Torque matching is within Flight Manual limitations.
3. NOT USED				
4. Engine Out Warning System	2	1	(O) One may be inoperative provided:	<ul style="list-style-type: none"> (a) Air Data Computer VNE function (Item 34-12) is operative, (b) Alternative procedures are established and utilised for engine failure identification, and (c) Repairs or replacements are carried out within 3 calendar days.

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(1) System & Sequence Numbers Item	(2) Number Installed		(3) Number required for despatch	(4) Remarks or Exceptions
<u>77 ENGINE INDICATING</u> <u>(Cont...)</u>				
5. Dual Torque Indicator	2	1	(O) One may be inoperative provided: <ul style="list-style-type: none"> (a) Operative instrument is on the handling pilot's instrument panel, (b) Associated Triple Tachometer Indicator operates normally, and (c) Repairs or replacements are carried out within 3 calendar days. 	
6. NOT USED				

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<u>79 OIL</u>			
1. Engine Oil Pressure Gauge	2	1	One may be inoperative provided: <ul style="list-style-type: none"> (a) The associated engine oil pressure CWP caption is operative, (b) The associated engine oil temperature gauge is operative and monitored throughout the flight, (c) All indications of the other engine oil system are operative, and (d) Repairs or replacements are carried out within 3 calendar days.
2. Engine Oil Pressure CWP Caption	2	1	One may be inoperative provided: <ul style="list-style-type: none"> (a) The associated engine oil pressure gauge and oil temperature gauge are operative and monitored throughout the flight, (b) All indications of the other engine oil system are operative, and (c) Repairs or replacements are carried out within 3 calendar days.

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