Civil Aviation Authority

SUPPLEMENT TO

FAA APPROVED

MASTER MINIMUM EQUIPMENT LIST

FOR

SIKORSKY HELICOPTER S-76 SERIES

Revision 0c

6 February 2013

Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST
SUPPLEMENT

SIKORSKY HELICOPTER S-76 SERIES

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6 February 2013

This Master Minimum Equipment List (MMEL) Supplement, when used in conjunction with the FAA Approved MMEL, is approved as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this Type.

.....

H A Fowler

for and on behalf of the
Civil Aviation Authority

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Attention: MMEL Unit

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REVISION RECORD

REVISION NO.	ISSUE DATE	INCORPORATED BY	DATE
Initial Issue	13 July 2006		
Revision 0a	27 June 2008		
Revision 0b	15 May 2009		
Revision 0c	6 February 2013		

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INTRODUCTION

Guidance in the use of this Supplement

1. This supplement identifies only the differences from the FAA MMEL for the Sikorsky S-76, as well as giving CAA Policy on some items. The information presented in the FAA MMEL for the aircraft type is acceptable to the CAA except where superseded by an item in this supplement. Any alleviations given in this supplement supersede those given in the FAA MMEL.

2. Item numbering in the supplement aligns with the FAA MMEL, where applicable.

3. The standard Preamble and Definitions appropriate to a CAA MMEL are included here. These should be applied, in conjunction with those in the FAA MMEL, to any MEL generated by the use of this supplement.

4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "As required by FAR" it shall be interpreted as meaning "As required by Air Navigation Legislation / Operating Requirements".

5. This supplement is based upon Revision 10 of the FAA approved Sikorsky S-76 MMEL. Additional MMEL alleviations given in later issues of the FAA MMEL shall not be used until the CAA supplement has been updated to confirm that issue as the base document.

6. The FAA MMEL includes MMEL relief for some equipment and modifications which have been approved as FAA Supplemental Type Certificates (STCs). The UK CAA reviews MMEL relief only for those STCs which have been subject to approval by either the CAA or the European Aviation Safety Agency (EASA). That approval may have been for a CAA or EASA STC, produced for the same modification.

   The STCs for which the FAA STC MMEL relief has been reviewed and accepted by the CAA are:

   (i) SH4180SW
   (ii) SR01472NY (CAA STC CAA.21NE2.00122)
   at **Revision 0c** of this CAA MMEL Supplement.

   MMEL relief for STCs granted in the relevant FAA MMEL revision is not permitted by the CAA unless the STC is included in the above list of STCs reviewed and accepted by the CAA.

   Note: If an aircraft is to be modified in accordance with an FAA STC, any applicable MMEL relief should be detailed as part of the STC approval application. MMEL relief for this STC will then be reviewed and the CAA MMEL Supplement will be changed if required.

INTRODUCTION (Cont.)

Guidance in the use of this Supplement (Cont.)

7. This supplement identifies those items which are required to be modified from that defined in the FAA MMEL or are introduced as additional alleviations. Where no item exists in this supplement, but an entry is stated in the FAA MMEL, the FAA MMEL is the acceptable entry.

NOTE 1 : Some items are complete replacement entries whilst others modify only parts/sections of entries - in this latter case only the amended part/section is stated in this supplement.

NOTE 2 : The text presented in bold format within this document indicates:

a) additional or altered text introduced since the CAA S-76 MMEL Supplement, **Revision 0b**, dated **15 May 2009**, or

b) highlighted parts of the CAA MMEL Supplement entry which differ from the FAA MMEL entry.

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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 dispatched, 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 DISPATCHED. This also applies to 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/Operator's 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 dispatch shall not be less than the corresponding number in column 4 of the MMEL and any associated conditions shall be at least as severe as those specified in column 5.

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.

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. With the introduction of Rectification Intervals, all items in the MMEL are subject to a limitation of flight hours, number of flights or consecutive calendar days, and these must be transferred into the MEL. 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.

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NOTES AND 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.

   "(If Installed)": Indicates the listed item of equipment is not applicable to all models or configurations. It does not imply that the aircraft may be operated in accordance with this MMEL with the item removed.

   NOTE 1: Items annotated in UPPER CASE letters indicate the precise flight deck legend used.

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

   Category A
   No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.

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

   Category B
   Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26th, the three day interval would begin at midnight on the 26th and end at midnight on the 29th.

   Category C
   Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery. For example, if it was recorded at 10 am on January 26th, the 10-day interval would begin at midnight on the 26th and end at midnight on February 5th.

   Category D
   Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

   NOTE: Subject to the approval of the Authority, the operator may permit a one-time extension of the applicable rectification Interval B, C or D for the same duration as that specified in the MEL.

4. "Number Installed" (Column 3): 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.

NOTES AND DEFINITIONS (Cont.)

5. "Number Required for Dispatch" (Column 4): The minimum number of the specified items required for operation provided the conditions defined in Column 5 are met.

6. "Remarks or Exceptions" (Column 5): 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.

   A note in column 5 indicates additional information and references for crew and/or maintenance personnel consideration; they are not part of the provisos.

   Where references are stated in column 5 these are to identify certain inter-relationships between the subject item and other MMEL items, AFM material etc. These references are intended to assist, but not relieve, an operator of the responsibility for determining such inter-relationships as stated in the Preamble.

7. Dash (-): This symbol indicates a variable quantity when used in Columns 3 or 4.

   NOTE: The operator's MEL should list the numbers appropriate to his particular aircraft in Columns 3 and 4.

8. Placarding: Each inoperative item must be placarded to inform and remind the crew members and maintenance personnel of the equipment condition. To the extent practicable, placards should be located adjacent to the control or indicator for the item affected such that it is clear to the operating crew that it or its associated system is inoperative.

   NOTE: The practice of specifying which items must be placarded, by means of an asterisk (*) has been discontinued.

9. "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).

10. "(O)": The use of this symbol in Column 5 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.

NOTES AND DEFINITIONS (Cont.)

11. "(M)": The use of this symbol in Column 5 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 (O)/(M), the "/" is defined as "and/or", which shows that there may be different options available in respect of the MEL procedures.

12. "As required by Air Navigation Legislation / Operating Requirements": The associated item must comply with legal provisions such as the Air Navigation Order or any other legislation (JAR-OPS 3) in force during the flight. Operators should refer to JAR-OPS 3 MEL Policy Document for suitable alleviations based upon the required equipment identified within JAR-OPS 3, subparts K and L (published in the JAA Administrative and Guidance Material, Section Four, Operations, Part Three, TGL 26).

13. "VMC" and "IMC": The definitions of these terms are those used in Section 2 of CAP 393 - Rules of the Air Regulations 1996.

14. "Icing Conditions": An atmospheric condition that may cause ice to form on the aircraft or in the engines.

15. "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.

16. "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.

17. "Flight day": A 24 hour period (from midnight to midnight) during which at least one flight is scheduled for the affected aircraft.

18. "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 3 calendar days for completion of repairs or replacements, the 3 day interval would commence at midnight on 26th January and end at midnight on 29th January.

NOTES AND DEFINITIONS (Cont.)

19. "Authority": The competent regulatory authority according to the country of registry; for aircraft registered in the U.K. this is the Civil Aviation Authority.

20. "System": System means the group of directly related components which together perform a specified function, for example "RPM Indication System" would include the RPM Indicator, tachometer generator, circuit breaker and associated circuitry.

21. "Dispatch": 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 **256(1)(a)** of the ANO and it is at the point of dispatch 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 dispatched.

22. "Combustible (Material)": is defined as material which is capable of 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.

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

24. "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.

25. "It is not reasonably practical to repair or replace before the commencement of flight / it is not reasonably practicable for repairs or replacements to be made": These statements are intended to cover situations where there is a lack of a replacement part(s), inadequate engineering resources or manpower to enable the defect to be rectified.

    Note: The intention of either of these statements in an MMEL is that the aircraft may be dispatched if there are inadequate available spares or if there are no qualified and authorised personnel on base to perform the task. The definition is not dependent on whether there is enough time available to complete the task before the next flight. If the aircraft is at a maintenance base or any other airport, but the

NOTES AND DEFINITIONS (Cont.)

25. (Cont.)

spare(s) or manpower are not available, then the aircraft may be dispatched. As soon as the aircraft lands at an airport where the spares are available and there are qualified and authorised personnel on base, the defect must be rectified.

26. "The aircraft may depart on the flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made / The aircraft may continue the flight or series of flights but shall not depart an airport where repairs or replacements can be made": These statements are intended to allow the aircraft to be flown, using the most direct route, to the nearest maintenance base where arrangements for repairs or replacements can be made.

Note: Once the aircraft lands at the maintenance base, the aircraft shall not be dispatched until the defect has been rectified.

27. This CAA document is based on the FAA MMEL, where modification status affects the eligibility of a number of entries. To ensure effectivity only applies to modified aircraft, applicable entries quote modification numbers in column 1.

28. Aircraft Model Designations and Equipment Configurations:

Model	MMEL Designation
S-76A	Model A (including A+ unless otherwise stated)
S-76A+	Model A+
S-76B	Model B
S-76C	Model C (including C+ and C++ unless otherwise stated)
S-76C+	Model C+
S-76C++	Model C++

Each listed item of equipment in this MMEL is applicable to all of the above models unless otherwise specified. For example "B Model Only" in column 1 indicates that the item is applicable to that model only. If listed item of equipment has alternate configurations, these will be specified in column 1.

29. Guidelines for the compliance with the Air Navigation Order requirement for Vibration Health Monitoring (VHM) System in applicable helicopters

The Air Navigation Order (ANO) covers the requirement for the installation of an approved Vibration Health Monitoring (VHM) system in applicable helicopters identified within the ANO. CAP 753 has been written and published to provide guidance to operators on how they can obtain compliance with the ANO. The following guidelines also apply where certification requirements specify the need for vibration monitoring, or where a VHM system has been fitted but no requirement exists.

Due to VHM system complexity and the helicopter's operational environment, it has been considered practicable for the operation of the helicopter with certain VHM functions/capabilities inoperative.

NOTES AND DEFINITIONS (Cont.)

29. (Cont.)

Each operator should review the system fitted in each applicable helicopter type that they operate 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 753 contains appropriate guidance information.

Depending upon the system installation, if the data analysis (or failure indication system) indicates a malfunction of any system or sensor, e.g. 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 VHM 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.

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

(a) CAA MMEL for Sikorsky Helicopter S-76A, S-76B & S-76C, Revision 3, dated 28 May 2004.

(b) FAA approved MMEL at Revision 10, dated 12 July 2006.

(c) CAA MMEL Policy Items, as at **6 February 2013**.

(d) JAR-OPS 1/3 MEL Policy Document, JAA Administrative and Guidance Material, Section Four: Operations, Part Three: TGL 26, Revision 10, dated 1 June 2008.

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HIGHLIGHTS OF REVISION 0a

Notes and Definitions Item 29 – Amended to refer to the Air Navigation Order and CAP 753.
Item 30 - Source documents amended.

24 Electrical Power

1.	DC Generators	Revised relief to allow dispatch with 1 DC Generator inoperative.

34 Navigation

5.	Main Attitude Indicators	Additional relief for 2-pilot, day VFR operation.

77 Engine Indicating

9.	N1 Repeater Gauges	New item.

HIGHLIGHTS OF REVISION 0b

General Minor revision to correct error within item 63-1.

63 Rotor Drives

1.	NR Indicators	Relief withdrawn. There are no visual and/or aural warning systems for low or high rotor RPM on this helicopter, hence the MMEL relief for NR Indicators was previously given in error.

HIGHLIGHTS OF REVISION 0c

Notes and Definitions Item 3 – Note added re Rectification Interval Extension in accordance with CAA MMEL Policy Item GEN-6.

Item 13 – Removed '1996' from reference to CAP 393, Rules of the Air Regulations.

Item 21 – Updated Air Navigation Order reference.

22 Auto Flight

1.	Automatic Flight Control System	Removed relief for single-pilot night VMC operation without AFCS.

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AIRCRAFT: SIKORSKY HELICOPTER S-76 SERIES	REVISION NO: Initial Issue DATE: 13 July 2006	PAGE: S21-1

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
21	**AIR CONDITIONING**				
3.	Heater System (Bleed Air) (If installed)	C	**1**	0	May be inoperative provided: (a) Heated air is not needed to assure defogging or defrosting, **OR** **(b) Heated Windshield Panels (item 30-3) are operative.** **<u>Note:</u> Consideration must be given to crew efficiency and passenger comfort. Factors which affect this include stage length, weather, type of clothing worn etc.**
5.	Pilot's Foot Warming System (If installed)	**D**	-	0	May be inoperative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions	
22	**AUTO FLIGHT**					
1.	Automatic Flight Control System					
	(1) Public Transport Operations	**C**	**1**	**0**	**May be inoperative provided:** **(a) Operations are in accordance with Flight Manual, and** **(b) For single pilot operations, AFCS may only be inoperative for day VMC.**	
	(2) Non-Public Transport Operations	**D**	**-**	**-**	**As required by Air Navigation legislation. Any in excess of those required may be inoperative.**	
3.	Stick Trim (Beep Trim Switch)	A	1	0	May be inoperative provided: (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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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23	**COMMUNICATIONS**				
1.	Communications Systems (FM, HF, UHF, VHF etc.)	**-**	**-**	**-**	**As required by Operating Requirements.**
2.	Crew Interphone System	B	1	0	Left pilot station ICS may be inoperative for single pilot VFR operations.
		D	**-**	**-**	**Any headset in excess of those required for operating crew may be inoperative or missing.**
3.	Passenger Compartment Intercom System (Including Pre-recorded Passenger Announcement System “PPAS”) (If installed)	C	-	0	(O) May be inoperative provided appropriate alternative normal and emergency procedures are established and utilised.
		D	**-**	**0**	May be inoperative provided passengers are not carried.
4.	Hoist Operator’s ICS (If installed)	**D**	-	0	May be inoperative provided hoist operations are not conducted.
5.	Cabin Public Address System (If installed)	**-**	**-**	**-**	**As required by Operating Requirements.**
		D	-	0	May be inoperative provided passengers are not carried.
6.	Cockpit Voice Recorder (CVR)	**-**	**-**	**-**	**As required by Operating Requirements.**
14.	Auxiliary Transmission Switches (If installed)	C	-	-	Any or all may be inoperative provided the corresponding cyclic switch operates normally.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
24	**ELECTRICAL POWER**				
1.	Generators, D.C.	**A**	2	1	(M) One may be inoperative provided: **(a) Operations are conducted by day with adequate external attitude reference,** **(b) Inoperative generator is deactivated and secured,** **(c) Planned route remains within the declared standby electrical power endurance time from a suitable alternate landing site,** (d) Hoist operations are not conducted, and **(e) The aircraft only departs on a flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made.**
2.	Generator, A.C.				
	(1) Heliflight Equipped Models (Honeywell Helipilot SHZ-760 Integrated Flight Control System) (STC SH4180SW)	**A**	1	0	(M) May be inoperative provided: **(a)** Blower fan (item 21-1) is operative **or not required, and** **(b) Repairs or replacements are carried out within 3 calendar days.**
	(2) All Other Models	**A**	1	0	(M) May be inoperative provided: **(a) Flight is by day with adequate external attitude reference,** **(b) Inverter operates normally,** **(c) Blower Fan (item 21-1) is operative or not required, and** **(d) Repairs or replacements are carried out within 3 calendar days.**
		A	**-**	**0**	(M) May be inoperative for IFR provided: **(a)** Two inverters and inverter switching are operative, **(b)** Blower fan (item 21-1) is operative **or not required, and** **(c) Repairs or replacements are carried out within 3 calendar days.**

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
24 ELECTRICAL POWER (Cont.)				
3. Inverters (with A.C. Generator)				
(1) Heliflight Equipped Models (Honeywell Helipilot SHZ-760 Integrated Flight Control System) (STC SH4180SW)	**A**	3	2	(M) One may be inoperative **provided repairs or replacements are carried out within 3 calendar days.**
	A	3	1	(M) Two may be inoperative provided: **(a) Operations are conducted with adequate external attitude reference,** **(b)** Standby inverter is operative, **(c)** A.C. power is available to the handling pilot, and **(d) Repairs or replacements are carried out within 3 calendar days.**
(2) Dual Inverter Equipped Models including Inverter Switching	**A**	2	1	(M) One inverter may be inoperative provided: **(a)** Inverter switching is operative**, and** **(b) Repairs or replacements are carried out within 3 calendar days.**
	A	**-**	**-**	Inverter switching may be inoperative provided: **(a) Operations are conducted by day with adequate external attitude reference, and** **(b) Repairs or replacements are carried out within 3 calendar days.**
	A	2	1	One inverter and the inverter switching may be inoperative provided: **(a) Operations are conducted by day with adequate external attitude reference,** **(b)** A.C. power is available to the handling pilot, and **(c) Repairs or replacements are carried out within 3 calendar days.**

(Cont...)

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
24 ELECTRICAL POWER (Cont.)				
3. Inverters (with A.C. Generator) (cont.)				
(2) Dual Inverter Equipped Models including Inverter Switching (cont.)	**A**	2	0	**One or** both inverters may be inoperative provided: **(a) Operations are conducted by day with adequate external attitude reference,** **(b)** A.C. generator is operative, **(c)** A.C. power is available to the handling pilot, **and** **(d) Repairs or replacements are carried out within 3 calendar days.**
(3) All other models including Inverter Switching	**A**	-	0	(M) **Inverters** may be inoperative provided: **(a) Operations are conducted by day with adequate external attitude reference,** **(b)** A. C. generator operates normally, **and** **(c) Repairs or replacements are carried out within 3 calendar days.**
	A	**-**	**-**	(M) Inverter switching may be inoperative provided: **(a) Operations are conducted by day with adequate external attitude reference,** **(b)** A.C. power is available to the handling pilot, **and** **(c) Repairs or replacements are carried out within 3 calendar days.**
4. Inverters (without A.C. Generator) including Inverter Switching (A and C Models only)	**A**	-	2	Inverter switching may be inoperative provided: **(a) Operations are conducted by day with adequate external attitude reference, and** **(b) Repairs or replacements are carried out within 3 calendar days.** (Cont...)

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
24	**ELECTRICAL POWER (Cont.)**				
4.	Inverters (without A.C. Generator) including Inverter Switching (A and C Models only) (cont.)	**A**	**-**	1	**Any inverters in excess of one, and the inverter switching, may be inoperative provided:** **(a) Operations are conducted by day with adequate external attitude reference,** **(b) A.C. power is available to the handling pilot, and** **(c) Repairs or replacements are carried out within 3 calendar days.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25	**EQUIPMENT/FURNISHINGS**				
1.	Helicopter Flotation System (If installed)	**-**	-	**-**	**As required by Operating Requirements.**
3.	Crew Member Shoulder Harness	**A**	-	0	**(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.**
5.	Cargo Suspension System (If installed)	**D**	-	0	May be inoperative.
6.	Utility Hoist (If installed)	**D**	-	0	**(M) May be inoperative provided the system is deactivated and secured.**
7.	Emergency Locator Transmitter (ELT) (If installed)	**-**	-	**-**	**As required by Operating Requirements.**
9.	Electrically Operated Cabin Door Steps (If installed)	**D**	2	0	(M) **One or both** may be inoperative provided system is deactivated and secured.
10.	Emergency Medical Services (EMS) Equipment	**D**	-	0	May be inoperative provided system is deactivated and secured. (M) and (O) procedures may be required in carrier's appropriate document.
18.	Automatic Flotation Deployment System (AFDS) (If installed) **(BHL Mod SB S76-12)**	C	**1**	0	**May be inoperative.**
19.	Externally Mounted Deployable Raft (If installed)				**See Item 25-25.**
20.	Automatically Deployable Emergency Locator Transmitter (ADELT)	**-**	-	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25	**EQUIPMENT/FURNISHINGS (Cont.)**				
21.	First Aid Kits	-	-	-	As required by Operating Requirements.
22.	Torches	-	-	-	As required by Operating Requirements.
23.	Lifejackets	-	-	-	As required by Operating Requirements.
24.	Survival Equipment	-	-	-	As required by Operating Requirements.
25.	Life Raft and Contents	-	-	-	As required by Operating Requirements.
26.	Cyclic Stick Guard (If installed)	C	-	0	May be inoperative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
26	**FIRE PROTECTION**				
1.	Baggage Compartment Smoke Detector	C	1	0	May be inoperative provided compartment remains empty.
		B	1	0	May be inoperative provided only non-combustible materials are carried.
2.	**Hand Held Fire Extinguishers**	D	-	-	**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.** **(M)** Any in excess of those required may be inoperative or missing provided: (a) The inoperative fire extinguisher is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and (b) Required distribution is maintained.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
28	**FUEL**				
5.	FUEL LOW Warning Lights	A	2	1	One may be inoperative provided: (a) Fuel loaded in each tank is sufficient to supply its associated engine, at normal twin engine cruise power, to the destination including reserves, allowing for an additional 15 minutes at single engine consumption in the tank which has the inoperative FUEL LOW Warning Light. (b) Fuel is not crossfed other than following an engine failure, (c) The corresponding fuel contents gauge is operating normally, and (d) The aircraft only departs on a flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made.
6.	Fuel Pressure Gauge (If installed)	C	2	0	May be inoperative.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
29	**HYDRAULIC POWER**				
1.	Hydraulic Pressure Gauge	A	1	0	May be inoperative provided: (a) Associated servo warning light operates normally, and (b) The aircraft only departs 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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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30	**ICE AND RAIN PROTECTION**				
1.	Pitot Tube Heaters	**B**	**-**	**1**	**(O)/(M) Any in excess of one may be inoperative for IFR or night operations provided:** **(a) Flight is conducted under VMC in sight of the surface,** **(b) The helicopter is not operated at any time in visible moisture or precipitation when OAT is less than +4.5ºC, and** **(c) The remaining Pitot Tube Heater and all connected flight instruments are verified to be operative prior to each flight.**
		B	**-**	**0**	**One or more may be inoperative for day VFR provided the helicopter is not operated at any time in visible moisture or precipitation when OAT is less than +4.5ºC.**
		D	**-**	**-**	**Any in excess of those required may be inoperative.** **Note: Refer to RFM for definition of icing conditions, which may differ from the above relief.**
2.	Windshield Wipers	C	2	0	**One or both may be inoperative provided the aircraft is not operated in precipitation which requires their use.**
	(1) Slow/Variable Speed Mode	**C**	**2**	**0**	**May be inoperative provided fast speed mode is operative.**
	(2) Fast Speed Mode	**C**	**2**	**0**	**May be inoperative provided slow/variable speed mode is operative.**
3.	Windshield Heaters	C	2	0	One or both may be inoperative provided: (a) Blower Fan is operative (item 21-1), **or not required for defrosting/defogging,** (b) Defogging vents are not obstructed, and **(c) Flight operations are conducted clear of falling or blowing snow.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30	**ICE AND RAIN PROTECTION (Cont.)**				
6.	Snow Protection System (A & C Models Only) (If installed)	**D**	-	0	(M) May be inoperative when system is deactivated and secured provided the aircraft is not operated in falling or blowing snow.
7.	Windshield Mist or Washer System (If installed)	**D**	-	0	May be inoperative provided operations do not require its use.
10.	Ice Detector (If installed)	**-**	-	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31	**INDICATING/RECORDING SYSTEMS**				
1.	Clock	**-**	-	**-**	**As required by Operating Requirements.**
2.	Elapsed Timer (If installed)	**D**	-	0	**May be inoperative.**
3.	Hour Meter (If installed)	**D**	-	0	May be inoperative.
4.	Aircraft / Engine Monitoring System (If installed)				**See item 45-1.**
5.	Cockpit Voice Recorder				**See item 23-6.**
6.	Flight Data Recorder (FDR)	**-**	**-**	**-**	**As required by Operating Requirements.**
7.	Integrated Instrument Display System (IIDS) (Parker Hannifan GULL Only)				
	(1) Single Pilot Operations	B	3	2	One may be inoperative **for VMC operations** provided: (a) The pilot's and centre displays are operative, and (b) IIDS reversion is operable.
	(2) Dual Pilot Operations	B	3	2	One may be inoperative **for VMC operations** provided the performance display in front of the pilot at the controls is operative.
9.	Aural Warning System	A	1	0	May be inoperative provided: (a) Associated warning light is operative, and (b) The aircraft only departs 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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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33	**LIGHTS**				
1.	**Navigation Lights**	**-**	**-**	**-**	**As required by Operating Requirements.**
2.	Anti-Collision Light System				
	(1) Daylight Operations	B	-	0	Any or all may be inoperative.
		C	**-**	**1**	**Any in excess of one may be inoperative.**
	(2) Night Operations	**C**	**-**	**1**	**Any in excess of one may be inoperative.**
		A	**-**	**0**	**(O) 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.**
3.	Cockpit Instrument Lighting System	**-**	-	-	**As required by Operating Requirements.**
4.	Landing Lights	**-**	**-**	**-**	**As required by Operating Requirements.**
5.	Engine Failure Annunciator				**See item 77-7.**
6.	Cockpit Flood Light	**D**	**1**	**0**	**May be inoperative for daylight operations provided utility light is operative.**
		C	**1**	**0**	**May be inoperative for night operations provided:** **(a) All normal flight deck lights are operative,** **(b) Utility Light is operative,** **(c) One torch per flight crew is readily available, and** **(d) Flight in cloud types likely to generate lightning is avoided.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33	**LIGHTS (Cont.)**				
7.	Utility Light(s) (Map, Overhead etc.)	C	-	0	May be inoperative for daylight operations.
		C	-	**0**	**May be inoperative for night operations provided:** **(a) All normal flight deck lights are operative,** **(b) Cockpit Flood Light is operative, and** **(c) One torch per flight crew is readily available.**
8.	Passenger Notice System (Fasten Seat Belt – No Smoking)	**C**	**-**	**0**	**(O) "No Smoking / Fasten Seat Belt" signs may be inoperative and the affected passenger seat(s), cabin attendant seat(s) may be occupied provided:** **(a) The PA system is operative and can be clearly heard throughout the cabin during flight, and** **(b) A procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited.**
		D	**-**	**0**	**May be inoperative provided passengers are not carried.**
9.	Rotating Beacon Light (If installed)				**See item 33-2.**
11.	Cabin Lighting System	**-**	**-**	**-**	**As required by Operating Requirements.**
12.	External Utility Light(s) Gearbox inspection, steps, rotor head etc.) (If installed)	**D**	-	0	May be inoperative.
13.	Supplemental Lights (Scene, Logo, Recognition, Nightsun etc.) (If installed)	C	-	0	May be inoperative.
		D	**-**	**0**	**May be inoperative for day operations.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33	**LIGHTS (Cont.)**				
14.	Cabin Emergency Lighting	**D**	1	0	May be inoperative for daylight operations.
		D	1	0	May be inoperative provided passengers are not carried.
		C	**-**	**-**	**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 or HEELS lighting.**
15.	Helicopter Emergency Egress Lighting System (HEELS) (If installed)	**B**	-	0	May be inoperative overland, **or for over-water operations within 10 minutes flying time of land.**
17.	EXIS Lighting (If installed)	B	-	0	May be inoperative overland, or for over-water operations within 10 minutes flying time of land. For other over-water operations, maximum permissible LED failures: (a) EXIS I – For standard length (24 LEDs) a maximum of 3 failed LEDs with no more than 2 failed LEDs adjacent. - For half length (12 LEDs) a maximum of 1 failed LED. - For one third length (8 LEDs) a maximum of 1 failed LED. (b) EXIS II – A maximum of 2 failed LEDs per corner strip, one in each arm. (c) EXIS III – A maximum of 4 failed LEDs per light assembly, with no more than 1 failed LED per bank along any side.
18.	Glareshield Lights System	D	1	0	May be inoperative for daylight operations.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION**				
1.	Airspeed Indicators				
	(1) Public Transport Operations	**C**	**2**	**1**	**One may be inoperative provided:** **(a) The operative instrument is on the handling pilot's instrument panel, and** **(b) Flight is conducted under day VMC conditions in sight of the surface and with adequate external attitude reference.**
	(2) Non-Public Transport Operations	**D**	**-**	**-**	**As required by Air Navigation Legislation. Any in excess of those required may be inoperative.**
2.	Sensitive Altimeter adjustable for Barometric Pressure	**-**	-	**-**	**As required by Operating Requirements.**
3.	Gyroscopic Rate-of-Turn Indicator **(If installed)**	**C**	-	0	**May be inoperative.**
4.	Gyroscopic Direction Indicator				
	(1) Day VFR	**A**	**-**	**0**	**May be inoperative provided:** **(a) The standby magnetic compass is operative.** **(b) Flight is conducted over land, and** **(c) The helicopter only departs on a flight or series of flights for the purpose of returning to a base where repairs or replacements can be made.**
	(i) Single Pilot Operation	**D**	**-**	**1**	**Any in excess of one may be inoperative provided the operative Gyroscopic Direction Indicator is on the handling pilot's side.**
	(ii) Two Pilot Operation	**D**	**-**	**2**	**Any in excess of two may be inoperative.**
		C	**-**	**1**	**Any in excess of one may be inoperative provided the operative Gyroscopic Direction Indicator is on the handling pilot's side.**

(Cont...)

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Cont.)**				
4.	Gyroscopic Direction Indicator (cont.)				
	(2) Night or IFR				
	(i) Single Pilot Operation	**-**	**-**	**1**	**Must be operative**
	(ii) Two Pilot Operation	**C**	**-**	**1**	**Any in excess of one may be inoperative provided:** **(a) The operative gyroscopic direction indicator is on the handling pilot's side, and** **(b) The standby magnetic compass is operative.**
5.	**Main Attitude Indicators**				
	(1) Day VFR or for operations over water (out of sight of land or with visibility <1500 metres)				
	(a) Single Pilot Operation	**D**	**-**	**1**	**Any in excess of one may be inoperative provided the operative attitude indicator is on the handling pilot's side.**
	(b) Two Pilot Operation	**D**	**-**	**2**	**Any in excess of two may be inoperative provided operative attitude indicators are at each pilot's station.**
		B	**2**	**1**	**One may be inoperative provided flight is conducted under day VFR with a visual horizon.**
	(2) IFR or Night Operations				
	(a) Single Pilot Operation	**-**	**-**	**1**	**Any in excess of one may be inoperative.**
	(b) Two Pilot Operation	**B**	**-**	**1**	**Any in excess of one may be inoperative provided the operative attitude indicator is on the handling pilot's side**
6.	Vertical Speed Indicator	**-**	**-**	**-**	**As required by Operating Requirements.**
8.	Navigation Systems (VOR, ILS, ADF, Long Range, etc.)	**-**	**-**	**-**	**As required by Operating Requirements.**
9.	Transponder	**-**	**-**	**-**	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Cont.)**				
10.	Flight Director (If installed)	**D**	-	0	**May be inoperative provided procedures are not dependent upon its use.**
11.	Radar Altimeter with Associated Audio Alert (AVAD)	**-**	**-**	**-**	**As required by Operating Requirements.**
12.	Airborne Weather Radar (If installed)	**-**	**-**	**-**	**As required by Operating Requirements.**
13.	Slip / Skid Indicator	**-**	**-**	**-**	**As required by Operating Requirements.**
15.	Standby Attitude Indicator				
	(1) Day VFR	**C**	**-**	**0**	**May be inoperative provided all other required attitude indicators are operative.**
	(2) IFR or Night Operations	**-**	**-**	**1**	**Any in excess of one may be inoperative.**
16.	Thunderstorm / Lightning Detection System (If installed)	**D**	-	0	**May be inoperative.**
17.	Altitude Encoding System (If installed)	**D**	-	0	**Any in excess of those required may be inoperative.**
18.	Marker Beacon	**-**	**-**	**-**	**As required by Operating Requirements.**
19.	DME	**-**	-	-	**As required by Operating Requirements.**
21.	Traffic Collision Alert Systems (e.g. ACAS, TCAS, TCAD) (If installed)	**D**	-	0	(M) May be inoperative provided the system is deactivated and secured.

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34	**NAVIGATION (Cont.)**				
27.	Flight Management System (If installed)				
	(a) Navigation Database	A	-	-	(O) May be out of currency provided: (a) Current aeronautical **information** is used to verify Navigation Fixes prior to dispatch. (b) Procedures are established to verify status and suitability of Navigation Facilities used to define route of flight, (c) Approach Navigation radios are manually tuned and identified, and **(d) The navigation database is updated to the current standard within 10 calendar days.**
28.	Radar Altitude Warning System (RAWS) (If installed)				**See Item 34-11.**
30.	Navigation Management System (If installed)				
	(a) Navigation Database	A	-	-	(O) May be out of currency provided: (a) Current aeronautical **information** is used to verify Navigation Fixes prior to dispatch. (b) Procedures are established to verify status and suitability of Navigation Facilities used to define route of flight, (c) Approach Navigation radios are manually tuned and identified, and **(d) The navigation database is updated to the current standard within 10 calendar days.**
31.	Area Navigation System (If installed)	C	-	0	May be inoperative.
32.	Standby Magnetic Compass	B	1	0	May be inoperative provided at least two independent stabilised compass systems are installed and operative.
33.	VHF Homer (VHF/UHF) (If installed)	D	-	0	May be inoperative.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
45 CENTRAL MAINTENANCE SYSTEM				
1. Vibration Health Monitoring (If installed)	A	-	-	Refer to CAA MMEL Policy Item 45-1 Note: The document reference for these procedures shall be included in the MEL.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
52	**DOORS**				
3.	Electrically Operated Door Locks (If installed)	**C**	**2**	0	One or both may be inoperative provided the manual locks are operative **and verified to be properly engaged**.

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63 ROTOR DRIVES				
1. NR Indicators				Deleted

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
65	**ROTORS**				
3.	Transmission Oil Pressure Indicating System	A	1	0	May be inoperative provided: (a) Transmission Oil Pressure Warning Light System (Item 65-5) is operative, (b) Transmission Oil Temperature Indicating System (Item 65-4) is operative, (c) Transmission Oil Temperature Warning Light System (Item 65-6) is operative, and (d) The aircraft only departs on a flight or series of flights for the purpose of returning directly to a base where repairs or replacements can be made.
4.	Transmission Oil Temperature Indicating System	A	1	0	May be inoperative provided: (a) Transmission Oil Temperature Warning Light (Item 65-6) is operative, (b) Transmission Oil Pressure Indicating System (Item 65-3) is operative, (c) Transmission Oil Pressure Warning Light System (Item 65-5) is operative, and (d) The aircraft only departs 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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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
65	**ROTORS (Cont.)**				
5.	Transmission Oil Pressure Warning Light System (If installed)	A	1	0	May be inoperative provided: (a) Transmission Oil Pressure Indicating System (Item 65-3) is operative, (b) Transmission Oil Temperature Warning Light System (item 65-6) is operative, (c) Transmission Oil Temperature Indicating System (Item 65-4) is operative, and (d) The aircraft only departs on a flight or series of flights for the purpose of returning directly to an airport where repairs or replacements can be made.
6.	Transmission Oil Temperature Warning Light System (If installed)	A	1	0	May be inoperative provided: (a) Transmission Oil Temperature Indicating System (Item 65-4) is operative, (b) Transmission Oil Pressure Warning Light System (Item 65-5) is operative, (c) Transmission Oil Pressure Indicating System (Item 65-3) is operative, and (d) The aircraft only departs 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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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
67	**FLIGHT CONTROLS**				
1.	Cyclic Stick Trim	C	1	0	**(O)** May be inoperative for **operations conducted with adequate external attitude reference** provided a crew member guards the cyclic at all times.
2.	Collective Stick Trim	C	1	0	**(O)** May be inoperative provided a crew member guards the collective at all times.
3.	Pitch Bias Actuator (PBA)				
	(1) A Model	C	-	0	(M) May be inoperative provided the mode of failure does not require pulling the pitch bias actuator circuit breaker. Note: If PBA circuit breaker is pulled, the source of power to the droop compensator actuator will be lost.
	(2) B & C Models	C	-	0	(M) May be inoperative for **operations conducted with adequate external attitude reference**.
	(3) A+ Model	**C**	**-**	**0**	**May be inoperative.**
4.	Yaw Trim				
	(1) DAFCS Equipped Aircraft	C	1	0	May be inoperative for **operations conducted with adequate external attitude reference** provided a crew member guards the pedals at all times.
	(2) AFCS Phase III Equipped Aircraft	C	1	0	May be inoperative provided a crew member guards the pedals at all times.

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
73	**ENGINE FUEL AND CONTROL**				
2.	Droop Compensator Amplifier (DCA) (A Model Only)	A	**2**	**1**	**One may be inoperative provided:** **(a) Manoeuvres involving powered recovery from autorotation are prohibited,** **(b) All other engine indicating systems operate normally, and** **(c) Repairs or replacements are carried out within 3 calendar days.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
77	**ENGINE INDICATING**				
1.	Tachometer, Triple Indicating	B	2	1	Left pilot station indicator may be inoperative for single pilot operations.
		A	**2**	**1**	**Either engine N2 Indicator System may be inoperative provided:** **(a) Associated engine N1, Torque and T5 Indicators are operative, and** **(b) Repairs or replacements are carried out within 3 calendar days.**
2.	Dual Torque Indicators	B	2	1	Left pilot station indicator may be inoperative for single pilot operations.
		A	**2**	**1**	**One may be inoperative provided:** **(a) The handling pilot has the operative instrument, and** **(b) Repairs or replacements are carried out within 3 calendar days.**
		C	**-**	**-**	Both digital indications may be inoperative.
3.	T5 Remote Indicators (A Model Only)	B	2	1	Left pilot station indicator may be inoperative for single pilot operations.
5.	**N1 Indicators**	**A**	**2**	**1**	**One analogue indication may be inoperative for Allison and PT6 engined aircraft provided:** **(a) All other engine indicating systems operate normally, and** **(b) Repairs or replacements are carried out within 3 calendar days.**
	(1) Digital Indicators (A and B models only)	**C**	**-**	**-**	**Both digital readouts may be inoperative provided the analogue indications are operative.**
8.	**Engine Failure Annunciator**	**C**	**2**	**1**	**Left pilot station visual annunciator may be inoperative for single pilot operation.**
9.	**N1 Repeater Gauges (Rotortech Mod P191/76/MO) (If Installed)**	**C**	**2**	**0**	**May be inoperative.**

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(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
79	**OIL**				
2.	Engine Oil Pressure Gauges	A	2	1	One may be inoperative provided: (a) The associated caption and temperature gauge are operating normally, (b) The fault has been positively identified to be in the indicating system, and (c) Repairs or replacements are carried out within 3 calendar days.
3.	Engine Oil Pressure Captions	A	2	1	One may be inoperative provided: (a) The associated pressure and temperature gauges are operative, and (b) Repairs or replacements are carried out within 3 calendar days.

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