

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The TRs should be incorporated in the order in which they were issued, as it is possible that a TR may be superseded by a later one.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

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:
Aerospatiale SA365 N / N1 / N2 'DAUPHIN'	1

ACTION : Insert page 1 and 3 of this TR immediately after page 34-6.
Insert page 2 of this TR facing the DEFINITIONS page xv.
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 immediately after page 34-6.

**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.

<p>Flight Data Recorder (FDR)</p>	<p>-</p>	<p>0</p>	<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

AEROSPATIALE SA365 N / N1 / N2
"DAUPHIN"

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Civil Aviation Authority

MASTER MINIMUM EQUIPMENT LIST

Revision 1
11 April 1997

AEROSPATIALE SA365N/N1/N2

"DAUPHIN"

REVISION 1

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
Gatwick Airport
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West Sussex
RH6 0YR

Attention: Aircraft Projects
MMEL Section

Civil Aviation Authority

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REVISION RECORD

REVISION NO.	ISSUE DATE	INCORPORATED BY	DATE
Original	9 November 1990		
One	11 April 1997		

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TEMPORARY REVISION RECORD

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MASTER MINIMUM EQUIPMENT LIST

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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 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 or rotors, engines, transmissions 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.
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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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, such 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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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. "(O)": 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.

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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 (O)/(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 Section 2 of the Air Navigation Order - 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.

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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 118(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 and 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. "NOT USED": An item which appeared in the base document (e.g. FAA MMEL) but which has not been included in the CAA MMEL. The base document item number is retained for continuity.

27. Aircraft model designations applicable to this Aerospatiale SA365 Series Master Minimum Equipment List (MMEL) are: SA365N, SA365N1 and SA365N2.

28. The base documents used for the preparation of this MMEL are:

- (1) FAA Approved MMEL Aerospatiale Helicopter SA365N, SA365N1, Revision 3d dated 16 Sept. 1991.
- (2) CAA Approved MMEL Aerospatiale SA365N, SA365N1, SA365N2, Revision 0 dated 9 Nov. 1990.
- (3) CAA Policy Statements, Issue 4 dated November 1994.

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HIGHLIGHTS TO REVISION 1

- General 1 These Highlights reflect the changes introduced as a consequence of incorporating FAA MMEL at Revision 3d plus the latest CAA Policy Statements, see Definitions, paragraph 28.
- General 2 Where MMEL alleviations have been withdrawn, rather than delete the entry from the MMEL the title has been retained, the numbers in columns 2 and 3 deleted and the reference to the CAA MMEL Revision number that instigated the change added after the word "Deleted" in column 4.
- General 3 In accordance with CAA Policy where MMEL provisos permitted operations under VFR conditions these have been amended to "operations are conducted with adequate external attitude reference". A definition of adequate external attitude reference has been introduced, see Definitions, paragraph 24.
- General 4 In accordance with CAA Policy the use of "*" in column 4 to indicate placarding requirements has been discontinued. The requirement is now stated in Definitions, paragraph 7.
- General 5 Repair Intervals: In accordance with CAA Letter to all AOC operators, (reference 10A/150/1, dated 15 December 1993), 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 three calendar days", except when the original proviso contained an additional finite limit, e.g. flight hours, or was taken directly from the Air Navigation Order.
- Preamble The following changes have been made:
- Para. 8 The final sentence, "Other provisions may apply to positioning or ferrying flights but these may not necessarily be included in the MMEL", has been deleted.
- Para. 10 This has been amended to reflect the CAA Policy on repairs or replacements, see General 5 above.
- Para. 11 New paragraph introduced.
- Definitions This section has been re-titled from "Notes and Definitions" The following changes have been made:
- Para. 7 Rewritten to provide a definition of placarding.
- Para. 16 The term "ER" has been replaced by "ETOPS".
- Paras. 20 to 28 New paragraphs introduced.

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ATA 21 AIR CONDITIONING

21-1	Air Conditioning System	Title amended. Requirement to deactivate and secure introduced.
21-2	Cabin Ventilation System	Provisos introduced.
21-3	Cabin Heating System	Rewritten with additional provisos introduced.
21-4	Hot Air Valve	Requirement to secure introduced.
21-5	De-Misting System	Deleted. Function addressed by modified cabin ventilation and heating system entries.

ATA 22 AUTOFLIGHT

22-1	Automatic Flight Control System	Sub items individually referenced.
	(1) Autopilot	Editorial changes.
	(2) Flight Coupler	Editorial changes.
	(3) Stick Trim (Beep Trim Switch)	New item.

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ATA 23 COMMUNICATIONS

23-1	Communication Systems	CAA Policy applied. Sub-items individually referenced.
23-2	Crew Intercom System	CAA Policy applied. Single/two pilot operations addressed.
23-3	Passenger Address System	CAA Policy applied. Title amended and editorial changes.
23-4	Cockpit Voice Recorder	CAA Policy applied. Title and proviso (e) amended.

ATA 24 ELECTRICAL POWER

24-1	Starter/Generator	This item had not been carried over from the base FAA MMEL. It is a NOT USED/MUST BE OPERATIVE item which has been included for completeness.
24-2	Inverters	Re-numbered from 24-1. Editorial changes and repair/replacement statement amended.
24-3	Voltmeter	Re-numbered from 24-2.
24-4	Ammeter	Re-numbered from 24-3.
24-5	Alternator (Windshield Heating System)	New Item.

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ATA 25 EQUIPMENT/FURNISHINGS

25-1	Emergency Floatation Equipment	No change.
25-2	Passenger Seat Belts	CAA Policy applied. Editorial changes.
25-3	Crew Member Shoulder Harness	CAA Policy applied. Alleviation for inoperative inertia reels introduced.
25-4	Retractable Step System	Editorial changes.
25-5	Emergency Locator Transmitter (ELT)	Title amended.
25-6	Automatically Deployable Emergency Locator Transmitter (ADELT)	CAA Policy applied. This item replaces 34-16.
25-7	Cargo Suspension System	New Item.
25-8	Hoist System	New Item.
25-9	Emergency Medical Services (EMS) Equipment	New Item.
25-10	First Aid Kits	New Item.
25-11	Torches	New Item.
25-12	Lifejackets	New Item.
25-13	Survival Suits	New Item.
25-14	Liferafts and Contents	New Item.
25-15	Underwater Sonar Locating Device	New Item.

ATA 26 FIRE PROTECTION

26-1	Cargo Bay Overheat Detection System	Editorial changes.
26-2	Cargo Bay Fire Detection System	Rewritten with alternative alleviation.
26-3	Hand Held Fire Extinguishers	New Item

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ATA 27 FLIGHT CONTROLS

27-1	Cyclic Trim System	Editorial Changes.
27-2	Cyclic Trim Feel System	Editorial changes and requirement to deactivate and secure introduced.

ATA 28 FUEL

28-1	Fuel Booster Pump (1) Single Pump Installation (2) Dual Pump Installation	Deleted. Booster pumps now required to be operative. Number required for despatch amended from 2 to 3. Re-written with additional provisos introduced.
28-2	Transfer Pump	Single/dual booster pump installations addressed. Re-written with additional provisos introduced.
28-3	Fuel Content Indicators	Title amended. Editorial changes and repair/replacement statement amended.
28-4	Fuel Pressure Gauges	Title amended. Editorial changes.
28-5	Additional Fuel Tank System	No change.
28-6	Fuel Flow Meter	No change.
28-7	Fuel Jettison System	No change.
28-8	Fuel Heater	No change.

ATA 29 HYDRAULICS

29-1	Hydraulic Pressure Gauge	Rewritten with additional provisos introduced.
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ATA 30 ICE AND RAIN PROTECTION

30-1	Pitot Tube Heaters	Title amended. Rewritten with revised temperature requirements and a repair/replacement statement introduced.
30-2	Pitot Heat Indication System	Editorial changes. Provisos simplified in line with item 30-1.
30-3	Windshield Wipers	Number(s) required for despatch and provisos amended in line with similar aircraft systems.
30-4	Ice Detector	No change.
30-5	Windshield Heating System	New Item.

ATA 31 INDICATING/RECORDING SYSTEMS

31-1	Clock	Editorial changes.
31-2	Elapsed Timer	No change.
31-3	Hour Meter	No change.
31-4	Flight Data Recorder	CAA Policy applied. Title and proviso (e) amended.

ATA 32 LANDING GEAR

32-1	Landing Gear Extension/Retraction System	Proviso (c) amended. Additional proviso introduced.
32-2	Landing Gear Position Indicating System	Proviso (c) amended. Additional proviso introduced.
32-3	Landing Gear Warning System	Proviso (c) amended. Additional proviso introduced.
32-4	Emergency Landing Gear Extension System	Proviso (c) amended. Additional proviso introduced.
32-5	Nosewheel Castoring Lock	No change.

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ATA 33 LIGHTS

33-1	Passenger Notice System	CAA Policy applied. Rewritten with alternative alleviation introduced.
33-2	Navigation (Position) Lights	CAA Policy applied. Title amended and alternative alleviation introduced.
33-3	Anti-Collision Light	CAA Policy applied. Alternative alleviation introduced.
33-4	Storm Light	Proviso amended in line with similar aircraft systems.
33-5	Strobe Light System	No change.
33-6	Utility Lights	Proviso amended in line with similar aircraft systems.
33-7	Flight Deck and Instrument Lighting Systems	CAA Policy applied. Editorial changes and alternative alleviation introduced.
33-8	Landing Lights	CAA Policy applied. Editorial changes.
33-9	Cabin Lights	Proviso amended in line with similar aircraft systems and alternative alleviation introduced.
33-10	Emergency Light System	Proviso amended in line with similar aircraft systems and alternative alleviation introduced.
33-11	Taxi Light	No change.
33-12	EXIS Lighting	CAA Policy applied. Re-written with definition of permissible failures.

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ATA 34 NAVIGATION

34-1	Airspeed Indicator	CAA Policy applied. Editorial changes.
34-2	Sensitive Altimeter	CAA Policy applied. Editorial changes and additional proviso introduced.
34-3	OAT/Free Air Temperature Indicator	Editorial changes.
34-4	Navigation Systems	No change.
34-5	ATC Transponder	No change.
34-6	Radio Altimeter	Title amended.
34-7	Weather Radar System	No change.
34-8	Flight Director	No change.
34-9	Slip Indicator	Editorial changes.
34-10	Gyroscopic Bank and Pitch Indicators	CAA Policy applied. Rewritten with additional provisos introduced.
34-11	Gyroscopic Direction Indicator	CAA Policy applied. Rewritten/provisos amended.
34-12	Vertical Speed Indicator	CAA Policy applied. Rewritten/provisos amended.
34-13	Standby Gyroscopic Bank and Pitch Indicator	CAA Policy applied. Rewritten with additional provisos introduced.
34-14	Turn and Slip Indicator	Title amended.
34-15	Standby (Magnetic) Compass	CAA Policy applied. Rewritten with additional provisos introduced.
34-16	ADELT	Deleted. Item now covered by 25-6.
34-17	TAS Computer	No change.
34-18	Global Positioning System	New item.

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ATA 52 DOORS

52-1	Door Warning Light System	CAA Policy applied. Title amended and additional proviso introduced.
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ATA 65 ROTORS

65-1	Rotor Brake System	Editorial changes.
65-2	Rotor RPM Indicator	No change.
65-3	Rotor Brake Warning Light	Editorial changes.

ATA 77 ENGINE INDICATING

77-1	Dual Torque Indicator	Proviso (c) amended in line with repair/replacement policy.
77-2	Fuel Flow Indicator	No change.

ATA 79 OIL

79-1	Oil Temperature Gauge (Engine)	Proviso (b) amended in line with repair/replacement policy.
79-2	Oil Temperature Gauge (MGB)	Proviso (b) amended in line with repair/replacement policy.
79-3	Oil Pressure Gauge (Engine)	Proviso (c) amended.
79-4	Oil Pressure Gauge (MGB)	Proviso (b) amended.

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(1) System & Sequence Numbers Item	(2) Number Installed		
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<u>21 AIR CONDITIONING</u>			
1. Air Conditioning System (If Installed)	-	0	(M) May be inoperative provided the system is deactivated and secured.
2. Cabin Ventilation System	1	0	May be inoperative provided: (a) The cabin heating system operates normally. OR (b) Heated air is not required to assure defogging or defrosting. OR (c) Heated windshield panels (item 30-5) are installed and operate normally.
3. Cabin Heating System	1	0	May be inoperative provided: (a) Outside Air Temperature is above +5°C (41°F), and (b) Cabin ventilation system operates normally. OR (c) Heated air is not required to assure defogging or defrosting. OR (d) Heated windshield panels (item 30-5) are installed and operate normally. <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.
4. Hot Air Valve	1	0	(M) May be inoperative provided: (a) Valve is secured in the closed position, and (b) Cabin Heating System is considered inoperative. Refer to 21-3.
5. De-Misting System			Deleted. (Revision 1)

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<u>22 AUTOPILOT</u>			
1. Automatic Flight Control System (AFCS)			
(1) Autopilot (SFIM 155)	-	0	(O) May be inoperative provided: (a) Operations are conducted with adequate external attitude reference, and (b) The aircraft is operated in accordance with the appropriate Flight Manual Supplements. OR
	-	-	One lane of each channel only may be inoperative for two pilot IFR operations.
(2) Flight Coupler (CDV 85)	-	0	May be inoperative for two pilot operations. OR
	-	0	May be inoperative provided operations are conducted with adequate external attitude reference. OR
	-	-	May be partially inoperative provided altitude hold operates normally.
(3) Slick Trim (Beep Trim Switch)	1	0	<u>NOTE:</u> Any mode that functions normally may be used. May be inoperative provided: (a) The spring feel system (other than the Beep Trim) operates normally, and (b) Repairs or replacements are carried out within three calendar days.

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<u>23 COMMUNICATIONS</u>				
1. Communications Systems				
(1) VHF	-	-		As required by Air Navigation Legislation.
(2) HF	-	-		As required by Air Navigation Legislation.
(3) UHF	-	-		May be inoperative.
(4) FM	-	-		As required by Air Navigation Legislation.
2. Crew Intercom System				
(1) Single Pilot Operations	1	0		As required by Air Navigation Legislation. May be inoperative.
(2) Two Pilot Operations	1	1		Must be operative.
3. Passenger Address (PA) System	1	0		(O) As required by Air Navigation legislation. May be inoperative provided appropriate alternative normal and emergency procedures are established and utilised.
	1	0		OR May be inoperative for non-passenger carrying operations.
4. 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, and
				(b) The aircraft shall not fly for more than 6 hours after the CVR becomes unserviceable, and
				(c) Not more than 24 hours have elapsed since the CVR became unserviceable, and
				(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.

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	(3) Number required for despatch			(4) Remarks or Exceptions
<u>24 ELECTRICAL POWER</u>				
1. Starter/Generator	2	2		NOT USED.
2. Inverters	-	-		(M) One may be inoperative provided: (a) The inverter is deactivated and secured, and (b) Operations are conducted with adequate external attitude reference, and (c) A standby gyroscopic bank and pitch instrument must be installed and operating normally, and (d) Repairs or replacements are carried out within <u>ONE</u> flight day.
3. Voltmeter	1	0		May be inoperative provided: (a) All generators and inverters operate normally, and (b) CWP operates normally, and (c) Ammeter operates normally.
4. Ammeter	1	0		May be inoperative provided: (a) All generators and inverters operate normally, and (b) CWP operates normally, and (c) Voltmeter operates normally.
5. Alternator (Windshield Heating System) (If Installed)	1	0		(M) May be inoperative provided the alternator is deactivated and secured. <u>NOTE:</u> Windscreen heating system will be inoperative. Refer to 30-5.

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<u>25 EQUIPMENT/FURNISHINGS</u>				
1.	Emergency Flotation Equipment (If Installed)	-	-	As required by Air Navigation Legislation.
2.	Passenger Seat Belts	-	0	As required by Air Navigation Legislation. Any or all may be missing or inoperative provided the affected seat(s) is (are) not used and placarded to prevent occupancy.
3.	Crew Member Shoulder Harness	-	-	As required by Air Navigation Legislation.
	(1) Inertia Reels	-	0	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 three calendar days.
4.	Retractable Step System (If Installed)	-	0	May be inoperative in the retracted position. OR
		-	0	Rear step only may be inoperative in the extended position. OR
		-	0	Forward step may be inoperative in the extended position for overland operations only.
5.	Emergency Locator Transmitter (ELT)	-	-	As required by Air Navigation Legislation.

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	(3) Number required for despatch		(4) Remarks or Exceptions
<u>25 EQUIPMENT/FURNISHINGS</u> <u>(Cont....)</u>			
6. Automatically Deployable Emergency Locator Transmitter (ADELT)			
(1) Flight <u>not</u> overwater and flights overwater not beyond 10 minutes flying time from land	-	0	May be inoperative.
(2) Overwater flights beyond 10 minutes flying time from land	-	0	As required by Air Navigation Legislation. May be inoperative provided: <ul style="list-style-type: none"> (a) It is not reasonably practicable for the ADELT to be repaired before commencement of flight, and (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.
7. Cargo Suspension System	-	0	(M) May be inoperative provided the system is deactivated and secured.
8. Hoist System	-	0	(M) May be inoperative provided the system is deactivated and secured.
9. Emergency Medical Services (EMS) Equipment	-	0	(O)/(M) May be inoperative provided the system is deactivated and secured.
10. First Aid Kits	-	-	As required by Air Navigation Legislation.
11. Torches	-	-	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
<u>25 EQUIPMENT/FURNISHINGS</u> <u>(Cont....)</u>				
12. Lifejackets	-	-		As required by Air Navigation Legislation.
13. Survival Suits	-	-		As required by Air Navigation Legislation.
14. Liferrafts and Contents	-	-		As required by Air Navigation legislation.
15. Underwater Sonar Locating Device	-	-		As required by Air Navigation Legislation.

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<u>26 FIRE PROTECTION</u>				
1. Cargo Bay Overheat Detection System	1	0		(O) May be inoperative provided the Cabin Heating System is considered inoperative and not used. Refer to 21-3.
2. Cargo Bay Fire Detection System	1	0		(O) May be inoperative provided: (a) The cargo bay remains empty. OR (b) Only non-combustible materials are carried, and (c) Repairs or replacements are carried out within three calendar days.
3. 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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(1) System & Sequence Numbers Item	(2) Number Installed	(3) Number required for despatch	(4) Remarks or Exceptions
<u>27 FLIGHT CONTROLS</u>			
1. Cyclic Trim System	1	0	(O) May be inoperative provided operations are conducted with adequate external attitude reference.
2. Cyclic Trim Feel System	1	0	(M)/(O) May be inoperative provided: <ul style="list-style-type: none"> (a) The system is deactivated and secured, and (b) Operations are conducted with adequate external attitude reference, and (c) The aircraft may carry out <u>ONE</u> take-off for the purpose of returning directly to a base where repairs or replacements can be made.

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<u>28 FUEL</u>				
1. Fuel Booster Pump (1) Single Pump Installation (2) Dual Pump Installation	2 4	2 3		Both must be operative. (O) One may be inoperative provided: (a) Alternative procedures are established and used, and (b) Remaining booster pumps are verified to operate normally prior to each engine start, and (c) The transfer system operates normally, and (d) Both fuel content gauges operate normally, and (e) Repairs or replacements are carried out within <u>ONE</u> flight day.
2. Transfer Pump (1) Single Booster Pump Installation	1	0		(O) May be inoperative provided: (a) Alternative procedures are established and used, and (b) The crossfeed function operates normally, and (c) Both fuel content gauges operate normally, and (d) Flight planning is predicated upon the available fuel assuming failure of one booster pump, and (e) Repairs or replacements are carried out within <u>ONE</u> flight day.
(2) Dual Booster Pump Installation	1	0		<u>NOTE:</u> With a booster pump inoperative the fuel in the associated tank will be unusable. (O) May be inoperative provided: (a) Alternative procedures are established and used, and (b) All 4 booster pumps are verified to operate normally prior to each engine start, and (c) Both fuel content gauges operate normally, and (d) Repairs or replacements are carried out within <u>ONE</u> flight day.

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(1) System & Sequence Numbers Item	(2) Number Installed		(3) Number required for despatch	
			(4) Remarks or Exceptions	
<u>28 FUEL (Cont...)</u>				
3. Fuel Content Indicators	2	1	(O) One indicator may be inoperative provided: <ul style="list-style-type: none"> (a) Associated fuel tank group are full, and (b) The fuel loaded in each tank group must be adequate to supply its associated engine to the next refuelling point at normal twin engine cruise power plus an additional reserve adequate for 15 minutes single engine consumption in the tank group with the inoperative indicator, and (c) The transfer pump operates normally, and (d) Transfer of fuel is prohibited except following engine failure (including precautionary shutdown) or illumination of the fuel low level warning light, and (e) Fuel low level warning light operates normally, and (f) Operations are conducted with adequate external attitude reference, and (g) Repairs or replacements are carried out within <u>ONE</u> flight day. 	
4. Fuel Pressure Gauges	2	0	May be inoperative provided the respective low fuel pressure light operates normally.	
5. Additional Fuel Tank System in Cargo Compartment (If Installed)	-	0	May be inoperative provided flight is not predicated upon use of the system.	
6. Fuel Flow Meter (If Installed)	1	0	(O) May be inoperative.	
7. Fuel Jettison System (If Installed)	1	0	(O) May be inoperative.	
8. Fuel Heater (If Installed)	1	0	(O)/(M) May be inoperative provided fuel anti-icing additives are used in accordance with Flight Manual Limitations information.	

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<p><u>29 HYDRAULICS</u></p> <p>1. Hydraulic Pressure Gauge</p>	<p>2</p>	<p>1</p>	<p>(O)/(M) One may be inoperative provided:</p> <ul style="list-style-type: none"> (a) The fault has been positively identified in the indicating system, and (b) The associated hydraulic pressure warning system operates normally, and (c) Repairs or replacements are carried out within three calendar days.

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(1) System & Sequence Numbers Item	(2) Number Installed		
	(3) Number required for despatch		(4) Remarks or Exceptions
<u>30 ICE AND RAIN PROTECTION</u>			
1. Pitot Tube Heaters	2	0	One or both 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, and (b) Repairs or replacements are carried out within three calendar days. <u>NOTE:</u> If the co-pilots pilot system becomes obstructed: (1) The L GEAR warning light will not function correctly. (2) A/S mode on the autopilot coupler should not be used.
2. Pitot Heater Indication System	2	1	One may be inoperative provided: (a) The associated heater is verified to operate normally prior to each flight, and (b) Operations are conducted with adequate external attitude reference. OR 2 0 Both may be inoperative provided the associated heaters are considered inoperative. Refer to 30-1.
3. Windshield Wipers	2	0	One or both may be inoperative provided the aircraft is not operated in precipitation that requires their use. OR 2 2 Slow and variable wiper speeds may be inoperative provided fast speed operates normally.
4. Ice Detector (If Installed)	-	0	May be inoperative.
5. Windshield Heating System (If Installed)	1	0	(M) May be inoperative provided the system is deactivated and secured.

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<u>31 INSTRUMENT</u>				
1. Clock	2	0		As required by Air Navigation Legislation. May be inoperative provided an accurate time piece is available on the flight deck indicating the time in hours, minutes and seconds.
2. Elapsed Timer	-	0		(O) May be inoperative.
3. Hour Meter (If Installed)	-	0		May be inoperative.
4. 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, and (b) The aircraft shall not fly for more than 6 hours after the FDR becomes unserviceable, and (c) Not more than 24 hours have elapsed since the FDR became unserviceable, and (d) The aircraft may not depart from its maintenance base with the FDR unserviceable, and (e) Any Cockpit Voice Recorder required to be carried is operative unless it is combined with the Flight Data Recorder.

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	(3) Number required for despatch		(4) Remarks or Exceptions
32 LANDING GEAR			
1. Landing Gear Extension/Retraction System	1	0	(O)/(M) May be inoperative provided: (a) Landing gear handle is secured in the down position, and (b) Visual inspection verifies that the landing gear is down and locked, and (c) Landing gear position indicating and warning systems operate normally, and (d) Flight Manual performance penalties and limitations for flight with gear down are complied with.
2. Landing Gear Position Indicating System	1	0	(O)/(M) May be inoperative provided: (a) Landing gear handle is secured in the down position, and (b) Visual inspection verifies that the landing gear is down and locked, and (c) Landing gear warning system operates normally, and (d) Flight Manual performance penalties and limitations for flight with gear down are complied with.
3. Landing Gear Warning System (L/GEAR Light)	1	0	(O)/(M) May be inoperative provided: (a) Landing gear handle is secured in the down position, and (b) Visual inspection verifies that the landing gear is down and locked, and (c) Landing gear position indicating system operates normally, and (d) Flight Manual performance penalties and limitations for flight with gear down are complied with.

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		(4) Remarks or Exceptions		
32 LANDING GEAR (Cont...)				
4.	Emergency Landing Gear Extension System	1	0	(O)/(M) May be inoperative provided: <ul style="list-style-type: none"> (a) Landing gear handle is locked in the down position, and (b) Visual inspection verifies that the landing gear is down and locked, and (c) Landing gear position indicating and warning systems operate normally, and (d) Flight Manual performance penalties and limitations for flight with gear down are complied with.
5.	Nosewheel Castoring Lock (If Installed)	-	0	May be inoperative.

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<u>33 LIGHTS</u>			
1. Passenger Notice System ("NO SMOKING/FASTEN SEATBELT" Signs)	1	0	(M)/(O) As required by Air Navigation Legislation. No passenger seat may be occupied from which a "NO SMOKING/FASTEN SEAT BELT" sign is not readily visible or that seat must be blocked and placarded "DO NOT OCCUPY".
			OR
	1	0	(O) "NO SMOKING/FASTEN SEAT BELT" sign(s) may be inoperative and the affected passenger seat(s) occupied provided an acceptable procedure is established and used to notify passengers when seat belts must be fastened and smoking is prohibited.
			OR
	1	0	Passengers are not carried.
2. Navigation (Position) Lights	3	0	As required by Air Navigation Legislation. May be inoperative for day light operations.
			OR
	3	2	One navigation light 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, and
			(b) The anti-collision light system operates normally, and
			(c) The strobe light system operates normally, and
			(d) The landing light system operates normally.

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33 LIGHTS (Cont...)			
3. Anti Collision Light	1	0	As required by Air Navigation Legislation. May be inoperative for day light operations provided the light is repaired at the earliest practicable opportunity. <u>NOTE:</u> Day light operations with unserviceable anti-collision lights are limited to flights within UK FIR only.
	1	0	OR 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, and (b) The navigation (position) light system operates normally, and (c) The strobe light system operates normally, and (d) The landing light system operates normally.
4. Storm Light	1	0	May be inoperative provided: (a) All other flight deck and instrument lighting operates normally, and (b) Flight in cloud types likely to generate lighting is avoided.
5. Strobe Light System	-	0	May be inoperative.
6. Utility Lights	-	0	May be inoperative for day light operations.
	-	0	OR May be inoperative for night operations provided: (a) All other flight deck and instrument lighting operates normally, and (b) One torch per flight crew is readily available.

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33 LIGHTS (Cont...)			
7. Flight Deck and Instrument Lighting Systems	-	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only. OR
	-	-	As required by Air Navigation Legislation. Individual lights may be inoperative provided:
			(a) Sufficient lighting is operative to make each required instrument, control and other device for which it is provided easily readable, and
			(b) Sufficient flight deck emergency lighting is operative, and
			(c) Lighting configuration at despatch is acceptable to the flight crew.
			OR
	-	-	The co-pilots station instrument lights may be inoperative for single pilot operations.
			<u>NOTE:</u> This item is not applicable to the storm light. Refer to 33-4.
8. Landing Lights (Single Light Installation)	1	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only.
(Dual Light Installation)	2	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only.
	2	1	As required by Air Navigation Legislation. One may be inoperative for night operations provided two parachute flares are carried.
9. Cabin Lights	2	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only. OR
	2	0	May be inoperative provided passengers are not carried.

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<u>33 LIGHTS (Cont...)</u>			
10. Emergency Light System	1	0	As required by Air Navigation Legislation. May be inoperative for daylight operations only. OR
	1	0	May be inoperative provided passengers are not carried.
11. Taxi Light (If Installed)	-	0	May be inoperative.
12. EXIS Lighting System	-	0	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. For overwater operations, maximum permissible LED failures: (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. 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. (b) EXIS II: A maximum of 2 failed LED's per corner strip, 1 failed LED in each arm. (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.

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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, and (b) The Radio Altimeter operates normally, and (Note: Not required if MTWA is 2000 kg or less) (c) The flight is conducted in sight of the surface with adequate external attitude reference.	
(3) Non Public Transport	-	-	As required by Air Navigation Legislation.	

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<u>34 NAVIGATION (Cont...)</u>			
3. OAT/Free Air Temperature Indicator	-	0	As required by Air Navigation Legislation. May be inoperative provided an approved alternative on-board OAT source is installed and operates normally.
4. Navigation Systems (VOR, ILS, ADF, DME Marker Beacon, etc)	-	-	As required by Air Navigation legislation.
5. ATC Transponder	-	-	As required by Air Navigation Legislation.
6. Radio Altimeter with Associated Audio Alert (AVAD)	-	-	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 prior to commencement of flight, and (b) The aircraft shall not depart a maintenance base with the device unserviceable, and (c) The aircraft shall not exceed 6 flying hours, and (d) Not more than 24 hours have elapsed since the device became unserviceable, and (e) The aircraft shall not fly overwater at an altitude of less than 500 feet except for take-off and landing, and (f) The aircraft shall not descend below 500 feet on approach to landing overwater unless the landing site is clearly visible to the pilot.
7. Weather Radar System	-	0	May be inoperative.
8. Flight Director	-	0	May be inoperative provided procedures are not dependent upon its use.

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34 NAVIGATION (Cont...)			
9. Slip Indicator (Pilots Panels)			
(1) Single Pilot Operations	2	1	As required by Air Navigation Legislation. May be inoperative provided the operative instrument is on the handling pilots instrument panel.
(2) Two Pilot Operations	2	0	As required by Air Navigation legislation. One or both may be inoperative provided a third (standby) indicator is installed and operates normally.
10. Gyroscopic Bank and Pitch Indicators			
(1) Public Transport Operations	2	1	As required by Air Navigation Legislation. One may be inoperative provided: <ul style="list-style-type: none"> (a) The standby attitude indicator operates normally, and (b) The operative instrument is on the handling pilots instrument panel, and (c) Repairs or replacements are carried out within three calendar days. OR
	2	0	Both may be inoperative provided: <ul style="list-style-type: none"> (a) The standby attitude indicator operates normally, and (b) Flight is conducted overland in day VMC conditions and in sight of the surface with adequate external attitude reference, and (c) Repairs or replacements are carried out within three calendar days.
(2) Non Public Transport Operations	-	-	As required by Air Navigation Legislation.

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34 NAVIGATION (Cont...)			
11. Gyroscopic Direction Indicators			
(1) Public Transport Operations	2	1	As required by Air Navigation Legislation. One may be inoperative provided:
			(a) The standby magnetic compass operates normally, and
			(b) The operative instrument is on the handling pilots instrument panel.
			OR
	2	0	Both may be inoperative provided flight is conducted overland in day VMC conditions and in sight of the surface with adequate external attitude reference.
(2) Non Public Transport Operations	-	-	As required by Air Navigation legislation.
12. 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.
			OR
	2	0	Both may be inoperative provided flight is conducted overland in day VMC conditions and in sight of the surface with adequate external attitude reference.
(2) Non Public Transport Operations	-	-	As required by Air Navigation Legislation.

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34 NAVIGATION (Cont...)			
13. Standby Gyroscopic Bank and Pitch Indicator (If Installed)	-	0	As required by Air Navigation Legislation. May be inoperative provided: (a) Both main attitude (gyro bank and pitch) indicators operate normally, and (b) All electrical power systems operate normally and all busses can be powered, and (c) Flight is conducted in day VMC conditions and in sight of the surface with adequate external attitude reference, 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.
14. Turn and Slip Indicator (If Installed)	-	0	May be inoperative.
15. Standby (magnetic) Compass	1	0	May be inoperative provided: (a) At least one of the aircraft main magnetic compass systems operates normally, and (b) Flight is conducted in day overland VMC conditions in sight of the surface with adequate external attitude reference, and (c) Operations are not dependent on its use. OR (d) Flight is conducted in day overwater VMC conditions in sight of the surface with adequate external attitude reference, and (e) Operations are not dependant on its use, and (f) 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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34 NAVIGATION (Cont...)				
16. ADELTA (or ADELTA)				Deleted. (Revision 1) Refer to 25-6.
17. TAS Computer (If Installed)	-	0		(O) May be inoperative.
18. Global Positioning System (GPS) (If Installed)	-	-		As required by Air Navigation Legislation.

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<p><u>52 DOORS</u></p> <p>1. Door Warning Light System</p>	<p>1</p>	<p>0</p>	<p>(O) May be inoperative provided:</p> <p>(a) All doors and hatches are confirmed by visual inspection to be closed and latched immediately prior to each departure, and</p> <p>(b) Fasten seat belt sign(s) remain on, and passengers are verbally briefed prior to departure to remain seated with their seat belts fastened throughout the flight.</p>

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		(4) Remarks or Exceptions		
<u>65 ROTORS</u>				
1.	Rotor Brake System	1	0	(M)/(O) May be inoperative provided: (a) The rotor brake is verified to be OFF and the rotor disc is free, and (b) The system is deactivated in accordance with an approved procedure, and (c) Wind velocity at the airport of intended landing does not exceed 25 knots, and (d) Rotor engagement and shut down should be accomplished with the aircraft into wind only.
2.	Rotor RPM Indicator (Single Instrument) (If Installed)	-	0	May be inoperative provided the triple tachometer Nr function operates normally.
3.	Rotor Brake Warning Light	1	0	May be inoperative provided the Rotor Brake is considered to be inoperative. Refer to 65-1.

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<u>77 ENGINE INDICATING</u>			
1. Dual Torque Indicator	1	1	<p>(O) One indicator needle (individual engine or total torque) may be inoperative provided:</p> <p>(a) All other engine indicating systems are operating normally, and</p> <p>(b) The aircraft is operated in accordance with the Ng law curve limitations, and</p> <p>(c) Repairs or replacements are carried out within three calendar days.</p> <p><u>NOTE</u> It is important to ensure that the total torque indicating needle operates normally if one of the individual engine needles is inoperative.</p>
2. Fuel Flow Indicator System (If Installed)	1	0	May be inoperative.

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<u>79 OIL</u>				
1. Oil Temperature Gauge (Engine)	2	1		(O) One may be inoperative provided: (a) All other engine and MGB oil pressure/temperature indication and warning systems operate normally, and (b) Repairs or replacements are carried out within <u>ONE</u> flight day.
2. Oil Temperature Gauge (MGB)	1	0		(O) May be inoperative provided: (a) All other engine and MGB oil pressure/temperature indication and warning systems operate normally, and (b) Repairs or replacements are carried out within <u>ONE</u> flight day.
3. Oil Pressure Gauge (Engine)	2	1		(O) One may be inoperative provided: (a) All other engine and MGB oil pressure/temperature indication and warning systems operate normally, and (b) Oil pressure on associated engine was normal prior to failure of the gauge, and (c) The aircraft may depart on <u>ONE</u> take-off for the purpose of returning directly to a base where repairs or replacements can be made.
4. Oil Pressure Gauge (MGB)	1	0		(O) May be inoperative provided: (a) Engine and MGB oil pressure/ indication and warning systems operate normally, and (b) Repairs or replacements are carried out within <u>ONE</u> flight day.

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