

**EUROPEAN AVIATION SAFETY AGENCY**

**MASTER MINIMUM EQUIPMENT LIST (MMEL)**

**206, 407 SERIES HELICOPTER**

REVISION: INITIAL

RESTRICTED DISCLOSURE NOTICE IS ON PAGE iii

17 November 2009

**EUROPEAN AVIATION SAFETY AGENCY  
MASTER MINIMUM EQUIPMENT LIST**

**206, 407 SERIES HELICOPTER**

This Master Minimum Equipment List (MMEL) is issued by the European Aviation Safety Agency (EASA) at the above revision and is recommended for approval as the basis of the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this type as certified by the European Aviation Safety Agency and operated under the jurisdiction of EASA member states National Authorities.

Signed by



Evan Nielsen

Head of Certification Flight Standards  
for and on behalf of EASA

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### Acronym List

<b>ADELT</b>	Automatically Deployable Emergency Locator Transmitter
<b>ADF</b>	Automatic Direction Finder
<b>AFCS</b>	Automatic Flight Control System
<b>AFM</b>	Aircraft Flight Manual
<b>ATA</b>	Air Transport Association
<b>ATC</b>	Air Traffic Control
<b>CAA</b>	Civil Aviation Authority
<b>CVR</b>	Cockpit Voice Recorder
<b>CWP</b>	Caution Warning Panel
<b>DME</b>	Distance Measuring Equipment
<b>EASA</b>	European Aviation Safety Agency
<b>ELT</b>	Emergency Locator Transmitter
<b>EMS</b>	Emergency Medical System
<b>FAA</b>	Federal Aviation Administration
<b>FAR</b>	Federal Airworthiness Regulations
<b>FDR</b>	Flight Data Recorder
<b>FM</b>	Flight Manual
<b>HEELS</b>	Helicopter Emergency Egress Lighting System
<b>HF</b>	High Frequency
<b>HUMS</b>	Health Usage Monitoring System
<b>ICS</b>	Inter Communication System
<b>IFR</b>	Instrument Flight Rules
<b>ILS</b>	Instrument Landing System
<b>JAA</b>	Joint Aviation Authorities
<b>JAR</b>	Joint Aviation Requirement
<b>JAR-OPS</b>	Joint Aviation Requirements Operational Specification's
<b>LED</b>	Light Emitting Diode
<b>ME</b>	Manufacturing Engineer
<b>MEL</b>	Minimum Equipment List
<b>MMEL</b>	Master Minimum Equipment List
<b>OAT</b>	Outside Air Temperature
<b>OEB</b>	Operational Evaluation Board
<b>PA</b>	Public Address
<b>RFM</b>	Rotorcraft Flight Manual
<b>RPM</b>	Revolutions Per Minute
<b>TCAD</b>	Traffic Collision Alert Device
<b>TCAS</b>	Traffic Collision Alert System
<b>TGL</b>	Temporary Guidance Leaflet
<b>UCT</b>	Universal Coordinated Time
<b>UHF</b>	Ultra High Frequency
<b>VFR</b>	Visual Flight Rules
<b>VHF</b>	Very High Frequency
<b>VMC</b>	Visual Meteorological Conditions
<b>VOR</b>	VHF Omni directional Range
<b>VSI</b>	Vertical Speed Indicator

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**EUROPEAN AVIATION SAFETY AGENCY**  
**206, 407 SERIES Master Minimum Equipment List (MMEL)**

**PREAMBLE**

The following is applicable for authorized certificate holders operating under European operating regulations (JAR-OPS3). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness code and the operating requirements must be operative. However, the regulations also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interest of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system installed or component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

The Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which EASA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as rotor blades, stabilizers and engines.

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

Equipment not required by the operation being conducted and equipment in excess of the requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectification's can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitation on the duration of and conditions for operation with inoperative equipment.

Rectification Interval Extension, as prescribed in JAR-MMEL/MEL.081, has been taken into account in the development of this MMEL. Therefore operators, with the approval of their authority, may consider use of the referenced procedure as being within the scope of this MMEL. The MEL provides for release of the aircraft for flight with inoperative equipment.

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or

may be deferred per the MEL or other approval means acceptable to the competent Authority prior to further operation. MEL conditions and limitation do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by the applicable regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative system or components must also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

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

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

## DEFINITIONS AND EXPLANATORY NOTES

The definition(s) presented here are additional to any which are otherwise applicable:

### System 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) means the equipment, system, component, or function listed in the "Item" column.
- 3) **“(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.
- 4) Items annotated in UPPER CASE letters indicate the precise flight deck legend used.
- 5) **“Rectification Intervals”** (column 2): the following definitions are used throughout this document:
  - Category A:** Items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL.
  - Category B:** Items in this category shall be repaired within three (3) consecutive calendar days (72 hours); excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.
  - Category C:** Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours); excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.
  - Category D:** Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours); excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.
- 6) **“Number Installed”** (Column 3) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- 7) **“Number Required for Dispatch”** (Column 4) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 5 are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
- 8) **“Remarks or Exceptions”** (Column 5): This column includes a statement either prohibiting 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.

- 9) **Dash “-“:** This symbol in Column 3 and/or Column 4 indicates a variable number (quantity) of the item.
- 10) **“Inoperative”:** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
- 11) **“(M)”:** The use of this symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
- 12) **“(O)”:** The use of this symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures required to be published as a part of the operator's manual or MEL.
- 13) **“Rotorcraft Flight Manual” (RFM)** is the document required for type certification and approval by EASA
- 14) **“As required by Operating Requirements”:** The associated item must comply with JAR-OPS 3 or any other legislation in force during the flight. Operators should refer to JAR-OPS 3 MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 3, subparts K and L.
- 15) Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.
- 16) **“Deleted”:** When in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the helicopter.
- 17) **“Flight Day”:** A 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

- 18) **“Flight Hour”**: The time from the moment a helicopter leaves the surface of the earth until it touches it at the next point of landing.
- 19) **“Flight”**: For the purpose of a MEL, a flight is the period of time between the moment when a helicopter begins to move by its own means, for the purpose of preparing for take-off, until the moment the helicopter comes to a complete stop on its parking area, after the subsequent landing (and no subsequent take-off).
- 20) **“Icing Conditions”**: An atmospheric environment that may cause ice to form on the aircraft or in the engine(s).
- 21) **Inoperative components of an inoperative system**: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
- 22) **“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.
- 23) **“Visual Flight Rules” (VFR)**: is as defined in the JARS. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
- 24) **“Visual Meteorological Conditions” (VMC)** are meteorological conditions in terms of visibility, distance from cloud, and ceiling, equal to or better than the minima specified in Appendix 1 to JAR-OPS 3.465. This definition does not include ‘VFR-on-Top’ or ‘over-the-top’.
- 25) **“Visible Moisture”** means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
- 26) **“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.
- 27) **Extended Over water Flight**: Refer to JAR-OPS 3 Subpart K for definition.
- 28) **“Passenger Convenience Items”** means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
- 29) **“Excess Items”** means those items that have been installed that are redundant to the requirements of the Operating Requirements.
- 30) **“Authority”**: The competent regulatory authority according to the country of registry.
- 31) **“Combustible (Material)”**: refers to material which is capable of catching fire and burning. In particular: if a MMEL item prohibits loading of combustible (or flammable or inflammable) material, no material may be loaded except the following:
- 1) Cargo handling equipment (unloaded, empty or with ballast);

- 2) Fly away kits (excluding e.g. cans of hydraulic fluid, cleaning solvents, batteries, capacitors, chemical generators, etc.); and
- 3) In-flight service material (return catering – only closed catering trolley/boxes, no newspapers, no alcohol or duty free goods).
- 32) **“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.
- 33) **“Dispatch”**: The point at which an aircraft first moves under its own power for the purpose of commencing a flight.
- 34) **“Day of Discovery”**: is the calendar day an equipment/instrument malfunction was recorded in the helicopter maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories “A, B, C and D.”
- 35) **“Considered Inoperative”**: as used in the provisions means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
- 36) **“(Where required)”**: Indicates the equipment, system, component, or function listed in the “Item” column may not be required as defined by JAR-OPS.
- 37) The base documents used for the preparation of this MMEL are:
- a) TCCA approved MMEL Bell helicopter 206, 407 Series, Revision 2 dated Dec 18, 2007
  - b) FAA approved MMEL Bell Helicopter 206, 407 Series Revision 3 dated Dec 22, 2008
  - c) JAA TGL 26 dated 01.06.2007
- Note that the item numbering arrangement for the FAA MMEL was maintained for continuity.
- 38) **“Not Used”**: An item number that appeared in the base document (e.g. FAA MMEL) that had been deleted.
- 39) **“JAR-OPS3.XXX”** references in column (1) indicate that the listed item may be installed in compliance with the corresponding JAR-OPS3 paragraph requirements. This is inserted for information purposes only and does not release Operators not operating under JAR-OPS3 to comply with the associated MMEL provisos, unless otherwise approved by the competent Authority.

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		Date: 2/11/2009	21-1
(1) System & Sequence Numbers ATA 21 AIR CONDITIONING	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ITEM			(5) Remarks or Exceptions
1. Cabin Heating System (If installed)			
(1) Combustion	C	- 0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Defog blower is operative.
(2) Shroud	C	- 0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Defog blower is operative.
(3) Bleed Air	C	- 0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Defog blower is operative
2. Defogging System (If installed)			
(1) Cabin Heating System	C	- 0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Defog blower is operative.
(2) Cockpit Vent	C	-	(O) May be inoperative provided: a) Cabin ventilating system is operative. b) Defog blower is operative
(3) Defog Blower			(M) (O) May be inoperative provided: a) System is deactivated and secured, and b) Cabin heating is operative for flight in visible moisture, and c) Cockpit Vent is operative.
3. Air Conditioner (Freon) (If installed)	D	- 0	(M) May be inoperative provided system is deactivated.
4. Bleed Air ECU System (If installed)	D	- 0	(M) May be inoperative provided system is deactivated.



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(1) System & Sequence Numbers <b>ATA 22 AUTOPILOT</b>	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ITEM			(5) Remarks or Exceptions
1. Autopilot (JAR-OPS 3.655) (If installed)	C	- 0	(M) May be inoperative provided: a) Autopilot is deactivated, and b) Operations do not require its use.
2. Stability Augmentation System (If installed)	C	- 0	May be inoperative provided operations do not require its use.
3. Force Trim System (If installed)	D	- 0	May be inoperative provided operations do not require its use.
4. Flight Director (If installed)	C	- 0	May be inoperative provided: a) Affected flight director is not part of the equipment required for intended operation, and b) Associated autopilot, if affected, is considered inoperative

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(1) System & Sequence Numbers ATA 23 COMMUNICATIONS	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ITEM			(5) Remarks or Exceptions
1. Radio Communications Systems (VHF / HF / UHF / FM)	C	- 1	(O) Any in excess of one, may be inoperative provided: a) Affected system is not powered under emergency bus and required to perform emergency procedures, and b) Operations are conducted under VFR over routes navigated by reference to visual landmarks, and c) Alternate procedures are established and used.
	D	- -	May be inoperative provided operations do not require its use.
2. Cockpit /Cabin Speaker (If installed)	D	- 0	Any system in excess of those required for operating crew as required by JAR-OPS 3.685 may be inoperative.
3. Cabin ICS System (If installed)	D	- 0	Any in excess of those required may be inoperative provided procedures do not rely on their use
	C	- 0	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used.
4. Not used			
5. Satellite Tracking System(s) (If installed)	D	- 0	
6. Satellite Phone (If installed)	D	- 0	
7. External Loud Hailer (If installed)	D	- 0	

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(1) System & Sequence Numbers ATA 24 ELECTRICAL POWER	(2) Rectification Interval	(3) Number Installed			
		(4) Number Required for Dispatch			
ITEM				(5) Remarks or Exceptions	
1. Generator Caution System (If installed)	B	-	0	May be inoperative provided loadmeter is operative.	
2. Auxiliary Battery (If installed)	D	-	0	(M) May be inoperative provided: a) Battery is disconnected and secured, and b) Battery remains installed.	
	D	-	0	(M) May be inoperative provided: a) Battery is removed, and b) Appropriate ballast is installed.	
	D	-	0	(M) May be inoperative provided: a) Battery is removed, and b) Weight and balance is revised.	
3. Standby Generator/ Alternator (If installed)	C	-	0	(M) May be inoperative for VFR provided the generator/alternator is deactivated or removed.	
4. Starter / Generator (Twin engine models only)	C	2	1	(M) (O) One may be inoperative for day VFR provided: a) The inoperative generator is deactivated and secured, and, b) Aircraft is operated in accordance with approved RFM procedures for single generator operations.	

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ITEM			(5) Remarks or Exceptions
1. Not used			
2. Passenger Seat Belts	C	- 0	One or more may be inoperative or missing provided the seat is blocked and placarded to prevent occupancy.
3. Passenger Shoulder Harness (If installed)	C	- 0	
4. Passenger Convenience Item(s) (If installed)	D	- 0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and/or (O) procedures may be required and included in operator's appropriate document.
5. Cargo Suspension System (If installed)	D	- 0	
6. Hoist System (If installed)	D	- 0	May be inoperative provided system is deactivated and secured.
7. Litter Kit (If installed)	D	- 0	
8. EMS Equipment (If installed)	D	- 0	May be inoperative provided system is deactivated and secured. (M) and/or (O) procedures may be required and included in the operator's appropriate document.
9. Emergency Locator Transmitter (ELT) (1) Automatic Emergency Locator Transmitter ELT(AF),ELT(AD) (If installed)	A	- 0	May be inoperative provided: a) The helicopter shall not fly for more than 6 hours after the ELT becomes unserviceable, and b) Not more than 24 hours have elapsed since the ELT became unserviceable.

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS	(2)	(2) Rectification Interval	
		(3) Number Installed	
		(4) Number Required for Dispatch	
ITEM		(5) Remarks or Exceptions	
(2) Survival Emergency Locator Transmitter ELT(S)	D	-	- (M) Any in excess of those required may be inoperative or missing provided the inoperative equipment and its location is placarded inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.
(3) Automatic Deployable Emergency Locator Transmitter ELT(AD)	D	-	- Any in excess of those required may be inoperative.
10. Flotation Inflation System (If installed)	D	-	0 May be inoperative for flights overland (including take-off and landing).
	C	-	0 May be inoperative provided: a) Take-off and landing are not performed overwater, and b) Flight is not conducted over water beyond safe forced landing distance
11. Sonic Locator (If installed)	D	-	0
12. Forward Looking Infra Red (FLIR) (If installed)	D	-	0
13. Auxiliary Fuel and/or lubricant heating system (If installed)	D	-	0
14. Electronic News Gathering (ENG) Equipment (If installed)	D	-	0 May be inoperative provided system is deactivated and secured. (M) and /or (O) procedures may be required and included in the operator's appropriate document.
15. Not used			

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(1) System & Sequence Numbers ATA 25 EQUIPMENT/FURNISHINGS	(2)	(3) Rectification Interval		
		(3)	(4) Number Installed	
		(4)	(5) Number Required for Dispatch	
ITEM		(5)	Remarks or Exceptions	
16. Flight Crew Seats				
(1) Power Adjustments (If installed)	D	-	0	May be inoperative for each flight crew member provided manual adjustments are operative.
(2) Manual Adjustments (If installed)				
a) Horizontal Adjustments	-	-	-	Must be operative for each flight crew member's seat.
b) Vertical and Recline Adjustments	B	-	0	(M) One or more may be inoperative provided, for each flight crew member: a) The associated power control is operative, or b) The associated seat is secured or locked in a position acceptable to the flight crewmember.
c) Other Adjustments	C	-	0	(M) One or more may be inoperative provided the associated seat is secured in a position acceptable to the flight crew member. Note: If an inoperative armrest will hinder an emergency evacuation or any other flight duties it should be removed.
17. Passenger Seats (If installed)	D	-	-	(M) One or more may be inoperative secured in the upright position.
	D	-	-	(M) One or more may be inoperative provided the inoperative seat: a) Does not block an emergency exit, b) Does not restrict any passenger from access to the main aircraft aisle, and c) Is (are) blocked and placarded "DO NOT OCCUPY". Note: A seat with an inoperative or missing seat belt or harness is considered inoperative.
18. Torches (Cockpit/Cabin)	C	-	-	One or more may be inoperative provided each required crew member assigned to affected position has an operative torch.

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		Date: 2/11/2009	25-4
(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ATA 25 EQUIPMENT/FURNISHINGS			(5) Remarks or Exceptions
ITEM			
19. Survival Equipment (If installed)	D	-	(M) Any in excess of the minimum required may be missing or inoperative provided, the inoperative equipment is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit.
20. First Aid Kit (If installed)	A	-	May be incomplete for a maximum of 1 calendar day.
	D	-	1 Any in excess of one may be incomplete or missing.
21. Lifejackets (If installed)	D	-	(M) any in excess of the minimum required may be missing or inoperative, provided: a) Inoperative lifejacket 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 of serviceable lifejackets is maintained.

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		Date: 2/11/2009	26-1
(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 26 FIRE PROTECTION	(3) Number Installed		
ITEM	(4) Number Required for Dispatch		
	(5) Remarks or Exceptions		
1. Not used			
2. Hand Fire Extinguishers (If installed)	D	-	(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.
3. Engine Fire Extinguishing System (Twin Engine models only) (If installed)	B	-	0 May be inoperative for other than Category A operations.



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		Date: 2/11/2009		28-1
(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 28 FUEL	(3) Number Installed			
ITEM	(4) Number Required for Dispatch			
				(5) Remarks or Exceptions
1. Not used				
2. Auxiliary Fuel Tank	D	-	0	May be inoperative provided: a) Flight is not predicated upon the use of the system, and b) Auxiliary tank fuel is considered in weight and balance computations.
3. Not used				
4. Solenoid Drain Valve System (if installed)	D	-	0	(O) May be inoperative provided the manual drain valve is verified closed prior to flight.
5. Fuel Boost Pump (Twin Engine models only)	B	4	3	One aft boost pump may be inoperative.
6. Fuel Flow Indicator (Twin Engine models only)	B	2	0	

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		Date: 2/11/2009	30-1
(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 30 ICE AND RAIN PROTECTION	(3) Number Installed		
ITEM	(4) Number Required for Dispatch		
			(5) Remarks or Exceptions
1. Engine Anti-ice System	B	1	0 May be inoperative provided: a) Known and forecast conditions for flight are at ambient temperatures above +5 degrees C with no visible moisture, and b) Operations are conducted in accordance with RFM.
2. Pitot Heating Systems (If installed)	C	-	0 One or more may be inoperative provided: a) Operations are conducted under day VFR, and b) The helicopter is not operated at any time in known or forecast icing conditions.
3. Automatic Engine Recognition Kit (A, B, and L Models only) (If installed)	C	-	0 May be inoperative provided aircraft is configured as required by RFM for flight in falling or blowing snow.
4. Engine Continuous Ignition System (If installed)	B	2	0 May be inoperative provided: a) Known and forecast flight conditions are at ambient temperatures above +4.4 degrees C (40 F) with no visible moisture, and b) Operations are conducted in accordance with RFM.
5. Engine Anti-Ice Lights (If installed)	B	2	0 May be inoperative provided: a) Known and forecast conditions for flight are at ambient temperatures above +5 degrees C with no visible moisture, and b) Operations are conducted in accordance with RFM.

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		Date: 2/11/2009	30-2
(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 30 ICE AND RAIN PROTECTION	(3) Number Installed		
ITEM	(4) Number Required for Dispatch		
			(5) Remarks or Exceptions
6. Static Port Heaters (If installed)	C	-	0 One or more may be inoperative provided: a) Operations are conducted under day VFR, and b) The helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is less than +5°C.
	B	-	1 (O) Any in excess of one may be inoperative provided: a) Flight is conducted under VMC with the surface in sight, and b) The remaining static port heater and all connected primary indications are verified to be operative at pilot in command station prior to each flight, c) The helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is less than +5°C.
7. Windshield Wipers (If installed)	C	2	- One or both may be inoperative provided the aircraft is not operated in known or forecast precipitation that requires their use.

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		Date: 2/11/2009	31-1
(1) System & Sequence Numbers	(2) Rectification Interval		
ATA 31 INDICATION / RECORDING SYSTEMS	(3) Number Installed		
ITEM	(4) Number Required for Dispatch		
			(5) Remarks or Exceptions
1. Clocks	C	1	0 May be inoperative provided an accurate timepiece is operative on the flight deck indicating the time in hours, minutes and seconds.  Note 1: The above is applicable only to those aircraft where the clock has no implication on other equipment e.g. FDR otherwise the effects on such other systems must be considered.  Note 2: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds, would be acceptable.
2. Hour Meter	C	-	0 (O) May be inoperative provided alternate means is utilized for recording time in service.
3. Elapsed Timer (If installed)	D	-	0
4. Aircraft/Engine Monitoring System (If installed)	D	-	0
5. Voice Warning System (If installed)	D	-	0
6. Warning Horn Mute System (1) 206B and 206L models only	D	1	0
(2) All other models (If installed)	D	-	0
7. Vibration Monitoring System (If installed)	D	1	0
8. Flight Event Recorder (ALERTS) (If installed)	A	-	0 May be inoperative for 10 (ten) flight days.

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		Date: 2/11/2009	33-1
(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ATA 33 LIGHTS			(5) Remarks or Exceptions
ITEM			
1. Navigation/Position Lights	C	- 0	One or more may be inoperative for daylight operations.
2. Anti-Collision/Strobe Lights			
(1) Anti-Collision Light	B	- 0	May be inoperative for daylight operations.
	C	- 1	Any in excess of one may be inoperative
(2) Strobe Light (If installed)	C	- 0	All may be inoperative.
3. Landing Lights	C	- 0	May be inoperative for daylight operations
4. Cockpit Instrument Lighting System(s)	B	- 0	May be inoperative provided: a) Sufficient lighting is available to make each required instrument, control and other device for which it is provided easily readable, b) Direct rays and reflections do not impair visibility either inside or outside the aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for the expected flight condition, and d) Lighting configuration at dispatch is acceptable to the pilot.

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		Date: 2/11/2009		33-2
(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 33 LIGHTS	(3) Number Installed			
ITEM	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
5. Passenger Compartment Lighting	D	-	0	May be inoperative for daylight operations.
	C	-	0	May be inoperative provided passengers are not carried.
	C	-	-	Individual lights may be inoperative provided: a) Inoperative lights do not exceed fifty (50) percent of the total installed, b) Cabin emergency lighting is operative, and c) Lighting is acceptable for the crew located in the cabin to perform their required duties.
6. Cockpit Utility Light	C	1	0	
7. Not used				
8. Taxi Light (If installed)	C	-	0	
9. Search Light (If installed)	C	-	0	
10. External Utility Lights (If installed)	C	-	0	
11. Supplemental Lighting System (If installed)	C	-	0	

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(1) System & Sequence Numbers ATA 34 NAVIGATION	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ITEM			(5) Remarks or Exceptions
1. Inclinometer or Turn and Slip Indicator (If installed)	B	- 0	May be inoperative when flight is conducted under VFR over routes navigated by reference to visual landmarks.
2. Attitude Indicator (If installed)			
(1) Commercial Air Transport operations (JAR-OPS 3.650/3.652)	B	- 1	Any in excess of one may be inoperative provided: a) Operations are conducted under VFR, and b) The primary attitude indication is displayed on both pilot station, and c) Standby attitude is operative.
	C	- 0	May be inoperative provided: a) Operations are conducted under day VFR, and b) Operations are not conducted overwater out of sight of the land, and c) Visibility is more than 1500m
(2) Other operations	D	- 0	May be inoperative provided operations are conducted under day VFR

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		Date: 2/11/2009	34-2
(1) System & Sequence Numbers ATA 34 NAVIGATION	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ITEM			(5) Remarks or Exceptions
3. Stabilized Direction Indicators (If installed)			
(1) Commercial Air Transport operations (JAR-OPS 3.650/3.652)	A	- 0	May be inoperative for a maximum of 5 flights provided: a) The operations are conducted under day VFR, over routes navigated by reference to visual landmarks, and b) The operations are not conducted overwater, and c) The visibility is greater than 1500 m, and d) A non-stabilized heading indication (e.g. standby compass) is operative.
(2) Other operations	C	- 1	May be inoperative provided a stabilized heading indication is operative on pilot in command side
	D	- 0	May be inoperative for a maximum of 5 flights provided: a) The operations are conducted under day VFR, over routes navigated by reference to visual landmarks, and b) The operations are not conducted overwater, and c) The visibility is greater than 1500 m.
4. Vertical Speed Indicators (If installed) (206 Models only)	B	- 0	May be inoperative provided: a) The flight is conducted by day under VFR over routes navigated by reference to visual landmarks, and b) Procedures are not dependent on its use.
5. SSR Transponder (If installed) (JAR-OPS 3.860/865)	A	- 0	(O) May be inoperative provided agreement can be obtained from all ATC authorities along the route or any planned diversion, to a place where repairs can be made.
	D	- -	Any transponder in excess of those required may be inoperative.



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		Date: 2/11/2009	34-3	
(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 34 NAVIGATION	(3) Number Installed			
ITEM	(4) Number Required for Dispatch			
			(5) Remarks or Exceptions	
6. Navigation Equipment				
(1) Magnetic Compass (If installed)	B	-	0	May be inoperative provided: a) Flight is conducted by day under VFR over routes navigated by reference to visual landmarks, and b) When operationally required, the helicopter's main Magnetic Direction Indicator System is operating normally.
(2) Navigation Equipment (VOR, DME, GNSS, etc.) (If installed)				
a) Commercial Air Transport Operations (JAR-OPS 3.650/652)	C	-	-	(O) One or more may be inoperative provided: a) Two independent navigation systems required for each segment of the intended route are operative, and b) Alternate procedures are established and used, where applicable. Note: Route segments include approach procedures at destination and alternate aerodromes.
b) Other operations	D	-	0	May be inoperative provided: a) Operations are conducted under VFR over routes navigated by reference to visual landmarks, and b) Applicable airspace requirements are complied with.
7. Weather Radar System(s) (Antenna(s), XCVR(s), Controller(s), Display(s)) (if installed)	C	-	0	One or more system(s) may be inoperative provided the weather reports or forecasts available to the commander indicate that cumulonimbus clouds or other potentially hazardous weather conditions, which could be detected by the system(s) when in working order, are unlikely to be encountered on the intended route or any planned diversion there from and not required under JAR 3.295 with regard to coastal heliports or offshore alternates.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 34 NAVIGATION	(3) Number Installed			
ITEM	(4) Number Required for Dispatch			
			(5) Remarks or Exceptions	
8. Marker Beacon (If installed)	C	-	0	As required by Operating Requirements.
9. Not used				
10. Radio Altimeter with an Audio voice warning (or other means acceptable to the Authority) (If installed) (JAR-OPS 3.660)	D	-	0	May be inoperative provided procedures do not require its use.
11. Altitude Encoder (If installed)	C	-	0	As required by Operating Requirements.
13. RMI (If installed)	C	-	0	
14. Standby Attitude Indicator (If installed)				
(1) Commercial Air Transport Operations (JAR-OPS 3.650/652)	C	-	0	May be inoperative provided: a) Flight is conducted under day VFR, and b) A primary attitude indication is operative at each required pilot's station.
(2) Other operations	B	-	0	May be inoperative provided: a) Operations are conducted under day VFR, and b) Operations are not conducted overwater out of sight of the land, and c) Visibility is more than 1500m
15. OAT/Free Air Temperature Indicator	D	-	0	May be inoperative provided flight is conducted under VFR
	C	-	1	May be inoperative provided approved alternate onboard air temperature indication is operative that is convertible to OAT.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 34 NAVIGATION	(3) Number Installed			
ITEM	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
16. Airspeed Indicators				
(1) Helicopters not equipped with EFIS displays	D	-	1	Any in excess of one may be inoperative
(2) Helicopters equipped with EFIS displays (If Installed)	B	-	0	May be inoperative provided:
(a) Standby airspeed indicator				a) Other airspeed indicator systems are operative, and b) Flight is conducted by day under VFR over routes navigated by reference to visual landmarks.
				NOTE: For helicopters fitted with EFIS, all airspeed indicator displays (tape) must be operative.
17. Altimeters	C	-	1	Any in excess of one may be inoperative provided:
				a) Flight is conducted under day VFR with reference to visual landmarks, and b) The operative altimeter is on the handling pilot's side.
18. Not used				
19. Traffic Alert/Advisory Systems (i.e., TCAS, TCAD, TAS, etc.)	C	-	0	

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(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
<b>ATA 35 OXYGEN</b>			
<b>ITEM</b>			
1. Oxygen Systems (If installed)			
(1) Flight Deck	C	-	- One or more may be inoperative provided maximum altitude is limited to 10,000 ft pressure altitude.
(2) Cabin Compartment	C	-	- Any in excess of that required may be inoperative.
	C	-	- One or more may be inoperative provided maximum altitude is limited to 10,000 ft pressure altitude.
			(5) Remarks or Exceptions

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(1) System & Sequence Numbers	(2)	(3) Rectification Interval		
ATA 52 DOORS		(3)	(4) Number Installed	
ITEM		(4)	(5) Number Required for Dispatch	
		(5)	Remarks or Exceptions	
1. Litter Door Caution System (If installed)	C	-	0	May be inoperative provided it is determined by visual check that doors are closed and latched.
2. Baggage Door Caution Light (If installed)	C	-	0	May be inoperative provided all baggage is secured, and a visual check verifies that the door is closed, and latched, prior to flight.

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(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
<b>ATA 65 ROTORS</b>  ITEM 1. Rotor Brake System (If installed)	C	-	0
			(5) Remarks or Exceptions (M) May be inoperative provided an inspection is performed to determine the rotor is free.

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(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 71 POWER PLANT	(3) Number Installed			
ITEM	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
1. Engine Air Particle Separator/Particle Purge System				
(1) 206L-1 and twin engine models	C	1	0	May be inoperative provided operations are conducted in accordance with the RFM.
(2) 206L-3, L-4, and 407 models only (if installed)	C	-	0	May be inoperative provided operations are conducted in accordance with the RFM.
2. Water Alcohol Injection System (Models 206A & 206L only) (if installed)	D	-	0	May be inoperative provided aircraft is operated in accordance with RFM limitations and procedures.
3. Engine Fire Detection System (if installed)	C	-	0	As required by Operating Requirements

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(1) System & Sequence Numbers	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
<b>ATA 73 ENGINE FUEL AND CONTROL</b>  ITEM 1. Engine Trim System (Twin Engine models only)	C	2	1
			(5) Remarks or Exceptions One may be inoperative provided aircraft is operated in accordance with RFM limitations and procedures.



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(1) System & Sequence Numbers ATA 77 ENGINE INDICATING	(2) Rectification Interval	(3) Number Installed	(4) Number Required for Dispatch
ITEM			(5) Remarks or Exceptions
1. Not used			
2. Not used			
3. TOT Light System			
(1) Single Engine Models	C	-	0
(2) Twin Engine Models	B	2	0
4. Not used			
5. Not used			

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		Date: 2/11/2009	79-1	
(1) System & Sequence Numbers	(2) Rectification Interval			
ATA 79 ENGINE OIL	(3) Number Installed			
ITEM	(4) Number Required for Dispatch			
	(5) Remarks or Exceptions			
1. Engine Scavenge Filter By-Pass Indicator (If installed)	D	-	0	May be inoperative provided by-pass indicator did not extend in conjunction with engine chip light.
2. Not used				
3. Not used				
4. Not used				
5. Not used				
6. Not used				
7. Benz Airborne System Monitoring System (Auto-Fault) (If installed)	C	-	0	

**APENDIX A**

**Guidelines for (O) & (M) Procedures**

## **Guidelines for (O) Procedures**

The MMEL has identified the need for certain procedures to provide an adequate level of safety while providing relief for some items. Examples of appropriate procedures are identified below as a guideline for the operator to establish his own MEL procedures.

In addition to the instructions provided herein, the operator is responsible to assure all appropriate inspections and checklists have been accomplished prior to the next flight.

### **ATA 21 – Air Conditioning – Item 2b – Defogging System (O)**

The pilot is responsible to ensure the cabin ventilating system and defog blower are operative.

### **ATA 23 – Communications – Item 1 – Radio Communications Systems (O)**

The pilot is responsible for reviewing prior to flight the communications requirements of the proposed route and heliports to be used during the flight and ensuring that safe communications can be maintained throughout the entire planned flight.

### **ATA 23 – Communications – Item 3 – Cabin ICS System (O)**

Passenger briefing can be provided orally by the pilot or by using the cabin ICS system. It is the pilot's responsibility to ensure appropriate alternate normal and emergency procedures for communications with the cabin are established. It is the pilot's responsibility to ensure all the passengers can hear the briefing and understand their responsibility during emergencies.

### **ATA 28 – Fuel – Item 4 – Solenoid Drain Valve System (O)**

The pilot is responsible to ensure manual drain valve is verified closed prior to flight.

### **ATA 30 – Ice and Rain Protection – Item 6 – Static port Heaters (O)**

Prior to flight the pilot is responsible to ensure the operation of the remaining static port heater.

### **ATA 31 – Indication / Recording Systems – Item 2 – Hour Meter (O)**

The pilot is responsible for ensuring that an alternate means for recording time in service is available.

### **ATA 34 – Navigation – Item 5 – SSR Transponder (O)**

The pilot is responsible for ensuring the appropriate air traffic control unit is contacted prior to flight.

### **ATA 34 – Navigation – Item 6 – Navigation Equipment (O)**

The pilot is responsible for ensuring that the functioning navigation systems comply with Operational Requirements and establishing alternate procedures as required.

### **Guidelines for (M) Procedures**

The MMEL has identified the need for certain procedures to provide an adequate level of safety while providing relief for some items. Examples of appropriate procedures are identified below as a guideline for the operator to establish his own MEL procedures.

In addition to the instructions provided herein, the operator is responsible to assure all appropriate inspections and checklists have been accomplished prior to the next flight. The below annexed procedures are not included in the Maintenance Manual because they are driven by the MMEL process. Refer to Maintenance Manual for standard procedures.

#### **ATA 21 – Air Conditioning – Item 1 – Cabin Heating System (M)**

Deactivate the system by pulling the appropriate circuit breaker(s) in accordance with the Flight Manual. Secure the system by locking all the deactivated circuit breakers and tag accordingly.

#### **ATA 21 – Air Conditioning – Item 2a – Defogging System (M)**

Deactivate the system by pulling the appropriate circuit breaker(s) in accordance with the Flight Manual. Secure the system by locking all the deactivated circuit breakers and tag accordingly.

#### **ATA 21 – Air Conditioning – Item 3 – Air Conditioning (Freon) (M)**

Deactivate the system by pulling the appropriate circuit breaker(s) in accordance with the Flight Manual. Secure the system by locking all the deactivated circuit breakers and tag accordingly.

#### **ATA 21 – Air Conditioning – Item 4 – Bleed Air ECU System (M)**

Deactivate the system by pulling the appropriate circuit breaker(s) in accordance with the Flight Manual. Secure the system by locking all the deactivated circuit breakers and tag accordingly.

#### **ATA 22 – Autopilot – Item 1 – Autopilot (M)**

Deactivate the system by pulling the appropriate circuit breaker(s) in accordance with the Flight Manual. Secure the system by locking all the deactivated circuit breakers and tag accordingly.

#### **ATA 24 – Electrical Power – Item 2 – Auxiliary Battery (M)**

Refer to manufacturer's maintenance procedures for procedure to inspect, disconnect auxiliary battery and secure cables.

#### **ATA 24 – Electrical Power – Item 3 – Standby Generator/ Alternator (M)**

Refer to manufacturer's maintenance procedures for procedure to inspect, deactivate or remove generator/alternator, secure cables and ensure drive system is not restricted.

#### **ATA 24 – Electrical Power – Item 4 – Starter / Generator (Twin engine models only) (M)**

Refer to manufacturer's maintenance procedures for procedure to deactivate the inoperative system and drive system is not restricted.

ATA 25 – Equipment/Furnishings – Item 9.2 – Survival ELT(S) (M)

Deactivate the system by pulling the appropriate circuit breaker(s) in accordance with the Flight Manual. Secure the system by locking all the deactivated circuit breakers and tag accordingly. Refer to manufacturer's instructions for equipment removal instructions.

ATA 25 – Equipment/Furnishings – Item 16 – Flight Crew Seats (M)

Refer to manufacturer's maintenance procedures for procedure to inspect and secure flight crew seats.

ATA 25 – Equipment/Furnishings – Item 17 – Passenger Seats (M)

Secure passenger seat in the upright position and placard "DO NOT OCCUPY". Make sure the placard is clearly visible and firmly secured.

ATA 25 – Equipment/Furnishings – Item 18 – Survival Equipment (M)

The inoperative equipment must be placarded inoperative, or removed from installed location and placed out of sight so it cannot be mistaken for functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative.

ATA 25 – Equipment/Furnishings – Item 20 – Lifejackets (M)

The inoperative lifejacket(s) must be placarded inoperative, removed from installed location and placed out of sight so it cannot be mistaken for functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative.

ATA 26 – Fire Protection – Item 2 – Hand Fire Extinguishers (M)

The inoperative fire extinguisher(s) must be placarded inoperative, removed from installed location and placed out of sight so it cannot be mistaken for functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative.

ATA 65 – Rotors – Item 1 – Rotor Brake System (M)

Disable rotor brake by securing the handle in the locked-off position. Verify by inspection the rotors pads are disengaged from the rotor disk and the rotor system is free to rotate. Placard the Rotor Brake as "INOPERATIVE".