

# Paradigm Jet Management

## Minimum Equipment List

### Part 135

| Aircraft      | Serial No. |
|---------------|------------|
| R44 II        | FLEET      |
| MEL Revision  | Date       |
| 0             | 03/01/2023 |
| MMEL Revision | MMEL Date  |
| 3             | 09/16/2014 |

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## LOG OF REVISIONS

[illegible]

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**CHANGE HIGHLIGHTS**

| Revision | Changes |
|----------|---------|
| Original | None    |
|          |         |
|          |         |
|          |         |
|          |         |
|          |         |
|          |         |

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## MMEL USED

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## CONTROL PAGE

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FAA Approval:

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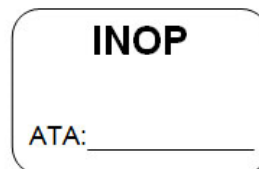
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## PLACARDING INSTRUCTIONS

- ✧ Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the deferred equipment condition.
- ✧ The crewmember (flight or maintenance) accomplishing the deferral of an inoperative item or system is responsible for ensuring the placard is installed in accordance with these instructions.
- ✧ Any time an inoperative item is deferred on the Aircraft Discrepancy Log Sheet an INOP placard will be installed by following these steps:

- Record the ATA number and date of the deferred item on an INOP sticker found in the back of this MEL. An example of the sticker is as follows:



- Place the INOP placard adjacent to the control or indicator for the item deferred.
  - Note: Due to the complexity of some controls/indications, some systems will require more than one placard.
- In the event there is no control or indication for the deferred item, a placard will be installed on the instrument panel in plain view of both pilots.
- ✧ Some deferral items require specific language be inserted on the INOP placard, this language will be found in the "Maintenance & Placarding Procedures" column of the specific MEL item. When an item is deferred that contains specific placarding procedures, it is the responsibility of the crewmember accomplishing the deferral to insert this language in addition to the instructions above.

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## DEFINITIONS

| Element   | Definition   |
|---|--|
| Administrative Control Item (ACI)   | An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required Auxiliary Power Unit (APU) cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the Principal Operations Inspector (POI), provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., <i>Structural Repair Manual</i> (SRM) or <i>Airworthiness Directive</i> (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI. |
| Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM), or Pilot's Operating Handbook (POH) | The FAA-approved AFM/RFM (or POH) is the document approved by the responsible FAA Aircraft Certification Service office during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the governing document for operational limitations and performance parameters for an aircraft. The term <i>approved flight manual</i> can apply to an AFM/RFM (or POH). The FAA requires an approved flight manual for aircraft type certification.  |
| Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR)                          | CFR and FAR both refer to the applicable portions of the Code of Federal Regulations and Federal Aviation Regulations.   |
| Considered Inoperative  | The phrase <i>Considered Inoperative</i> , as used in the Remarks or Exceptions column, means an item must be treated for dispatch, taxi with intent for flight, and flight purposes as though it were inoperative. The item must not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release, (if applicable); placarding; complying with all Remarks or Exceptions, including any (M) and (O) procedures; considering applicable notes; and observing the repair category.  |
| Contaminated Runway   | A runway condition where more than 25% of runway surface area (within reported length and width being used) is covered by frost, ice, and any depth of snow, slush, or water, as defined in Advisory Circular (AC) 25-31, AC 25-32, or approved flight manual (AFM, RFM or POH).   |

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**DEFINITIONS (continued)**

| Element                                     | Definition   |
|---|--|
| Continuing Authorization – Single Extension | An aircraft operator who has authorization to use an FAA-approved MEL may also have authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for Repair Category B or C items in accordance with operations specification (OpSpec) D095. Continuing Authorization – Single Extension is not authorized for Repair Category A and D items. |
| Dash (-)                                    | Indicates a variable number (quantity) of items may be installed or required for dispatch.   |
| Day of Discovery                            | This is the calendar-day an item malfunction was recorded in the aircraft maintenance record/logbook, and is excluded from the interval established by the assigned repair category. See definitions for sub-elements of <i>Repair Category</i> .  |
| Deactivated or Secured                      | When the MMEL refers to an item as “deactivated” or “secured,” or both, the specified item must be put into an acceptable condition for safe flight. An acceptable method of deactivating or securing may either be recommended by the manufacturer or established by the aircraft operator.   |
| Deleted or Moved                            | <i>Deleted</i> in the Remarks or Exceptions column indicates the item was previously listed but is no longer addressed by the MMEL. <i>Moved</i> in the Remarks or Exceptions column indicates the item was moved within the chapter, to a different chapter in the MMEL, or another FAA-approved document.  |

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## DEFINITIONS (continued)

| Element                                 | Definition  |
|---|---|
| Electronic Fault Alerting System (EFAS) | Many aircraft display system fault indications to the flightcrew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data to be presented. These systems are often referred to as Engine Indicating and Crew Alerting Systems (EICAS), Electronic Centralized Aircraft Monitoring (ECAM), Electronic Indication Systems (EIS), Central Maintenance Systems (CMS), Central Maintenance Computers (CMC), etc., depending on the aircraft and manufacturer. If the aircraft is equipped with an EFAS, refer to the applicable manufacturer's manual for a system description, including various message levels, formats, limitations, and restrictions. |
| Extended Operations (ETOPS)             | ETOPS refers to operations of an airplane with an operational approval to conduct ETOPS in accordance with the applicable regulations.  |
| Excess Items                            | Excess items are items that have been installed in a quantity greater than that required by 14 CFR. See definition for Required by 14 CFR.  |
| Flight-Day                              | A flight-day is a 24 hour period (from midnight to midnight) either in Coordinated Universal Time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.  |
| Heavy Maintenance Visit (HMV)           | HMV is a scheduled inspection, such as a C-check/D-check, or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for four (4) or more consecutive calendar-days.  |
| Icing Conditions                        | An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction). Icing conditions may be known or forecast, and may be defined in the <i>AFM</i> , <i>RFM</i> , or <i>POH</i> .  |
| Inoperative                             | Malfunction of an item to the extent that it does not accomplish its intended purpose or is not consistently functioning normally within its approved operating limit(s) or tolerance(s), or both.  |

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## DEFINITIONS (continued)

| Element   | Definition  |
|---|---|
| Inoperative Components of an Inoperative System | Inoperative components of an inoperative system 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.  |
| Is Not Used                                     | The phrase Is Not Used in the Remarks or Exceptions column for an MMEL item may specify that another item is not used. In such cases, crewmembers must not activate, actuate, or otherwise use the referenced item under normal operations. If the item not to be used is located elsewhere in the MMEL, it is not necessary for aircraft operators to accomplish any (M) procedure(s) associated with the referenced item. However, operators must comply with operational requirements, and an additional placard must be affixed as close as practical to the control or indicator for the item that is not to be used. This informs crewmembers that an item is not to be used under normal operations.                                       |
| Item  | An instrument, equipment, system, component, message, or function that is installed on or exhibited by the aircraft.  |
| Night   | The time between the end of evening civil twilight and the beginning of morning civil twilight, as published in the Air Almanac, converted to local time.   |
| Nonessential Equipment and Furnishings (NEF)    | NEFs are those items installed on the aircraft as part of the original type certification (TC), Supplemental Type Certificate (STC), engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification or operational rules. These are items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not items already identified in the MEL or Configuration Deviation List (CDL) of the applicable aircraft. NEF does not include items that are functionally required to meet the certification rule or for compliance with any operational rule. |
| Operative                                       | An operative item will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies an item must be operative, it is not required to verify the item's operational status. It should be considered operative unless reported or known to be malfunctioning. See definition for Verified Operative.   |

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**DEFINITIONS (continued)**

| Element           | Definition  |
|-------------------|---|
| Placarding        | Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the item's condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected. Unless otherwise specified (i.e., MMEL proviso), placard wording and location will be determined by the aircraft operator.  |
| Repair Category   | All users of an MEL approved under 14 CFR parts 91 subpart K (part 91K), 121, 125, 129, or 135 must accomplish repairs of inoperative items, deferred in accordance with the MEL, at or prior to expiration of the repair intervals established by the following letter designators. Users of an MEL issued under § 91.213(a) (parts 91, 133, 137, 141, and 142) are not required to comply with the repair categories, but must comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc.). See definition for <i>Continuing Authorization – Single Extension</i> . |
| Repair Category A | This category item must be repaired within the interval specified in the Remarks or Exceptions column of the aircraft operator's MEL. For repair intervals specified in consecutive calendar-days or flight-days, the day of discovery is excluded. For all other time intervals (e.g., flights, flight legs, cycles, hours), the repair interval begins at the point when the item is deferred in accordance with the aircraft operator's MEL.   |
| Repair Category B | This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 3-day interval would begin at 0000 on January 27 and end at 2359 on January 29.   |
| Repair Category C | This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day of discovery. For example, if it was recorded at 10 a.m. on January 26, the 10-day interval would begin at 0000 on January 27 and end at 2359 on February 5.  |
| Repair Category D | This category item must be repaired within 120 consecutive calendar-days (2,880 hours) excluding the day of discovery.  |

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**DEFINITIONS (continued)**

| Element                                    | Definition   |
|--|--|
| Required by 14 CFR                         | When the MMEL contains statements such as “As Required by 14 CFR,” “Not required by 14 CFR,” or “Any in excess of those required by 14 CFR,” the listed item is subject to certain requirements expressed in 14 CFR operating rules. The number of items required by applicable 14 CFR operating rules must be operative. A dash may be used when the number required for dispatch is variable. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category.   |
| System Page                                | The MMEL system page is divided into columns that include sequence number, item, repair category, number installed, number required for dispatch, and remarks or exceptions, as well as provision for a vertical change bar. Section Two of a two-section MMEL includes columns for Crew Alerting System (CAS) message identification and dispatch consideration.  |
| System Page - Item Number                  | This column lists the unique identification for each MMEL item.  |
| System Page - Item                         | See definition for <i>Item</i> .   |
| System Page - Repair Category              | See definition for <i>Repair Category</i> .  |
| System Page - Number Installed             | This column indicates the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration(s) considered in developing an MMEL. Should the number be a variable or impractical to exactly determine (e.g., optional equipment, fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components, Flight Data Recorder (FDR) recording parameters), a number is not required and the dash “-” symbol is used instead. A dash or “N/A” (Not Applicable) may also be used for EFAS message relief. |
| System Page - Number Required for Dispatch | This column indicates the minimum number (quantity) of items required for operation, providing the conditions specified in the Remarks or Exceptions column are met. If the number required is predicated on an operating rule, see definition for <i>Required by 14 CFR</i> . A dash or “N/A” may also be used for EFAS message relief.   |
| System Page - Remarks or Exceptions        | This column may be blank, or it may include a statement permitting operation with a specific number of items inoperative. The statement may include a proviso for such operation and appropriate notes.  |

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## DEFINITIONS (continued)

| Element                       | Definition  |
|-------------------------------|---|
| System Page - Proviso         | A proviso is used to stipulate conditions or limitations that must be complied with for operation with the listed item inoperative.   |
| System Page - NOTE            | Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material that is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. A note is not a part of the proviso.   |
| Takeoff                       | Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.   |
| Triple Asterisk (***)         | The triple asterisk (***) in the Item column indicates an item that may have been installed on some but not all aircraft covered by this MMEL. This symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft. |
| Verified Operative            | When an MMEL item specifies an item must be verified operative or checked operative, it is required to check and confirm the item is operative at the interval(s) specified for that MMEL item (e.g., verified operative prior to each flight). If no interval is specified, verification is required only at the time of deferral of the original item.                    |
| Vertical Bar (Change Bar "I") | A vertical bar indicates a change, addition, or deletion of content in the adjacent row of text for the current revision of that page only.   |
| Visible Moisture              | An atmospheric environment containing water, in any form, which can be seen in natural or artificial light (e.g., clouds, fog, rain, sleet, hail, or snow).   |

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## DEFINITIONS (continued)

| Element                                | Definition  |
|--|---|
| Visual Flight Rules (VFR)              | VFR is as defined in 14 CFR part 91. If the Remarks or Exceptions state flight must be completed in VFR, the pilot is precluded from filing an instrument flight rules (IFR) flight plan.   |
| Visual Meteorological Conditions (VMC) | VMC means the atmospheric environment is such that would allow a flight to proceed under VFR applicable to the flight. This does not preclude operation under IFR.  |
| (M)                                    | This symbol indicates a requirement for a specific maintenance procedure that 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. |
| (O)                                    | This symbol indicates a requirement for a specific operations procedure that must be accomplished in planning for or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew. However, other personnel may be qualified and authorized to perform certain functions.  |

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## **PREAMBLE**

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Aviation Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety .

A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator 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 wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. 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 and authorized, permits operation of the aircraft with inoperative equipment. Equipment not required by the operation being conducted and equipment in excess of 14 CFR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations 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.

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### **PREAMBLE (continued)**

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

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 14 CFR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in 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 14 CFR. 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. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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## **Non-Essential Furnishing (NEF) Deferral Program**

Authorized personnel shall comply with the following procedures for the deferral of Non-Essential Furnishings (NEF):

1. Record the discrepancy in the aircraft discrepancy record (Flight Log).
2. Determine whether the item is an MEL item. If it is, defer it according to MEL procedures.
3. If the item is not listed in the MEL, determine if it is included in the following NEF list:

### **General Items:**

- a) Carpet worn, torn, scratched, or soiled.
- b) Trim pieces on ceiling, walls, floors, stairs, or seats, worn, torn, scratched, delaminated, or soiled.
- c) Materials on ceiling, walls, floors, stairs or seats, worn, torn, scratched, delaminated, or soiled.

### **Cockpit:**

- a) Window Shades
- b) Cup Holders
- c) Velcro straps for goggles, and chart boxes.
- d) Foot rests.
- e) Overhead lights; including both lap lights, and dome lights.

### **Main Cabin:**

- a) VIP Control Panel including, Speaker select, Video Select, Cabin Temp, Fwd/Aft Upwash & Downwash, LCD, and Map Mode.
- b) Single Seat Control Panel including, FA call, Table Light, Reading Light, Entertainment Source/Volume Selector and Headset selector.
- c) Credenza Control Panel including, Source Select, Credenza Light and Center Light.
- d) Divan Control Panel including, FA Call, Center Light, Read Light, Source-Select, Selector Controls, and Headphone Select.
- e) Airshow 4000.
- f) Touchscreen Remote Control.
- g) AirCell Iridium Satellite Telephone.
- h) Mid Cabin Partition and Securing Mechanism.
- i) Mid Cabin Curtain, and Securing Devices.
- j) Manual Pleated Window Shades.
- k) Passenger Headphones.
- l) TV Screens.
- m) Table Straps

**(continued)**

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## (NEF) Deferral Program (continued)

### Main Cabin(continued):

- n) Cup Holders.
- o) Ash Tray Dispenser

### Lavatory:

- a) Lavatory Door Lock.
- b) Lavatory Control Panel including, FA Call, Effect Light, Vanity Light and Flush.
- c) Lavatory Ordinance Panel including No Smoking light.
- d) Baggage Lights Control Panel including, Baggage light, and Do Not Open Baggage Compt. Door light.
- e) Sink including Valves, Drains and Dispensers.

### Galley:

- a) Main Door Acoustic Curtain.
- b) Coffee Maker Controls, and Parts.
- c) Sink, including Valves and Drains.
- d) Microwave Oven Controls, and Parts.
- e) Main Oven Controls, and Parts.
- f) Galley Pocket Door, and Safety Latch.
- g) Entrance Control Panel, including Area Lights.
- h) DVD/CD Player 1 & 2.
- i) Entertainment Control Panel; including Speaker Select, Fwd/Aft Video, LCD Monitor Select, and Map Mode.
- j) FA Emergency Lighting Control Panel.
- k) Galley Control Panel including, Work Lights, Area Lights, Fwd/Aft Upwash & Downwash, Attendant Call, Fwd/Aft water level, Galley H2O, Lavatory H2O.
- l) Water Heater Panel including, Test Switch and 8 LEDs.

4. If the item is included in this list, defer it according to the NEF program.
5. If the item is not included in this list, and an operator still seeks relief for an inoperative item, the item will be added to the list and submitted to the CHDO, in order to update the complete NEF list.

**Note:** The operator must determine that the inoperative item will not have an adverse affect on the safe conduct of flight. If there is an obvious safety-of-flight issue, the inoperative item must be repaired prior to flight.

(continued)



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### **(NEF) Deferral Program (continued)**

6. Paradigm Jet Management should also diagnose the source of the discrepancy to determine whether the underlying cause affects the safety of flight. This step may or may not apply to the item under consideration.
7. Once the source is identified the operator should determine if the source affects equivalent levels of safety.
  - a) If the source of the discrepancy has an unknown effect on equivalent levels of safety, Paradigm Jet Management must determine if isolation of the source of the discrepancy alleviates the safety concern.

NOTE: In making this determination, very close coordination between the flight crew, maintenance and operations personnel may be required.

- b) If, after review, the source is determined to create a safety-of-flight issue, the item must be repaired prior to flight.
8. If applicable, the source of the discrepancy must be isolated from all other systems with applicable maintenance procedures so as to alleviate the safety-of-flight concern. If the source cannot be sufficiently isolated, then the item must be repaired prior to flight. If isolated, the isolation of the source must pass the above NEF criteria.
9. If these conditions are satisfied, the item may be deferred according to the NEF program.
10. Paradigm Jet Management shall evaluate the item to determine:
  - a) If the item is required for operational rules in which the aircraft is operated.
  - b) If it creates the potential for fire/smoke, or other hazardous conditions.
  - c) Could it have an adverse effect on other required systems or components?
  - d) Does its condition potentially affect the safety of passengers, crew, or other service personnel?
  - e) Could it have a negative impact on emergency or abnormal procedures?
  - f) Does it create additional workload for the crew at critical times of flight or in flight preparation, and
  - g) Will any of these conditions become an issue for future flights?

**(continued)**

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### **(NEF) Deferral Program (continued)**

NOTE: This evaluation process must be accomplished for the inoperative, damaged, or missing items at its face value, and also for the underlying cause of the discrepancy.

11. If an NEF list is being maintained, the operator should add the item to the list to preclude the item from future NEF criteria evaluation and then submit to the CHDO for approval of the updated list.

#### **Placarding Procedures:**

1. Items will be placarded on its face, or as close as possible to its affected control, using appropriate terminology to describe the condition, such as: "INOP", "Removed", or "Do Not Occupy".
2. If the placement of the placard, does not make it readily apparent which item is inoperative, then the name of the inoperative item must also appear on the placard, as in, "Downwash Light switch INOP".

#### **(M) Maintenance Procedures:**

1. Paradigm Jet Management will deactivate the item and/or its source by disengaging the circuit breaker or disconnecting and stowing the electrical connector.

#### **(O) Operations Procedures:**

1. Include notation of the inoperative items in the passenger briefing.

#### **Repair Interval**

All NEF Repair Intervals are 120 days.

| Paradigm Jet Management      |  |                        |  |  |              |   |  |            |  | Minimum Equipment List |  |  |          |   |   |  |  |  |               |                            |  |  |  |  |
|------------------------------|--|------------------------|--|--|--------------|---|--|------------|--|------------------------|--|--|----------|---|---|--|--|--|---------------|----------------------------|--|--|--|--|
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| R44 II Fleet                 |  |                        |  |  | 0            |   |  | 03/01/2023 |  |                        |  |  | 21-1     |   |   |  |  |  |               |                            |  |  |  |  |
| Number Required For Dispatch |  |                        |  |  |              |   |  |            |  | Remarks or exceptions  |  |  |          |   | (M) Maintenance & Placarding Procedures |  |  |  |               | (O) Operational Procedures |  |  |  |  |
| Number Installed             |  |                        |  |  |              |   |  |            |  |                        |  |  |          |   |   |  |  |  |               |                            |  |  |  |  |
| Systems & sequence Numbers   |  |                        |  |  |              |   |  |            |  |                        |  |  |          |   |   |  |  |  |               |                            |  |  |  |  |
| 21                           |  | AIR CONDITIONING       |  |  |              |   |  |            |  |                        |  |  |          |   |   |  |  |  |               |                            |  |  |  |  |
| 2100-01                      |  | Air Conditioner System |  |  | C            | - |  | 0          |  |                        |  |  |          |   |   |  | None Required  |  | None Required |                            |  |  |  |  |
| 2120-01                      |  | Fresh Air Vent         |  |  | C            | 1 |  | 0          |  |                        |  |  |          | May be inoperative provided the vent is secured open.                       |   |  | None Required  |  | None Required |                            |  |  |  |  |
| 2140-01                      |  | Cabin Heating System   |  |  | C            | 1 |  | 0          |  |                        |  |  |          | (M) May be inoperative provided the valve is secured to the “OFF” position. |   |  | Maintenance will deactivate system by pulling and collaring the circuit breaker. |  | None Required |                            |  |  |  |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
|---|--------------|-----------------------|---|----------------------------|
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| R44 II Fleet  | 0            | 03/01/2023            | 21-2                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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| Paradigm Jet Management      |                              |   |              |   |   | Minimum Equipment List                  |                            |  |
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| R44 II Fleet                 |                              |   | 0            |   | 03/01/2023  |   | 23-1                       |  |
| Number Required For Dispatch |                              |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed             |                              |   |              |   |   |   |                            |  |
| Systems & sequence Numbers   |                              |   |              |   |   |   |                            |  |
| 23                           | COMMUNICATIONS               |   |              |   |   |   |                            |  |
| 2300-01                      | External Loud                | C | -            | 0 | May be inoperative provided aircraft is not operated under IFR if the headset is also inoperative.  | None Required                           | None Required              |  |
| 2300-02                      | Cabin ICS System             | C | -            | 0 | May be inoperative provided aircraft is operated single-pilot.  | None Required                           | None Required              |  |
| 2310-01                      | Communications Systems (HF)  | C | -            | 0 | May be inoperative for Oceanic Operations with 2 HF radios.   | None Required                           | None Required              |  |
| 2311-01                      | Communications Systems (UHF) | C | -            | 0 | May be inoperative for Oceanic Operations with 2 HF radios.   | None Required                           | None Required              |  |
| 2312-01                      | Communications Systems (VHF) | C | -            | 0 | May be inoperative provided:<br><br>a) The number 1 Radio must be operative,<br><br>b) Class I Operations with only one VHF is permitted, and<br><br>c) For Class II Operations if 2 VHF radios is operative and 2 HF or at least one HF and operative. SATCOM. | None Required                           | None Required              |  |
| 2312-02                      | Communications Systems (FM)  | C | -            | 0 | May be inoperative.   | None Required                           | None Required              |  |

| Paradigm Jet Management        |   |   |              |   |   | Minimum Equipment List                  |  |  |
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| R44 II Fleet                   |   |   | 0            |   | 03/01/2023  |   | 23-2   |  |
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| Number Installed               |   |   |              |   |   |   |  |  |
| Systems & sequence Numbers     |   |   |              |   |   |   |  |  |
| 23                             | COMMUNICATIONS  |   |              |   |   |   |  |  |
| 2340-01                        | Cabin ICS System - (Cockpit Crew to Crew and/or Passengers/Crew     | C | -            | 0 | (O) May be inoperative provided Flight Crew will follow (O) Operations Procedures.  | None Required                           | The Flight Crew will:<br><br>a) Brief inoperative system to passengers prior to departure, and<br><br>b) Aircraft is operated VFR. |  |
|                                |   | C | -            | 0 | May be inoperative for non-passenger/crew carrying operations.  | None Required                           | None Required  |  |
| 2370-01<br>(PL-29)             | Cockpit voice Recorder (CVR) Without Flight Data Recorder Installed | A | -            | 0 | May be inoperative.<br><br>OR<br><br>If installed, may be inoperative provided repairs are made within three flight days. | None Required                           | None Required  |  |
|                                | Independent Power Source  | C | -            | 0 |   | None Required                           | None Required  |  |
| 2370-02<br>(PL-29) and (PL-87) | Cockpit voice Recorder (CVR) Without Flight Data Recorder Installed | A | -            | 0 | May be inoperative provided repairs are made within three flight days.  | None Required                           | None Required  |  |
|                                | Independent Power Source  | C | -            | 0 |   | None Required                           | None Required  |  |

| Paradigm Jet Management      |   |  |              |   |                       |   | Minimum Equipment List     |          |  |  |
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| R44 II Fleet                 |   |  | 0            |   | 03/01/2023            |   |                            | 23-3     |  |  |
| Number Required For Dispatch |   |  |              |   | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |          |  |  |
| Number Installed             |   |  |              |   |                       |   |                            |          |  |  |
| Systems & sequence Numbers   |   |  |              |   |                       |   |                            |          |  |  |
| 23                           | COMMUNICATIONS  |  |              |   |                       |   |                            |          |  |  |
| 2370-03<br>(PL-29)           | Cockpit voice Recorder (CVR) Installed for An Operator Other Than A Holder of an Air Carrier or Commercial Operator Certificate |  | 0            | 0 | Not Applicable        |   |                            |          |  |  |
|                              | Independent Power Source  |  | 0            | 0 | Not Applicable        |   |                            |          |  |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
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| Aircraft  | Revision No. | Date                  | Page No.                                |                            |
| R44 II Fleet  | 0            | 03/01/2023            | 23-4                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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| Paradigm Jet Management      |                              |   |              |   |   | Minimum Equipment List   |                            |  |
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| R44 II Fleet                 |                              |   | 0            |   | 03/01/2023  |  | 24-1                       |  |
| Number Required For Dispatch |                              |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures  | (O) Operational Procedures |  |
| Number Installed             |                              |   |              |   |   |  |                            |  |
| Systems & sequence Numbers   |                              |   |              |   |   |  |                            |  |
| 24                           | ELECTRICAL POWER             |   |              |   |   |  |                            |  |
| 2425-01                      | Alternator Low Voltage Light | B | 1            | 0 | May be inoperative provided ammeter is operative.   | None Required  | None Required              |  |
| 2532-01                      | Battery (Second)             | C | -            | 0 | (M) May be inoperative provided:<br><br>a) Battery is disconnected and secured, and<br><br>b) Battery remains installed, OR<br><br>c) Battery is removed, and<br><br>d) Appropriate ballast is installed, OR<br><br>e) Battery is removed, and<br><br>f) Weight and Balance is revised. | Maintenance Personnel will:<br><br>a) Keep the battery installed, or<br><br>b) Remove the battery and replace with an appropriate ballast, or<br><br>c) Remove the battery and revise the aircraft weight and balance. | None Required              |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
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| R44 II Fleet  | 0            | 03/01/2023            | 24-2                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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| Paradigm Jet Management      |   |   |              |   |  | Minimum Equipment List                                 |                            |  |
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| Number Required For Dispatch |   |   |              |   | Remarks or exceptions  | (M) Maintenance & Placarding Procedures                | (O) Operational Procedures |  |
| Number Installed             |   |   |              |   |  |  |                            |  |
| Systems & sequence Numbers   |   |   |              |   |  |  |                            |  |
| 25                           | EQUIPMENT/<br>FURNISHINGS                 |   |              |   |  |  |                            |  |
| 2500-01                      | Crew member Shoulder Harness              | B | -            | 1 | One may be inoperative or missing provided the affected seat is not required and not used.   | None Required  | None Required              |  |
| 2500-02                      | Passenger Seat Belts/Shoulder Harness     | C | -            | 0 | (M) One Required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded.  | Maintenance Personnel will placard affected item INOP. | None Required              |  |
| 2500-03<br>(PL-116)          | NEF Items                                 | - | -            | - | May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in Paradigm Jet Management's Manual. (M) (O) procedures, if required, must be available to the flight crew and included in Paradigm Jet Management's MEL. | None Required  | None Required              |  |
| 2500-04                      | Electronic News Gathering (ENG) Equipment | D | -            | 0 | May be inoperative provided system is deactivated and secured.   | None Required  | None Required              |  |

| Paradigm Jet Management      |                           |   |              |   |   |   | Minimum Equipment List     |  |
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| R44 II Fleet                 |                           |   | 0            |   | 03/01/2023  |   | 25-2                       |  |
| Number Required For Dispatch |                           |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures   | (O) Operational Procedures |  |
| Number Installed             |                           |   |              |   |   |   |                            |  |
| Systems & sequence Numbers   |                           |   |              |   |   |   |                            |  |
| 25                           | EQUIPMENT/<br>FURNISHINGS |   |              |   |   |   |                            |  |
| 2500-05                      | EMS Equipment             | D | -            | 0 | (M) May be inoperative provided installation is removed or secured. | Maintenance Personnel will:<br><br>a) Verify which system is not functioning, and<br><br>b) Maintenance will deactivate by pulling the circuit breaker and secure by collaring the breaker. | None Required              |  |
| 2550-01                      | Cargo Suspension System   | C | -            | 0 |   | None Required   | None Required              |  |
| 2560-01                      | EMS Equipment             | D | -            | 0 | (M) May be inoperative provided installation is removed or secured. | Maintenance Personnel will:<br><br>a) Verify which system is not functioning, and<br><br>b) Maintenance will deactivate by pulling the circuit breaker and secure by collaring the breaker. | None Required              |  |

| Paradigm Jet Management      |   |   |              |   |  | Minimum Equipment List  |                            |  |
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| R44 II Fleet                 |   |   | 0            |   | 03/01/2023   |   | 25-3                       |  |
| Number Required For Dispatch |   |   |              |   | Remarks or exceptions  | (M) Maintenance & Placarding Procedures                         | (O) Operational Procedures |  |
| Number Installed             |   |   |              |   |  |   |                            |  |
| Systems & sequence Numbers   |   |   |              |   |  |   |                            |  |
| 25                           | EQUIPMENT/<br>FURNISHINGS   |   |              |   |  |   |                            |  |
| 2562-01<br><br>(PL-120)      | Emergency Locator Transmitter (ELT)<br>Survival Type ELTs<br>Fixed ELTs | D | -            | 0 | May be inoperative or missing.   | None Required   | None Required              |  |
|                              |   | A | -            | 0 | (M) May be inoperative provided:<br>a) System is deactivated,<br>b) Repairs are made within 90 days. | Maintenance Personnel will pull and collar the circuit breaker. | None Required              |  |
|                              |   | A | -            | 0 | May be missing, provided repairs are made within 90 days.  | None Required   | None Required              |  |
|                              |   | D | -            | 0 | May be inoperative provided system is deactivated.   | None Required   | None Required              |  |
|                              |   | D | -            | 0 | ELT may be removed for maintenance and replaced within 90 days.                                      | None Required   | None Required              |  |

| Paradigm Jet Management      |  |   |  |              |   |                       |            |  |  | Minimum Equipment List                  |          |  |  |                            |  |  |  |               |  |  |  |
|------------------------------|--|---|--|--------------|---|-----------------------|------------|--|--|---|----------|--|--|----------------------------|--|--|--|---------------|--|--|--|
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| R44 II Fleet                 |  |   |  | 0            |   |                       | 03/01/2023 |  |  |   | 25-4     |  |  |                            |  |  |  |               |  |  |  |
| Number Required For Dispatch |  |   |  |              |   | Remarks or exceptions |            |  |  | (M) Maintenance & Placarding Procedures |          |  |  | (O) Operational Procedures |  |  |  |               |  |  |  |
| Number Installed             |  |   |  |              |   |                       |            |  |  |   |          |  |  |                            |  |  |  |               |  |  |  |
| Systems & sequence Numbers   |  |   |  |              |   |                       |            |  |  |   |          |  |  |                            |  |  |  |               |  |  |  |
| 25                           |  | EQUIPMENT/<br>FURNISHINGS   |  |              |   |                       |            |  |  |   |          |  |  |                            |  |  |  |               |  |  |  |
| 2562-02                      |  | Automatically Deployable<br>Emergency Locator<br>Transmitter<br>(ADELT) |  | C            | - | 0                     |            |  |  |   |          |  |  | None Required              |  |  |  | None Required |  |  |  |
| 2562-03                      |  | Sonic Locator   |  | C            | - | 0                     |            |  |  |   |          |  |  | None Required              |  |  |  | None Required |  |  |  |

| Paradigm Jet Management      |                     |   |              |   |  | Minimum Equipment List   |   |  |
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| R44 II Fleet                 |                     |   | 0            |   | 03/01/2023   |  | 28-1  |  |
| Number Required For Dispatch |                     |   |              |   | Remarks or exceptions  | (M) Maintenance & Placarding Procedures  | (O) Operational Procedures  |  |
| Number Installed             |                     |   |              |   |  |  |   |  |
| Systems & sequence Numbers   |                     |   |              |   |  |  |   |  |
| 28                           | FUEL                |   |              |   |  |  |   |  |
| 2810-01                      | Auxiliary Fuel Tank | C | -            | 0 | (M) May be inoperative provided:<br><br>a) Auxiliary tank is empty and disconnected, and<br><br>b) The fuel gauge is operative.  | Maintenance Personnel will:<br><br>a) Verify Auxiliary Tank is empty and disconnected, and<br><br>b) Verify the fuel gauge is operative. | None Required   |  |
| 2841-01                      | Fuel Quantity Gauge | B | 1            | 0 | (O) May be inoperative provided:<br><br>a) Auxiliary tank is operative,<br><br>b) Flight is initiated with full Main and Auxiliary tanks, and<br><br>c) Flight time does not exceed 2 hours. | None Required  | The Flight Crew will, for each flight:<br><br>a) Verify auxiliary tank is operative,<br><br>b) Visually verify that the main and auxiliary tanks are full, and<br><br>c) Limit flight time to not exceed 2 hours once the aircraft engines are started. |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
|---|--------------|-----------------------|---|----------------------------|
| Aircraft  | Revision No. | Date                  | Page No.                                |                            |
| R44 II Fleet  | 0            | 03/01/2023            | 28-2                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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| Paradigm Jet Management      |  |   |              |   |  |   | Minimum Equipment List  |          |  |  |
|------------------------------|--|---|--------------|---|--|---|---|----------|--|--|
| Aircraft                     |  |   | Revision No. |   | Date   |   |   | Page No. |  |  |
| R44 II Fleet                 |  |   | 0            |   | 03/01/2023   |   |   | 31-1     |  |  |
| Number Required For Dispatch |  |   |              |   | Remarks or exceptions  | (M) Maintenance & Placarding Procedures | (O) Operational Procedures                                      |          |  |  |
| Number Installed             |  |   |              |   |  |   |   |          |  |  |
| Systems & sequence Numbers   |  |   |              |   |  |   |   |          |  |  |
| 31                           | INSTRUMENTS  |   |              |   |  |   |   |          |  |  |
| 3100-01                      | Aircraft/Engine Monitoring System  | C | -            | 0 | Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by, any pilot at the pilot's station. | None Required                           | None Required   |          |  |  |
| 3120-01                      | Clock, Displaying Hours, Minutes, and Seconds, with Sweep Second Pointer or Electric Digital Clock   | C | -            | 0 |  | None Required                           | None Required   |          |  |  |
| 3122-01                      | Elapsed Timer  | C | -            | 0 |  | None Required                           | None Required   |          |  |  |
| 3130-01                      | Hour Meter   | C | -            | 0 | (O) May be inoperative provided alternate (O) Operations procedures are utilized for recording time in service.  | None Required                           | Pilot will utilize a wrist watch for recording time in service. |          |  |  |
| 3130-02<br>(PL-29)           | Cockpit Voice Recorder (CVR) Installed For An Operator Other Than A Holder of an Air Carrier or Commercial Operator Certificate Independent Power Source |   | 0            | 0 | Not Applicable   |   |   |          |  |  |

| Paradigm Jet Management              |  |   |              |   |   | Minimum Equipment List                  |                            |  |
|--------------------------------------|--|---|--------------|---|---|---|----------------------------|--|
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| R44 II Fleet                         |  |   | 0            |   | 03/01/2023  |   | 31-2                       |  |
| Number Required For Dispatch         |  |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed                     |  |   |              |   |   |   |                            |  |
| Systems & sequence Numbers           |  |   |              |   |   |   |                            |  |
| 31                                   | INSTRUMENTS  |   |              |   |   |   |                            |  |
| 3103-03<br>(PL-29)<br>and<br>(PL-87) | Cockpit Voice Recorder (CVR) Wit Flight Data Recorder (FDR) Installed Independent Power Source | A | -            | 0 | May be inoperative provided:<br><br>a) Flight Data Recorder (FDR) operates normally, and<br><br>b) Repairs are made within 3 flight days. | None Required                           | None Required              |  |
|                                      |  | C | -            | 0 |   | None Required                           | None Required              |  |

| Paradigm Jet Management      |                                |   |              |   |   | Minimum Equipment List                  |                            |  |
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| Aircraft                     |                                |   | Revision No. |   | Date  |   | Page No.                   |  |
| R44 II Fleet                 |                                |   | 0            |   | 03/01/2023  |   | 33-1                       |  |
| Number Required For Dispatch |                                |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed             |                                |   |              |   |   |   |                            |  |
| Systems & sequence Numbers   |                                |   |              |   |   |   |                            |  |
| 33                           | LIGHTS                         |   |              |   |   |   |                            |  |
| 3300-01                      | NVG Compatible Lighting System | C | -            | 0 | Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are:<br><br>a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,<br><br>b) Positioned so that direct rays are shielded from flight crew-members eyes, and<br><br>c) Lighting configuration and intensity is acceptable to the flight crew. | None Required                           | None Required              |  |
| 3300-02                      | Supplemental Lighting System   | C | -            | 0 |   | None Required                           | None Required              |  |

| Paradigm Jet Management      |   |   |              |   |  | Minimum Equipment List                  |                            |  |
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| R44 II Fleet                 |   |   | 0            |   | 03/01/2023   |   | 33-2                       |  |
| Number Required For Dispatch |   |   |              |   | Remarks or exceptions  | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed             |   |   |              |   |  |   |                            |  |
| Systems & sequence Numbers   |   |   |              |   |  |   |                            |  |
| 33                           | LIGHTS  |   |              |   |  |   |                            |  |
| 3310-01                      | Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System | C | -            | 0 | One or more may be inoperative for daylight operations.  | None Required                           | None Required              |  |
|                              |   |   |              |   | OR   |   |                            |  |
|                              |   | C | -            | 0 | Individual Lights may be inoperative, provided:<br><br>a) Sufficient lighting is operative to make each required instrument, control, and other device for which it is provided, easily readable,<br><br>b) Direct rays and reflections do not impair visibility either inside or outside the aircraft,<br><br>c) Sufficient flight deck emergency lighting is operative,<br><br>d) Lighting intensity can be controlled or preset to a satisfactory level for the expected flight condition,<br><br>e) Lighting configuration at dispatch is acceptable to the flight crew. | None Required                           | None Required              |  |

| Paradigm Jet Management      |                       |   |              |   |  | Minimum Equipment List                  |                            |  |
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| Aircraft                     |                       |   | Revision No. |   | Date   |   | Page No.                   |  |
| R44 II Fleet                 |                       |   | 0            |   | 03/01/2023   |   | 33-3                       |  |
| Number Required For Dispatch |                       |   |              |   | Remarks or exceptions  | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed             |                       |   |              |   |  |   |                            |  |
| Systems & sequence Numbers   |                       |   |              |   |  |   |                            |  |
| 33                           | LIGHTS                |   |              |   |  |   |                            |  |
| 3310-02                      | Cockpit Utility Light | C | -            | 0 | May be inoperative for day operations.<br><br>OR<br><br>May be inoperative for night VMC flight, provided:<br><br>a) All normal flight deck lights are operative,<br><br>b) One flashlight per flight crew is readily available. | None Required                           | None Required              |  |
| 3320-01                      | Cabin Lighting System | C | 1            | 0 | May be inoperative for day operations.   | None Required                           | None Required              |  |
| 3340-01                      | Position Light System | C | 1            | 0 | One or more may be inoperative for daytime VMC operations  | None Required                           | None Required              |  |
| 3340-02                      | Anti-Collision Light  | B | -            | 0 | May be inoperative for day operations.<br><br>OR   | None Required                           | None Required              |  |
|                              | Day Operations        | C | -            | 1 | One must be operative.   | None Required                           | None Required              |  |
|                              | Night Operations      | C | -            | 1 | One must be operative.   | None Required                           | None Required              |  |

| Paradigm Jet Management      |                       |   |              |   |   | Minimum Equipment List                  |                            |  |
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| Aircraft                     |                       |   | Revision No. |   | Date  |   | Page No.                   |  |
| R44 II Fleet                 |                       |   | 0            |   | 03/01/2023  |   | 33-4                       |  |
| Number Required For Dispatch |                       |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed             |                       |   |              |   |   |   |                            |  |
| Systems & sequence Numbers   |                       |   |              |   |   |   |                            |  |
| 33                           | LIGHTS                |   |              |   |   |   |                            |  |
| 3340-03                      | Landing Lights        | C | 2            | 1 | One may be inoperative provided an adjustable landing light is installed and operative,<br><br>OR | None Required                           | None Required              |  |
|                              |                       | C | 2            | 0 | Both may be inoperative for daylight operations only.   | None Required                           | None Required              |  |
| 3340-04                      | External Search Light | C | -            | 0 | May be inoperative for day operations.  | None Required                           | None Required              |  |
| 3340-05                      | Strobe Lights         | C | -            | 0 | May be inoperative for day operations.  | None Required                           | None Required              |  |

| Paradigm Jet Management      |  |   |              |   |  | Minimum Equipment List                  |                            |  |
|------------------------------|--|---|--------------|---|--|---|----------------------------|--|
| Aircraft                     |  |   | Revision No. |   | Date                                   |   | Page No.                   |  |
| R44 II Fleet                 |  |   | 0            |   | 03/01/2023                             |   | 34-1                       |  |
| Number Required For Dispatch |  |   |              |   | Remarks or exceptions                  | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed             |  |   |              |   |  |   |                            |  |
| Systems & sequence Numbers   |  |   |              |   |  |   |                            |  |
| 34                           | NAVIGATION                                     |   |              |   |  |   |                            |  |
| 3413-01                      | Vertical Speed Indicator (VSI)                 | C | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3416-01                      | Altitude Encoder                               | D | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3421-01                      | Attitude Indicator                             | C | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3421-02                      | Gyroscopic Bank and Pitch Indicator            | C | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3422-01                      | Directional Gyro                               | C | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3422-02                      | RMI  | C | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3424-01                      | Gyroscopic Rate of Turn with Slip Indicator    | D | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3434-01                      | Marker Beacon                                  | D | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3451-01                      | DME/TACAN                                      | C | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |
| 3452-01                      | SSR (Secondary Surveillance Radar) Transponder | C | -            | 0 | May be inoperative for VFR operations. | None Required                           | None Required              |  |

| Paradigm Jet Management      |                                  |   |              |   |   | Minimum Equipment List                  |  |  |
|------------------------------|----------------------------------|---|--------------|---|---|---|--|--|
| Aircraft                     |                                  |   | Revision No. |   | Date  |   | Page No.   |  |
| R44 II Fleet                 |                                  |   | 0            |   | 03/01/2023  |   | 34-2   |  |
| Number Required For Dispatch |                                  |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures   |  |
| Number Installed             |                                  |   |              |   |   |   |  |  |
| Systems & sequence Numbers   |                                  |   |              |   |   |   |  |  |
| 34                           | NAVIGATION                       |   |              |   |   |   |  |  |
| 3454-02                      | VOR/ILS                          | C | -            | 0 | May be inoperative.   | None Required                           | None Required  |  |
| 3455-01                      | ADF                              | C | -            | 0 | May be inoperative provided GPS is inoperative.   | None Required                           | None Required  |  |
| 3457-01                      | Global Positioning Systems (GPS) | C | -            | 0 | Except where enroute operations require its use, one GPS with 2 INS is permissible for oceanic operations. If 2 GPS is inoperative, INS operations are limited to 6.2 hours of oceanic.   | None Required                           | None Required  |  |
| 3461-01<br>(PL-98)           | Flight Management System (FMS)   | C | -            | 0 | (O) May be out of currency provided:<br><br>a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,<br><br>b) Procedures are used to verify status and suitability of Navigation Facilities used to define route of flight, and<br><br>c) Approach Navigation Radios are manually tuned and identified. | None Required                           | The Flight Crew will:<br><br>a) Verify required navigation and communication systems operate normally. GPS approaches are not authorized, and<br><br>b) For Nav Database problems, the crew will confirm the position of each fix in the flight plan using Current IFR charts. |  |



| Paradigm Jet Management      |                                    |   |              |   |   | Minimum Equipment List                  |  |  |
|------------------------------|------------------------------------|---|--------------|---|---|---|--|--|
| Aircraft                     |                                    |   | Revision No. |   | Date  |   | Page No.   |  |
| R44 II Fleet                 |                                    |   | 0            |   | 03/01/2023  |   | 34-3   |  |
| Number Required For Dispatch |                                    |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures   |  |
| Number Installed             |                                    |   |              |   |   |   |  |  |
| Systems & sequence Numbers   |                                    |   |              |   |   |   |  |  |
| 34                           | NAVIGATION                         |   |              |   |   |   |  |  |
| 3461-02<br>(PL-98)           | Navigation Management System (NMS) | C | -            | 0 | (O) May be out of currency provided:<br><br>a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch,<br><br>b) Procedures are used to verify status and suitability of Navigation Facilities used to define route of flight, and<br><br>c) Approach Navigation Radios are manually tuned and identified. | None Required                           | The Flight Crew will:<br><br>a) Verify required navigation and communication systems operate normally. GPS approaches are not authorized, and<br><br>b) For Nav Database problems, the crew will confirm the position of each fix in the flight plan using Current IFR charts. |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
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| R44 II Fleet  | 0            | 03/01/2023            | 34-4                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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| Paradigm Jet Management      |                    |   |              |   |   | Minimum Equipment List                  |  |  |
|------------------------------|--------------------|---|--------------|---|---|---|--|--|
| Aircraft                     |                    |   | Revision No. |   | Date  |   | Page No.   |  |
| R44 II Fleet                 |                    |   | 0            |   | 03/01/2023  |   | 63-1   |  |
| Number Required For Dispatch |                    |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures   |  |
| Number Installed             |                    |   |              |   |   |   |  |  |
| Systems & sequence Numbers   |                    |   |              |   |   |   |  |  |
| 63                           | MAIN ROTOR DRIVE   |   |              |   |   |   |  |  |
| 6321-01                      | Rotor Brake System | C | 1            | 0 | (O) May be inoperative provided a Check is performed to determine the main rotor is free to rotate. | None Required                           | The PIC before lift off will do a check of the Rotor Brake to check if its free to rotate. |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
|---|--------------|-----------------------|---|----------------------------|
| Aircraft  | Revision No. | Date                  | Page No.                                |                            |
| R44 II Fleet  | 0            | 03/01/2023            | 63-2                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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| Paradigm Jet Management      |                                |  |  |              |   |                       |   |  |  | Minimum Equipment List     |  |               |  |
|------------------------------|--------------------------------|--|--|--------------|---|-----------------------|---|--|--|----------------------------|--|---------------|--|
| Aircraft                     |                                |  |  | Revision No. |   | Date                  |   |  |  | Page No.                   |  |               |  |
| R44 II Fleet                 |                                |  |  | 0            |   | 03/01/2023            |   |  |  | 71-1                       |  |               |  |
| Number Required For Dispatch |                                |  |  |              |   | Remarks or exceptions | (M) Maintenance & Placarding Procedures |  |  | (O) Operational Procedures |  |               |  |
| Number Installed             |                                |  |  |              |   |                       |   |  |  |                            |  |               |  |
| Systems & sequence Numbers   |                                |  |  |              |   |                       |   |  |  |                            |  |               |  |
| 71                           | POWER PLANT                    |  |  |              |   |                       |   |  |  |                            |  |               |  |
| 7100-01                      | Electronic Engine RPM Governor |  |  | C            | 1 | 0                     |   |  |  | None Required              |  | None Required |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
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| Aircraft  | Revision No. | Date                  | Page No.                                |                            |
| R44 II Fleet  | 0            | 03/01/2023            | 71-2                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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| Paradigm Jet Management      |                    |   |              |   |   | Minimum Equipment List                  |                            |  |
|------------------------------|--------------------|---|--------------|---|---|---|----------------------------|--|
| Aircraft                     |                    |   | Revision No. |   | Date  |   | Page No.                   |  |
| R44 II Fleet                 |                    |   | 0            |   | 03/01/2023  |   | 77-1                       |  |
| Number Required For Dispatch |                    |   |              |   | Remarks or exceptions   | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |  |
| Number Installed             |                    |   |              |   |   |   |                            |  |
| Systems & sequence Numbers   |                    |   |              |   |   |   |                            |  |
| 77                           | ENGINE INDICATING  |   |              |   |   |   |                            |  |
| 7714-01                      | Tachometer, Engine | A | 1            | 0 | May be inoperative for up to three days provided:<br><br>a) Rotor tachometer is operative, and<br><br>b) Aircraft shall not depart an airport where repairs or replacement can be made. | None Required                           | None Required              |  |

| Paradigm Jet Management   |              |                       | Minimum Equipment List                  |                            |
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| R44 II Fleet  | 0            | 03/01/2023            | 77-2                                    |                            |
| Number Required For Dispatch  |              | Remarks or exceptions | (M) Maintenance & Placarding Procedures | (O) Operational Procedures |
| Number Installed  |              |                       |   |                            |
| Systems & sequence Numbers  |              |                       |   |                            |
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