

MARITIME HELICOPTERS

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BO-105 SERIES

MINIMUM EQUIPMENT LIST

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LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
Original 1	06/01/2014 09/01/2015	All Pages Original Issue i thru viii, 23-1, 24-1, 25-1, 25-2, 28-1, 28-2, 30-1, 31-1, 33-1, 34-1, 34-2, 34-4,	SDS SDS

TABLE OF CONTENTS

JASCO NO.	SYSTEM	PAGE
	Cover	i
--	Log of Revisions.....	ii
--	Table of Contents.....	iii
--	Control Page.....	iv
--	Definitions.....	v, vi, vii, viii,
--	Preamble.....	ix
21	Air Conditioning.....	21-1
22	Auto Flight.....	22-1
23	Communications.....	23-1
24	Electrical Power.....	24-1
25	Equipment/Furnishings.....	25-1, 2
26	Fire Protection.....	26-1
27	Flight Controls.....	27-1
28	Fuel.....	28-1, 2
30	Ice and Rain Protection.....	30-1
31	Instruments.....	31-1
33	Lights.....	33-1, 2
34	Navigation.....	34-1, 2, 3, 4, 5, 6
52	Doors.....	52-1
65	Rotors.....	65-1, 2
77	Engine Indicating.....	77-1, 2
79	Engine Oil.....	79-1

Control Page

Developed from FAA MMEL (AHD) BO-105 Rev. 10 5/11/15

SYSTEM	PAGE	REV NO.	MHI MEL
Cover Page	i	1	09/01/2015
Log of Revisions	ii	1	09/01/2015
Table of Contents	iii	1	09/01/2015
Control Page	iv	1	09/01/2015
Definitions	v	1	09/01/2015
	vi	1	09/01/2015
	vii	1	09/01/2015
	viii	1	09/01/2015
Preamble	ix	Original	06/01/2014
21	21-1	Original	06/01/2014
22	22-1	Original	06/01/2014
23	23-1	1	09/01/2015
24	24-1	1	09/01/2015
25	25-1	1	09/01/2015
	25-2	1	09/01/2015
26	26-1	Original	06/01/2014
27	27-1	Original	06/01/2014
28	28-1	1	09/01/2015
	28-2	1	09/01/2015
30	30-1	1	09/01/2015
31	31-1	1	09/01/2015
33	33-1	1	09/01/2015
	33-2	Original	06/01/2014
34	34-1	1	09/01/2015
	34-2	1	09/01/2015
	34-3	Original	06/01/2014
	34-4	1	09/01/2015
	34-5	Original	06/01/2014
	34-6	Original	06/01/2014
52	52-1	Original	06/01/2014
65	65-1	Original	06/01/2014
	65-2	Original	06/01/2014
71	71-1	Original	06/01/2014
77	77-1	Original	06/01/2014
77	77-2	Original	06/01/2014
79	79-1	Original	06/01/2014

Definitions

1. System Definitions.
2. Not Required
3. ATA System Page. The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
 - A. Item. This column depicts the equipment, system, component, or function listed in the "Item" column.
 - B. Repair Category. See definition #24.
 - C. Number Installed. This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
 - D. Number Required for Dispatch. This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MEL 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.
 - E. Remarks or Exceptions. This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
 - F. Provisos. Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
 - G. Notes. Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
 - H. Vertical Bar (change bar). A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MEL are removed prior to the release of the next revision.
4. Rotorcraft Flight Manual (RFM). The FAA-approved RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) 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 source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.
5. Not Used.
6. Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR). CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.

7. Considered Inoperative. The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will 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, and complying with all remarks, exceptions, and related MEL provisions, including any (M) and (O) procedures and observing the repair category.
8. Continuing Authorization – Single Extension. An aircraft operator who has the authorization to use an FAA approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
9. Dash (-). Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
10. Day of Discovery. This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MEL items; i.e., categories A, B, C, and D.
11. Deactivated and/or Secured. When the MEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
12. Deleted. "Deleted" 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 aircraft.
13. Not required.
14. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
15. Flight Day. A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by Maritime Helicopters, during which at least one flight is initiated for the affected aircraft.
16. Not required.
17. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
18. 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) and/or tolerance(s).
19. Inoperative Components of an Inoperative System. Inoperative instrument and equipment items, which are components of a system that 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 MEL).
20. Is Not Used. The phrase "Is Not Used" in the provisos, remarks or exceptions for an MEL instrument or equipment item may specify that another item in the MEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, (O) operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.

21. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), 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 rules or operational rules. They are those 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 instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.
22. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral.
23. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.
24. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):
 - A. **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
 - B. **Repair Category B.** This category item must be repaired within 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 3-day interval would begin at midnight the 26th and end at midnight the 29th.
 - C. **Repair Category C.** This category item must be repaired within 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.
 - D. **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.
25. **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.
26. **Not Used.**
27. **Visible Moisture.** 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.
28. **Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
29. **Visual Meteorological Conditions (VMC).** VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

30. (M). 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 aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.
31. (O). 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 flightcrew; 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 aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.
32. Electronic Fault Alerting System. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.
 - A. NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE MESSERSCHMITT-BOLKOW-BLOHM MODEL BO-105 SERIES AIRCRAFT.

PREAMBLE
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal 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.

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.

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 21-1	
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			

21. AIR CONDITIONING					
2100-01	Fresh Air Vent	C	2	1	Co-pilots may be inoperative.
2100-02	Freon Air Conditioner	-	0	0	Not Installed
2100-03	Cold Weather Kit Heater Fan	C	1	0	May be inoperative above -35° degrees C.
2120-01	Vent Blower Pilot's	C	1	0	May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative.
2120-02	Vent Blower Copilot's	C	1	0	May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative.
2140-01	Bleed Air Heating System	C	1	0	May be inoperative above System +5 degrees C outside air temperature provided: Pilot's Vent Blower operative, and a) System is deactivated and secured. (M) A Maintenance technician will disconnect and secure the line to ensure it doesn't chaff, IAW CH 850 of the BO105 Maintenance Manual.
2140-02	Electrical Heating and Ventilating System	C	1	0	May be inoperative above System -30 degrees C outside air temperature provided; Pilot's Vent Blower operative, and a) System is deactivated and secured. (M) A Maintenance technician will ensure no evidence of damage, electrical short, exist, and: Pull and tie wrap the circuit breaker on the circuit breaker panel.
2140-03	Bleed Air ECU Systems (STC SH1031EA)	-	0	0	Not Installed
2140-04	Windshield Defog Vent Blowers	C	1	0	May be inoperative provided Bleed Air Heater is operative. (M) A maintenance technician will ensure no evidence of damage, electrical short exist, and: Placard Blower switch on overhead switch panel.

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 22-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS & EXCEPTIONS		
22. AUTO FLIGHT						
2200-01	(CSAS) Control Stabilization Augmentation System) LS Models Only	-	0	0	Not Installed.	
2200-02	(SAS) Stability Augmentation System Except LS Models	-	0	0	Not Installed.	

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: 1 DATE: 09/01/2015		PAGE NO. 23-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
23. COMMUNICATIONS							
2300-01	Communications Systems (FM)	C	1	0	May be inoperative.		
2300-02	ICS Cockpit	B	2	1	Co-pilots may be inoperative for single pilot operation.		
2300-03	ICS Cabin	C	3	1	Any in access of those required or for non passenger carrying operations may be inoperative, provided alternate procedures are established and used. (O) Pilot shall brief the passenger(s) regarding alternate normal and emergency procedures to be used. The Pilot briefing must include any appropriate operating restrictions.		
2310-01 (PL-106)	Communications Systems (HF)	-	0	0	Not installed.		
		-	0	0			
2311-01 (PL-95)	Communications Systems (UHF)	-	0	0	Not Installed.		
2312-01 (PL-95)	Communications Systems (VHF)	B	3	1	One VHF Comm may be inoperative for VFR operations (except extended over water operations), provided operations are not predicated on the affected radio.	I	
2340-01	External Loud Speaker	-	0	0	Not Installed.		
2340-02	Telephone	C	1	0	May be inoperative.		
2370-01/02 (PL-29)	Cock Voice Recorder (CVR)	-	0	0	Not Installed.	I	

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: 1 DATE: 09/01/2015		PAGE NO. 24-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
24. ELECTRICAL POWER							
2400-01	Ammeter	C	1	1	Must be operative.		
2400-02	Voltmeter	C	1	1	Must be operative.		
2400-04	EPU (External Power Unit) Door Caution Light	B	1	0	May be inoperative provided EPU door is verified closed prior to flight.		
2400-05	Emergency Power Supply(for Standby attitude Indicator)	-	0	0	Not installed. (Not Required for VFR)		
2422-01	Flight Inverter	-	0	0	Not installed. (Not Required for VFR)		
2422-02	Utility Inverter	-	0	0	Not installed.		
2432-01	Battery(s)	C	1	1	Must be operative.		
2435-01	Generator	B	2	1	One may be inoperative for day VFR provided inoperative Generator is deactivated and secured. (M) A maintenance technician will ensure no evidence of damage, electrical short, or hazards exist, and: Pull and tie wrap the field circuit breaker on the right hand side baggage compartment and ensure starter mode is operational by temporarily activating starter button.		
2435-02	Generator I / Generator II Warning Light	C	2	0	May be inoperative provided respective Ammeter and Voltmeter are both operative.		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: 1 DATE: 09/01/2015		PAGE NO. 25-1
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
25. EQUIPMENT/FURNISHINGS							
2500-01 (PL-116)	NEF Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the Maritimes NEF manual. (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.		I
2510-01	Crew member Shoulder Harness	B	2	1	Pilots must be operative.		
2520-01	Passenger seat belts	C	3	0	One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded. (M)(O) The seat will be blocked with tape and placarded "DO NOT OCCUPY"		
2520-02	Litter Adapter System	C	1	0			
2520-03	EMS Equipment	-	0	0	Not installed.		
2550-01	External Load Hook System	C	1	0	May be inoperable.		
2550-02	Rescue Winch System	-	0	0	Not installed.		
2560-02	Flare System	-	0	0	Not installed.		
2560-03	Helicopter Flotation Devices	C	1	0	May be inoperative for 135 operations providing aircraft is operated at an altitude that allows it to reach a suitable landing area in the case of an engine failure.		

MARITIME HELICOPTERS			MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES			REV: 1 DATE: 09/01/2015		PAGE NO. 25-2	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS & EXCEPTIONS		
25. EQUIPMENT/FURNISHINGS						
2562-02 (PL-120)	Emergency Locator Transmitter (ELT)					
	Survival Type ELT	-	0	0	Not installed.	
	Fixed ELT	A	1	0	May be inoperative provided; a) System is deactivated, and b) Repairs are made within 90 days. (M) Remove ELT and placard "ELT not installed" in plain view of flight crew.	
		A	1	0	May be missing provided repairs are made within 90 days.	I
		-	0	0	Not installed.	
		-	0	0	Not installed.	

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST	
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014	PAGE NO. 26-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS & EXCEPTIONS	
26. FIRE PROTECTION					
2622-01 (PL-75)	Portable Fire Extinguisher	D	1	1	One (1) fire extinguisher must be installed. Any in excess of those required by FAR may be inoperative, or missing provided: a) Inoperative fire extinguisher is tagged 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.

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 27-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
27. FLIGHT CONTROLS							
2700-01	Cyclic Stick Lock	C	-	0	May be inoperative.		
2700-02	Co-pilots Cyclic Trim System	C	1	0	May be inoperative for operations not requiring a co-pilot.		
2700-03	Collective Pitch Lock	C	1	1	Must be operative.		
2700-04	Follow-up Trim System	-	0	0	Not installed.		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: 1 DATE: 09/01/2015		PAGE NO. 28-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
28. FUEL							
2810-01	Long Range Fuel Tank System	C	1	0	May be inoperative provided: a) Flight is not predicated upon use of the system, and b) Unusable fuel is considered in the weight and balance computations		
2822-01	Main Transfer Pump	C	2	1	One pump may be inoperative provided: a) Operate IAW BO105 RFM, b) Consider unusable fuel quantity in Flight Manual Section 3.2 § 3. c) Supply tank fuel level is monitored continuously and operational check prior to departure verifies remainder of fuel system is operational. (O) Conduct a Fuel System Operational Check: a) Verify operation of low fuel warning light. Ground run aircraft with transfer pumps off. Observe low fuel light activates when supply tank indicates approximately 19 gallons of fuel remaining. b) Verify operation of remaining transfer pump by turning pump on. Supply tank should refill to 24.5 gallons and warning light should go off.		I
2822-02	Supply Pumps	C	2	1	On pump may be inoperative provided: a) Operate IAW BO105 RFM. b) Consider unusable fuel quantity in Flight Manual Section 3.2&3.. (O) Verify operation of remaining supply pump by turning pump on.		I

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST				
AIRCRAFT: BO-105 SERIES					REV: 1 DATE: 09/01/2015			PAGE NO. 28-2	
JASC SYSTEM & TITLE			1. REPAIR CATEGORY						
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED						
				3. NUMBER REQUIRED FOR DISPATCH					
					4. REMARKS & EXCEPTIONS				
28. FUEL (Cont'd)									
2830-01	Fuel Dump Valve	-	0	0	Not installed.				
2841-01	Fuel Contents Gauges	B	2	1	One fuel gauge may be inoperative provided Fuel quantity for each group is precisely determined.				
2841-02	Fuel Low Quantity Caution Light System	C	1	1	Must be operative.				
2843-01	Fuel Heater	-	0	0	Not installed.				
		-	-	-					
2844-01	Fuel Flow Monitoring System	-	0	0	Not installed				

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: 1 DATE: 09/01/2015		PAGE NO. 30-1
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
30. ICE AND RAIN PROTECTION							
3000-01	Engine Anti-Icing System	C	2	0	May be inoperative provided: a) For VFR and b) Known and Forecasted outside air temperature above +4.5° degrees c) 40 degrees) and d) No visible moisture		I
3030-01	Pitot Tube Heat	B	1	0	May be inoperative provided: a) For VFR and b) Outside air temperature above +4.5° degrees c) 40 degrees) and d) No visible moisture		I
3030-02	Pitot Tube Heat	B	0	0	Copilots pitot heat not installed. Aircraft restricted to single pilot operations. (Does not include training)		
3030-03	Static Port Heat	-	0	0	Not installed. (Not Required for VFR)		
3030-04	Static Port Heat	-	0	0	Not installed. (Not Required for VFR)		
3040-01	Windshield Wiper.	-	0	0	Not installed.		
3040-02	Windshield Wiper.	-	0	0	Not installed		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: 1 DATE: 09/01/2015		PAGE NO. 31-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
31. INSTRUMENTS							
3100-01	Aircraft /Engine Monitoring systems	-	0	0	Not installed.		
3120-01	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	0	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 pilots station		I
3120-02	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	-	0	Not installed		I
3120-03	Hour meter	C	1	0	May be inoperative provided: (O) An alternate means is utilized for recording time in service, and (O) All flight time with hour meter inoperative will be recorded and entered in the aircraft logbook, and (M) Adjustments to maintenance time will be recorded in the logbook when the hour meter is repaired.		
3120-04	Elapsed Timer	C	1	0	May be inoperative provided the clock is operative.		
3130-01/02 (PL-87)	FDR Recorder parameters <u>not required</u> by 14 CFR	-	0	0	Not installed.		I

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: 1 DATE: 09/01/2015		PAGE NO. 33-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
33. LIGHTS							
3300-01 (PL-127)	NVG Compatible Lighting System	-	0	0	Not installed.		
3320-01	Cabin Lighting System	C	1	0	May be inoperative provided: a) For day operations OR b) Inoperative lights do not exceed fifty percent of total installed		
3322-02	Fasten Seatbelt and No Smoking Sign	B	1	0	May be inoperative provided: a) Passengers are not carried OR b) Alternate procedure to notify passengers (O) During the passenger safety briefing the passengers will be briefed that the seatbelts will be on for the duration of the flight and the PIC will let them know when they may remove the seatbelts after landing. Smoking is prohibited at all times.		
3340-01	Position Light System	C	1	0	May be inoperative for day.		
3340-02	Anti-collision light System	C	1	0	May be inoperative for day.		
3340-03	Landing Light(s)/ Search and Landing Light	C	1	0	May be inoperative for day. May be inoperative for night flight providing aircraft is not operated for hire.		
3340-04	Search Light / Night Sun	C	1	0	May be inoperative provided Landing Lights are operative.		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 33-2
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
33. LIGHTS (Cont'd)							
3340-05	Strobe Light	C	1	0	May be inoperative for day		
3340-06	Recognition Light System	C	1	0	May be inoperative for day		
3340-07	Cockpit Dome Light	C	1	0	May be inoperative for day		
3340-08	External utility Light	-	0	0	Not installed		
3340-09	Supplement Lighting System	-	0	0	Not installed		
3350-01	Emergency Exit Light System.	-	0	0	Not installed..		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: 1 DATE: 09/01/2015		PAGE NO. 34-1
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
34. NAVIGATION							
3412-01	OAT/Free Air Temperature Indicator	C	2	1	One may be inoperative.		
3413-01	Vertical Speed Indicator	B	1	0	May be inoperative for VFR conditions.		
3414-01	Airspeed Indicator	B	1	1	Must be operational.		
3416-01	Sensitive Altimeter Adjustable for Barometric Pressure	B	1	1	Must be operational.		
3422-01	Gyroscopic Direction Indicator.	C	1	0	May be inoperative for VFR conditions.		I
3423-01	Magnetic Direction Indicator.	C	1	0	May be inoperative for Day, Night VFR use, except for: a) VFR over-the-top conditions.		
3424-01	Standby Gyroscopic Bank and Pitch Indicator	-	0	0	Not installed.		
3424-02	Gyroscopic Bank and Pitch Indicator with slip Indicator.	B	1	1	Must be operational. .		
3431-01	Navigation System (LOC)	C	1	0	May be inoperative provided navigation is not predicated on its use.		
3432-01	Navigation Systems (ILS)	C	1	0	May be inoperative provided navigation is not predicated on its use.		
3434-01	Marker Beacon	C	1	0	May be inoperative provided navigation is not predicated on its use.		
3442-01	Weather Radar System	-	0	0	Not installed.		I

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: 1 DATE: 09/01/2015		PAGE NO. 34-2	
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		

34. NAVIGATION (Cont'd)						
3444-01	RADALT	C	1	0	May be inoperative. Refer to FLM 3.2 § 10.	I
3444-02 (PL-54)	Terrain Awareness and Warning System (TAWS) (EGPWS)	-	0	0	Not installed.	
3445-01 (PL-32)	Traffic Alert and Collision Avoidance System (TCAS I)	- -	0 -	0 -	Not installed.	
3445-02 (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	- -	0 -	0 -	Not Installed.	

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 34-3	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)							
3445-02 (Cont'd) (PL-32)	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	-	0	0	Not installed.		
	2) Resolution Advisory (RA) Display System(s)	-	0	0			
		-	0	0			
	3) Traffic Alert Display System(s)	-	0	0			
	4) Audio Function	-	0	0			
	5) Airspeed Selection Function	-	0	0			
3445-03	Outer link CP-2 System	-	0	0	Not installed.		

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: 1 DATE: 09/01/2015		PAGE NO. 34-4	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
34. NAVIGATION (Cont'd)							
3446-01	Thunderstorm Detection System	-	0	0	Not installed.		
3451-01 (PL-03)	DME	D	1	0	May be inoperative provided navigation is not predicated on its use.		
3452-01 (PL-76)	Transponders & Automatic Altitude Reporting Systems	B	1	0	May be inoperative, provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.		I
		D	-	1	Any in excess of (1) may be inoperative.		
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	-	0	0	Not installed.		
	2) ADS-B Squitter Transmission	-	0	0	Not installed.		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST	
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 34-5
JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
34. NAVIGATION (Cont'd)						
3452-02 (PL-105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	-	0	0	Not installed.	
	1) Cockpit Display and Traffic Information (CDTI)	-	0	0		
	2) CDTI Control Panel	-	0	0		
	3) Data Link Transmitter(s)	-	0	0		
	4) Data Link Receivers	-	0	0		
	5) ADS-B Applications	-	0	0		
3454-01	Navigation Systems (VOR)	C	1	0	May be inoperative provided navigation is not predicated on its use.	
3455-01	Navigation Systems (ADF)	-	0	0	Not installed.	
3457-01	Navigation Systems (GPS)	C	1	0	May be inoperative provided navigation is not predicated on its use.	

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 34-6
JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
			3. NUMBER REQUIRED FOR DISPATCH			
			4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)						
3461-01 (PL-98)	Flight Management System (FMS)	-	0	0	Not installed	
3461-02 (PL-98)	Navigation Management System (NMS)	-	0	0	Not installed.	

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST	
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014	PAGE NO. 52-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED		
			3. NUMBER REQUIRED FOR DISPATCH		
			4. REMARKS & EXCEPTIONS		
52. DOORS					
5210-01	Door Caution System	C	1	0	May be inoperative provided it is determined through visual check that doors are closed and latched prior to flight.

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 65-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
65. MAIN ROTOR							
6510-01	XMSN Oil Temperature Indicating System.	C	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.		
6510-02	XMSN Oil Temperature Warning Light System.	C	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.		
6510-03	XMSN Oil Pressure Indicating System.	B	2	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.		
6510-04	XMSN Oil Pressure Indicating System.	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 65-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY					
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
					4. REMARKS & EXCEPTIONS		
65. MAIN ROTOR							
6520-01	Intermediate and 90 Degree gear Boxes Chip Detector System	C	3	0	May be inoperative if detectors are checked in accordance with manufacturer's recommendations		
6521-01	Rotor Brake System	C	1	0	(O) The PIC will conduct a visual inspection to determine the rotor brake pads are not contacting the rotor disk brake and that the main rotor rotates freely by hand. (M) Maintenance shall; a) Safety the handle in the off position to prevent inadvertent use of the rotor brake, and b) Ensure the brake pads are not contacting the rotor brake disk, and c) Perform a visual inspection to ensure that no hydraulic leaks exist, and d) Ensure that the main rotor rotates freely by hand.		
6530-01	Mast Moment Indicating System	D	1	0	May be inoperative provided maximum ground sloping for landing is limited to 5°degrees in all directions		

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST	
AIRCRAFT: BO-105 SERIES					REV: ORIGINAL DATE: 06/01/2014	PAGE NO. 77-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH		
					4. REMARKS & EXCEPTIONS	
77. ENGINE INDICATING						
7700-01	Automatic Power Sharing and Variable Rotor Speed System (VARTOMS)	-	0	0	Not installed.	
7714-01	Engine N1 Tachometer Indicator	B	2	1	May be inoperative provided:: a) Respective N2 and Engine Torque Indications are operative, and b) Aircraft shall not depart facility where repairs or replacements can be made.	
7720-01	Engine Intake Sand Filter	-	0	0	Not installed.	

MARITIME HELICOPTERS					MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES					REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 77-2
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
77. ENGINE INDICATING							
7722-03	Tachometer, Triple Indicating System (NR) (N2)	B	1	0	One N2 indicator mat be inoperative provided: a) Respective N1 tachometer and engine torque indicator are operative, and b) Aircraft shall not depart facility where repairs or replacements can be made.		
7722-04	Dual Torque Indicator	B	1	0	One indicator needle may be inoperative provided: a) All other engine indicating systems are operating, b) Engines are trimmed to matching N1, and c) Aircraft shall not depart facility where repairs or replacements can be made.		
7723-01	N2 Trim System	B	2	0	One trim system may be inoperative provided; a) Pilot verifies respective N2 to be greater than 100% with a torques differential of less than 10% during hover check, b) Aircraft shall not depart facility where repairs or replacements can be made.		

MARITIME HELICOPTERS				MINIMUM EQUIPMENT LIST			
AIRCRAFT: BO-105 SERIES				REV: ORIGINAL DATE: 06/01/2014		PAGE NO. 79-1	
JASC SYSTEM & TITLE			1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION		2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS & EXCEPTIONS			
79. ENGINE OIL							
7920-01	Supplemental Scavenge Oil Filter	C	2	0	May be inoperative provided it is deactivated and secured (M) A maintenance technician will remove the filter from the housing.		
7930-01	Chip Detector Pulse Function (Zapper)	C	1	0	May be inoperative.		