



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 11
Date: 01/20/2017

AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD) BO-105A, BO-105C, BO-105S, BO-105LS A1, BO-105LS A3 (TCDS H3EU)

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AIRCRAFT:

BO-105A, BO-105C, BO-105S,
BO-105LS A1, BO-105LS A3

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I

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NOTE: All pages reflect Revision 11, but not all pages contain changes. Updates to MMEL JASC items will be reflected by the vertical change bar (I) on the right side of the row.

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MASTER MINIMUM EQUIPMENT LIST

FEDERAL AVIATION ADMINISTRATION

AIRCRAFT:

BO-105A, BO-105C, BO-105S,
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II

LOG OF REVISIONS

REV NO.	DATE	PAGE NUMBERS
1	03/05/1985	Original
2	07/19/1988	All Pages
3	06/01/1989	All Pages
4	07/28/1989	All Pages
4a	10/03/1990	Highlights of Revisions
4b	09/20/1994	Highlights of Revisions
4c	12/09/1994	Highlights of Revisions
4d	03/02/1995	Highlights of Revisions
4e	12/18/1995	Highlights of Revisions
5	07/26/2000	All Pages
5a	02/02/2001	Highlights of Revisions
6	05/20/2002	All Pages
6a	12/04/2004	Highlights of Revisions
7	05/08/2008	All Pages
8	01/28/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters
9	05/13/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of additional Global Change (GC) Policy Letters
10	05/11/2015	Incorporation of additional Global Change (GC) Policy Letters
11	01/20/2017	Cover Page, Table of Contents & Control Page, Highlights of Change, Definitions & Preamble, Guidelines, 21-1, 22-1, 23-1, 23-2, 23-3, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 27-1, 28-1, 28-2, 30-1, 31-1, 31-2, 32-1, 33-1, 33-2, 33-3, 33-4, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 35-1, 52-1, 63-1, 63-2, 65-1, 67-1, 71-1, 77-1, 77-2, 79-1.

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HIGHLIGHTS OF CHANGE			

This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and Definitions are available for download or viewing at:

[Joint Aircraft System/Component \(JASC\) Code Table, and Definitions.](#)

This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format, and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code, which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code are the Component Code, which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.

Example: JASC Code 2410, where Code 24 represents the “Electrical Power” system and Component Code 10 represents the “Alternator-Generator Drive” system.

Page	JASC Item	Explanation of Change
-	-	Updated cover page reflect revision 11.
I		Combined table of contents & control page to reflect revision 11.
II	-	Updated log of revisions to reflect revision 11.
III-XI	-	Updated explanation (added definitions) & updated highlights of change to reflect revision 11.
XII	-	Added location of policy letters (PL) to definitions & combined with preamble.
XIII	-	Updated guidelines to reflect revision 11.
21-1	2100-01	Added relief for air conditioning system.
21-1	2100-02	DELETED Freon Air Conditioner, since already addressed air conditioning system, ref. item 2100-01.
21-1	2100-04	Added relief for cold weather kit heater fan.
21-1	2120-01	Revised description (combined pilot & co-pilot).
21-1	2140-01	Revised provisos (added par. a-b) & added (O) procedure.
21-1	2140-02	Revised provisos (deleted system).
21-1	2140-03	Revised provisos (deleted system).
21-1	2140-04	DELETED windshield defog vent blower, since already covered with item 2120-01.

NOTE 1: This MMEL also incorporates relief for Part 91 operations.

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HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
22-1	2200-01	Revised description (highlighted LS model).
22-1	2200-02	Revised description (highlighted LS model).
22-1	2210-01	Added relief for 4-way beep trim system.
22-1	2210-02	Added relief for FTR.
22-1	2210-03	Added additional repair cat-C relief items & revised provisos.
23-1	2300-01	Added (***) & changed repair cat-C to D.
23-1	2300-02	Revised description (added intercom system); changed repair cat-B to D & revised proviso.
23-1	2300-03	Revised description (order) & changed repair cat-C to D.
23-1	2300-04	Added relief for Flight Deck Headset Earphones/Headphones.
23-1	2300-05	Added relief for passengers' headset.
23-1	2310-01	Revised HF communication IAW PL-106.
23-2	2310-02	Added relief for SATCOM.
23-2	2311-01	Revised relief for UHF communication systems IAW PL-95.
23-2	2312-01	Revised relief for VHF communication systems IAW PL-95.
23-3	2312-02	Added relief for FM communication systems.
23-3	2340-01	Added (***); added proviso & (M) procedure.
23-3	2340-02	DELETED telephone, since no FAA STC data could be found.
23-3	2350-01	Added relief for aural warning generator.
23-3	2350-02	Added relief for automatic voice alert device.
23-3	2370-01	Added CVR with FDR relief IAW PL-29.
23-3	2370-02	Revised CVR without an FDR IAW PL-29.
23-3	2370-03	Revised CVR for other than air carrier IAW PL-29.
24-1	2400-01	Added repair cat-A relief.

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HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
24-1	2400-02	Added repair cat-A relief.
24-1	2400-03	Revised description (highlighted LS).
24-1	2400-04	Added relief for EPU caution light.
24-1	2400-05	Changed repair cat-B to C; revised proviso (added day) & added 2 nd repair cat-C relief for night VFR.
24-1	2422-01	Revised proviso (added utility).
24-2	2432-02	Added relief for battery discharge warning light.
24-2	2432-03	Added repair cat-C relief.
24-2	2435-01	Changed repair cat-B to A & revised provisos (added paragraph a-b).
24-2	2435-02	Revised description (combined I/II) & revised proviso (added items).
25-1	2500-01	Removed PL-116 reference, since removed from FSIMS.
25-1	2500-02	Added relief for FLIR.
25-1	2510-01	Added relief for co-pilot seat.
25-1	2510-02	Changed number for dispatch to "1" & revised proviso.
25-1	2510-03	Added relief for crew seat vertical adjustment.
25-1	2510-04	Added relief for fabric glareshield.
25-2	2510-05	Added relief for sun shade.
25-2	2510-06	Added relief for headset holder.
25-2	2510-07	Added relief or map case.
25-2	2510-08	Added relief for chart holder.
25-2	2510-09	Added relief for cockpit curtain.
25-2	2510-10	Added relief for printed supplemental safety information IAW PL-125.
25-2	2520-01	Added relief for passenger seats IAW PL-79.
25-3	2520-02	Revised description (added relief for shoulder harness).
25-3	2550-01	Added relief for cargo net.

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HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
25-3	2550-02	Added relief for cargo restraint systems IAW PL-100.
25-3	2550-03	Revised description (added cargo); added (M) procedure & proviso.
25-3	2550-04	Added relief for cargo hook mirror.
25-3	2550-05	Added relief for bambi bucket provisions.
25-4	2550-06	Revised description (combined external hoist with rescue winch); added (O) and (M) procedures & provisos.
25-4	2560-01	Added relief for survival equipment.
25-4	2560-02	Added relief for flotation equipment.
25-4	2560-03	MOVED helicopter flotation devices to item 3212-01.
25-4	2560-04	DELETED litter adapter system, since already address in EMS equipment, ref. item 2560-05.
25-4	2560-05	Changed description (EMS to HAA) & revised (M) procedure (added missing & removed).
25-4	2560-06	Added relief for wire strike protection system.
25-4	2560-07	DELETED flare system, since no FAA STC could be found.
25-5	2560-08	Added relief for FAK IAW PL-73.
25-5	2562-01	Revised ELT relief IAW PL-120.
25-5	2562-02	Added relief for ADEL T.
25-5	2562-03	Added relief for remote ELT switch.
25-5	2562-04	Added relief for ULB.
26-1	2610-01	Added relief for cargo/baggage compartment smoke detector system.
26-1	2622-01	Revised relief for portable fire extinguisher IAW PL-75.
27-1	2700-01	DELETED JASC 27, since only applies to airplanes & MOVED cyclic stick lock to item 6700-01,
27-1	2700-02	MOVED co-pilots trim system to item 6700-02.
27-1	2700-03	MOVED collective pitch lock to item 6700-03.

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HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
27-1	2700-04	MOVED follow up trim system to item 6700-04.
28-1	2810-01	Corrected proviso (removed 2 nd "b" from par. b)
28-1	2822-01	Corrected proviso (reworded par. b & c).
28-1	2822-02	Corrected proviso (changed flight manual to RFM).
28-2	2830-01	Added (M) procedure & proviso.
30-1	3030-02	Revised proviso (added pitot tube heat).
30-1	3030-04	Change single pilot to one pilot.
30-1	3040-01	Revised description (deleted 2 nd item reference) & changed 2 nd cat-D relief (changed single pilot to one pilot).
31-1	3100-01	Added relief of EFS 50.
31-1	3100-02	Changed repair cat-B to C.
31-1	3110-01	Added relief for OAT/free air temperature indicator.
31-1	3110-02	Added relief for EFBs IAW PL-121.
31-2	3120-01	Changed remarks to as required by 14 CFR.
31-2	3120-02	DELETED 2 nd clock, since already addressed in 3120-01.
31-3	3120-04	Changed repair cat-C to D; added (M) and (O) procedures & added provisos.
31-3	3120-05	DELETED elapsed timer, since already addressed in item 3120-01.
31-3	3130-01	Revised FDR for air carrier IAW PL-87.
31-3	3130-02	Revised FDR for other than air carrier IAW PL-87.
32-1	3211-01	Added relief for snow skids.
32-1	3211-02	Added relief for settling protectors.
32-1	3212-01	Revised description (changed name to emergency flotation system); added (M) procedure & revised proviso; moved from item 2560-03.
33-1	3300-01	Revised NVG lighting relief IAW PL-127.
33-1	3310-01	Added relief for cockpit instrument lighting system IAW PL-77.

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HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
33-2	3310-02	Added relief for cockpit utility light.
33-2	3320-01	Added equipment relief without passengers IAW PL-125.
33-2	3320-02	Revised description (added cabin); changed repair cat-B to C; added cat-D relief & revised provisos.
33-2	3320-03	Revised description (added cockpit); changed repair cat-B to C; added cat-D relief & revised provisos.
33-2	3330-01	Added relief for utility light.
33-3	3340-01	Added relief for Position Light System.
33-3	3340-02	Added relief for position light IR flasher.
33-3	3340-04	Added relief for formation lights.
33-3	3340-05	Added relief for pulse lights.
33-3	3340-06	Added relief for landing light & search and landing light system.
33-3	3340-07	Added relief for search and landing light IR function.
33-3	3340-08	Changed repair cat-C to D & revised proviso.
33-3	3340-09	Added relief for tail flood light.
33-3	3340-10	Added (***) & changed repair cat-C to D & revised proviso.
33-3	3340-11	Added relief for stairway light.
33-3	3340-12	Added relief for HEELS.
33-3	3340-13	Added relief for steplight.
33-4	3340-14	Added (***) & changed repair cat-C to D.
33-4	3340-15	Added (***) & changed repair cat-C to D.
33-4	3340-16	Added (***) & changed repair cat-C to D.
33-4	3350-01	Added relief for flashlight(s).
33-4	3350-02	Reworded description (removed exit)
34-1	3412-01	Changed repair cat-C to D.
34-1	3413-01	Added repair cat-C relief & added proviso for repair cat-B&C relief.

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HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
34-1	3414-01	Revised description (added one & dual pilot operations); changed repair cat-B to D & revised provisos.
34-2	3416-01	Added repair cat-D relief & revised proviso; changed repair cat-B to C & revised proviso (changed to as required by 14 CFR).
34-2	3421-01	Added relief for alternate static pressure.
34-2	3421-02	Revised description (removed gyroscopic); added repair cat-D relief & changed repair cat-B to C.
34-2	3421-03	Added (**); revised description (removed gyroscopic); added cat-D relief & changed repair cat-B to C.
34-2	3422-01	Added (**); revised description (removed gyroscopic); added cat-D relief & changed repair cat-B to C.
34-2	3423-01	DELETED , no relief granted for Magnetic Direction Indicator.
34-2	3424-01	Added relief for rate of turn indicator.
34-3	3424-02	Added relief for a stand-alone slip skid indicator.
34-3	3442-01	Added relief for Weather Radar & Thunderstorm Detection Equipment.
34-3	3442-02	DELETED Weather Radar System, since included in item 3442-01.
34-3	3444-01	Revised description (changed to radio altimeter) & revised provisos.
34-3	3444-02	Revised TAWS relief IAW PL-54.
34-6	3445-01	Revised TCAS relief IAW PL-32.
34-8	3445-02	Added relief for traffic advisory system.
34-8	3445-03	DELETED , since STC is not available for the BO-105 (error from previous MMEL revisions 8-10).
34-8	3446-01	DELETED Thunderstorm Detection Equipment, since included with item 3442-01.
34-8	3451-01	Revised DME relief IAW PL-03.
34-8	3452-01	Revised transponder relief IAW PL-76.
34-9	3452-02	Revised ADS-B relief IAW PL-105.
34-10	3453-01	Added relief for LORAN systems.

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X

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
34-10	3454-01	Added relief for VOR systems.
34-10	3455-01	Added relief for ADF systems.
34-10	3457-01	Revised description (added global position).
34-10	3457-02	Added relief for RNAV.
34-10	3457-03	Added relief for XM weather.
34-10	3461-01	Revised FMS & NMS IAW PL-98.
35-1	3510-01	Added relief for oxygen system masks.
52-1	5210-01	Revised external door indicating system relief.
63-1	6310-01	Added relief for XMSN Oil Temp Caution Light.
63-1	6310-02	Added relief for XMSN Oil Pressure Warning Light.
63-1	6320-01	Revised description (changed degrees to degree symbol).
63-1	6330-01	Revised provisos (added par. b).
65-1	6510-01	DELETED , Revision 11.
65-1	6510-02	MOVED XMSN Oil Temp Caution Light to item 6310-01.
65-1	6510-03	DELETED , Revision 11.
65-1	6510-04	DELETED 2 nd XMSN oil press indicating system (duplicate).
65-1	6520-01	MOVED 90 degree gear boxes & chip detector to item 6320-01.
65-1	6521-01	MOVED rotor brake system to item 6321-01
65-1	6530-01	MOVED mast moment indicator to item 6330-01.
67-1	6700-01	Changed number installed to (1) & revised proviso; moved from item 2700-01.
67-1	6700-02	Revised proviso; moved from item 2700-02.
67-1	6700-03	Revised proviso; moved from item 2700-03.

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HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
71-1	7160-01	Revised provisos; moved from item 7720-01.
77-1	7700-01	DELETED VARTMOS, since relief only available for the BK-117C-1.
77-1	7720-01	MOVED engine intake sand filter to item 7160-01.
77-1	7722-01	Changed number installed to (3); changed number for dispatch to (2) & revised provisos (changed "where" to "unless" for par. b & added par c).
77-1	7722-02	Changed number installed to (2) & revised provisos (changed where to unless for par. b).
77-2	7723-01	Changed number to dispatch to (1) & revised provisos (removed procedure from par. a & changed "where" to "unless" for par. b).
79-1	7930-01	Changed repair cat-C to D & added proviso.

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DEFINITIONS		

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

PREAMBLE

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL APPROVAL.

Current Policy Letters may be found on the Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) & (O) PROCEDURES		

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures.

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MMEL TABLE KEY						
SYSTEM & SEQUENCE NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING						
Sequence No.	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioning System	D	-	0	(M) May be inoperative, provided system is deactivated and secured.	
2100-02 ***	Freon Air Conditioning	C	-	0	DELETED (see item 2100-01).	
2100-03	Fresh Air Vent	C	2	1	Co-pilots fresh air vent may be inoperative.	
2100-04	Cold Weather Kit Heater Fan	C	-	0	May be inoperative above -35°C (-31°F) OAT.	
2120-01	Windshield Defog/Ventilation Blower (Pilot/Co-pilot)	C	1	1	May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative.	
2140-01	Bleed Air Heating System	C	-	0	(O) May be inoperative, provided: a) Bleed air heating system is not required for defrosting/defogging, b) Flight is not conducted in visible moisture, and, c) Pilot's air vent blower is operative. (M) System is deactivated/secured.	
2140-02	Electrical Heating and Ventilating System	C	-	0	(M) May be inoperative above +5°C (41°F) outside air temperature provided: a) Pilot's Vent Blower operative, and b) System is deactivated and secured.	
2140-03 ***	Bleed Air ECU Systems (STC SH1031EA)	C	-	0	(M) May be inoperative above +5°C (41°F) outside air temperature provided: a) Pilot's Vent Blower operative, and b) System is deactivated and secured.	
2140-04	Windshield Defog Vent Blowers	C	-	0	DELETED.	

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		4. REMARKS OR EXCEPTIONS				
22. AUTOFLIGHT						
Sequence No.	Item	1	2	3	4	Change Bar
2200-01	(CSAS) Control Stabilization Augmentation System (LS models only)	C	1	0	May be inoperative provided the aircraft is operated within RFM limitations.	
2200-02	(SAS) Stability Augmentation System (Except LS models)	C	-	0		
2210-01	4-way Beep Trim System	B	1	0	(M) May be inoperative, provided: a) SAS is engaged by push button SAS on autopilot controller. b) FTR system is operative, and c) System is deactivated and secured.	
2210-02 ***	Force Trim Release (FTR) System	B	-	0	May be inoperative, provided: a) 4-way beep trim is system is operative, and b) DAFCS is disengaged by push button AP1 and AP2 on autopilot controller.	
2210-03 ***	Flight Director System	C	1	0	May be inoperative provided: a) Altitude hold and heading hold modes are operative. b) Not required by 14 CFR, and c) System switched to standby mode by push button SBY on flight director mode selector or by push button FD SBY on cyclic stick.	

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				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
2300-01 ***	Communications Systems (FM)	D	-	-	May be inoperative if operations do not require its use.		
2300-02	Cockpit Intercom System (ICS)	D	-	1	Co-pilots side ICS may be inoperative.		
2300-03	Cabin ICS	D	-	-	(O) One or more may be inoperative provided an alternative means of communication is established and used with passengers.		
2300-04	Flight Deck Headset Earphones/Headphone	C	-	1	Any in excess of one headset for each required cockpit crew member or hoist/cargo hook operator on duty may be inoperative or missing. NOTE: Spare headset must be available and operative.		
2300-05	Headset (passengers)	D	-	0	May be inoperative or missing provided an alternate procedure is established and used to notify passengers.		
2310-01 *** (PL106)	High Frequency Communication System (HF)	D C	- -	- 1	Any in excess of those required by 14 CFR may be inoperative. (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established.		

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		4. REMARKS OR EXCEPTIONS					
23. COMMUNICATIONS							
Sequence No.	Item	1	2	3	4	Change Bar	
2310-02 ***	Satellite Tracking or Satellite Phone System(s)	D	-	-	As required by 14 CFR. NOTE: SATCOM is used as a backup to normal HF communications unless otherwise authorized by the Appropriate ATC facilities.		
2311-01 *** (PL-95)	Communications Systems (UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.		
2312-01 *** (PL-95)	Communications Systems (VHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.		
	1) VHF Communication Control Panels						
	a) Frequency Transfers Light	C	-	0			
	b) Frequency Transfer Switch	C	-	0			
	c) Frequency Selector Knob	C	-	2			
	d) Frequency Indication	C	-	2			

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		4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS						
Sequence No.	Item	1	2	3	4	Change Bar
2312-02 ***	Communications Systems (FM)	D	-	-	May be inoperative provided operations do not require its use.	
2340-01 ***	External Loud Speaker	C	-	0	(M) May be inoperative provided the inoperative system is deactivated & secured.	
2340-02	Telephone	C	-	0	DELETED.	
2350-01 ***	Aural Warning Generator	C	-	-		
2350-02 ***	Automatic Voice Alert Device	C	-	-		
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft With a Flight Data Recorder installed).	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
***	Independent Power Source	C	1	0		
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft Without a Flight Data Recorder installed).	A	1	0	May be inoperative provided repairs are made within three flight days.	
***	Independent Power Source	C	1	0		
2370-03 *** (PL-29)	Cockpit Voice Recorder (CVR) Installed For An Operator Other Than A Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
***	Independent Power Source	C	1	0		

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		4. REMARKS OR EXCEPTIONS					
24. FLIGHT CONTROLS							
Sequence No.	Item	1	2	3	4	Change Bar	
2400-01	Ammeter	C	2	1	May be inoperative provided one ammeter needle may be inoperative provided one voltmeter needle of respective generator is operative.		
		A	2	1	One ammeter needle associated to a failed generator may be inoperative for three (3) calendar days.		
2400-02	Voltmeter	C	2	0	One voltmeter needle may be inoperative provided one ammeter needle of respective generator is operative.		
		A	2	1	One voltmeter needle associated to a failed generator may be inoperative for three (3) calendar days.		
2400-03	EPU (External Power Unit) Door Caution Light (LS models only)	B	1	0	May be inoperative provided EPU door is verified closed prior to flight.		
2400-04	EPU (External Power Unit) Caution Light (LS models only)	C	1	0	(O) May be inoperative, provided EPU is disconnected and EPU door closed prior to flight.		
2400-05	Emergency Power Supply(for Standby Attitude Indicator)	C	-	-	May be inoperative for other than Night VFR.		
		C	-	0	As required by 14 CFR.		
2422-01	Utility Inverter	C	-	0	(M) May be inoperative provided the utility inverter is deactivated and secure.		
2432-01	Battery(s)	C	-	1	(M) One may be inoperative when dual battery system is installed provided inoperative battery is deactivated and secured.		

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		4. REMARKS OR EXCEPTIONS				
24. FLIGHT CONTROLS						
Sequence No.	Item	1	2	3	4	Change Bar
2432-02	Battery Discharge Warning Light	C	1	0	May be inoperative provided both generators (Item 2435-01) and respective ammeter and voltmeter indications (Item 2400-02) are operative.	
2432-03	Flight Inverter	C	-	0	(M) One or both may be inoperative provided: a) Standby attitude indicator is operative, b) Operating requirements do not require its use, and c) System is deactivated and secured.	
2435-01	Generator	A	2	1	(M) One may be inoperative for three consecutive days for other than Night VFR provided: a) Electrical load is reduced to single generator capacity, b) Ammeter and Voltmeter indication of the operative generator are both working, and c) Inoperative Generator is deactivated and secured. NOTE: Total electrical failure will limit fuel available to quantity contained in supply tank at time of failure.	
2435-02	Generator I/II Caution Lights	C	2	0	May be inoperative provided respective ammeter (Item 2400-01) and voltmeter (2400-02) are both operative.	

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		4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
2500-01	Passenger Convenience/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 operator's (insert name) Manual. (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document. NOTE: Exterior lavatory door ash trays are not NEF items.	
2500-02 ***	Electro-optical System Enhanced Vision (i.e., FLIR)	D	-	0	(M) May be inoperative provided the system is deactivated, secured & placarded.	
2510-01	Co-Pilot Seat	D	1	0	(O)(M) May be inoperative provided the seat is not occupied, and is blocked & placarded.	
2510-02	Crewmember Shoulder Harness	B	-	1	Co-pilot shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.	
2510-03 ***	Crew Seat Vertical Adjustment	C	-	0	(O)(M) One or more may be inoperative provided the affected seat is locked in a position acceptable to the flight crew member.	
2510-04 ***	Fabric Glareshield	D	-	0	May be missing for other than Night operations	
		D	-	0	May be missing for Night operations for the purpose of finishing the mission and subsequently returning directly to a base where the glare shield can be installed provided the reflections in the windshield do not impair the pilot's primary field of view.	

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
2510-05 ***	Sun Shade	D	-	0	May be inoperative provided it is properly removed and stowed.	
2510-06 ***	Headset Holder	D	-	0	May be inoperative or missing provided it is not required by 14 CFR.	
2510-07 ***	Map Case	D	-	0	May be inoperative or missing provided it is not required by 14 CFR.	
2510-08 ***	Chart Holder	D	-	0	May be inoperative or missing provided it is not required by 14 CFR.	
		C	-	-	May be inoperative or missing provided: a) A personal kneeboard with chart holder function is carried, and b) If Night operations are intended: the personal kneeboard has an internal light.	
2510-09 ***	Cockpit Curtain	D	-	0	(O) May be inoperative for other than Night operations, or Night, provided procedures are established to prevent the use of disturbing light sources in the cabin.	
2510-10 *** (PL-125)	Printed Supplemental Safety Information	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
2520-01 *** (PL-79)	Passenger Seat	D	-	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft isle, and c) The affected seat(s) are blocked and placarded DO NOT OCCUPY NOTE 1: A seat with an inoperative seat belt is considered inoperative.	

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25. EQUIPMENT/FURNISHINGS						
Sequence No.	Item	1	2	3	4	Change Bar
2520-01 *** (Cont'd)	Passenger Seat				NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.), is considered inoperative.	
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	D	-	0	(O) May be inoperative provided the seat is blocked and placarded.	
		C	-	0	As required by 14 CFR.	
2550-01 ***	Cargo Net	D	-	0	May be inoperative or missing provided cargo is secured using alternate means.	
2550-02 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2550-03 ***	External Cargo Hook System	C	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.	
2550-04 ***	Cargo Hook Mirror System	D	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.	
2550-05 ***	Fixed Provisions for Bambi Bucket	D	-	0	(M) May be inoperative provided the inoperative system is secured and placarded.	

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
2550-06 ***	External Hoist System (LH/RH)	C	-	0	May be inoperative for 1 flight day for the purpose of finishing the mission and subsequently returning directly to a base where the hoist can be repaired or removed provided: (O) The hoist is extended, and V _{NE} HOIST is observed at all times. (M) May be inoperative provided: a) The hoist is retracted, and b) The inoperative system is deactivated, secured, and placarded.		
2560-01 ***	Survival Equipment	D	-	-	May be inoperative or missing provided it is not required by 14 CFR.		
2560-02 ***	Flotation Equipment	C	-	0	As required by 14 CFR		
2560-03 ***	Helicopter Flotation Devices	C	-	0	MOVED to Item 3212-01.		
2560-04 ***	Litter Adapter System	C	-	0	DELETED.		
2560-05 ***	Helicopter Air Ambulance (HAA) Equipment	C	-	-	(M) May be inoperative or missing, provided the installation is deactivate/secured, or removed. (O) May require to be included in the operator's appropriate document.		
2560-06 ***	Wire Strike Protection System	D	-	0	(M) May be inoperative or missing provided the system is secured and the weight & balance is adjusted.		
2560-07 ***	Flare System	C	-	0	DELETED		

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25. EQUIPMENT/FURNISHINGS							
Sequence No.	Item	1	2	3	4	Change Bar	
2560-08 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.		
2562-01 (PL-120) ***	Emergency Locator Transmitter (ELT)						
	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.		
***	Fixed ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.		
		A	-	0	May be missing provided repairs are made within 90 days.		
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.		
		D	-	-	Any in excess of those required by 14 CFR may be missing.		
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	D	-	-	As required by 14 CFR.		
2562-03 ***	ELT Remote Switch	D	-	0	(M) May be inoperative provided ELT transmitter is armed and functional.		
2562-04 ***	Sonic Underwater Locator Beacon (ULB)	D	-	0	(M) May be inoperative provided system is deactivated/secured or removed.		

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1. REPAIR CATEGORY

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
2610-01 ***	Cargo/Baggage Compartment Smoke Detection System	C	-	0	(M) May be inoperative provided sound isolation wall is removed.	
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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		4. REMARKS OR EXCEPTIONS				
27. FLIGHT CONTROLS						
Sequence No.	Item	1	2	3	4	Change Bar
2700-01	Cyclic Stick Lock	C	1	0	MOVED to Item 6700-01.	
2700-02	Co-Pilot's Cyclic Trim Control	C	-	0	MOVED to Item 6700-02.	
2700-03	Collective Pitch Lock	C	1	0	MOVED to Item 6700-03.	
2700-04	Follow-up Trim System	C	-	0	MOVED to Item 6700-04.	

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		4. REMARKS OR EXCEPTIONS				
28. FUEL						
Sequence No.	Item	1	2	3	4	Change Bar
2810-01	Long Range Fuel Tank System	C	-	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 Pumps	C	2	1	(O) One pump for may be inoperative provided: a) Operate IAW BO105 RFM b) Unusable fuel quantity in RFM, is considered. c) Supply tank fuel level is monitored continuously, d) Operational check is conducted prior to departure, and e) Remainder of fuel system is verified operational and acceptable to the crew.	
2822-02	Supply Pumps	C	2	1	(O) One pump may be inoperative provided: a) Operate IAW BO105 RFM b) Consider unusable fuel quantity	

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4. REMARKS OR EXCEPTIONS

28. FUEL

Sequence No.	Item	1	2	3	4	Change Bar
2830-01 ***	Fuel Dump Valve	C	-	0	(M) May be inoperative provided the system is deactivated and secured.	
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	0	May be inoperative provided the respective Supply Tank Quantity Indicators are operative and monitored.	
2843-01 ***	Fuel Heater	D	-	0	May be inoperative if OAT is above -20°C (-68°F).	
		D	-	0	(O) May be inoperative if OAT is below -20°C (-68°F), add fuel anti-icing agent as necessary.	
2844-01	Fuel Flow Monitoring System	B	-	0		

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1. REPAIR CATEGORY

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

Sequence No.	Item	1	2	3	4	Change Bar
3000-01	Engine Anti-Icing System	C	2	0	May be inoperative provided: a) Known and forecasted outside air temperature above +4.5°C (40°F), and b) No visible moisture.	
3030-01	Pitot Tube Heat	B	-	0	May be inoperative provided: a) Outside air temperature above +4.5°C (40°F), and b) No visible moisture.	
3030-02	Co-Pitot Tube Heat	B	-	1	Co-pilots side Pitot Tube Heat may be inoperative.	
3030-03	Static Port Heat	C	-	1	May be inoperative provided: a) Outside air temperature above +4.5°C (40°F), and b) No visible moisture.	
3030-04	Static Port Heat	C	-	1	Co-pilots side Static Port Heat may be inoperative.	
3040-01	Windshield Wiper(s)	D D	- -	0 0	May be inoperative provided operations are not conducted in precipitation during takeoff and landing phase. Co-pilots side may be inoperative.	

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31. INSTRUMENTS						
Sequence No.	Item	1	2	3	4	Change Bar
3100-01 ***	Electronic Flight Instrumentation System (EFS 50)	C	-	0	May be inoperative for VFR provided affected flight and navigation data are considered inoperative. NOTE: Refer to items 1. 3100-02 (Horizontal Situation Indicator), 2. 3400-01 (Navigation Systems (VOR, ILS, ADF, GPS, etc.) 3. 3414-01 (Airspeed Indicator), 4. 3422-01 (Direction Indicator), 5. 3424-01 (Pitch & Bank Indicator), 6. 3424-02 (Pitch & Bank with Slip Indicator), 7. 3442-01 (Weather Radar System), 8. 3444-01 (Radio Altimeter).	
3100-02	Aircraft /Engine Monitoring systems	C	-	0	As required by 14 CFR.	
3110-01	OAT/Free Air Temperature Indicator	C	-	0	May be inoperative provided temperature can be obtained from an approved alternate onboard source.	
3110-02 *** (PL-121) ***	Electronic Flight Bag Systems (EFBs)	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program or document which operates normally may be used.	
	Class 3 EFBs					
		D	-	0	May be inoperative provided procedures do not require its use.	

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31. INSTRUMENTS							
Sequence No.	Item	1	2	3	4	Change Bar	
3110-02 *** (Cont'd)	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
	Power Connection (Class 1 & 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.		
		D	-	0	May be inoperative provided procedures do not require its use.		
	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, b) Alternate procedures are established and used.		
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, b) Procedures do not require its use.		
3120-01	Clock	C	-	0	As required by 14 CFR.		
3120-02	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	-	0	DELETED.		

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31. INSTRUMENTS						
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3120-04	Hour meter	D	-	0	(M) May be inoperative provided the operating hours are manually noted, and the inoperative instrument is placarded. (O) A watch with a stop function is carried in cockpit and the pilot records the flight time in aircraft logbook.	
3120-05	Elapsed Timer	C	1	0	DELETED.	
3130-01 *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate Flight data Recorder (FDR) System Includes FDR function of Combined Voice and Flight Data Recorder (CVFDR) FDR Recording Parameters required by CFR	 C A A	 - - -	 - 0 -	 Any in excess of those required by CFR may be inoperative. May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within three flight days. Up to three (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
3130-02 *** (PL-87)	Flight Data Recorder (FDR) Installed for Other than an Air Carrier or Commercial Operator Certificate Flight Data Recorder (FDR) System	 C A	 - -	 1 0	 Any in excess of those required by CFR may be inoperative. May be inoperative provided repairs are made in accordance with applicable CFRs.	

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32. LANDING GEAR						
Sequence No.	Item	1	2	3	4	Change Bar
3211-01 ***	Snow Skids	D	-	0	May be inoperative provided equipment is secured or both snow skids removed, and landings on soft surface (i.e., bud or snow) are not conducted.	
3211-02 ***	Settling Protector	D	-	0	May be inoperative provided equipment is secured or both settling protectors removed, and landings on soft surface (i.e., bud or snow) are not conducted.	
3212-01 ***	Emergency Flotation System	C	-	-	As required by 14 CFR. (M) May be inoperative provided emergency flotation system is deactivated and secured.	

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided. b) Positioned so that direct rays are shielded from flight crew-members eyes, c) Lighting configuration and intensity is acceptable to the flight crew.	
3310-01 (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: a) Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system(s) are positioned so that direct rays are shielded from flight crew members' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. NOTE 1: Individual button/switch lights and/or annunciations/ indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
3310-02	Cockpit Utility Light	D	1	0	May be inoperative provided two flashlights are available to the pilot flying for Night operations.	
3310-03	Cockpit Dome Light	C	1	0		
3320-01 *** (PL-125)	Equipment Relief without Passengers 1) Interior Emergency Lighting 2) Exterior Emergency Lighting 3) Exit Markings 4) Flashlights	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
3320-02 ***	“FASTEN SEAT BELTS/ NO SMOKING” Light (Cabin)	C	-	0	(O) May be inoperative provided a procedure is used to notify passengers when seat belts must be fastened and smoking is not allowed provided passengers are not carried.	
		D	-	0	Provided passengers are not carried.	
3320-03 ***	“FASTEN SEAT BELTS / NO SMOKING” Light (Cockpit)	C	-	0	(O) One or more may be inoperative provided it is verified that the FASTEN SEATBELT AND NO SMOKING SIGN is the cabin is operative, or a procedure is used to notify passengers when the seat belts must be fastened and smoking is not allowed.	
		D	-	0	Provided passengers are not carried.	
3320-04	Cabin Lighting System	D	-	0	May be inoperative for other than Night operation, provided passengers are not carried.	
3330-01	Utility Light	D	1	0	May be inoperative provided a flash light is available.	

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
3340-01	Position Light System	C	1	0	As required by 14 CFR.	
3340-02 ***	Position Light System IR (IR Flasher)	D	-	0	May be inoperative for other than Night operation.	
3340-03	Anti-Collision Light System	C	1	0	As required by 14 CFR.	
3340-04 ***	Formation Lights System	D	4	0	May be inoperative provided it is not required for the intended operation.	
3340-05 ***	Pulse Lights	D	-	0		
3340-06 ***	Landing Light / Search and Landing Light System	C	-	0	One or more may be inoperative for other than Night operations.	
3340-07 ***	Search and Landing Light (IR Function)				May be inoperative provided it is not required for the intended operation.	
3340-08 ***	Search Light /Night Sun	D	-	0	May be inoperative provided system is switched to OFF position.	
3340-09 ***	Tail Flood Light	D	-	0	May be inoperative for other than Night operation.	
3340-10 ***	Strobe Light	D	-	0	One or more may be inoperative for other than Night provided operations do not required their use (see item 3340-03).	
3340-11 ***	Stairway Light	D	-	0	One or both may be inoperative for other than Night operation.	
		C	-	0	One or both may be inoperative for Night operation provided no passengers are carried.	
3340-12 ***	Helicopter Emergency Egress Lighting System (HEELS)	C	-	0	May be inoperative provided not required by 14 CFR.	
3340-13 ***	StepLight	D	-	0		

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33. LIGHTS						
Sequence No.	Item	1	2	3	4	Change Bar
3340-14 ***	Recognition Light System	D	-	0		
3340-15 ***	External Utility Light	D	-	0		
3340-16 ***	Supplemental Lighting System	D	-	0		
3350-01 ***	Flashlight(s)	D	-	-	As required by 14 CFR.	
3350-02 ***	Emergency Lighting System	C	-	-	As required by 14 CFR.	

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34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
3412-01	OAT/Free Air Temperature Indicator	D	-	1	May be inoperative provided another OAT indication is installed and operative.	
3413-01	Vertical Speed Indicator	C	-	1	Any in excess of one may be inoperative provided the operative indicator is on the pilot's side.	
		B	-	0	One or more may be inoperative for other than Night over routes navigated by reference to ground.	
3414-01	Airspeed Indicator One Pilot Operation	C	-	1	Any in excess of one may be inoperative for other than Night provided operative airspeed indicator is on the pilot's side.	
	Dual Pilot Operation	D	-	0	Any in excess of two may be inoperative provided the operative airspeed indicators are at each pilot's station.	
		C	-	1	Any in excess of one may be inoperative for other than Night provided operative airspeed indicator is on the pilot's side.	

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34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
3416-01	Sensitive Altimeter Adjustable for Barometric Pressure	C	-	1	One may be inoperative for VFR, provided the sensitive altimeter indicator on the Pilot Flying (PF) side is operative.	
		D	-	1	As required by 14 CFR.	
3421-01 ***	Alternate Static Pressure	C	1	0	May be inoperative for other than Night VFR, provided the static port heater on the Pilot Flying (PF) side is operative.	
		D	-	0	As required by 14 CFR.	
3421-02 ***	Standby Pitch and Bank Indicator	C	-	0	As required by 14 CFR.	
		D	-	0	As required by 14 CFR.	
3421-03 ***	Pitch and Bank Indicator	D	-	0	May be inoperative for other than Night VFR, provided the pitch and bank indicator on the Pilot Flying (PF) side is operative.	
		C	-	0	As required by 14 CFR.	
3422-01 ***	Direction Indicator	D	-	0	May be inoperative for other than Night VFR, provided the direction indicator on the Pilot Flying (PF) side is operative.	
		C	-	0	As required by 14 CFR.	
3423-01 ***	Magnetic Direction Indicator				DELETED, Revision 11.	
3424-01 ***	Rate of Turn Indicator	D	-	0	May be inoperative for other than Night VFR, provided the rate of turn indicator on the Pilot Flying (PF) side is operative.	
		C	-	0	As required by 14 CFR.	

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34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
3424-02 ***	Slip Skid Indicator	D	-	0	May be inoperative for other than Night provided the slip skid indicator on the Pilot Flying (PF) side is operative.	
		C	-	0	As required by 14 CFR.	
3431-01	Navigation System (LOC)	C	-	0	As required by 14 CFR.	
3432-01	Navigation System (ILS)	C	-	0	As required by 14 CFR.	
3434-01	Marker Beacon	C	-	0	May be inoperative provided navigation is not predicated on its use.	
3442-01 ***	Weather Radar Thunderstorm Detection Equipment	C	-	0	As required by 14 CFR.	
3442-02	Weather Radar System	C	-	0	DELETED	
3444-01 ***	Radio Altimeter	C	-	0	One or more may be inoperative provided: a) Autopilot GS-mode is not used, b) CAT-A operation is not performed, c) Night VFR operation is not performed with NVG, and d) Operating requirements do not require its use.	
3444-02 *** (PL-54) HTAWS	Class A TAWS Equipment Required 1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	
	a) Modes 1-4	A	4	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.	

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
3444-02 *** (PL-54) (Cont'd)	b) Test Mode	A	1	0	May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.		
	c) Glideslope Deviation(s) Mode 5	C	-	1			
		B	-	0			
	d) Advisory Callouts	B	-	0	(O) Maybe inoperative provided alternate procedures are established and used.		
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.		
	e) Windshear Mode (Reactive) ***	B	1	0	(O) Maybe inoperative provided alternate procedures are established and used.		
		C	1	0	NOTE: Operator's alternate procedures should include windshear avoidance and windshear recovery procedures.		
					(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
3444-02 *** (PL-54) (Cont'd)	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.		
	3) Terrain Displays	C	-	1			
		B	-	0			
	4) Runway Awareness & Advisory System (RAAS) ***	C	1	0			
	Class B TAWS Equipment Required	A	1	0			
	1) GPWS						
	a) Modes 1 & 3	A	2	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within two flight days.		
	b) Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within two flight days.		
	c) Modes 2, 4 & 5 ***	C	3	0			
	d) Advisory Callouts	B	-	0	(O) Maybe inoperative provided alternate procedures are established and used.		

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
3444-02 *** (PL-54) (Cont'd)		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.		
	e) Windshear Mode (Reactive) ***	C	1	0	(O) Maybe inoperative provided alternate procedures are established and used.		
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	(O) May be inoperative provided alternate procedures are established and used.		
	3) Terrain Displays ***	C	-	0			
	4) Runway Awareness & Advisory System (RAAS) ***	C	1	0			
	Class C TAWS Equipment TAWS/GPWS ***	C	1	0	(O) Maybe inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.		
3445-01 *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use.		

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34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32) (Cont'd)		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Enroute or Approach procedures do not require its use.	
	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative, provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side, provided: a) TA and RA visual display is operative on flying pilot side, b) TA and RA audio function is operative on flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, c) Enroute or approach procedures do not require its use.	

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34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32) (Cont'd)	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, b) Enroute or approach procedures do not require its use.	
	4) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	*** 5) Airspeed Selection Function	C	-	0		
3445-02 ***	Traffic Advisory System (TIS/TAS/TCAD)	D	-	0	As required by 14 CFR.	
3445-03	Outer link CP-2 System	C	1	0	DELETED	
3446-01	Thunderstorm Detection System	C	-	0	DELETED	
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3452-01 *** (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	B	-	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.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	

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34. NAVIGATION							
Sequence No.	Item	1	2	3	4	Change Bar	
3452-01 *** (PL-76) (Cont'd)	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR ***	A	-	0	May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.		
	2) ADS-B Squitter Transmission ***	D	-	0	May be inoperative provided operations do not require its use.		
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.		
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment.		
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.		
	2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.		
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section.		
	4) Data Link Receivers	D	-	0			

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34. NAVIGATION						
Sequence No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105) (Cont'd)	5) ADS-B Applications	D	-	0		
3453-01	LORAN Systems	C	-	-	As required by 14 CFR.	
3454-01	VOR Systems	C	-	-	As required by 14 CFR.	
3455-01	ADF Systems	C	-	-	As required by 14 CFR.	
3457-01	Global Position Systems (GPS)	C	-	-	As required by 14 CFR.	
3457-02 ***	RNAV	C	-	0	As required by 14 CFR.	
3457-03 ***	XM Weather	A	-	0	May be inoperative indefinitely.	
3461-01 (PL-98)	Flight Management System (FMS)	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
	Navigation Management System 1) Navigation Database	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

Sequence No.	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	D	-	0	As required by 14 CFR.	

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

Sequence No.	Item	1	2	3	4	Change Bar
5210-01	External Door Indicating System	C	1	0	(O) May be inoperative provided pressure is applied against opening access doors to verify that the doors are closed and locked.	

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63. MAIN ROTOR DRIVE						
Sequence No.	Item	1	2	3	4	Change Bar
6310-01	XMSN Oil TEMP Caution Light	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Indicating System, and b) Transmission Oil Pressure Indicating System is operative.	
6310-02	XMSN Oil PRESS Warning Light	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Indicating System, b) Transmission Oil Pressure Indicating System is operative.	
6320-01 ***	Intermediate and 90° Gear Boxes Chip Detector System	C	-	0	May be inoperative if detectors are checked in accordance with manufacturer's recommendations.	
6321-01	Rotor Brake System	C	1	0	(O) Procedure to ensure rotor brake disc is free. (M) Procedure to ensure system is deactivated and secured.	
6330-01	Mast Moment Indicating System	D	1	0	(O) May be inoperative, provided: a) Maximum ground sloping for landing is limited to 5°degrees in all directions, and b) The RFM limitations for inoperative mast moment indicating system are obeyed. (M) May be inoperative for five (5) flights maximum, provided the AMM maintenance procedures are obeyed.	

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		4. REMARKS OR EXCEPTIONS				
65. TAIL ROTOR DRIVE						
Sequence No.	Item	1	2	3	4	Change Bar
6510-01	XMSN Oil Temperature Indicating System				DELETED Revision 11.	
6510-02	XMSN Oil TEMP Caution Light				MOVED to Item 6310-01.	
6510-03	XMSN Oil Pressure Indicating System.				DELETED Revision 11.	
6510-04	XMSN Oil PRESS Warning Light				MOVED to Item 6310-02.	
6520-01	Intermediate and 90° Gear Boxes Chip Detector System				MOVED to Item 6320-01.	
6521-01	Rotor Brake System				MOVED to Item 6321-01.	
6530-01	Mast Moment Indicating System				MOVED to Item 6330-01.	

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4. REMARKS OR EXCEPTIONS

67. ROTOR FLIGHT CONTROLS

Sequence No.	Item	1	2	3	4	Change Bar
6700-01	Cyclic Stick Lock	D	1	0	May be inoperative provided cyclic stick is in neutral position during rotor start and run down.	
6700-02	Co-Pilot's Cyclic Trim Control	D	1	0	May be inoperative for one pilot operation.	
6700-03	Collective Pitch Lock	D	1	0	May be inoperative provided collective pitch is in lowest position during rotor start and run down.	
6700-04 ***	Follow-up Trim System	C	-	0		

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4. REMARKS OR EXCEPTIONS

71. POWERPLANT

Sequence No.	Item	1	2	3	4	Change Bar
7160-01	Engine Intake Sand Filter	C	-	0	(M) May be inoperative provided the system is deactivated and the bypass doors are verified to be in the open position.	

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77. ENGINE INDICATING						
Sequence No.	Item	1	2	3	4	Change Bar
7700-01	Automatic Power Sharing and Variable Rotor Speed System (VARTOMS)	C	1	0	DELETED.	
7720-01	Engine Intake Sand Filter	C	-	0	MOVED to Item 7160-01.	
7722-01	Tachometer, Triple Indicating System (NR) (N2)	B	3	2	One N2 indicator needle may be inoperative provided: a) Respective N1 tachometer and engine torque indicators are operative, b) Aircraft shall not depart facility where repairs or replacements can be made, and c) This engine started first to use NR indicator for N2.	
7722-02	Dual Torque Indicator	B	2	1	One indicator needle may be inoperative provided: a) All other engine indicating systems are operative, and b) Engines are trimmed to match N1, and c) Aircraft shall not depart facility unless repairs or replacements can be made.	
7723-01	N2 Trim System	B	2	1	(O) One trim System may be inoperative provided: a) Respective N2 to be greater than 100% with a torque differential of less than 10% during hover check, and b) Aircraft shall not depart facility unless repairs or replacements can be made.	

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79. ENGINE OIL						
Sequence No.	Item	1	2	3	4	Change Bar
7920-01 ***	Supplemental Scavenge Oil Filter	C	-	0	(M) May be inoperative provided it is deactivated and secured.	
7930-01 ***	Chip Detector Pulse Function (Zapper)	D	-	0	May be inoperative provided RFM emergency procedure for engine chip caution is followed.	