



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

Master Minimum Equipment List (MMEL)

Revision: 5
Date: 02/10/2017

AIRBUS HELICOPTERS **AS332C, AS332C1, AS332L, AS332L1, AS332L2**

**Note: Commercial designation also known as
AS332L1e and AS332C1e
(TCDS H4EU)**

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	11/07/1984	Original
1	04/13/1989	ALL PAGES
2	06/19/1989	Highlights of Change, Definitions and Preamble
2a	05/24/2007	Highlights of Change, Definitions and Preamble
3	11/19/2010	Highlights of Change, Definitions and Preamble
4	05/03/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Additional -Global Change (GC) Policy Letters.
5	02/10/2017	ALL PAGES

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HIGHLIGHTS OF CHANGE		

The following changes are the Highlights of Changes for **Revision 5**. This Master Minimum Equipment List (MMEL) is formatted 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 NO.	JASC ITEM	EXPLANATION OF CHANGE
-	-	Updated Cover Page to reflect Revision 5.
I	-	Updated Table of Contents & Control Page to reflect Revision 5.
II	-	Updated Log of Revisions to reflect Revision 5.
III-VIII	-	Updated Highlights of Change to reflect Revision 5.
IX	-	Updated Definitions to reflect Revision 5.
X	-	Updated Guidelines for (M) & (O) Procedures to reflect Revision 5.
21-1	2100-01	Added proviso for Air Conditioning System.
21-1	2121-01	Modified Cockpit Ventilation Fan Blower description to include Main Fan and added additional proviso.
21-1	2140-01	Modified Heater description to include Bleed Air/ P2 Heat and modified proviso.
21-1	2140-02	Added relief for Heating/Ventilating Distributor Valve.
22-1	2210-01	Added Auto Pilot relief IAW PL-101.
22-1	2210-02	Added relief for Auto Pilot Modules (APM).
22-1	2211-01	Added relief for Cross Talk between APM Computers.
22-1	2213-01	Added relief for Flight Control Panel.
22-1	2213-02	Added relief for Cyclic Trim Beep Controls.
22-2	2213-03	Added relief for Collective Trim Beep Controls.

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

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
22-2	2214-01	Added relief for Auto Trim System.
22-2	2215-01	Modified description of Collective Link to add the word "Annunciator".
22-2	2216-01	Added relief for Cyclic Trim and Auto Trim Actuator.
22-2	2216-02	Added relief for Yaw Trim and Auto Trim Actuator.
22-2	2216-03	Added relief for Collective Trim Actuator.
22-2	2216-04	Added relief for Cyclic Trim Beep Controls.
22-3	2216-05	Added relief for Collective Trim Beep Controls.
22-3	2216-06	Added relief for Cyclic Stick Trim Feel Release Controls.
22-4	2216-07	Added relief for Collective Lever Trim Feel Release Controls.
22-4	2216-08	Added provisos and additional relief to Stick Trim.
22-4	2216-09	Added relief for Cyclic SEMA.
22-4	2216-10	Added relief for Yaw SEMA.
23-1	2300-01	Added additional relief for Cockpit Intercom System.
23-1	2300-02	Revised proviso.
23-1	2310-01	Revised HF IAW PL-106.
23-1	2311-01	Combined UHF and VHF and revised IAW PL-95.
23-2	2340-01	Added relief for Cabin Public Address System.
23-3	2340-02	Added relief for Flight Attendant Interphone System.
23-3	2340-03	DELETED.
23-3	2350-01	Added relief for Headset.
23-3	2370-01	Added relief for CVR with FDR IAW PL-29.
23-3	2370-02	Added relief for CVR without FDR IAW PL-29.
23-4	2370-03	Added relief for CVR for other than holder of Air Carrier IAW PI-29.
23-4	2370-04	Added relief for Flight Deck Door Surveillance System.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
24-1	2420-01	Revised proviso for Alternator.
24-1	2425-01	Modified Alternator Caution Lights description.
24-1	2430-01	Modified Transformer Rectifier (TRU) description.
24-1	2430-02	Revised proviso for Transformer Rectifier Connect Disconnect Lights.
24-2	2437-01	Removed the word "Day" from proviso.
24-2	2437-02	Removed "or" from remarks.
24-2	2450-01	Added relief for AC Volt/Amp Dual Indicator.
25-1	2510-01	Combined Pilot and Co-pilot seat relief.
25-1	2510-02	Added relief for Crew Member Shoulder Harness.
25-1	2520-01	Added relief for Cabin Crew Seats.
25-1	2520-02	Revised item description to include Passenger Seat Belt.
25-2	2520-03	Revised item relief for Passenger Seat.
25-2	2550-01	Added relief for Hoist System.
25-2	2550-02	Added relief for Cargo Sling Installation.
25-3	2560-01	Revised item description from EMS to Helicopter Air Ambulance (HAA).
25-3	2560-02	Added relief for Flashlights.
25-3	2560-03	Added relief for Megaphone.
25-3	2560-04	Added relief for Survival Equipment.
25-3	2560-05	Added relief for First Aid Kit (FAK).
25-3	2561-01	Added relief for Floatation Equipment.
25-4	2562-03	Added relief for Sonic Underwater Locator Beacon.
26-1	2612-01	Added relief for Baggage Bay Fire and Smoke Detector
28-1	2820-01	Added relief for Auto Transfer Command.
28-1	2822-03	Added relief for Fuel Transfer Pump.
28-1	2840-01	Added relief for Ice Fuel Warning Lights.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
28-1	2841-01	Revised Fuel High Level Warning System proviso.
28-2	2841-02	Added proviso for Fuel Low Level Warning System.
28-2	2841-03	Added proviso for Sponson Tank Fuel Quantity indicator.
28-2	2841-04	Added relief for Fuel Totalizer.
28-2	2841-05	Added relief for Fuel Quantity Gauges.
28-3	2844-01	Added relief for Fuel Pressure Caution Light.
28-3	2844-02	Added relief for Fuel Pressure Indicators.
29-1	2920-01	Added relief for Landing Gear Standby Electro-Pump.
29-1	2931-01	Added relief for Hydraulic Pressure Gauges (LH, RH, Auxiliary).
29-1	2931-02	Added relief for Hydraulic Accumulator Pressure Gauge.
29-1	2933-01	Added relief for Hydraulic System Indicator Lights.
30-1	3020-01	Added relief for Engine Inlet Electrical Anti-Ice.
30-1	3020-02	Added relief for Multi-Purpose Air Intakes System (MPAI).
30-1	3030-01	Modified relief for Pitot Tube Heaters.
30-2	3030-02	Added relief for Static Port Heaters.
30-2	3040-01	Added relief for Windshield Wipers.
30-2	3040-02	Added relief for Left and Right Windshield Panel Heaters.
30-2	3040-03	Added relief for Center Windshield Panel Heater.
30-2	3040-04	Added relief for Pitot Heat Failure Indication System.
30-2	3040-05	Added relief for Windshield Washers.
31-1	3110-01	MOVED to JASC 45.
31-1	3120-01	DELETED.
31-1	3120-02	Modified proviso and category.
31-1	3120-03	DELETED.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
31-1	3120-04	Added relief for Chronometer.
31-1	3120-05	Added relief for Electronic Instrument Display (EID).
31-1	3130-01	Modified relief for CVR IAW PL-87.
31-2	3130-02	Modified relief for FDR IAW PL-87.
31-2	3150-01	Added relief for Aural Warning System.
32-1	3230-01	Added NOTE to proviso.
32-1	3240-02	Added relief for Co-pilot Toe brakes.
32-1	3260-01	Added relief for Landing Gear Position Indicating System.
32-1	3260-02	Added relief for Landing Gear Actuating System.
32-2	3260-03	Added proviso for Landing Gear Not Extended Alarm.
32-2	3260-04	Added proviso for Landing Gear Monitoring System.
33-1	3310-01	Revised item description for Cockpit/Flight Deck/Flight Compartment Instrument Lighting System(s).
33-1	3320-01	Added proviso for Passenger Compartment Lighting.
33-2	3320-02	Added relief for Cabin Emergency Lighting.
33-2	3320-03	Revised proviso for Passenger Lighted Information Sign IAW PL-123.
33-2	3340-01	Revised Position Light System description.
33-2	3340-02	Revised proviso for Anti Collision Light System.
33-2	3340-03	Added proviso for Landing Light.
33-2	3340-04	Added provisos for Utility Light.
33-2	3340-05	Added relief for Map Lights.
33-2	3340-06	Added relief for Lights for Amphibious Operations.
33-2	3340-07	Added relief for Strobe Lights.
33-3	3340-08	Added relief for Rear Landing Light.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
33-3	3350-01	Added Helicopter Emergency Egress System (HEELS).
33-3	3350-02	Added Cockpit Dome Light.
33-3	3350-03	Revised proviso for Supplemental Lighting System.
33-3	3350-04	Added relief for Storm Light System.
34-1	3410-01	Added relief for Multi-Function Display Processor Unit and Keys.
34-2	3410-02	Added relief for Cross Talk between MFDs.
34-2	3410-03	Added relief for AIRINC Link between APMi and Display System.
34-2	3410-04	Added relief for Discrete Link between APMi and Display System.
34-2	3417-01	Added relief for Attitude and Heading Reference System.
34-2	3417-02	Added relief for Air Data Computer.
34-2	3421-01	Added relief for Standby Instrument ISIS.
34-2	3421-02	Added relief for Standby Magnetic Compass.
34-3	3425-01	Added relief for Magnetic Aircraft Sensor (MAS).
34-3	3434-01	Revised item description and added the word "Beacon".
34-3	3444-01	Revised item description to add the words "Transmitter/Receiver".
34-4	3444-02	Revised TAWS IAW PL-54.
34-10	3453-01	Added relief for Long Range Navigation System (LORAN).
34-11	3455-01	Added relief for ADF.
34-11	3457-01	Added relief for Global Positioning Systems (GPS).
34-11	3460-01	Added relief for FMS without Radio Control Function (Single or Dual).
34-11	3460-02	Added relief for Dual FMS with Radio Control Function.
34-11	3461-01	Added relief for FMS and NMS IAW PL-98.
45-1	4500-01	Added relief for M'ARMS Aircraft Recording System.
45-1	4500-02	Added relief for HUMS Recording System.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
63-1	6300-01	Revised item description to include MGB C.
63-1	6321-01	Revised proviso for Rotor Brake System.
63-1	6321-02	Revised proviso for Rotor Brake Pressure Warning System.
63-1	6330-01	Added relief for Collective Pitch Indicator.
63-1	6340-01	Added relief for Main Rotor (NR) Tachometer.
63-1	6340-02	Added relief for Main Gear Box Cool Light (MBG C.)
63-1	6340-03	Added Proviso for Main Gear Box Oil Temperature Indicator.
73-1	7300-01	Added relief for Flow Indication System.
75-1	7500-01	Added relief for OFFSET Captions.
77-1	7710-01	Added relief for Torque Transmitting System.
77-1	7710-02	Added relief for Torque Indicators.
77-1	7740-01	Added relief for NF1/NF2 indications on Triple Tachometer Indicator.
79-1	7930-01	Added relief for Engine Oil Chip Detection.

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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) AND (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:

	Guidelines for (M) & (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List AS332C, AS332C1, AS332L, AS332L1, AS332L2 (M) & (O) Procedures, published by the aircraft manufacturer.
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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

JASC Code	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioning System	C	-	0	(M) May be inoperative provided system is deactivated and secured.	
2121-01	Cockpit Ventilation Blower Fan/Main Fan	C	1	0	May be inoperative provided heater is not needed to assure defogging or defrosting.	
		C	1	0	May be inoperative provided the Heated Windshield Panels are operational.	
2140-01	Heater (Bleed Air/P2 heat)	C	1	0	May be inoperative provided heater is not needed to assure defogging or defrosting.	
		C	1	0	May be inoperative provided the Heated Windshield Panels are operational.	
2140-02	Heating/Ventilating Distributor Valve	C	1	0	May be inoperative provided heated air is not needed to assure defogging or defrosting.	
		C	1	0	May be inoperative provided Side Electric Windshield Deicing is operative.	

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2210-01 (PL-101)	Transport Category Aircraft with Two or More Autopilots Installed	C	-	1	May be inoperative for one flight where the purpose is to return to a location where repairs can be made.	
2210-02	Auto Pilot Modules (APMs)	B	2	1	<p>(O) One may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Flight is carried out in VMC, b) Disengage the failed APM, c) Controls are guarded. <p>(M) If the AFCS pre-flight test cannot be started, exchange APM1 and APM2 then run the pre-flight test again.</p>	
2210-03	Auto Pilot Heater	C	1	0	May be inoperative provided OAT is above 0° C.	
2211-01	Cross Talk between the two APM Computers	B	2	1	<p>(O) One may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Maintain both APM ON, b) In case of APM2 failure, AFCS upper mode will disengage. Re-engage them as required. 	
2213-01	Flight Control Panel (FCP)	B	2	1	<p>(O) Co-Pilot FCP may be inoperative, provided:</p> <ul style="list-style-type: none"> a) Engage/Disengage modes are accomplished by means of the pilot FCP. b) Control set references by means of the pilot FCP. <p>(M) If the inoperative FCP is on the pilot side, exchange the inoperative unit for the operative side unit.</p>	
2213-02	Cyclic Trim Beep Controls	C	2	0	<p>(O) One or both may be inoperative, provided:</p> <ul style="list-style-type: none"> a) In Basic Stabilization, modify set point values by releasing the artificial feel loads using the cyclic control grip. b) In higher modes, modify set point values using the FCP. 	

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M MEL TABLE KEY

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2213-03	Collective Trim Beep Controls	C	2	0	(O) One or both may be inoperative for flight. Modify set point values using the FCP.	
2214-01	Auto Trim System	C	1	0	May be inoperative provided flight is conducted under VFR with adequate external reference.	
2215-01	Collective Link Annunciator	C	1	0	May be inoperative.	
2216-01	Cyclic Trim and Auto Trim Actuators	C	2	0	(O) One or both may be inoperative, provided: a) Corresponding AUTO TRIM switches are set to OFF. b) Flight crew monitors the AFCS annunciator.	
2216-02	Yaw Trim and Auto Trim Actuators	C	1	0	(O) May be inoperative, provided: a) AUTO TRIM switches are set to OFF, and b) Flight crew monitors the AFCS annunciator and centers the control as necessary.	
2216-03	Collective Trim Actuator	B	1	0	(O) May be inoperative, provided: a) Command AFCAU: COLL TR FEEL on REL, and b) Pilot controls the collective axis manually. Adjust collective friction as necessary.	
2216-04	Cyclic Trim Beep Controls	C	2	0	(O) One or both may be inoperative, provided: a) In Basic Stabilization, modify set point values by releasing the artificial feel loads using the cyclic control grip. b) In higher modes, modify set point values using the FCP.	

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2216-05	Collective Trim Beep Controls	C	2	0	(O) One or both may be inoperative for flight provided set point values are modified using the FCP.	
2216-06	Cyclic Stick Trim Feel Release Controls	C	2	0	(O) One or both may be inoperative for other than night VFR only flight, provided: <ul style="list-style-type: none"> a) In hover flight: The “follow up trim function” (automatic in hovering) is used. b) In forward flight: The “Beep Trim Control” is used. If the “Beep Trim Control” is inoperative, use the “Cyclic Trim Feel Release” of the AFCAU during the time of the anchorage point modification. In this case, the cyclic pitch must be controlled manually during the action. c) Combined failure of “Pilot Cyclic Stick Trim Feel Release,” “Pilot Cyclic Trim Beep Controls” and “Cyclic Trim Feel Release of the AFCAU” is forbidden. 	

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2216-07	Collective Lever Trim Feel Release Controls	C	2	0	<p>(O) One or both may be inoperative, provided:</p> <p>a) The Collective Trim Beep Control is used. If the Collective Trim Beep Control is inoperative, use the Collective Trim Feel Release of the AFCAU during the time of the anchorage point modification. In this last case, the collective pitch must be controlled manually during the action.</p> <p>NOTE: Combined failure of "Collective Lever Trim Feel Release", "Collective Trim Beep Controls" and "Collective Trim Feel Release of the AFCAU" is forbidden.</p>	
2216-08	Stick Trim (Beep Trim Switch)	A	1	0	May be inoperative for one IFR flight provided the Spring Feel System (other than the Beep Trim Switch) is operating normally.	
		C	1	0	May be inoperative for VFR flight provided the spring feel system (other than the Beep Trim Switch) is operating normally.	
2216-09	Cyclic SEMA	B	2	0	<p>(O) One or both may be inoperative, provided:</p> <p>a) AFCS is automatically reconfigured, and</p> <p>b) Hands on controls for ILS approach.</p>	
2216-10	Yaw SEMA	C	1	0	(O) May be inoperative for flight, provided AFCS is automatically reconfigured.	

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23. COMMUNICATIONS

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2300-01	Cockpit Intercom System (ICS)	D	1	0	May be inoperative, provided aircraft is operated single pilot.	
		B	1	0	May be inoperative provided crew establishes a suitable means of communication.	
2300-02	Radio Communication (FM)	D	-	-	As required by 14 CFR.	
2310-01 *** (PL-106)	High Frequency Communications System (HF)	D	-	-	As in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> 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. 	
2311-01 *** (PL-95)	Communications Systems (UHF and 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	
		C	-	0	a) Frequency Transfers Light	
		C	-	0	b) Frequency Transfer Switch	
		C	-	2	c) Frequency Selector Knob	
C	-	2	d) Frequency Indic.			

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JASC Code	Item	1	2	3	4	Change Bar
2340-01 ***	Passenger Address System (PA)					
(PL-09)	1) Passenger Configuration	B	1	0	(O) May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and b) Flight Attendant alerting Systems (audio or visual) operates normally.	
		C	1	0	(O) May be inoperative provided: a) PA not required by CFR, and b) Alternate normal and emergency procedures and/or operating restrictions are established and used.	
	2) Cargo Configuration	C	1	0	(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used.	
		D	1	0	May be inoperative provided procedures do not require its use.	

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JASC Code	Item	1	2	3	4	Change Bar
2340-02 *** (PL-09)	Crewmember Interphone System(s) 1) Passenger Configuration a) Flight Deck to Cabin to Flight Deck Functions	C	1	0	(O) May be inoperative provided: a) Crewmember interphone not required by 14 CFR, and b) Alternate normal and emergency procedures and/or operating restrictions are established and used. NOTE: Any station functions that operate normally may be used.	
2340-03	External Loud Speaker				DELETED.	
2350-01 ***	Headset	D	-	-	Any in excess of those required by regulation may be inoperative.	
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) Installed Cockpit Voice Recorder (CVR) *** 1) Independent Power Source	A C	1 1	0 0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days.	
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) Without a Flight Data Recorder (FDR) installed Cockpit Voice Recorder (CVR) *** 1) Independent Power Source	A C	1 1	0 0	May be inoperative provided repairs are made within three flight days.	

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JASC Code	Item	1	2	3	4	Change Bar
2370-03 *** (PL-29)	Cockpit Voice Recorder (CVR) For an Operator other than a holder of an air carrier or Commercial Operator Certificate					
	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
	*** 1) Independent Power Source	C	1	0		
2370-04 *** (PL-122)	Flight Deck Door Visual Surveillance System					
	1) Electric System	D	1	0	May be inoperative provided procedures do not require its use.	
	a) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	
	2) Viewing Ports	D	1	0	May be inoperative provided procedures do not require its use.	
	a) Cargo Configuration	D	1	0	May be inoperative provided procedures do not require its use.	

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24. ELECTRICAL POWER

JASC Code	Item	1	2	3	4	Change Bar
2420-01	Alternator	B	2	1	One may be inoperative for other than Night, VFR only.	
2425-01	Alternator Caution Lights (ALT1-ALT2)	C	2	1	One may be inoperative, provided all the phases of the functioning alternator are checked: <ul style="list-style-type: none"> a) Before takeoff and at least once every hour of flight, b) In case of illumination of the ELEC caution light. 	
2430-01	Transformer Rectifier (TRU)	B	2	1	One may be inoperative for other than Night, VFR only, provided DC Interbar Contactor is operative.	
2430-02	Transformer Rectifier Connect-Disconnect Indicator Lights (TRU1-TRU2)	C	2	1	One may be inoperative, provided Voltmeter/Ammeter selector is set to the Transformer-Rectifier for which the caution light is inoperative.	
2431-01	Battery Temperature Indicator Light (TEMP)				DELETED.	
2432-01	Standby Battery	C	1	0	May be inoperative for other than Night, VFR only.	

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24. ELECTRICAL POWER

JASC Code	Item	1	2	3	4	Change Bar
2437-01	Transformers (26 Volt AC)	B	2	1	One may be inoperative for VFR only, other than Night, provided operations are conducted with adequate external reference.	
2437-02	Transformers (26 Volt AC) Indicator Lights	C	2	1	One may be inoperative provided: a) The A/C Volt/Amp Dual Indicator is operative with the 26 volt AC position selected, and b) Both alternator lights are operative.	
2450-01	AC Volt/Amp Dual Indicator	C	1	0	Voltmeter function may be inoperative provided: a) Alternator Caution Lights are operative, and b) Transformer Indicator Lights are operative.	

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25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2500-01	Passenger Convenience/NEF Items	-	-	-	May be inoperative, damaged or missing provided the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures, and processes, are outlined in the operator's manual. (M) (O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2510-01	Flight Crew Seat	D	2	1	(O) May be inoperative for single pilot operation, provided: a) Seat is not occupied, and b) Seat is blocked and placarded.	
2510-02	Crew Member Shoulder Harness	C	2	1	(O) One may be inoperative or missing provided the affected seat is not required and not used.	
2520-01 *** (PL-97)	Flight Attendant Seat Assembly	D	1	0	(M) May be inoperative provided: a) Flight Attendant is not required by FAR, b) Affected seat is not occupied, and c) Folding type seat stows automatically or is secured in the retracted position. NOTE 1: An automatic seat that will not stow automatically is considered inoperative. NOTE 2: A seat position with an inoperative or missing restraint system is considered inoperative.	
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	C	-	0	(O) May be inoperative provided: a) The seat is not occupied, and b) The seat is blocked and placarded.	

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25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2520-03 *** (PL-79)	Passenger Seats	D	-	-	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, and b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seats are blocked and placarded DO NOT OCCUPY. <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: Inoperative seats do not affect the required number of Flight Attendants.</p> <p>NOTE 3: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.</p>	
2550-01 ***	Hoist Installation	D	-	0	(M) May be inoperative provided hoist system is deactivated and secured.	
2550-02 ***	Cargo Sling Installation	D	-	0	May be inoperative provided procedures do not require its use.	
2550-03 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative, or missing provided cargo compartment remains empty.	

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25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2560-01 ***	Helicopter Air Ambulance (HAA) Equipment	D	-	-	(M) May be inoperative provided installation is removed or secured.	
		D	-	-	(O) Check operators appropriate document for procedures associated with respective equipment.	
2560-02 ***	Flashlights (Cockpit/Cabin)	D	-	-	As required by 14 CFR.	
2560-03 ***	Megaphone	D	-	-	As required per 14 CFR.	
2560-04 ***	Survival Equipment	D	-	-	As required by 14 CFR.	
2560-05 *** (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.	
2561-01 ***	Floataction Equipment (Life Vest, Life Raft)	D	-	-	As required by 14 CFR.	
2562-01 (PL-120) ***	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELTs	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 inoperative or missing.	

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25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	C	-	-	As required by 14 CFR	
2562-03 ***	Sonic Underwater Locator Beacon (ULB)	C	-	0	As required per 14 CFR.	

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26. FIRE PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
2612-01	Baggage Bay Fire and Smoke Detector	C	-	0	May be inoperative provided compartment remains empty.	
		C	-	0	May be inoperative provided only non-combustible materials are carried.	
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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28. FUEL

JASC Code	Item	1	2	3	4	Change Bar
2820-01	AUTO-TRANSFER Command	C	1	0	May be inoperative, provided there is no fuel in the corresponding sponson tanks, or the fuel quantity gauge on board is sufficient to comply with the applicable 14 CFR regulation.	
		C	1	0	(O) May be inoperative, if the FWD 300L exterior fuel tanks are installed and required for the mission, provided: <ul style="list-style-type: none"> a) One or both rear sponson tanks are empty. The fuel capacity of the system (basic+ 300L fuel tanks) meets mission requirements. b) The "FW TK" position of the 300L fuel tanks emergency system is operative. <p>NOTE: If the FWD 300L exterior fuel tanks are installed; use the Back-up "FW TK" function after 30 min of flight.</p>	
2822-01	Left Engine Booster Pumps	C	2	1	One may be inoperative for flights below 10,000 MSL.	
2822-02	Right Engine Booster Pumps	C	2	1	One may be inoperative for flights below 10,000 MSL.	
2822-03	Transfer Pump	B	1	0	(O) May be inoperative, provided a procedure is established to ensure the quantity of fuel in each group is sufficient to comply with the applicable 14 CFR.	
2840-01 ***	Ice Fuel Warning Lights ICE FUEL LH ICE FUEL RH	D	2	0	One or both may be inoperative provided fuel contains anti-icing additive in accordance with RFM.	
		D	2	0	One or both may be inoperative provided flight is conducted with OAT not less than +5°C.	
2841-01	Fuel High Level Warning System	C	2	0	One or both may be inoperative provided fuel transfer is monitored.	

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28. FUEL

JASC Code	Item	1	2	3	4	Change Bar
2841-02	Fuel Low Level Warning System	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Fuel Quantity Indication is operative, and b) Tank is fueled with a known quantity as required by 14 CFR, and c) Takeoff with maximum fuel and maintain adequate fuel reserves required per 14 CFR. <p>(O) A fuel management procedure is established.</p>	
2841-03 ***	Sponson Tank Fuel Quantity Indicator	C	2	0	May be inoperative provided there is no fuel in the corresponding sponson tanks.	
		C	2	0	The fuel quantity gauge on board is sufficient to comply with the applicable 14 CFR regulation.	
2841-04 ***	Fuel Totalizer	D	-	-	May be inoperative.	
2841-05	Fuel Quantity Gauges	B	-	-	(O) May be inoperative provided: <ul style="list-style-type: none"> a) A procedure is established to confirm the quantity of fuel is adequate to comply with the applicable 14 CFR, and b) Fuel is only transferred in the event of an engine failure, and c) Fuel Low Level Light is operative, and d) The aircraft does not take off unless the purpose is to return directly to a base where repairs can be made. 	

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28. FUEL

JASC Code	Item	1	2	3	4	Change Bar
2844-01	Fuel Pressure Caution Light	D	2	0	One or both may be inoperative provided the corresponding fuel pressure indicator is operational.	
2844-02	Fuel Pressure Indicators	B	2	0	(O) One or both may be inoperative, provided: a) Operations are conducted at an altitude below 10,000 ft. MSL, and b) Both associated Booster Pumps operate normally.	

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29. HYDRAULIC POWER

JASC Code	Item	1	2	3	4	Change Bar
2920-01	Landing Gear Standby Electro-Pump	B	1	0	May be inoperative for flight provided all 3 landing gear units are down locked. (O) Allow for 5-knot drop in cruising speed. (M) Secure landing gear control handle in down locked position using a wire-locked safety pin.	
2931-01	Hydraulic Pressure Gauges (LH, RH, Auxiliary)	B	3	2	One may be inoperative provided: a) The Warning Caution Panel (WCP) and associated hydraulic pressure warning lights are operating normally, and b) It is not reasonably practical to repair or replace before commencement of the flight.	
2931-02	Hydraulic Accumulator Pressure Gauge	B	1	0	May be inoperative provided: a) Left Hydraulic System pressure gauge is operative, and b) Left Hydraulic System pressure warning lights are operative, and c) Wind Velocity at engine start does not exceed RFM limit with rotor brake released at 30kt, and d) Wheels are chocked after landing, and e) Main rotor blades are secured when engine is shut down, and f) It is not reasonably practical to repair or replace before commencement of the flight.	
2933-01	Hydraulic System Indicator Lights (LH, RH and AUX HP)	B	3	2	One may be inoperative provided: a) The associated hydraulic pressure gauge is operating normally, and b) It is not reasonably practical to repair or replace before commencement of the flight.	

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30. ICE AND RAIN PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
3020-01	Engine Inlet Electrical Anti-Ice	D	2	1	May be inoperative provided the aircraft is not operated in known or forecast icing conditions.	
		D	2	1	One may be inoperative provided the aircraft is not operated in Flight Manual Conditions requiring their use.	
		D	2	0	Both may be inoperative provided the know and forecast ambient temperature for the flight is greater than the Flight Manual Condition requiring their use plus an additional 10° C.	
3020-02 ***	Multi-Purpose Air Intakes System (MPAI)	C	2	0	(O) One or both may be inoperative in any position, provided: a) Known and forecast ambient temperature for the flight is greater than +10°C, b) Performances taken into account for the flight should be based on condition of intakes (both open, use MPAI open performances; both closed, use closed; one open and one closed, use closed).	
3030-01	Pitot Tube Heaters	C	2	0	One or both may be inoperative for other than Night, VFR only, provided: a) The aircraft is not operated at any time in visible moisture or precipitation when the OAT is less than 5°C.	

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30. ICE AND RAIN PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
3030-02 ***	Static Port Heaters	D	-	-	One or both may be inoperative for other than Night, VFR only, provided that the aircraft is not operated at any time in visible moisture or precipitation when the OAT is less than 5° C.	
3040-01	Windshield Wipers					
	1) Side Windshield Wiper	C	2	1	One may be inoperative for a flight carried out under precipitation conditions, provided that the operating windshield wiper is on the same side as the pilot at the controls.	
		C	2	0	Both may inoperative for flight operated in non-precipitation conditions.	
***	2) Centre Windshield Panel Wipers	D	1	0	May be inoperative.	
3040-02	Left and Right Windshield Panel Heaters	C	2	0	May be inoperative provided P2 Heater is operative.	
		C	2	0	May be inoperative provided the aircraft is not operated in visible moisture when the OAT is less than +5° C.	
3040-03 ***	Center Windshield Panel Heater	D	1	0	May be inoperative.	
3040-04	Pitot Heat Failure Indication System	C	-	0		
3040-05 ***	Windshield Washers	D	2	0	May be inoperative.	

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31. INSTRUMENTS

JASC Code	Item	1	2	3	4	Change Bar
3110-01	Aircraft Engine Monitoring System				MOVED to JASC 45.	
3120-01	Clock				DELETED.	
3120-02	Elapsed Timer	D	-	0	May be inoperative provided Chronometer is operative.	
3120-03	Hour Meter				DELETED.	
3120-04	Chronometer	C	2	0	May be inoperative provided another hour/minute/second indicator is available on-board the aircraft.	
3120-05	Electronic Instrument Display (EID)	B	2	1	(O) One may be inoperative. In case of second EID failure, refer to Flight Manual Section.	
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)	C A	- -	- 0	Any in excess of those required by CFR may be inoperative. May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, b) Repairs are made within three flight days.	

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31. INSTRUMENTS

JASC Code	Item	1	2	3	4	Change Bar
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	-	1	Any in excess of those required by CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable CFRs.	
3150-01	Aural Warning System	A	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Aural warning switch is OFF and the CWP A WARN Caption is operative, and b) NR MIN and NR MAX warning lights are operative, and c) Fuel Shut-Off Lever FIRE lights are operative, and d) Both NR indicators are fully operative, and e) The aircraft does not take off for one flight unless the purpose is to join directly a base where repairs or replacements can be made. 	

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32. LANDING GEAR

JASC Code	Item	1	2	3	4	Change Bar
3230-01 ***	Landing Gear Kneel System After MOD 07 23817	C	-	0	May be inoperative. NOTE: Before MOD 0723817 the L/G Kneel system must be operative for flight.	
3240-01	Parking Brake	C	1	0	(O) May be inoperative provided: a) Normal Braking System is operative. b) Wheel chocks are utilized, and c) Hydraulic accumulator pressure is checked before removing chocks.	
3240-02 ***	Toe Brakes (Co-pilot)	D	1	0	(O) Procedure to ensure that taxiing, take-off and landing is performed from the pilot's side. (M) Procedure to ensure there is no evidence of fluid leakage from the system when operative (Captain's) toe brakes are applied.	
3260-01	Landing Gear Position Indicating System	C	1	0	May be inoperative provided: (O) An allowance is made for a 5-knot drop in cruising speed. (M) All three landing gear units are verified down locked. Landing Gear Control Handle is secured in Down Locked position using a wire locked safety pin.	
3260-02	Landing Gear Actuating System	C	1	0	May be inoperative provided: (O) An allowance is made for a 5-knot drop in cruising speed. (M) All three landing gear units are verified down locked. Landing Gear Control Handle is secured in Down Locked position using a wire locked safety pin.	

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32. LANDING GEAR

JASC Code	Item	1	2	3	4	Change Bar
3260-03	Landing Gear Not Extended Alarm	C	1	0	(O) May be inoperative, provided: a) Landing Gear Position Indicating System is operational, and b) Inhibit Landing Gear Not Extended Warning Light.	
3260-04	Landing Gear Monitoring System	C	1	0	May be inoperative provided: (O) An allowance is made for a 5-knot drop in cruising speed. (M) All three landing gear units are verified down locked. Landing Gear Control Handle is secured in Down Locked position using a wire locked safety pin.	

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33. LIGHTS

JASC Code	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 Deck/Flight Compartment Instrument Lighting System(s)	C	-	-	(O) Individual lights may be inoperative, provided: a) Remaining Lighting System are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System are positioned so that direct rays are shielded from flight crewmembers 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.	
3320-01	Passenger Compartment Lighting	D	1	0	May be inoperative, provided the aircraft is not carrying passengers.	

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33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3320-02	Cabin Emergency Lighting	D	1	0	May be inoperative, provided the aircraft is not carrying passengers	
		D	1	0	As required by 14 CFR.	
3320-03 *** (PL-123)	Passenger Lighted Information sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
3340-01	Position Light System	C	3	-	May be inoperative for other than Sunset to Sunrise operations.	
3340-02	Anti-collision Light System	C	-	-	As required by 14 CFR.	
3340-03	Landing Light	C	1	0	Both may be inoperative for other than Night operations only.	
		C	2	1	May be inoperative for Night operations provided the second landing light is installed and operative.	
3340-04	Utility Light	D	1	0	May be operative for other than Night VFR only, flight.	
		D	1	0	May be inoperative for Night, VFR only flight provided: a) All normal flight deck lights are operative. b) Flight Deck Dome Light is operative, and c) One flashlight per flight crew is readily available.	
3340-05	Map Lights	D	2	0	One or both may be inoperative.	
3340-06 ***	Lights for Amphibious Operations	D	-	-		
3340-07	Strobe Light	C	-	0	One or both may be inoperative.	

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33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3340-08 ***	Rear Landing Light	D	1	0	May be inoperative for other than night, VFR only flight.	
		D	1	0	May be inoperative for Night if the Main Landing Light is operative.	
3350-01 ***	Helicopter Emergency Egress Lighting System (HEELS)	C	-	0	As required by 14 CFR.	
3350-02	Cockpit Dome Light	D	1	0	May be inoperative for other than Night flights.	
		D	1	0	May be inoperative for Night flight provided: a) All normal flight deck lights are operative, and b) One flashlight as required by 14 CFR is readily available to the pilot.	
3350-03 ***	Supplemental Lighting System	D	-	-	May be inoperative provided procedures do not require its use.	
3350-04 ***	Storm Light System	C	-	-	May be inoperative provided thunderstorms/potentially hazardous weather conditions are unlikely to be encountered on intended route.	

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3410-01	Multi-Function Displays (MFD) Processor Unit/Key & Display Unit	B	4	1	<p>(O) Three (3) units may be inoperative for other than Night VFR only flight, provided:</p> <ul style="list-style-type: none"> a) One unit is continuously operating in FND mode on the RH side, and b) Pilot at the controls is on the RH side, and c) All the control module indicators and emergency instruments on the central instrument panel are all operational. <p>If the 4th SMD unit fails; the loss of all AFCS alarms requires maximum vigilance:</p> <ul style="list-style-type: none"> a) Hands on control, and b) Do not use AFCS upper modes. 	
		C	4	3	<p>One unit may be inoperative for IFR or VFR Night flights, provided:</p> <ul style="list-style-type: none"> a) One unit is operating continuously in FND mode on each side of the instrument panel during takeoff, final approach, and aborted approach phases, and b) ISIS is operational, and c) In the two cases, if AP# TEST FAILED appears on MFD at pre-flight test, check for MFDi DIALOG message (associated to the failed PU) and be sure that both APM can be engaged (ON). 	

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3410-02	Cross-talk between MFDs	C	4	3	One may be inoperative as per MFD.	
3410-03	ARINC Link Between APMi (i=1 or 2) and Display System	B	2	1	(O) One may be inoperative, provided: a) Flight is carried out in VMC; b) Disengage APMi, c) Controls are guarded.	
3410-04	Discrete Link Between APMi (i=1 or 2) and Display System	B	2	1	(O) May be inoperative, provided: a) Flight is carried out in VMC; b) Disengage APMi, c) Controls are guarded.	
3412-01	OAT Indicator	C	1	0	May be inoperative provided another air temperature indicator is operative that is convertible to OAT.	
3417-01	Attitude and Heading Reference System (AHRS)	C	2	1	(O) One may be inoperative for VFR flight provided ISIS is operative. On RCU: a) Select valid AHRS; b) Set invalid AHRS to OFF c) In case of 2 nd AHRS or ISIS failure, maintain VFR if possible. NOTE: Depending on the TAWS version installed with AHRS 2 failed, check the applicable Flight Manual Supplement.	
3417-02	Air Data Computer (ADC)	C	2	1	(O) One may be inoperative for VFR flight provided ISIS is operative. On RCU: a) Select valid ADC b) In case of 2 nd ADC or ISIS failure, maintain VFR if possible.	
3421-01	Stand-By Instrument (ISIS)	C	1	0	(O) May be inoperative for VFR flight, provided: a) Both AHRS are operative, b) Both ADC are operative. c) In case of AHRS or ADC failure, maintain VFR if possible.	
3421-02	Standby Magnetic Compass	C	-	-	As required by 14 CFR.	

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JASC Code	Item	1	2	3	4	Change Bar
3425-01	Magnetic Aircraft Sensor (MAS)	C	2	1	(O) One may be inoperative for VFR flight. On RCU: a) Select DG mode on the heading receiving the failed MAS; b) Adjust the DG value by comparison to the valid heading source. c) Check heading with stand-by compass.	
3431-01	ILS	C	-	-	As required by 14 CFR.	
3434-01 ***	Marker Beacon	C	-	-	As required by 14 CFR.	
3442-01 ***	Weather Radar System	C	-	-	As required by 14 CFR.	
3444-01	Radio Altimeter Transmitter/ Receiver	C	-	-	As required by 14 CFR.	

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3444-02 *** (PL-54) HTAWS	Class A TAWS Equipment 1) GPWS	A	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Repairs are made within (2) 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 (2) flight days.	
	b) Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within (2) flight days.	
	c) Glideslope Deviation(s) Mode 5	C	-	1		
	d) Advisory Callouts	B	-	0		
		B	-	0	(O) Maybe inoperative provided alternate procedures are established and used.	

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JASC Code	Item	1	2	3	4	Change Bar
3444-02 *** (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) ***	B	1	0	(O) Maybe inoperative provided alternate procedures are established and used. NOTE: Operator's alternate procedures should include windshear avoidance and windshear recovery procedures.	
		C	1	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) Windshear Detection and Avoidance System (Predictive) operates normally.	
	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		

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3444-02 *** (Cont'd)	Class B 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 (2) flight days.	
	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 (2) flight days.	
	b) Test Mode	A	1	0	(O) May be inoperative provided: a) GPWS is considered inoperative, and b) Repairs are made within (2) 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.	
		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.	

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JASC Code	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. (O) Maybe inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
	3) Terrain Displays ***	C	-	1		
	4) Runway Awareness & Advisory System (RAAS) ***	C	1	0		
	Class C TAWS Equipment TAWS/GPWS ***	C	1	0		
3445-01 *** (PL-32)	Traffic Alert & Collision Avoidance Systems (i.e., 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.	
		C	-	0		
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative, provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0		

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3445-02 *** (PL-32) (Cont'd)	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.	
	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative, provided: a) RA visual display and audio functions are operative, and 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	C	-	0		

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
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.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR ****	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	2) ADS-B Squitter Transmission ****	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.	
		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.	

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3452-03 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided in is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR equipment, the repair category in the operator's MEL will be the same as that of the 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 the transponder and relief is provided in that section.	
	4) Data Link Receivers	D	-	0		
	5) ADS-B Applications	D	-	0		
3453-01 ***	Long-Range Navigation (LORAN) System	D	-	0	As required by 14 CFR.	
3454-01 ***	VOR	C	-	-	As required by 14 CFR.	

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3455-01 ***	ADF	C	-	-	As required by 14 CFR.	
3457-01 ***	Global Positioning Systems (GPS)	C	-	-	As required by 14 CFR.	
3460-01	FMS without Radio Control Function (Single or Dual)	C	-	0	One or more may be inoperative provided procedures do not require their use.	
3460-02	Dual FMS with Radio Control Function	C	2	1	(O) One may be inoperative, provided the VHF/VOR back-up Radio Control Box is operative.	
3461-01 *** (PL-98)	Flight Management System Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch b) Procedures are 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 Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch b) Procedures are 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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35. OXYGEN

JASC Code	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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45. CENTRAL MAINTENANCE SYSTEM

JASC Code	Item	1	2	3	4	Change Bar
4500-01	M'ARMS Aircraft Recording and Monitoring System	D	-	-	As required by 14 CFR.	
4500-02	HUMS	D	-	-	As required by 14 CFR	

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4. REMARKS OR EXCEPTIONS

52. DOORS

JASC Code	Item	1	2	3	4	Change Bar
5270-01 *** (PL-69)	External Door Indicating System	C	-	-	(O) May be inoperative provided pressure is applied against the opening access doors to verify that the doors are closed and locked.	

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63. MAIN ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6300-01	Main Gear Box (MGB C.) Oil Pressure Indicating System (Main and Emergency)	B	1	0	May be inoperative provided: Main Gear Box Cool Light is operative.	
6321-01	Rotor Brake System	C	1	0	<p>(O) May be inoperative provided:</p> <p>a) Rotor must not be started or stopped when wind velocity exceeds 30 knots, and</p> <p>b) Rotor brake disk must be free.</p> <p>(M) Rotor brake disk must be free and rotor braking system must be deactivated and secured.</p>	
6321-02	Rotor Brake Pressure Warning System	C	1	0	<p>May be inoperative provided:</p> <p>(O) Rotor must not be started or stopped when wind velocity exceeds 30 knots.</p> <p>(M) Rotor brake disk must be free and rotor braking system must be deactivated and secured.</p>	
6330-01 ***	Collective (ROTOR) Pitch Indicator	B	1	0	May be inoperative for flights/operations that do not require Category A performance and procedures.	
6340-01	Main Rotor (NR) Tachometer	A	2	1	<p>(O) One may be inoperative if indicator on the pilot's side is functioning.</p> <p>(O) If second Main Rotor Tachometer fails; utilize cues from NR min/max and collective pitch scale, and do not use the Rotor Brake on shutdown.</p>	
6340-02	Main Gear Box Cool Light (MBG C.)	C	1	0	May be inoperative provided Main Gear Box Pressure Indicator is operative.	
6340-03	Main Gear Box Oil Temperature Indicator	C	1	0	May be inoperative provided all other MGB oil system indicators and warnings are operative.	

AIRCRAFT:
AS332C, AS332C1, AS332L,
AS332L1, AS332L2

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ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

73. ENGINE FUEL AND CONTROL

JASC Code	Item	1	2	3	4	Change Bar
7300-01 ***	Flow Indication System	D	-	0	May be inoperative.	

AIRCRAFT:
AS332C, AS332C1, AS332L,
AS332L1, AS332L2

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MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

75. AIR

JASC Code	Item	1	2	3	4	Change Bar
7500-01	OFFSET Captions	B	2	0	(O) One or both may be inoperative provided: a) The Bleed Air Valves are checked operative, and b) The aircraft does not depart an airport where repairs can be made.	

AIRCRAFT:
AS332C, AS332C1, AS332L,
AS332L1, AS332L2

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MMEL TABLE KEY

JASC
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ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

JASC Code	Item	1	2	3	4	Change Bar
7710-01	Torque Transmitting System (No. 1 Eng. No. 2 Eng.)	B	2	1		
7710-02	Torque Indicators	B	2	1	One may be inoperative provided: a) Collective pitch indicator is operative, and b) Aircraft shall not depart an airport where repairs can be made.	
7740-01	NF1/NF2 indications on Triple Tachometer Indicator	A	2	1	One may be inoperative provided indicator on the pilot's side is functioning.	

AIRCRAFT:
AS332C, AS332C1, AS332L,
AS332L1, AS332L2

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MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

JASC Code	Item	1	2	3	4	Change Bar
7930-01	Engine Oil Chip Detection Warning Light	A	2	0	May be inoperative provide: <ul style="list-style-type: none"> a) The associated Engine Oil Temperature Gauges are operative, and b) The associated T4 and NG gauges are operative, and c) The associated mechanical magnetic plugs are checked free of particle during the check after the last flight of the day, until the repair is carried out. 	