

DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
WASHINGTON, D.C.

REVISION: 3a
DATE: 04/15/2010

M A S T E R M I N I M U M E Q U I P M E N T L I S T

BH-206/407 SERIES

/S/
STEVEN SORICH
CHAIRMAN, FLIGHT OPERATIONS
EVALUATION BOARD (FOEB)

FEDERAL AVIATION ADMINISTRATION
FLIGHT STANDARDS DIVISION
FORT WORTH AIRCRAFT EVALUATION GROUP (FTW-AEG)
2601 MEACHAM BOULEVARD
FORT WORTH, TEXAS 76193-0270

TELEPHONE: (817) 222-5270
FAX: (817) 222-5295

BH-206/407 SERIES

Table of Contents

SYSTEM NO.	SYSTEM	PAGE
--	Table of Contents	I
--	Log of Revisions	II,
--	Control Page	III,
--	Highlights of Change	IV,
--	Definitions	V, VI, VII, VIII,
--	Definitions	IX, X, XI
--	Preamble	XII, XIII
--	Guidelines for (O) & (M) Procedures	XIV
21	Air Conditioning	21-1
22	Auto Flight	22-1
23	Communications	23-1, 2
24	Electrical Power	24-1
25	Equipment/Furnishings	25-1, 2, 3
26	Fire Protection	26-1
27	Flight Controls	27-1
28	Fuel	28-1
29	Hydraulic Power	29-1
30	Ice and Rain Protection	30-1
31	Indicating/Recording Systems	31-1
33	Lights	33-1, 2
34	Navigation	34-1, 2
35	Oxygen	35-1
52	Doors	52-1
65	Rotors	65-1
71	Powerplant	71-1
73	Engine Fuel & Control	73-1
77	Engine Indicating	77-1
79	Engine Oil	79-1

BH-206/407 SERIES

Log of Revisions

Rev. No.	Date	Page Numbers	Initial
0a	01/11/1994	HIGHLIGHTS OF REV.,DEFINITIONS	
0a	01/11/1994	GUIDELINES	
0a	01/11/1994	21-1,22-1,23-1,24-1,25-1	
0a	01/11/1994	25-2,26-1,28-1,30-1,31-1	
0a	01/11/1994	33-1,33-2,34-1,34-2,35-1	
0a	01/11/1994	52-1,65-1,71-1,73-1,77-1	
0a	01/11/1994	79-1	
0b	01/24/1994	HIGHLIGHTS OF REV.	
0b	01/24/1994	31-1	
0c	02/07/1994	HIGHLIGHTS OF REV.,DEFINITIONS	
3	12/22/2008	ALL PAGES	
3a	14/15/2010	34-2	

BH-206/407 SERIES

Control Page

SYSTEM	PAGE	REV NO.	CURRENT DATE
Cover Page	-	3	04/15/2010
Table of Contents	I	3	04/15/2010
Log of Revisions	II	3	04/15/2010
Control Page	III	3	04/15/2010
Highlights of Changes	IV	3	04/15/2010
Definitions	VI	14	08/26/2008
Preamble	XIII	2	06/14/1989
Guidelines for (O) & (M) Procedures	XV	3	04/15/2010
21	21-1	3	12/22/2008
22	22-1	3	12/22/2008
23	23-1	3	12/22/2008
23	23-2	3	12/22/2008
24	24-1	3	12/22/2008
25	25-1	3	12/22/2008
25	25-2	3	12/22/2008
25	25-3	3	12/22/2008
26	26-1	3	12/22/2008
28	28-1	3	12/22/2008
30	30-1	3	12/22/2008
31	31-1	3	12/22/2008
33	33-1	3	12/22/2008
33	33-2	3	12/22/2008
34	34-1	3	12/22/2008
34	34-2	3a	04/15/2010
35	35-1	3	12/22/2008
52	52-1	3	12/22/2008
65	65-1	3	12/22/2008
71	71-1	3	12/22/2008
73	73-1	3	12/22/2008
77	77-1	3	12/22/2008
79	79-1	3	12/22/2008

BH-206/407 SERIES

Highlights of Change

EFFECTIVE ABOVE DATE, the BH-206/407 Series Master Minimum Equipment List has been revised. Please replace all pages with revision #3a for a complete up-to-date MMEL. Minor grammatical and spelling corrections and page format changes are not highlighted.

ATA 34 NAVIGATION

Item 34-20 EGPWS / HTAWS added.

BH-206/407 SERIES

Definitions

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELs or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

BH-206/407 SERIES

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. As used in MMELs, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
13. "Notes:" in Column 4 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
15. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
16. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is

BH-206/407 SERIES

the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (VMC) means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.

20. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "flight days," the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (flights, flight legs, cycles, hours, etc), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.

Category B. Items in this category shall be repaired within three (3) consecutive calendar days (72 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (10) consecutive calendar days (240 hours), excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10 day interval would begin at midnight the 26th and end at midnight February 5th.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours), excluding the day the malfunction was recorded in the aircraft maintenance log and/or record. The letter designators are inserted adjacent to Column 2.

BH-206/407 SERIES

An operator who has the authorization to use an MEL also has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

23. Electronic fault alerting system - General

New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Each aircraft manufacturer has incorporated individual design philosophies in determining the data that would be represented.

The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status. When preparing the MEL document, operators are to select the proper Definition No. 23 for their aircraft, if appropriate.

a. BOEING (747-400, 757, 767, 777, 787)

Boeing airplanes equipped with Engine Indicating and Crew Alerting Systems (EICAS), provide different priority levels of system messages (WARNING, CAUTION, ADVISORY, STATUS and MAINTENANCE). Any messages that affects airplane dispatch status will be displayed at a STATUS message level or higher. The absence of an EICAS STATUS or higher level (WARNING, CAUTION, ADVISORY) indicates that the system/component is operating within its approved operating limits or tolerances.

System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

b. BOEING (B-717, MD-10, MD-11)

These aircraft are equipped with an alerting function which is a subsystem within the Electronic Instrument System (EIS). The alerting function provides various levels of system condition alerts (WARNING, CAUTION, ADVISORY, MAINTENANCE and STATUS). Alerts that affect aircraft dispatch will include WARNING, CAUTION, STATUS or MAINTENANCE level. MAINTENANCE alerts are displayed on the status page of the EIS display panel under the maintenance heading. A MAINTENANCE alert on the EIS indicates the presence of a system fault which can be identified by the Central Fault Display System (CFDS) interrogation. The systems are designed to be fault tolerant, however, for any MAINTENANCE alert, the MEL must be verified for dispatch purposes.

c. AIRBUS (A-300-600, A-310, A-318/319/320/321, A-330, A-340)

Airbus aircraft equipped with Electronic Centralized Aircraft Monitoring (ECAM) provide different levels of system condition messages (WARNING, CAUTION, STATUS, and ADVISORY). A-318/319/320/321, A-330, and A-340 also provide MAINTENANCE status messages. Any message that affects airplane dispatchability will normally be at the WARNING, CAUTION or STATUS level. MAINTENANCE messages (A-318/319/320/321, A-330, and A-340 only) are also

BH-206/407 SERIES

indicated on ECAM Status Page below the white Maintenance label. A MAINTENANCE status (Class II) message on ECAM indicates the presence of a system fault which can be identified by CFDS (A-318/319/320/321) or CMS (A-330/A-340) interrogation. The systems are designed to be fault tolerant. For A-18/319/320/321, MAINTENENACE status (Class II) do not affect dispatch but are listed in the MMEL. Dispatch is allowed without specific conditions except for:

- BLUE RSVR MAINTENANCE status: If applicable, and
- AIR BLEED MAINTENANCE status: As applicable.

For the A-330 and A-340, MAINTENANCE status messages do not affect dispatch.

d. FOKKER (FK-100)

Fokker aircraft are equipped with Multi Function Display System (MFDS) which provides electronic message referring to the different priority levels of system information (WARNING (red), CAUTION (amber), AWARENESS (cyan) AND STATUS (white)). Any messages that affect aircraft dispatch will be at the WARNING, CAUTION or AWARENESS level. In these cases the MEL must be verified for dispatch capability and maintenance may be required. System conditions that only require maintenance are not presented on the flight deck. These maintenance indications/messages may be presented on the Maintenance & Test Panel (MAP) or the Centralized Fault Display Unit (CFDU) and by dedicated Built In Test Evaluation (BITE) of systems.

e. CANADAIR (CL-65, CL-604)

Canadair aircraft equipped with Engine Indication and Crew Alerting Systems (EICAS) provide four classes of messages (WARNING, CAUTION, ADVISORY, and STATUS). Any message that affects aircraft dispatch will be at the WARNING, CAUTION, or STATUS level. System conditions that only require maintenance are not visible to the flight crew. These maintenance indications/messages are only activated by maintenance personnel using the Maintenance Diagnostics Computer.

f. EMBRAER (EMB-135/145, ERJ-170/190 Series)

The EMB-135/145 and ERJ-170/190 are equipped with an Engine Indicating and Crew Alerting System (EICAS) that provides three different message levels: WARNING, CAUTION, and ADVISORY. The ERJ-170/190 Series add STATUS messages. Failures that effect dispatchability are presented to the flight crew at one of these levels. Other failures may be presented only to the maintenance personnel on the Multi Function Display (MFD) maintenance pages or through the download of the Central Maintenance Computer (CMC). System conditions that result only in a maintenance level message, i.e. no correlation with a higher level EICAS message, do not affect dispatch and do not require action other than as addressed within an operator's standard maintenance program.

g. GULFSTREAM (G-IV, G-V, GV-SP, and GIV-X, G-150 and G-200)

BH-206/407 SERIES

Gulfstream airplanes equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY, STATUS and MAINTENANCE (cyan or blue). Any WARNING or CAUTION message affects airplane dispatch status and requires that the Airplane Flight Manual or the MEL be used to determine dispatch capability. STATUS messages which indicate a system failure (e.g., FMS 1 fail) require that the Airplane Flight Manual or the MEL be used to determine dispatch capability. MAINTENANCE messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be identified by Maintenance Data Acquisition Unit (MDAU on the G-V) interrogation, Central Maintenance Computer (CMC on the GV-SP/GIV-X) interrogation or by reference to the Airplane Flight Manual.

Gulfstream mid-cabin airplanes (G-150, G-200) equipped with EICAS provide different priority levels of system messages: WARNING (red), CAUTION (amber), ADVISORY (green), and STATUS (white). The Airplane Flight Manual prohibits take off with any WARNING message displayed. CAUTION, ADVISORY and STATUS messages may affect airplane dispatch status and requires the Airplane Flight Manual or the MEL be used to determine dispatch capability. The airplane may dispatch with CAUTION, ADVISORY and STATUS messages that indicate proper system operation and are not illuminated due to a system failure (i.e. FUEL STBY PUMP ON when the pump is selected ON, GND A/B OUT with LAND selected on the ground, or APU GEN OFF with the switch OFF). MAINTENANCE and MAINTENANCE DATA STATUS messages do not affect airplane dispatch status. They indicate the presence of a system fault which can be retrieved from the Maintenance Diagnostics Computer. In all cases, the Airplane Flight Manual must be referenced and procedures compiled with for the displayed message prior to applying MEL dispatch relief.

h. De-HAVILLAND (DASH 8 SERIES 400)

Series 400 aircraft are equipped with a Caution/Warning Panel that annunciates all cautions and warnings. Advisory messages are displayed by the Electronic Indication System (EIS) or individual advisory lights supplied in the cockpit. "Class 1 failures" are failures that prevent continued operation of a specific Line Replacement Unit or channel and are annunciaded via advisory messages: caution, warning or advisory lights in the flight compartment. Dispatch with such posted failures are to be in accordance with the MMEL. "Class 2 failures" are failures which do not prevent continued system function. These faults will not be annunciaded to the flight crew and the absence of the higher level alert (warning, caution, advisory) indicates that the system/component is operating within its approved operating limits or tolerances. Such faults would be evident during maintenance interrogation performed during maintenance activities. Class 2 faults do not affect dispatch and will be listed in the Fault Isolation Manual (FIM). Class 2 faults will be left to the discretion of the operators when these faults are to be rectified.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an administrative control item.

BH-206/407 SERIES

25. "****" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.
26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.
27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."
28. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.
30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that if inoperative, damaged or missing have no effect on the airplane's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck area, service areas, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF process shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

BH-206/407 SERIES

Preamble

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (MMEL) is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA approved MMEL includes those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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

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

The MEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

BH-206/407 SERIES

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

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

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

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

FOR PART 91 PREAMBLE - See Policy Letter 36

BH-206/407 SERIES

Guidelines for (O) & (M) Procedures

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. Those procedures must be established by the operator. The following guidelines specify the objectives of the required procedures:

- 21-1 a) (M) Procedure to inspect heater, isolate its fuel supply and deactivate/secure heater electrical system.
- b) (M) Procedure to inspect shroud, ensure no leaks exist and deactivate/secure system.
- c) (M) Procedure to inspect shroud, ensure no leaks exist and deactivate/secure system.
- 21-2 a) (M) Procedure to inspect bleed air defog system, ensure no leaks exist, and deactivate/secure system.
- b) (O) Procedure to insure that the system has been deactivated.
- 21-3 (M) Procedure to inspect air conditioner, ensure drive system is not restricted, and deactivate/secure system.
- 21-4 (M) Procedure to inspect bleed air ECU system, ensure no leaks exist, and deactivate/secure the system.
- 23-5 (O) Procedure for alternate communications procedures.
- 24-2 (M) Procedure to inspect, disconnect auxiliary battery and secure cables.
- 24-3 (M) Procedure to inspect, deactivate or remove generator/alternator, secure cables and ensure drive system is not restricted.
- 24-4 (M) Procedure to deactivate the inoperative system and drive system is not restricted.
- 28-4 (O) Procedure to verify Solenoid Drain Valve is closed.
- 30-1 (M) Procedure to inspect, deactivate and secure the anti-ice System.
- 31-1 (O) Alternate procedure for determining time in service.
- 65-1 (M) Procedure to inspect rotor brake assembly to determine that rotor is free and no hydraulic leaks exist.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

21-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
21 AIR CONDITIONING							
1. ***	Cabin Heating System						
	a) Combustion	C	-	0	(M)	May be inoperative provided system is deactivated/secured.	
	b) Shroud	C	-	0	(M)		
	c) Bleed Air	C	-	0	(M)		
2. ***	Defogging System						
	a) Bleed Air	C	-	0	(M)		
	b) Other defogging systems	C	-	0	(O)		
3. ***	Air Conditioner(Freon)	D	-	0	(M)		
4. ***	Bleed Air ECU System	D	-	0	(M)		

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

22-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22 AUTO FLIGHT						
1. ***	Autopilot	C	-	0	May be inoperative provided operations do not require its use.	
2. ***	SAS	C	-	0		
3. ***	Force Trim System	D	-	0		

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

23-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
23 COMMUNICATIONS					
1.	Communications Systems: (VHF and UHF)	D	-	-	Any in excess of those required by FAR 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.
2. ***	Cockpit/Cabin Speaker	D	-	0	As required by FAR.
3. ***	Cabin ICS System	D	-	0	
4. ***	External Loud Speaker	D	-	0	
5. ***	High Frequency(HF) Communication System	D	-	0	Any in excess of those required by FAR may be inoperative.
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternate procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat coeds are not available while using SATCOM voice, prior coordination with the appropriate ATS facility required.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

23-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23 COMMUNICATIONS					
6. *** Satellite Tracking System(s) (i.e. Blue Sky, SkyConnect, Outerlink, etc.)	D	-	0		NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.
7. *** Satellite Phone (i.e. SkyConnect Satellite Phone, etc.)	D	-	0		

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

24-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			-	0	
			3. NUMBER REQUIRED FOR DISPATCH		
24	ELECTRICAL POWER				
1.	Generator Caution System	B	-	0	May be inoperative provided loadmeter is operative.
2.	Auxiliary Battery	D	-	0	(M) May be inoperative provided: a) Battery is disconnected and secured, and b) Battery remains installed.
***		D	-	0	(M) May be inoperative provided: a) Battery is removed, and a) Appropriate ballast is installed.
		D	-	0	(M) May be inoperative provided: a) Battery is removed, and b) Weight and balance is revised.
3.	Standby Generator/ Alternator	C	-	0	(M) May be inoperative for VFR.

4.	Starter/Generator(Twin engine models only)	C	2	1	(M) May be inoperative for single engine operations. The starter/generator must be operative on the engine being used.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

25-1

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25		EQUIPMENT/FURNISHINGS				
1.		Crew Member Shoulder Harness	B	1	0	
2.		Passenger Seat Belts	C	1	0	One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded.
3.	***	Passenger Shoulder Harness	C	-	0	
4.	***	Passenger Convenience Item(s)		-	0	Passenger convenience items, as expressed in this MMEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and/or (O) procedures may be required and included in operator's appropriate document.
5.	***	Cargo Suspension System	D	-	0	
6.	***	Hoist System	D	-	0	May be inoperative provided system is deactivated and secured.
7.	***	Litter Kit	D	-	0	
8.	***	EMS Equipment				May be inoperative provided system is deactivated and secured. (M) and/or (O) procedures may be required and included in the operator's appropriate document.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

25-2

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS	
25	EQUIPMENT/FURNISHINGS				
9. ***	Emergency Locator Transmitter (ELT)				
	Survival Type ELTs	D	-	-	Any in excess of those required by FAR may be inoperative or missing.
	Fixed ELTs	A	-	0	May be inoperative or missing provided repairs are made within 90 days.
		D	-	-	Any in excess of those required by FAR may be inoperative or missing.
10. ***	Flotation Inflation System	D	-	0	As required by FAR.
11. ***	Sonic Locator	D	-	0	
12. ***	Forward Looking Infra Red (FLIR)	D	-	0	
13. ***	Auxiliary Fuel and/or lubricant heating system.	D	-	0	
14. ***	Electronic News Gathering (ENG) Equipment	D	-	0	May be inoperative provided system is deactivated and secured. (M) and/or (O) procedures may be required and included in the operator's appropriate document.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

25-3

SYSTEM & SEQUENCE NUMBERS	1. ITEM	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS			
15. ***	Non-Essential Equipment & Furnishings (NEF)	-	0	<p>May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (insert name) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.</p> <p>NOTE: EXTERIOR LAVATORY DOOR ASH TRAYS ARE NOT CONSIDERED NEF ITEMS.</p>

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

26-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
26	FIRE PROTECTION				
1.	Engine Fire Warning System(Twin engine models only)	B	2	1	One may be inoperative for single engine operation provided the warning system is operative on the engine being used.
2. ***	Portable Fire Extinguisher	D	-	-	Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it can not be mistaken for a functional unit, and b) Required distribution is maintained.
3. ***	Engine Fire Extinguishing System	B	-	0	May be inoperative for other than Category A operations.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

28-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM		2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
28	FUEL				
1.	Fuel Quantity Gauge				DELETED.
2. ***	Auxiliary Fuel Tank	D	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Flight is not predicated upon the use of the system, and b) Auxiliary tank fuel is considered in weight and balance computations.
3.	Fuel Low Warning Caution Light System(206A and 206B only)				DELETED.
4. ***	Solenoid Drain Valve System	D	-	0	(O) May be inoperative provided the manual drain valve is verified closed prior to flight.
5.	Fuel Boost Pump(Twin engine models only)	B	4	3	One aft boost pump may be inoperative.
6.	Fuel Flow Indicator (Twin engine models only)	B	2	0	

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

30-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3. NUMBER REQUIRED FOR DISPATCH		
30 ICE AND RAIN PROTECTION					
1.	Engine Anti-ice System	B	1	0	(M) May be inoperative provided: a) Known and forecast conditions for flight are at ambient temperatures above +4 degrees C with no visible moisture. and b) Operations are conducted in accordance with RFM.
2.	Pitot Heater ***	C	-	0	May be inoperative provided OAT is above 0 degrees C.
		C	-	0	May be inoperative provided Operations are not conducted in visible moisture.
3.	Automatic Engine Reignition kit(A, B, and L models only)	C	-	0	May be inoperative provided aircraft is configured as required by RFM for flight in falling or blowing snow.
4.	Engine Continuous Ignition System	B	2	0	May be inoperative provided: a) Known and forecast flight conditions are at ambient temperatures above +4.4 degrees C (40 F) with no visible moisture, and b) Operations are conducted in accordance with RFM.
5.	Engine Anti-Ice Lights	B	2	0	May be inoperative provided: a) Known and forecast conditions for flight are at ambient temperatures above +4 degrees C with no visible moisture, and b) Operations are conducted in accordance with RFM.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:
 BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

31-1

SYSTEM & SEQUENCE NUMBERS		1. ITEM	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
31		INDICATING/RECORDING SYSTEMS				
1.		Clock, Displaying Hours, Minutes and Seconds, with Sweep Second Pointer or Electric Digital Clock.	C	1	0	Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by, any pilot at the pilot's station.
2.		Hour Meter	C	-	0	(O) May be inoperative provided alternate means is utilized for recording time in service.
3.		Elapsed Timer	D	-	0	

4.		Aircraft/Engine Monitoring System.	D	-	0	

5.		Voice Warning System	D	-	0	

6.		Warning Horn Mute System				
		a) 206B and 206L models only	D	1	0	
***		b) All other models	D	1	0	
7.		Vibration Monitoring System	D	1	0	

8.		Flight Event Recorder (ALERTS)	A	-	0	May be inoperative for 10 (ten) flight days.

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

33-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
33	LIGHTS				
1.	Position Light System	C	1	0	May be inoperative for day.
2.	Anti-Collision Light System	C	1	0	May be inoperative for day.
3.	Landing Light(s)	C	2	0	As required by FAR.
4.	Cockpit Instrument Lighting System(s)	B	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Sufficient lighting is available to make each required instrument, control and other device for which it is provided easily readable, b) Direct rays and reflections do not impair visibility either inside or outside the aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for the expected flight condition, and d) Lighting configuration at dispatch is acceptable to the pilot.
5.	Cabin Lighting System	C	1	0	
6.	Cockpit Utility Light	C	1	0	
7.	Strobe Light System	C	-	0	

8.	Taxi Light	C	-	0	

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

33-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33 LIGHTS						
9. Search Light ***		C	-	0		
10. External Utility Lights ***		C	-	0		
11. Supplemental Lighting System ***		C	-	0		

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:
 BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

34-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			-	0	
			3. NUMBER REQUIRED FOR DISPATCH		
34	NAVIGATION				
1. ***	Gyroscopic Rate of Turn with Slip Indicator	C	-	0	Required at pilot's station.
2. ***	Gyroscopic Bank and Pitch Indicator	C	-	0	Required at pilot's station.
3. ***	Directional Gyro	C	-	0	As required by FAR.
4. ***	Vertical Speed Indicator	C	-	0	As required by FAR.
5. ***	ATC Transponder	C	-	0	As required by FAR.
6. ***	Navigation Equipment	C	-	0	As required by FAR.
7. ***	Weather Radar/ Thunderstorm Detection Equipment	C	-	0	As required by FAR.
8. ***	Marker Beacon	C	-	0	As required by FAR.
9. ***	Flight Director	C	-	0	
10. ***	Radar Altimeter	C	-	0	Required for NVG operations.
11. ***	Altitude Encoder	C	-	0	As required by FAR.
12. ***	DME	D	-	-	Any in excess of those required by FAR may be inoperative.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3a

PAGE:

DATE: 04/15/2010

34-2

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
34	NAVIGATION					
13. ***	RMI	C	-	0		
14. ***	Standby Attitude Indicator	C	-	0		As required by FAR.
15.	OAT/Free Air	C	-	1		May be inoperative provided approved alternate onboard OAT source is installed and operative.
16.	Airspeed Indicator	C	-	1		Required at pilot's station.
17.	Altimeter	C	-	1		Required at pilot's station.
18.	Deleted					
19. ***	Traffic Alert/ Advisory Systems (i.e., TCAS, TCAD, TAS, etc.)	C	-	0		
20. ***	Helicopter Ground Proximity Warning System /Terrain Awareness and Warning System HGPWS/HTAWS	C	1	0		As required by FAR. I

AIRCRAFT:

BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

35-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
35	OXYGEN				
1.	Oxygen System and Masks	D	-	0	As required by FAR.
***	(Crew and Passengers)				

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

52-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2.	NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
52 DOORS						
1. ***	Litter Door Caution System	C	-	0		May be inoperative provided a visual check verifies that the door is closed, and latched, prior to flight.
2. ***	Baggage Door Caution Light	C	-	0		May be inoperative provided all baggage is secured, and a visual check verifies that the door is closed, and latched, prior to flight.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

65-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
65 ROTORS					
1. Rotor Brake System ***	C	-	0		(M) May be inoperative provided an inspection is performed to determine the rotor is free.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT:
 BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

71-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS
			3.	NUMBER REQUIRED FOR DISPATCH	
71 POWERPLANT					
1.	Engine Air Particle Separator/ Particle Purge Particle Purge				
	a) 206L-1 and twin engine models	C	1	0	May be inoperative provided operations are conducted in accordance with the RFM.
***	b) 206L-3, L-4, and 407 models only	C	-	0	May be inoperative provided operations are conducted in accordance with the RFM.
2.	Water Alcohol Injection System	D	-	0	

3.	Engine Fire Detection System	C	-	0	

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

73-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED	3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
73	ENGINE FUEL & CONTROL				
1.	Engine Trim System(Twin Engine models only)	C	2	1	May be inoperative for single operations. The operating engine trim system must be operative.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

77-1

SYSTEM & SEQUENCE NUMBERS	1. ITEM	1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
77	ENGINE INDICATING					
1.	Tachometer, Dual Indicating (N2/Nr) (Single engine models)					DELETED.
2.	Deleted					
3.	TOT Light System					
***	a) Single Engine Models	C	-	0		
	b) Twin Engine Models only)	B	2	0		
4.	Engine N1 Tach(Twin Engine models only)	B	2	1		One may be inoperative for single engine operations. N1 must be operative on engine being used.
5.	Engine Low RPM Warning System (Twin Engine models only)	B	2	1		One may be inoperative for single engine operations. Engine Low RPM Warning System must be operative for the engine being used.

U.S. DEPARTMENT OF TRANSPORTATION
 FEDERAL AVIATION ADMINISTRATION

MASTER MINIMUM EQUIPMENT LIST

AIRCRAFT: BH-206/407 SERIES

REVISION NO: 3

PAGE:

DATE: 12/22/2008

79-1

SYSTEM & SEQUENCE NUMBERS	ITEM	1.	2. NUMBER INSTALLED		4. REMARKS OR EXCEPTIONS	
						3. NUMBER REQUIRED FOR DISPATCH
79	ENGINE OIL					
1. ***	Engine Scavenge Filter By-pass Indicator	D	-	0	May be inoperative provided by-pass indicator did not extend in conjunction with engine chip light.	
	ITEMS 2 THROUGH 6 APPLY ONLY TO TWIN ENGINE					
2.	Oil Temperature Oil Temperature	B	2	1	One may be inoperative for single engine operations. The oil temp indicator must be operating on the engine being used.	
3.	Oil Pressure Indicator	B	2	1	One may be inoperative for single engine operations. The Oil pressure indicator must be operating on the engine being used.	
4.	Engine Chip Detector	B	2	1	One may be inoperative for single engine operations. The chip detector must be operative on the engine being used.	
5.	High Oil Temperature Caution System	B	2	1	One may be inoperative for single engine operations. The High Oil Temperature Caution System must be operative for the engine being used.	
6.	Low Oil Pressure Caution System	B	2	1	One may be inoperative for single engine operations. The Low Oil Pressure Caution System must be operative for the engine being used.	
7. ***	Benz Airborne System Monitoring System (Auto-Fault)	C	-	0		