



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 10
Date: 05/11/2015

AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD)

**BO-105A, BO-105C, BO-105S, BO-105LS A1, BO-105LS A3
(TCDS H3EU)**

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**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT:
**BO-105A, BO-105C, BO-105S, BO-105LS
A1, BO-105LS A3**

REVISION NO. 10
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LOG OF REVISIONS

Rev. No.	Date	Revision Description
1	03/05/1985	Original
2	07/19/1988	All Pages
3	06/01/1989	All Pages
4	07/28/1989	All Pages
4a	10/03/1990	Highlights of Revisions
4b	09/20/1994	Highlights of Revisions
4c	12/09/1994	Highlights of Revisions
4d	03/02/1995	Highlights of Revisions
4e	12/18/1995	Highlights of Revisions
5	07/26/2000	All Pages
5a	02/02/2001	Highlights of Revisions
6	05/20/2002	All Pages
6a	12/04/2004	Highlights of Revisions
7	05/08/2008	All Pages
8	01/28/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters
9	05/13/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of additional Global Change (GC) Policy Letters
10	05/11/2015	Incorporation of additional Global Change (GC) Policy Letters

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HIGHLIGHTS OF CHANGE

JASC	Item	Explanation
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		<p>This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and is available for download or viewing at: http://av-info.faa.gov/sdrx/references.aspx.</p> <p>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 is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p> <p>For Example: JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p>
2310	-01	Added Policy letter 106, Rev 5. June 6, 2014 (HF)
2311	-01	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)
2312	-01	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)
2370	-01	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
2370	-02	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)
2500	-01	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)
2562	-02	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)
3130	-01	Added Policy Letter 87 Rev. 10, August 10, 2010 (FDR)
3130	-02	Added Policy Letter 87, Rev. 10, August 10, 2010 (CVR/FDR)
3300	-01	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)
3444	-02	Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS)
3445	-01	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I)
3445	-02	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II)
3452	-01	Added Policy Letter 76, Rev. 5, March 24, 2008 (Transponders & AARS)
3452	-02	Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB)
3461	-01	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Flight Management System (FMS)
3461	-02	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Navigation Management System (NMS)

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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.

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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.

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GUIDELINES FOR (M) & (O) PROCEDURES

JASC	Item	Explanation
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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. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

2140	-01	(M) Procedure to deactivate and secure system	
2140	-02	(M) Procedure to deactivate and secure system.	
2140	-03	(M) Procedure to deactivate and secure system.	
2140	-04	(M) Procedure to deactivate and secure system.	
2422	-02	(M) Procedure to deactivate and secure the inverter.	
2432	-01	(M) One may be inoperative when dual battery system is installed provided inoperative battery is deactivated and secured	
2435	-01	(M) Procedure to deactivate and secure the Generator.	
2500	-01	(M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2520	-01	(M)(O) May be inoperative provided the inoperative system is deactivated and secure.	
2562	-02	(M) Procedure to deactivate and secure system.	
2822	-01	(O) Procedure to determine fuel usage.	
2822	-02	(O) RFM limitations must be followed during flights.	
2843	-01	(O) Procedure to determine the usage of fuel anti-icing agent.	
3322	-02	(O) May be inoperative provided a) Passengers are not carried OR b) Alternate procedure to notify passengers	
3444	-02	(O) As required by 14 CFR	
3445	-01	(M) Procedure to deactivate and secure system.	
3445	-02	(O) Procedure for alternate enroute or approach procedures	

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GUIDELINES FOR (M) & (O) PROCEDURES

JASC	Item	Explanation
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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. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

3445	-02	(M) Procedure to deactivate and secure system.	
3461	-01	(O) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight.	
3461	-02	(O) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight.	
6521	-01	(O) Procedure to insure rotor brake disc is free. (M) Procedure to insure system is deactivated and secured.	
7720	-01	(M) Procedure to deactivate and verify bypass doors are in open provided : a) Pilot verifies respective N2 to be greater than 100% with a torques differential of less than 10% during hover check b) Aircraft shall not depart facility where repairs or replacements	
7920	-01	(M) May be inoperative provided it is deactivated and secured	

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

21. AIR CONDITIONING					
2100-01	Fresh Air Vent	C	2	1	Co-pilots may be inoperative.
2100-02	Freon Air Conditioner	C	-	0	
2140-01	Bleed Air Heating System	C	-	0	(M) May be inoperative above System +5 degrees C° outside air temperature provided: Pilot's Vent Blower operative, and a) System is deactivated and secured.
2140-02	Electrical Heating and Ventilating System	C	-	0	(M) May be inoperative above System-30 degrees C° outside air temperature provided: Pilot's Vent Blower operative, and a) System is deactivated and secured.
2140-03 ***	Bleed Air ECU Systems (STC SH1031EA)	C	-	0	(M) May be inoperative above System +5 degrees C° outside air temperature provided Pilot's Vent Blower operative, and a) System is deactivated and secured.
2140-04	Windshield Defog Vent Blowers	C	-	0	(M) May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative

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JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
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22. AUTO FLIGHT						
2200-01	(CSAS) Control Stabilization Augmentation System) LS Models Only	C	1	0	May be inoperative for VFR provided: a) Aircraft is operated within RFM limitations	
2200-02	(SAS) Stability Augmentation System Except LS Models	C	-	0		

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		4. REMARKS & EXCEPTIONS	

23. COMMUNICATIONS						
2300-01	Communications Systems (FM)	C	-	-	As required by 14 CFR.	
2300-02	ICS Cockpit	B			Co-pilots may be inoperative for single pilot operation	
2300-03	ICS Cabin	C	-	1		
2310-01 *** (PL-106)	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	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 and used. 	

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		4. REMARKS & EXCEPTIONS		

23. COMMUNICATIONS						
2311-01 (PL-95)	Communications Systems (UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
2312-01 (PL-95)	Radio-Communication (VHF) Transmitters and Receivers.	B	-	-	As required by 14 CFR.	
2340-01	External Loud Speaker	C	-	0		
2340-02	Telephone	C	-	0		
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <i>Without</i> a Flight Data Recorder installed in the aircraft.) NOTE: See Item 3130-01 for aircraft equipped with both CVR and FDR.	A	1	0	May be inoperative provided repairs are made within three flight days.	
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) (For an operator other than a holder of an air carrier or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	

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		4. REMARKS & EXCEPTIONS		

24. ELECTRICAL POWER						
2400-01	Ammeter	C	2	1	One may be inoperative provided operative ammeter and respective generator are both operative	
2400-02	Voltmeter	C	1	0		
2400-04	EPU (External Power Unit) Door Caution Light	B	1	0	May be inoperative provided EPU door is verified closed prior to flight	
2400-05	Emergency Power Supply(for Standby attitude Indicator)	B	-	1	May be inoperative for VFR	
2422-01	Flight Inverter	B	-	1	Two required for IFR flight	
2422-02	Utility Inverter	C	-	0	(M) May be inoperative provided the inverter is deactivated and secure	
2432-01	Battery(s)	C	-	1	(M) One may be inoperative when dual battery system is installed provided inoperative battery is deactivated and secured.	
2435-01	Generator	B	2	1	(M) One may be inoperative for day VFR provided inoperative Generator is deactivated and secured.	
2435-02	Generator I or Generator II Warning Light	C	2	0	May be inoperative provided respective Ammeter and Voltmeter are both operative	

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		4. REMARKS & EXCEPTIONS		

25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	NEF Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the operator's (insert name) manual. (M) & (O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2510-01	Crew member Shoulder Harness	B	-	0	As required by 14 CFR.	
2520-01	Passenger seat belts	C	-	-	As required by 14 CFR.	
2520-02	Litter Adapter System	C	-	-		
2520-03	EMS Equipment	C	-	0	May be inoperative provided the inoperative system is deactivated and secure (M) and (O) procedures may be requires and included in carriers appropriate manuals.	
2550-01 ***	External Load Hook System	C	-	0		
2550-02 ***	Rescue Winch System	C	-	0		
2560-02 ***	Flare System	C	-	0		
2560-03 ***	Helicopter Flotation Devices	C	-	0	As required by 14 CFR.	

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25. EQUIPMENT/FURNISHINGS					
2562-02 ***	Emergency Locator Transmitter (ELT)				
(PL-120)	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.
	Fixed ELT	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.
		A	-	0	May be missing provided repairs are made within 90 days.
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	-	-	Any in excess of those required by 14 CFR may be missing.

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26. FIRE PROTECTION					
2622-01	Portable Fire Extinguisher	D	- 0	As required by 14 CFR.	I

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27. FLIGHT CONTROLS						
2700-01	Cyclic Stick Lock	C	-	0		
2700-02	Co-pilots Cyclic Trim System	C	1	0	May be inoperative for operations not requiring a co-pilot	
2700-03	Collective Pitch Lock	C	1	1		
2700-04	Follow-up Trim System	C	-	0		

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		4. REMARKS & EXCEPTIONS		

28. FUEL						
2810-01	Long Range Fuel Tank System	C	-	0	May be inoperative provided : a. Flight is not predicated upon use of the system, and b. b) Unusable fuel is considered in the weight and balance computations	I
2822-01	Main Transfer Pumps	C	2	1	(O) One pump for may be inoperative provided: a) Operate IAW BO105 RFM b) Consider unusable fuel quantity in Flight Manual Section 3.2 § 3. c) Supply tank fuel level is monitored continuously and operational check prior to departure verifies remainder of fuel system is operational.	I
2822-02	Supply Pumps	C	2	1	(O) One pump may be inoperative provided: a) Operate IAW BO105 RFM b) b) Consider unusable fuel quantity in Flight Manual Section 3.2 § 3.	I

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28. FUEL (Cont'd)						
2830-01	Fuel Dump Valve	C	-	0		
2841-01	Fuel Contents Gauges	B	2	1	One fuel gauge may be inoperative provided Fuel quantity for each group is precisely determined.	
2841-02	Fuel Low Quantity Caution Light System	C	1	0	May be inoperative provided The respective Supply Tank Quantity Indicators are operative and monitored.	
2843-01 ***	Fuel Heater	D	1	0	May be inoperative if OAT is above -20°C (-68°F).	
		D	1	0	(O) May be inoperative if OAT is below -20°C (-68°F), add fuel anti-icing agent as necessary.	
2844-01	Fuel Flow Monitoring System	B	-	0		

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		4. REMARKS & EXCEPTIONS		

30. ICE AND RAIN PROTECTION						
3000-01	Engine Anti-Icing System	C	2	0	May be inoperative provided: a) For VFR and b) Known and Forecasted outside air temperature above +4.5°C c) 40° C and No visible moisture	
3030-01	Pitot Tube Heat	B	-	0	May be inoperative provided: a) For VFR and b) Outside air temperature above +4.5° C c) 40° C and No visible moisture	
3030-02	Pitot Tube Heat	B	-	1	Copilots may be inoperative for single pilot operations	
3030-03	Static Port Heat	C	-	1	May be inoperative provided: a) For VFR and b) Outside air temperature above +4.5° C moisture	
3030-04	Static Port Heat	C	-	1	Copilots may be inoperative for single pilot operations	
3040-01	Windshield Wiper.	C	-	0	May be inoperative provided operations are not conducted in precipitin during takeoff and landing phase	
3040-02	Windshield Wiper.	C	-	1	Copilots may be inoperative for single pilot operations	

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31. INSTRUMENTS						
3100-01	Aircraft /Engine Monitoring systems	B	-	0		
3120-01	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	-	1	Operative clock must be located on the instrument panel in a position that makes it plainly visible to and usable by any pilot at the pilots station	
3120-02	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	-	0	May be inoperative for VFR provided Elapsed timer is installed and operative	
3120-03	Hour meter	C	-	0		
3120-04	Elapsed Timer	C	1	0	May be inoperative provided the clock is operative	
3130-01 (PL-87)	FDR Recording Parameters <u>not required</u> by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next scheduled maintenance visit.	
3130-02 (PL-87)	FDR installed for an operator other than a holder of an air carrier or commercial operator certificate.	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	

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33. LIGHTS						
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG (M & O) supplemental lights; cracked or missing filters; provided the remaining lights are: <ul style="list-style-type: none"> 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. 	
3320-01	Cabin Lighting System	C	-	0	May be inoperative provided <ul style="list-style-type: none"> a) For day operations OR b) Inoperative lights do not exceed fifty percent of total installed 	
3322-02	Fasten Seatbelt and No Smoking Sign	B	-	0	(O) May be inoperative provided a) Passengers are not carried OR <ul style="list-style-type: none"> a) Alternate procedure to notify passengers 	
3340-01	Position Light System	C	1	0	As required by 14 CFR.	
3340-02	Anti-collision light System	C	1	0	As required by 14 CFR.	

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33. LIGHTS (Cont'd)						
3340-04 ***	Search Light /Night Sun	C	-	0	As required by 14 CFR.	
3340-05	Strobe Light	C	-	0	As required by 14 CFR.	
3340-06	Recognition Light System	C	-	0	.	
3340-07	Cockpit Dome Light	C	1	0		
3340-08	External utility Light	C	-	0		
3340-09	Supplement Lighting System	C	-	0		
3350-01	Emergency Exit Light System.	C	1	0	May be inoperative provided a) Passengers are not carried.	

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34. NAVIGATION						
3412-01	OAT/Free Air Temperature Indicator	C	-	1	May be inoperative provided temperature can be obtained from an approved alternate onboard source.	
3413-01	Vertical Speed Indicator	B	-	0		
3414-01	Airspeed Indicator	B	-	1	Pilots must be operational.	
3416-01	Sensitive Altimeter Adjustable for Barometric Pressure	B	-	1	Pilots must be operational.	
3422-01	Gyroscopic Direction Indicator.	B	-	0	As required by 14 CFR.	
3423-01	Magnetic Direction Indicator.	C	1	0	As required by 14 CFR.	
3424-01	Standby Gyroscopic Bank and Pitch Indicator	B	1		As required by 14 CFR.	
3424-02	Gyroscopic Bank and Pitch Indicator with slip Indicator.	B	-	1	Pilots must be operational. .	
3431-01	Navigation System (LOC)	C	-	0	As required by 14 CFR.	
3432-01	Navigation Systems (ILS)	C	-	-	As required by 14 CFR.	
3434-01	Marker Beacon	C	-	0	May be inoperative provided navigation is not predicated on its use.	
3442-01 ***	Weather Radar System	C	-	0	As required by 14 CFR.	

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34. NAVIGATION (Cont'd)						
3444-01	RAD ALT	C	-	-	As required by 14 CFR, refer to FLM 3.2 § 10.	
3444-02 *** (PL-54)	Terrain Awareness and Warning System (TAWS) (EGPWS)	C	1	0	(O) May be inoperative, provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
3445-01 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS I)	B C	-	0 0	(M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use. (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Enroute or approach procedures do not require its use.	
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B C	-	0 0	(M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use. (M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, c) Enroute or approach procedures do not require its use.	

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34. NAVIGATION (Cont'd)					
3445-02 *** (Cont'd) (PL-32)	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, b) Enroute or approach procedures do not require its use.
	4) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.
5) Airspeed Selection Function	C	-	0		
3445-03 ***	Outer link CP-2 System (Aircraft Tracking System)	C	1	0	As required by 14 CFR.

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34. NAVIGATION (Cont'd)						
3446-01 ***	Thunderstorm Detection System	C	-	0	As required by 14 CFR.	
3451-01	DME	C	-	0	May be inoperative provided navigation is not predicated on its use	
3452-01 (PL-76)	Transponders & Automatic Altitude Reporting Systems	B	-	0	May be inoperative, provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	A	-	0	May be inoperative, provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.	
	2) ADS-B Squitter Transmission	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.	

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		4. REMARKS & EXCEPTIONS		

34. NAVIGATION (Cont'd)					
3452-02 (PL-105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	May be inoperative, provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of, or as a replacement for, 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment.
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display & Traffic 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, b) Screen display is acceptable to the flight crew.
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section.
	4) Data Link Receivers	D	-	0	
	5) ADS-B Applications	D	-	0	
3454-01	Navigation Systems (VOR)	C	-	-	As required by 14 CFR.
3455-01	Navigation Systems (ADF)	C	-	-	As required by 14 CFR.
3457-01	Navigation Systems (GPS)	C	-	-	As required by 14 CFR.

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		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3461-01 *** (PL-98)	Flight Management System (FMS)	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified.	
3461-02 *** (PL-98)	Navigation Management System (NMS)	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified.	

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52. DOORS						
5210-01	Door Caution System	C	1	0	May be inoperative provided it is determined through visual check that doors are closed and latched prior to flight	I

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		4. REMARKS & EXCEPTIONS		

65. MAIN ROTOR						
6510-01	XMSN Oil Temperature Indicating System.	C	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND a) Aircraft shall not depart facility where repairs or replacements can be made.	
6510-02	XMSN Oil Temperature Warning Light System.	C	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND a) Aircraft shall not depart facility where repairs or replacements can be made.	
6510-03	XMSN Oil Pressure Indicating System.	B	2	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.	
6510-04	XMSN Oil Pressure Indicating System.	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Warning Light System and Transmission Oil Pressure Indicating System are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made.	

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65. MAIN ROTOR						
6520-01	Intermediate and 90 Degree gear Boxes Chip Detector System	C	-	0	May be inoperative if detectors are checked in accordance with manufacturer's recommendations	
6521-01	Rotor Brake System	C	1	0	(O) Procedure to insure rotor brake disc is free. (M) Procedure to insure system is deactivated and secured.	
6530-01	Mast Moment Indicating System	D	-	0	May be inoperative provided maximum ground sloping for landing is limited to 5°degrees in all directions	

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77. ENGINE INDICATING						
7700-01	Automatic Power Sharing and Variable Rotor Speed System (VARTOMS)	C	1	0	May be inoperative	
7714-01	Engine N1 Tachometer Indicator	B	2	1	May be inoperative provided: a) Respective N2 and Engine Torque Indications are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made	
7720-01	Engine Intake Sand Filter	C	-	0	(M) Procedure to deactivate and verify bypass doors are in open provided: a) Pilot verifies respective N2 to be greater than 100% with a torque differential of less than 10% during hover check b) Aircraft shall not depart facility where repairs or replacements can be made	

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77. ENGINE INDICATING						
7722-03	Tachometer, Triple Indicating System (NR) (N2)	B	1	0	One N2 indicator may be inoperative provided: <ul style="list-style-type: none"> a) Respective N1 tachometer and engine torque indicator are operative AND b) Aircraft shall not depart facility where repairs or replacements can be made 	
7722-04	Dual Torque Indicator	B	1	0	One indicator needle may be inoperative provided: <ul style="list-style-type: none"> a) All other engine indicating systems are operating b) Engines are trimmed to matching N1, AND c) Aircraft shall not depart <ul style="list-style-type: none"> a. facility where repairs or b. replacements can be made. 	
7723-01	N2 Trim System	B	2	0	One trim System may be inoperative provided; <ul style="list-style-type: none"> a) Pilot verifies respective N2 to be greater than 100% with a torque differential of less than 10% during hover check b) Aircraft shall not depart facility where repairs or replacements can be made. 	

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79. ENGINE OIL						
7920-01	Supplemental Scavenge Oil Filter	C	-	0	(M) May be inoperative provided it is deactivated and secured	
7930-01	Chip Detector Pulse Function (Zapper)	C	-	0		