



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 10/12/2016

AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD)

**MBB-BK 117 C-2
(TCDS H13EU)**

**NOTE: Commercial designation also known as EC145
S/N 9004-9600 is designated as the C-2
S/N 9601 and above is known as the C-2e
See Note 12 in the TCDS H13EU**

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AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
I

TABLE OF CONTENTS AND CONTROL PAGE

Note: All pages reflect Revision 2, but not all pages contain changes. Updates to MMEL JASC items will be reflected by the vertical change bar (|) on the right side of the row.

JASC CODE	SYSTEM CHAPTER	PAGE NO.	REV NO.	DATE
--	Table of Contents and Control Page	I	2	10/12/2016
--	Log of Revisions	II	2	10/12/2016
--	Highlights of Change	III thru XII	2	10/12/2016
--	Definitions and Preamble	XIII	2	10/12/2016
--	Guidelines for (M) & (O) Procedures	XIV	2	10/12/2016
21	Air Conditioning	21-1 thru 2	2	10/12/2016
22	Autoflight	22-1 thru 8	2	10/12/2016
23	Communications	23-1 thru 4	2	10/12/2016
24	Electrical Power	24-1 thru 2	2	10/12/2016
25	Equipment/Furnishings	25-1 thru 5	2	10/12/2016
26	Fire Protection	26-1	2	10/12/2016
28	Fuel	28-1 thru 3	2	10/12/2016
29	Hydraulics	29-1	2	10/12/2016
30	Ice and Rain Protection	30-1	2	10/12/2016
31	Instruments	31-1 thru 5	2	10/12/2016
32	Landing Gear	32-1	2	10/12/2016
33	Lights	33-1 thru 4	2	10/12/2016
34	Navigation	34-1 thru 14	2	10/12/2016
35	Oxygen	35-1	2	10/12/2016
52	Doors	52-1	2	10/12/2016
63	Main Rotor Drive	63-1 thru 2	2	10/12/2016
65	Tail Rotor Drive	65-1	2	10/12/2016
67	Rotor Flight Controls	67-1	2	10/12/2016
71	Powerplant	71-1	2	10/12/2016
76	Engine Controls	76-1	2	10/12/2016
77	Engine Indicating	77-1	2	10/12/2016
79	Engine Oil	79-1	2	10/12/2016

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
II

LOG OF REVISIONS

Rev No.	Date	Page Numbers
Original	12/08/2004	Entry from approval stamp date.
1	01/10/2007	Highlights of Rev., Definitions, Preamble, and 25-1.
1a	09/17/2007	Highlights of Rev., Definitions, Preamble, and 28-1.
1b	11/20/2010	25-1,34-2.
2	10/12/2016	Cover Page, Table of Contents and Control Page, Highlights of Change, Definitions and Preamble, Guidelines, Page 21-1, 21-2, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 23-1, 23-2, 23-3, 23-4, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 28-1, 28-2, 28-3, 29-1, 30-1, 31-1, 31-2, 31-3, 31-4, 31-5, 32-1, 33-1, 33-2, 33-3, 33-4, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 35-1, 52-1, 63-1, 63-2, 65-1, 67-1, 71-1, 76-1, 77-1, and 79-1.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: MBB-BK 117 C-2	REVISION NO. 2 DATE: 10/12/2016	PAGE NO. III
HIGHLIGHTS OF CHANGE		

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

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

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

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

Page	JASC Item	Explanation of Change
I		Updated Cover Page and Log of Revisions to reflect Revision 2.
II		Combined Table of Contents and Control Page to reflect Revision 2.
III		Added JASC reference, NOTE, and updated Highlights of Change to reflect Revision 2.
XIII		Added location of Policy Letters (PL) to Preamble.
XIV		Updated Guidelines for (M) & (O) Procedures to reflect Revision 2.
21-1	2100-01	Added relief for air conditioning system.
21-1	2120-01	Revised descriptions (changed cockpit air vent to cockpit ventilation adjustable air outlet).
21-1	2120-02	DELETED , since already addressed in item 2100-01.
21-1	2121-01	Added relief for cockpit ventilation blower.
21-2	2121-02	Added proviso & (M) procedure.
21-2	2140-01	Added proviso & (M) procedure.
22-1	2200-01	Added relief for aircraft w/2 or more autopilots IAW PL-101.

NOTE 1: (PL-119) This MMEL also incorporates relief for Part 91 operations.

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

IV

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
22-1	2215-01	Added "autopilot module" to AFCS relief (AP1 and AP2).
22-1	2215-02	Added relief for AP1 or AP2.
22-2	2215-03	Added relief for AP-mode selector.
22-3	2215-04	Added relief for PFD collective link light.
22-3	2215-05	Added relief for SAS/AP CUT push button.
22-3	2215-06	Added relief for yaw rate gyro.
22-4	2215-07	Added relief for auto trim in Pitch.
22-5	2215-08	Added relief for auto trim in Roll.
22-6	2215-09	Added relief for auto trim in Yaw.
22-6	2215-10	Added relief for auto trim in cyclic and yaw.
22-7	2215-11	Added relief for 4-way Beep Trim system.
22-7	2215-12	Added relief for force trim release system.
22-7	2215-13	Added relief for Pitch SEMA.
22-8	2215-14	Added relief for Roll SEMA.
22-8	2215-15	Added relief for Yaw SEMA 1 or 2.
22-8	2215-16	Added relief for Pitch and/or Roll FOG.
22-8	2215-17	Added "stand-alone" to yaw SAS relief.
23-1	2300-01	Changed repair category from C to D and revised proviso; MOVED UHF relief to item 2311-01 and VHF to 2312-01 and added (***)
23-1	2300-02	Added relief for cockpit ICS.
23-1	2300-03	Added relief for cabin ICS.
23-1	2300-04	MOVED transponder relief to Item 3452-01 IAW JASC.
23-2	2300-05	Added relief for flightcrew headset.
23-2	2300-06	Added relief for passenger headset.
23-2	2310-01	Added relief for HF communications IAW PL-106.

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

V

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
23-2	2310-02	Added relief for satellite tracking or satellite phone systems.
23-3	2311-01	Revised communications systems (UHF) relief IAW PL-95.
23-3	2312-01	Revised communications systems (VHF) relief IAW PL-95.
23-3	2312-02	Added relief for FM communication systems.
23-3	2340-01	Added relief for external loud speaker.
23-3	2350-01	Added relief for aural warning generator.
23-3	2350-02	Added relief for automatic voice alert device.
23-4	2370-01	Added CVR with FDR relief IAW PL-29.
23-4	2370-02	Added CVR without FDR relief IAW PL-29.
23-4	2370-03	Added CVR for other than an air carrier relief IAW PL-29.
24-1	2400-01	Added relief for CAD power source.
24-1	2400-02	Added relief for VEMD power source.
24-1	2400-03	Added relief for emergency battery pack for standby attitude indicator.
24-1	2400-04	Added relief for HOR BAT caution light.
24-1	2435-01	Revised proviso.
24-1	2435-02	Added relief for GEN DISCON 1 and 2 caution light.
24-1	2437-01	Added relief for battery discharge caution light.
24-2	2440-01	Added relief for EXT POWER caution light.
24-2	2450-01	Revised/added proviso.
24-2	2450-02	Revised/added proviso.
24-2	2450-03	Revised/added proviso.
25-1	2500-01	Revised relief for NEF items.
25-1	2500-02	Added relief for FLIR.

AIRCRAFT:
MBB-BK 117 C-2REVISION NO. 2
DATE: 10/12/2016PAGE NO.
VI

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
25-1	2510-01	Added relief for copilot seat.
25-1	2510-02	Added relief for crewmember shoulder harness.
25-1	2510-03	Added relief for crew seat vertical adjustment.
25-1	2510-04	Added relief for fabric glare shield.
25-2	2510-05	Added relief for sun shade.
25-2	2510-06	Added relief for headset holder.
25-2	2510-07	Added relief for map case.
25-2	2510-08	Added relief for chart holder.
25-2	2510-09	Added relief for cockpit curtain.
25-3	2520-01	Added relief for passenger seat IAW PL-79.
25-3	2520-02	Revised description (added shoulder harnesses) and added (M) procedure.
25-3	2550-01	Added relief for cargo net.
25-3	2550-02	Added relief for cargo restraint systems IAW PL-100.
25-3	2550-03	Added relief for dual external cargo hook.
25-3	2550-04	Added relief for cargo hook mirror.
25-4	2550-05	Fixed provisions for bambi bucket.
25-4	2550-06	Added relief for external hoist system.
25-4	2560-01	Added relief for survival equipment.
25-4	2560-02	Added relief for flotation equipment.
25-4	2560-03	Added relief for HAA equipment.
25-4	2560-04	Added relief for wire strike protection system.
25-4	2560-05	Added relief for FAK IAW PL-73.
25-5	2562-01	Revised relief for ELT IAW PL-120.

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

VII

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
25-5	2562-02	Added relief for ADEL.T.
25-5	2562-03	Added relief for ELT remote switch.
25-5	2562-04	Added relief for ULB.
26-1	2610-01	Added relief for cargo baggage smoke detector system.
26-1	2622-01	Added relief for portable fire extinguisher IAW PL-75.
28-1	2810-01	Revised/added proviso.
28-1	2810-02	Added relief for auxiliary fuel indication.
28-1	2822-01	Revised provisos and added (O) procedure.
28-2	2824-01	Revised description; revised provisos and added (O) procedure.
28-2	2824-02	Revised/added proviso and (M) procedure.
28-2	2841-01	Added relief for CPDS Fuel SPLY I indication.
28-3	2841-02	Added relief for CPDS Fuel SPLY II indication.
28-3	2841-03	Added relief for CPDS MAIN fuel tank quantity indication.
28-3	2842-01	Revised provisos.
29-1	2932-01	Added (New) relief for hydraulic oil pressure sensor system.
29-1	2932-02	Added (New) relief for hydraulic test switch.
30-1	3030-01	Revised description (added copilot) and proviso.
30-1	3030-02	Revised description (added pilot) and proviso.
30-1	3030-03	Revised description (added copilot) and provisos for static port heater.
30-1	3030-04	Revised description (added pilot) and provisos for static port heater.
30-1	3030-05	Added relief for alternate static pressure.
30-1	3040-01	Added relief for windshield wiper system.
31-1	3100-01	MOVED collective pitch lock to item 6700-01.
31-1	3100-02	Revised proviso.
31-1	3100-03	Revised provisos and added (M) & (O) procedure requirement.

AIRCRAFT:
MBB-BK 117 C-2REVISION NO. 2
DATE: 10/12/2016PAGE NO.
VIII

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
31-1	3100-04	Added relief for Garmin G500H (C2e model).
31-1	3110-01	Added relief for CPDS OAT indication.
31-1	3110-03	Revised proviso.
31-2	3110-04	Revised description and proviso.
31-2	3110-05	Added relief for EFBs IAW PL-121.
31-3	3130-01	Added relief for FDR
31-4	3130-02	Added relief for FDR
31-4	3130-03	Added relief for EMER EXT indicator light
31-4	3130-04	Added relief for CPDS.
31-5	3130-05	Added proviso.
31-5	3130-06	Added relief for HUMS.
32-1	3211-01	Added proviso.
32-1	3211-02	Added proviso.
32-1	3212-01	Added (M) procedure and provisos for deactivate/secure procedure.
33-1	3300-01	Added relief for NVG lighting IAW PL-127.
33-1	3310-01	Revised proviso IAW PL-77.
33-2	3310-02	Revised description (added cockpit); changed repair category from C to D and added proviso.
33-2	3320-01	Added equipment relief for flight without passengers IAW PL-125.
33-2	3320-02	Revised proviso.
33-2	3320-03	Revised description.
33-2	3340-01	Changed FAR to CFR.
33-2	3340-02	Added relief for position light system IR (IR flasher).

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

IX

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
33-2	3340-03	Changed FAR to CFR.
33-2	3340-04	Added relief for formation lights.
33-3	3340-05	Revised description and provisos.
33-3	3340-06	MOVED search and landing light (IR function) to 3340-05.
33-3	3340-07	Revised description (added high intensity) and revised proviso.
33-3	3340-08	Revised number installed and added proviso.
33-3	3340-09	Revised number installed and added proviso.
33-3	3340-10	Added relief for stairway light.
33-3	3340-11	Added relief for HEELS.
33-3	3340-12	Changed repair category from C to D.
33-3	3340-13	Added (***)
33-4	3350-01	Changed repair cat. B to C; revised number installed and added proviso.
33-4	3350-02	Added relief for flashlight(s).
34-1	3400-01	Added relief for DMAP.
34-1	3400-02	MOVED to VOR to item 3454, ILS to item 3430, ADF to item 3455, GPS to item 3456, localizer to item 3431, glideslope to item 3432, and LORAN to item 3453.
34-1	3412-01	Added relief for total temperature probe unit (FDGS).
34-1	3413-01	Revised proviso.
34-1	3414-01	Revised provisos.
34-2	3414-02	Added (***); added repair category, number installed and required for dispatch.
34-2	3416-01	Added relief for altimeter.
34-2	3416-02	Added relief for standby altimeter.
34-2	3416-03	Added relief for AHRS.

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

X

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
34-3	3416-04	Added relief for ADC1.
34-3	3416-05	Added relief for ADC2.
34-3	3416-06	MOVED altitude encoding system relief to Item 3452-01 IAW PL-76.
34-4	3421-01	Added relief for alternate static pressure.
34-4	3421-02	Added relief for standby attitude indicator.
34-4	3422-01	Revised description (removed gyroscopic) and revised provisos.
34-4	3423-01	Revised provisos.
34-4	3424-01	Revised description (removed gyroscopic) and revised provisos.
34-5	3424-02	Added relief for slip indicator.
34-5	3430-01	Moved ILS from item 3400-02; no change.
34-5	3431-01	Added relief for localizer system.
34-5	3432-01	Added relief for glideslope system.
34-5	3444-01	Revised description (removed radar) and provisos.
34-5	3444-02	Added relief for HTAWS IAW PL-54.
34-9	3445-01	Added relief for TCAS IAW PL-32.
34-11	3445-02	Added relief for outer link CP-2 system.
34-11	3446-01	Added relief for thunderstorm detection system.
34-11	3451-01	Added relief for DME IAW PL-03.
34-11	3452-01	Added relief for ATC transponders IAW PL-76.
34-12	3452-02	Added relief for ADS-B IAW PL-105.

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

XI

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
34-13	3453-01	Added relief for LORAN.
34-13	3454-01	Added (**); MOVED VOR from item 3400-02.
34-13	3455-01	Added (**); MOVED ADF from item 3400-02.
34-13	3456-01	Added (**); MOVED GPS from item 3400-02.
34-13	3457-02	Added relief for Garmin GPS terminal procedures for the (C2e model).
34-13	3457-03	Added relief for Garmin GPS aviation database for the (C2e model).
34-13	3457-04	Added relief for Garmin GPS obstacle database for the (C2e model).
34-13	3457-05	Added relief for Garmin GPS airport database for the (C2e model).
34-13	3457-06	Added relief for Garmin GPS navigation database for the (C2e model).
34-13	3457-07	Added relief for RNAV.
34-14	3457-08	Added relief for XM weather.
34-14	3457-09	MOVED thunderstorm detection equipment to item 3446-01.
34-14	3461-01	Added relief for FMS IAW PL-98 and revised provisos.
35-1	3510-01	Added relief for oxygen system and masks.
52-1	5210-01	Revised external door indicating system relief IAW PL-69.
63-1	6310-01	Revised provisos.
63-1	6310-02	Revised provisos.
63-1	6310-03	Added relief for MGB oil pressure indication.
63-1	6310-04	Added relief for MGB oil temperature indication.
63-2	6310-05	Added relief for MGB chip detector system.

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
XII

HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
63-2	6321-01	Revised (M) procedure.
63-2	6330-01	Changed repair category from C to A and revised proviso, to include (M) & (O) procedures.
65-1	6500-01	Added (New) relief for TGB chip detector system.
67-1	6700-01	Revised description; changed repair category C to D, and added provisos.
67-1	6700-02	DELETED 4-way beep trim system (see item 2215-11).
67-1	6700-03	Added (O) procedure and revised provisos.
71-1	7160-01	Revised provisos.
71-1	7160-02	Added relief for inlet barrier filter system.
76-1	7600-01	Revised provisos.
76-1	7600-02	Revised provisos.
76-1	7600-03	Added relief for VARTMOS.
76-1	7600-04	Revised provisos.
77-1	7700-01	Moved to 7931-01.
77-1	7700-02	Moved to 7932-01.
77-1	7714-01	Added relief for conventional triple tachometer indicator.
79-1	7930-01	Added proviso.
79-1	7931-01	Added 14 CFR Part 91 Operations only.
79-1	7932-01	Added 14 CFR Part 91 Operations only.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: MBB-BK 117 C-2	REVISION NO. 2 DATE: 10/12/2016	PAGE NO: XIII
DEFINITIONS AND PREAMBLE		

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) Web site.

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO:

XIV

GUIDELINES FOR (M) & (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

Guidelines for (M) & (O) Procedures should be based on the Maintenance and Operational Procedures for the Minimum Equipment List MBB-BK 117 C-2 (M) & (O) Procedures, published by the aircraft manufacturer.

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
21-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioning System	D	-	0	(M) May be inoperative provided system is deactivated/secured.	
2120-01	Cockpit Ventilation Adjustable Air Outlet in Instrument Panel	C	2	1	Copilot's adjustable air outlet in instrument panel may be inoperative.	
2121-01	Cockpit Ventilation Blower	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Bleed air heating system is not required for defrosting/defogging, b) Flight is not conducted in visible moisture, c) NACA inlets are open, and d) RFM limitations are followed. <p>(M) CKPT VENT circuit breaker is deactivated/secured, and CKPT VENTILATION switch is placarded.</p> <p>NOTE: Defogging capability in hover is degraded.</p>	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
21-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2121-02	Passenger Ventilation System	C	1	0	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Cockpit ventilation system is operative, b) PAX BLW circuit breaker is deactivated/secured, and c) PAX BLW switch is placarded. 	
2140-01	Bleed Air Heating System	C	1	0	<p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Bleed air heating system is not required for defrosting/defogging, b) Flight is not conducted in visible moisture, and c) NACA inlets are open. <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) HTG-V and HTG CONT circuit breakers are deactivated/secured, and b) Heater switch is placarded. 	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
22-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2200-01 (PL-101)	Transport Category Aircraft with only One Autopilot Installed	B	1	0	(O) May be inoperative provided operations do not require its use.	
	Transport Category Aircraft with Two or More Autopilots Installed	C	-	1		
2215-01 ***	Automatic Flight Control System (AFCS) Autopilot Module (AP1 and AP2) (BK 117 C-2 only)	C	2	0	(O) Both may be inoperative for VFR provided: <ul style="list-style-type: none"> a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS circuit breakers are deactivated by pulling the respective circuit breakers, c) If available, yaw SAS re-engaged by SAS ON switch on cyclic stick, d) Hands-on feet-on control is permanently conducted, and e) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. 	

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

22-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2215-02 ***	Autopilot Module (AP1 or AP2) (BK 117 C-2 only)	C	2	1	<p>(O) One may be inoperative for VFR, Dual Pilot Night VFR, and Dual Pilot IFR provided after next AFCS failure:</p> <ul style="list-style-type: none"> a) The flight controls are guarded, and b) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. <p>NOTE: Loss of AP Module redundancy. Autopilot is fully functional in hands-off mode.</p> <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) P1 SAS and ROLL 1 SAS circuit breakers are deactivated/secured, and b) Autopilot Module is placarded. 	
2215-03 ***	AP Mode Selector	C	1	0	<p>(O) May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS circuit breakers are deactivated by pulling the respective circuit breaker, c) If available, yaw SAS re-engaged by SAS ON switch on cyclic stick, d) Hands-on feet-on control is permanently conducted, and e) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. 	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
22-3

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2215-04	PFD Collective Link Light	C	1	0	(O) May be inoperative for VFR, Dual Pilot Night VFR, and Dual Pilot IFR provided: <ul style="list-style-type: none"> a) The flight controls are guarded, and b) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. NOTE: On ground detection may be degraded.	
2215-05 ***	SAS/AP CUT (Push Button on Cyclic Stick)	C	-	0	(O) One or both may be inoperative for VFR provided: <ul style="list-style-type: none"> a) Autopilot is deactivated, b) Pitch, roll, and yaw SAS circuit breakers are deactivated by pulling the respective circuit breaker, c) Hands-on feet-on control is permanently conducted, and d) Maximum operating speed is placarded for 120 KIAS or V_{NE}, whichever is less. 	
2215-06	Yaw Rate Gyro (Backup SAS and Yaw SAS)	C B	1 1	0 0	May be inoperative for VFR. (O) May be inoperative for Dual Pilot Night VFR and Dual Pilot IFR provided at least one AP module and A.TRIM is engaged. NOTE: No yaw SAS is available if both Autopilot Modules (Item 2215-02) are inoperative. In case of at least one autopilot module is operative, all functions and DSAS are available.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
22-4

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2215-07 ***	Autotrim in Pitch	C	1	0	<p>(O) May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> a) Autopilot is disengaged by SAS/AP CUT button on cyclic stick, b) Pitch and roll SAS circuit breakers are deactivated by pulling their respective circuit breakers, c) If available, yaw SAS is re-engaged by SAS ON switch on cyclic, d) Hands-on feet-on control is permanently conducted, and e) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. 	
		B	1	0	<p>(O) May be inoperative for Dual Pilot Night VFR and Dual Pilot IFR provided:</p> <ul style="list-style-type: none"> a) AP1 and AP2 are engaged, b) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) P1 SAS and ROLL 1 SAS circuit breakers are deactivated/ secured, and b) Autotrim in Pitch switch is placarded. <p>NOTE: Upper modes and ATT mode are still available with SEMA authority. Manual trimming in pitch and roll is required by using FTR or BEEP TRIM, if available.</p>	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
22-5

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2215-08 ***	Autotrim in Roll	C	1	0	<p>(O) May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS circuit breakers have deactivated by pulling the respective circuit breakers, c) If available, yaw SAS is re-engaged by SAS ON switch on cyclic stick, d) Hands-on feet-on control is permanently conducted, and e) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. 	
		B	1	0	<p>(O) May be inoperative for Dual Pilot Night VFR and Dual Pilot IFR provided:</p> <ul style="list-style-type: none"> a) AP1 and AP2 are engaged, b) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less, and c) After next AFCS failure, hands-on controls. <p>NOTE: Upper modes and ATT mode are still available with SEMA authority. Manual trimming in pitch and roll is required by using FTR or BEEP TRIM, if available.</p> <p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) P1 SAS and ROLL 1 SAS circuit breakers are deactivated/secured, and b) Autotrim in Roll is placarded. 	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
22-6

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2215-09 ***	Auto Trim in Yaw	C	1	0	May be inoperative for VFR.	
		B	1	0	(O) May be inoperative for Dual Pilot Night VFR and Dual Pilot IFR provided the flight controls are guarded.	
2215-10 ***	Auto Trim in Cyclic and Yaw	C	1	0	(O) May be inoperative for other VFR provided: <ul style="list-style-type: none"> a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS have deactivated by pulling the respective circuit breakers, c) If available, yaw SAS is re-engaged by SAS ON switch on cyclic stick, d) Hands-on feet-on control is permanently conducted, and e) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. 	
		B	1	0	(O) May be inoperative for Dual Pilot Night VFR and Dual Pilot IFR provided: <ul style="list-style-type: none"> a) AP1 and AP2 are engaged, b) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less, c) After next AFCS failure, the flight controls are guarded. <p>NOTE: Upper modes and ATT mode are still available with SEMA authority. Manual trimming in pitch and roll is required by using FTR or BEEP TRIM, if available.</p>	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
22-7

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2215-10 *** (Cont'd)	Auto Trim in Cyclic and Yaw (Cont'd)				(M) May be inoperative provided: a) P1 SAS and ROLL 1 SAS circuit breakers are deactivated/secured, and b) Autotrim in Cyclic and Yaw is placarded.	
2215-11 ***	4-Way Beep Trim System	B	1	0	(M) May be inoperative for other than night VFR provided: a) FTR system is operative, b) BEEP TRIM circuit breaker is deactivated/secured, and c) Pilot and copilot's 4-way trim switch (BEEP TRIM) is placarded.	
2215-12	Force Trim Release System	B	1	0	(O) May be inoperative for other than night VFR provided: a) 4-way Beep Trim system is operative, and b) Autopilot and backup SAS is disengaged.	
2215-13	Pitch SEMA	C	2	0	(O) May be inoperative for other than night VFR provided: a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS have deactivated by pulling the respective circuit breakers, c) If available, yaw SAS is re-engaged by SAS ON switch on cyclic stick, d) Hands-on feet-on control is permanently conducted, and e) Maximum operating speed is 120 KIAS or V _{NE} , whichever is less. NOTE: Dispatch conditions do not depend on SEMA instance (SEMA1 and/or SEMA2).	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2215-14	Roll SEMA	C	2	0	(O) May be inoperative for VFR provided: <ul style="list-style-type: none"> a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS have deactivated by pulling the respective circuit breakers, c) If available, yaw SAS is re-engaged by SAS ON switch on cyclic stick, d) Hands-on feet-on control is permanently conducted, and e) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less. NOTE: Dispatch conditions do not depend on SEMA instance (SEMA1 and/or SEMA2).	
2215-15 ***	Yaw SEMA 1 or 2	C	1	0	(O) May be inoperative for VFR and Dual Pilot IFR provided: <ul style="list-style-type: none"> a) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less, and b) The flight controls are guarded. NOTE: Performance in yaw-axis is degraded.	
2215-16 ***	Pitch and/or Roll FOG (Backup SAS)	C	2	0	One or both may be inoperative for VFR. NOTE: No backup SAS is available if both autopilot modules are inoperative, all functions and DSAS are available.	
2215-17 ***	Yaw SAS (Stand-alone)	C	1	0	May be inoperative for VFR provided Yaw SAS is disengaged by SAS/AP CUT push button on cyclic.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2300-01	Communications Systems (FM)	D	-	-	May be inoperative provided operations do not require its use. NOTE: Moved UHF to 2311-01 and VHF to 2312-01).	
2300-02	Cockpit Intercom System (ICS)	D	-	1	May be inoperative for one pilot operation provided: <ul style="list-style-type: none"> a) Flight is conducted under VFR, b) ICS backup mode is operative, and c) An alternate procedure is established and used to notify passengers/cabin occupants. 	
2300-03	Cabin ICS	D	-	-	May be inoperative provided: <ul style="list-style-type: none"> a) No divider is installed between the cabin and cockpit, b) An alternate procedure is established and used to notify passengers/cabin occupants, c) At least one crewmember in the cabin is connected to the cockpit intercom system (e.g., through the WINCH connector) 	
		D	-	-	May be inoperative provided no occupants are carried in the cabin.	
2300-04	ATC Transponders and Automatic Altitude Reporting System	B	-	0	MOVED to Item 3452-01.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2300-05	Headset (Flightcrew)	C	-	1	Any in excess of one headset for each required cockpit crewmember or hoist/cargo hook operator on duty may be inoperative or missing. NOTE: Spare headset must be available and operative for one pilot IFR operations.	
2300-06 ***	Headset (Passengers)	D	-	0	May be inoperative or missing provided an alternate procedure is established and used to notify passengers.	
2310-01 *** (PL-106)	High Frequency Communications System (HF)	D C	- -	- 1	As in excess of those required by 14 CFR may be inoperative. (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 an 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. 	
2310-02 ***	Satellite Tracking or Satellite Phone System(s)	D	-	-	As required by 14 CFR. NOTE: SATCOM is used as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2311-01 *** (PL-95)	Communications Systems (UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.	
2312-01 *** (PL-95)	Communications Systems (VHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.	
	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	2		
	d) Frequency Indication	C	-	2		
2312-02 ***	Communications Systems (FM)	D	-	-	May be inoperative provided operations do not require its use.	
2340-01 ***	External Loudspeaker	C	-	0	(M) May be inoperative provided the inoperative system is deactivated and secured.	
2350-01 ***	Aural Warning Generator	C	-	-	As required per 14 CFR.	
2350-02 ***	Automatic Voice Alert Device	C	-	-	As required per 14 CFR.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
23-4

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) with a Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
	*** Independent Power Source	C	1	0		
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) without a Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight days.	
	*** Independent Power Source	C	1	0		
2370-03 *** (PL-29)	Cockpit Voice Recorder (CVR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
	*** Independent Power Source	C	1	0		

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2400-01	CAD Power Source	B	2	1	One may be inoperative for VFR.	
2400-02	VEMD Power Source	B	2	1	One may be inoperative for VFR.	
2400-03 ***	Emergency Battery Pack for Standby Attitude Indicator	C	-	0	May be inoperative for VFR.	
		C	-	0	May be inoperative for Night VFR provided both AHRS are operative.	
2400-04 ***	HOR BAT Caution Light	D	-	0	May be inoperative for VFR.	
2435-01	Generator	B	2	1	(M) One may be inoperative for VFR provided: a) Electrical load is reduced to single generator capacity, and 1) Inoperative Generator is deactivated/secured, 2) GEN 1 or GEN 2 switch is OFF, and 3) Generator is placarded.	
2435-02	GEN DISCON 1 and 2 Caution Light	B	2	0	One or both may be inoperative provided ammeter and voltmeter indications are operative.	
2437-01	Battery Discharge Caution Light	C	1	0	May be inoperative for VFR provided generators and ammeter indications and voltmeter indications are operative.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
24-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2440-01	EXT POWER Caution Light	C	1	0	May be inoperative provided: a) EPU caution is available, and b) EPU disconnection is verified prior to flight.	
2450-01	CPDS Ammeter Indication	D	2	1	One may be inoperative provided voltmeter indication and respective generators are both operative and bus ties are closed.	
2450-02	CPDS Voltmeter Indication	D	2	1	One may be inoperative provided ammeter indication and respective generator are both operative and bus ties are closed.	
2450-03 ***	Inverter 2	C	-	0	May be inoperative provided weather radar is considered inoperative.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2500-01 ***	Passenger Convenience/ NEF Items	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) Manual. (M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
2500-02 ***	Electro-Optical System Enhanced Vision (i.e., FLIR)	D	-	0	(M) May be inoperative provided the system is deactivated, secured, and placarded.	
2510-01	Copilot Seat	D	1	0	(M)(O) May be inoperative for single pilot operations provided the seat is not occupied and is blocked and placarded.	
2510-02	Crewmember Shoulder Harness	B	2	1	Copilot shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.	
2510-03 ***	Crew Seat Vertical Adjustment	C	-	0	(M)(O) One or more may be inoperative provided the affected seat is locked in a position acceptable to the flightcrew member.	
2510-04 ***	Fabric Glare Shield	D	-	0	May be missing for Night operations for the purpose of finishing the mission and subsequently returning directly to a base where the glare shield can be installed provided the reflections in the windshield do not impair the pilot's primary field of view.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
25-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2510-05 ***	Sun Shade	D	-	0	May be inoperative provided it is properly removed and stowed.	
2510-06 ***	Headset Holder	D	-	0	May be inoperative or missing provided it is not required by 14 CFR.	
2510-07 ***	Map Case	D	-	0	May be inoperative or missing provided it is not required by 14 CFR.	
2510-08 ***	Chart Holder	D C	- -	0 -	May be inoperative or missing provided it is not required by 14 CFR. May be inoperative or missing provided: <ul style="list-style-type: none"> a) A personal kneeboard with chart holder function is carried, and b) If Night operations are intended, the personal kneeboard has an internal light. 	
2510-09 ***	Cockpit Curtain	D	-	0	(O) May be inoperative provided procedures are established to prevent the use of disturbing light sources in the cabin.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seat	D	-	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft isle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.) is considered inoperative.	
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	C	-	0	(O) May be inoperative provided the seat is blocked and placarded.	
2550-01 ***	Cargo Net	D	-	0	May be inoperative or missing provided cargo is secured using alternate means.	
2550-02 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2550-03 ***	(Dual) External Cargo Load Hook System	C	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded. NOTE: Excluding Human External Cargo (HEC).	
2550-04 ***	Cargo Hook Mirror System (Including Heating System and Positioning System)	D	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2550-05 ***	Fixed Provisions for Bambi Bucket	D	-	0	(M) May be inoperative provided the inoperative system is secured and placarded.	
2550-06 ***	External Hoist System (LH/RH)	C	-	0	May be inoperative for 1 flight day, under VFR only, for the purpose of finishing the mission and subsequently returning directly to a base where the hoist can be repaired or removed provided: (O) The hoist is extended and V _{NE} HOIST is observed at all times. (M) May be inoperative provided: a) The hoist is retracted, and b) The inoperative system is deactivated, secured, and placarded.	
2560-01 ***	Survival Equipment	D	-	0	May be inoperative or missing provided it is not required by 14 CFR.	
2560-02 ***	Flotation Equipment	C	-	0	As required by 14 CFR	
2560-03 ***	Helicopter Air Ambulance (HAA) Equipment	C	-	-	(M) May be inoperative or missing, provided the installation is deactivated/secured or removed. (O) Check operators appropriate document for procedures associated with respective equipment.	
2560-04 ***	Wire Strike Protection System	D	-	0	(M) May be inoperative or missing provided the system is secured and the weight and balance is adjusted.	
2560-05 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
25-5

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS (Cont'd)

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

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
26-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2610-01 ***	Cargo/Baggage Smoke Detector System	D	-	0	May be inoperative provided cabin/cargo compartment separation wall/quilted mats is/are removed.	
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required weight and balance is maintained.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
28-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28. FUEL

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2810-01 ***	Auxiliary Fuel Tank System	D	-	0	May be inoperative provided the fuel quantity in the auxiliary tank is not required to safely complete the mission.	
2810-02 ***	Auxiliary Fuel Indication	D	-	0	May be inoperative provided the fuel quantity in the auxiliary tank is not required to safely complete the mission.	
2822-01	Fuel Jet Pump	C	1	0	<p>(O) May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> a) The fuel transfer pump, forward and aft, are operative, and b) The flight is planned under consideration of the increased maximum unusable fuel quantity, as stated in the RFM. <p>NOTE: Aft main tank jet pump is not capable of delivering fuel to forward main tank. If F PUMP JET caution indication remains on, main tank unusable fuel increases to 24.7 liters in hover flight. This quantity can be reduced to 4.1 liters. Using 0 degree pitch attitude. During hover flight with main tank fuel quantity indication of approximately 30 kg, the F PUMP JET caution indication may come on for a short period.</p>	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
28-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28. FUEL (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2824-01	Fuel Transfer Pump (FWD or AFT)	C	2	1	<p>(O) One may be inoperative for VFR provided:</p> <ul style="list-style-type: none"> a) Flight is planned under consideration of increased maximum unusable fuel quantity, as stated in RFM, and b) Landing within 15 minutes is possible. <p>NOTE: In case of loss of one fuel transfer pump, unusable fuel calculation is as follows:</p> <ul style="list-style-type: none"> a) 24.42 pounds (11.1 kg) in case of forward pump failure (F PUMP FWD caution), and b) 99.08 pounds (45.04 kg) in case of aft pump failure (F PUMP AFT caution). 	
2824-02 ***	Fuel Flow Meter	D	-	0	(M) May be inoperative provided the meter is placarded.	
2841-01	CPDS Fuel SPLY I Indication	B	1	0	<p>(O) May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> a) Supply tank quantity indicator is operative, b) FUEL LOW caution lights are operative, and c) Landing within 15 minutes is possible. <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) All other CPDS system indications are operative, and b) LOW FUEL warning (2) on warning unit is operative. 	
		B	1	0		

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
28-3

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

28. FUEL (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2841-02	CPDS Fuel SPLY II Indication	B	1	0	May be inoperative provided: a) All other CPDS system indications are operative, and b) LOW FUEL warning (2) on warning unit is operative.	
2841-03	CPDS Main Fuel Tank Quantity Indication	B	1	0	(O) May be inoperative provided: a) All other CPDS system indications are operative, b) LOW FUEL warning (2) on warning unit is operative, and c) Landing within 15 minutes is possible.	
2842-01	Main Fuel Tank Sensor System	C	2	1	One may be inoperative for VFR provided: a) All other CPDS system indications are operative, and b) LOW FUEL warning (2) on warning unit is operative.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
29-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

29. HYDRAULICS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
2932-01	Hydraulic Oil Pressure Sensor System	A	2	1	(M) One may be inoperative for 1 flight day only for the purpose of returning directly to a base where repairs or replacements can be made provided: a) No passengers are carried, b) The hydraulic oil pressure indication is operative, and c) The preflight hydraulic check shows normal (i.e., hydraulically boosted) forces in all axes.	
2932-02	Hydraulic Test Switch	A	1	0	May be inoperative in failed open mode (switch not pushed) for 1 flight a day under VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided the hydraulic pressure sensor and indication are operative.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3030-01	Pitot Tube Heater Copilot	C	1	0	May be inoperative for other than night VFR provided not operated at any time in known or forecasted visible moisture or precipitation when OAT is below 41 degrees F (+5 degrees C).	
3030-02	Pitot Tube Heater Pilot	C	1	0	May be inoperative for other than night VFR provided not operated at any time in known or forecasted visible moisture or precipitation when OAT is below 41 degrees F (+5 degrees C).	
3030-03	Static Port Heater Copilot	C	1	0	May be inoperative for other than night VFR provided not operated at any time in known or forecasted visible moisture or precipitation when OAT is below 41 degrees F (+5 degrees C).	
3030-04	Static Port Heater Pilot	C	1	0	(O) May be inoperative for other than night VFR provided: a) Alternate static ports which can be activated by means of SELECTION VALVE ALTERNATE SOURCE switch in the cabin is operative, and b) Helicopter is not operated at any time in known or forecasted visible moisture or precipitation when OAT is below 41 degrees F (+5 degrees C).	
3030-05	Alternate Static Pressure	C	1	0	As required by 14 CFR.	
3040-01	Windshield Wiper System	D	1	0	As required by 14 CFR.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3100-01	Collective Pitch Lock	D	1	0	MOVED to Item 6700-01.	
3100-02	Clock	C	-	0	As required by 14 CFR.	
3100-03	Hour Meter	C	-	0	(M) May be inoperative provided the operating hours are manually noted, and the inoperative instrument is placarded. (O) A watch with a stop function is carried in cockpit and the pilot records the flight time in aircraft logbook.	
3100-04 ***	Garmin G500H Flight Display System (C2e model)	C	-	-	May be inoperative for other than Night VFR. NOTE: Rotorcraft modified under the G500H STC are restricted to VFR only.	
3110-01	CPDS OAT Indication	D	-	0	May be inoperative provided another OAT indication is installed and operative.	
		D	-	0	May be inoperative for VFR provided OAT is above 41 degrees F (+5 degrees C).	
3110-02	Instrument Control Panel (ICP)	B	2	1	One may be inoperative for VFR.	
3110-03	Reconfiguration Unit	B	1	0	May be inoperative for VFR provided all required primary flight and navigation data are available on the handling pilot's side.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
31-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3110-04	Electronic Flight Instrumentation System FCDS (Flight Control and Display System)	C	-	1	Any in excess of one may be inoperative for VFR provided: a) Operative display is on handling pilot's side, and b) Standby instruments are operative.	
		B	4	3	For IFR with 4x SMD45, one display on copilot's side may be inoperative.	
3110-05 *** (PL-121)	Electronic Flight Bag Systems (EFBs)					
***	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
***	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
31-3

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3110-05 *** (Cont'd)	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
3130-01 *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight days.	
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3130-02 *** (PL-87)	Flight Data Recorder (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.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
3130-03	EMER EXT Indicator Light	D	1	0	May be inoperative for other than night VFR.	
3130-04	Central Panel Display System (CPDS)					
	a) Brightness Toggle Switch	C	2	0	One or both may be inoperative provided brightness is acceptable to the pilot as appropriate for the operation.	
	b) VEMD	B	2	1	One lane may be inoperative for VFR, provided CAD and CAD cooler fan are operative.	
	c) VEMD Cooler FAN	C	1	0	May be inoperative provided: a) OAT is below 86 degrees F (+30 degrees C), b) Cabin air intakes are open (PUSH FOR AIR, knob pushed).	
		C	1	0	May be inoperative provided a) Cabin air intakes are open (PUSH FOR AIR knob pushed), and b) Operating time on ground is limited to 30 minutes.	
					NOTE: Be prepared for CPDS OVHT caution.	
					NOTE: Be prepared for CPDS OVHT caution.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
31-5

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3130-04 (Cont'd)	d) CAD	B	1	0	May be inoperative for VFR provided: a) Both VEMD lanes and VEMD cooler fan are operative, b) Tank is filled to capacity, c) Flight time allows at least a planned extra 30 minutes endurance on landing, and d) LOW FUEL warning (2) on warning unit is operative.	
	e) CAD Cooler Fan (CPDS)	C	1	0	May be inoperative provided: a) OAT is below 86 degrees F (+30 degrees C), and b) Cabin air intakes are open (PUSH FOR AIR, knob pushed). NOTE: Be prepared for CPDS OVHT caution.	
		C	1	0	May be inoperative provided: a) Cabin air intakes are open (PUSH FOR AIR, knob pushed), and b) Operating time on ground is limited to 30 minutes. NOTE: Be prepared for CPDS OVHT caution.	
3130-05	CDPS V _{NE} Indication	C	-	0	May be inoperative provided V _{NE} information is obtained from V _{NE} Table and CPDS OAT indication is operative.	
3130-06 ***	HUMS Recording System (Without Maintenance Credits)	D	-	-	HUMS data is not downloaded automatically. Flight report data must be recorded manually after each flight.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
32-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3211-01 ***	Snow Skid	D	-	0	May be inoperative provided equipment is secured or both snow skids removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
3211-02 ***	Settling Protector	D	-	0	May be inoperative provided equipment is secured or both settling protectors removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
3212-01 ***	Emergency Flotation System	D	-	0	(M) As required by 14 CFR provided: a) FLOATS 1 and FLOATS 2 circuit breaker(s) are deactivated/secured, and b) EMER FLOATS 1 or EMER FLOATS 2 switch is placarded.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
33-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG 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 flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. 	
3310-01 (PL 77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system(s) are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3310-02	Cockpit Utility Light	D	1	0	May be inoperative provided two flashlights are available to the pilot flying for Night operations.	
3320-01 *** (PL-125)	Equipment Relief without Passengers 1) Interior Emergency Lighting 2) Exterior Emergency Lighting 3) Exit Markings 4) Flashlights	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
3320-02	Cabin Lighting System	D	-	0	May be inoperative for other than night operations provided passengers are not carried.	
3320-03	"FASTEN SEAT BELTS/ NO SMOKING" Light (Cabin)	C	-	0	(O) May be inoperative provided a procedure is used to notify passengers when seat belts must be fastened and smoking is not allowed provided passengers are not carried.	
3340-01	Position Light System	C	1	0	As required by 14 CFR.	
3340-02 ***	Position Light System IR (IR Flasher)	D	1	0	May be inoperative for other than night operations.	
3340-03	Anti-Collision Light System	C	1	0	As required by 14 CFR.	
3340-04 ***	Formation Lights	D	4	0	May be inoperative provided it is not required for the intended operation.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3340-05 ***	Landing Light	C	-	0	One or more may be inoperative for other than Night operations.	
	1) Search and Landing Light	C	-	1	a) At least one adjustable landing light must be operative for Night if CAT-A operations are intended. b) One must be operative for Night provided CAT-A operations are not required.	
	2) IR Function	D	-	0	May be inoperative provided it is not required for the intended operation.	
3340-06 ***	Landing Lights Search and Landing Light (IR Function)	D	-	0	MOVED to item 3340-05.	
3340-07 ***	High Intensity Search Light SX-16	D	-	0	May be inoperative provided system is switched to OFF position.	
3340-08 ***	Tail Flood Light	D	1	0	May be inoperative for other than night operations.	
3340-09 ***	Strobe Light	D	2	0	One or more may be inoperative for other than night operations.	
3340-10 ***	Stairway Light	C	2	0	One or both may be inoperative for other than night operations.	
		C	2	0	One or both may be inoperative for night operations provided no passengers are carried.	
3340-11 ***	Helicopter Emergency Egress Lighting System (HEELS)	D	-	0	May be inoperative provided not required by 14 CFR.	
3340-12 ***	Step Light	D	-	0		
3340-13 ***	Cross Tube Fixed Landing Light	C	-	0	As required by 14 CFR.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
33-4

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3350-01 ***	Emergency Exit Light	C	3	0	One or more may be inoperative provided no passengers are carried.	
3350-02 ***	Flashlight(s)	D	-	-	As required by 14 CFR	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3400-01 ***	DMAP	D	-	0	One or more may be inoperative.	
3400-02 ***	Navigation Systems (i.e., VOR, ILS, ADF, GPS)	D	-	-	Moved: VOR to item 3454, ILS to item 3430, ADF to item 3455, GPS to item 3457, Localizer to item 3431, Glideslope to item 3432, and LORAN to item 3453.	
3412-01	Total Temperature Probe Unit (FDCS Only)	C	2	1	One may be inoperative for VFR provided the ADC associated to the operative total temperature probe sensor is operative.	
3413-01	Vertical Speed Indicator	C	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on the handling pilot's side.	
		B	-	0	One or more may be inoperative for other than night VFR over routes navigated by reference to ground.	
3414-01	Airspeed Indicator One Pilot Operation	D	-	1	Any in excess of one may be inoperative for VFR one pilot operations provided: a) Category-A operation is not performed, and b) Operative airspeed indicator is on the handling pilot's side.	
	Dual Pilot Operation	D	-	2	Any in excess of two may be inoperative for dual pilot operations provided the operative airspeed indicators are at each pilot's station.	
		B	-	1	Any in excess of one may be inoperative for other than Night VFR provided: a) Category-A operation is not performed, and b) Operative airspeed indicator is on the handling pilot's side.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3414-02 ***	Standby Airspeed Indicator	C	-	0	May be inoperative for VFR.	
3416-01	Altimeter	C	-	1	Any in excess of one may be inoperative for VFR provided the operative altimeter is on the handling pilot's side	
3416-02 ***	Standby Altimeter	C	-	0	May be inoperative for other than night VFR.	
3416-03	AHRS 1 or 2	C	2	1	Any in excess of one may be inoperative for other than night VFR,	
		C	2	0	One or both may be inoperative for other than night VFR, other than Category-A operation, provided operation is not conducted over water when out of sight of the land or when visibility is less than 1,500 meters (1 mile).	
		C	-	0	One or both may be inoperative for other than night VFR, other than Category-A operation, provided the standby attitude indicator is operative.	

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

34-3

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3416-04	ADC1	A	1	0	May be inoperative for other than night VFR, other than Category-A flight, provided: <ul style="list-style-type: none"> a) ADC2 is operative, b) Manual RPM and engine trim systems on collective (4-way beep trim button) is operative and used, as stated in MMEL (O) procedures for item 7600-03, and c) Pitot tube heater pilot is operative or helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when OAT is below 14 degrees F (+5 degrees C). 	
3416-05	ADC2	C	1	0	May be inoperative for VFR provided: <ul style="list-style-type: none"> a) ADC1 is operative, and b) Pitot tube heater copilot is operative. 	
		C	1	0	May be inoperative for other than night VFR provided: <ul style="list-style-type: none"> a) ADC1 is operative, and b) Helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation when OAT is below 41 degrees F (+5 degrees C). 	
3416-06	Altitude Encoding System	C	-	0	MOVED to Item 3452-01.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-4

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3421-01	Alternate Static Pressure System	C	1	0	May be inoperative for VFR provided static port heater on handling pilot's side is operative.	
3421-02 ***	Standby Attitude Indicator	C	-	0	May be inoperative for VFR.	
		C	-	0	May be inoperative for Night VFR provided both AHRS are operative.	
3422-01	Direction Indicator	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on the handling pilot's side.	
		C	-	0	One or more may be inoperative for VFR provided operation is not conducted over water when out of sight of the land or when visibility is less than 1,500 meters (1 mile).	
3423-01	Magnetic Direction Indicator (Standby Compass)	C	1	0	May be inoperative for VFR provided direction indicator and flux valve on the handling pilot's side are operative.	
3424-01	Bank and Pitch Indicator	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on handling pilot's side.	
		C	-	0	One or more may be inoperative for VFR provided operation is not conducted over water when out of sight of the land or when visibility is less than 1,500 meters (1 mile).	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-5

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3424-02	Slip Indicator	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on the handling pilot's side.	
		C	-	0	One or more may be inoperative for other than night VFR.	
3430-01 ***	ILS	C	-	0	As required by 14 CFR.	
3431-01 ***	Localizer System	C	-	0	As required by 14 CFR.	
3432-01 ***	Glideslope System	C	-	0	As required by 14 CFR.	
3434-01 ***	Marker Beacon	-	-	-	As required by 14 CFR.	
3444-01 ***	Radio Altimeter	D	-	0	One or more may be inoperative provided: <ul style="list-style-type: none"> a) Autopilot GS-mode is not used, b) Category-A operation is not performed, c) Night VFR operation is not performed with NVG, and d) Operating requirements do not require its use. 	
3444-02 *** (PL-54) HTAWS	Class A TAWS Equipment 1) GPWS	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Alternate procedures are established and used, and b) Repairs are made within 2 flight days. 	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-6

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3444-02 *** (PL-54) (Cont'd)	Class A TAWS Equipment					
	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.	
HTAWS	b) Test Mode	A	1	0	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		
		B	-	0		
	d) Advisory Callouts	B	-	0	(O) Maybe inoperative provided alternate procedures are established and used.	
		C	-	0	(O) May be inoperative provided: a) Advisory callout not required by 14 CFR, and b) Alternate procedures are established and used.	
***	e) Windshear Mode (Reactive)	B	1	0	(O) Maybe inoperative provided alternate procedures are established and used. NOTE: Operators 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.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-7

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar	
3444-02 *** (PL-54) (Cont'd)	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.		
HTAWS ***	1) Terrain Displays	C	-	1			
		B	-	0			
***	2) Runway Awareness and Advisory System (RAAS)	C	1	0			
	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 and 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, and 5	C	3	0			

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-8

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3444-02 *** (Cont'd)	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.	
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0		
***	3) Terrain Displays	C	-	0		
***	4) Runway Awareness and Advisory System (RAAS)	C	1	0		
	Class C TAWS Equipment TAWS/GPWS	C	1	0	(O) Maybe inoperative provided alternate procedures are established and used.	
***					NOTE: Any mode that operates normally may be used.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-9

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	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	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	Traffic Alert 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	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and 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.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-10

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3445-01 *** (Cont'd)	Traffic Alert Collision Avoidance System (TCAS II)	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, and 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 Function	C	-	0		

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-11

MMEL TABLE KEY

JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY			
		2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3445-02 ***	Outer Link CP-2 System	C	1	0	As required by 14 CFR.	
3446-01 ***	Thunderstorm Detection System	C	-	0	As required by 14 CFR.	
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 and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and 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, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
***	2) ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	

AIRCRAFT:

MBB-BK 117 C-2

REVISION NO. 2

DATE: 10/12/2016

PAGE NO.

34-12

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display and 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, and b) Screen display is acceptable to the flightcrew.	
	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		

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3453-01 ***	LORAN System	C	-	0	As required by 14 CFR.	
3454-01 ***	VOR System	C	-	0	As required by 14 CFR.	
3455-01 ***	ADF System	C	-	0	As required by 14 CFR.	
3456-01 ***	Global Positioning System (GPS)	C	-	0	As required by 14 CFR.	
3457-02 ***	Garmin GPS Terminal Procedures Database (i.e., Chart view) (C2e model)	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.	
3457-03 ***	Garmin GPS Aviation Database (C2e model)	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.	
3457-04 ***	Garmin GPS Obstacle Database (C2e model)	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.	
3457-05 ***	Garmin GPS Airport Information Database (i.e., Safe Taxi) (C2e model)	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources.	
3457-06 ***	Garmin GPS Navigation Database (C2e model)	A	-	0	(O) May be inoperative or out of date indefinitely provided required information is derived from current aeronautical data sources. NOTE: GPS approach procedures are not permitted and all frequencies are tuned in manually.	
3457-07 ***	RNAV	C	-	0	As required by 14 CFR.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
34-14

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
3457-08 ***	XM Weather	A	-	0	May be inoperative indefinitely.	
3457-09 ***	Weather Radar	C	-	0	MOVED to Item 3446-01.	
3461-01 *** (PL-98)	Flight Management System 1) 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 established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
***	Navigation Management System 1) Navigation 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 established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
35-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

35. OXYGEN

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

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
52-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
5210-01 (PL-69)	External Door Indicating System	C	1	0	(O) May be inoperative provided pressure is applied against the inward opening access doors to verify that the doors are closed and locked.	

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

63. MAIN ROTOR DRIVE

JASC Code & Item No.	Item	1	2	3	4	Change Bar
6310-01	XMSN Oil Temperature Indicating System	B	1	0	May be inoperative provided: a) OAT is above 32 degrees F (0 degrees C), b) CPDC caution XMSN OIL T is operative, and c) Transmission Oil Pressure Indicating System are operative.	
6310-02	XMSN Oil Pressure Indicating System	B	1	1	May be inoperative provided: a) OAT is above 32 degrees F (0 degrees C), b) Transmission oil temperature indicating system is operative, and c) Warning light XMSN OIL P is operative.	
6310-03	MGB Oil Pressure Indicating System	A	2	0	One or both may be inoperative for 3 consecutive calendar-days provided: a) OAT is above 32 degrees F (0 degrees C), b) Warning XMSN OIL P on warning unit is operative, and c) Transmission oil temperature indicating system is operative.	
6310-04	MGB Oil Temperature Indicating System	A	1	0	May be inoperative for 3 consecutive calendar-days provided: a) OAT is above 32 degrees F (0 degrees C), b) CPDS caution XMSN OIL T is operative, and c) Transmission oil pressure indicating systems are operative.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
63-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

63. MAIN ROTOR DRIVE (Cont'd)

JASC Code & Item No.	Item	1	2	3	4	Change Bar
6310-05	MGB Chip Detector System	A	1	0	(M)(O) May be inoperative for 1 flight day, under VFR only, for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided both magnetic plugs are verified free of metal particles each flight.	
6321-01	Rotor Brake System	C	1	0	(O) A check is performed to ensure rotor brake disc is free. (M) May be inoperative provided: <ul style="list-style-type: none"> a) The rotor brake system is deactivated/secured, b) Both friction pads are not in contact with rotor disc, and c) Rotor brake handle is placarded. 	
6330-01	Mast Moment System	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Maximum ground sloping for landing is limited to 5°degrees in all directions, and b) The RFM limitations for inoperative mast moment indicating system are obeyed. (M) May be inoperative for five flights maximum provided the AMM maintenance procedures are obeyed.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
65-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

65. TAIL ROTOR DRIVE

JASC Code & Item No.	Item	1	2	3	4	Change Bar
6500-01	TGB Chip Detector System	A	1	0	(M) May be inoperative for 1 flight day, under VFR only, for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided the magnetic plug is verified free of metal particles each flight.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
67-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

67. ROTOR FLIGHT CONTROLS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
6700-01	Collective Pitch Lock	D	1	0	(O) May be inoperative provided: a) Collective pitch is in lowest position during rotor start and run down, and b) Transponder is activated or switched to standby via transponder unit on ground.	
6700-02	4-Way Beep Trim System	B	1	0	DELETED.	
6700-03 ***	Force Trim Release System (FTR System)	B	1	0	(O) May be inoperative for VFR provided: a) 4-Way beep trim system is operative, and b) Autopilot and backup SAS are engaged prior to landing.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
71-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

71. POWERPLANT

JASC Code & Item No.	Item	1	2	3	4	Change Bar
7160-01 ***	Sand Filter System	C	-	0	(M) May be inoperative provided the engine sand filter system is in BYPASS mode, two bypass doors are open, two scavenge blowers are de-energized: <ul style="list-style-type: none"> a) SAND FLTR1 and/or SAND FLTR 2 circuit breakers are deactivated/secured, and b) SAND FLTR1 and/or SAND FLTR 2 switch(s) are placarded. 	
7160-02 ***	Inlet Barrier Filter System	D	-	0	(M) May be inoperative provided: <ul style="list-style-type: none"> a) SAND FILT switch is OFF, b) Inlet Barrier Filter (IBF) system is in BYPASS mode (two bypass doors fully open), c) SAND FILT and/or SAND FILT circuit breakers are deactivated/secured, and d) SAND FILT 1 and/or SAND FILT 2 switch(s) are placarded. 	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
76-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

76. ENGINE CONTROLS

JASC Code & Item No.	Item	1	2	3	4	Change Bar
7600-01	Manual Engine Trim System (On Collective)	B	-	0	May be inoperative provided: a) VARTMOS engine control system is operative, b) Manual RPM trim system on collective is operative, and c) Flight is not conducted in high turbulence.	
7600-02	Manual RPM Trim System (On Collective)	B	-	0	May be inoperative provided: a) VARTMOS engine control system is operative, b) Manual engine trim system on collective is operative, and c) Flight is not conducted in high turbulence.	
7600-03	Variable Rotor Speed and Automatic Power Matching System (VARTMOS)	A	1	0	(O) May be inoperative for other than night VFR-provided: a) Not a Category-A flight, and b) Manual RPM and engine trim systems on collective operative. (M) May be inoperative provided: a) VAR NR system and NORM/MAN switch in MAN mode, b) 4-way beep switch set IAW the RFM, and c) Torque synchronized, if necessary.	
7600-04	Engine Cycle Counter	D	2	0	(O) One or both may be inoperative provided an approved alternate procedure is generated by the engine manufacturer and is used to record engine cycles.	

AIRCRAFT:
MBB-BK 117 C-2

REVISION NO. 2
DATE: 10/12/2016

PAGE NO.
77-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

JASC Code & Item No.	Item	1	2	3	4	Change Bar
7700-01	Engine Oil Pressure 1 and 2 Caution Light				Moved to 7931-01.	
7700-02	Engine Oil Pressure Indication 1 and 2				Moved to 7932-01.	
7714-01	Conventional Triple Tachometer Indicator	A	1	-	<p>(O) NR indicator may be inoperative for only 1 flight day, under VFR only, for the purpose of returning directly to a base where repairs and replacement are made provided:</p> <ul style="list-style-type: none"> a) NR indication on CPDS system status page is operative, and b) ROTOR RPM warning is operative. 	

MMEL TABLE KEYJASC
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 No.	Item	1	2	3	4	Change Bar
7930-01 ***	Fuzz Burner	D	-	0	(M) One or more may be inoperative provided the system is placarded. NOTE: If an engine chip was detected, apply RFM procedure.	
7931-01 (PL-13)	Engine Oil Pressure 1 and 2 Caution Light (14 CFR Part 91 Operations Only)	A	2	1	One may be inoperative for only one other than night VFR flight for returning directly to a base where repairs and replacement are made provided: a) Engine oil pressure operative, and b) Engine oil temperature operative.	
7932-01 (PL-13)	Engine Oil Pressure Indication 1 and 2 (14 CFR Part 91 Operations Only)	A	2	1	One may be inoperative for only one other than night VFR flight for returning directly to a base where repairs and replacement are made provided: a) OAT is above -22 degrees F (-30 degrees C), b) Respective CPDS caution, c) ENG OIL P is operative, and d) Engine oil temperature indication is operative.	