



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

---

## **Master Minimum Equipment List (MMEL)**

---

Revision: 1  
Date: 09/28/2016

**AIRBUS HELICOPTERS DEUTSCHLAND GmbH  
(AHD)  
MBB-BK 117 D-2  
(TCDS H13EU)**

**NOTE: Commercial designation also known as EC145T2**

Chip Wood, Chair  
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration  
Fort Worth Aircraft Evaluation Group  
10101 Hillwood Parkway  
Fort Worth, Texas 76177

Telephone: (817) 222-5480  
Fax: (817) 222-5295

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

I

## TABLE OF CONTENTS AND CONTROL PAGE

**Note:** All pages reflect Revision 1, 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	1	09/28/2016
--	Log of Revisions	II	1	09/28/2016
--	Highlights of Change	III thru XVII	1	09/28/2016
--	Definitions and Preamble	XVIII	1	09/28/2016
--	Guidelines for (M) & (O) Procedures	XIX	1	09/28/2016
21	Air Conditioning	21-1 thru 6	1	09/28/2016
22	Autoflight	22-1 thru 9	1	09/28/2016
23	Communications	23-1 thru 4	1	09/28/2016
24	Electrical Power	24-1, 2	1	09/28/2016
25	Equipment/Furnishings	25-1 thru 6	1	09/28/2016
26	Fire Protection	26-1	1	09/28/2016
28	Fuel	28-1 thru 3	1	09/28/2016
29	Hydraulics	29-1	1	09/28/2016
30	Ice and Rain Protection	30-1	1	09/28/2016
31	Instruments	31-1 thru 9	1	09/28/2016
32	Landing Gear	32-1	1	09/28/2016
33	Lights	33-1 thru 3	1	09/28/2016
34	Navigation	34-1 thru 12	1	09/28/2016
35	Oxygen	35-1	1	09/28/2016
42	Platforms and Modules	42-1 thru 3	1	09/28/2016
52	Doors	52-1	1	09/28/2016
62	Main Rotor System	62-1	1	09/28/2016
63	Main Rotor Drive	63-1 thru 2	1	09/28/2016
65	Tail Rotor Drive	65-1	1	09/28/2016
67	Rotor Flight Controls	67-1	1	09/28/2016
71	Powerplant	71-1	1	09/28/2016
76	Engine Controls	76-1	1	09/28/2016
77	Engine Indicating	77-1	1	09/28/2016
79	Engine Oil	79-1	1	09/28/2016
85	Special Mission Equipment	85-1	1	09/28/2016

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO: 1  
DATE: 09/28/2016

PAGE NO.  
II

## LOG OF REVISIONS

Rev No.	Date	Page Numbers
Original	06/09/2015	All pages.
1	09/28/2016	Cover Page, Table of Contents and Control Page, Highlights of Change, Definitions and Preamble, Guidelines for (M) & (O) Procedures, 21-1, 21-2, 21-3, 21-4, 21-5, 21-6, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 22-9, 23-1, 23-2, 23-3, 23-4, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 26-1, 28-1, 28-2, 28-3, 29-1, 30-1, 31-1, 31-2, 31-3, 31-4, 31-5, 31-6, 31-7, 31-8, 31-9, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 34-11, 34-12, 35-1, 42-1, 42-2, 42-3, 52-1, 62-1, 63-1, 63-2, 65-1, 67-1, 71-1, 76-1, 77-1, 79-1, 85-1.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: MBB-BK 117 D-2	REVISION NO: 1 DATE: 09/28/2016	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		Combined Table of Contents and Control Page to reflect Revision 1.
II		Updated Cover Page and Log of Revisions to reflect Revision 1.
III thru XVII		Added JASC reference, NOTE, and updated Highlights of Change to reflect Revision 1.
XVIII		Added location of Policy Letters (PL) to Preamble.
XIX		Updated Guidelines for (M) & (O) Procedures to reflect Revision 1.
21-1	2120-00	Removed AECMA code.
21-1	2120-01	Removed AECMA code.
21-1	2120-02	Removed AECMA code and moved (***) from description to Item number.
21-1	2121-01	Removed AECMA code, added (O) procedure, reformatted provisos, and changed “FLM” Note to RFM.
21-2	2121-02	Removed AECMA code, removed indications reference from description, added (O) procedure, reformatted provisos, and changed “FLM” Note to RFM.
21-2	2121-03	Removed AECMA code, added (cabin) to description, and revised provisos.
21-3	2140-01	Removed AECMA code, removed indications reference from description, added (O) procedure, reformatted provisos, and changed “FLM” Note to RFM.

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

AIRCRAFT:  
MBB-BK 117 D-2REVISION NO: 1  
DATE: 09/28/2016PAGE NO.  
IV

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
21-3	2140-02	Removed AECMA code, revised description (added heater fan), and corrected proviso (changed Oat to OAT); moved from Item 8500-09.
21-4	2140-03	Removed AECMA code, removed indications reference from description, added (O) procedure, reformatted provisos, and changed "FLM" Note to RFM.
21-4	2140-04	Removed AECMA code, removed indications reference from description, added (O) procedure, and revised provisos.
21-5	2140-05	Removed AECMA code, corrected item number, moved (***) from description to Item number, added (M) procedure, and changed "FLM" Note to RFM.
21-5	2140-06	Removed AECMA code, corrected item number, moved (***) from description to item number, removed indications reference from description, changed (M) to (O) procedure, reformatted provisos, and changed "FLM" Note to RFM.
21-6	2140-07	Removed AECMA code, corrected item number, and moved (***) from description to item number.
21-6	2140-08	Removed AECMA code, corrected item number, moved (***) from description to item number; added (M) procedure, and reworded proviso.
21-6	2150-01	Removed AECMA code.
21-6	2150-02	Removed AECMA code, added (O) procedure, and revised proviso.
21-7	2163-01	Removed AECMA code, moved (***) from description, and removed indications reference.
22-1	2200-01	Added relief for Autopilot IAW PL-101.
22-1	2215-01	Removed AECMA code, removed indications reference from description, added (O) procedure, and revised provisos (removed procedures).
22-2	2215-02	Removed AECMA code, removed indications reference from description, revised description (added indication), added (O) procedure, and revised provisos (removed procedures).
22-3	2215-03	Removed AECMA code, removed indications reference from description, added (O) procedure, and revised provisos (removed procedures).
22-3	2215-04	Removed AECMA code and removed indications reference from description.
22-4	2215-05	Removed AECMA code, revised description (added PFD and light), and revised provisos (removed procedures).
22-4	2215-06	Removed AECMA code, corrected column alignment, added (O) procedure, and revised provisos (removed procedures).

AIRCRAFT:  
MBB-BK 117 D-2REVISION NO: 1  
DATE: 09/28/2016PAGE NO.  
V

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
22-5	2215-07	Removed AECMA code, removed indications reference from description, and added (O) procedure.
22-5	2215-08	Removed AECMA code, removed indications reference from description, and revised proviso (removed procedure).
22-5	2215-09	Removed AECMA code, removed indications reference from description, corrected column alignment, removed "OR" from proviso IAW PL-31, and revised provisos (removed procedures).
22-5	2215-10	Removed AECMA code, removed indications reference from description, and reworded proviso.
22-6	2215-11	Removed AECMA code and removed indications reference from description.
22-6	2215-12	Removed AECMA code and removed indications reference from description.
22-7	2215-13	Corrected page number, removed AECMA code, removed indications reference from description, corrected column alignment, and revised provisos (removed procedure).
22-7	2215-14	Corrected page number, removed AECMA code, and removed indications reference from description.
22-8	2215-15	Corrected page number, removed AECMA code, removed indications reference from description, and removed descriptions from number installed/required for dispatch columns.
22-8	2215-16	Corrected page number, removed AECMA code, removed indications reference from description, and reworded proviso.
22-8	2215-17	Corrected page number, removed AECMA code, removed indications reference from description, removed descriptions from number installed/required for dispatch columns, added (O) procedure, and revised proviso (removed procedure).
22-9	2215-18	Removed AECMA code, corrected page number, and revised proviso (removed procedure).
22-9	2215-19	Removed AECMA code and corrected page number.
22-9	2215-20	Removed AECMA code, corrected page number, added (O) procedure, and revised proviso (removed procedure).
23-1	2300-00	Deleted (ICS already included with cabin ICS; reference items 2300-01 and 2300-02).

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

VI

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
23-1	2300-01	Corrected description (added ICS), reworded proviso for category C&D relief, changed single pilot to one pilot (so not be confused with air carrier certification), and removed "OR" IAW PL-31.
23-1	2300-02	Corrected item number, changed description (added ICS), removed "OR" from proviso IAW PL-31, and revised provisos.
23-1	2300-03	Corrected item number, removed AECMA code, changed dispatch number to 1, reworded proviso, and changed SP NOTE to one pilot (so not be confused with air carrier certification).
23-1	2300-04	Corrected item number, removed AECMA code, revised number for dispatch, and revised proviso (changed single pilot to one pilot; reference item 2300-03).
23-2	2300-05	Corrected item number, removed AECMA code, and removed "OR" from proviso IAW PL-31.
23-2	2310-01	Corrected HF relief IAW PL-106 and removed AECMA code.
23-2	2310-02	Added relief for Satellite Tracking or Satellite Phone System(s).
23-3	2311-01	Reworded description (moved SATCOM to item 2300-02), removed AECMA code, and added proviso.
23-3	2312-01	Reworded description (removed AM), removed AECMA code, and revised proviso.
23-3	2312-02	Added relief for FM communications.
23-3	2340-01	Removed AECMA code; moved from item 8500-06.
23-3	2370-01	Added relief for CVR with FDR installed.
23-4	2370-02	Added relief for CVR without FDR installed.
23-4	2370-03	Added relief for CVR relief for other than holder of an Air Carrier Certificate.
24-1	2431-01	Removed AECMA code.
24-1	2431-02	Removed AECMA code, removed caution light indication, added (O) procedure, and revised proviso (removed procedure).
24-1	2431-03	Removed AECMA code and removed indications reference from description.
24-1	2431-04	Removed AECMA code and revised proviso (removed procedure).
24-1	2431-05	Removed AECMA code and revised proviso (removed procedure).
24-1	2431-06	Removed AECMA code.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

VII

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
24-2	2435-01	Removed AECMA code, removed indications reference from description, and deleted (M) procedure.
24-2	2435-02	Removed AECMA code, removed indications reference from description, added (M) procedure, and updated proviso (added placarded).
24-2	2450-01	Moved (***) from description to item number, removed AECMA code, removed indications reference from description, and corrected proviso (item number) reference.
25-1	2500-01	Corrected description and proviso.
25-1	2500-02	Removed AECMA code and deleted (O) procedure; moved from item 8500-07.
25-1	2500-03	Added relief for Passenger Briefing Cards IAW PL-125.
25-1	2510-01	Removed AECMA code, corrected proviso (changed single pilot to one pilot and removed DO NOT OCCUPY, since not a CFR, and revised (O) procedure.
25-1	2510-02	Removed AECMA code; added (O) procedure & corrected proviso (changed single pilot to one pilot and removed DO NOT OCCUPY, since not a CFR).
25-1	2510-03	Added relief for crewmember shoulder harness.
25-2	2510-04	Removed AECMA code.
25-2	2510-05	Removed AECMA code.
25-2	2510-06	Removed AECMA code.
25-2	2510-07	Removed AECMA code and revised proviso.
25-2	2510-08	Removed AECMA code and revised proviso.
25-2	2510-09	Removed AECMA code and "OR" IAW PL-31.
25-2	2510-10	Removed AECMA code and "OR" IAW PL-31.
25-3	2520-01	Revised passenger seat relief IAW PL-79.
25-3	2520-02	Added relief for passenger seat belts and/or shoulder harness(es).
25-3	2550-01	Added (***) and removed AECMA code.
25-3	2550-02	Added relief for cargo restraint systems IAW PL-100.
25-3	2550-03	Removed AECMA code, revised description, deleted (O) procedure, and revised proviso (added HEC); moved from item 8500-01.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

VIII

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
25-3	2550-04	Removed AECMA code and deleted (O) procedure; moved from item 8500-02.
25-3	2550-05	Removed AECMA code and deleted (O) procedure; moved from item 8500-04.
25-4	2550-06	Removed AECMA code and revised proviso; moved from item 8500-05.
25-4	2550-07	Deleted (cargo safety devices are already addressed within cargo restrain systems relief; reference item 2550-02).
25-4	2560-01	Removed AECMA code and changed remarks to 14 CFR.
25-4	2560-02	Deleted (emergency axe is already addressed within survival equipment relief; reference item 2560-01).
25-4	2560-03	Deleted (emergency hammer is already addressed within survival equipment relief; reference item 2560-01).
25-4	2560-04	Moved flashlight to item 3350-02.
25-4	2560-05	Moved emergency flotation system to item 3212-01.
25-4	2560-06	Added relief for flotation equipment.
25-4	2560-07	Revised First Aid Kit (FAK) relief IAW PL-73.
25-5	2560-08	Added relief for HAA equipment.
25-5	2560-09	Removed AECMA code, revised proviso, and deleted (O) procedure; moved from item 8500-08.
25-5	2560-10	Deleted (STC equivalency or justifiable data could not be found).
25-5	2562-01	Revised ELT relief IAW PL-120.
25-5	2562-02	Removed AECMA code and revised description (added ADELTA).
25-6	2562-03	Added relief for ELT remote switch.
25-6	2562-04	Added relief for ULB.
26-1	2610-01	Corrected item number and removed AECMA code.
26-1	2622-01	Revised Fire Extinguisher relief IAW PL-75 and removed AECMA code.
28-1	2810-01	Moved (***) from description to item number, removed AECMA code, and reformatted proviso.
28-1	2822-01	Removed AECMA code, removed indications reference from description, reformatted proviso, and added (M) procedure.

AIRCRAFT:  
MBB-BK 117 D-2REVISION NO: 1  
DATE: 09/28/2016PAGE NO.  
IX

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
28-1	2822-02	Removed AECMA code, corrected description, and reformatted proviso.
28-1	2824-01	Removed AECMA code, removed indications reference from description, and reformatted provisos.
28-1	2824-02	Deleted (***) from description (duplicate), removed AECMA code, revised proviso, and added (M) procedure.
28-1	2841-01	Removed AECMA code and revised description.
28-2	2841-02	Removed AECMA code, removed indications reference from description, revised proviso, and added (M) and two (O) procedures.
28-3	2841-03	Removed AECMA code, removed indications reference from description, and added (O) procedures.
28-3	2841-04	Corrected item number, removed AECMA code, and removed indications reference from description.
29-1	2932-01	Removed AECMA code, removed indications reference from description, and reformatted provisos.
29-1	2932-02	Corrected item number, removed AECMA code, removed indications reference from description, and reformatted proviso.
29-1	2932-03	Corrected item number and removed AECMA code.
30-1	3030-01	Removed AECMA code and removed indications reference from description.
30-1	3030-02	Corrected item number, removed AECMA code, and removed indications reference from description.
30-1	3040-01	Removed AECMA code.
30-1	3040-02	Removed AECMA code.
30-1	3040-03	Removed AECMA reference code.
31-1	3100-01	Renamed JASC 31 to Instruments, removed AECMA code, reformatted provisos, and added (M) procedure; moved MFD 1 and 2 or 1 and 4 from item 4200-01.
31-2	3100-02	Removed AECMA code, revised description (added MFD), revised provisos (par. e - removed procedure), and added (M) procedure; moved MFD 2 and 4 from item 4200-02.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

X

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
31-2	3100-03	Removed AECMA code, revised description (added MFD), revised provisos (par. f - removed procedure), and added (M) procedure; moved MFD 1 from item 4200-03.
31-2	3100-04	Removed AECMA code, revised description (added MFD), revised provisos, and changed par. d to an (M) procedure; moved MDF 2 from item 4200-04.
31-3	3100-05	Removed AECMA code, reformatted provisos, and added (M) procedure; moved MFD 4 from item 4200-05.
31-3	3110-01	Removed AECMA code; moved MFD (LUM) bezel key from item 4200-06.
31-3	3110-02	Removed AECMA code; moved MFD (BRT) bezel key from item 4200-07.
31-3	3110-03	Removed AECMA code; moved MFD (CTRS) bezel key from item 4200-08.
31-3	3110-04	Removed AECMA code; moved rotary bezel knob from item 4200-09.
31-3	3110-05	Moved bezel key USK1 from item 4200-10.
31-3	3110-06	Removed "OR" from provisos IAW PL-31; moved bezel key USK2 from item 4200-11.
31-4	3110-07	Reformatted provisos; moved bezel key USK3 from item 4200-12.
31-4	3110-08	Removed "OR" from provisos IAW PL-31; moved bezel key USK4 from item 4200-13.
31-4	3110-09	Reformatted provisos; moved bezel key USK5 from item 4200-14.
31-4	3110-10	Removed "OR" from provisos IAW PL-31; moved bezel key USK6 from item 4200-15.
31-4	3110-11	Moved bezel key BSK1 from item 4200-16.
31-4	3110-12	Moved bezel key BSK2 from item 4200-17.
31-4	3110-13	Removed "OR" from provisos IAW PL-31; moved bezel key BSK3 from item 4200-18.
31-4	3110-14	Moved bezel key BSK4 from item 4200-19.
31-5	3110-15	Moved bezel key BSK5 from item 4200-20.
31-5	3110-16	Moved bezel key BSK6 from item 4200-21.
31-5	3110-17	Reformatted provisos and corrected footer; moved bezel key LSK1 from item 4200-22.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

XI

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
31-5	3110-18	Reformatted and removed "OR" from provisos IAW PL-31; moved bezel key LSK2 from item 4200-23.
31-5	3110-19	Reformatted provisos; moved bezel key LSK3 from item 4200-24.
31-5	3110-20	Reformatted provisos and moved bezel key LSK4 from item 4200-25
31-5	3110-21	Reformatted provisos; moved bezel key LSK5 from item 4200-26.
31-5	3110-22	Reformatted provisos; moved bezel key LSK6 from item 4200-27.
31-5	3110-23	Reformatted provisos; moved bezel key RSK1 from item 4200-28
31-5	3110-24	Reformatted provisos; moved bezel key RSK1 from item 4200-28
31-6	3110-25	Moved and corrected bezel key RSK3 (4) from item 4200-30.
31-6	3110-26	Moved and corrected bezel key RSK4 (5) from item 4200-31.
31-6	3110-27	Moved and corrected bezel key RSK5 (6) from item 4200-32.
31-6	3110-28	Removed AECMA code and reformatted proviso; moved MCP DB button from item 4200-33.
31-6	3110-29	Removed "OR" IAW PL-31, revised proviso (changed B relief from single to one pilot, so not to be confused with air carrier certification, and removed NOTE (procedure); moved MFD co-pilot switch from item 4200-34.
31-6	3110-30	Moved event marker from item 4200-35.
31-6	3110-31	Revised EFB relief IAW PL-121; moved from item 4200-36.
31-7	3110-32	Removed AECMA code; moved reset push button on Cyclic from item 4200-37.
31-8	3110-33	Removed AECMA code, reformatted, and corrected proviso par. b - changed UMS data to HUMS data; moved DTD from item 4200-38.
31-8	3130-01	Revised FDR relief in accordance with PL-87.
31-9	3130-02	Revised FDR relied in accordance with PL-87.
31-9	3130-03	Corrected description (changed UMS to HUMS), moved (***) from description to item number, removed indications reference from description, deleted provisos since not required by CFR, and revised NOTE (changed UMS to HUMS).
32-1	3211-01	Removed AECMA code and revised proviso.
32-1	3211-02	Removed AECMA code and revised proviso.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

XII

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
32-1	3212-01	Revised description, removed AECMA code, and changed remarks to 14 CFR; moved emergency flotation system from item 2560-06.
32-1	3252-01	Removed AECMA code and added (O) procedure.
32-1	3252-02	Removed AECMA code and reformatted proviso.
33-1	3310-01	Revised Cockpit Instrument Lighting Systems IAW PL-77 and removed AECMA code.
33-2	3310-02	Removed AECMA code and changed remarks to 14 CFR.
33-2	3320-01	Added relief for equipment without passengers IAW PL
33-2	3320-02	Removed AECMA code, changed number installed from 1 to (-), and removed "OR" IAW PL-31.
33-2	3320-03	Removed AECMA code, removed "OR" IAW PL-31, and added (O) procedure.
33-2	3340-01	Removed AECMA code and revised remarks.
33-2	3340-02	Added (***) to item number, removed AECMA code, and updated proviso.
33-2	3340-03	Removed AECMA code, changed repair category D to C, and revised remarks.
33-2	3340-04	Moved (***) to item number and removed AECMA code.
33-3	3340-05	Removed AECMA code, revised description (added IR function), and removed "OR" IAW PL-31.
33-3	3340-06	Moved to item 3040-05.
33-3	3340-07	Removed AECMA code.
33-3	3340-08	Removed AECMA code.
33-3	3340-09	Added (***) to item number, removed AECMA code, and added to proviso.
33-3	3340-10	Added (***) to item number, removed AECMA code, and removed "OR" IAW PL-31.
33-3	3340-11	Added (***) to item number, added spelling of HEELS, removed AECMA code, and changed proviso to 14 CFR.
33-3	3350-01	Removed AECMA code, removed "OR", and reformatted proviso IAW PL-31.
33-3	3350-02	Added (***) to item number, corrected spelling of description, removed AECMA code, and updated proviso (moved flashlight from item 2560-05).

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

XIII

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
34-1	3400-01	Removed AECMA code and added to proviso.
34-1	3400-02	Added (***) to item number, removed AECMA code, and reworded provisos (moved navigation systems: ILS to item 3430-01, VOR to item 3454-01, ADF to item 3455-01, and GPS to item 3457-01).
34-1	3412-01	Removed AECMA code, removed indications reference from description, moved (***) to item number, and reformatted provisos.
34-2	3417-01	Removed AECMA code, removed indications reference from description, moved (***) to item number, removed "OR" IAW PL-31, revised proviso for repair category A (changed series of flights to 1 flight day), and added (O) procedure.
34-3	3417-02	Removed AECMA code, removed indications reference from description, removed "OR", and reformatted provisos IAW PL-31.
34-3	3417-03	Removed AECMA code, removed indications reference from description, and removed words from columns (2 and 3), which was entered in error.
34-3	3417-04	Removed AECMA code and removed indications reference from description.
34-3	3417-05	Removed AECMA code, removed indications reference from description, removed words from columns (2 and 3), which was entered in error, and removed "OR" IAW PL-31.
34-4	3421-01	Removed AECMA code.
34-4	3423-01	Removed AECMA code and reformatted proviso.
34-4	3423-02	Removed AECMA code, removed indications reference from description, and removed "OR" from provisos IAW PL-31.
34-4	3430-01	Combined ILS/Localizer relief and removed AECMA code; moved ILS from item 3400-02.
34-4	3432-01	Added relief for glideslope system.
34-4	3434-01	Added (***) to item number, corrected description (added beacon), and changed proviso to 14 CFR.
34-4	3442-01	Added (***) to item number and changed proviso to 14 CFR.
34-4	3444-01	Added (***) to item number, removed indications reference from description, and changed proviso to 14 CFR.
34-5	3444-02	Corrected item number and updated TAWS relief IAW PL-54.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

XIV

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
34-6	3444-02	Corrected item number and updated TAWS relief IAW PL-54.
34-7	3444-02	Corrected item number and updated TAWS relief IAW PL-54.
34-8	3445-01	Updated TCAS relief IAW PL-32.
34-9	3445-01	Corrected item number and updated TCAS relief IAW PL-32.
34-9	3445-01	Removed subfunction of HELONIX (***) , which was entered in error, removed indications reference from description, and updated TCAS relief IAW PL-32.
34-9	3451-01	Added relief for DME.
34-9	3452-01	Updated ATC transponder relief IAW PL-76.
34-10	3452-02	Updated ADS-B relief IAW PL-105.
34-11	3453-01	Added relief for LORAN system.
34-11	3454-01	Removed AECMA code and revised remarks to 14 CFR; moved VOR system from item 3400-02.
34-11	3455-01	Removed AECMA code and revised remarks to 14 CFR; moved ADF system from item 3400-02.
34-11	3457-01	Removed AECMA code and revised remarks to 14 CFR; move GPS from item 3400-02.
34-11	3457-02	Added relief for RNAV.
34-11	3457-03	Added relief for XM weather.
34-11	3457-04	Added relief for weather radar/thunderstorm detection equipment.
34-12	3461-01	Updated FMS relief IAW PL-98 and removed Garmin GTN 750.
35-1	3510-01	Added relief for oxygen system and masks.
42-1	4200-01	Deleted JASC 42 since it does not exist within JASC tables and definitions; moved MFD 1 and 2 or 1 and 4 relief to item 3100-01.
42-1	4200-02	Moved MFD 2 and 4 relief to item 3100-05.
42-1	4200-03	Moved MFD 1 relief to item 3100-06.
42-1	4200-04	Moved MFD 2 relief to item 3100-07.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

XV

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
42-1	4200-05	Moved MFD 4 relief to item 3100-08.
42-1	4200-06	Moved MFD luminance relief to item 3110-01.
42-1	4200-07	Moved MFD brightness relief to item 3110-02.
42-1	4200-08	Moved MFD contrast relief to item 3110-03.
42-1	4200-09	Moved rotary bezel knob relief to item 3110-04.
42-1	4200-10	Moved bezel key USK1 relief to item 3110-05.
42-1	4200-11	Moved bezel key USK2 relief to item 3110-06.
42-1	4200-12	Moved bezel key USK3 relief to item 3110-07.
42-1	4200-13	Moved bezel key USK4 relief to item 3110-08.
42-1	4200-14	Moved bezel key USK5 relief to item 3110-09.
42-1	4200-15	Moved bezel key USK6 relief to item 3110-10.
42-2	4200-16	Moved bezel key BSK1 relief to item 3110-11.
42-2	4200-17	Moved bezel key BSK2 relief to item 3110-12.
42-2	4200-18	Moved bezel key BSK3 relief to item 3110-13.
42-2	4200-19	Moved bezel key BSK4 relief to item 3110-14.
42-2	4200-20	Moved bezel key BSK5 relief to item 3110-15.
42-2	4200-21	Moved bezel key BSK6 relief to item 3110-16.
42-2	4200-22	Moved bezel key LSK1 relief to item 3110-17.
42-2	4200-23	Moved bezel key LSK2 relief to item 3110-18.
42-2	4200-24	Moved bezel key LSK3 relief to item 3110-19.
42-2	4200-25	Moved bezel key LSK4 relief to item 3110-20.
42-2	4200-26	Moved bezel key LSK5 relief to item 3110-21.
42-2	4200-27	Moved bezel key LSK6 relief to item 3110-22.
42-2	4200-28	Moved bezel key RSK1 relief to item 3110-23.
42-2	4200-29	Moved bezel key RSK2 relief to item 3110-24.

AIRCRAFT:

MBB-BK 117 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO.

XVI

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
42-2	4200-30	Moved bezel key RSK3 relief to item 3110-25.
42-2	4200-31	Moved bezel key RSK4 relief to item 3110-26.
42-2	4200-32	Moved bezel key RSK5 relief to item 3110-27.
42-2	4200-33	Moved MCP relief to item 3110-28.
42-2	4200-34	Moved MFD co-pilot switch relief to item 3110-29.
42-2	4200-35	Moved event marker relief to item 3110-30.
42-3	4200-36	Moved EFB relief to item 3110-31.
42-3	4200-37	Moved reset push button relief to item 3110-32.
42-3	4200-38	Moved DTD relief to item 3110-33.
52-1	5210-01	Revised external door indication system relief IAW PL-69.
62-1	6200-01	Removed AECMA code, removed indications reference from description, and reformatted proviso.
63-1	6310-01	Removed AECMA code and removed indications reference from description.
63-1	6310-02	Removed AECMA code and removed indications reference from description.
63-1	6310-03	Removed AECMA code and removed indications reference from description.
63-2	6310-04	Changed item number, removed AECMA code, removed indications reference from description, and reformatted provisos.
63-2	6321-01	Removed AECMA code and added (M) procedure.
63-2	6330-01	Removed AECMA code, changed repair category D to A, added (M) and (O) procedure, and updated proviso to five flights maximum, by request of the manufacturer.
65-1	6500-01	Removed AECMA code, removed indications reference from description, and reformatted proviso.
67-1	6700-01	Added "ROTOR" to JASC 67 IAW JASC table and definitions, removed AECMA code, and revised proviso.
67-1	6700-02	Removed AECMA code and revised proviso.
67-1	6700-03	Removed AECMA code and added (M) procedure.

AIRCRAFT:  
MBB-BK 117 D-2REVISION NO: 1  
DATE: 09/28/2016PAGE NO.  
XVII

## HIGHLIGHTS OF CHANGE

Page	JASC Item	Explanation of Change
71-1	7160-01	Moved (***) from description to item number, removed AECMA code, added (M) procedure, and reformatted proviso.
76-1	7600-01	Removed AECMA code, removed indications reference from description, and revised proviso (par. e - removed procedure).
77-1	7700-01	Removed AECMA code, removed indications reference from description, and revised proviso (changed series of flights to 1 flight day).
79-1	7930-01	Removed AECMA code, revised proviso (added placarded), and added (M) procedure.
85-1	8500-01	Deleted JASC 85 since it does not exist within JASC tables and definitions; moved cargo hook to item 2550-03.
85-1	8500-02	Moved cargo hook mirror to item 2550-04.
85-1	8500-03	Moved cargo safety devices to item 2550-07.
85-1	8500-04	Moved bambi bucket to item 2550-05.
85-1	8500-05	Moved hoist to item 2550-06.
85-1	8500-06	Moved loudspeaker to item 2340-01.
85-1	8500-07	Moved FLIR to item 2550-02.
85-1	8500-08	Moved wire strike protection to item 2550-08.
85-1	8500-09	Moved cold weather kit to item 2500-03.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: MBB-BK 117 D-2	REVISION NO: 1 DATE: 09/28/2016	PAGE NO: XVIII
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 D-2

REVISION NO: 1

DATE: 09/28/2016

PAGE NO:

XIX

## GUIDELINES FOR (M) &amp; (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 D-2 (M) & (O) Procedures, published by the aircraft manufacturer.

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>2120-00</b>	Cockpit Ventilation System	<b>C</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.	
<b>2120-01</b>	Adjustable Air Outlet in Instrument Panel	<b>C</b>	<b>2</b>	<b>0</b>	Co-pilot's adjustable air outlet in instrument panel may be inoperative.	
<b>2120-02</b> ***	Adjustable Air Outlet in Forward Cockpit Frame (Only for Helicopter (H/C) Equipped with Environmental Control System/Air Conditioning System (ECS/ACS))	<b>D</b>	-	<b>0</b>	One or more may be inoperative.	
<b>2121-01</b>	Cockpit Ventilation Blower Fan (Only for H/C Not Equipped with ECS/ACS)	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> May be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Bleed air heating system is operative for flight in visible moisture, and</li> <li><b>b)</b> NACA inlets are open (PUSH FOR AIR knob pushed).</li> </ul> <p><b>(M)</b> May be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> System is deactivated and secured, and</li> <li><b>b)</b> Electric heater is deactivated and secured.</li> </ul> <p><b>NOTE:</b> The minimum temperature limitations for proper defogging/defrosting without electrical heater shall be observed (see basic RFM).</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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	Cockpit Ventilation Blower Fan (Only for H/C Equipped with ECS/ACS)	C	1	0	<p><b>(O)</b> May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Flight is not conducted in conditions of visible moisture, and</li> <li>b) Flight in warm conditions can be conducted with sufficient crew comfort.</li> </ul> <p><b>(M)</b> May be inoperative provided:</p> <ul style="list-style-type: none"> <li>a) Cockpit Ventilation Blower Fan System is deactivated/secured, and</li> <li>b) Electric heater is deactivated and secured.</li> </ul> <p><b>NOTE:</b> In hot atmospheric conditions (greater than 30 degrees C), the bad weather windows shall be kept open and extended flights shall be avoided unless landing can be ensured in case the cockpit temperatures become uncomfortably high. The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic RFM).</p>	
2121-03	Passenger (Cabin) Ventilation System	D	1	0	<p><b>(M)</b> May be inoperative, provided:</p> <ul style="list-style-type: none"> <li>a) Cockpit ventilation system is operative, and</li> <li>b) Passenger Ventilation System is deactivated and secured.</li> </ul>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
21-3

**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
<b>2140-01</b>	Bleed Air Heating System (Only for H/C Not Equipped with ECS/ACS)	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> May be inoperative (i.e., no heating is available) provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Flight is not conducted in conditions of visible moisture,</li> <li><b>b)</b> Cabin humidity is low (dry atmospheric conditions and/or few cabin occupants),</li> <li><b>c)</b> Heating is not required for passenger and crew comfort, and</li> <li><b>d)</b> NACA inlets are open (PUSH FOR AIR knob pushed).</li> </ul> <p><b>(M)</b> May be inoperative (i.e., no heating is available) provided the Bleed Air Heating System is deactivated and secured.</p> <p><b>NOTE:</b> The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic RFM).</p>	
<b>2140-02</b> ***	Cold Weather Kit	<b>D</b>	-	<b>0</b>	May be inoperative or removed provided operation is conducted above -30 degrees C OAT.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
21-4

**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
<b>2140-03</b>	Bleed Air Heating System (Only for H/C Equipped with ECS/ACS)	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> May be inoperative (i.e., no heating is available) provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Flight is not conducted in conditions of visible moisture,</li> <li><b>b)</b> Cabin humidity is low (dry atmospheric conditions and/or few cabin occupants), and</li> <li><b>c)</b> Heating is not required for passenger and crew comfort.</li> <li><b>d)</b> The cockpit ventilation System is operative</li> </ul> <p><b>(M)</b> May be inoperative (i.e., no heating is available) provided the Bleed Air Heating System is deactivated and secured.</p> <p><b>NOTE:</b> The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic RFM).</p>	
<b>2140-04</b>	Bleed Air Heating System	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> May be inoperative (i.e., heating is permanently ON and will not switch off in case of One Engine Inoperative (OEI) provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> CAT-A operations are not required, and</li> <li><b>b)</b> Performance charts for HEATING ON are used.</li> </ul> <p><b>(O)</b> May be inoperative (i.e., automatic deactivation of the heating in case of engine failure is inoperative) provided the heater is off during takeoff and landing when CAT-A operations are required.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
21-5

**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
<b>2140-05</b> ***	Electric Heater	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(M)</b> May be inoperative provided the heater is deactivate/secured and placarded.</p> <p><b>NOTE:</b> The minimum temperature limitations for proper defogging/defrosting with bleed air heater only shall be observed (see basic RFM).</p>	
<b>2140-06</b> ***	Cabin Heating Control Unit (CHCU) (Only for H/C Equipped with (ECS/ACS)	<b>C</b>	<b>1</b>	<b>0</b>	<p><b>(O)</b> May be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Flight is not conducted in conditions of visible moisture,</li> <li><b>b)</b> Cabin humidity is low (dry atmospheric conditions and/or few cabin occupants),</li> <li><b>c)</b> Heating is not required for passenger and crew comfort, and</li> <li><b>d)</b> Ventilation/cooling is not required for passengers or crew comfort.</li> </ul> <p><b>(M)</b> May be inoperative provided Cabin Heating Control Unit System is deactivated and secured.</p> <p><b>NOTE:</b> In hot or humid conditions, the bad weather window shall be kept open and extended flights shall be avoided unless landing can be ensured in case the cockpit temperatures become uncomfortably high. The minimum temperature limitations for proper defogging/defrosting without heater shall be observed (see basic RFM).</p>	

**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
<b>2140-07</b> ***	Air Conditioning System (Only for H/C Equipped with ECS/ACS)	<b>D</b>	-	<b>0</b>	May be inoperative provided the bad weather window may be opened on crew's discretion to improve ventilation.  <b>NOTE:</b> In hot conditions, extended flights shall be avoided unless landing can be ensured in case the cockpit temperatures become uncomfortably high.	
<b>2140-08</b> ***	Overhead Control Panel (OCP) (Only for H/C Equipped with ECS/ACS)	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided the control is deactivated/secured and placarded.	
<b>2150-01</b>	Cooling Unit for Lower Avionic Bay	<b>D</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> It is not required for the intended operation, or <b>b)</b> Flight is conducted below 30 degrees C OAT.	
<b>2150-02</b>	Cockpit Cooling Fan	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> OAT is below +35 degrees C, <b>b)</b> Cockpit ventilation/cooling is permanently set to maximum, and <b>c)</b> PULL FOR AIR is pulled when OAT is greater than 20 degrees C.  <b>(M)</b> May be inoperative provided the Cockpit Cooling Fan System is deactivated and secured.	
<b>2163-01</b> ***	Internal Air Temperature Sensing System (Only for H/C Equipped with ECS/ACS)	<b>D</b>	<b>1</b>	<b>1</b>	May be inoperative provided the temperature is controlled manually (by setting the CHCU to LO or HI) when necessary.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>2200-01</b> (PL-101)	Transport Category Aircraft with Two or More Autopilots Installed	<b>C</b>	-	<b>1</b>	<b>(O)</b> May be inoperative where operations do not require its use.	
<b>2215-01</b>	Autopilot 1 and 2	<b>A</b>	<b>2</b>	<b>0</b>	Both may be inoperative for 1 flight day under other than night VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> <li><b>a)</b> SEMA set 1 (pitch, roll, and yaw - see marking in red on the left) and BKUP SAS (IESI) are operative,</li> <li><b>b)</b> Slope landings (greater than 3 degrees) are not conducted,</li> <li><b>c)</b> Maximum airspeed is 110 KIAS or V<sub>NE</sub> (whichever is less),</li> <li><b>d)</b> Maximum bank angle is 45 degrees,</li> <li><b>e)</b> Flight controls are guarded, and</li> <li><b>f)</b> APs are disengaged and backup SAS is engaged.</li> </ul>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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 1 and 2 and BKUP SAS (Integrated Electronic Backup Indicator (IESI), or Autopilot 1 and 2 and SEMA Set 1 Failure (Indication)	B	3	0	<p>(O) All may be inoperative for 1 flight day under VFR (excluding night) only for the purpose of returning directly to a base where repairs or replacements can be made provided:</p> <ul style="list-style-type: none"> <li>a) The intended operation does not require CAT-A certification,</li> <li>b) Slope landings (greater than 3 degrees) are not conducted,</li> <li>c) Maximum airspeed 110 KIAS or V<sub>NE</sub> (whichever is less),</li> <li>d) Maximum bank angle 45 degrees,</li> <li>e) Flight controls are guarded, and</li> <li>f) APs and BKUP SAS are disengaged.</li> </ul> <p><b>NOTE:</b> For extended flights (longer than 30 minutes), dual crew is recommended.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
2215-03	Autopilot 1 or 2	B	2	1	(O) One may be inoperative for VFR and Dual Pilot IFR provided: a) All other AFCS related equipment is operative, b) The inoperative AP is disengaged, c) The remaining AP is engaged, and d) The backup SAS is engaged.  <b>NOTE:</b> Loss of AP redundancy. Autopilot is fully functional in hands-off mode.	
2215-04	AP Control Panel (APCP)	B	1	0	(O) May be inoperative in passive failed condition (pushing/rotating buttons is without effect) provided: a) All other AFCS related equipment is operative, b) IESI is operative, c) Operation does not require CRHT, ALTA, FPA, VS, and TRK mode, and d) Slope landings (greater than 3 degrees) are not conducted.	
2215-05	Primary Flight Display Collective Link Light	B	1	0	(O) May be inoperative for VFR and Dual Pilot IFR provided: a) All other Autoflight Control System AFCS related equipment is operative, b) The AP associated to the operative collective stick position measurement is engaged, c) Backup SAS is engaged, and d) The other AP is disengaged according to RFM.  <b>NOTE:</b> On ground detection may be degraded.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
2215-06	AP/BKUP CUT Push Button (on Cyclic Stick)	A	-	1	One may be inoperative provided: <ul style="list-style-type: none"> <li>a) The pushbutton is either verified failed open (not pushed) or is deactivated, and</li> <li>b) AP/BKUP Cut push button on the flying pilot's side is operative.</li> </ul>	
		A	-	0	(O) Both may be inoperative VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> <li>a) The intended operation does not require CAT-A certification,</li> <li>b) Both APs and the backup SAS are disengaged,</li> <li>c) Slope landings (greater than 3 degrees) are not conducted,</li> <li>d) Maximum airspeed 110 KIAS or V<sub>NE</sub> (whichever is less),</li> <li>e) Maximum bank angle 45 degrees, and</li> <li>f) Flight controls are guarded.</li> </ul> (M) Both SEMA sets have been deactivated by pulling and securing the respective circuit breaker.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
2215-07	Integrated Electronic Standby Indicator (IESI)	C	1	0	(O) May be inoperative for VFR provided: a) All other AFCS related equipment is operative, b) Both Air Data Computers (ADC) are operative, c) AHRS 1 and AHRS 2 are operative, and d) Both Pitot Tube Heaters are operative or the Helicopter is not operative any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below 5 degrees C.	
2215-08	Autotrim System in Pitch and Roll	C	2	0	One or both may be inoperative for VFR provided the flight controls are guarded.	
2215-09	Autotrim System in Yaw	C	1	0	May be inoperative for VFR provided the flight controls are guarded.	
		B	1	0	May be inoperative for Dual Pilot IFR provided: a) The flight controls are guarded, and b) A TRIM push button on APCP is not displaying OFF.	
2215-10	Autotrim System in Collective	C	1	0	May be inoperative provided the pilot performs all collective adjustments manually.  <b>NOTE:</b> Four axis autopilot functions will be inoperative.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
2215-11	4-Way Beep Trim Switch on Cyclic Grip	C	-	1	One may be inoperative in passive failure mode (no beep inputs made) provided the switch on the flying pilot's side is operative.	
		B	-	0	May be inoperative in passive failure mode (stuck in neutral middle position, forcing no beep inputs) under VFR provided all other AFCS related equipment is operative (especially FTR system).	
2215-12	4-Way Beep Trim Switch on Collective Grip	C	-	1	One may be inoperative in passive failure mode (no beep inputs made) provided the switch on flying pilot's side is operative.	
		B	-	0	May be inoperative in passive failure mode (stuck in neutral middle position, forcing no beep inputs) provided all other AFCS related equipment is operative (especially FTR system).	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
2215-13	Force Trim Release Switch System (on Cyclic Controls)	C	-	1	One switch may be inoperative in failed open mode (force trim not released) provided the switch on the flying pilot's side is operative.	
		B	-	0	Both switches/the system may be inoperative in failed open mode (force trim not released) provided all other AFCS related equipment is operative.	
		A	-	0	The system may be permanently stuck (i.e., force permanently released) for 1 flight day in VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: a) All other AFCS related equipment is operative, b) The flight controls are guarded, and c) Slope landings (greater than 3 degrees) are not conducted.	
2215-14	Force Trim Release System Switch (on the Collective Control)	C	-	1	One switch may be inoperative in failed open mode (force trim not released) provided the switch on the flying pilot's side is operative.	
		B	-	-	Both switches/the system may be inoperative or stuck (permanently active).	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
22-8

**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
2215-15	Pitch/Roll/Yaw SEMA	B	2	1	One per axis may be inoperative for VFR and dual pilot IFR provided all other AFCS related equipment is operative.  <b>NOTE:</b> AFCS performance is reduced in the corresponding axis. This may be particularly noticeably in gusty conditions and/or at high speed. If one or more SEMAs from Set 1 are failed, upon AP disengagement with the AP/BKUP CUT button the corresponding axis will not be stabilized.	
2215-16	Collective SEMA	C	1	0	May be inoperative provided pilot performs all collective adjustments manually.  <b>NOTE:</b> Four axis autopilot functions will be inoperative.	
2215-17	AP 1/2 Display System	B	2	2	<b>(O)</b> One or two from the same AMC may be inoperative for VFR and dual pilot IFR provided: <ul style="list-style-type: none"> <li>a) The AP with the failed link has been disengaged,</li> <li>b) The operative AP and backup SAS remain engaged,</li> <li>c) All other AFCS related equipment is operative,</li> <li>d) IESI is operative, and</li> <li>e) Procedure according to RFM that addresses degraded reliability of displayed AFCS data is obeyed.</li> </ul>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
22-9

**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
2215-18	AP UM OFF Push Button (on Cyclic Stick)	C	-	1	One may be inoperative in passive failed mode (UM not pushed) provided the AP UM OFF push button on the flying pilot's side is operative.	
		C	-	0	One or both may be inoperative provided: a) All other AFCS related equipment is operative, and b) Upper modes are disengaged.	
2215-19	GA Push Button (on Collective Lever)	C	-	0	One may be inoperative in passive failed mode (GA not pushed) provided the GA push button on the flying pilot's side is operative.	
		C	-	0	One or both may be inoperative in passive failed mode (GA not pushed) provided: a) All other AFCS related equipment is operative, and b) GA maneuver is conducted manually.	
2215-20	AP/BKUP ON 4-Way Button on Cyclic Stick	C	-	0	(O) Both may be inoperative in passive failure mode (button not pushed) provided all other AFCS related equipment is operative, and upper modes, APs, and backup SAS are engaged.	

**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**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2300-00</b>	ICS	<b>D</b>	-	-	Deleted.	
<b>2300-01</b>	Cockpit Intercom System (ICS)	<b>D</b>	-	<b>1</b>	May be inoperative for one pilot operation provided: <ul style="list-style-type: none"> <li>a) Flight is conducted under VFR,</li> <li>b) ICS backup mode is operative, and</li> <li>c) An alternate procedure is established and used to notify passengers/cabin occupants.</li> </ul>	
<b>2300-02</b>	Cabin ICS	<b>D</b>	-	-	May be inoperative provided: <ul style="list-style-type: none"> <li>a) No divider is installed between the cabin and cockpit,</li> <li>b) An alternate procedure is established and used to notify passengers/cabin occupants,</li> <li>c) At least one crewmember in the cabin is connected to the cockpit intercom system (e.g., through the WINCH connector), and</li> <li>d) No occupants are carried in the cabin.</li> </ul>	
<b>2300-03</b>	Headset (Flightcrew)	<b>C</b>	-	<b>1</b>	Any in excess of one headset for each required cockpit crewmember or hoist/cargo hook operator on duty may be inoperative or missing.  <b>NOTE:</b> Spare headset must be available and operative for one pilot IFR operations.	
<b>2300-04</b>	Headset (Passengers)	<b>D</b>	-	<b>0</b>	May be inoperative or missing provided an alternate procedure is established and used to notify passengers.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
23-2

**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
<b>2300-05</b>	Press-to-Transmit (PTT) Switch	<b>B</b>	-	<b>2</b>	Any in excess of one for each flightcrew member may be inoperative for dual pilot operation provided the affected switch is either verified failed open (non-transmitting) or is deactivated.	
		<b>B</b>	-	<b>1</b>	Any in excess of the PTT-switch located on the cyclic grip on the handling pilot's side may be inoperative for one pilot operation provided the affected switch is either verified failed open (non-transmitting) or is deactivated.	
<b>2310-01</b> *** (PL-106)	High Frequency Communications System (HF)	<b>D</b>	-	-	As in excess of those required by 14 CFR may be inoperative.	
		<b>C</b>	-	<b>1</b>	<b>(O)</b> May be inoperative while conducting operations that require two Long Range Communication Systems (LRCS) provided: <ul style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as an LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established.</li> </ul>	
<b>2310-02</b> ***	Satellite Tracking or Satellite Phone System(s)	<b>D</b>	-	-	As required by 14 CFR.	
<p><b>NOTE:</b> SATCOM is used as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.</p>						

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
23-3

**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
<b>2311-01</b> *** (PL-95)	Communications Systems (UHF)	<b>D</b>	-	-	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.	
<b>2312-01</b> *** (PL-95)	Communications Systems (VHF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.	
	1) VHF Communication Control Panels					
	a) Frequency Transfers Light	<b>C</b>	-	<b>0</b>		
	b) Frequency Transfer Switch	<b>C</b>	-	<b>0</b>		
	c) Frequency Selector Knob	<b>C</b>	-	<b>2</b>		
	d) Frequency Indication	<b>C</b>	-	<b>2</b>		
<b>2312-02</b> ***	Communications Systems (FM)	<b>D</b>	-	-	May be inoperative provided operations do not require its use.	
<b>2340-01</b> ***	External Loudspeaker	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided the inoperative system is deactivated and secured.	
<b>2370-01</b> *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft with a Flight Data Recorder Installed)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided:	
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>	a) Flight Data Recorder operates normally, and b) Repairs are made within 3 flight days.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>2370-02</b> *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft without a Flight Data Recorder Installed)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made within 3 flight days.	
	*** Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		
<b>2370-03</b> *** (PL-29)	Cockpit Voice Recorder (CVR) Installed for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
	*** Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		

**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**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2431-01</b>	Bus Voltage Indication	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided all other indications of the DC power system are operative.	
<b>2431-02</b>	Standby Battery (Emergency Power Supply) for IESI and Emergency Lighting	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative for VFR provided the standby battery switch is OFF.	
<b>2431-03</b>	Battery Temperature Sensor	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for one flight 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: <ul style="list-style-type: none"> <li><b>a)</b> Both bus ties are open (except for engine start/restart),</li> <li><b>b)</b> Main Battery current remains within limits,</li> <li><b>c)</b> Both generators are operative, and</li> <li><b>d)</b> Battery is fully charged.</li> </ul>	
<b>2431-04</b>	EPU Connected Caution System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> EPU is disconnected prior to flight, and</li> <li><b>b)</b> EPU door is closed and locked.</li> </ul>	
<b>2431-05</b>	EPU Door Caution System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li><b>c)</b> EPU is disconnected prior to flight, and</li> <li><b>d)</b> EPU door is closed and locked.</li> </ul>	
<b>2431-06</b>	Ground Power Switch	<b>D</b>	<b>-</b>	<b>0</b>	May be inoperative provided it is not required for the intended operation.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
2435-01	Generator	A	2	1	(O) One may be inoperative for one flight 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: a) The electrical load is reduced to single generator capacity, b) The inoperative generator is switched off after engine start/restart, and c) Landing within 30 minutes is possible from any point enroute.	
2435-02	Generator Disconnection Caution System	B	2	0	(O) One or both may be inoperative provided respective generator current indication(s) of both busses and main battery current are verified to be within limitations.  (M) One or both may be inoperative provided the system is placarded.	
2435-03	Generator Current Indication	C	2	1	One may be inoperative provided all other indications of the DC power system are operative.	
2450-01 ***	Inverter 2	C	-	0	May be inoperative provided the weather radar (item 3442-01) is not required and the inverter is switched off.	

**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**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>2500-01</b>	Passenger Convenience/ NEF Items	-	-	<b>0</b>	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.  <b>(M)(O)</b> Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.  <b>NOTE:</b> Exterior lavatory door ashtrays are not NEF items.	
<b>2500-02</b> ***	Electro-Optical System Enhanced Vision (i.e., FLIR)	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the system is deactivated, secured, and placarded.	
<b>2500-03</b> *** (PL-125)	Printed Supplemental Safety Information	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
<b>2510-01</b>	Co-Pilot Seat	<b>D</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative for one pilot operations provided: a) The aircraft is flown from the left hand crew seat (in accordance with limitations given in the RFM) and Co-pilot seat is not occupied and placarded, and b) Pilot Seat is blocked and placarded.	
<b>2510-02</b>	Co-Pilot Seat	<b>D</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative for one pilot operations provided: a) The seat is not occupied, and b) Co-Pilot Seat is blocked and placarded.	
<b>2510-03</b>	Crewmember Shoulder Harness	<b>B</b>	<b>2</b>	<b>1</b>	Co-pilot shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.	

**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
<b>2510-04</b> ***	Crew Seat Vertical Adjustment	<b>C</b>	-	<b>0</b>	<b>(O)</b> One or more may be inoperative provided the affected seat is locked in a position acceptable to the flightcrew member.	
<b>2510-05</b> ***	Fabric Glareshield	<b>D</b>	-	<b>0</b>	May be missing for other than Night operations.	
		<b>D</b>	-	<b>0</b>	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.	
<b>2510-06</b> ***	Sun Shade	<b>D</b>	-	<b>0</b>	May be inoperative provided it is properly removed and stowed.	
<b>2510-07</b> ***	Headset Holder	<b>D</b>	-	<b>0</b>	May be inoperative or missing provided it is not required by 14 CFR.	
<b>2510-08</b> ***	Map Case	<b>D</b>	-	<b>0</b>	May be inoperative or missing provided it is not required by 14 CFR.	
<b>2510-09</b> ***	Chart Holder	<b>D</b>	-	<b>0</b>	May be inoperative or missing provided it is not required by 14 CFR.	
		<b>C</b>	-	-	May be inoperative or missing provided: <b>a)</b> A personal kneeboard with chart holder function is carried, and <b>b)</b> If Night operations are intended, the personal kneeboard has an internal light.	
<b>2510-10</b> ***	Cockpit Curtain	<b>D</b>	-	<b>0</b>	<b>(O)</b> May be inoperative, provided procedures are established to prevent the use of disturbing light sources in the cabin.	

**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
<b>2520-01</b> *** (PL-79)	Passenger Seat	<b>D</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided: <ul style="list-style-type: none"> <li>a) Seat does not block an Emergency Exit,</li> <li>b) Seat does not restrict any passenger from access to the main aircraft aisle, and</li> <li>c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY".</li> </ul> <p><b>NOTE 1:</b> A seat with an inoperative seat belt is considered inoperative.</p> <p><b>NOTE 2:</b> A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.), is considered inoperative.</p>	
<b>2520-02</b>	Passenger Seat Belts and/or Shoulder Harnesses	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided the seat is blocked and placarded.	
<b>2550-01</b> ***	Cargo Net	<b>D</b>	-	<b>0</b>	May be inoperative or missing provided cargo is secured using alternate means.	
<b>2550-02</b> *** (PL-100)	Cargo Restraint Systems	<b>C</b>	-	-	May be inoperative or missing provided cargo compartment remains empty.	
<b>2550-03</b> ***	(Dual) External Cargo Load Hook System	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the inoperative system is deactivated, secured, and placarded.  <b>NOTE:</b> Excluding Human External Cargo (HEC).	
<b>2550-04</b> ***	Cargo Hook Mirror System (Including Heating System and Positioning System)	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the inoperative system is deactivated, secured, and placarded.	
<b>2550-05</b> ***	Fixed Provisions for Bambi Bucket	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the inoperative system is secured and placarded.	

**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
<b>2550-06</b> ***	External Hoist System (LH/RH)	<b>C</b>	-	<b>0</b>	<b>(O)</b> 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: <b>a)</b> The hoist is extended, and <b>b)</b> V <sub>NE</sub> HOIST is observed at all times.  <b>(M)</b> May be inoperative provided: <b>a)</b> The hoist is retracted, and <b>b)</b> The inoperative system is deactivated, secured, and placarded.	
<b>2550-07</b>	Cargo Safety Device	<b>D</b>	-	-	Deleted.	
<b>2560-01</b> ***	Survival Equipment	<b>D</b>	-	-	May be inoperative or missing provided it is not required by 14 CFR.	
<b>2560-02</b> ***	Emergency Axe	<b>D</b>	-	<b>0</b>	Deleted.	
<b>2560-03</b> ***	Emergency Hammer	<b>D</b>	-	<b>0</b>	Deleted.	
<b>2560-04</b> ***	Flashlight(s)	<b>C</b>	-	-	Moved to item 3350-02.	
<b>2560-05</b> ***	Emergency Flotation System	<b>D</b>	-	<b>0</b>	Moved to item 3212-01.	
<b>2560-06</b> ***	Flotation Equipment	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>2560-07</b> *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

AIRCRAFT:  
MBB-BK 117 D-2REVISION NO. 1  
DATE: 09/28/2016PAGE 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
<b>2560-08</b> ***	Helicopter Air Ambulance (HAA) Equipment	<b>C</b>	-	-	<b>(O)</b> May require to be included in the operator's appropriate document.  <b>(M)</b> May be inoperative or missing provided the installation is deactivate/secured or removed.	
<b>2560-09</b> ***	Wire Strike Protection System	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative or missing provided the system is secured and the Weight & Balance is adjusted.	
<b>2560-10</b> ***	Drip Tray	<b>D</b>	-	<b>0</b>	Deleted.	
<b>2562-01</b> (PL-120)  ***  ***	Emergency Locator Transmitter (ELT)  Survival Type ELT  Fixed ELT	<b>D</b>  <b>A</b>  <b>A</b>  <b>D</b>  <b>D</b>	-  -  -  -  -  -	-  -  <b>0</b>  <b>0</b>  -  -	Any in excess of those required by 14 CFR may be inoperative or missing.  <b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated, and <b>b)</b> Repairs are made within 90 days.  May be missing provided repairs are made within 90 days.  <b>(M)</b> Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.  Any in excess of those required by 14 CFR may be missing.	
<b>2562-02</b> ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	<b>D</b>	-	<b>0</b>	As required by 14 CFR.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
25-6

**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
<b>2562-03</b> ***	ELT Remote Switch	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided ELT transmitter is armed and functional.	
<b>2562-04</b> ***	Sonic Underwater Locator Beacon (ULB)	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated/secured or removed.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>2610-01</b> ***	Cargo/Baggage Smoke Detector System	<b>D</b>	-	<b>0</b>	May be inoperative provided cabin/cargo compartment separation wall/quilted mats is/are removed.	
<b>2622-01</b> (PL-75)	Portable Fire Extinguisher	<b>D</b>	-	-	Any in excess of those required may be inoperative or missing provided: <b>a)</b> 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>b)</b> Required Weight & Balance is maintained.	

**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
<b>2810-01</b> ***	Auxiliary Fuel Tank System	<b>D</b>	-	<b>0</b>	May be inoperative provided the fuel quantity in the auxiliary tank is not required to safely complete the mission.	
<b>2822-01</b>	Fuel Jet Pump	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative for VFR provided: <ul style="list-style-type: none"> <li>a) The fuel transfer pump, forward and aft, are operative, and</li> <li>b) The flight is planned under consideration of the increased maximum unusable fuel quantity, as stated in the RFM.</li> </ul>	
<b>2822-02</b>	Primer Fuel Pump	<b>C</b>	<b>2</b>	<b>0</b>	<b>(O)</b> One or both may be inoperative provided: <ul style="list-style-type: none"> <li>a) Start of engine(s) is not conducted above 15,000 feet, and</li> <li>b) Start of engine(s) is not conducted after a maintenance action requiring opening or draining of the fuel lines.</li> </ul> <p><b>NOTE:</b> Pilot should closely monitor the starting parameters until the engines are stabilized in IDLE.</p>	
<b>2824-01</b>	Fuel Transfer Pump (FWD or AFT)	<b>C</b>	<b>2</b>	<b>1</b>	<b>(O)</b> One may be inoperative for VFR provided: <ul style="list-style-type: none"> <li>a) Flight is planned under consideration of the increased maximum unusable fuel quantity, as stated in the RFM, and</li> <li>b) Landing within 15 minutes is possible from any point enroute.</li> </ul>	
<b>2824-02</b> ***	Fuel Flow Meter	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided the meter is placarded.	
<b>2841-01</b> ***	Auxiliary Fuel Indication	<b>D</b>	-	<b>0</b>	May be inoperative provided the fuel quantity in the auxiliary tank is not required to safely complete the mission.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
2841-02	Fuel Supply Tank 1/2 Indication	A	-	1	<p>One may be inoperative for 3 consecutive calendar-days provided:</p> <ul style="list-style-type: none"> <li>a) Main tank fuel system indications are operative,</li> <li>b) LOW FUEL warnings (2) on warning unit and/or master list are operative, and</li> <li>c) The flight duration is planned using the main fuel tank content only.</li> </ul> <p><b>NOTE:</b> Aircraft weight calculation will be incorrect. The calculated <math>V_{NE}</math> will be based on indicated weight. Adjust weight to obtain the <math>V_{NE}</math> or use the backup tables.</p> <p><b>(O)</b> Both may be inoperative for one or a series of flights under VFR (other than night) only for the purpose of returning directly to a base where repairs or replacements can be made provided:</p> <ul style="list-style-type: none"> <li>a) Main tank fuel system indications are operative,</li> <li>b) LOW FUEL warnings (2) on warning unit and master list are operative,</li> <li>c) Landing is possible within a maximum of 8 minutes at any time, and</li> <li>d) The flight duration is planned using main fuel tank content only.</li> </ul> <p><b>NOTE:</b> Aircraft weight calculation will be incorrect. The calculated <math>V_{NE}</math> will be based on indicated weight. Adjust weight to obtain the <math>V_{NE}</math> or use the backup tables.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>2841-03</b>	Main Fuel Tank Quantity Indication	<b>A</b>	-	<b>0</b>	May be inoperative for 3 consecutive calendar-days for VFR provided: <ul style="list-style-type: none"> <li><b>a)</b> Supply tank fuel system indications are operative,</li> <li><b>b)</b> LOW FUEL warnings (2) on warning unit and/or master list are operative, and</li> <li><b>c)</b> Landing within 15 minutes is possible from any point enroute.</li> </ul> <p><b>NOTE:</b> Aircraft weight calculation will be incorrect. The calculated <math>V_{NE}</math> will be based on indicated weight. Adjust weight to obtain the <math>V_{NE}</math> or use the backup tables. Main tank fuel quantity shall be determined prior to flight using other means. Flight planning shall take sufficient reserve into consideration.</p>	
<b>2841-04</b>	Main Fuel Tank Sensor System	<b>C</b>	<b>3</b>	<b>1</b>	One may be inoperative for VFR provided: <ul style="list-style-type: none"> <li><b>a)</b> All other fuel system indications are operative, and</li> <li><b>b)</b> LOW FUEL warnings (2) on warning unit and/or master list are operative.</li> </ul> <p><b>NOTE:</b> Flight planning shall use sufficient reserve to compensate for the inaccuracy of the fuel indication.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>2932-01</b>	Hydraulic Oil Pressure Sensor System	<b>A</b>	<b>2</b>	<b>1</b>	(O) 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: <ul style="list-style-type: none"> <li>a) The hydraulic oil pressure indication is operative, and</li> <li>b) The preflight hydraulic check shows normal (i.e., hydraulically boosted) forces in all axes.</li> </ul>	
<b>2932-02</b> ***	Hydraulic Oil Pressure Indication	<b>A</b>	<b>2</b>	<b>1</b>	One may be inoperative for one flight only for the purpose of returning directly to a base where repairs or replacements can be made provided the hydraulic pressure sensor is operative.	
<b>2932-03</b>	Hydraulic Test Switch	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative in failed open mode (switch not pushed) for 1 flight day 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 KEY**JASC  
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
<b>3030-01</b>	Pitot Tube Heater 1 and 2	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation when the OAT is below +5 degrees C.  <b>NOTE:</b> Flight planning for IFR should take the OAT at all possible cruising levels into account.	
<b>3030-02</b>	Static Port Heater 1 and 2	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation when the OAT is below +5 degrees C.  <b>NOTE:</b> Flight planning for IFR should take the OAT at all possible cruising levels into account.	
<b>3040-01</b>	Windshield Wiper System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is not conducted in heavy rain or snow.	
<b>3040-02</b>	Windshield WIPER Switch (in Overhead Panel)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative in failed open mode (wiper inactive) provided: <b>a)</b> The WIPER pushbutton on the collective is operative, and <b>b)</b> It is acceptable to the crew.	
<b>3040-03</b>	Windshield WIPER Pushbutton (on Collective Grip)	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative in failed open mode (wiper inactive) provided the WIPER switch in the overhead panel is operative.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
31-1

**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**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>3100-01</b>	Multi-Functional Displays (MFD) MFD 1 and 2 or MFD 1 and 4	<b>A</b>	<b>3</b>	<b>1</b>	<p><b>(O)</b> Two may be inoperative for one flight other than night VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> The intended operation does not require CAT-A certification,</li> <li><b>b)</b> IESI is operative,</li> <li><b>c)</b> VMD format selected for engine startup, engine shutdown, and if required by RFM, and</li> <li><b>d)</b> FND format is selected during all other flight phases.</li> </ul> <p><b>(M)</b> Inoperative MFD 1 and 2 or 1 and 4 are deactivated and secured.</p>	
<b>3100-02</b>	Multi-Functional Displays (MFD) MFD 2 and MFD 4	<b>A</b>	<b>3</b>	<b>1</b>	<p><b>(O)</b> Two may be inoperative for 1 flight day for other than night VFR only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> The intended operation does not require CAT-A certification,</li> <li><b>b)</b> IESI is operative,</li> <li><b>c)</b> MFD 1 switch on MCP is operative (only if aircraft is flown from the right hand seat),</li> <li><b>d)</b> VMD format is selected for engine startup, engine shutdown, and if required by RFM, and</li> <li><b>e)</b> FND format is selected during all other flight phases.</li> </ul> <p><b>(M)</b> Inoperative MFD 2 and 4 are deactivated and secured.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3100-03</b>	Multi-Functional Display (MFD) MFD 1	<b>B</b>	<b>3</b>	<b>2</b>	<p><b>(O)</b> May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> MFD 2 and MFD 4 are operative,</li> <li><b>b)</b> Helicopter is operated by the pilot from the right crew seat,</li> <li><b>c)</b> FMS 2 is operative,</li> <li><b>d)</b> If required, weather radar is controlled via MFD 2, and</li> <li><b>e)</b> COPILOT switch on MCP is OFF.</li> </ul> <p><b>(M)</b> MFD 1 is deactivated and secured.</p>	
<b>3100-04</b>	Multi-Functional Display (MFD) MFD 2	<b>B</b>	<b>3</b>	<b>2</b>	<p><b>(O)</b> May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> MFD 1 and MFD 4 are operative,</li> <li><b>b)</b> MCP is operative,</li> <li><b>c)</b> FMS 1 is operative,</li> <li><b>d)</b> If weather radar is required, the pilot or a qualified crew member occupies the left hand crew station, and</li> <li><b>e)</b> If required, weather radar is controlled via MFD 1.</li> </ul> <p><b>(M)</b> MFD 2 is deactivated and secured.</p> <p><b>NOTE:</b> Aircraft may be flown from the left hand seat in accordance with the limitations given in the RFM.</p>	

**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
<b>3100-05</b>	Multi-Functional Display (MFD) MFD 4	<b>B</b>	<b>3</b>	<b>2</b>	<p><b>(O)</b> May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> MFD 1 and MFD 2 are operative,</li> <li><b>b)</b> MCP is operative, and</li> <li><b>c)</b> ACAS is considered inoperative.</li> </ul> <p><b>(M)</b> MFD 4 is deactivated and secured.</p> <p><b>NOTE:</b> Since access to the weight page is no longer available, the aircraft weight will be automatically set to MTOW at takeoff. This will give a conservative <math>V_{NE}</math>. If higher <math>V_{NE}</math> is required, the backup tables from the flight manual shall be used. Weather radar (if installed) will be inoperative.</p>	
<b>3110-01</b>	MFD Luminance (LUM) Bezel Key	<b>C</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided luminance is acceptable to the pilot as appropriate for the operation.	
<b>3110-02</b>	MFD Brightness (BRT) Bezel Key	<b>C</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided brightness is acceptable to the pilot as appropriate for the operation.	
<b>3110-03</b>	MFD Contrast (CTRS) Bezel Key	<b>C</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided contrast is acceptable to the pilot as appropriate for the operation.	
<b>3110-04</b>	Rotary Bezel Knob	<b>C</b>	<b>3</b>	<b>0</b>	Outer knob only may be inoperative in failed open mode.	
<b>3110-05</b>	Bezel Key USK1	<b>D</b>	<b>3</b>	<b>2</b>	May be inoperative in failed open mode (key not pushed) on MFD 2	
<b>3110-06</b>	Bezel Key USK2	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) on MFD 2 or failed in open mode (key not pushed) for VFR on MFD 1 and MFD 4.	

**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
<b>3110-07</b>	Bezel Key USK3	<b>D</b>	<b>3</b>	<b>2</b>	May be inoperative in failed open mode (key not pushed) on MFD 2.	
<b>3110-08</b>	Bezel Key USK4	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative on MFD 2 or failed open mode (key not pushed) on MFD 1 and MFD 4 if digital map is not required.	
<b>3110-09</b>	Bezel Key USK5	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) on MFD 2 and MFD 1, or failed in open mode (key not pushed) on MFD 4 if a camera required for cargo hook operations is not required.	
<b>3110-10</b>	Bezel Key USK6	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) on MFD 1 and/or MFD 2 provided an accurate timepiece is operative in the flightcrew compartment indicating the time in hours, minutes, and seconds.	
		<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) on MFD 1 and/or MFD 4 provided the EFB functions are not required for the mission.	
<b>3110-11</b>	Bezel Key BSK1	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) for VFR.  <b>NOTE:</b> Autopilot can no longer be coupled to any of the NAV sources.	
<b>3110-12</b>	Bezel Key BSK2	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed).	
<b>3110-13</b>	Bezel Key BSK3	<b>D</b>	<b>2</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) on MFD 1 and MFD 2.	
		<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) on MFD 4.	
<b>3110-14</b>	Bezel Key BSK4	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed).	

**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
<b>3110-15</b>	Bezel Key BSK5	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed).	
<b>3110-16</b>	Bezel Key BSK6	<b>D</b>	<b>3</b>	<b>1</b>	May be inoperative in failed open mode (key not pushed) on MFD 2 and/or MFD 1.	
<b>3110-17</b>	Bezel Key LSK1	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) on MFD 2, or failed in open mode (key not pushed) for VFR on MFD 1 and MFD 4.	
<b>3110-18</b>	Bezel Key LSK2	<b>D</b>	<b>3</b>	<b>1</b>	May be inoperative in failed open mode (key not pushed) on MFD 2.	
		<b>D</b>	<b>3</b>	<b>1</b>	May be inoperative in failed open mode (key not pushed) for VFR on MFD 1.	
<b>3110-19</b>	Bezel Key LSK3	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed).	
<b>3110-20</b>	Bezel Key LSK4	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) for VFR.	
<b>3110-21</b>	Bezel Key LSK5	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative on MFD 2.	
		<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) for VFR on MFD 1.	
		<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) for VFR on MFD 4 if hoist cable length and cargo hook weight are not required.	
<b>3110-22</b>	Bezel Key LSK6	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) for VFR.	
<b>3110-23</b>	Bezel Key RSK1	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative for VFR.	
<b>3110-24</b>	Bezel Key RSK2	<b>D</b>	<b>3</b>	<b>1</b>	May be inoperative in failed open mode (key not pushed) on MFD 1 and MFD 2 for VFR if Cat A is not required and if NVIS operation is not required.	

**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
<b>3110-25</b>	Bezel Key RSK3	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) for VFR.	
<b>3110-26</b>	Bezel Key RSK4	<b>D</b>	<b>3</b>	<b>0</b>	May be inoperative in failed open mode (key not pushed) for VFR.	
<b>3110-27</b>	Bezel Key RSK5	<b>D</b>	<b>3</b>	<b>2</b>	May be inoperative in failed open mode (key not pushed) on MFD 2 if the cyclic acknowledge function is operative.	
<b>3110-28</b>	Multifunctional Control Panel (MCP) DG Button	<b>D</b>	<b>2</b>	<b>0</b>	One or both may be inoperative in failed open mode (button not pushed) provided approach and takeoff to metallic platforms/structure is not conducted.	
<b>3110-29</b>	MFD Copilot Switch	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative for dual crew operations.	
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for one pilot other than night VFR provided MFD 1 is not used or inoperative.	
<b>3110-30</b>	Event Marker	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative in failed open mode (button not pushed) provided alternate procedure is used to track events.	
<b>3110-31</b> *** (PL-121)	Electronic Flight Bag Systems (EFBs)					
***	Class C EFBs	<b>C</b>	-	-	<b>(O)</b> May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
***	Data Connectivity (Class 2)	<b>C</b>	-	-	<b>(O)</b> May be inoperative provided alternate procedures are established and used.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
31-7

**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
<b>3110-31</b> *** (Cont'd)						
***	Data Connectivity (Class 2) (Cont'd)	<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
	Power Connection (Class 1 and 2)	<b>C</b>	-	-	<b>(O)</b> May be inoperative provided alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.	
***	Mounting Device (Class 2)	<b>C</b>	-	-	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and <b>b)</b> Alternate procedures are established and used.	
		<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and <b>b)</b> Procedures do not require its use.	
					<b>NOTE:</b> Relief does not authorize the use of an EFB for air carrier operations, as required by 14 CFR.	
<b>3110-32</b>	Reset Push Button (on Cyclic Stick)	<b>C</b>	-	<b>0</b>	One or both may be inoperative in failed open mode (button not pushed) provided ACK bezel keys on MFDs are operative.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
31-8

**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
<b>3110-33</b>	Data Transfer Device (DTD)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> FMS 1 or FMS 2 is operative or an accurate timepiece displaying hours, minutes, and seconds is operative in the flightcrew compartment, and</li> <li><b>b)</b> HUMS data is downloaded manually.</li> </ul> <p><b>NOTE:</b> EFB, HTAWS, and DMAP databases cannot be updated. HUMS data are not downloaded automatically. Flight report data must be recorded manually after each flight. After replacing the DTD and HUMS, data download of the missing flight must be performed.</p>	
<b>3130-01</b> *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate  Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)  FDR Recording Parameters Required by 14 CFR	<b>C</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
		<b>A</b>	-	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Cockpit Voice Recorder (CVR) operates normally, and</li> <li><b>b)</b> Repairs are made within 3 flight days.</li> </ul>	
		<b>A</b>	-	-	Up to three recording parameters may be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Cockpit Voice Recorder (CVR) operates normally, and</li> <li><b>b)</b> Repairs are made within 20 calendar-days.</li> </ul>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
31-9

**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
3130-02 *** (PL-87)	Flight Data Recorder (FDR) Installed for an Operator for 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 CFR.	
3130-03 ***	HUMS Recording System (without Maintenance Credits)	D	-	-	<b>NOTE:</b> HUMS data is not downloaded automatically. Flight report data must be recorded manually after each flight.	

**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
<b>3211-01</b> ***	Snow Skid	<b>D</b>	-	<b>0</b>	May be inoperative provided equipment is secured or both snow skids removed and landings on soft surfaces (i.e., mud or snow) are not conducted.	
<b>3211-02</b> ***	Settling Protector	<b>D</b>	-	<b>0</b>	May be inoperative provided equipment is secured or both settling protectors removed and landings on soft surfaces (i.e., mud or snow) are not conducted.	
<b>3212-01</b> ***	Emergency Flotation System	<b>C</b>	-	-	As required by 14 CFR.	
<b>3252-01</b>	Hydraulic Damper	<b>C</b>	<b>4</b>	<b>0</b>	<b>(O)</b> One or more may be inoperative, provided: <b>a)</b> Nose up and left up slope operations, including partial or full slope landings where only the front part of the skid(s) or only the left skid is in contact with the ground, are not conducted, and <b>b)</b> Snow skids or settling protectors are installed when landings on soft or unstable surfaces (e.g., snow, ice, loose rock, mud, sand) are performed.	
<b>3252-02</b>	Lateral Cyclic Stick Damper	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided all hydraulic landing gear dampers are operative.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3300-01</b> (PL-127)	NVG Compatible Lighting System	<b>C</b>	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided: <ul style="list-style-type: none"> <li><b>a)</b> Remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li><b>b)</b> Remaining lights are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul>	
<b>3310-01</b> (PL 77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	<b>C</b>	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li><b>b)</b> Remaining lighting system(s) are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> <p><b>NOTE 1:</b> Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p><b>NOTE 2:</b> Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	

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

**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
<b>3340-05</b> ***	Landing Lights	<b>C</b>	-	<b>0</b>	One or more may be inoperative for other than Night operations.	
	1) Search and Landing Light	<b>C</b>	-	<b>0</b>	At least one adjustable landing light must be operative for Night if CAT-A operations are intended.	
	2) IR Function	<b>C</b>	-	<b>0</b>	One must be operative for Night provided CAT-A operations are not required.	
	2) IR Function	<b>D</b>	-	<b>0</b>	May be inoperative provided it is not required for the intended operation.	
<b>3340-06</b> ***	Landing Lights Search and Landing Light (IR Function)	<b>D</b>	-	<b>0</b>	Moved to item 3040-05.	
<b>3340-07</b> ***	High Intensity Search Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided system is switched to OFF position.	
<b>3340-08</b> ***	Tail Flood Light	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative for other than Night operations.	
<b>3340-09</b> ***	Strobe Light	<b>D</b>	<b>2</b>	<b>0</b>	One or more may be inoperative for other than Night operations.	
<b>3340-10</b> ***	Stairway Light	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for other than Night operations.	
		<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for Night operations provided no passengers are carried.	
<b>3340-11</b> ***	Helicopter Emergency Egress Lighting System (HEELS)	<b>D</b>	-	<b>0</b>	May be inoperative provided not required by 14 CFR.	
<b>3350-01</b>	Emergency Exit Light	<b>C</b>	<b>3</b>	<b>0</b>	One or more may be inoperative provided no passengers are carried.	
<b>3350-02</b> ***	Flashlight(s)	<b>D</b>	-	-	As required by 14 CFR.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3400-01</b> ***	DMAP	<b>D</b>	-	<b>0</b>	One or more may be inoperative.	
<b>3400-02</b> ***	Navigation Systems (i.e., VOR, ILS, ADF, GPS)	<b>D</b>	-	-	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.	
<b>3412-01</b>	OAT Sensor	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR provided the ADC associated to the operative OAT sensor is operative.	
		<b>A</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for one flight under VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> <li>a) The pitot tube heater is operative, or</li> <li>b) The helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation when the OAT is below +5 degrees C.</li> </ul> <p><b>NOTE:</b> V<sub>NE</sub> is no longer automatically calculated. Backup V<sub>NE</sub> tables shall be used based on a best estimate of the OAT. If FADEC 1 N2 DISAGREE FADEC 2 caution appears, the V<sub>NE</sub> shall be reduced by 20 knots and aggressive maneuvers shall be avoided. If no other means are available to determine OAT in flight, the engine T1 shown on the Status Page will provide an approximate OAT.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
3417-01	ADC 1/2	C	2	1	(O) One may be inoperative for VFR provided IESI is operative.	
		A	2	0	(O) Both may be inoperative for 1 flight day in other than night VFR only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: a) IESI is operative, and b) The system (1) Pitot Tube Heater is operative, or (O) The helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation when the OAT is below +5 degrees C.  <b>NOTE:</b> V <sub>NE</sub> is no longer automatically calculated. Backup V <sub>NE</sub> tables shall be used based on a best estimate of the OAT. If FADEC 1 N2 DISAGREE FADEC 2 caution appears, the V <sub>NE</sub> shall be reduced by 20 knots and aggressive maneuvers shall be avoided. If no other means are available to determine OAT in flight, the engine T1 shown on the Status Page will provide an approximate OAT.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
34-3

**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
<b>3417-02</b>	AHRS 1/2/3	<b>C</b>	<b>3</b>	<b>2</b>	One may be inoperative provided: <b>a)</b> Magnetic heading indicator (standby compass) is operative, and <b>b)</b> IESI is operative.  <b>(M)</b> The inoperative AHRS is deactivated.	
		<b>C</b>	<b>3</b>	<b>1</b>	Two may be inoperative for VFR provided: <b>a)</b> The magnetic heading indicator (standby compass) is operative, and <b>b)</b> IESI is operative.  <b>(M)</b> The inoperative AHRS are deactivated.	
<b>3417-03</b>	ARINC Lane Between ADC 1/2 and AMC 1/2	<b>C</b>	<b>2</b>	<b>1</b>	One lane of ADC 1 and/or ADC 2 may be inoperative for VFR provided IESI is operative.	
<b>3417-04</b>	Integrated Electronic Standby Indicator (IESI)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR provided: <b>a)</b> All other AFCS related equipment is operative, <b>b)</b> Both ADC are operative, and <b>c)</b> AHRS 1 and AHRS 2 are operative.	
<b>3417-05</b>	ARINC Lane Between AHRS 1/2 and AMC 1/2	<b>C</b>	<b>2</b>	<b>1</b>	One lane of AHRS 1 or AHRS 2 may be inoperative provided AHRS 3, magnetic heading indicator (standby compass), and IESI are operative.	

**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
<b>3421-01</b>	Alternate Static Pressure System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR provided static port heater on handling pilot's side is operative.	
<b>3423-01</b>	Magnetic Direction Indicator (Standby Compass)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR provided AHRS 1/MAS 1 or AHRS 2/MAS 2 is operative (i.e., heading is indicated).	
<b>3423-02</b>	Magnetic Aircraft Sensor (MAS)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: <b>a)</b> The AHRS associated to the operative MAS is operative, and <b>b)</b> The magnetic direction indicator (standby compass) is operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for VFR provided: <b>a)</b> The intended operation does not require CAT-A certification, and <b>b)</b> The magnetic direction indicator (standby compass) is operative.	
<b>3430-01</b> ***	ILS/Localizer	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3432-01</b> ***	Glideslope System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3434-01</b> ***	Marker Beacon	<b>D</b>	-	-	As required by 14 CFR.	
<b>3442-01</b> ***	Weather Radar System	<b>D</b>	-	-	As required by 14 CFR.	
<b>3444-01</b> ***	Radio Altimeter	<b>D</b>	<b>1</b>	<b>0</b>	As required by 14 CFR.  <b>NOTE:</b> Ground protection/automatic level-off function of all vertical modes (IAS, V/S, FPA, ALT.A, and GS) is not available.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3444-02</b> *** (PL-54)	Class A TAWS Equipment					
HTAWS	<b>1) GPWS</b>	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Repairs are made within 2 flight days.	
	<b>a) Modes 1-4</b>	<b>A</b>	<b>4</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Repairs are made within 2 flight days.	
	<b>b) Test Mode</b>	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> GPWS is considered inoperative, and <b>b)</b> Repairs are made within 2 flight days.	
	<b>c) Glideslope Deviation(s) Mode 5</b>	<b>C</b>	<b>-</b>	<b>1</b>		
	<b>d) Advisory Callouts</b>	<b>B</b>	<b>-</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Advisory callout not required by 14 CFR, and <b>b)</b> Alternate procedures are established and used.	
***	<b>e) Windshear Mode (Reactive)</b>	<b>B</b>	<b>1</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
					<b>NOTE:</b> Operator's alternate procedures should include windshear avoidance and windshear recovery procedures.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3444-02</b> *** (Cont'd)	Class A TAWS Equipment (Cont'd)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Windshear Detection and Avoidance System (Predictive) operates normally.	
	<b>2)</b> Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	<b>B</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.	
	<b>3)</b> Terrain Displays	<b>C</b>	<b>-</b>	<b>1</b>		
***	<b>4)</b> Runway Awareness and Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>		
	Class B TAWS Equipment Required					
	<b>1)</b> GPWS	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Repairs are made within 2 flight days.	
	<b>a)</b> Modes 1 and 3	<b>A</b>	<b>2</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Alternate procedures are established and used, and <b>b)</b> Repairs are made within 2 flight days.	
	<b>b)</b> Test Mode	<b>A</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> GPWS is considered inoperative, and <b>b)</b> Repairs are made within 2 flight days.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3444-02</b> *** (Cont'd)	Class B TAWS Equipment Required (Cont'd)					
	<b>c)</b> Modes 2, 4, and 5	<b>C</b>	<b>3</b>	<b>0</b>		
	<b>d)</b> Advisory Callouts	<b>B</b>	<b>-</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
		<b>C</b>	<b>-</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Advisory callout not required by 14 CFR, and <b>b)</b> Alternate procedures are established and used.	
***	<b>e)</b> Windshear Mode (Reactive)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
	<b>2)</b> Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	<b>B</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.	
***	<b>3)</b> Terrain Displays	<b>C</b>	<b>-</b>	<b>1</b>		
***	<b>4)</b> Runway Awareness and Advisory System (RAAS)	<b>C</b>	<b>1</b>	<b>0</b>		
	Class C TAWS Equipment					
***	TAWS/GPWS	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> Maybe inoperative provided alternate procedures are established and used.	
					<b>NOTE:</b> Any mode that operates normally may be used.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3445-01</b> *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	<b>B</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, and <b>b)</b> Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, and <b>c)</b> Enroute or approach procedures do not require its use.	
	Traffic Alert Collision Avoidance System (TCAS II)	<b>B</b>	-	<b>0</b>	<b>(M)</b> May be inoperative, provided: <b>a)</b> System is deactivated and secured, and <b>b)</b> Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative, provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, and <b>c)</b> Enroute or approach procedures do not require its use.	
	<b>a)</b> Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side provided: <b>a)</b> TA and RA visual display is operative on flying pilot side, and <b>b)</b> TA and RA audio function is operative on flying pilot side.	
<b>b)</b> Resolution Advisory (RA) Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.		

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3445-01</b> *** (Cont'd)	Traffic Alert Collision Avoidance System (TCAS II) (Cont'd)	<b>C</b>	-	<b>0</b>	(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.	
	a) Traffic Alert Display System(s)	<b>C</b>	-	<b>0</b>	(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.	
	b) Audio Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	*** c) Airspeed Selection Function	<b>C</b>	-	<b>0</b>		
<b>3451-01</b> *** (PL-03)	Distance Measuring Equipment (DME) Systems	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
<b>3452-01</b> (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	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.	
		<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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	
<b>3452-01</b> *** (Cont'd)	ATC Transponders and Automatic Altitude Reporting Systems (Cont'd)						
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	<b>A</b>	-	<b>0</b>	May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to the completion of the next scheduled maintenance visit.		
	2) ADS-B Squitter Transmission	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.		
		<b>C</b>	-	<b>0</b>	(O) May be inoperative provided alternate procedures are established and used.		
		<b>NOTE:</b> Any ADS-B Out function that operates normally may be used.					
<b>3452-02</b> (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	<b>D</b>	-	<b>0</b>	May be inoperative provided it is not required by 14 CFR.		
	1) Cockpit Display and Traffic Information (CDTI)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> 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 the same as that of 14 CFR required equipment.		
	2) CDTI Control Panel	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> Cockpit Display and Traffic Information (CDTI) display of data from other aircraft systems may be used.		
					May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.		

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3452-02</b> (Cont'd)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
	<b>3)</b> Data Link Transmitter(s)	<b>D</b>	-	<b>0</b>	<b>NOTE:</b> In some aircraft, the Data Link transmission is an integral part of transponder, and relief is provided in that section.	
	<b>4)</b> Data Link Receivers	<b>D</b>	-	<b>0</b>		
	<b>5)</b> ADS-B Applications	<b>D</b>	-	<b>0</b>		
<b>3453-01</b> ***	LORAN System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3454-01</b> ***	VOR System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3455-01</b> ***	ADF System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3457-01</b> ***	Global Positioning System (GPS)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3457-02</b> ***	RNAV	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3457-03</b> ***	XM Weather	<b>A</b>	-	<b>0</b>	May be inoperative indefinitely.	
<b>3457-04</b> ***	Thunderstorm Detection Equipment	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
3461-01 *** (PL-98)	Flight Management System					
	Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are 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					
	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 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>3510-01</b> ***	Oxygen System and Masks (Crew and Passengers)	<b>D</b>	-	<b>0</b>	As required by 14 CFR.	

**MMEL TABLE KEY**JASC  
CODE &  
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**42. PLATFORMS AND MODULES - DELETED**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>4200-01</b>	Multi-Functional Displays (MFD) (AECMA 42-31)					
	MFD 1 and MFD 2 or MFD 1 and MFD 4	<b>A</b>	<b>3</b>	<b>1</b>	Moved to item 3100-01.	
<b>4200-02</b>	MFD 2 and MFD 4	<b>A</b>	<b>3</b>	<b>1</b>	Moved to item 3100-05.	
<b>4200-03</b>	MFD 1	<b>B</b>	<b>3</b>	<b>2</b>	Moved to item 3100-06.	
<b>4200-04</b>	MFD 2 (AECMA 42-31)	<b>B</b>	<b>3</b>	<b>2</b>	Moved to item 3100-07.	
<b>4200-05</b>	MFD 4 (AECMA 42-31)	<b>B</b>	<b>3</b>	<b>2</b>	Moved to item 3100-08.	
<b>4200-06</b>	MFD Luminance (LUM) Bezel Key (AECMA 42-31)	<b>C</b>	<b>3</b>	<b>0</b>	Moved to item 3110-01.	
<b>4200-07</b>	MFD Brightness (BRT) Bezel Key (AECMA 42-31)	<b>C</b>	<b>3</b>	<b>0</b>	Moved to item 3110-02.	
<b>4200-08</b>	MFD Contrast (CTRS) Bezel Key (AECMA 42-31)	<b>C</b>	<b>3</b>	<b>0</b>	Moved to item 3110-03.	
<b>4200-09</b>	Rotary Bezel Knob (AECMA 42-31)	<b>C</b>	<b>3</b>	<b>0</b>	Moved to item 3110-04.	
<b>4200-10</b>	Bezel Key USK1	<b>D</b>	<b>3</b>	<b>2</b>	Moved to item 3110-05.	
<b>4200-11</b>	Bezel Key USK2	<b>D</b>	<b>3</b>	<b>0</b>	Moved to item 3110-06.	
<b>4200-12</b>	Bezel Key USK3	<b>D</b>	<b>3</b>	<b>2</b>	Moved to item 3110-07.	
<b>4200-13</b>	Bezel Key USK4	<b>D</b>	<b>3</b>	<b>0</b>	Moved to item 3110-08.	
<b>4200-14</b>	Bezel Key USK5	<b>D</b>	<b>3</b>	<b>0</b>	Moved to item 3110-09.	
<b>4200-15</b>	Bezel Key USK6	<b>D</b>	<b>3</b>	<b>0</b>	Moved to item 3110-10.	

**MMEL TABLE KEY**JASC  
CODE &  
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**42. PLATFORMS AND MODULES - DELETED**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
4200-16	Bezel Key BSK1	D	3	0	Moved to item 3110-11.	
4200-17	Bezel Key BSK2	D	3	0	Moved to item 3110-12.	
4200-18	Bezel Key BSK3	D	2	0	Moved to item 3110-13.	
4200-19	Bezel Key BSK4	D	3	0	Moved to item 3110-14.	
4200-20	Bezel Key BSK5	D	3	0	Moved to item 3110-15.	
4200-21	Bezel Key BSK6	D	3	1	Moved to item 3110-16.	
4200-22	Bezel Key LSK1	D	3	0	Moved to item 3110-17.	
4200-23	Bezel Key LSK2	D	3	1	Moved to item 3110-18.	
4200-24	Bezel Key LSK3	D	3	0	Moved to item 3110-19.	
4200-25	Bezel Key LSK4	D	3	0	Moved to item 3110-20.	
4200-26	Bezel Key LSK5	D	3	0	Moved to item 3110-21.	
4200-27	Bezel Key LSK6	D	3	0	Moved to item 3110-22.	
4200-28	Bezel Key RSK1	D	3	0	Moved to item 3110-23.	
4200-29	Bezel Key RSK2	D	3	1	Moved to item 3110-24.	
4200-30	Bezel Key RSK3	D	3	0	Moved to item 3110-25.	
4200-31	Bezel Key RSK4	D	3	0	Moved to item 3110-26.	
4200-32	Bezel Key RSK5	D	3	2	Moved to item 3110-27.	
4200-33	Multifunctional Control Panel (MCP) (AECMA 34-22) DG Button	D	2	0	Moved to item 3110-28.	
4200-34	MFD Co-Pilot Switch	D	1	0	Moved to item 3110-29.	
4200-35	Event Marker	A	1	0	Moved to item 3110-30.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
42-3

**MMEL TABLE KEY**

JASC  
CODE &  
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**42. PLATFORMS AND MODULES - DELETED**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>4200-36</b>	Electronic Flight Bag (EFB) (AECMA 42-94)	<b>D</b>	-	<b>0</b>	Moved to item 3110-31.	
<b>4200-37</b>	Reset Push Button on Cyclic Stick (AECMA 22-00)	<b>C</b>	-	<b>0</b>	Moved to item 3110-32.	
<b>4200-38</b>	Data Transfer Device (DTD) (AECMA 42-94)	<b>B</b>	<b>1</b>	<b>0</b>	Moved to item 3110-33.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>5210-01</b> (PL-69)	External Door Indicating System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided pressure is applied against the inward opening access doors to verify that the doors are closed and locked.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
62-1

**MMEL TABLE KEY**

JASC  
CODE &  
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**62. MAIN ROTOR SYSTEM**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
6200-01	Discrete Line from Warning Unit to AMC 2	C	2	0	May be inoperative provided rotor speed is properly indicated on the pilot's primary FND(s).	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
63-1

**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**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>6310-01</b>	MGB Oil Pressure Indicating System	<b>A</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for 3 consecutive calendar-days provided: <b>a)</b> Transmission oil temperature is above -10 degrees C, <b>b)</b> Warning MGB OIL P on warning unit and/or MGB LOW PRESS on master list is operative, and <b>c)</b> Transmission oil temperature indicating system is operative.	
<b>6310-02</b>	MGB Oil Temperature Indicating System	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for 3 consecutive calendar-days provided: <b>a)</b> OAT at engine start is above 10 degrees C, <b>b)</b> Caution MGB HIGH TEMP is operative (advisory MGB TEMP SENSOR not displayed during power-up test), and <b>c)</b> Transmission oil pressure indicating systems are operative.	
<b>6310-03</b>	MGB HIGH TEMP Caution Indication	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for 3 consecutive calendar-days provided: <b>a)</b> Transmission oil temperature is above -10 degrees C, <b>b)</b> Transmission oil temperature indicating system is operative, and <b>c)</b> Transmission oil pressure indicating systems are operative.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
6310-04	MGB Chip Detector System	A	1	0	(O) May be inoperative for 1 flight day 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	-	0	(O) May be inoperative provided a check is performed to determine rotor brake disc is free, and (M) The Rotor Brake System is deactivated and secured.  <b>NOTE:</b> Engines will not start if the caution ROTOR BRAKE is indicated. In this case, set the FADEC EMER switch of engine 2 to ON and then start engine 1. Once engine has started successfully, the FADEC EMER switch of engine 2 shall be set to off before starting engine 2.	
6330-01	Mast Moment System	A	1	0	(O) May be inoperative provided: a) Maximum ground sloping for landing is limited to 5 degrees in all directions, and b) The RFM limitations for inoperative mast movement indicating system are obeyed.  (M) May be inoperative for 5 flights maximum, according to the RFM, provided RFM procedure is obeyed.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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 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 D-2

REVISION NO. 1  
DATE: 09/28/2016

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	4-Way Beep Trim System				May be inoperative in passive failure mode (stuck in neutral position forcing no beep inputs) for one or multiple flights under other than night VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> <li>a) All other AFCS related equipment is operative (especially FTR System),</li> <li>b) Slope landings are not conducted, and</li> <li>c) Upper mode references are closely monitored.</li> </ul> <b>NOTE:</b> For unexpected active beep trim behavior in-flight (e.g., run-away), keep in mind procedure according to RFM addressing "trim actuator run-away or stuck beep trim").	
6700-02	Force Trim Release System				May be inoperative for three consecutive calendar days for VFR or Dual Pilot IFR provided: <ul style="list-style-type: none"> <li>a) All other AFCS related equipment is operative,</li> <li>b) Hands-on control is permanently conducted, and</li> <li>c) Slope landings are not conducted.</li> </ul>	
6700-03	Cyclic Stick Centering Device	D	1	0	May be inoperative provided: <ul style="list-style-type: none"> <li>a) The cyclic stick position is indicated on the FND (rotor stopped), and</li> <li>b) The system is secured.</li> </ul>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>7160-01</b> ***	Inlet Barrier Filter System	<b>D</b>	-	<b>0</b>	<p><b>(M)</b> May be inoperative provided the Inlet Barrier Filter System is deactivated and secured.</p> <p><b>(O)</b> Bypass doors are verified to be in open position.</p> <p><b>NOTE:</b> When operating in sandy/dusty conditions, excessive engine wear may occur.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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	FADEC 1 or 2	A	2	2	One or both FADECs may be in REDUNDANCY mode for one flight under VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> <li>a) No other FADEC or engine related alerts, cautions, or warnings are indicated,</li> <li>b) The training mode is not used,</li> <li>c) The FADEC EMER mode is not used,</li> <li>d) The total flight time with FADEC REDUNDANCY indicated does not exceed 3 hours,</li> <li>e) The heater is off during CAT-A landing and takeoff, and</li> <li>f) H/C not allowed to dispatch if repair can be performed at its current location.</li> </ul> <p><b>NOTE:</b> If the engine cannot be switched off after landing, the helicopter shutdown valve shall be used for engine shutdown.</p>	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

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
<b>7700-01</b>	Engine Chip Detector System	<b>A</b>	<b>2</b>	<b>1</b>	<b>(M)</b> One may be inoperative for 1 flight day 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.	

AIRCRAFT:  
MBB-BK 117 D-2

REVISION NO. 1  
DATE: 09/28/2016

PAGE NO.  
79-1

**MMEL TABLE KEY**

JASC  
CODE &  
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**79. ENGINE OIL**

JASC Code & Item 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.  <b>NOTE:</b> If an engine chip was detected, apply RFM procedure.	

**MMEL TABLE KEY**JASC  
CODE &  
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**85. SPECIAL MISSION EQUIPMENT**

JASC Code & Item No.	Item	1	2	3	4	Change Bar
<b>8500-01</b> ***	(Dual) External Cargo Hook	<b>D</b>	-	<b>0</b>	Moved to item 2550-03.	
<b>8500-02</b> ***	Cargo Hook Mirror System (Including Heating System and Positioning System)	<b>D</b>	-	<b>0</b>	Moved to item 2550-04.	
<b>8500-03</b> ***	Cargo Safety Device	<b>D</b>	-	<b>0</b>	Moved to item 2550-07.	
<b>8500-04</b> ***	Fixed Provisions for Bambi Bucket	<b>D</b>	-	<b>0</b>	Moved to item 2550-05.	
<b>8500-05</b> ***	External Hoist System (LH/RH)	<b>D</b>	<b>0</b>	<b>0</b>	Moved to item 2550-06.	
<b>8500-06</b> ***	External Loudspeaker	<b>D</b>	-	<b>0</b>	Moved to item 2340-01.	
<b>8500-07</b> ***	Electro-Optical System Enhanced Vision (i.e., FLIR)	<b>D</b>	-	<b>0</b>	Moved to item 2550-02.	
<b>8500-08</b> ***	Wire Strike Protection System	<b>D</b>	-	<b>0</b>	Moved to item 2560-09.	
<b>8500-09</b> ***	Cold Weather Kit	<b>D</b>	-	<b>0</b>	Moved to item 2140-02.	