



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

Master Minimum Equipment List (MMEL)

Revision: 7
Date: 02/23/2021

Airbus Helicopters **AS350C, AS350D, AS350D1, AS350B,** **AS350B1, AS350B2, AS350BA, AS350B3** **(TCDS H9EU)**

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	2/12/1992	Entry from approval date stamp.
1	7/27/2000	Highlights of Revision, Definitions, Preamble, 21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 28-1, 30-1, 31-1, 33-1, 33-2, 34-1, 34-2, 52-1, 65-1, 71-1, 77-1.
1a	2/02/2001	Highlights of Revision, Definitions, 34-2.
2	9/22/2004	Highlights of Revision, Definitions, 33-1.
3	9/12/2005	Highlights of Revision, Definitions, 25-2.
3a	5/24/2007	Highlights of Revision, Definitions, 35-1, 25-2.
4	9/18/2013	All pages updated to JASC Coding format and incorporation of Global Change (GC) Policy Letters. Accommodated EASA MMEL AS 350, Revision 0, Issue 2, content.
5	3/28/2015	Added Global Policy Letter PL-87, added "NOTE:" to Highlights of Change, Page No. IV. Updated Provisos as noted by change bars; 21-1, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 26-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 33-3, 33-2, 34-1, 34-2, 34-3, 34-5, 34-6, 34-7, 35-1, 52-1, 62-1, 63-1, 65-1, 71-1, 72-1, and 77-1 PL-87.
6	8/11/2016	Cover Page, Table of Contents, Control Page, Highlights of Change, Definitions, Preamble, Guidelines, 21-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 26-1, 28-1, 29-1, 30-1, 31-1, 31-2, 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, 35-1, 52-1, 62-1, 63-1, 65-1, and 77-1.
6a	1/19/2017	Cover Page, Table of Contents and Control Page, Highlights of Change, Guidelines, 23-3, 31-1, 31-2, and 34-10.
6b	5/27/2017	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Guidelines, 21-1, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 25-3, 26-1, 30-1, 31-1, 31-2, 31-3, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-7, 34-8, 34-9, 35-1, 45-1, 52-1, 62-1, 63-1, 65-1, 71-1, 72-1, and 77-1.
7	02/23/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Guidelines, 21-1, 22-1, 23-1 thru 3, 25-1 thru 4, 26-1, 28-1, 29-1, 30-1, 31-1 thru 3, 32-1, 33-1 thru 3, 34-1 thru 4, 34-7 thru 10, 35-1, 45-1, 63-1, 65-1, 77-1.

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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 <http://av-info.faa.gov/sdrx/references.aspx>.

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.

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

The following changes are the Highlights of Changes for **Revision 7**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 05/05/2020.

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
--	General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
--	ALL PAGES	(***) relief is associated with OEM equipment only; STC relief must comply with PL-109 (some PLs may be excluded).
--	ALL PAGES	This MMEL validates the EASA approved Airbus Helicopters MMEL, Revision 4, dated 9/27/2012.
21-1	2100-03	Change “mission” to “the type of operation.” Reworded the weather requirements.
21-1	2120-01	Changed “deactivated, secured” to “deactivated and secured.”
21-1	2120-02	DELETED.
21-1	2140-01	Removed the word “placarded”.
22-1	2210-02	Added “for VFR flight” to reflect the EASA MMEL.
22-1	2210-03	Added “for VFR flight” to reflect the EASA MMEL.
22-1	2210-04	MOVED to 3461-01.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
23-1	2310-01	Changed the number required for dispatch to "-" to reflect PL-106. Added "and used" to proviso d).
23-1	2310-02	DELETED. This note was removed in PL-106 revision 5 and was mistakenly included in revision 6b of this MMEL.
23-1	2311-01	MERGED with 2311-02.
23-2	2311-02	Renumbered and added "UHF" to item title. Changed number required for dispatch from "2" to "-" for items 1), c) and 1), d).
23-2	2312-01	Changed proviso from "As required by 14 CFR" to "May be inoperative".
23-2	2340-02	DELETED relief for Cockpit ICS.
23-3	2370-01	Split PL 29 into three parts. This is the first of three parts.
23-3	2370-02	Split PL 29 into three parts. Item 2370-02 is the second part.
23-3	2370-03	Split PL 29 into three parts. Item 2370-03 is the third part.
25-1	2500-02	Changed "deactivated, secured" to "deactivated and secured".
25-1	2500-03	Changed "deactivated, secured" to "deactivated and secured".
25-1	2500-04	Changed repair interval from "D" to "C." Added "deactivated and".
25-1	2500-05	Changed "deactivated, secured" to "deactivated and secured".
25-1	2500-06	Changed "deactivated, secured" to "deactivated and secured".
25-1	2500-07	Added proviso "May be missing provided no passengers are carried".
25-1	2520-01	Changed to reflect current revision of PL 79.
25-2	2520-02	MERGED with 2520-01.
25-3	2560-01	Changed repair category from "D" to "C".
25-3	2560-02	Changed repair category from "D" to "C".
25-3	2562-01	Updated PL-120.
25-4	2562-02	Changed repair category from "D" to "C". Changed number required for dispatch from "0" to "-". Change proviso from "May be inoperative" to "As required by 14 CFR".

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
25-4	2562-03	Merged into 2562-02.
25-4	2570-01	DELETED. This was included by mistake. There has been no request for STC consideration in accordance with PL-109.
26-1	2622-01	Changed "Required weight and balance is maintained" to "Required distribution is maintained". This change matches PL-75.
28-1	2810-01	Removed ***. This item is standard OEM equipment.
28-1	2841-01	DELETED. The relief conflicted with 14 CFR 91.205.
28-1	2841-02	Added the word "more" to the (c) proviso. Changed (O) proviso from "in the operator's document (if applicable)" to "in the operator's appropriate document". Rearranged proviso so that the "O" proviso is included in the proviso list.
29-1	2912-01	DELETED. Revision 7.
30-1	3030-01	Reworded the weather requirements. Changed number required for dispatch from "0" to "-".
30-1	3030-02	Reworded the weather requirements.
31-1	3100-01	Changed number required for dispatch from "0" to "-". Changed proviso from "As required by 14 CFR" to "May be inoperative provided operations do not require its use".
31-1	3100-02	DELETED.
31-1	3100-03	Changed proviso relief to require operational standby indicators that are required by 14 CFR. Removed the requirement for synthetic vision to be required. Changed repair interval to a B.
31-1	3110-05	DELETED relief for EFBs since contrary to AC 120-76D.
31-1	3120-01	Changed proviso from "May be inoperative" to "Any in excess of those required by 14 CFR may be inoperative". Changed number required for dispatch from "0" to "-".
31-1	3120-02	DELETED. OAT information is necessary to comply with RFM limitations.
31-1	3130-01	Changed repair category from "D" to "C". Added an "O" procedure requirement. Changed proviso "May be inoperative" to "May be inoperative provided alternative means are utilized for recording time in service".

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
31-2	3130-02	Removed the *** to reflect PL 89. Split relief in into two JASC items as per PL 89.
31-2	3130-03	Split PL 89 into two JASC items. This is the second of the two.
31-3	3160-01	Spelled out VEMD – “Vehicle and Engine Multifunction Display Screens” and changed title from “AS 350B3 and B2” to “AS350B2 and B3”.
32-1	3246-01	Changed item description from “Snow Skids” to Snow Skis.” Added an “O” and an “M” procedure requirement.
32-1	3246-02	Added an “O” and an “M” procedure requirement.
33-1	3310-02	Changed number required for dispatch from “0” to “-”and revised proviso.
33-2	3320-01	DELETED. PL-125 if for passenger carrying airplanes.
33-2	3320-02	DELETED. PL-123 is for passenger carrying airplanes.
33-2	3320-03	DELETED. “FASTEN SEAT BELTS/NO SMOKING” Light(s) (Cockpit) are not OEM in H9EU.aircraft. An STC MMEL request (required by the PL-109 process) has not been submitted to the AEG.
33-2	3330-01	DELETED. This item is not OEM in H9EU.aircraft. An STC MMEL request (required by the PL-109 process) has not been submitted to the AEG.
33-2	3340-05	Changed repair interval from “D” to “C”.
33-2	3340-06	Changed repair interval from “D” to “C”. Changed number required for dispatch from “0” to “-“.
33-3	3340-08	DELETED. This item is not OEM in H9EU.aircraft. An STC MMEL request (required by the PL-109 process) has not been submitted to the AEG.
33-3	3350-01	DELETED. This item is not OEM in H9EU.aircraft. An STC MMEL request (required by the PL-109 process) has not been submitted to the AEG.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-1	3416-01	Moved to 3452-01.
34-1	3416-02	Changed maintenance interval from "D" to "C" as per PL-39.
34-1	3421-01	Added "Gyroscopic" to the item description. Changed number required for dispatch from "0" to "-".
34-1	3422-01	Changed item description from "Direction Indicator" to "Directional Gyro." Changed number required for dispatch from "0" to "-".
34-1	3424-01	Added "Gyroscopic" to the item description. Changed the repair interval from "D" to "C." Changed number required for dispatch from "0" to "-".
34-1	3424-02	Changed number required for dispatch from "0" to "-".
34-1	3425-01	Changed number required for dispatch from "-" to "0". Changed the proviso from "As required by 14 CFR" to "May be inoperative".
34-1	3430-01	Changed repair category from "D" to "C".
34-1	3432-01	Changed repair category from "D" to "C". Changed number required for dispatch from "0" to "-".
34-2	3444-01	Incorporated PL-131. Split PL-131 into 2 parts. This is the first part.
34-3	3444-02	Split PL-131 into 2 parts. This is the second part.
34-4	3444-03	Changed number required for dispatch from "1" to "-". Added "(Other than Helicopter Air Ambulance)" to the second item description.
34-4	3445-02	Added (O) procedures for consistency with the rest of PL-32.
34-7 thru 8	3452-02	Updated PL-105.
34-9	3457-02	MERGED with 3461-01, since relief already incorporated with PL-98.
34-9	3457-03	MERGED with 3461-01, since relief already incorporated with PL-98.
34-9	3457-04	MERGED with 3461-01, since relief already incorporated with PL-98.
34-9	3457-05	MERGED with 3461-01, since relief already incorporated with PL-98.
34-9	3457-06	MERGED with 3461-01, since relief already incorporated with PL-98.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-9	3457-10	Changed relief from "D" to "C" and revised proviso to "As required by 14 CFR". Changed number required for dispatch from "0" to "-". Changed proviso from "May be inoperative provided operations do not require its use" to "As required by 14 CFR".
34-10	3461-01	Updated PL-98.
35-1	3510-01	Changed number required for dispatch from "0" to "-". Changed proviso from "As required by 14 CFR" to "Any in excess of those required by 14 CFR may be inoperative or missing".
45-1	4500-01	DELETED. HUMS is not installed on H9EU aircraft.
45-1	4500-02	Changed item description from "Flight Event Recorder (ALERTS)" to "Appareo Vision 1000 – Flight Data Monitoring System". Changed repair category from "D" to "C" since this item may be required by 14 CFR. Changed proviso from "May be inoperative" to "As required by 14 CFR".
63-1	6300-01	Added "for 1 flight-day" moved within proviso.
63-1	6320-01	DELETED. The previous relief was contrary to PL-63, which does not allow relief for equipment or items required to accomplish an emergency procedure.
63-1	6321-01	Rearranged the proviso so that it flows better and is easier to understand.
65-1	6540-01	DELETED.
77-1	7714-01	Moved the "1 flight-day" limitation to the beginning of the proviso for improved clarity.
77-1	7714-02	Moved the "1 flight-day" limitation to the beginning of the proviso for improved clarity. Changed proviso "a)" from "Flight Manual, Section 3 Procedures (Digital Nr indication failure) are followed" to "RFM procedures are followed".

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DEFINITIONS AND PREAMBLE

DEFINITIONS

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (OFSIMS) website.

PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

SEQUENCE NO.	PROCEDURE
2100-01 Air Conditioning System	(M) Procedure to deactivate and secure the system.
2100-02 Bleed Air Heater Control Valve	(O) Procedure to verify demister is operative.
2100-03 Demisting Control System	(M) Procedure to secure demisting control valve in the closed position (O) Procedure to ensure weather meets the criteria and the demisting control system is not required for the operation.
2120-01 Fresh Air Vent	(M) Procedure to deactivate and secure the system.
2140-01 Heating System	(M) Procedure to secure the heating control valve in closed position and ensure demisting is operative.
2210-02 Yaw SAS	(M) Procedure to deactivate and secure the system.
2210-03 Pitch/Roll SAS	(M) Procedure to deactivate and secure the system.
2310-01 High Frequency Communications System (HF)	(O) Procedure to ensure SATVOICE system operates normally, SATVOICE services are available as an LRCS over the intended route of flight, ICAO flight plan is updated to notify ATC of the communications status of the aircraft, and alternate procedures are established.
2340-01 Passenger Address System (PA)	(O) Procedure to ensure alternate procedures are established and used.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2340-02 Intercom System (ICS) Cockpit	(O) Alternate procedure to communicate with the passenger(s).
2425-01 AC Voltage Indication	(M) Procedure to deactivate and secure the system.
2432-01 Battery	(M) Procedure to disconnect the inoperative battery and to ensure the second battery kit is operative.
2432-02 Second Battery Kit (Cold Weather Starting)	(M) Procedure to ensure kit battery remains installed, and to secure disconnected electrical cables. (M) Procedure to remove kit battery, install appropriate ballast, and secure electrical cables. (M) Procedure to remove kit battery, secure electrical cables, and revise weight and balance.
2500-01 Nonessential Equipment and Furnishings (NEF) Items	(M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document
2500-02 Electronic News Gathering (ENG) Equipment	(M) Procedure to deactivate, secure, or remove system.
2500-03 Tail Rotor Camera	(M) Procedure to deactivate and secure the system.
2500-04 Helicopter Air Ambulance (HAA) Equipment	(M) Procedure to deactivate and secure or remove inoperative system. (O) Procedure, if required, to be included in the appropriate operators' manual.
2500-05 Forward Looking Infrared (FLIR) System	(M) Procedure to deactivate and secure system.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2500-06 Sonic Underwater Locator Beacon (ULB)	(M) Procedure to deactivate, secure, or remove system.
2520-01 Passenger Seats	(M) Procedure to the seat belt operates normally and the air bags are disconnected.
2550-01 Cargo Suspension System	(M) Procedure to deactivate and secure the system.
2550-02 Hoist System	(M) Procedure to deactivate and secure the system.
2562-01 Emergency Locator Transmitter (ELT)	(M) Procedure to deactivate system and repair within 90 days. (M) Procedure to deactivate system. (M) Procedure to deactivate remote ELT switch and place ELT switch in ARMED mode.
2822-02 Fuel Flow Meter	(M) Procedure to deactivate and secure system.
2841-02 Low Fuel Level Warning Light	(O) Procedure for fuel management. Additionally, include the procedure in the operator's document (if applicable).
3030-02 Pitot Heating Warning Light	(M) Procedure to verify Pitot Heater is operative prior to each flight.
3130-01 Hour Meter	(O) Procedure to ensure alternate means are utilized for recording time in service.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3160-01 VEMD Screens (AS 350B3 and B2 VEMD only)	(O) Procedure to ensure RFM section 3 procedures for VEMD screens failure are followed.
3246-01 Snow Skis	(M) Procedure for securing equipment and for alternatively removing both snow skis. (O) Procedure to ensure landings on soft surfaces are not conducted.
3246-02 Settling Protectors	(M) Procedure for securing equipment and for alternatively removing both settling protectors. (O) Procedure to ensure landings on soft surfaces are not conducted.
3444-01 Radar (Radio) Altimeter System	(M) Procedure to deactivate the system.
3444-02 Radar (Radio) Altimeter System	(M) Procedure to deactivate the system.
3445-01 Traffic Alert/Advisory Systems (TIS/TAS/TCAD)	(M) Procedure to deactivate and secure the system.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3445-02 Traffic Alert and Collision Avoidance Systems	(M) Procedure to deactivate and secure the system. (M) Procedure to deactivate and secure the system. (M) Procedure to deactivate and secure the system. (M) Procedure to deactivate and secure the system. (O) Procedure to ensure enroute or approach procedures do not require its use. (O) Procedure to ensure enroute or approach procedures do not require its use. (O) Procedure to ensure enroute or approach procedures do not require its use. (O) Procedure to ensure Traffic Alert (TA) visual display and audio functions are operative, "TA only mode" is selected by the crew, and enroute or approach procedures do not require its use. (O) Procedure to ensure RA visual display, audio functions are operative, and enroute procedures do not require its use.
3452-01 ATC Transponders and Automatic Altitude Reporting Systems	(O) Procedure to ensure alternate procedures are established and used.
3452-02 Automatic Dependent Surveillance-Broadcast (ADS-B) System	(O) Procedure to ensure alternate procedures are established and used. (O) Procedure to ensure alternate procedures are established and used. (O) Procedure to ensure alternate procedures are established and used. (O) Procedure to ensure alternate procedures are established and used. (O) Procedure to ensure alternate procedures are established and used.
5270-01 Door Caution/Warning System	(O) Procedure to latch doors and check them prior to take off.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
6321-01 Rotor Brake System	(M) Procedure to ensure rotor brake disk is free and the system is deactivated and secured. (O) Procedure to stop the rotor with aircraft directed into a headwind < 30kts and for all occupants to wait for full rotor stop after shutdown before leaving the aircraft.
6540-01 Tail Gear Box Chip Detection Caution Light	(M) Procedure to disable system and ensure the magnetic plug is checked for particles prior to flight.
7700-01 Engine Data Recorder (EDR) (Aircraft Equipped With Ariel 2D Engine)	(O) Procedure to report engine cycles and usage in the engine logbook.
7714-02 Digital Nf Indication (AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368 Only)	(O) Procedure to ensure the flight manual section 3 procedures regarding Nf indication failure are followed.

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioning System	D	-	-	(M) May be inoperative provided system is deactivated and secured.	
2100-02	Bleed Air Heater Control Valve	C	1	0	(O) May be inoperative provided demister is verified operative.	
2100-03	Demisting Control System	C	1	0	(M)(O) May be inoperative provided: a) Demisting Control Valve is secured in closed position; b) Current and forecast flight conditions do not include visible moisture with temperatures < 5 °C (41 °F), and c) Not required for the type of operation.	
2120-01	Fresh Air Vent	D	1	0	(M) May be inoperative provided system is deactivated and secured.	
2120-02	Cabin-Cockpit Dynamic Ventilation Circuits				DELETED. Revision 7.	
2140-01	Heating System	C	1	0	(M) May be inoperative provided: a) Heating control valve is secured in closed position and b) Demisting is operative.	

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DATE: 02/23/2021

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-01 *** (PL-101)	Autopilot Non Transport Category Aircraft	C	-	0	May be inoperative provided operations do not require its use.	
2210-02 ***	Yaw SAS	C	-	0	(M) May be inoperative for VFR flight provided system is deactivated and secured.	
2210-03 ***	Pitch/Roll SAS	C	-	0	(M) May be inoperative for VFR flight provided system is deactivated and secured.	
2210-04 ***	Navigation Database	C	-	-	MOVED to 3461-01, Revision 7.	

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DATE: 02/23/2021

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2350-02 ***	Audio Selector Panel	C	-	-	As required by 14 CFR.	
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed					
	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days.	
***	Independent Power Source	C	1	0		
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) without a Flight Data Recorder (FDR) Installed					
	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
***	Independent Power Source	C	1	0		
2370-03 (PL-29)	Cockpit Voice Recorder (CVR) Installed For an Operator other than a holder of an Air Carrier or Commercial Operator Certificate					
***	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
	Independent Power Source	C	1	0		

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DATE: 05/25/2017

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2410-01	Generator Caution System	B	1	0	May be inoperative provided ammeter is operative.	
2425-01	AC Voltage Indication	C	-	0	(M) May be inoperative provided system is deactivated and secured.	
2432-01	Battery	B	1	0	(M) Main battery may be inoperative provided: a) Second Battery Kit is installed and operative, and b) Inoperative battery connector is disconnected.	
2432-02 ***	Second Battery Kit (Cold Weather Starting)	C	-	0	(M) May be inoperative provided Kit battery remains installed and disconnected and electrical cables are secured.	
		C	-	0	(M) May be inoperative provided Kit battery is removed, appropriate ballast is installed, and electrical cables are secured.	
		C	-	0	(M) May be inoperative provided Kit battery is removed, electrical cables are secured, and weight and balance is revised.	

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DATE: 02/23/2021

AIRCRAFT:
AS350C, D, D1, B,
AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2500-01 ***	Nonessential Equipment and Furnishings (NEF) Items	D	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures, and processes are outlined in the operator's manual. (M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
2500-02 ***	Electronic News Gathering (ENG) Equipment	D	-	0	(M) May be inoperative provided system is deactivated and secured, or removed.	
2500-03 ***	Tail Rotor Camera	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2500-04 ***	Helicopter Air Ambulance (HAA) Equipment	C	-	0	(M) May be inoperative or missing provided system is deactivated and secured, or removed. (O) Procedures may be required and included in the operator's appropriate document.	
2500-05 ***	Forward Looking Infrared (FLIR) System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2500-06 ***	Sonic Underwater Locator Beacon (ULB)	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2500-07 *** (PL-125)	Printed Supplemental Safety Information	C	-	0	May be missing provided no passengers are carried.	
2510-01	Crewmember Shoulder Harness	B	-	1	One may be inoperative or missing provided the affected seat is not required and is not used.	

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AIRCRAFT:
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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2550-02 ***	Hoist System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2550-03 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2560-01 ***	Flotation Equipment	C	-	-	As required by 14 CFR.	
2560-02 ***	Survival Equipment	C	-	-	As required by 14 CFR.	
2560-03 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
2562-01 (PL-120) ***	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	

(Continued)

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 AS350B1, B2, BA, B3

TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2562-01 (PL-120)	Emergency Locator Transmitter (ELT) (Cont'd)					
***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
***	ELT Indicator Light	D	-	0		
***	ELT Aural Alarm	D	-	0		
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	C	-	-	As required by 14 CFR.	
2562-03 ***	ELT Remote Switch				MERGED into 2562-02. Revision 7.	
2570-01 ***	Heli-Preheat Kit				DELETED. Revision 7.	

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AIRCRAFT: AS350C, D, D1, B, AS350B1, B2, BA, B3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2810-01	Ferry Tank System	D	-	-	May be inoperative provided flight not predicated upon use of system.	
2822-02 ***	Fuel Flow Meter	D	-	-	(M) May be inoperative provided system is deactivated and secured.	
2841-01 ***	Fuel Quantity Indication				DELETED. Revision 7.	
2841-02	Low Fuel Level Warning Light	B	1	0	(O) May be inoperative provided: a) Fuel Quantity Indication is operative, b) Tank is fueled with a known quantity as required by 14 CFR, c) Takeoff with maximum fuel and do not fly for more than 1 hour 50 minutes and d) A fuel management procedure is established and included in the operator's appropriate document.	

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AIRCRAFT: AS350C, D, D1, B, AS350B1, B2, BA, B3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
2912-01	Dual Hydraulic System Clogging Indicator	B	2	1	DELETED. Revision 7.	

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AIRCRAFT:
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 AS350B1, B2, BA, B3

TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Pitot Heating System	C	1	-	May be inoperative provided: a) Not required by 14 CFR and b) Current and forecast flight conditions do not include visible moisture with temperatures < 5 °C (41 °F).	
3030-02	Pitot Heating Warning Light	C	1	0	(M) Warning light may be inoperative provided Pitot Heater is verified to be operative prior to each flight.	
		C	1	0	May be inoperative provided current and forecast flight conditions do not include visible moisture with temperatures < 5 °C (41 °F).	
3040-01 ***	Windshield Wiper System	D	-	-	May be inoperative provided operations do not require its use.	
3080-01	Anti-Ice Airframe Fuel Filter Warning Light	C	-	0	May be inoperative provided known and forecast conditions for flight are OAT above +5 °C (+41 °F).	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3100-01 ***	Enhanced Vision System (EVS)	C	-	-	May be inoperative provided operations do not require its use.	
3100-02 ***	Synthetic Vision System (SVS)				DELETED. Revision 7.	
3100-03 ***	Garmin G500H Flight Display System	B	-	0	May be inoperative for day (other than night) provided standby indicators required by 14 CFR are installed and operational.	
3100-04 ***	L-3 ESI-2000 Electronic Standby Indicator	C	-	0	May be inoperative provided operations do not require its use.	
3110-05 *** (PL-121)	Electronic Flight Bag Systems (EFBs)				DELETED. Revision 7.	
3120-01 ***	Clock	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3120-02	OAT Indicator				DELETED. Revision 7.	
3130-01 ***	Hour Meter	C	-	-	(O) May be inoperative provided alternative means are utilized for recording time in service.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3130-02 (PL-87)	Flight Data Recorder (FDR) Installed For a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight-days.	
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
	FDR Recording Parameters not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next maintenance visit.	
3130-03 (PL-87)	Flight Data Recorder (FDR) Installed for an Operator other than a holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	

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AIRCRAFT: AS350C, D, D1, B, AS350B1, B2, BA, B3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---	--

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3160-01 ***	VEMD - Vehicle and Engine Multifunction Display Screens (AS350B2 and B3 VEMD only)	B	2	1	(O) One may be inoperative provided RFM Section 3 procedures (VEMD screens failure) are followed.	

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---	--

32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
3212-01 ***	Emergency Flotation System	C	-	-	As required by 14 CFR.	
3246-01 ***	Snow Skis	C	-	-	(M)(O) 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.	
3246-02 ***	Settling Protectors	C	-	-	(M)(O) 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.	

AIRCRAFT:
AS350C, D, D1, B,
AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <ol style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. 	
3310-01 (PL-77)	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining Lighting Systems are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting Systems are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	
3310-02	Cabin Lighting System	C	-	-	May be inoperative.	

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3310-03	Cockpit Utility Light	C	1	0	May be inoperative for Night provided: a) All normal flight deck lights are operative, and b) One flashlight, as required by 14 CFR, is readily available.	
3310-04 ***	Supplemental Light System	D	-	0	May be inoperative provided procedures do not require its use.	
3320-01 *** (PL-125)	Equipment Relief Without Passengers				DELETED. Revision 7.	
3320-02 *** (PL-123)	Passenger Lighted Information Sign				DELETED. Revision 7.	
3320-03 ***	"FASTEN SEAT BELTS/NO SMOKING" Light (Cockpit)				DELETED. Revision 7.	
3330-01 ***	Baggage Compartment Lights				DELETED. Revision 7.	
3340-01	Position Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-02	Anti-Collision Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-03	Landing Lights	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-04 ***	External Search Light	D	-	-	May be inoperative provided operations do not require its use.	
3340-05 ***	Strobe Lights	C	-	-	May be inoperative provided operations do not require its use.	
3340-06 ***	Pulse Lights	C	-	-	May be inoperative provided operations do not require its use.	
3340-07	Taxi Light	D	-	0	May be inoperative provided operations do not require its use.	

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33. Lights						
Sequence No.	Item	1	2	3	4	Change Bar
3340-08 ***	Storm Light System				DELETED. Revision 7.	
3350-01 ***	Flashlight				DELETED. Revision 7.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3413-01 ***	Vertical Speed Indicator (VSI)	D	-	0	May be inoperative.	
3416-01 ***	Altitude Encoding System				MOVED to 3452-01. Revision 7.	
3416-02 *** (PL-39)	Altitude Alerting System	C	-	0	May be inoperative provided enroute operations do not require its use.	
3421-01 ***	Gyroscopic Pitch and Bank Indicator	C	-	-	As required by 14 CFR.	
3422-01 ***	Directional Gyro	C	-	-	As required by 14 CFR.	
3424-01 ***	Gyroscopic Rate of Turn Indicator	C	-	-	As required by 14 CFR.	
3424-02 ***	Slip Skid Indicator	C	-	-	As required by 14 CFR.	
3425-01 ***	Flight Director	D	-	0	May be inoperative.	
3430-01 ***	ILS/Localizer System	C	-	-	As required by 14 CFR.	
3432-01 ***	ILS/Glideslope System	C	-	-	As required by 14 CFR.	
3434-01 ***	Marker Beacon	D	-	0	May be inoperative provided approach is not predicated on its use.	

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TABLE KEY

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-01 (PL-131)	Radar (Radio) Altimeter System 14 CFR Part 135 Operations	C	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at unimproved areas are not conducted, d) For VFR flight at night, flightcrew must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 ft., e) VFR flight at night is not conducted without adequate visual surface light reference, f) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, and g) Category A operations which require the use of the radar (radio) altimeter are not performed.	

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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-02 (PL-131)	Radar (Radio) Altimeter System					
***	Other Than 14 CFR Part 135 Operations	D	-	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use. 	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-03 ***	Helicopter Terrain Avoidance Warning System (HTAWS)	C	-	-	As required by 14 CFR.	
	(Other than Helicopter Air Ambulance (HAA))	D	-	0	May be inoperative provided operations do not require its use.	
3445-01 ***	Traffic Alert/Advisory Systems (TIS/TAS/TCAD)	D	-	0	(M) May be inoperative provided: a) The failed system is deactivated and secured, and b) Procedures do not required its use.	
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance Systems (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provide: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA Only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
	4) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	5) Airspeed Selection	C	-	0		
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-01 *** (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
	2) ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	

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 DATE: 02/23/2021

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AIRCRAFT: AS350C, D, D1, B, AS350B1, B2, BA, B3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

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DATE: 02/23/2021

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
					NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
					NOTE: Any ADS-B In function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use.	
					NOTE: Any ADS-B function that operates normally may be used.	

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PAGE NO. 34-9

DATE: 02/23/2021

AIRCRAFT:
AS350C, D, D1, B,
AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3453-01 ***	Long Range Navigation (LORAN) System	C	-	0	May be inoperative provided operations do not require its use.	
3454-01 ***	VOR System	C	-	0	May be inoperative provided operations do not require its use.	
3455-01 ***	ADF System	C	-	0	May be inoperative provided operations do not require its use.	
3457-01 ***	Global Positioning System (GPS)	C	-	0	May be inoperative provided operations do not require its use.	
3457-02 ***	GPS Terminal Procedures Database (i.e., Garmin's Chartview)				MERGED with 3461-01. Revision 7.	
3457-03 ***	GPS Aviation Database				MERGED with 3461-01. Revision 7.	
3457-04 ***	GPS Obstacle Database				MERGED with 3461-01. Revision 7.	
3457-05 ***	GPS Airport Information Database (i.e., Garmin's Safe Taxi)				MERGED with 3461-01. Revision 7.	
3457-06 ***	GPS Navigation Database				MERGED with 3461-01. Revision 7.	
3457-07 ***	Garmin GTN (GPS) 6XX/7XX Navigation System	C	-	0	May be inoperative provided operations do not require its use.	
3457-08 ***	Area Navigation (RNAV) System	C	-	0	May be inoperative provided operations do not require its use.	
3457-09 ***	XM Weather	D	-	0	May be inoperative.	
3457-10 ***	Weather Radar/ Thunderstorm Detection Equipment	C	-	-	As required by 14 CFR.	

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DATE: 02/23/2021

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3461-01 *** (PL-98)	Navigation Database	A	-	0	May be inoperative provided: <ol style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

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AIRCRAFT: AS350C, D, D1, B, AS350B1, B2, BA, B3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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35. Oxygen						
Sequence No.	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	C	-	-	Any in excess to those required by 14 CFR may be inoperative or missing.	

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PAGE NO. 45-1

DATE: 02/23/2021

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
4500-01 ***	Health and Usage Monitoring System (HUMS)	D	-	-	REMOVED. Revision 7.	
4500-02 ***	Appareo Vision 1000 Flight Data Monitoring System (FDMS)	C	-	-	As required by 14 CFR.	

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DATE: 05/25/2017

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
5210-01 ***	Pneumatic Door Opening System	D	-	0	May be inoperative or missing provided the door retention strap is installed.	
5270-01 ***	Cargo Door Caution System	C	-	-	(O) May be inoperative provided doors and latching have been checked by crew prior to takeoff.	

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PAGE NO. 63-1

DATE: 02/23/2021

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

63. Main Rotor Drive

Sequence No.	Item	1	2	3	4	Change Bar
6300-01	Digital Nr Indication (AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368)	A	1	0	May be inoperative for 1 flight-day provided: a) Analog Nr indication is operative, and b) Aircraft does not takeoff unless the destination is to a base where either repairs or replacement can be made.	
6320-01 ***	Main Gear Box Chip Detection Warning System				DELETED. Revision 7.	
6321-01	Rotor Brake System	C	1	0	(M)(O) May be inoperative provided: a) A check is performed by maintenance to determine the rotor brake disk is free, b) Rotor brake system is deactivated and secured by maintenance, c) For rotor stopping, aircraft should be directed with a headwind below 30 knots and d) All aircraft occupants wait for full rotor stop after shutdown before leaving aircraft.	

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AIRCRAFT: AS350C, D, D1, B, AS350B1, B2, BA, B3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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65. Tail Rotor Drive

Sequence No.	Item	1	2	3	4	Change Bar
6540-01 ***	Tail Gear Box Chip Detection Caution Light				DELETED, Revision 7.	

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PAGE NO. 71-1

DATE: 05/25/2017

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

71. Powerplant

Sequence No.	Item	1	2	3	4	Change Bar
7100-01 ***	Engine Air Sand Filter System	D	-	0	May be inoperative provided the flight is not conducted in a sand-laden environment.	

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PAGE NO. 77-1

DATE: 02/23/2021

AIRCRAFT:
 AS350C, D, D1, B,
 AS350B1, B2, BA, B3

TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
7700-01 ***	Engine Data Recorder (EDR) (Aircraft Equipped With Ariel 2D Engine)	A	1	0	(O) May be inoperative for 200 flight-hours. Engine cycles and usage must be reported manually in the engine logbook.	
7714-01	Tachometer, Dual Indicator N _r /N _f . (All Models Except: AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368)	A	1	0	N _r indication may be inoperative for 1 flight-day provided: a) N _r function of the dual tachometer indicator is operative, b) N _g indication is operative, c) Torque indication is operative, and d) Aircraft does not takeoff unless the destination is to a base where either repairs or replacement can be made.	
7714-02	Digital N _r Indication (AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368 Only)	A	1	0	(O) May be inoperative for 1 flight-day provided: a) RFM - Section 3 procedures (Digital N _r indication failure) are followed, and b) Aircraft does not takeoff unless the destination is to a base where either repairs or replacement can be made.	