



U.S. Department of Transportation  
Federal Aviation Administration  
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# Master Minimum Equipment List (MMEL)

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Revision: 6  
Date: 06/19/2018

## **Airbus Helicopters** **AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP** **(H11EU)**

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	12/06/1982	Entry from approval date stamp
1	02/17/1988	Complete Revision
2	04/19/1989	All Pages (ABC)
3	06/19/1989	Highlights of Rev., Definitions, Preamble
3a	01/04/1993	Highlights of Rev., Definitions, 22-1, 25-1, 30-1, 33-2, 34-4, 65-1, 77-1
3b	12/18/1995	21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 27-1, 28-1, 30-1, 31-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-4, 52-1, 65-1, 73-1, 74-1, 77-1
4	01/10/2007	Highlights of Rev., Definitions, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 31-1, 31-2, 31-3, 33-1, 73-1, 77-1
5	10/25/2017	All Pages
6	06/19/2018	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines, , 25-2, 25-3, 25-4, 26-1, 30-1, 31-1, 31-2, 33-2, 34-4, 34-6, 34-9, 34-10, 45-1, 77-1

**NOTE:** This MMEL also includes relief for part 91 operations.

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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 6**. It is the result of the AEG Only Flight Operations Evaluation Board (FOEB) meeting held on 03/07/2018.

PAGE NO.	EXPLANATION OF CHANGE
	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.
--	Updated Cover Page to reflect Revision 6.
I	Updated Table of Contents and Control Page to reflect Revision 6.
II	Updated Log of Revisions to reflect Revision 6.
III	Updated Highlights of Change to reflect Revision 6.
IV	Updated Guidelines for (M) and (O) Procedures to reflect Revision 6 (added item descriptions).
25-2	Item 2520-01: Revised relief for Passenger Seatbelts in accordance with PL-79.
25-3	Item 2562-01: Revised relief for ELTs in accordance with PL-120.
26-1	Item 2622-01: Revised proviso b) in accordance with PL-75.
30-1	Item 3030-01: Added (O) procedure and revised Par 1) (changed “below” to “above” correction).
30-1	Item 3030-02: Revised 2 <sup>nd</sup> C proviso (changed “below” to “above” – correction).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	EXPLANATION OF CHANGE
31-1	Item 3130-02: Revised relief for FDRs in accordance with PL-87.
33-2	Item 3310-04: <b>DELETED</b> relief for Supplemental Lighting since system not installed (manufacturer place holder).
34-4	Item 3444-01: Moved (***) to D relief; Changed C relief to A; changed number required for dispatch to “(-)”; added (M)(O) procedures; revised proviso and added “(Part 91 Only)” to D relief to eliminate confusion.
34-4	Item 3444-02: Moved (***) to D relief; changed number required for dispatch to “0” and added “(Part 91 Only)” to D relief to eliminate confusion.
34-4	Item 3445-02: Revised relief for Traffic Alert and Collision Avoidance Systems (TCAS I) and (TCAS II – 1st B and C) – added additional (O) procedure requirement.
34-8	Item 3452-02: Revised relief for ADS-B in accordance with PL-105.
45-1	Item 4500-03: Added relief for Flight Data Management System.
77-1	Item 7710-01: Revised description (added “or” between par 1) and 2) – correction).

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**DEFINITIONS AND PREAMBLE**

**DEFINITIONS**

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25, MMEL and MEL Definitions.

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 at <http://www.fsims.faa.gov>.

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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
<b>2100-01</b> Air Conditioning System	<b>(M)</b> Procedure for maintenance to ensure the system is deactivated and secured.
<b>2100-02</b> Demisting Control	<b>(O)</b> Procedure for crew to ensure the Demisting Control Valve is secured in closed position, no visible moisture, OAT is above +5°C (41°F), and according to the mission foreseen, the known meteorological conditions do not require its use.
<b>2140-01</b> Heating	<b>(O)</b> Procedure for crew to ensure the Heating control valve is secured in closed position and Demisting is operative.
<b>2210-04</b> Yaw SAS	<b>(M)</b> Procedure to ensure may be inoperative provided system is deactivated and secured.
<b>2210-05</b> Pitch/Roll SAS	<b>(M)</b> Procedure for maintenance to ensure the system is deactivated and secured.
<b>2310-01</b> High Frequency Communications System (HF)	<b>(O)</b> Procedure for crew to ensure that the two LRCS are on-board, SATVOICE system operates normally, SATVOICE services are available as an LRCS over the intended route of flight, the ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and alternate procedures are established.
<b>2340-01</b> Passenger Address System (PA)	<b>(O)</b> Procedure for crew to ensure alternate procedures are established and used.
<b>2340-02</b> Intercom System (ICS) Cockpit Cabin	<b>(O)</b> Procedure for crew to ensure alternate procedures are established and used with passengers.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p><b>2425-01</b>                      AC Voltage                      Indication</p>	<p><b>(M)</b> Procedure for maintenance to ensure the system is deactivated and secured.</p>
<p><b>2432-01</b>                      Battery</p>	<p><b>(M)</b> Procedure for maintenance to ensure that only one battery may be inoperative provided the 2<sup>nd</sup> Battery (cold weather starting) Kit is installed and operative, and the inoperative battery connector is disconnected and stowed.</p>
<p><b>2432-02</b>                      2<sup>nd</sup> Battery Kit                      (Cold Weather                      Starting)</p>	<p><b>(M)</b> Procedure for maintenance to ensure the 2<sup>nd</sup> Battery (cold weather starting) Kit remains installed, disconnected and electrical cables are secured; or the Kit battery is removed and appropriate ballast is installed, and electrical cables are secured; or the Kit battery is removed, electrical cables are secured, and weight and balance is revised.</p>
<p><b>2435-01</b>                      Starter/Generator</p>	<p><b>(M)</b> Procedure for maintenance to ensure inoperative generator is deactivated and secured and that flight is only allowed for VFR other than night.</p>
<p><b>2500-01</b>                      Passenger                      Convenience/NEF                      Item(s)</p>	<p><b>(M)(O)</b> Procedures for maintenance/crew to ensure, if required, is available to the flightcrew and included in the operator's appropriate document.</p>
<p><b>2500-02</b>                      Helicopter Air                      Ambulance (HAA)                      Equipment</p>	<p><b>(M)</b> Procedure for maintenance to ensure it may be inoperative provided system is deactivated and secured, or removed.   <b>(O)</b> Procedures to be included in the operator's appropriate document.</p>
<p><b>2500-03</b>                      Forward Looking                      Infrared (FLIR)                      System</p>	<p><b>(M)</b> Procedure for maintenance to ensure it may be inoperative provided system is deactivated and secured, or removed.</p>
<p><b>2500-04</b>                      Printed                      Supplemental                      Safety Information</p>	<p><b>(O)</b> Procedure for crew to ensure no passengers are carried, and alternate procedures are established and used.</p>
<p><b>2520-01</b>                      Passenger                      Seat Belts and/or                      Shoulder                      Harnesses</p>	<p><b>(O)</b> Procedure for crew to ensure the passenger seat is blocked and placarded.</p>
<p><b>2550-01</b>                      Cargo                      Suspension                      System</p>	<p><b>(M)</b> Procedure for maintenance to ensure the system is deactivated and secured.</p>



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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p><b>2550-03</b> Hoist System</p>	<p><b>(M)</b> Procedure for maintenance to ensure the system is deactivated and secured.</p>
<p><b>2562-01</b> Emergency Locator Transmitter (ELT) Fixed ELTs</p>	<p><b>(M)</b> Procedure for maintenance to ensure the system is deactivated and repairs are made within 90 days; or the system is deactivated if not required by 14 CFR.</p>
<p><b>2622-01</b> Portable Fire Extinguisher</p>	<p><b>(M)</b> Procedure for maintenance to ensure the Inoperative or missing fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and the required weight and balance is maintained.</p>
<p><b>3030-01</b> Pitot Heating System Right/Pilot</p>	<p><b>(O)</b> Procedure for crew to ensure the heater is verified to be operative prior to VFR flight, OAT is above +5°C (41°F), and there is no visible moisture.</p>
<p><b>3030-02</b> Pitot Heat Heating Warning Light</p>	<p><b>(O)</b> Procedure for crew to ensure the heater is verified to be operative prior to VFR flight, OAT is above +5°C (41°F), and there is no visible moisture.</p>
<p><b>3160-01</b> VEMD Screens (AS355NP Only)</p>	<p><b>(O)</b> Procedure for crew to ensure the RFM procedures (VEMD Screens Failure) is followed.</p>
<p><b>3320-01</b> Passenger Notice System (Lighted Information Sign)</p>	<p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used to notify cabin occupants.</p>
<p><b>3444-01</b> Radio Altimeter System</p>	<p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used, night operation is not performed with NVGs; no night off-airport landings or landings at unimproved areas; for flight at night, the pilot 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 feet; flight at night is not conducted over water or terrain without surface lights, and pilot is aware of potential degraded AP performance on ILS GS or LPV vertical.</p> <p><b>(M)</b> Procedure for maintenance to ensure repairs are made within 10 flight days and system is deactivated, secured, and placarded.</p>

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p><b>3445-01</b>                      Traffic                      Alert/Advisory                      Systems                      (TIS/TAS/TCAD)</p>	<p><b>(M)</b> Procedure for maintenance to ensure the failed system is deactivated and secured and procedures do not require its use.</p>
<p><b>3445-02</b>                      Traffic Alert and                      Collision                      Avoidance                      Systems                      (TCAS I)                      (TCAS II)</p>	<p>TCAS I</p> <p><b>(M)(O)</b> Procedure to deactivate and secure inoperative TCAS I provided en route or approach procedures do not require its use.</p> <p><b>(M)(O)</b> Procedure to deactivate and secure inoperative TCAS I provided not required by 14 CFR and en route or approach procedures do not require its use.</p> <p>TCAS II</p> <p><b>(M)(O)</b> Procedure to deactivate and secure inoperative TCAS II provided en route or approach procedures do not require its use.</p> <p><b>(M)(O)</b> Procedure to deactivate and secure inoperative TCAS II provided not required by 14 CFR and en route or approach procedures do not require its use.</p> <p><b>(O)</b> Procedure to fly with inoperative TCAS II RA Display System provided TA visual display and audio functions are operative, TA mode is selected, and en route or approach procedures do not require its use.</p> <p><b>(O)</b> Procedure to fly with inoperative TCAS II Traffic Alert Display System(s) provided RA visual display and audio functions are operative and en route or approach procedures do not require its use.</p>
<p><b>3452-01</b>                      ATC                      Transponders                      and Automatic                      Altitude                      Reporting                      Systems</p>	<p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used.</p>
<p><b>5270-01</b>                      Door Warning                      System</p>	<p><b>(O)</b> Procedure to ensure the doors and latching have been checked by crew prior to takeoff.</p>
<p><b>6320-01</b>                      Main Gear Box                      Chip Warning                      Light</p>	<p><b>(M)</b> Procedure for maintenance to ensure the system is disabled to prevent erroneous cockpit indications and the Magnetic plug is checked out without particle before first flight of the day.</p>

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<b>6321-01</b> Rotor Brake System	<b>(M)</b> Procedure for maintenance to ensure a check is performed to determine the rotor brake disk is free, rotor brake system is deactivated and secured, and  <b>(O)</b> Procedure for crew to ensure the aircraft is directed with a headwind below 30 knots and wait for full rotor shutdown before leaving the aircraft.
<b>6540-01</b> Tail Gear Box Chip Detection Indicator System	<b>(M)</b> Procedure for maintenance to ensure the system is disabled to prevent erroneous cockpit indications and the Magnetic plug is checked out without particle before first flight of the day.
<b>6710-01</b> Cyclic Trim Feel System	<b>(M)</b> Procedure for maintenance to ensure the system is deactivated and secured for flight in VFR.

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-------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

**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	Demisting Control	C	1	0	(O) May be inoperative provided: a) Demisting Control Valve is secured in closed position, b) No visible moisture, c) OAT above +5°C (41°F), and d) According to the mission foreseen, the known meteorological conditions do not require its use.	
2120-01	Cockpit Ventilation	C	1	0	May be inoperative provided the passenger ventilation system is operative.	
2140-01	Heating	C	1	0	(O) May be inoperative provided: a) Heating control valve is secured in closed position, and b) Demisting is operative.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 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	Autopilot – Stability Augmentation System (SAS)	C	-	0	May be inoperative for VFR.	
2210-03	Integrated Flight Control System (IFCS) Sperry SHZ-355 (Helipilot with Flight Director)	C	-	0	May be inoperative for VFR.	
2210-04 ***	Yaw SAS	C	-	0	(M) May be inoperative provided system is deactivated and secured.	
2210-05 ***	Pitch/Roll SAS	C	-	0	(M) May be inoperative provided system is deactivated and secured.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2300-01 ***	External Loud Speaker/Loud Hailer	D	-	-	May be inoperative provided system is deactivated and secured.	
2310-01 *** (PL-106)	High Frequency Communications System (HF)	D  C	-  -	-  1	Any in excess of those required by 14 CFR may be inoperative.  (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established.	
2311-01 *** (PL-95)	Communications Systems (UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	

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-------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2312-01 *** (PL-95)	Communications Systems (VHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
1)	VHF Communication Control Panels					
a)	Frequency Transfers Light	C	-	0		
b)	Frequency Transfer Switch	C	-	0		
c)	Frequency Selector Knob	C	-	2		
d)	Frequency Indication	C	-	2		
2312-02 ***	Communications Systems (FM)	D	-	-	May be inoperative provided operations do not require its use.	
2340-01 ***	Passenger Address System (PA)	C	-	0	(O) May be inoperative provided: a) PA not required by CFR, and b) Alternate, normal, and emergency procedures and/or operating restrictions are established and used	
		D	-	0	NOTE: Any station function(s) that operates normally may be used.	
2340-02 ***	Intercom System (ICS) Cockpit	C	1	0	May be inoperative for single pilot operations only.	
	Cabin	D	-	0	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used with passengers.	

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**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
2350-01	Headsets	C	-	1	Any in excess of those required by the RFM may be inoperative.	
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	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
1) ***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) (Aircraft without a Flight Data Recorder Installed)	A	1	0	May be inoperative provided repairs are made within 3 flight days.	
1) ***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) (For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
1) ***	Independent Power Source	C	1	0		



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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
2422-01	AC Inverters	C	-	0	May be inoperative for VFR, except for single pilot operations at night.	
2425-01	AC Voltage Indication	C	-	0	(M) May be inoperative provided system is deactivated and secured.	
2432-01	Battery	B	1	0	(M) One battery may be inoperative provided: a) 2 <sup>nd</sup> Battery Kit is installed and operative, and b) Inoperative battery connector is disconnected and stowed.	
2432-02 ***	2 <sup>nd</sup> Battery Kit (Cold Weather Starting)	C	-	0	(M) May be inoperative provided:  Kit battery remains installed, disconnected and electrical cables are secured.	
		C	-	0	(M) Kit battery is removed and appropriate ballast is installed and electrical cables are secured.	
		C	-	0	(M) Kit battery is removed, electrical cables are secured, and weight and balance is revised.	
2435-01	Starter/Generator	B	2	1	(M) One generator may be inoperative for VFR (other than night) provided the inoperative generator is deactivated and secured.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2500-01 ***	Passenger Convenience/NEF Item(s)	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 ***	Helicopter Air Ambulance (HAA) Equipment	D	-	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.	
2500-03 ***	Forward Looking Infrared (FLIR) System	D	-	0	(M) May be inoperative provided system is deactivated and secured or removed.	

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AIRCRAFT:

AS355E, AS355F, AS355F1,  
 AS355F2, AS355N, AS355NP

**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
2500-04 *** (PL-125)	Printed Supplemental Safety Information	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
2510-01	Crewmember Shoulder Harness	B	-	1	One may be inoperative or missing provided the affected seat is not required and is not used.	
2520-01 (PL-79)	Passenger Seat Belts and/or Shoulder Harnesses					
1)	Seat Belt Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
2)	Seat Belt Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
2550-01 ***	Cargo Suspension System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2550-02 ***	Cargo Swing Load Indicator	D	1	0	May be inoperative provided another accurate means of weighing the sling load is available.	
2550-03 ***	Hoist System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2550-04 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	

AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2560-01 ***	Flotation Equipment	D	-	-	As required by 14 CFR.	
2560-03 ***	Survival Equipment	D	-	-	As required by 14 CFR.	
2560-04 *** (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. c) Placard stating “ELT not installed” is placed in view of the pilot.	
		A	-	0	May be missing provided: a) Repairs are made within 90 days, and b) Placard stating ““ELT not installed” is placed in view of the pilot.	
		D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and b) Placard stating “ELT not installed” is placed in view of the pilot.	

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AIRCRAFT:  
 AS355E, AS355F, AS355F1,  
 AS355F2, AS355N, AS355NP

**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
2562-01	Emergency Locator Transmitter (ELT) (Cont'd)					
(PL-120) ***	Survival Type ELTs (Cont'd)					
***	Fixed ELTs (Cont'd)	D	-	-	May be missing provided: a) Any in excess of those required by 14 CFR may be missing, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (AELT)	D	-	0	May be inoperative.	

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 AS355F2, AS355N, AS355NP

**TABLE KEY**

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: <ul style="list-style-type: none"> <li>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</li> <li>b) Required distribution is maintained.</li> </ul>	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
2810-01 ***	Ferry Tank System	D	-	0	May be inoperative provided flight not predicated upon use of system.	
2824-01	Fuel Transfer System	B	1	0	May be inoperative provided the flight profile for in case of engine failure at critical point, does not require the use of the transfer system.	
2841-01	Fuel Content Indication	B	2	1	One may be inoperative provided: a) The low fuel level light is operative, and b) The fuel quantity for each fuel tank is known and precisely determined to be sufficient to comply with 14 CFR.	
2841-02	Low Fuel Level Warning Light	B	1	0	May be inoperative provided: a) The fuel content indication is operative, b) The aircraft does not takeoff for flight unless the purpose is to join directly with a base where the repair or replacement can be made, and c) The fuel quantity for each fuel tank is known and precisely determined to be sufficient to comply with 14 CFR.	
2844-01 ***	Fuel Flow Meter	D	-	0	May be inoperative.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Pitot Heating System					
1)	Right/Pilot	B	1	0	(O) May be inoperative for VFR provided OAT is above +5°C (41°F) and there is no visible moisture.	
2) ***	Left/Copilot	B	-	0	May be inoperative for VFR.	
3030-02	Pitot Head Heating Warning Light					
		C	1	0	(O) May be inoperative for VFR provided the heater is verified to be operative prior to flight.	
		C	1	0	(O) May be inoperative for VFR provided OAT is above +5°C (41°F) and there is no visible moisture.	
3040-01	Windshield Wiper/Washing System	B	-	0	May be inoperative provided operations do not require its use.	



<p>AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
3120-01	Clock	C	-	1	Operative clock must be located on the instrument panel in a position that makes it plainly visible to, and usable by, any pilot at the pilot's station.	
		C	-	0	May be inoperative for VFR provided the Elapsed Timer is installed and operative.	
3120-02	Elapsed Timer				May be inoperative provided the clock is operative.	
3120-03	OAT Indicator	C	-	0	May be inoperative provided another air temperature indicator is operative that is convertible to OAT.	
3130-01 ***	Hour Meter	D	-	-	May be inoperative provided procedures do not require its use.	
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: <ol style="list-style-type: none"> <li>a) Cockpit Voice Recorder (CVR) operates normally, and</li> <li>b) In those cases where repair is attempted but not successful, the aircraft may be dispatched on a flight or series of flights until the next designated airport where repair must be accomplished prior to dispatch, and</li> <li>c) Repairs are made within 3 flight days.</li> </ol>	

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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 ***	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate (Cont'd)					
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar days.	
	Flight Data Recorder (FDR) Installed for 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.	
3160-01	VEMD Screens (AS355NP Only)	B	2	1	(O) One may be inoperative provided RFM procedures (VEMD screens Failure) is followed.	

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AIRCRAFT:  
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 AS355F2, AS355N, AS355NP

**TABLE KEY**

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

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
3212-01 ***	Emergency Flotation System	C	-	-	As required by 14 CFR.	

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**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: <ul style="list-style-type: none"> <li>a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul>	
3310-01 (PL-77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Light System(s)	C	-	0	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li>a) Remaining Lighting System(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li>b) Remaining Lighting System(s) are positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li>c) Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> NOTE 1: Individual button/switch lights and/or annunciators/indications are excluded from this relief.  NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	

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-------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3310-02	Cabin Lighting System	C	-	0	May be inoperative for VFR (other than night).	
3310-03	Cockpit Utility Light/Inspection Lamp System (Cockpit)	D	1	0	May be inoperative for other than night.	
		D	1	0	May be inoperative for night provided: a) All normal flight deck lights are operative, and b) Flashlight as required by 14 CFR is readily available.	
3310-04 ***	Supplemental Light System				DELETED, Revision 6.	
3320-01 *** (PL-123)	Passenger Notice System (Lighted Information Sign)	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	

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 AS355F2, AS355N, AS355NP

**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
3340-01	Position Light System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
3340-02	Anticollision Light System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
3340-03	Landing Light System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3340-04 ***	External Search Light	D	-	0	May be inoperative provided operation does not require its use.	
3340-05 ***	Strobe Lights	D	-	0	May be inoperative provided operation does not require its use.	
3340-06 ***	Storm Light System	D	-	0	May be inoperative provided that thunderstorms/potentially hazardous weather conditions are unlikely to be encountered on the intended route of flight.	
3350-01 ***	Flashlight(s)	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3413-01	Vertical Speed Indicator (VSI)	C	-	1	Any in excess of one may be inoperative provided the operative VSI is on the pilot flying (PF) side.	
		B	-	0	May be inoperative provided the flight is conducted by day, other than night, under VFR over routes navigated by reference to visual landmarks.	
3414-01	Airspeed Indicator					
	1) Single Pilot Operations	D	-	1	Any in excess of one may be inoperative provided the operative airspeed indicator is on the pilot flying (PF) side.	
	2) Two Pilot Operations	D	-	2	Any in excess of two may be inoperative provided operative airspeed indicators are at each pilot station.	
		B	-	1	Any in excess of one may be inoperative provided: a) The operative airspeed indicator is on the pilot flying (PF) side, and b) Flight is conducted by day, other than night, under VFR over routes navigated by reference to visual landmarks.	

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-------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3416-01	Altimeters					
1)	VFR, Other Than Night Operations	C	-	1	Any in excess of one may be inoperative provided: a) Flight is conducted over routes navigated by reference to visual landmarks, and b) The operative altimeter is on the pilot flying (PF) side.	
2)	IFR or Night Operations	B	-	1	Any in excess of one may be inoperative provided: a) Flight is conducted over routes navigated by reference to visual landmarks, b) A radio altimeter is installed and operative, and c) The operative altimeter is on the pilot flying (PF) side	
3416-02 ***	Altitude Encoding System	D	-	0	May be inoperative provided procedures do not require its use.	
3421-01	Pitch and Bank Indicators	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3422-01	Direction Indicators					
1)	VFR, Other Than Night Operations	C	-	1	Any in excess of one required by 14 CFR may be inoperative provided that the operative direction indicator is on the pilot flight (PF) side.	
		A	-	0	May be inoperative provided: a) The magnetic compass is operative, and b) Flight is conducted overland.	
(Continued)						



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<p>AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
----------------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3422-01	Direction Indicators (Cont'd)					
1)	VFR, Other Than Night Operations (Cont'd)	A	-	0	May be inoperative provided: a) Overwater operations are in view of land with visibility greater than 1,500 meters (1 mile), and b) May depart on a flight for the purpose of returning to a base where repairs or replacement can be made.	
2)	IFR or Night Single Pilot Operations	C	-	1	Any in excess of one required by 14 CFR may be inoperative provided: a) The operative stabilized direction indicator is on the pilot flying (PF) side, and b) The magnetic compass is operative.	
3423-01 ***	Standby Compass	C	-	0	As required by 14 CFR.	
3424-01 ***	Rate of Turn Indicator	C	-	-	Any in excess one required by 14 CFR may be inoperative.	
3424-02 ***	Slip-Skid Indicator	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3425-01 ***	Flight Director	C	-	0	May be inoperative provided operations do not require its use.	
3430-01 ***	ILS/Localizer System	C	-	0	As required by 14 CFR.	
3432-01 ***	ILS/Glideslope System	C	-	0	As required by 14 CFR.	
3434-01 ***	Marker Beacon	C	-	0	As required by 14 CFR.	

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AIRCRAFT:  
 AS355E, AS355F, AS355F1,  
 AS355F2, AS355N, AS355NP

**TABLE KEY**

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3442-01 ***	Weather Radar/ Thunderstorm Detection Equipment	D	-	0	May be inoperative provided operations do not require its use.	
3444-01	Radar Altimeter System	A	-	0	(M)(O) May be inoperative for VFR provided: a) Alternate procedures are established and used, b) Night operation is not performed with NVGs, c) No night off-airport landings or landings at unimproved areas, d) For flight at night, the pilot 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 feet, e) Flight at night is not conducted over water or terrain without surface lights, f) Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, g) Repairs are made within 10 flight days, and h) System is deactivated, secured, and placarded.	
***	(Part 91 Only)	D	-	0	One or more may be inoperative provided: a) Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, b) Category A operation is not performed, c) VFR Night operation is not performed with NVG, and d) Operating requirements do not require its use.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3444-02	Helicopter Terrain Avoidance Warning System (HTAWS)	C	-	0	As required by 14 CFR.	
***	(Part 91 Only)	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 require its use.	
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(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.	
(Continued)						

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 AS355F2, AS355N, AS355NP

**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
3445-02 *** (Cont'd)	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.	
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.	
(Continued)						

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3445-02 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
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		

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 5. REPAIR CATEGORY 6. NO. INSTALLED 7. NO. REQUIRED FOR DISPATCH 8. REMARKS OR EXCEPTIONS
-------------------------------------------------------------------	------------------------------------------------------------------------------------------------------------------------

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3452-01 *** (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
1)	Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
2)	ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used.  NOTE: Any ADS-B Out function that operates normally may be used.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 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	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.	

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AIRCRAFT:  
 AS355E, AS355F, AS355F1,  
 AS355F2, AS355N, AS355NP

**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
***	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.	
3453-01 ***	Long Range Navigation (LORAN) System	D	-	0	May be inoperative provided operations do not require its use.	
3454-01 ***	VOR System	D	-	0	May be inoperative provided operations do not require its use.	



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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 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
3455-01 ***	ADF System	D	-	0	May be inoperative provided operations do not require its use.	
3457-01 ***	Global Positioning Systems (GPS)	D	-	0	May be inoperative provided operations do not require its use.	
3461-01 *** (PL-98)	Navigation Databases	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system used by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft, and e) Is repaired within 10 flight days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 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
3500-01 ***	Oxygen System and Masks (Crew and Passengers)	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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DATE: 06/19/2018

AIRCRAFT:  
 AS355E, AS355F, AS355F1,  
 AS355F2, AS355N, AS355NP

**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	-	0	As required by operating requirements provided system is deactivated by a master switch.	
4500-02 ***	Flight Event Recorder (ALERTS)	D	-	0	May be inoperative.	
4500-03  ***	Flight Data Monitoring System  (Part 91 Only)	C  D	-  -	0  0	As required by 14 CFR.  May be inoperative provided operations do not require its use.	  

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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<b>52. Doors</b>						
Sequence No.	Item	1	2	3	4	Change Bar
5270-01 ***	Door Warning System	C	-	0	(O) May be inoperative provided doors and latching have been checked by crew prior to takeoff.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**63. Main Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
6300-01 ***	Copilot N <sub>R</sub> Indicator	B	1	0	May be inoperative provided the N <sub>R</sub> function of the triple tachometer indicator is operative.	
6320-01	Main Gear Box Chip Warning Light	C	-	0	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, and b) Magnetic plug is checked out without particle before first flight of the day.	
6321-01	Rotor Brake System	C	1	0	(M)(O) May be inoperative provided: a) A check is performed to determine the rotor brake disk is free, b) Rotor brake system is deactivated and secured, c) For rotor stopping, aircraft should be directed with a headwind below 30 knots, and, d) Wait for full rotor shutdown before leaving the aircraft.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 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 Indicator System	C	-	0	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, and b) Magnetic plug is checked out without particle before first flight of the day.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**67. Rotor Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
6710-01	Cyclic Trim Feel System	C	-	0	(M) May be inoperative for VFR provided system is deactivated and secured.	
6710-02	"LIMIT" Warning Light	A	1	0	May be inoperative provided: a) Excessive load factors are avoided, and b) The aircraft does not takeoff for flight unless the purpose is to join directly to a base where repairs or replacement can be made.	

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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**71. Powerplant**

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



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AIRCRAFT: AS355E, AS355F, AS355F1, AS355F2, AS355N, AS355NP	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
7710-01	N <sub>f1</sub> /N <sub>f2</sub> Indications on Triple Tachometer Indicator (N <sub>R</sub> , N <sub>f1</sub> , N <sub>f2</sub> )  1) (AS355E, F, F1, F2, N Models Only)  or  2) N <sub>2</sub> # Indications on Indicator (N <sub>R</sub> , N <sub>2</sub> #) (AS355NP Model Only)	A	2	1	Either engine N <sub>f</sub> (or N <sub>2</sub> ) Indicator systems may be inoperative provided: a) N <sub>g</sub> Tachometer and Torque Indication of affected engine are operative, and b) The aircraft does not takeoff for a flight unless it is to join directly to a base where repairs or replacement can be made.	
7710-02	Dual Torque Indicator (AS355E, F, F1, F2, N Models Only)	A	1	0	One indicator pointer may be inoperative provided: a) All other engine indicating systems are operative, b) The pilot observes the N <sub>g</sub> law curve limitation placard, and c) The aircraft does not takeoff for a flight unless is to join directly to a base where repairs or replacement can be made.	