



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

Master Minimum Equipment List (MMEL)

Revision: Original
Date: 10/30/2017

BELL HELICOPTER TEXTRON CANADA LIMITED

505

(TCDS R00008RD)

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AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

I

TABLE OF CONTENTS AND CONTROL PAGE

JASC CODE	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	-	Original	10/30/2017
--	Table of Contents and Control Page	I	Original	10/30/2017
--	Log of Revisions	II	Original	10/30/2017
--	Highlights of Change	III	Original	10/30/2017
--	Definitions and Preamble	IV	Original	10/30/2017
--	Guidelines for (M) and (O) Procedures	V-VIII	Original	10/30/2017
21	Air Conditioning	21-1	Original	10/30/2017
23	Communications	23-1 thru 3	Original	10/30/2017
24	Electrical Power	24-1	Original	10/30/2017
25	Equipment/Furnishings	25-1 thru 3	Original	10/30/2017
26	Fire Protection	26-1	Original	10/30/2017
28	Fuel	28-1	Original	10/30/2017
30	Ice and Rain Protection	30-1	Original	10/30/2017
31	Instruments	31-1 thru 2	Original	10/30/2017
33	Lights	33-1 thru 2	Original	10/30/2017
34	Navigation	34-1 thru 6	Original	10/30/2017
35	Oxygen	35-1	Original	10/30/2017
52	Doors	52-1	Original	10/30/2017
63	Main Rotor Drive	63-1 thru 2	Original	10/30/2017
65	Tail Rotor Drive	65-1	Original	10/30/2017

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST
FEDERAL AVIATION ADMINISTRATION		
AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. II
LOG OF REVISIONS		
REV NO.	DATE	PAGE NUMBERS
Original	10/30/2017	Entry from approval date stamp.

NOTE: This MMEL also incorporates relief for Part 91 operations.

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

AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. III
----------------------	---	-----------------

HIGHLIGHTS OF CHANGE

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

(<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 is the Component Code, which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.

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

PAGE NO.	EXPLANATION OF CHANGE
All	New MMEL

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. Original	PAGE NO.	
BHT-505	DATE: 10/30/2017	IV	
DEFINITIONS AND PREAMBLE			

DEFINITIONS

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

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

PREAMBLE

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL APPROVAL.

Current Policy Letters may be found on the Internet at <http://fsims.faa.gov>.

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:

JASC CODE	PROCEDURE
2100-01	(M) Procedure to deactivate the system by pulling the appropriate circuit breaker(s). Secure the system by locking all the deactivated circuit breakers and tag accordingly. Verify drive belt condition and the compressor is free to rotate.
2140-01	(O) Procedure for the crew to ensure the bleed air system is operative. (M) Procedure to verify the selector valve is in the DEFOG position.
2310-01	(O) Procedure necessary if two LRCS required.
2340-01	(O) Alternate procedures are established and used.
2350-01	(M) Procedure to confirm audio alerts and COMM 1 are functional at the pilot flying (PF) position.
2437-01	(O) Procedure for crew to verify the generator voltmeter and ammeter are functioning during start-up and are monitored during flight.
2500-01	(M) Procedure to comply with NEF program. (O) Procedure to make the document available to the crew.
2500-02	(M) Procedure to deactivate, secure, or remove inoperative or missing EMS equipment. (O) Procedure to create a manual revision, if applicable.
2510-01	(M) Procedure to ensure that the crew seat is removed or install a locally manufactured placard "DO NOT OCCUPY", and lock the seat in the forward position.
2510-02	(O) Procedure, prior to start, to perform an assessment for crew to ensure that full flight control motion is available and that the ENGINE and HYD switches can be operated with the shoulder harness at the normal flying position length.
2520-01	(M) Procedure to install locally manufactured placard "DO NOT OCCUPY" on the affected seat.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT:	REVISION NO. Original	PAGE NO.	
BHT-505	DATE: 10/30/2017	VI	
GUIDELINES FOR (M) AND (O) PROCEDURES			
JASC CODE	PROCEDURE		
2520-02	(M) Procedure to install locally manufactured placard "DO NOT OCCUPY" on the affected seat.		
2520-04	(M) Procedure to install locally manufactured placard "DO NOT OCCUPY" on the corresponding passenger seat.		
2550-01	(M) Deactivate the system by pulling the appropriate circuit breaker(s). Secure the system by locking all the deactivated circuit breakers and tag accordingly.		
2562-01	(M) Procedure to deactivate the Fixed ELT and ensure that repairs are made within 90 days. (M) Procedure to deactivate system.		
2562-02	(M) Perform operational check of the ELT in accordance with the manufacturers' manual. Placard the remote switch "REMOTE SWITCH INOP".		
2562-03	(M) Perform operational check of the ELT in accordance with the manufacturers' manual.		
2822-01	(O) Procedure for crew to conduct a 20 second engine crank to ensure that fuel line is primed prior to start.		
2822-02	(O) Procedure for crew to conservatively plan flight based on the known fuel quantity. (M) Procedure to verify the functionality of the fuel low caution system per maintenance manual instructions.		
3100-01	(O) Procedure for crew to plan the flight according to VFR (other than night), excluding VFR OTT. The crew should ensure that the battery switch is on, wait until the Garmin system power up is completed, then verify the PFD is in reversionary mode, if not, select PFD REV switch and then confirm PFD in reversionary mode.		
3100-02	(O) Procedure for crew to plan the flight according to VFR (other than night), excluding VFR OTT. The crew should ensure that the battery switch is on, wait until the Garmin system power up is completed, then verify the MFD is in reversionary mode, if not, select MFD REV switch and then confirm MFD in reversionary mode.		
3110-01	(O) Procedure for crew to verify that; if a switch or knob on the PFD is unserviceable, prior take off, the functions of that switch or knob can be performed by using a switch on the MFD.		
3110-02	(O) Procedure for crew to verify that; if a switch or knob on the MFD is unserviceable, prior take off, the functions of that switch or knob can be performed by using a switch on the PFD.		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. VII	
GUIDELINES FOR (M) AND (O) PROCEDURES			
JASC CODE	PROCEDURE		
3130-01	(O) Procedure for crew to monitor and record all pertinent maintenance and aircraft data manually.		
3310-02	(O) Procedure for crew to ensure alternate lighting is available for night operations.		
3422-03	(O) Procedure for crew to verify the standby compass is functional and flight is conducted in HP mode when a stabilized heading is required by 14 CFR.		
3445-02	<p>TCAS I</p> <p>(M) Procedure to deactivate and secure inoperative TCAS I, provided en route or approach procedures do not require its use.</p> <p>(M) Procedure to deactivate and secure inoperative TCAS I, provided not required by 14 CFR and enroute or approach procedures do not require its use.</p> <p>TCAS II</p> <p>(M) Procedure to deactivate and secure inoperative TCAS II, provided en route or approach procedures do not require its use.</p> <p>(M) Procedure to deactivate and secure inoperative TCAS II, provided not required by 14 CFR and enroute or approach procedures do not require its use.</p> <p>(O) Procedure to fly with inoperative TCAS II RA Display System provided TA visual display and audio functions are operative, TA mode is selected and enroute or approach procedures do not require its use.</p> <p>(O) Procedure to fly with inoperative TCAS II Traffic Alert Display Systems(s) provided RA visual display and audio functions are operative and enroute or approach procedures do not require its use.</p>		
3452-01	<p>(O) Procedure for crew to operate without the ADS-B Squitter Transmission for ATC Transponders & Automatic Altitude Reporting Systems provided alternate procedures are established and used.</p> <p>(O) Procedure for crew to operate without the ADS-B Squitter Transmission for ADSB-B Applications provided alternate procedures are established and used.</p>		
3461-01	<p>(O) Procedure for crew to ensure Navigation Databases operations do not require its use, it is not used in a primary navigation system used by CFR, alternate procedures are developed and used, the ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft,</p> <p>(M) Repaired within ten (10) flight days.</p> <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>		

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. VIII	
GUIDELINES FOR (M) AND (O) PROCEDURES			
JASC CODE	PROCEDURE		
5210-01	(O) Procedure for crew to verify the baggage bay door is latched and closed.		
6300-01	(O) Procedure for crew to verify the transmission oil pressure indicating and oil pressure caution/warning systems are operative during start-up.		
6300-02	(O) Procedure for crew to verify the transmission oil temperature indicating and oil pressure caution/warning systems are operative during start-up.		
6300-03	(O) Procedure for crew to verify the transmission oil temperature and pressure indication and oil pressure caution/warning systems are operative during start-up.		
6300-04	(O) Procedure for crew to verify the transmission oil temperature and pressure indication systems are operative during start-up.		
6300-05	(M) Procedure to remove inoperative chip detector and visually verify there are no metallic particles present.		
6321-01	(M) Procedure for an inoperative Rotor Brake provided an inspection is performed to determine that the main rotor is free to rotate.		
6520-01	(M) Procedure to remove TR chip detector and visually verify there are no metallic particles present.		
7160-01	(O) Procedure for crew to verify power assurance prior to flight and avoid contaminated atmospheric conditions per the RFM.		

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

21-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

JASC Code	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioner	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2140-01	Cabin Heating System	D	1	0	(O)(M) May be inoperative provided defog system is operational.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

23-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code	Item	1	2	3	4	Change Bar
2300-01 ***	External Loud Speaker	D	-	-	May be inoperative provided operations do not require its use.	
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: <ul style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established. 	
2310-02 ***	Satellite Tracking or Satellite Phone System(s)	D	-	-	NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.	
2311-01 *** (PL-95)	Communications Systems (UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not required for emergency procedures.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

23-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code	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 required for emergency procedures.	
***	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	2		
	d) Frequency Indication	C	-	2		
2312-02 ***	Communications Systems (FM)	D	-	-	May be inoperative provided operations do not require its use.	
2340-01	Cabin Intercom System (ICS)	D	1	0	May be inoperative for single pilot operation.	
		C	-	-	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

23-3

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code	Item	1	2	3	4	Change Bar
2350-01	Audio Panel (GMA 350H)	C	1	0	(M) May be inoperative provided: a) Procedure to confirm audio alerts and COMM 1 are functional at the pilot flying (PF) position, and b) Cabin Intercom System (ICS) is considered inoperative.	
2350-03 ***	Datalink and Storage Unit (GDL 59H)	D	-	0	May be inoperative provided operations do not require its use.	
2350-04 ***	XM Radio Datalink (GDL 69AH)	D	-	0	May be inoperative provided operations do not require its use.	
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft With a Flight Data Recorder installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three 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 three flight days.	
***	1). Independent Power Source	C	1	0		
***	Cockpit Voice Recorder (CVR) Installed For An Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
***	1). Independent Power Source	C	1	0		

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

24-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

JASC Code	Item	1	2	3	4	Change Bar
2430-01	Auxiliary Power System	D	-	0	May be inoperative.	
2437-01	Generator Caution Light	C	1	0	(O) May be inoperative provided the Ammeter and Voltmeter is operative and are monitored during flight.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

25-1

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2500-01 ***	Passenger Convenience/NEF Items	D	-	0	May be inoperative, damaged, or missing provided 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, and (O) Procedures may be required and included in the operator's appropriate document.	
2510-01	Cockpit Crew Seat	D	2	1	(M) May be inoperative provided: a) A second in command is not required, b) The affected seat is considered inoperative, and c) The Inoperative seat is locked in the forward position, and placarded DO NOT OCCUPY. NOTE: The 505 can be flown from either of the two cockpit crew seats.	
2510-02	Cockpit Crew Seat Back Pad	D	-	-	(O) May be missing provided: a) Full flight control motion is verified, and b) The ENGINE and HYD switches can be reached with the shoulder harness at the normal flight position length. NOTE: The backpad is only needed for pilots who cannot adequately reach the controls.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

25-2

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seats	D	-	-	<p>(M) May be inoperative provided:</p> <ul style="list-style-type: none"> a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft isle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". <p>NOTE 1: A seat with an inoperative seat belt is considered inoperative.</p> <p>NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.) is considered inoperative.</p>	
2520-02	Safety Belts and Harnesses					
	1) Crewmember Shoulder Harness	B	2	1	(M) Copilot's may be inoperative provided the seat is considered inoperative, and placarded DO NOT OCCUPY	
	2) Passenger Seat Belts	D	3	0	(M) May be inoperative provided the affected passenger seat is considered inoperative, and placarded DO NOT OCCUPY.	
	3) Passenger Shoulder Harness	D	3	0	(M) May be inoperative provided the affected passenger seat is considered inoperative, and placarded DO NOT OCCUPY.	
2520-03	Cabin Stowage Bin	D	1	0	May be missing or inoperative as long as passengers are not present in the aft cabin.	
2520-04	Bulkhead Interior Finishing Pads	D	3	0	(M) May be inoperative provided the corresponding passenger seat is considered inoperative, and placarded DO NOT OCCUPY.	
2520-05	Roof Interior Finishing	D	-	-	May be missing as long as passengers in the aft cabin are prohibited	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

25-3

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2550-01 ***	Cargo Suspension System	D	-	-	(M) May be inoperative provided system is deactivated and secured.	
2550-02	Floor Cargo Attachment Pucks	D	13	0	Any not required for securing of cargo may be missing or inoperative.	
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	Emergency Locator Transmitter (ELT)					
(PL-120) ***	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 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 inoperative or missing.	
2562-02 ***	ELT Remote Switch	D	-	0	(M) May be inoperative provided ELT transmitter is armed, functional, and placarded REMOTE SWITCH INOP.	
2562-03 ***	ELT Audio (Horn)	D	-	0	(M) May be inoperative provided ELT transmitter is armed and functional.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

26-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit. b) Required weight and balance is maintained.	

AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. 28-1
----------------------	---	------------------

MMEL TABLE KEY

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

28. FUEL

JASC Code	Item	1	2	3	4	Change Bar
2822-01	Fuel Prime Pump	C	1	0	(O) May be inoperative provided the fuel line is primed prior to engine start.	
2822-02	Fuel Quantity Gage	C	1	0	May be inoperative provided: (O) An alternate procedure is used to determine the fuel quantity prior to initiation of flight, and (M) The Fuel Low Caution System is functional.	
2822-03	Fuel Low Caution System	C	1	0	May be inoperative provided the Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

30-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
3030-01	Pitot Heat	D	-	0	May be inoperative for VFR other than night, provided OAT is above +5C.	
		C	-	0	May be inoperative for VFR other than night, provided there is no visible moisture and flight is not conducted in known or forecasted icing conditions. NOTE: Does not include VFR over-the-top (OTT).	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

31-1

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

JASC Code	Item	1	2	3	4	Change Bar
3100-01	Multi-Function Display (MFD)	A	1	0	(O) May be inoperative for one flight day to a maintenance facility provided: a) Flight is conducted during VFR other than night conditions (VFR OTT excluded) to the nearest maintenance facility, and b) Primary Flight Display (PFD) is in reversionary mode and functional.	
3100-02	Primary Flight (PFD) Display	A	1	0	(O) May be inoperative for one flight day to a maintenance facility provided: a) Flight is conducted during VFR other than night conditions (VFR OTT excluded) to the nearest maintenance facility, and b) MFD is in reversionary mode and functional.	
3100-03 ***	Synthetic Vision System (SVS)	D	-	0	May be inoperative provided operation does not require its use.	
3110-01	PFD switches and knobs, all or any	D	-	0	(O) May be inoperative provided corresponding MFD switch is functional.	
3110-02	MFD switches and knobs, all or any	D	-	0	(O) May be inoperative provided corresponding PFD switch is functional.	
3130-01	Maintenance and Flight Data Recording on SD Card	C	1	0	(O) May be inoperative provided flightcrew is recording all pertinent DATA manually.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

31-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

31. INSTRUMENTS

JASC Code	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	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 three flight days.	
	FDR Recording Parameters required by 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 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.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

33-1

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flight crew-members eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
3310-01 (PL-77)	Cockpit/Flight Deck/Flight Compartment and Instrument Light System(s)	C	-	0	Individual lights may be inoperative provided: a) Remaining Lighting System are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. Note 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. Note 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing.	
3310-02 ***	Cockpit Utility Light	D	-	0	May be inoperative for VFR other than night.	
		C	1	0	(O) May be inoperative provided there is an alternate lighting source acceptable to the crew.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

33-2

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3330-01	Baggage Bay Lights	D	1	0	May be inoperative.	
3340-01	Position Light System	C	1	0	May be inoperative for VFR other than sunset to sunrise.	
		C	-	1	Any in excess to those required by 14 CFR, may be inoperative for other than sunset to sunrise operations.	
3340-02	Anti-collision Light System	C	-	1	As required by 14 CFR.	
3340-03	Landing/Taxi Light System	C	3	0	May be inoperative for VFR other than night.	
		C	-	1	Any in excess to those required by 14 CFR, may be inoperative for night operations.	
3340-04 ***	Search Light	D	-	0	May be inoperative provided procedures do not require its use.	
3340-05 ***	External Utility Lights	D	-	-	May be inoperative.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

34-1

MMEL TABLE KEYJASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3416-03 ***	Altitude Encoder	C	-	0	As required by 14 CFR.	
3421-01 ***	Pitch and Bank Indicator	C	1	0	Any in excess required by 14 CFR may be inoperative.	
3421-02	Standby Attitude Module	C	1	0	May be inoperative for VFR other than night.	
3422-01 ***	Direction Indicator	C	1	0	Any in excess required by 14 CFR may be inoperative.	
3422-02 ***	Standby Compass Indicator	D	-	-	Any in excess required by 14 CFR may be inoperative.	
3422-03	Magnetometer	B	-	0	(O) May be inoperative provided: a) Flight is conducted using HP mode when a stabilized heading is required by 14 CFR, b) Standby Compass indicator is functional.	
		D	-	0	(O) May be inoperative provided: a) Flight is conducted in VFR other than night condition (excluding VFR OTT), and b) Standby Compass indicator is functional.	
3424-02 ***	Slip Skid Indicator	C	1	0	Any in excess required by 14 CFR may be inoperative.	
3431-01	ILS/Localizer System	D	-	0	Any in excess required by 14 CFR may be inoperative	
3432-01	ILS/Glideslope System	D	-	0	Any in excess required by 14 CFR may be inoperative.	
3444-01 ***	Radar Altimeter	C	-	1	As required by 14 CFR.	
		D	-	-	One or more may be inoperative provided: a) Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, b) VFR Night operation is not performed with NVG, and c) Operating requirements do not require its use.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

34-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3444-02 ***	Helicopter Terrain Avoidance Warning System (HTAWS)	C	-	1	As required by 14 CFR.	
		D	-	0	May be inoperative provided procedures do not require its use.	
3445-01 ***	Traffic Advisory System (TIS/TAS)	D	-	0	As required by 14 CFR.	
3445-02 *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or Approach procedures do not require its use.	
	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	

AIRCRAFT:

BHT-505

REVISION NO. Original

DATE: 10/30/2017

PAGE NO.

34-3

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3445-02 *** (Cont'd)	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.	
	1) 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.	
	2) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	3) Airspeed Selection Function	C	-	0		
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	0	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	(O) 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.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

34-4

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3452-01 *** (Cont'd)	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.	
3452-02 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment.	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link transmission is an integral part of transponder and relief is provided in that section.	
	4) Data Link Receivers	D	-	0		
	5) ADS-B Applications	D	-	0		

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

34-5

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3452-02 *** (Cont'd)	6) Data Link Receivers	D	-	0		
	7) ADS-B Applications	D	-	0		
3454-01	VOR System	D	-	0	Any in excess to those required by 14 CFR may be inoperative.	
3455-01 ***	ADF System	D	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3457-01	Global Positioning System (GPS)	D	-	0	Any in excess to those required by 14 CFR may be inoperative. NOTE: Garmin ADS-B, HTAWS, SVS and Heading Preset Mode, must be considered inoperative.	
3457-02 ***	XM Weather	D	-	0	May be inoperative.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

34-6

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3461-01 *** (PL-98)	Navigation Databases	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system used by 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 ten (10) flight days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. 35-1
----------------------	---	------------------

MMEL TABLE KEY

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

35. OXYGEN

JASC Code	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	D	-	-	Any in excess to those required by 14 CFR may be inoperative or missing.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

52-1

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

52. DOORS

JASC Code	Item	1	2	3	4	Change Bar
5210-01	Baggage Door Caution System	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	

AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. 63-1
----------------------	---	------------------

MMEL TABLE KEY

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

63. MAIN ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6300-01	Transmission Oil Temperature Indicating System	A	1	0	(O) May be inoperative for one flight day to a maintenance facility provided: a) Transmission oil pressure indicating system is operative, and b) Transmission oil pressure caution/warning light is operative.	
6300-02	Transmission Oil Pressure Indicating System	B	1	0	(O) May be inoperative provided: a) Transmission oil pressure caution/warning system is operative, and b) Transmission temperature indicating system is operative.	
6300-03	Transmission Oil Temperature Warning System	B	1	0	(O) May be inoperative provided: a) Transmission oil temperature indicating system is operative, and b) Transmission oil pressure caution/warning system is operative. c) Transmission oil pressure indicating system is operative.	
6300-04	Transmission Oil Pressure Caution/Warning System	B	1	0	(O) May be inoperative provided: a) Transmission oil pressure indicating system is operative, and b) Transmission oil temperature indicating system is operative.	

AIRCRAFT:

BHT-505

REVISION NO. Original
DATE: 10/30/2017

PAGE NO.

63-2

MMEL TABLE KEY

JASC
CODE &
ITEM NO.

ITEM

1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

63. MAIN ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6300-05	Main Rotor Transmission Chip Detector Indicating System	B	1	0	(M) May be inoperative provided all system chip detectors are visually inspected for debris prior to each flight.	
6321-01 ***	Rotor Brake System	C	-	0	(M) May be inoperative provided an inspection is performed to determine the main rotor is free to rotate.	

AIRCRAFT: BHT-505	REVISION NO. Original DATE: 10/30/2017	PAGE NO. 65-1
----------------------	---	------------------

MMEL TABLE KEY

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

65. TAIL ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6520-01	Tail Rotor Gearbox Chip Detector Indicating System	B	1	0	(M) May be inoperative provided the tail rotor gearbox chip detector is visually inspected for debris prior to each flight.	