



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

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 04/19/2022

Airbus Helicopters EC120B (R0001RD)

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	2/16/2002	Original.
0a	5/24/2007	Highlights of Change, Definitions.
1	09/17/2014	Conversion to Joint Aircraft System/Component Code (JASC) format, Incorporation of Global Change (GC) Policy Letters.
2	04/19/2022	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions & Preamble, Guidelines for (M) & (O) Procedures, 21-1, 22-1, 23-1 thru 3, 24-1, 25-1 thru 4, 26-1, 28-1, 30-1, 31-1 thru 2, 32-1, 33-1 thru 3, 34-1 thru 9, 35-1, 45-1, 62-1, 63-1, 64-1, 71-1, 72-1, 74-1.

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision 2**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 02/23/2021.

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
General	--	Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
General	--	(***) relief is associated with OEM equipment only; STC relief must comply with PL-109 (some PLs may be excluded). Removed all references to policy letters under the item numbers.
General	--	The EASA approved Airbus Helicopters MMEL, Revision 1, dated 10/15/2015, was referred to in revising this MMEL.
21-1	2100-02	Changed number installed from "2" to "1." Changed number required for dispatch from "1" to "0." Changed proviso to match EASA MMEL.
21-1	2140-01	Rephrased the weather conditions.
22-1	2210-01	Incorporated Revision 2 of Policy Letter 101 (PL-101).
23-1	2300-01	Removed (O) requirement from Cockpit proviso. Added (O) requirement to Cabin proviso. Changed Cabin proviso.
23-1	2310-01	Incorporated Revision 5 of Policy Letter 106 (PL-106).
23-2	2312-01	Incorporated Revision 2 of Policy Letter 95 (PL-95). Number installed and number required for dispatch for both the "Frequency Selector Knob" and the "Frequency Indicator" changed to "-" as per the OEM.
23-2	2312-02	Changed maintenance category from "C" to "D." Removed and replaced proviso.
23-2	2340-01	DELETED. This aircraft only has ICS. This MMEL provides relief for cabin ICS.
23-2	2350-01	Changed number required for dispatch from "-" to "2". Removed and replaced proviso.
23-2	2370-01	Removed reference to Policy Letter 87 (PL-87). Incorporated Revision 5 of Policy Letter 29 (PL-29).
23-3	2370-02	Incorporated Revision 5 of Policy Letter 29 (PL-29).
23-3	2370-03	Incorporated Revision 5 of Policy Letter 29 (PL-29).

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
24-1	2410-01	Changed the item name from "System" to "Light". Added "...the generator parameters are checked regularly on the VEMD".
24-1	2432-02	Removed the word "OR" in accordance with Policy Letter 32 (PL-32). No other content change was made.
25-1	2500-01	Removed reference to Policy Letter 116 (PL-116) as it is not an active policy letter.
25-1	2520-01	Incorporated Revision 9 of Policy Letter 79 (PL-79).
25-2	2520-02	MERGED with 2520-01.
25-2	2520-03	Replaced "EMS Equipment" relief with PL-132..
25-2	2560-01	Added flashlight relief to section 25 and incorporated Policy Letter 132.
25-3	2562-01	Incorporated Revision 3 of Policy Letter 120 (PL-120).
25-3	2562-02	Added the acronym "ADELT" to the item name.
26-1	2622-01	Replaced Policy Letter 75 (PL-75) with PL-132.
28-1	2810-01	DELETED. This is not OEM equipment or an OEM STC. No supporting documentation for relief for an STC.
28-1	2820-01	DELETED. Previous relief contrary to PL-63.
28-1	2840-01	DELETED. Previous relief was contrary to 14 CFR 91.205.
28-1	2841-01	Removed reference to sequence number 2840-01. Kept the reference to the item name (Fuel Quantity Indicator).
30-1	3030-01	Added "O" procedure requirement. Rephrased weather conditions.
30-1	3030-02	Removed the word "OR" in accordance with Policy Letter 32 (PL-32). Removed "Warning light" from the beginning of the first proviso and changed the (M) requirement to an (O). Added "pitot" before "heater" in the first proviso. Added "O" procedure requirement to the second proviso. Rephrased the weather conditions in the second proviso.
30-1	3040-01	Changed repair category from "C" to "D". Replaced "As required by 14 CFR" with new proviso.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
31-1	3130-02	Incorporated Revision 10 of Policy Letter 87 (PL-87), Part 1.
31-2	3130-03	Incorporated Revision 10 of Policy Letter 87 (PL-87), Part 2.
31-2	3130-04	MOVED to 4500-01.
31-2	3160-01	Replaced "the Flight Manual, Section 3 Procedures (VEMD screens failure), are followed" with "RFM limitations and procedures are followed".
32-1	3246-01	Changed "Snow Skids" to "Snow Skis" and added proviso with "M" and "O" procedure requirements.
32-1	3246-02	Added proviso with "M" and "O" procedure requirements.
33-1	3310-01	Incorporated Revision 4 of Policy Letter 77 (PL-77).
33-2	3310-02	Removed the word "OR" in accordance with Policy Letter 32 (PL-32). Changed number installed to "2". Changed number required for dispatch for second set of provisos to "1". Changed "flight deck lights" to "instrument panel lights".
33-2	3320-02	Removed the word "OR" in accordance with Policy Letter 32 (PL-32).
33-3	3340-01	Changed the item name from "System" to "Lights". Changed number required for dispatch from "0" to "-". Removed and replaced proviso.
33-3	3340-02	Replaced previous provisos with "As required by 14 CFR" and changed number required for dispatch from "0" to "-".
33-3	3340-03	Changed the number installed from "2" to "1". Changed number required for dispatch from "1" to "0". Removed and replaced the provisos.
33-3	3340-04	Changed repair category from "D" to "C".
33-3	3340-06	Removed "or Equivalent" from the item name. Previous revision did not include a proviso. Added proviso.
34-1	3400-01	Incorporated Revision 1 of Policy Letter 98 (PL-98).
34-1	3412-01	DELETED. The OAT indicator is necessary to comply with RFM limitations.
34-1	3413-01	Replaced "handling pilot's side" with "Pilot Flying (PF)" side. Removed and replaced the 2nd proviso.
34-1	3414-01	Removed "As required by 14 CFR" since an airspeed indicator is always required. Changed repair category from "D" to "C". Replaced "handling pilot's side" with "Pilot Flying (PF) side".

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-2	3416-01	Change item name from "Altimeters" to "Altimeter". Removed and replaced provisos.
34-2	3416-02	MERGED with 3452-01.
34-2	3422-01	Changed number required for dispatch from "1" to "-". Replaced previous provisos with "As required by 14 CFR".
34-2	3424-01	Added the word "Skid" to the title to make it "Slip Skid Indicator".
34-2	3424-02	Added "Indicator" to the item name. Replaced proviso "May be inoperative provided procedures do not require its use" with "As required by 14 CFR". Changed repair category from "D" to "C" and number required for dispatch from "0" to "-".
34-2	3425-01	DELETED. This is not an OEM item. No justification documents on file for a STC relief.
34-3	3444-01	Incorporated Revision 0 of Policy Letter 131 (PL-131), Part 1.
34-4	3444-02	Incorporated Revision 0 of Policy Letter 131 (PL-131), Part 2.
34-4	3444-03	MERGED with 3416-01.
34-4	3444-04	MERGED with 3444-01.
34-4	3444-05	Removed Policy Letter 54 (PL-54) as it was for TAWS. Replaced with relief for HTAWS.
34-5 thru 6	3445-02	Incorporated revision 7 of Policy Letter 32 (PL-32). Added (O) procedure for provisos that include "Enroute or approach procedures do not require its use".
34-6	3451-01	Incorporated Revision 1 of Policy Letter 3 (PL-03).
34-7	3452-01	Incorporated Revision 7 of Policy Letter 76 (PL-76).
34-7 thru 9	3452-02	Incorporated Revision 4 of Policy Letter 105 (PL-105).
34-9	3454-01	Changed repair category from "D" to "C" and number required for dispatch from "0" to "-". Removed and replaced proviso.
34-9	3455-01	Changed number required for dispatch from "0" to "-". Removed and replaced proviso with "As required by 14 CFR".
34-9	3457-01	Removed "B- or P-RNAV" from the item name. Renamed to "GPS Navigation System".

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-9	3461-01	DELETED.
34-9	3461-02	DELETED.
35-1	3500-01	DELETED.
45-1	4500-01	MOVED from 3130-04. Changed repair category from "B" to "D".
62-1	6221-40	Changed "flight or series of flights" to "1 flight-day". Changed "base" to "location".
63-1	6321-01	DELETED. Previous relief was contrary to 14 CFR 91.213 and PL-63.
63-1	6340-01	DELETED. Previous relief was contrary to 14 CFR 91.213 and PL-63.
64-1	6540-01	DELETED. Previous relief was contrary to 14 CFR 91.213 and PL-63.
71-1	7160-01	Added "Engine Air" to the item name.
72-1	7200-01	Changed repair category from "A" to "D". Removed the requirement for the pilot to record engine data.
74-1	7714-01	Changed "flight or series of flights" to "1 flight-day". Changed "base" to "location".

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DEFINITIONS AND PREAMBLE

DEFINITIONS

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

PREAMBLE

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

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GUIDELINES FOR (M) AND (O) PROCEDURES

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

SEQUENCE NO.	PROCEDURE
2100-01 Air Conditioning System	(M) Procedure to deactivate and secure the system.
2140-01 Heating – Demisting System	(O) Procedure to ensure current and forecast weather conditions meet the provisos.
2300-01 ICS Cabin	(O) Procedure to ensure alternate procedures are established and used to communicate between the flightcrew and the passengers
2310-01 High Frequency (HF) Communications System	(O) Procedure to ensure a) SATVOICE system operates normally, b) SATVOICE services available as a LRCS over intended route of flight, c) ICAO flight plan is updated to notify ATC of communications status of the aircraft, d) Alternate procedures are established and used.
2432-01 Battery	(M) Procedure to ensure; a) Cold weather starting kit is installed and operative, b) Inoperative battery connector is disconnected and removed.
2432-01 Cold Weather Starting Kit Battery	(M) Procedure to ensure kit battery remains in the aircraft is disconnected, and the electrical cables are secured. (M) Procedure to ensure the kit battery is removed, appropriate ballast is installed, and electrical cables are secured. (M) Procedure to ensure the kit batter is removed, electrical cables are secured, and the weight and balance is revised.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2500-01 NEF Items	(M)(O) Procedure for maintenance/crew, if required, must be available to the appropriate personnel, and included in the operator's appropriate document.
2510-01 Co-Pilot Seat	Procedure to ensure seat is not occupied and that it is placarded and secured.
2520-01 Passenger Seats	Procedure to ensure a) Seat does not restrict access to any emergency exit, egress route, or main aisle and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY."
2520-03 Emergency Medical Kit (EMK) and associated Equipment	Procedure to ensure proper EMK servicing is verified at each preflight.
2560-01 Portable Flashlights/ Flashlight Holders	Procedure to ensure proper installation and operation of inoperative, damaged or missing flashlights is verified at each preflight
2562-01 Emergency Locator Transmitter (ELT) Fixed ELTs Remote ELT Switch	<p>(M) Procedure for maintenance to ensure system is deactivated and repairs are made within 90 days.</p> <p>(M) Procedure for maintenance to ensure placard stating "ELT not installed" is placed in view of the pilot and repairs are made within 90 days.</p> <p>(M) Procedure to ensure that any inoperative fixed ELTs in excess of those required by 14 CFR are deactivated.</p> <p>(M) Procedure for maintenance to ensure remote ELT Switch is deactivated, and ELT Switch is placed in the ARMED mode.</p>
2622-01 Portable Fire Extinguisher	(O) Procedure to ensure proper installation and servicing is verified at each preflight.
3030-01 Pitot Heating System	(O) Procedure to ensure current and forecast weather conditions meet the proviso.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3030-02 Pitot Heating Warning Light "PITOT"	(O) Procedure to ensure heater is verified operative prior to each flight. (O) Procedure to ensure current and forecast weather conditions meet the proviso.
3160-01 VEMD Screens	(O) Procedure to ensure RFM limitations and procedures are followed.
3246-01 Snow Skis	(M) Procedure to ensure equipment is secured or both Snow Skis are removed. (O) Procedure to ensure landings on soft surface (mud or snow) are not conducted.
3246-02 Settling Protectors	(M) Procedure to ensure equipment is secured or both Settling Protectors are removed. (O) Procedure to ensure landings on soft surface (mud or snow) are not conducted.
3320-02 "Fasten Seat Belts" or "No Smoking"	(O) Procedure to notify passengers when the seat belts must be fastened and smoking is prohibited.
3444-01 Radar (Radio) Altimeter System	(M) Procedure to ensure system is deactivated.
3444-02 Radar (Radio) Altimeter System	(M) Procedure to ensure system is deactivated.
3445-01 Traffic Alert Collision Avoidance Systems (TCAS I)	(M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use. (M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
<p>3445-02 Traffic Alert Collision Avoidance Systems (TCAS II)</p> <p>2) Resolution Advisory (RA) Display System(s)</p> <p>3) Traffic Alert Display System(s)</p>	<p>(M) Procedure for maintenance to ensure system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p> <p>(M) Procedure for maintenance to ensure system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p> <p>(O) Procedure for crew to ensure Traffic Alert (TA) visual display and audio functions are operative and TA only the crew, and enroute or approach selects mode procedures do not require its use.</p> <p>(O) Procedure for crew to ensure RA visual display and audio functions are operative and enroute or approach procedures do not require its use.</p>
<p>3452-02 ***</p> <p>ADS-B System (In and Out)</p> <p>ADS-B Out Extended Squitter</p> <p>ADS-B Out UAT</p> <p>ADS-B In</p>	<p>(O) Procedure for crew to ensure that prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>(O) Procedure for crew to ensure that prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>(O) Procedure for crew to ensure that prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>(O) Procedure for crew to ensure alternate procedures are established and used.</p>
<p>7160-01 Sand Filter System</p>	<p>(M) Procedure to deactivate the system.</p>
<p>7714-01 Digital Nf Indication</p>	<p>(O) Procedure to ensure flight manual procedures and limitations are followed and to ensure the aircraft does not take off unless the destination is to a location where repairs can be made.</p>

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AIRCRAFT: EC120B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioning System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2100-02	Cabin-Cockpit Ventilation System	D	1	0	May be inoperative.	
2140-01	Heating – Demisting System	C	1	0	(O) May be inoperative provided: a) Current and forecast flight conditions do not include visible moisture with temperatures ≤ 5 °C (41 °F) and b) According to the mission foreseen, the known meteorological conditions do not require its use.	

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AIRCRAFT: EC120B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight						
Sequence No.	Item	1	2	3	4	Change Bar
2210-01 ***	Autopilot – Non Transport Category Aircraft	C	1	0	May be inoperative provided operations do not require its use.	

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AIRCRAFT: EC120B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2300-01	ICS					
	Cockpit	D	-	1	Co-pilot's station may be inoperative for Single Pilot VFR.	
	Cabin	D	-	-	(O) May be inoperative provided alternated procedures are established and used to communicate between the flightcrew and the passengers.	
2310-01	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: 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 and used.	

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AIRCRAFT: EC120B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2312-01	Communication System (VHF and 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.	
	1) VHF Communications Control Panels					
	Frequency Transfer Light	C	-	0		
	Frequency Transfer Switch	C	-	0		
	Frequency Selector Knob	C	-	-		
	Frequency Indication	C	-	-		
2312-02 ***	Communications Systems (FM)	D	-	-	May be inoperative provided operations do not require its use.	
2340-01	Passenger Announcement (PA) System				DELETED, Revision 2.	
2350-01	Headset	C	-	2	Any in excess of two may be inoperative provided RFM procedures and limitations are followed.	
2370-01 ***	Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative, provided: a) Flight Data Recorder (FDR) operates normally, b) Repairs are made within 3 flight-days.	
***	1) Independent Power Source	C	1	0		

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AIRCRAFT: EC120B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2370-02 ***	Cockpit Voice Recorder (CVR) without Flight Data Recorder (FDR) Installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
***	1) Independent Power Source	C	1	0		
2370-03 ***	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		

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2410-01	Generator Caution Light	B	1	0	May be inoperative provided ammeter is operative and the generator parameters are checked regularly on the VEMD.	
2422-01	AC Inverters	B	-	0	May be inoperative for VFR flight except single pilot operations at night.	
2425-01	AC Voltage Indication	C	-	0	May be inoperative.	
2432-01	Battery	B	1	0	(M) Main battery may be inoperative provided: a) Cold weather starting kit battery is installed and operative, and b) Inoperative battery connector is disconnected and stowed.	
2432-02 ***	Cold Weather Starting Kit Battery	C	-	0	(M) May be inoperative provided Kit battery remains installed, disconnected and electrical cables are secured.	
		C	-	0	(M) May be inoperative provided Kit battery is removed and appropriate ballast is installed, and electrical cables are secured.	
		C	-	0	(M) May be inoperative provided Kit battery is removed, electrical cables are secured, and weight and balance is revised.	

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AIRCRAFT: EC120B	TABLE KEY 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	Non-Essential Furnishing (NEF) Items	-	-	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.	
2510-01	Co-Pilot Seat	D	1	0	(O) May be inoperative for single pilot operation, provided: a) Seat is not occupied, and b) Seat is blocked and placarded.	
2520-01 ***	Passenger Seats 1) Passenger Seats (Includes all Configurations and Locations)	D	-	-	(O) May be inoperative, provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY." NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
2520-02	Passenger Shoulder Harness				MERGED with 2520-01, Revision 2.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2520-03 ***	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper EMK servicing is verified at each preflight.	
	Special/Mission Equipment (e.g. Cargo Hook, Rescue Hoist, Loud-speaker, EMS Equipment, etc.)				DELETED, Revision 2.	
2520-04	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by CFR may be incomplete, missing, or inoperative.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
2560-01	Portable Flashlights/ Flashlight Holders	C	-		May be inoperative or removed provided: a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available, b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and c) Location placarding is removed or obscured.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility and b) Location placarding is removed or obscured.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2560-01	Portable Flashlights/ Flashlight Holders (Cont'd)					
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	
2562-01	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	Fixed ELTs	A	-	0	(M) May be inoperative, provided: a) System is deactivated, and b) Repairs are made within 90 days.	
		A	-	0	(M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days.	
		D	-	-	(M) Any in excess of those required by 14 CFR, may be inoperative, provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be missing.	
***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT switch is deactivated, and b) ELT switch is placed in the ARMED mode.	
***	ELT Indicator Light	D	-	0		
***	ELT Aural Alarm	D	-	0		

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	C	-	-	As required by 14 CFR.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
2622-01	Portable Fire Extinguishers	D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
***	Tamper Seals or Tags				(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2810-01 ***	Ferry Tank System				DELETED, Revision 2.	
2820-01	Fuel Booster Pump				DELETED, Revision 2.	
2822-01 ***	Fuel Flow Meter	D	-	0	May be inoperative.	
2840-01	Fuel Quantity Indication	B	1	0	DELETED, Revision 2.	
2841-01	Low Fuel Level Warning Light "FUEL"	B	1	0	May be inoperative provided: a) Fuel Quantity Indication is operative, b) Aircraft does takeoff with the maximum quantity of fuel, c) Flight duration not more than 1 hour 50 minutes.	

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30. Ice and Rain Protection						
Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Pitot Heating System	C	1	0	(O) May be inoperative for VFR flight provided current and forecast flight conditions do not include visible moisture with temperatures ≤ 5 °C (41 °F).	
3030-02	Pitot Heating Warning Light "PITOT"	C	1	0	(O) May be inoperative for VFR flight provided pitot heater is verified to be operative prior to each flight.	
		C	1	0	(O) May be inoperative for VFR flight provided current and forecast flight conditions do not include visible moisture with temperatures ≤ 5 °C (41 °F).	
3040-01	Windshield Wiper/Washing System	D	-	-	May be inoperative provided operations do not require its use.	

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31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3120-01	Clock	C	-	-	As required by 14 CFR.	
3130-01 ***	Hour Meter	D	-	0	May be inoperative provided procedures do not require its use.	
3130-02 ***	Flight Data Recorder (FDR) Installed for holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder 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: <ul style="list-style-type: none"> a) Cockpit Voice Recorder (CVR) operates normally, b) Airplane is not dispatched from a designated airport as listed in the operator's MEL unless: <ul style="list-style-type: none"> 1. The FDR failure occurs after pushback but prior to takeoff, or 2. The FDR repair was attempted but not successful, c) 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 d) Repairs are made within 3 flight-days. 	

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31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3130-03 ***	Flight Data Recorder (FDR) Installed for an Operator other than a holder of an Air Carrier or Commercial Certificate Flight Data Recorder 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.	
3130-04 ***	Health Usage Monitoring System (HUMS)				MOVED to 4500-01, Revision 2.	
3160-01	VEMD Screens	B	2	1	(O) One may be inoperative provided RFM limitations and procedures are followed.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
3212-01 ***	Emergency Flotation System	C	-	0	As required by 14 CFR.	
3246-01 ***	Snow Skis	C	-	0	(M)(O) May be inoperative provided equipment is secured or both snow skis removed and landings on soft surfaces (i.e., mud or snow) are not conducted.	
3246-02 ***	Settling Protectors	C	-	0	(M)(O) May be inoperative provided equipment is secured or both settling protectors are removed and landings on soft surfaces (i.e., mud or snow) are not conducted.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3300-01	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 flightcrew members eyes, c) Lighting configuration and intensity is acceptable to the flightcrew.	
3310-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System	C	-	-	Individual lights may be inoperative provided: a) Lighting System lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System lights 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 filters.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3310-02	Cockpit Utility Light	C	2	0	May be inoperative for day operations.	
		C	2	1	May be inoperative for VFR Night flight, provided: a) All normal instrument panel lights are operative, b) One flashlight per flightcrew is readily available.	
3310-03 ***	Supplemental Lighting System	D	-	0	May be inoperative provided procedures do not require its use.	
3310-04 ***	Storm Light System	C	-	0	May be inoperative provided that thunderstorms/potentially hazardous weather conditions, are unlikely to be encountered on the intended route.	
3320-01	Cabin Lighting System	C	-	-	As required by 14 CFR.	
3320-02	Cabin Signs	C	1	0	May be inoperative provided passengers are not carried.	
	“Fasten Seat Belts” or “No Smoking”	C	1	0	(O) May be inoperative provided a procedure is used to notify passengers when the seat belts must be fastened and smoking is prohibited. A briefing before boarding can be used.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3340-01	Navigation/Position Lights	C	3	-	As required by 14 CFR.	
3340-02	Anti-collision Light	C	-	-	As required by 14 CFR.	
3340-03	Landing Light	C	1	-	As required by 14 CFR.	
3340-04 ***	External Search Light	C	-	0	May be inoperative provided procedures do not require its use.	
3340-05 ***	Strobe Lights	C	-	0	May be inoperative provided procedures do not require its use.	
3340-06 ***	Night Sun (SX5 or SX16)	C	-	0	May be inoperative provided operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3400-01 ***	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
3412-01	OAT Indicator				DELETED, Revision 2.	
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 not required by 14 CFR.	
3414-01	Airspeed Indicators	C	-	1	Any in excess of one may be inoperative, provided the airspeed indicator is on the Pilot Flying (PF) side.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3416-01	Altimeter	C	-	1	Any in excess of one may be inoperative provided the operating altimeter is on the Pilot Flying (PF) side.	
3416-02 ***	Altitude Encoder				MERGED with 3452-01.	
3421-01	Attitude Indicator	C	-	-	As required by 14 CFR.	
3422-01 ***	Directional Gyro	C	-	-	As required by 14 CFR.	
3423-01	Standby Magnetic Compass	C	-	-	As required by 14 CFR.	
3424-01	Slip Skid Indicator	C	-	-	As required by 14 CFR.	
3424-02 ***	Gyroscopic Rate of Turn Indicator	C	-	-	As required by 14 CFR.	
3425-01	Flight Director				DELETED, Revision 2.	
3434-01 ***	Marker Beacon	D	-	0	May be inoperative provided procedures do not require its use.	
3442-01 ***	Weather Radar System	C	-	-	As required by 14 CFR.	

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34. Navigation

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

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-02 ***	Radar (Radio) Altimeter System Other Than 14 CFR Part 135 Operations	D	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use.	
3444-03	Altimeter				MERGED with 3416-01, Revision 2.	
3444-04 ***	Radio Altimeter				MERGED with 3444-01, Revision 2.	
3444-05 ***	Helicopter Terrain Avoidance Warning System (HTAWS) (Other than Helicopter Air Ambulance (HAA))	C D	1 -	0 0	As required by 14 CFR. May be inoperative provided operations do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-01 ***	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
3445-02 ***	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 the flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	

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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)					
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
	4) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
***	5) Airspace Selection Function	C	-	0		
3451-01 ***	DME	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-01	Transponders & 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.	
		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.	
3452-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		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.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out Extended Squitter	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		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 Out function that operates normally may be used.	
***	ADS-B Out UAT	B	-	0	(O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One may be inoperative.	
		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 Out function that operates normally may be used.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
	ADS-B In	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 In function that operates normally may be used.	
3454-01	VOR System	C	-	-	As required by 14 CFR.	
3455-01	ADF	C	-	-	As required by 14 CFR.	
3457-01	GPS Navigation System	C	-	-	As required by 14 CFR.	
3461-01	Flight Management System (FMS)				DELETED, Revision 2.	
3461-02	Navigation Management System (NMS)				DELETED, Revision 2.	

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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
3500-01 ***	Oxygen System Non-pressurized Aircraft				DELETED. Revision 2.	

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45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
4500-01 ***	Health Usage Monitoring System (HUMS)	D	-	0	May be inoperative.	

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62. Main Rotor

Sequence No.	Item	1	2	3	4	Change Bar
6221-40	Digital NR Indication	A	1	0	May be inoperative for 1 flight-day provided: a) Analog NR indication is operative, and b) Aircraft does not takeoff unless the destination is to a location where repairs can be made.	

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63. Main Rotor Drive						
Sequence No.	Item	1	2	3	4	Change Bar
6321-01	Rotor Brake System				DELETED, Revision 2.	
6340-01 ***	Main Gear Box Chip Detection Warning Light				DELETED, Revision 2.	

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64. Tail Rotor

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

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AIRCRAFT: EC120B	TABLE KEY 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
7160-01 ***	Engine Air Sand Filter System	D	-	0	(M) May be inoperative provided system is deactivated.	

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AIRCRAFT: EC120B	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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72. Turbine/Turboprop Engine						
Sequence No.	Item	1	2	3	4	Change Bar
7200-01	Engine Data Recorder	D	1	0	May be inoperative.	

