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Master Minimum Equipment List (MMEL)

Revision: 5
Date: 11/16/2020

AIRBUS HELICOPTERS EC 155B, EC 155B1 (TCDS H10EU)

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	6/25/2008	Original.
1	01/18/2013	Conversion to JASC Coding Format.
2	10/26/2013	Incorporation of Global Change (GC) Policy Letters.
3	04/01/2014	Incorporation of Global Change (GC) Policy Letters-87.
4	05/13/2015	Incorporation of Additional Global Change (GC) Policy Letters.
5	11/16/2020	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines, 21-1, 22-1 thru 3, 23-1 thru 3, 24-1, 25-1 thru 3, 26-1, 28-1, 30-1, 31-1, 32-1, 33-1 thru 3, 34-1 thru 9, 35-1, 45-1, 52-1, 62-1, 63-1.

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HIGHLIGHTS OF CHANGE

This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and Definitions are available for download or viewing at <http://av-info.faa.gov/sdrx/references.aspx>.

This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code, which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code are the Component Code, which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.

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

The following changes are the Highlights of Changes for **Revision 5**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 4/29/2020.

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
--	General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.
--	--	Updated Cover Page to reflect Revision 5.
I	--	Updated Table of Contents and Control Page to reflect Revision 5.
II	--	Updated Log of Revisions to reflect Revision 5.
III-VIII	--	Updated the Highlights of Change to reflect Revision 5.
X-XV	--	Updated Guidelines to reflect Revision 5 (added descriptions under item number).
--	NOTE ALL PAGES	Validated FAA MMEL against the EASA approved Airbus Helicopters MMEL, Revision 0, Issue 2, dated 11/25/2009 and Revision 3, dated 9/14/2009.
--	NOTE ALL PAGES	(***) relief is associated with OEM equipment only; STC relief must comply with PL-109 (some PLs may be excluded).
21-1	2100-01	Added proviso.
21-1	2160-01	Revised description (added definition for acronym & added CAD indication).

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
22-1	2200-01	Added relief for PL-101, to provide partial autopilot STC relief.
22-1	2210-01	Changed B relief to A and revised proviso & changed B relief to C and revised proviso.
22-1	2211-01	Revised description (added definition of acronym) & revised proviso (changed referenced procedure to RFM procedures are followed).
22-1	2211-02	Revised description (added definition of acronym & removed picture) & revised proviso.
22-1	2211-03	Revised description (added Strip) & reformatted proviso IAW PL-31.
22-1	2211-04	Revised description (replaced AP picture with AP and definition).
22-2	2216-02	Revised description (added "s") & revised proviso (changed specific procedure to RFM procedures are followed).
22-2	2216-03	Revised proviso (changed specific procedure to RFM procedures are followed).
22-2	2216-05	Added Collective Trim Feel Stick Control relief.
22-2	2216-06	Revised proviso (changed specific procedure to RFM procedures are followed).
22-3	2220-01	Revised proviso (changed specific procedure to RFM procedures are followed).
22-3	2220-02	Revised proviso (changed specific procedure to RFM procedures are followed).
22-3	2220-03	Revised proviso (changed specific procedure to RFM procedures are followed).
23-1 thru 2	2312-01	Revised VHF relief IAW PL-95.
23-2	2340-01	Removed (***) since not optional; added (O) procedure & revised proviso.
23-2	2340-02	Added PA relief IAW PL-9.
23-2 thru 3	2370-01	Revised CVR relief IAW PL-29.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
24-1	2421-01	Revised proviso.
24-1	2421-02	Added (O) procedure & revised proviso.
25-1	2500-01	Revised description IAW 8900.1.
25-1 thru 2	2520-01	Revised Seatbelt relief IAW PL-79 (added Passenger Seats).
25-2	2550-02	Added Cargo Restraint System relief IAW PL-100.
25-2	2560-01	Added EMK and FAK relief IAW PL-73, for HAA operators.
25-3	2562-01	Revised ELT relief IAW PL-120.
25-3	2562-02	Added ADELTA relief IAW 14 CFR.
25-3	2564-01	Added Emergency Flotation System IAW 14 CFR.
26-1	2610-01	Revised description (moved proviso description to par 1) and 2)) IAW PL-31.
26-1	2622-01	Added Portable Fire Extinguisher relief IAW PL-75.
28-1	2822-01	Revised proviso & changed referenced procedure to "RFM procedures are followed".
28-1	2824-01	Revised proviso per PMMEL (TIP).
28-1	2841-01	DELETED Fuel Gauge relief since required by 14 CFR.
28-1	2843-01	Reformatted the 2 nd D proviso IAW PL-31.
28-1	2844-01	Added (O) procedure for proviso par. d); revised proviso (reworded par b) & changed specific procedure to RFM procedures are followed, for par c)).
30-1	3030-01	Revised the 2 nd C relief (added a) and c)).
30-1	3040-01	Revised provisos.
31-1	3100-01	Changed relief from D to C (correction); changed number required for dispatch to (-) & revised proviso IAW 14 CFR.
31-1	3130-01	Revised FDR relief IAW PL-87.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
32-1	3230-01	Reformatted provisos IAW PL-31.
32-1	3230-02	Reformatted provisos IAW PL-31.
32-1	3230-03	Reformatted provisos IAW PL-31.
32-1	3234-01	Reformatted provisos IAW PL-31.
33-1	3300-01	Revised NVG Lighting relief IAW PL-127.
33-1	3310-01	Revised Cockpit Instrument Lighting IAW PL-77.
33-2	3320-01	Revised Passenger Notice System relief IAW PL-123.
33-2	3330-01	Added relief for Cargo Compartment Lighting.
33-2	3340-01	Changed number installed to (-); changed number required for dispatch to (-) & revised proviso.
33-2	3340-02	Revised description (added "s"); changed number installed to (-); changed number required for dispatch to (-) & revised proviso.
33-2	3340-03	Changed 1 st C relief number required for dispatch to (-) & revised proviso.
33-2	3340-04	Added (***) and revised proviso.
33-2	3340-05	Revised 1 st D relief proviso (changed day to other than night) and added 2 nd C relief.
33-2	3340-06	Added relief for Storm Light.
33-2	3350-01	Changed number installed to (-) and revised proviso.
33-3	3350-02	Added relief for Flashlight(s) IAW 14 CFR.
34-1	3400-01	MOVED ILS to 3431/32-01, VOR to 3454-01, ADF to 3455-01, and GPS to 3457-01
34-1	3417-01	Added (O) procedure; revised proviso par a) (changed VFR to VMC and revised per PMMEL (TIP) & revised par b) and c)).
34-1	3420-01	Revised description (added definition of acronym) & revised proviso.
34-1	3420-02	Revised description (added definition of acronym) & revised proviso.
34-1	3420-03	Revised proviso.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-2	3425-01	Reformatted proviso IAW PL-31.
34-2	3425-02	Revised description (added definition of acronym) & reformatted proviso IAW PL-31.
34-2	3425-03	Revised description (added definition of acronym) & revised proviso (and changed VFR to VMC).
34-2	3431-01	Added relief for ILS/Localizer System IAW 3400-01.
34-2	3432-01	Added relief for ILS/Glideslope System relief IAW 3400-1.
34-2	3434-01	Added relief for Marker Beacon IAW 3400-01.
34-3 thru 4	3444-01	Revised relief for RADALT IAW PL-131.
34-4	3444-02	DELETED relief for TAWS since PL-54 does not provide relief for HTAWS.
34-4	3444-03	Added relief for HTAWS IAW 14 CFR.
34-4 thru 6	3445-01	Revised relief for TCAS (added (O) procedures for Enroute or Approach procedures (stands) IAW TCAS II, par. 3)).
34-6	3451-01	Added relief for DME IAW PL-03 (added (O) procedure for SPIFR).
34-6	3452-01	Revised relief for Transponders IAW PL-76.
34-7 thru 8	3452-02	Revised relief for ADS-B System IAW PL-105.
34-8	3454-01	Added relief for VOR Systems IAW 3400-01.
34-8	3455-01	Added relief for ADF Systems IAW 3400-1.
34-9	3457-01	Added relief for Global Positioning System (GPS) IAW 3400-01.
34-9	3461-01	Revised relief for Navigation Databases IAW PL-98.
35-1	3510-01	Revised description (added and Masks (crew and pax)) & revised proviso to reflect.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
45-1	4500-01	Added relief for FDMS IAW 14 CFR.
45-1	4500-02	Added relief for M'ARMS IAW 14 CFR.
52-1	5270-01	Revised description (replaced Warning with Alerting & added (CAD Light) & revised proviso.
62-1	6240-01	MOVED relief for Co-pilot Rotor RPM Indicator to 6340-01 (stands).
63-1	6340-01	Added relief for Co-pilot Rotor RPM Indicator (moved from 6240-01).
63-1	6321-01	Reworded proviso for (O) procedure.

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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 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
2140-01 Heating/ Demisting	(O) Procedure for crew to ensure OAT is greater than 4.5 °C (40 °F), with no visible moisture.
2210-01 Auto-Pilot Mode Selector (APMS)	(O) Procedure for crew to ensure backup SAS is used, and RFM procedures are followed. (O) Procedure for crew to ensure If AP engagement remains possible, upper modes are not available.
2211-01 Auto-Pilot Mode (APM) Computer	(O) Procedure for crew to ensure backup SAS is engaged.
2211-03 AFCS Strip on PFD	(O) Procedure for crew to ensure the "AP" warning light is operative, and upper modes are not used.
2216-01 Cyclic Beep Control	(O) Procedure for crew to ensure the use of force trim release for basic stabilization, and upper mode references are not modified through cyclic beep (engage/ disengage mode remains possible).
2216-02 Cyclic Trim Actuators	(O) Procedure for crew to ensure RFM procedures are followed, and upper modes are not used.
2216-03 Yaw Trim Actuator	(O) Procedure for crew to ensure RFM procedures are followed.
2216-04 Collective Beep Control	(O) Procedure for crew to ensure the upper mode references are not modified through collective beep (engage/disengage mode remains possible).
2216-05 Collective Trim Feel Stick Control	(O) Procedure for crew to ensure anchorage is not available, the Trim Feel Switch is OFF, and the upper modes are only in the 3 axis-configuration.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2216-06 Collective Trim Actuator	(O) Procedure for crew to ensure anchorage available, use upper modes are in the 3 axis-configuration, and RFM procedures are followed.
2220-01 Pitch SEMA	(O) Procedure for crew to ensure RFM procedures are followed in case of turbulence.
2220-02 Roll SEMA	(O) Procedure for crew to ensure RFM procedures are followed in case of turbulence.
2220-03 Yaw SEMA	(O) Procedure for crew to ensure RFM procedures are followed in case of turbulence.
2310-01 High Frequency Communications System (HF)	(O) Procedure for crew to ensure SATVOICE services are available as a 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.
2340-01 Audio Control (ICS)	(O) Procedure for crew to ensure RFM procedures are followed.
2340-02 Passenger Address System (PA)	(O) Procedure for crew to ensure alternate procedures are established and used.
2421-01 Starter-Generators	(O) Procedure for crew to ensure the inoperative Starter-Generator is isolated (switch OFF).
2421-02 Alternator (10 kVA)	(O) Procedure for crew to ensure the alternator is isolated, (switch OFF) and corresponding optional equipment is not necessary for the flight.
2500-01 Nonessential Equipment and Furnishings (NEF) Items	(M)(O) Procedure for maintenance/crew to ensure, if required, procedures are included in the operator's appropriate document.
2520-01 Passenger Seats	<p>2) (M) Procedure for maintenance to ensure inoperative seat is secured in the taxi, takeoff, and landing (TLL) position.</p> <p>3) (M) Procedure for maintenance to ensure inoperative seat belt is disabled and placarded DO NOT USE.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
<p>2562-01 Emergency Locator Transmitter (ELT)</p> <p>Fixed ELTs</p> <p>Remote ELT Switch</p>	<p>(M) Procedure for maintenance to ensure fixed ELT is deactivated, and repairs are made within 90 consecutive calendar-days.</p> <p>(M) Procedure for maintenance to ensure fixed ELT is deactivated.</p> <p>(M) Procedure for maintenance to ensure remote ELT Switch is deactivated, and switch is placed in the ARMED mode.</p>
<p>2610-01 Cargo Bay OVERHEAT Detection System</p> <p>After AMS 07-39B96 and 07-25C13</p> <p>Before AMS 07-39B96 and 07-25C13</p>	<p>(O) Procedure for crew to ensure the heater is not used, and the vent switch is set to the HIGH position.</p> <p>(O) Procedure for crew to ensure the heater is not used.</p>
<p>2822-01 Fuel Booster Pumps</p>	<p>(O) Procedure for crew to ensure RFM procedures are followed.</p>
<p>2824-01 Transfer Pump</p>	<p>(O) Procedure for crew to ensure remaining fuel quantity is sufficient to fly to a suitable landing site, in case of an engine failure.</p>
<p>2843-01 Fuel Heater</p>	<p>(M) Procedure for maintenance to ensure fuel anti-icing agent is added as necessary.</p>
<p>2844-01 Fuel Pressure Indicators</p>	<p>(O) Procedure for crew to ensure PRS warning light is off before engine starting and RFM procedures are followed.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3230-01 Landing Gear Extension/ Retraction	(M) Procedure for maintenance ensure Landing gear is secured by a wire-locked safety pin. (O) Procedure for crew to ensure fast cruise speed is reduced by 7 knots, all three landing gears are down and locked, and landing gear control handle is in down and locked position.
3230-02 Landing Gear Extension/ Retraction Indicating System	(M) Procedure for maintenance ensure Landing gear is secured by a wire-locked safety pin. (O) Procedure for crew to ensure fast cruise speed is reduced by 7 knots, all three landing gears are down and locked, and landing gear control handle is in down and locked position.
3230-03 Emergency Landing Gear Extension System	(M) Procedure for maintenance ensure Landing gear is secured by a wire-locked safety pin. (O) Procedure for crew to ensure fast cruise speed is reduced by 7 knots, all three landing gears are down and locked, and landing gear control handle is in down and locked position.
3234-01 Landing Gear Monitoring System	(M) Procedure for maintenance ensure Landing gear is secured by a wire-locked safety pin. (O) Procedure for crew to ensure fast cruise speed is reduced by 7 knots, all three landing gears are down and locked, and landing gear control handle is in down and locked position.
3320-01 Passenger Notice System Passenger Light Information Sign	(O) Procedure for crew to ensure alternate procedures are established and used to notify passengers.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3417-01 Air Data Computer (ADC)	(O) Procedure for crew to ensure flight is conducted in VMC other than night, in sight of the surface, with adequate external attitude reference; and during flight the crew regularly verifies coherency between remaining ADC and standby indicators.
3420-02 Attitude and Heading Reference System (AHRS)	(O) Procedure for crew to select valid AHRS on RCU, set invalid AHRS to OFF on RCU, and set auto trim OFF.
3420-03 Magnetometer	(O) Procedure for crew to set corresponding AHRS to DG mode, and correct regularly correct the corresponding HDG.
3444-01 Radar (Radio) Altimeter System 14 CFR Part 135 Operations Other Than 14 CFR Part 135 Operations	(M) Procedure for maintenance to ensure affected system is deactivated. (M) Procedure for maintenance to ensure affected system is deactivated.
3445-01 Traffic Alert Collision Avoidance Systems (TCAS I) (TCAS II) Resolution Advisory (RA) Display System(s)	(M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured, and Enroute or approach procedures do not require its use. (M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use. (M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use. (O) Procedure to ensure TA only mode is selected by the crew, and enroute or approach procedures do not require its use.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
<p>3445-01 Traffic Alert Collision Avoidance Systems (TCAS II) (Cont'd)</p> <p>Traffic Alert Display System(s)</p>	<p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p>
<p>3451-01 Distance Measuring Equipment (DME) Systems</p>	<p>(O) Procedure for crew to ensure RFM procedures are followed for Single Pilot IFR (SPIFR).</p>
<p>3452-02 Automatic Dependent Surveillance- Broadcast (ADS-B) System</p> <p>ADS-B Out Extended Squitter Transmissions</p> <p>ADS-B OUT UAT Transmissions</p>	<p>(O) Procedure for crew to ensure alternate procedures are established and used.</p> <p>(O) Procedure for crew to ensure alternate procedures are established and used, and, authorization is obtained from ATC facilities having jurisdiction over planned route of flight.</p> <p>(O) Procedure for crew to ensure alternate procedures are established and used, and, authorization is obtained from ATC facilities having jurisdiction over planned route of flight.</p> <p>(O) Procedure for crew to ensure alternate procedures are established and used.</p>
<p>5270-01 Door Indicating System</p>	<p>(O) Procedure for crew to ensure a visual check verifies that doors are closed and locked prior to flight, and RFM procedures are followed.</p>

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AIRCRAFT: EC 155B, EC 155B1	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	Cabin Ventilation	D	1	0	May be inoperative.	
2140-01	Heating/Demisting	D	1	0	(O) May be inoperative provided: a) OAT is greater than 4.5°C (40°F), b) No visible moisture.	
2160-01	Environmental Control System (ECS) Alarm (CAD: Yellow Caution Light)	D	1	0	May be inoperative provided Heating/Demisting and Ventilation system is not used.	

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<p>AIRCRAFT: EC 155B, EC 155B1</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 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
2200-01 (PL-101)	Transport Category Aircraft with only One Autopilot Installed	B	1	0	May be inoperative provided operations do not require its use.	
	Transport Category Aircraft with Two or More Autopilots Installed	C	-	1	May be inoperative provided operations do not require its use.	
2210-01	Auto-Pilot Mode Selector (APMS)	A	1	0	(O) If AP engagement not possible, the APMS may be inoperative for one flight, for VFR other than night provided: a) Backup SAS is used, and b) RFM procedures are followed.	
		C	1	0	(O) If AP engagement remains possible, the APMS may be inoperative for VFR or Dual Pilot IFR (DPIFR) operations, provided upper modes are not available.	
2211-01	Auto-Pilot Mode (APM) Computer	A	1	0	(O) May be inoperative for three flights for VFR other than night, provided backup SAS is engaged.	
2211-02	Fiber Optic Gryo (FOG)	C	3	2	One may be inoperative for VFR other than night operations.	
2211-03	AFCS Strip on PFD	C	2	0	(O) May be inoperative for VFR or DPIFR operations provided: a) "AP" warning light is operative, and b) Upper modes must not be used.	
2211-04	AP Warning Light on Warning Panel	C	1	0	May be inoperative for VFR or DPIFR operations.	

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AIRCRAFT: EC 155B, EC 155B1	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
2216-01	Cyclic Beep Control	C	2	0	(O) May be inoperative for VFR or DPIFR operations provided: a) Basic stabilization: Use Force Trim release, and b) Upper modes references cannot be modified through cyclic beep (engage/disengage mode remains possible).	
2216-02	Cyclic Trim Actuators	C	2	0	(O) May be inoperative for VFR or DPIFR operations provided: a) RFM procedures are followed, and b) Upper modes cannot be used.	
2216-03	Yaw Trim Actuator	C	1	0	(O) May be inoperative provided RFM procedures are followed.	
2216-04	Collective Beep Control	C	2	0	(O) May be inoperative provided: a) Collective Force Trim Release is operative, and b) Upper modes references cannot be modified through collective beep (engage/disengage mode remains possible).	
2216-05	Collective Trim Feel Stick Control	C	2	0	(O) May be inoperative provided: a) Anchorage is not available, b) Trim Feel Switch is OFF, and c) Use upper modes are only in 3-axis configuration.	
2216-06	Collective Trim Actuator	C	1	0	(O) May be inoperative provided: a) Anchorage available, b) Use upper modes only in 3-axis configuration, and c) RFM procedures are followed.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2220-01	Pitch SEMA	C	1	0	(O) May be inoperative for VFR or DPFIR operations provided RFM procedures are followed, in case of turbulence.	
2220-02	Roll SEMA	C	2	0	(O) May be inoperative for VFR operations provided RFM procedures are followed, in case of turbulence.	
2220-03	Yaw SEMA	C	1	0	(O) May be inoperative for VFR operations provided RFM procedures are followed.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2310-01 *** (PL-106)	High Frequency Communications System (HF)	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.	
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.	
2312-01 *** (PL-95)	Communications Systems (VHF) 1) VHF Communication Control Panels a) Frequency Transfers Light	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.	
		C	-	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2312-01 *** (PL-95)	Communications Systems (VHF) (Cont'd) 1) VHF Communication Control Panels (Cont'd) b) Frequency Transfer Switch c) Frequency Selector Knob d) Frequency Indication					
2340-01	Audio Control (ICS)	B	-	-	(O) RFM procedures are followed.	
2340-02 *** (PL-9)	Passenger Address System (PA)	C	-	0	(O) May be inoperative provide alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) With a 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.	
***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) Without a Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided repairs are made within 3 flight-days.	
***	Independent Power Source	C	1	0		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) installed (Cont'd)					
	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.	
***	Independent Power Source	C	1	0		

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2421-01	Starter-Generators	B	2	1	(O) One DC generator may be inoperative for VFR, other than night operations, provided inoperative Starter-Generator is isolated (switch OFF).	
2421-02 ***	Alternator (10 kVA)	D	-	0	(O) May be inoperative provided the alternator is isolated, (switch OFF) and corresponding optional equipment is not necessary for the flight.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2500-01 ***	Nonessential Equipment and Furnishings (NEF) Items	D	-	-	May be inoperative, damaged, or missing provided that the item(s) is/are 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.	
2520-01 *** (PL-79)	Passenger Seats 1) Passenger Seats (Includes all Configurations and Locations) 2) Positioning Controls for Taxi, Takeoff, and Landing (TLL) (Mechanical and/or Electrical)	D	-	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded DO NOT OCCUPY. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.), is considered inoperative.	
		D	-	-	(M) May be inoperative and seat occupied provided seat is secured in the taxi, takeoff, and landing (TLL) position.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seats (Cont'd) 3) Seat Belt a) Seat Belt/Air Bags Required by 14 CFR *** b) Seat Belt/Air Bags Not Required by 14 CFR				May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY". (M) May be inoperative or disconnected provided seat belt operates normally.	
2550-01	Cargo Sling Load Indicator	D	1	0	Cargo sling may be used, if another accurate means of weighing the slung load is available.	
2550-02 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2560-01 *** (PL-73)	Emergency Medical Kit (EMK) and/or Associated Equipment First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess to those required by CFR may be incomplete, missing, or inoperative. 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 consecutive calendar-days.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2562-01 (PL-120)	Emergency Locator Transmitter (ELT)					
***	Fixed ELTs					
		A	-	0	May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-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		
2562-02 ***	Automatic Deployable Emergency Locator Transmitter (ADELT)	C	-	-	As required by 14 CFR.	
2564-01 ***	Emergency Flotation System	C	-	-	As required by 14 CFR.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
2610-01	Cargo Bay OVERHEAT Detection System					
	1) After AMS 07-39B96 and 07-25C13	B	1	0	(O) May be inoperative provided: a) Cargo fire detection and extinguishing system are operative, b) Heating operations are prohibited, and c) Ventilation on position high must be used permanently.	
	2) Before AMS 07-39B96 and 07-25C13	B	1	0	(O) May be inoperative provided: a) Cargo fire detection system is operative, and b) Heating operations are prohibited.	
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, and b) Required distribution is maintained.	

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28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2822-01	Fuel Booster Pumps	C	4	2	(O) One pump for each system may be inoperative provided: a) Only normal fuel is authorized, and b) RFM procedures are followed.	
2824-01	Transfer Pump	B	1	0	(O) May be inoperative provided: a) Fuel quantity in each group is sufficient in accordance with 14 CFR, and b) Remaining fuel quantity is sufficient to fly to a suitable landing site, in case of an engine failure.	
2841-01	Fuel Contents Gauges				DELETED, Revision 5.	
2843-01 ***	Fuel Heater	D	1	0	May be inoperative if OAT is above -20 °C (-68 °F).	
		D	1	0	(M) May be inoperative provided: a) OAT is below -20 °C (-68 °F), and b) Fuel anti-icing agent is added as necessary.	
2844-01	Fuel Pressure Indicators	B	2	0	(O) May be inoperative provided: a) Respective pressure light (PRS) is operative, b) Before engine starting ensure (PRS) warning light is OFF, c) For altitude restrictions, refer to item 2822-01 (Fuel Booster Pumps), and d) RFM procedures are followed.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Pitot Head Heating or Indicating Systems	C	3	2	One may be inoperative.	
		C	3	0	Three Pitot heads heating or indicating systems may be inoperative for VFR provided: a) OAT is greater than +4.5 °C (40 °F) in VFR, and b) No visible moisture.	
3040-01	Windshield Wipers	C	2	0	May be inoperative for other than night operations, if no rain is expected during takeoff and landing.	
		C	2	1	One may be inoperative for single pilot night operations.	

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31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3100-01	Clocks	C	2	-	Any in excess to those required by 14 CFR may be inoperative.	
3130-01 *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder System (FDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight-days.	
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
	Flight Data Recorder (FDR) Installed for Other than 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.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
3230-01	Landing Gear Extension/Retraction	C	1	0	(M)(O) May be inoperative provided: a) All three landing gears are down and locked, b) Landing gear control handle is in down and locked position, and c) Secured by a wire-locked safety pin.	
3230-02	Landing Gear Extension/Retraction Indicating System	C	1	0	(M)(O) May be inoperative provided: a) All three landing gears are down and locked, b) Landing gear control handle is in down and locked position, and c) Secured by a wire-locked safety pin.	
3230-03	Emergency Landing Gear Extension System	C	1	0	(M)(O) May be inoperative provided: a) All three landing gears are down and locked, b) Landing gear control handle is in down and locked position, and c) Secured by a wire-locked safety pin.	
3234-01	Landing Gear Monitoring System	C	1	0	(M)(O) May be inoperative provided: a) All three landing gears are down and locked, b) Landing gear control handle is in down and locked position, and c) Secured by a wire-locked safety pin.	

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

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3320-01	Cabin Lighting	C	-	-	As required by 14 CFR.	
3320-02 *** (PL-123)	Passenger Notice System					
	Passenger Light Information Sign	C	-	0	(O) May be inoperative provided an alternate procedures are established and used to notify passengers.	
3330-01	Cargo Compartment Lighting	D	-	0	May be inoperative.	
3340-01	Position Lights	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-02	Anti-collision Lights	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-03	Landing Lights	C	-	-	As required by 14 CFR.	
		C	1	0	May be inoperative for night operations provided second landing light is installed and operative.	
3340-04 ***	Second Landing Light	C	-	0	May be inoperative provided operations do not require its use.	
3340-05	Inspection Light	D	2	0	May be inoperative for other than night operations.	
		C	2	1	One may be inoperative for night operations or single pilot IFR (SPIRF).	
3340-06 ***	Storm Light	D	-	0	May be inoperative provided operations do not require its use.	
3350-01	Cabin Emergency Lighting System	B	-	0	May be inoperative for other than night and, night operations if no passengers are carried.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3350-02 ***	Flashlight(s)	C	-	-	Any in excess to 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
3400-01	Navigation Equipment	-	-	-	MOVED ILS to 3431, GS to 3432-01, VOR to 3454-01, ADF to 3455-01, and GPS to 3457-01.	
3417-01	Air Data Computer (ADC)	B	2	1	(O) One may be inoperative provided: a) Flight is conducted in VMC other than night, in sight of the surface, with adequate external attitude reference, b) Standby airspeed indicator and standby altimeter are operative, and c) During flight the crew regularly verifies coherency between remaining ADC and standby indicators.	
3420-01	Standby Automatic Direction Indicator (ADI)	C	1	0	May be inoperative for VFR provided main attitude indicators are both operative.	
3420-02	Attitude and Heading Reference System (AHRS)	C	2	1	(O) One may be inoperative for VFR provided: a) Select valid AHRS on RCU, b) Set invalid AHRS to OFF on RCU, and c) Set auto trim OFF.	
3420-03	Magnetometer	C	2	1	(O) One may be inoperative provided: a) Back-up compass is operative, b) Set corresponding AHRS to DG mode, and c) Regularly correct the corresponding HDG.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3425-01	Primary Flight Display (PFD) Co-pilot	C	1	0	May be inoperative for single pilot operations only, provided: a) Pilot's display screens are operative, and b) All standby instruments are operative.	
3425-02	Navigation Display (ND) Co-pilot	C	1	0	May be inoperative for single pilot operations only, provided: a) Pilot's display screens are operative, and b) All standby instruments are operative.	
3425-03	Instrument Control Panel (ICP)	C	2	1	One may be inoperative provided flight is conducted in other than night VMC operations, in sight of the surface with adequate external attitude reference.	
3431-01 ***	ILS/Localizer System	C	-	-	As required by 14 CFR.	
3432-01 ***	ILS/Glideslope System	C	-	-	As required by 14 CFR.	
3434-01	Marker Beacon	C	2	-	As required by 14 CFR.	

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34. Navigation

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

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-01 *** (PL-131) ***	Radar (Radio) Altimeter System (Cont'd) 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.	
3444-02 (PL-54)	Terrain Awareness and Warning System (TAWS) (EGPWS)				DELETED, Revision 5.	
3444-03 *** ***	Helicopter Terrain Avoidance Warning System (HTAWS) Other than Helicopter Air Ambulance (HAA) Operations	C D	- -	- 0	As required by 14 CFR. May be inoperative provided operations do not require its use.	
3445-01 *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	B C	- -	0 0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. (M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or Approach procedures do not require its use.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32)	Traffic Alert 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.	
	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.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-01 ***	Traffic Alert Collision Avoidance System (TCAS II) (Cont'd) 4) Audio Function 5) Airspeed Selection Function	 B C	 1 -	 0 0	 May be inoperative provided enroute or approach procedures do not require use of TCAS. 	
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative. (O) RFM procedures are followed for single pilot IFR (SPIFR).	
3452-01 (PL-76)	ATC 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.	
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	D A	- -	1 0	Any in excess of those required by 14 CFR may be inoperative. May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS B function that operates normally may be used.	
	C	-	1	One must be operative as required by 14 CFR.		
	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.		
	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				(Continued)	

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AIRCRAFT: EC 155B, EC 155B1	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
	ADS-B OUT UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B 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.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS B 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.	
3454-01	VOR Systems	C	-	-	As required by 14 CFR.	
3455-01	ADF Systems	C	-	-	As required by 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3457-01	Global Positioning System (GPS)	C	-	-	As required by 14 CFR.	
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 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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35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	C	-	-	Any in excess to those required by 14 CFR may be inoperative or missing.	

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45. Central Maintenance System						
Sequence No.	Item	1	2	3	4	Change Bar
4500-01 ***	Appaero Flight Data Monitoring System (FDMS)	C	-	-	As required by 14 CFR.	
***	Other than Helicopter Air Ambulance Operations	D	-	0	May be inoperative provided operations do not require its use.	
4500-02 ***	Modular Aircraft Recording Monitoring System (M'ARMS)	C	-	-	As required by 14 CFR.	

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52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
5270-01	Door Alerting System (CAD light)	C	1	0	(O) May be inoperative provided: a) A visual check verifies that doors are closed and locked prior to flight, and b) RFM procedures are followed.	

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62. Main Rotor

Sequence No.	Item	1	2	3	4	Change Bar
6240-01	Co-pilot Rotor RPM Indicator				MOVED to 6340-01, Revision 5.	

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63. Main Rotor Drive

Sequence No.	Item	1	2	3	4	Change Bar
6340-01	Co-pilot Rotor RPM Indicator	A	1	0	May be inoperative for one flight only, provided NR function of the triple tachometer is operative.	
6321-01	Rotor Brake System	C	1	0	(M) May be inoperative provided a check is performed to determine rotor disc is free.	
		C	1	0	(O) May be inoperative provided: a) For rotor stopping, aircraft should be directed into a headwind below 30 knots, and b) RFM procedures are followed.	
6321-02	MGB Oil Temperature Indicator	A	1	0	May be inoperative for one flight only, provided all other MGB oil temperature/pressure indicating and warning systems operate normally.	