



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

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# Master Minimum Equipment List (MMEL)

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Revision: 3  
Date: 06/21/2019

## **Airbus Helicopters Deutschland GmbH MBB-BK 117 C-2 (TCDS H13EU)**

NOTE: Commercial designation also known as EC145  
S/N 9004-9600 is designated as the C-2  
S/N 9601 and above is known as the C-2e  
See Note 12 in the TCDS H13EU

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**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	12/08/2004	Entry from approval stamp date.
1	01/10/2007	Highlights of Rev., Definitions, Preamble, and 25-1.
1a	09/17/2007	Highlights of Rev., Definitions, Preamble, and 28-1.
1b	11/20/2010	25-1, 34-2.
2	10/12/2016	Cover Page, Table of Contents & Control Page, Highlights of Change, Definitions & Preamble, Guidelines, Page 21-1, 21-2, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 23-1, 23-2, 23-3, 23-4, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 26-1, 28-1, 28-2, 28-3, 29-1, 30-1, 31-1, 31-2, 31-3, 31 4, 31-5, 32-1, 33-1, 33-2, 33-3, 33-4, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34 7, 34-8, 34-9, 34-10, 34-11, 34-12, 34-13, 35-1, 52-1, 63-1, 63-2, 65-1, 67 1, 71-1, 76-1, 77-1, and 79-1.
3	06/21/2019	Cover Page, Table of Contents & Control Page, Log of Revisions, Highlights of Change, Guidelines, Pages 21-1, 21-2, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 22-9, 22-10, 22-11, 22-12, 23-1, 23-2, 23-3, 23-4, 23-5, 24-1, 24-2, 25-1, 25-2, 25-3, 25-4, 25-5, 25-6, 26-1, 28-1, 28-2, 29-1, 30-1, 31-1, 31-2, 31-3, 31-4, 31-5, 31-6, 31-7, 31-8, 32-1, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10 34-11, 34-12, 34-13, 34-14, 34-15, 34-16, 34-17, 34-18, 34-19, 34-20, 34-21, 35-1, 45-1, 45-2, 52-1, 63-1, 63-2, 65-1, 67-1, 71-1, 76-1, 77-1, and 79-1.

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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:

Joint Aircraft System/Component (JASC) Code Table, and Definitions.

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.

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 3**. It is the result of a Public Flight Operations Evaluation Board (FOEB) meeting held on 10/27/2017.

NOTE: Due to the AB MMEL revision 3 (see NOTE below), a 2<sup>nd</sup> electronic FOEB was held by the AEG on 7/10/2018, to incorporate the changes, which also included a Round 2 for Public Comment.

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
--	General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator’s discretion.
--	--	Updated Cover Page to reflect Revision 3.
I	--	Updated Table of Contents and Control Page to reflect Revision 3 & removed Note (top).
II	--	Updated Log of Revisions to reflect Revision 3.
III-XV	--	Updated Highlights of Change to reflect Revision 3.
XVII-XXX	--	Updated Guidelines for (M) & (O) Procedures to reflect Revision 3.
NOTE	ALL pages	This revision realigns the FAA MMEL with the Airbus (AB) MMEL, Revision 3, dated 11/21/2017.
21-1	2100-02	Added relief for Cabin Air Conditioning System (STC# SR00601DE) IAW PL-109.
21-1	2100-03	Added relief for Vapor Cycle Air Conditioner (STC# 3880SW) IAW PL-109.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
21-1	2120-01	Revised description (added par 1) & 2)); added (M) procedure to par 2) & updated provisos.
21-2	2120-02	Changed relief from C to D (correction) & revised provisos.
21-2	2140-01	Added (O) procedure for par c) & deleted 2 <sup>nd</sup> C relief since not requested by TC holder.
21-2	2140-02	Added relief for Electric Heater.
NOTE	ALL 2200	NOTE: Provisos requiring the flight controls to be guarded has been changed to comply with the RFM.
NOTE	ALL 2215	Item numbers 2215-01 thru 2215-17, has been changed to 2215-01 par 1) thru par 17, and 2215-02 par 1) thru 5).
22-1	2200-01	Revised Autopilot relief IAW PL-101 (removed (O) procedures)).  NOTE: This PL may provide partial STC relief for Autopilots not listed.
22-1	2200-02	Added relief for AMC Autopilot (STC# SR00650DE-D) IAW PL-109
22-2	2200-03	Added relief for Single/Dual Pilot IFR Autopilot (STC# SR09404RC) IAW PL-109
22-3	2215-01 Par 1)	Revised description (added aircraft limitation & caution indications); added (M) procedure; revised proviso par d) & added OR between par 1) and 2).
22-4	2215-01 Par 2)	Revised description (moved AP2 moved to par 3); changed number installed to (1) and number required for dispatch to (0) for 1 <sup>st</sup> C relief; revised proviso for 1 <sup>st</sup> C relief (removed "one" and night limitation); updated proviso par a) & deleted 2 <sup>nd</sup> C since not requested by TC holder & added OR between par 2) and 3).
22-4	2215-01 Par 3)	Added stand-alone relief for Autopilot Module 2.
22-5	2215-01 Par 4)	Added (M) procedure & revised proviso par d).
22-5	2215-01 Par 5)	Revised description (added caution indication); revised (O) procedure (removed night restriction) & revised proviso par a).
22-6	2215-01 Par 6)	Revised description (removed "("); added (M) procedure for proviso b) & revised provisos par a), c) & d).
22-6	2215-01 Par 7)	Revised description (added caution indication); removed night limitation & revised proviso & NOTE.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
22-7	2215-01 Par 8)	Revised description (added caution indication); added (M) procedure; revised proviso par d) & deleted B relief, since not requested by TC holder.
22-8	2215-01 Par 9)	Revised description (added caution indication); added (M) procedure; revised proviso par d) & deleted B relief since not requested by TC holder.
22-9	2215-01 Par 10)	Revised description (added caution indication) & revised proviso.
22-9	2215-01 Par 11)	Revised description (added caution indication); added (M) procedure; revised proviso par d) & deleted B relief since not requested by TC holder.
22-10	2215-01 Par 12)	Revised (M) procedure & provisos.
22-10	2215-01 Par 13)	Revised (O) procedure & revised proviso par b).
22-10	2215-01 Par 14)	Added (M) procedure & revised proviso par d).
22-11	2215-01 Par 15)	Revised description (added caution indication); added (M) procedure & revised proviso par d).
22-11	2215-01 Par 16)	Revised description (added caution indication) & revised proviso par b).
22-11	2215-01 Par 17)	Revised description (added caution indication).
22-12	2215-02	Revised description (added model limitations) & added par 1) thru 3) relief.
22-12	2215-02 Par 1)	Added relief for Yaw SAS.
22-12	2215-02 Par 2)	Added relief for SAS/AP CUT Push Button on Cyclic Stick, for BK117 C-2 with Yaw SAS only.
22-12	2215-02 Par 3)	Added relief for SAS CUT Push Button on Cyclic Stick, for BK117 C2e.
22-12	2215-02 Par 4)	Added 4-Way Beep Trim System reference.
22-12	2215-02 Par 5)	Added Force Trim Release System reference.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
23-1	2300-01	Added (O) procedure for mission statement; revised description & proviso for 1 <sup>st</sup> D relief (added original wording & Mobile Communication) & added 2 <sup>nd</sup> D relief.
23-1	2300-02	Revised description (combined par 1) cockpit & 2) cabin); revised par 1) provisos (removed par a-c)); revised par 2) (added one or more) & reworded 2 <sup>nd</sup> D relief to include medical operations (AB MMEL).
23-2	2300-03	Revised description (added /Helmet, changed flightcrew to cockpit & added model limitation); changed number required for dispatch to (-); revised proviso & NOTE, & added relief for C-2e.
23-2	2300-04	Revised description (added /Helmet & changed passengers to cabin) & revised proviso (removed deck duty).
23-2	2300-05	Added relief for Press-to-Transmit (PTT) Switch.
23-2	2300-06	Added relief for COM2 (Backup) Control Panel
23-3	2310-02	Revised description (added Sat Com) & removed NOTE (carry over error from PL-106, which was removed from PL, Rev. 4).
23-3	2310-03	Added relief for Satellite Tracking Systems (Sky Connect & Outerlink) IAW STC# SR02623NY, SR00650DE-D, and SR00181BO.
23-4	2312-02	Revised description (added e.g. Tactical Radio and Mobile Communication).
23-4	2312-03	Added relief for Communication Systems (FM) (TFM, TDFM, XLT Series) (STC# SR00650DE-D) IAW PL-109.
23-4	2340-01	Revised description (added system) & revised proviso (added "and placarded").
23-5	2350-01	Revised description (added Radar Altimeter, changed Warning to Alert & added model limitation) & changed relief from C to D (correction) & changed proviso to may be inoperative.
23-5	2350-02	Added relief for Radar Altimeter Alert Generator for the C-2e.
23-5	2350-03	Revised proviso.
23-5	2370-01	Revised Item Numbers (deleted 2370-02 & 03, since all included with PL-29).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
24-1	2400-03	Revised description (removed "Pack for") Deleted 2 <sup>nd</sup> C relief since not requested by TC holder.
24-1	2400-04	Revised description (added relief for conventional instruments); changed number installed to "1"; added relief for C-2 with FCDS & added relief for the C2e); changed 1 <sup>st</sup> relief from D to C & added night limitation.
24-1	2435-01	Revised description (added caution indication); added (O) procedure; added proviso par c) & deleted par d) & e).
24-2	2435-02	Revised description (changed "and" to "(/)", added () for Caution & updated proviso.
24-2	2437-01	Revised description (removed definition).
24-2	2437-02	Added relief for Cold Weather Kit.
24-2	2440-01	Revised description (added "(") for caution) & revised proviso.
24-2	2450-03	Revised description (deleted "2" & added caution indication) & revised proviso (added one or both).
25-1	2500-01	Revised item name, repair category, and changed "is" to "is/are" in remarks.
25-1	2500-02	Revised description (removed Enhanced Vision, added etc. & added model limitation).
25-1	2500-03	MOVED item to 4500-03.
25-1	2500-04	Added relief for Printed Supplemental Safety Cards IAW PL-125.
25-1	2510-01	Revised relief from D to C (correction) & changed (M) to (O) procedure.
25-1	2510-03	Revised description (excluding pilot seat) & MOVED relief for Crew Seat Vertical Adjustment to 2510-01, since relief already covered by PL-79.
25-2	2510-06	Revised proviso since not required by CFR.
25-2	2510-07	Revised proviso since not required by CFR.
25-2	2510-08	Revised proviso for D relief since not required by CFR.
25-3	2520-01	Revised relief for Passenger Seat IAW PL-79, Rev 9, 15/05/2017 (Vertical Seat Adjustment (moved from 2510-03) relief, included by description change.
25-3	2520-02	MOVED to 2520-01, since already included with PL-79.
25-3	2550-01	DELETED relief for Cargo Net since relief already included with 2550-02.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
25-4	2550-03	Changed relief from C to D (correction).
25-4	2550-06	Revised provisos (moved (M) procedure) & revised provisos.
25-4	2560-02	Added relief for Emergency Axe/Hammer.
25-4	2560-03	Changed item number.
25-4	2560-04	Changed item number and revised remarks.
25-4	2560-05	Changed item number and revised remarks (added partially or completely) & deleted last sentence.
25-5	2560-06	Changed item number and changed number required for dispatch to (-) IAW PL-73.
25-5	2562-01	Revised relief for ELT IAW PL-120, revision 3, 03/15/2019.
25-6	2562-02	Revised description (added model limitation); changed relief from C to D (correction) & changed proviso to may be inoperative.
25-6	2562-03	MOVED relief for ELT Remote Switch to 2562-01.
25-6	2562-04	Revised proviso (changed "/" (or), to "," (and)).
26-1	2622-01	Revised relief for Portable Fire Extinguisher IAW PL-75; changed number required for dispatch to "1" and added (M) procedure by request of the TC holder.
28-1	2810-01	Revised proviso.
28-1	2810-02	Revised proviso.
28-1	2822-01	Revised description (added caution indication) & deleted NOTE.
28-1	2824-01	Revised description (added caution indication) & deleted NOTE.
28-1	2841-01	Removed (O) procedure & DELETED 1 <sup>st</sup> B relief par c) thru e) and 2 <sup>nd</sup> B relief (correction).
28-2	2841-02	Revised remarks & added proviso par b).
28-2	2841-03	Revised remarks & proviso par b).
28-2	2842-01	Revised description (added caution indication) & revised proviso par b).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
29-1	2932-01	DELETED relief for Hydraulic Oil Pressure Sensor System (carry over from D2 not available for C2) (correction).
29-1	2932-02	DELETED relief for Hydraulic Oil Pressure Sensor System (carry over from D2 not available for C2) (correction).
30-1	3030-01	Revised description (added 1/2 & caution indication); changed number installed to "2" & revised proviso.
30-1	3030-02	DELETED relief for Pilot Tube Heater Copilot since already included with item 3030-01.
30-1	3030-03	Revised description (added 1/2 & caution indication); changed number installed to "2" & revised proviso.
30-1	3030-04	DELETED relief for Static Port Heater Pilot since already included with item 3030-03.
30-1	3030-05	Replaced CFR comment with proviso, which is more restrictive.
30-1	3040-01	Replaced CFR comment with proviso, which is more restrictive.
31-1	3100-01	Added relief back for Collective Pitch Lock (moved in rev. 2).
31-1	3100-03	Added (M) to (O) procedure; revised proviso & removed 2 <sup>nd</sup> (O) procedure.
31-1	3100-04	Revised description (added par 1) for PFD & par 2) for MFD); added A relief for PFD, and revised C relief for MFD.
31-2	3100-05	Added relief for HSI for the C-2.
31-2	3100-06	Added relief for Garmin GMX MFD (STC# 00650DE-D) IAW PL-109.
31-2	3110-01	Revised 2 <sup>nd</sup> D relief (added CPDS VNE indication).
31-2	3110-02	Revised proviso.
31-2	3110-03	Revised proviso.
31-2	3110-04	Added relief for VRU.
31-2	3110-05	Added relief for Master Caution Light.
31-3	3110-06	Revised description (added definition of FCDS, B/P-RNAV equipment & model limitation); added relief FCDM1 & SMD45 & DELETED 1 <sup>st</sup> C & B relief (error).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
31-4	3110-07	DELETED relief for Electronic Flight Bag Systems (EFBs) IAW PL-121, since not relief contrary to AC 120-76D.
31-5	3130-01	Revised FDR relief IAW PL-87.
31-5	3130-02	DELETED relief for EMER EXT Indicator Light (duplicate – see 2440-01).
31-6	3130-03 & Par 1)	Revised description (changed par a-e to 1-5) & revised provisos.
31-6	3130-03 Par 2)	Updated proviso.
31-6	3130-03 Par 3)	Revised description to include caution indication & added (O) procedure for PUSH.
31-7	3130-03 Par 4)	Updated provisos.
31-7	3130-03 Par 5)	Revised description to include caution indication & added (O) procedures for PUSH.
31-8	3130-04	Revised description (added model limitations) & added relief for C-2e.
31-8	3130-05	MOVED UMS (changed from HUMS (correction)) to 4500-01.
32-1	3211-01	Added (M) & (O) procedure.
32-1	3211-02	Added (M) & (O) procedure.
32-1	3212-01	Revised (M) procedure (removed par a) & b)).
33-2	3310-02	Revised description (removed Cockpit) & updated proviso.
33-2	3320-01	DELETED PL-125 relief for since not applicable to rotorcraft.
33-2	3320-02	Added D relief for other than night operations & changed passengers to cabin occupants.
33-2	3320-03	Changed relief to D (correction); revised provisos (changed passengers to cabin occupants) & added 2 <sup>nd</sup> D relief when occupants carried.
33-2	3340-01	Changed number required for dispatch to “1” (mandated by AFS-240) & revised proviso.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
33-2	3340-02	Revised description (added model limitation) & revised proviso.
33-2	3340-03	Changed number required for dispatch to "1" (mandated by AFS-240) & revised proviso.
33-2	3340-04	Changed relief from D to C; changed number installed & number required for dispatch to (-) & revised remarks to support anti-collision relief.
33-2	3340-05	Revised proviso.
33-3	3340-06	Revised description (combined landing light, search light & IR functions); added additional C relief & revised provisos.
33-3	3340-07	Revised description (added e.g. SX-16 & Trakka, etc.).
33-3	3340-08	Changed number installed to (-) & revised remarks (added one or both).
33-3	3340-10	Updated proviso for D relief & changed B to A relief.
33-3	3340-11	Changed relief from D to C (correction); changed number required for dispatch to (-) & added proviso.
33-4	3340-13	Added relief for Cross Tube Fixed Landing Light (STC# SR00587DE) IAW PL-109.
33-4	3340-14	Added relief for Auxiliary Landing Light IAW STC# SR09405RC).
33-4	3340-15	Added relief for Tail Rotor and Clamshell Door Floodlights (STC# SR00624DE-D) IAW PL-109.
33-4	3340-16	Added relief for Dual Nightscanner Searchlights (STC# SR00586DE-D) IAW PL-109.
33-4	3340-17	Added relief for SX-5 Searchlight (STC# SR00625DE) IAW PL-109.
33-4	3340-18	Added relief for SX-5 Starburst Searchlight (STC# SR01606NY-D) IAW PL-109.
33-5	3340-19	Added relief for Combination Position Lights/Strobe Lights (STC# SR00646DE-D) IAW PL-109.
33-5	3340-20	Added relief for Supplemental Strobe Light System (STC# SR09405RC) IAW PL-109.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
33-5	3340-21	Side Flood Light System (STC# SR09405RC) IAW PL-109.
33-5	3340-22	Tail Flood Light (STC# SR09405RC) IAW PL-109.
33-5	3340-23	Controllable Searchlight (STC# SR09405RC) IAW PL-109.
33-5	3340-24	Auxiliary Lighting (STC# SR09405RC).
33-5	3346-01	Avionics Weather Radar (Bendix, King, Garmin GWX, L3, and WX-500) (STC# SR00650DE-D).
33-5	3350-01	Updated proviso.
33-5	3350-02	Changed number installed to (-); changed number required for dispatch to (-) & updated the remarks.
34-1	3400-01	MOVED DMAP System relief to 3444-04 and DMAP Display to 3461-05.
34-1	3412-01	Revised description (added model limitation) & revised proviso.
34-1	3413-01	Revised description (added model limitations) & added relief for C-2e.
34-1	3414-01	Revised description (added model limitation); changed relief from D to C, since required by CFR & reworded provisos.
34-2	3414-02	Revised description (added model limitations) & added relief for C-2e.
34-2	3416-01	Revised description (added model limitation); changed relief from C to B (correction) & reworded proviso.
34-2	3416-02	Revised description (added model limitations) & added relief for C-2e.
34-2	3417-01	Revised description (added PFD indication & model limitation) & revised proviso.
34-3	3417-02	Added relief for AHRS (PFD: ATTITUDE FAIL) (for BK117 C-2e H/C only).
34-3	3417-03	Revised description (combined ADC1&2, caution indication & model limitation); changed number installed to "2"; changed number required for dispatch to "1"; added relief for C2e & revised provisos.
34-4	3417-04	Added relief for ADC GDC 74H (G500H).
34-4	3417-05	Revised relief for Altitude Encoding System (previously moved to 3452-01 in error) (correction).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
34-5	3421-01	Revised proviso (added other than night limitation).
34-5	3422-01	Revised description (added gyroscopic & model limitations); added relief for C-2e & changed relief to C, since required by CFR.
34-5	3423-01	Revised description (added model limitation); revised proviso & added relief for C2e.
34-6	3424-01	Revised proviso (added pilot flying (PF)); changed C relief proviso to other than night & added relief for C2e.
34-6	3424-02	Revised description (added model limitations) & added relief for C-2 (conventional instruments) & C-2e.
34-7	3424-03	Revised description (added model limitations); added relief for C-2e & changed relief to C, since required by CFR
34-7	3431-01	Revised description (added ILS, System, and CMA-9000 limitation); added 2 <sup>nd</sup> C relief & added relief for ILS/GLS switch.
34-7	3434-01	Revised description (added model & CMA-9000 limitation) & missing C relief.
34-8	3444-01	By request of AFS-250 and 240: Revised description (added Radar/ & System); changed relief to A; added (O)(M) procedures; added (Part 91 Only) to D reliefs; added relief or C2e & updated provisos (provided by OEM and FAA).
34-10	3444-02	DELETED relief for TAWS since HTAWS not included.
34-10	3444-03	Added relief for HTAWS.
34-10	3444-04	Revised description (added definition of DMAP); added (M) procedure & revised proviso; moved from 3400-01.
34-10	3445-01	Revised relief for TCAS (added (O) procedures for enroute & approach procedures).

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
34-12	3445-02	Added relief for Traffic Alert/Advisory System.
34-12	3445-03	MOVED relief for Outer Link CP-2 System 2310-03.
34-12	3446-01	Revised description (changed Thunderstorm Detection to Weather Radar System) which was previous revised in error (correction).
34-12	3446-02	Added relief for Satellite Weather Receivers/Radios (STC# SR00650DE and STC# SR09404RC) IAW PL-109.
34-12	3346-03	Added relief for Weather Radar (Bendix King, Garmin GWX, L3, and WX-500) (STC# SR00650DE-D) IAW PL-109.
34-12	3451-01	Revised description (added model limitation); added (M) procedure & proviso, by request of the TC holder.
34-13	3452-01	Revised relief for ATC Transponders IAW PL-76, revision 7, 12/04/2017.
34-13	3452-02	Revised relief for ADS-B IAW PL-105, revision 2, 12/04/2017.
34-15	3454-01	MOVED VOR System relief to 3431-01.
34-15	3455-01	Revised description (added model limitation); added (M) procedure; updated provisos & added 2 <sup>nd</sup> C relief.
34-16	3456-01	Revised description (added model & CMA-9000 limitation); added (M) procedure & updated provisos.
34-17	3457-02	DELETED relief for Garmin GPS Terminal Procedures Database.
34-17	3457-03	DELETED relief for Garmin GPS Aviation Database.
34-17	3457-04	DELETED relief for Garmin GPS Obstacle Database.
34-17	3457-05	DELETED relief for Garmin GPS Airport Information Database IAW PL-98 (item 3461-01).
34-17	3457-06	DELETED relief for Garmin GPS Navigation Database IAW PL-98 (item 3461-01).
34-17	3457-08	MOVED relief for XM Weather to 3446-02.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
34-18	3461-01	Revised relief for Navigation Databases IAW PL-98.
34-19	3461-02	Added Navigational Database reference, with/without CMA-9000 limitation.
34-21	3461-03	Added relief for NAV2 Control Panel (VOR/ILS).
34-21	3461-04	Added reference to DTU, ref. 4500-02.
34-21	3461-05	Added relief for NMS1/NMS2 Switch.
34-21	3461-06	Added relief for Digital Maps (DMAP) Display.
34-21	3461-07	Added reference to COM2 (Backup) Control Panel, ref. 2300-06.
35-1	3510-01	Changed number required to dispatch to (-) & revised proviso.
45-1	4500-01	Revised description (changed HUMS to UMS (correction) & added model limitation) & revised proviso.
45-1	4500-02	Added relief for Data Transfer Unit (DTU).
45-1	4500-03	Added relief for Vision 1000 Cockpit Camera.
45-2	4500-04	Added relief for UMS/DATA LOAD Switch.
45-2	4500-05	Added relief for Flight Data Monitoring System for the new 14 CFR part 135 HEMS rule, effective 4/23/18.
52-1	5210-01	Revised description (removed external, indicating & PL reference & added caution) & revised (O) procedure.
63-1	6310-01	Revised proviso (replaced degrees with symbol for par a) & revised CPDC to CPDS for par b)).
63-1	6310-02	Revised proviso (replaced degrees with symbol for par a)).
63-1	6310-03	DELETED relief for MGB Oil Pressure Indicating System IAW PL-13, which does not allow relief.

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**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC Item	EXPLANATION OF CHANGE
63-1	6310-04	DELETED relief for MGB Oil Temperature Indicating System IAW PL-13, which does not allow relief.
63-2	6310-05	Revised description (added caution indication) & revised proviso (changed (1) to one & removed VFR limitation (correction)).
63-2	6321-01	Revised (M) procedure, par a) (changed (/) or, with and).
65-1	6500-01	Revised description (changed acronym from TGB to TR & added caution indication); removed (O) procedure (correction) & revised proviso (changed (1) to one & removed VFR limitation (correction)).
67-1	6700-02	Added relief for 4-Way Beep Trim System (previously deleted in error).
67-1	6700-03	Removed (**); revised description (added model limitations); changed relief from B to A (correction); updated (O) procedure & added relief for C-2e & C-2 w/Yaw SAS.
71-1	7160-01	Revised description (added model limitation) & revised proviso.
71-1	7160-02	Revised description (added 1/2); added (O) procedure & revised proviso.
76-1	7600-01	Revised description (added Grip) & revised provisos (changed VARMOS to VARTOMS for par a) and added "grip" to par b)).
76-1	7600-02	DELETED relief for Manual RPM Trim System (duplicate, see 7600-01).
76-1	7600-03	Revised description (changed VARMOS to VARTOMS); updated provisos & deleted (M) procedure (correction).
76-1	7600-04	Revised proviso for (M)(O) procedure.
77-1	7714-01	Added relief for Engine Chip Detector System.
77-1	7714-02	Revised provisos (changed (1) to one, added other than night limitation, finishing the mission (correction)).
79-1	7930-01	Changed (M) to (O) procedure & updated proviso (removed NOTE).
79-1	7931-01	Revised description (replaced with caution indication) & revised proviso.
79-1	7932-01	DELETED relief for Engine Oil Pressure Indication IAW PL-13, which does not allow relief.

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**DEFINITIONS AND PREAMBLE**

**DEFINITIONS**

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

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

**PREAMBLE**

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

Current Policy Letters may be found on the Flight Standards Information Management System (FSIMS) Web site.

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

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures:

SEQUENCE NO.	PROCEDURE
2100-01 Air Conditioning System	(M) Procedure for maintenance to ensure system is deactivated and secured.
2100-02 Cabin Air Conditioning System (STC# SR00601DE)	(M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure to move the switch to the OFF position.
2100-03 Vapor Cycle Air Conditioner (STC# SH3880SW)	(M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure to move the switch to the OFF position.
2120-01 Cockpit Ventilation System Cockpit Ventilation Blower	(M)(O) Procedure for maintenance/crew to ensure the NACA inlets are open, the system is deactivated and secured, and the limitations according to the RFM are observed.
2120-02 Passenger Ventilation System	(M) Procedure for maintenance to ensure that the cockpit ventilation system is deactivated and secured.
2140-01 Bleed Air Heating System	(M)(O) Procedure for maintenance/crew to ensure the bleed air heating system is not required for defrosting/ defogging, flight is not conducted in visible moisture, the NACA inlets are open, and is deactivated and secured.
2200-02 AMC Autopilot (STC# SR00650DE-D)	(M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS circuit breakers are deactivated, the yaw SAS is re-engaged, RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  Maintenance should pull and secure the PITCH1 SAS and ROLL1 SAS circuit breakers.

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

SEQUENCE NO.	PROCEDURE
2200-03 Single/Dual Pilot IFR Autopilot (STC# SR0940RC)	(M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS circuit breakers are deactivated, the yaw SAS is re-engaged, RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  Maintenance should pull and secure the PITCH1 SAS and ROLL1 SAS circuit breakers.
2215-01 Autopilot (for BK117 C-2 equipped with AFCS only) 1) Autopilot Module  2) Autopilot Module 1  3) Autopilot Module 2  4) AP Mode Selector  5) Collective Link Light  6) SAS/AP CUT Push Button on Cyclic Stick  Auto Trim in Pitch  Auto Trim in Roll  Auto Trim in Yaw	(M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS circuit breakers are deactivated, the yaw SAS is re-engaged, RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (O) Procedure for crew to ensure the RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (O) Procedure for crew to ensure the RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS circuit breakers are deactivated and secured, the yaw SAS is re-engaged, the RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (O) Procedure for crew to ensure the RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (M)(O) Procedure for maintenance/crew to ensure the autopilot has been deactivated, the pitch, roll, and yaw SAS circuit breakers are deactivated and secured, the RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS circuit breakers are deactivated and secured, the yaw SAS is re-engaged, the RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS circuit breakers have deactivated and secured, the yaw SAS is re-engaged, the RFM procedures are followed, and the maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  (O) Procedure for crew to ensure the RFM procedures are followed.  (Continued)

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

SEQUENCE NO.	PROCEDURE
<p>2215-01                      (Cont'd)</p> <p>Auto Trim in                      Cyclic and Yaw</p> <p>Pitch SEMA</p> <p>Roll SEMA</p> <p>Yaw SEMA</p>	<p>(M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS have deactivated, the yaw SAS is re-engaged, the RFM procedures are followed, and the maximum operating speed is 120 KIAS or <math>V_{NE}</math>, whichever is less.</p> <p>(M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS have deactivated, the yaw SAS is re-engaged, the RFM procedures are followed, and the maximum operating speed is 120 KIAS or <math>V_{NE}</math>, whichever is less.</p> <p>(M)(O) Procedure for maintenance/crew to ensure the autopilot is disengaged, the pitch and roll SAS have deactivated, the yaw SAS is re-engaged, the RFM procedures are followed, and the maximum operating speed is 120 KIAS or <math>V_{NE}</math>, whichever is less.</p> <p>(O) Procedure for crew to ensure the maximum operating speed is 120 KIAS or <math>V_{NE}</math>, whichever is less, and the RFM procedures are followed.</p>
<p>2215-02                      Yaw SAS                      (Stand-alone)                      (for BK117 C-2                      H/C equipped                      only with Yaw                      SAS and BK117                      C-2e H/C only)</p> <p>Yaw SAS</p> <p>SAS CUT Push                      Button on Cyclic                      Stick (for BK117                      C2 H/C equipped                      with Yaw SAS                      only)</p>	<p>(M) Procedure for maintenance to ensure that the yaw SAS is disengaged.</p> <p>(M) Procedure for maintenance to ensure that the yaw SAS is disengaged.</p> <p>(Continued)</p>

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

SEQUENCE NO.	PROCEDURE
2215-01 (Cont'd)  SAS CUT Push Button on Cyclic Stick (for BK117 C2e H/C only)	(M) Procedure for maintenance to ensure that the yaw SAS is disengaged.
2300-01 Communications Systems (GSM, UMTS, LTE, Hoist Operations Radio)	(O)(M) Procedure for crew/maintenance to ensure that the system is not required by 14 CFR, is not required for the intended mission, and is deactivated and secured.
2300-04 Headset/Helmet (Cabin)	(O) Procedure for crew to ensure alternate procedure is established and used to notify passengers.
2310-01 High Frequency Communications System (HF) (PL-106)	(O) Procedure for crew to ensure while conducting operations that require two LRCS provided: Aircraft SATVOICE system operates normally, SATVOICE services are available as an LRCS over the intended route of flight, the ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and alternate procedures are established.
2312-03 Communication Systems (FM) (TFM, TDFM, and XTL Series) (STC# SR00650DE-D)	(M) Procedure for maintenance to ensure, the FM Radio(s) is/are removed; cap and stow wires and install a blanking plate. Affix placard to the blanking plate "FM Radio Removed". Adjust W&B if required. Ref AMMS 050-0434
2340-01 External Loudspeaker	(M) Procedure for maintenance to ensure the system is deactivated, secured, and placarded.
2435-01 Generator	(M)(O) Procedure for maintenance/crew to ensure the electrical load is reduced to single generator capacity, the inoperative generator is deactivated and secured, and landing within 30 minutes is possible from any point en route.

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

SEQUENCE NO.	PROCEDURE
2440-01 EXT POWER Light	(O) Procedure for crew to ensure the caution EPU DOOR is available, and EPU disconnection is verified prior to flight.
2500-01 Nonessential Equipment and Furnishings (NEF) Items	(M)(O) Procedure for maintenance/crew to ensure information is available to the flightcrew and included in the operator's appropriate document, if required.
2500-02 Electro-Optical System	(M) Procedure for maintenance to ensure the system is deactivated, secured, and placarded.
2500-04 Printed Supplemental Safety Information	(O) Procedure for crew to ensure no passengers are carried, and alternate procedures are established and used.
2510-01 Copilot Seat	(O) Procedure for pilot in command to ensure the seat is not occupied, and is blocked and placarded.
2510-09 Cockpit Curtain	(O) Procedure for crew to ensure procedures are established to prevent the use of disturbing light sources in the cabin.
2520-01 Passenger Seat Seat Belt/Air Bags 1) Not Required by 14 CFR	(M) Procedure for maintenance to ensure the system is disconnected provided seat belt operates normally.
2550-03 (Dual) External Cargo Load Hook System	(M) Procedure for maintenance to ensure the inoperative system is deactivated, secured, and placarded.

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

SEQUENCE NO.	PROCEDURE
2550-04 Cargo Hook Mirror System (Including Heating System and Positioning System)	(M) Procedure for maintenance to ensure the inoperative system is deactivated, secured, and placarded.
2550-05 Fixed Provisions for Bambi Bucket	(M) Procedure for maintenance to ensure May be inoperative provided the inoperative system is secured and placarded.
2550-06 External Hoist System (LH/RH)	(M)(O) Procedure for maintenance/crew to ensure the speed limits according to the RFM supplement are observed, and the inoperative system is deactivated, secured, and placarded.
2560-04 Helicopter Air Ambulance (HAA) Equipment	(M)(O) Procedure for maintenance/crew to ensure the installation is deactivated, secured or removed, and if required, included in the operator's appropriate document.
2560-05 Wire Strike Protection System	(M) Procedure for maintenance to ensure system is partially or completely removed and secured.
2562-01 Emergency Locator Transmitter (ELT) Fixed ELT (PL-120)  Remote ELT Switch	(M) Procedure for maintenance to ensure the system is deactivated, and the placard "ELT not installed" is placed in view of the pilot.  (M) Procedure for maintenance to ensure the remote ELT switch is deactivated and is placed in the ARMED mode.
2562-04 Sonic Underwater Locator Beacon (ULB)	(M) Procedure for maintenance to ensure system is deactivated, secured or removed.
2622-01 Fire Extinguisher	(M) Procedure for maintenance to ensure the 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 required distribution is maintained.

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

SEQUENCE NO.	PROCEDURE
2822-01 Fuel Jet Pump	(O) Procedure for crew to ensure the flight is planned under consideration of the increased maximum unusable fuel quantity, as stated in the RFM.
2824-01 Fuel Transfer Pump (FWD or AFT)	(O) Procedure for crew to ensure the flight is planned under consideration of increased maximum unusable fuel quantity, as stated in RFM, and the landing within 15 minutes is possible.
2824-02 Fuel Flow Meter	(M) Procedure for maintenance to ensure the meter is placarded.
2841-03 CPDS Main Fuel Tank Quantity Indication	(O) Procedure for crew to ensure landing within 15 minutes is possible.
3100-01 Collective Pitch Lock	(O) Procedure for crew to ensure the collective pitch is in the lowest position during rotor start and run down; and the transponder is activated and its mode is checked after takeoff or switched to standby via transponder unit on the ground.
3100-03 Hour Meter	(M)(O) Procedure for maintenance/crew to ensure an approved alternate procedure is used for recording operating hours.
3110-06 Electronic Flight Instrumentation System (EFIS) Flight Control and Display System (FCDS) (B/P-RNAV Equipment) (for BK117 C-2 H/C equipped with FCDS only) FCDM1  SMD45 and/or SMD68 (2 x SMD45, 2 x SMD45 + SMD68, 4 x SMD45)	(M) Procedure for maintenance to ensure FCDS is reconfigured to operative FCDM2, the inoperative FCDM1 is deactivated and secured.  (O)(M) Procedure for maintenance/crew to ensure the intended operation does not require category A certification, the flight is conducted over routes navigated by reference to visual landmarks, the auto pilot has been disengaged, the pitch & roll SAS have been deactivated, the yaw SAS is re-engaged, and RFM procedures are followed.

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

SEQUENCE NO.	PROCEDURE
3130-03 Central Panel Display System (CPDS)	(O) Procedure for crew to ensure OAT is below 86 °F (+30 °C), and the cabin air intakes are open.
VEMD Cooler Fan	(O) Procedure for crew to ensure the cabin air intakes are open, and the operating time on ground is limited to 30 minutes.
CAD Cooler Fan	(O) Procedure for crew to ensure the OAT is below 86 °F (+30 °C), and the cabin air intakes are open.  (O) Procedure for crew to ensure the cabin air intakes are open, and the operating time on ground is limited to 30 minutes.
3211-01 Snow Skids	(M)(O) Procedure for maintenance/crew to ensure the inoperative equipment is secured or both snow skids are removed, and landings on soft surface (i.e., mud or snow) are not conducted.
3211-02 Settling Protectors	(M)(O) Procedure for maintenance/crew to ensure the inoperative equipment is secured or both settling protectors are removed, and landings on soft surface (i.e., mud or snow) are not conducted.
3212-01 Emergency Flotation System	(M) Procedure for maintenance to ensure the system is deactivated and secured.
3320-03 "FASTEN SEAT BELTS/ NO SMOKING" Light (Cabin)	(O) Procedure for crew to ensure a procedure is used to notify cabin occupants when seat belts must be fastened and smoking is not allowed.
3340-07 High Intensity Search Light	(O) Procedure for crew to ensure the inoperative system is switched to OFF position.
3340-15 Dual Nightscanner Searchlights (STC# SR00586DE-D)	(M) Procedure for maintenance to pull and secure the circuit breaker.  (M) Procedure for maintenance to pull and secure the circuit breaker.
3340-16 SX-5 Searchlight (STC# SR00625DE)	(M) Procedure for maintenance to pull and secure the circuit breaker.

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

SEQUENCE NO.	PROCEDURE
3340-17 SX-5 Starburst Searchlight (STC# SR01606NY-D)	(M) Procedure for maintenance to pull and secure the circuit breaker.
3340-22 Controllable Searchlight (STC# SR09405RC)	(M) Procedure for maintenance to pull and secure the circuit breaker.
3444-01 Radar/Radio Altimeter System	(O)(M) Procedure for maintenance/crew to ensure alternate procedures are established and used; night operation is not performed with NVGs; no night off-airport landings or landings at un-improved areas; pilots must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 feet, at night; the flight at night is not conducted over water or terrain without surface lights; the pilot is aware of potential degraded AP performance on ILS GS or LPV vertical; the system is deactivated, secured and placarded.
3444-04 Digital Maps (DMAP) System	(M) Procedure for maintenance to ensure the system is deactivated and secured.
3445-01 Traffic Alert Collision Avoidance Systems (TCAS I) (PL-32)  Traffic Alert Collision Avoidance System (TCAS II)  Resolution Advisory (RA) Display System(s)  Traffic Alert Display System(s)	(M) Procedure for maintenance to ensure the 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.  (O) Procedure for crew to ensure the Traffic Alert (TA) visual display and audio functions are operative, TA only mode is selected, and enroute or approach procedures do not require its use.  (O) Procedure for crew to ensure RA visual display and audio functions are operative, and enroute or approach procedures do not require its use.

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

SEQUENCE NO.	PROCEDURE
3446-03 Weather Radar (Bendix King, Garmin GWX, L3, and WX-500) (STC# SR00650DE-D)	(O) Procedure for crew to ensure flight is not initiated when current weather conditions indicate thunderstorms or other potentially hazardous weather conditions may reasonably be expected along the route to be flown.
3451-01 Distance Measuring Equipment (DME) (PL-03)	(M) Procedure for maintenance to ensure system is deactivated and secured.
3452-02 Automatic Dependent Surveillance- Broadcast (ADS-B) System (PL-105)  ADS-B Out Extended Squitter Transmissions  ADS-B Out UAT Transmissions  ADS-B In Transmissions	(O) Procedure for crew to ensure alternate procedures are established and used.  (O) Procedure for crew to ensure alternate procedures are established and used, an authorization is obtained from ATC facilities having jurisdiction over planned route of flight.  (O) Procedure for crew to ensure en route operations do not require its use, an authorization is obtained from ATC facilities having jurisdiction over planned route of flight.  (O) Procedure for crew to ensure alternate procedures are established and used.
3455-01 ADF System (for BK117 C-2 H/C only)	(M) Procedure for maintenance to ensure system is deactivated and secured.  (M) Procedure for maintenance to ensure two VOR/ILS or one VOR/ILS and one RNAV (GPS) are installed and operative, and is deactivated and secured.
3456-01 Global Positioning System (GPS) (for BK117 C-2 H/C not equipped with NMS CMA-9000 only)	(M) Procedure for maintenance to ensure GPS is deactivated and secured.

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

SEQUENCE NO.	PROCEDURE
3456-01 Global Positioning System (GPS) (for BK117 C-2 H/C not equipped with NMS CMA-9000 only)  3461-05 Digital Maps (DMAP) Display	(M) Procedure for maintenance to ensure GLS approaches (LP or LPV) are not conducted, not required by 14 CFR, and is deactivated and secured.  (M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured.  (M) Procedure for maintenance to ensure the inoperative provide item is removed.
4500-02 Data Transfer Unit (DTU)	(M) Procedure for maintenance to ensure NMS and/or UMS are deactivated and secured.  (M) Procedure for maintenance to ensure an alternate navigation source is installed and operative, and NMS and/or UMS are deactivated and secured.
4500-03 Vision 1000 Cockpit Camera	(M) Procedure for maintenance to ensure the system is deactivated and secured.
5210-01 Door Caution System	(O) Procedure for crew to ensure it is determined through visual check, that doors are closed and locked.
6310-05 MGB Chip Detector System	(M) Procedure for maintenance to ensure both magnetic plugs are verified free of metal particles each flight.

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

SEQUENCE NO.	PROCEDURE
6321-01 Rotor Brake System	(M)(O) Procedure for maintenance/crew to ensure the rotor brake is deactivated and secured, both friction pads are not in contact with rotor disc, the rotor brake handle is placarded, and a check is performed to ensure rotor brake disc is free.
6330-01 Mast Moment System	(M)(O) Procedure for maintenance/crew to ensure the AMM maintenance procedures are obeyed, maximum ground sloping for landing is limited to 5°degrees in all directions, and the RFM limitations for inoperative mast moment indicating system are obeyed.
6500-01 TR Chip Detector System	(M) Procedure for maintenance to ensure the magnetic plug is verified free of metal particles each flight.
6700-01 Collective Pitch Lock	(O) Procedure for crew to ensure the collective pitch is in lowest position during rotor start and run down, and the transponder is activated or switched to standby via transponder unit on ground.
6700-02 4-Way Beep Trim System	(M) Procedure for maintenance to ensure the FTR system is deactivated and secured.
6700-03 Force Trim Release System (FTR System) For BK117 C-2 H/C equipped with AFCS only)	(O) Procedure for crew to ensure the 4-Way beep trim system and autopilot and backup SAS have been disengaged prior to landing.
7160-01 Sand Filter System (for BK117 C-2 H/C only)	(M) Procedure for maintenance to ensure system is deactivated and the bypass doors are verified to be in open position.

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

SEQUENCE NO.	PROCEDURE
7160-02 Inlet Barrier Filter System 1/2	(M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured and the bypass door(s) is/are verified to be in the open position.
7600-03 Variable Rotor Speed and Automatic Power Matching System (VARTOMS)	(O) Procedure for crew to ensure the intended operation does not require category A certification, and the manual RPM and engine trim systems on collective is operative and used as stated in the MMEL (O) procedure for VARTOMS relief.
7600-04 Engine Cycle Counter	(M)(O) Procedure for maintenance/crew to ensure an approved alternate procedure is used to record engine cycles.
7714-01 Engine Chip Detector System	(M) Procedure for maintenance to ensure both magnetic plugs are verified free of metal particles prior to each flight.
7714-02 Conventional Triple Tachometer Indicator	(O) Procedure for crew to ensure NR indication on CPDS system status page is operative, selected, and the warning ROTOR RPM on warning unit is operative.
7930-01 Fuzz Burner	(O) Procedure for crew to ensure the RFM emergency procedures for the engine chip caution is observed.

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2100-01</b> ***	Air Conditioning System	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated and secured.	
<b>2100-02</b> ***	Cabin Air Conditioning System (STC# SR00601DE)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided switch is in the OFF position.	
<b>2100-03</b> ***	Vapor Cycle Air Conditioner (STC# SH3880SW)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided switch is in the OFF position.	
<b>2120-01</b>	Cockpit Ventilation System					
	1) Adjustable Air Outlet in Instrument Panel	<b>C</b>	<b>2</b>	<b>1</b>	Copilot's adjustable air outlet in instrument panel may be inoperative.	
	2) Cockpit Ventilation Blower	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) Bleed air heating system is operative for flight in visible moisture, b) NACA inlets are open (PUSH FOR AIR knob pushed), c) System is deactivated and secured, and d) Limitations according to the RFM are observed.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2120-02</b>	Passenger Ventilation System	<b>D</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided: <b>a)</b> Cockpit ventilation system is operative, and <b>b)</b> System is deactivated and secured.	
<b>2140-01</b>	Bleed Air Heating System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: <b>a)</b> Bleed air heating system is not required for defrosting/defogging, <b>b)</b> Flight is not conducted in visible moisture, <b>c)</b> NACA inlets are open (PUSH FOR AIR knob is pushed), and <b>d)</b> System is deactivated and secured.  DELETED, Revision 3.	
<b>2140-02</b> ***	Electric Heater (for BK117 C-2 H/C only)	<b>C</b>		<b>0</b>	May be inoperative provided flight is not conducted below -3 °C OAT.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2200-01</b> (PL-101)	Transport Category Aircraft with only One Autopilot Installed	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided operations do not require its use.	
	Transport Category Aircraft with Two or More Autopilots Installed	<b>C</b>	-	<b>1</b>	May be inoperative provided operations do not require its use.	
<b>2200-02</b> ***	AMC Autopilot (STC# SR00650DE-D)  (for BK117 C-2 equipped with One AFCS only)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for VFR provided: a) Pitch and Roll SAS circuit breaker are pulled and secured b) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick c) If available, Yaw SAS re-engaged by SAS on switch on cyclic stick, d) Maximum operating speed is 120 KIAS or V <sub>NE</sub> , whichever is less, and e) RFM procedures are followed.	
	(for BK117 C-2 equipped with Two AFCS only)	<b>C</b>	-	<b>1</b>	(M)(O) One may be inoperative for VFR provided: a) Pitch and Roll SAS circuit breaker are pulled and secured b) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick c) If available, Yaw SAS re-engaged by SAS on switch on cyclic stick, d) Maximum operating speed is 120 KIAS or V <sub>NE</sub> , whichever is less, and e) RFM procedures are followed.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2200-02</b> ***  (Cont'd)					NOTE: Dispatch under IFR or night VFR with Autotrim inoperative in Pitch or Roll, or a combined inoperative Autotrim in Cyclic and Yaw axis, is PROHIBITED.	
<b>2200-03</b> ***	Single/Dual Pilot IFR Autopilot (STC# SR0940RC)  (for BK117 C-2 equipped with One AFCS only)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for VFR provided: a) Pitch and Roll SAS circuit breaker are pulled and secured b) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick c) If available, Yaw SAS re-engaged by SAS on switch on cyclic stick, d) Maximum operating speed is 120 KIAS or V <sub>NE</sub> , whichever is less, and e) RFM procedures are followed.	
	(for BK117 C-2 equipped with Two AFCS only)	<b>C</b>	<b>-</b>	<b>1</b>	(M)(O) One may be inoperative for VFR provided: a) Pitch and Roll SAS circuit breaker are pulled and secured b) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick c) If available, Yaw SAS re-engaged by SAS on switch on cyclic stick, d) Maximum operating speed is 120 KIAS or V <sub>NE</sub> , whichever is less, and e) RFM procedures are followed.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2200-03</b> *** (Cont'd)					NOTE: Dispatch under IFR or night VFR with Autotrim inoperative in Pitch or Roll, or a combined inoperative Autotrim in Cyclic and Yaw axis, is PROHIBITED.	
<b>2215-01</b> ***	Autopilot (for BK117 C-2 equipped with AFCS only)  1) Autopilot Module (Caution: AP1 and AP2 and Warning Light: AP)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative for VFR provided: a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS circuit breakers are deactivated by pulling the respective circuit breakers, c) If available, yaw SAS re-engaged by SAS ON switch on cyclic stick, d) RFM procedures are followed, and e) Maximum operating speed is 120 KIAS or V <sub>NE</sub> , whichever is less.	



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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2215-01</b> *** (Cont'd)	Autopilot (for BK117 C-2 equipped with AFCS only) (Cont'd)					
	4) AP Mode Selector	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative for VFR provided: a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS circuit breakers are deactivated and secured by pulling the respective circuit breaker, c) If available, yaw SAS re-engaged by SAS ON switch on cyclic stick, d) RFM procedures are followed, and e) Maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.	
	5) Collective Link Light (PFD: COLL LINK)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for VFR, and Dual Pilot IFR provided: a) RFM procedures are followed, and b) Maximum operating speed is 120 KIAS or $V_{NE}$ , whichever is less.  NOTE: On ground detection may be degraded.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2215-01</b> *** (Cont'd)	Autopilot (for BK117 C-2 equipped with AFCS only) (Cont'd)					
	6) SAS/AP CUT Push Button on Cyclic Stick	<b>C</b>	-	<b>1</b>	(M)(O) One may be inoperative for VFR provided: <ul style="list-style-type: none"> <li>a) Autopilot has been deactivated and secured by pulling the respective circuit breaker,</li> <li>b) Pitch, roll, and yaw SAS circuit breakers are deactivated and secured by pulling the respective circuit breaker,</li> <li>c) RFM procedures are followed, and</li> <li>d) Maximum operating speed is 120 KIAS or <math>V_{NE}</math>, whichever is less.</li> </ul>	
	7) Yaw Rate Gyro (Caution: BACK UP SAS and YAW SAS)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR.	
		<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for Dual Pilot IFR provided at least one AP module and A.TRIM is engaged by pressing the AP button on the APMS.	
					NOTE: No yaw SAS is available if both Autopilot Modules are inoperative. In case of at least one autopilot module is operative, all functions and DSAS are available.	





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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2215-01</b> *** (Cont'd)	Autopilot (for BK117 C-2 equipped with AFCS only) (Cont'd)					
	10) Auto Trim in Yaw (Caution: TRIM, APMS: Yaw A-Trim, PFD: Y amber)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night.	
		<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for Dual Pilot IFR provided the RFM procedures are followed.	
	11) Auto Trim in Cyclic and Yaw (Caution: TRIM, APMS: Cyclic A-Trim and Yaw Trim, PFD: Y amber)	<b>B</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for VFR other than night. provided: <ul style="list-style-type: none"> <li><b>a)</b> Autopilot is disengaged by                              SAS/AP CUT push button on                              cyclic stick,</li> <li><b>b)</b> Pitch and roll SAS have                              deactivated and secured by                              pulling the respective circuit                              breakers,</li> <li><b>c)</b> If available, yaw SAS is                              re-engaged by SAS ON                              switch on cyclic stick,</li> <li><b>d)</b> RFM procedures are followed,                              and</li> <li><b>e)</b> Maximum operating speed is                              120 KIAS or V<sub>NE</sub>, whichever is                              less.</li> </ul>	
					DELETED, Revision 3.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2215-01</b> *** (Cont'd)	Autopilot (for BK117 C-2 equipped with AFCS only) (Cont'd)					
	12) 4-Way Beep Trim System	-	-	-	Refer to 6700-02.	
	13) Force Trim Release System	-	-	-	Refer to 6700-03.	
	14) Pitch SEMA	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative for VFR other than night provided: a) Autopilot is disengaged by SAS/AP CUT push button on cyclic stick, b) Pitch and roll SAS have deactivated and secured by pulling the respective circuit breakers, c) If available, yaw SAS is re engaged by SAS ON switch on cyclic stick, d) RFM procedures are followed, and e) Maximum operating speed is 120 KIAS or VNE, whichever is less.	
					NOTE: Dispatch conditions do not depend on SEMA instance (SEMA1 and/or SEMA2).	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2215-01</b> *** (Cont'd)	Autopilot (for BK117 C-2 equipped with AFCS only) (Cont'd)					
	15) Roll SEMA (Caution: ACTUATOR, PFD: R amber)	<b>C</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative for VFR other than night provided: <ul style="list-style-type: none"> <li><b>a)</b> Autopilot is disengaged by SAS/AP CUT push button on cyclic stick,</li> <li><b>b)</b> Pitch and roll SAS have deactivated and secured by pulling the respective circuit breakers,</li> <li><b>c)</b> If available, yaw SAS is re-engaged by SAS ON switch on cyclic stick,</li> <li><b>d)</b> RFM procedures are followed, and</li> <li><b>e)</b> Maximum operating speed is 120 KIAS or <math>V_{NE}</math>, whichever is less.</li> </ul> NOTE: Dispatch conditions do not depend on SEMA instance (SEMA1 and/or SEMA2).	
	16) Yaw SEMA (Caution: ACTUATOR, PFD: Y amber)	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for VFR and Dual Pilot IFR provided: <ul style="list-style-type: none"> <li><b>a)</b> The maximum operating speed is 120 KIAS or <math>V_{NE}</math>, whichever is less, and</li> <li><b>b)</b> RFM procedures are followed.</li> </ul> NOTE: Performance in yaw-axis is degraded.	
	17) Pitch and/or Roll Fibre Optic Gyro (FOG) (Caution: BACK UP SAS)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR other than night.  NOTE: No backup SAS is available if both autopilot modules are inoperative, in case of at least one autopilot module is inoperative, all functions and DSAS are available.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2215-02</b> ***	Yaw SAS (Stand-alone) (for BK117 C-2 H/C equipped only with Yaw SAS and BK117 C-2e H/C only)					
***	1) Yaw SAS (Caution: YAW SAS)	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative for VFR provided Yaw SAS is disengaged by pulling and securing the respective circuit breaker.	
	2) SAS/AP CUT Push Button on Cyclic Stick (for BK117 C-2 H/C equipped with Yaw SAS only)	<b>C</b>	-	<b>1</b>	(M) One may be inoperative for VFR provided Yaw SAS is disengaged by pulling and securing the respective circuit breaker.	
	3) SAS CUT Push Button on Cyclic Stick (for BK117 C2e H/C only)	<b>C</b>	-	<b>1</b>	(M) One may be inoperative for VFR provided Yaw SAS is disengaged by pulling and securing the respective circuit breaker.	
	4) 4-Way Beep Trim System	-	-	-	Refer to 6700-02.	
	5) Force Trim Release System	-	-	-	Refer to 6700-03.	

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**TABLE KEY**

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2300-01</b>	Communications Systems (HF, Tactical Radio, Sat Com, Mobile Communication)	<b>D</b>	-	-	HF moved to 2310-01; Sat Com moved to 2310-02; and, Tactical Radio and Mobile Communication added to 2312-02.	
***	(GSM, UMTS, LTE, Hoist Operations Radio)	<b>D</b>	-	-	(O)(M) May be inoperative provided: <b>a)</b> System is not required by operational regulations, <b>b)</b> System is not required for the intended mission, and <b>c)</b> System is deactivated and secured	
<b>2300-02</b>	Intercom System (ICS)					
	Cockpit	<b>B</b>	-	<b>1</b>	Co-pilot's station may be inoperative for single pilot operation.	
	Cabin	<b>D</b>	-	-	One or more may be inoperative provided: <b>a)</b> No divider is installed between the cabin and cockpit, <b>b)</b> An alternate procedure is established and used to notify passengers/cabin occupants, and <b>c)</b> At least one crewmember in the cabin is connected to the cockpit intercom system (e.g., through the WINCH connector).	
		<b>D</b>	-	-	One or more may be inoperative provided only (flight) crew, medical passenger and injured persons are in the cabin.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2300-03</b>	Headset/Helmet (Cockpit) (for BK117 C-2 H/C only)	<b>B</b>	-	-	Any in excess of one headset/helmet for each required crew member may be inoperative or missing.  NOTE: Spare headset/helmet must be available and operative for single pilot (SP IFR).	
	(For BK117 C-2e H/C only)	<b>B</b>	-	-	Any in excess of one headset/helmet for each required crew member may be inoperative or missing.	
<b>2300-04</b> ***	Headset/Helmet (Cabin)	<b>D</b>	-	<b>0</b>	(O) May be inoperative or missing provided an alternate procedure is established and used to notify passengers.	
<b>2300-05</b>	Press-to-Transmit (PTT) Switch (for BK117 C-2 H/C only)	<b>C</b>	-	<b>2</b>	Any in excess of one for each flight crew member may be inoperative for dual pilot operation, provided operative PTT switch is associated to an operative communication system (VHF Communication).	
		<b>C</b>	-	<b>1</b>	Any in excess of the PTT switch located on the cyclic grip on the pilot flying (PF) side, may be inoperative for single pilot operation, provided the operative PTT switch is associated to an operative communication system (VHF Communication).	
	(For BK117 C-2e H/C only)	<b>C</b>	-	<b>1</b>	Any in excess of the PTT switch located on the cyclic grip on the pilot flying (PF) side, may be inoperative for single pilot operation, provided the operative PTT switch is associated to an operative communication system (VHF Communication).	
<b>2300-06</b>	COM2 (Backup) Control Panel	<b>D</b>	-	<b>0</b>	May be inoperative for VFR provided: <b>a)</b> At least one NMS is operative, and <b>b)</b> COM2 is operative.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2300-06</b> (Cont'd)		<b>D</b>	-	<b>0</b>	May be inoperative for VFR provided: a) Both NMS are operative, and b) NAV2 and NAV2 control panel are operative.	
<b>2310-01</b> *** (PL-106)	High Frequency Communications System (HF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		<b>C</b>	-	<b>1</b>	(O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established and used.	
<b>2310-02</b> ***	Satellite Tracking or Satellite Phone (Sat Com) System(s)	<b>D</b>	-	-	May be inoperative provided operations do not require its use.	
<b>2310-03</b> ***	Satellite Tracking Systems (Sky Connect System) (STC# SR02623NY)	<b>D</b>	-	<b>0</b>	May be inoperative.	
***	Sky Connect and Outerlink Systems (STC# SR00650DE)	<b>D</b>	-	<b>0</b>	May be inoperative	
***	CP-2 SATCOM Outerlink System (STC# SR00181BO)	<b>D</b>	-	<b>0</b>	May be inoperative	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2311-01</b> *** (PL-95)	Communications Systems (UHF)	<b>D</b>	-	-	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.	
<b>2312-01</b> *** (PL-95)	Communications Systems (VHF)	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus, and not required for emergency procedures.	
	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	<b>C</b>	-	<b>0</b>		
	b) Frequency Transfer Switch	<b>C</b>	-	<b>0</b>		
	c) Frequency Selector Knob	<b>C</b>	-	<b>2</b>		
	d) Frequency Indication	<b>C</b>	-	<b>2</b>		
<b>2312-02</b> ***	Communications Systems (FM) (e.g. Tactical Radio & Mobile Communication)	<b>D</b>	-	-	May be inoperative provided operations do not require its use.	
<b>2312-03</b> ***	Communication Systems (FM) (TFM, TDFM, and XTL Series) (STC# SR00650DE-D)	<b>D</b>	-	<b>0</b>	(M) May be inoperative or missing	
<b>2340-01</b> ***	External Loudspeaker System	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2350-01 ***	Radar Altimeter Aural Generator (for BK117 C-2 only)	D	-	-	May be inoperative.	
2350-02 ***	Radar Altimeter Aural Alert Generator (Function of G500H System) (for BK117 C-2e only)	D	-	-	May be inoperative provided operations do not require its use.	
2350-03 ***	Automatic Voice Alert Device	C	-	-	May be inoperative provided operations 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		
***	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.	
***	Independent Power Source	C	1	0		

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2400-01</b>	CAD Power Source	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR.	
<b>2400-02</b>	VEMD Power Source	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR.	
<b>2400-03</b> ***	Emergency Battery of Standby Attitude Indicator	<b>C</b>	-	<b>0</b>	May be inoperative for VFR, other than night.  DELETED, Revision 3.	 
<b>2400-04</b> ***	HOR BAT (Caution) Light (for BK117 C-2 H/C equipped with conventional instruments)  (For BK117 C-2 H/C equipped with FCDS only)  (For BK117 C-2e H/C only)	<b>C</b>  <b>C</b>  <b>C</b>  <b>C</b>	<b>1</b>  <b>1</b>  <b>1</b>  -	<b>0</b>  <b>0</b>  <b>0</b>  <b>0</b>	May be inoperative for VFR, other than night.  May be inoperative for VFR night, provided both pitch and bank indicators are operative.  May be inoperative for VFR, other than night.  May be inoperative for VFR night, provided both AHRS are operative.  May be inoperative for VFR, other than night.	         
<b>2435-01</b>	Generator (Caution: GEN DISCON 1 or 2)	<b>B</b>	<b>2</b>	<b>1</b>	(M)(O) One may be inoperative for VFR other than night, provided: a) Not operated VFR over the top, b) Electrical load is reduced to single generator capacity, c) Inoperative Generator is deactivated and secured, and d) Landing within 30 minutes is possible from any point enroute.	         

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2435-02</b>	GEN DISCON 1/2 (Caution) Light	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided ammeter and voltmeter indications are operative.	 
<b>2437-01</b>	BAT DISCH (Caution) Light	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR provided generators and ammeter indications and voltmeter indications are operative.	 
<b>2437-02</b> ***	Cold Weather Kit	<b>D</b>	-	<b>0</b>	May be inoperative or removed provided operation is conducted above -35°C OAT.	   
<b>2440-01</b>	EXT POWER (Caution) Light	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided caution EPU DOOR is available, and EPU disconnection is verified prior to flight.	 
<b>2450-01</b>	CPDS Ammeter Indication	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative provided voltmeter indication and respective generator are both operative and bus ties are closed.	
<b>2450-02</b>	CPDS Voltmeter Indication	<b>D</b>	<b>2</b>	<b>1</b>	One may be inoperative provided ammeter indication and respective generator are both operative and bus ties are closed.	
<b>2450-03</b> ***	Inverter (Caution: INVERTER 1/2)	<b>C</b>	-	<b>0</b>	One or both may be inoperative provided weather radar is considered inoperative.	   

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2500-01</b> ***	Nonessential Equipment and Furnishings (NEF) Items	<b>D</b>	-	<b>0</b>	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.	   
<b>2500-02</b> ***	Electro-Optical System (e.g. FLIR, etc.) (for BK117 C-2 H/C only)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided the system is deactivated, secured, and placarded.	 
<b>2500-03</b> ***	Vision 1000 Cockpit Camera System				MOVED to 4500-03, Revision 3.	
<b>2500-04</b> *** (PL-125)	Printed Supplemental Safety Information	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided: <b>a)</b> No passengers are carried, and <b>b)</b> Alternate procedures are established and used.	   
<b>2510-01</b>	Co-pilot Seat	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for single pilot operation provided the seat is not occupied, and is blocked and placarded.	
<b>2510-02</b>	Crewmember Shoulder Harness	<b>B</b>	<b>2</b>	<b>1</b>	Copilot shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.	
<b>2510-03</b> ***	Crew Seat Vertical Adjustment (excluding pilot seat)				MOVED to 2520-01, Revision 3.	 
<b>2510-04</b> ***	Fabric Glare Shield	<b>D</b>	-	<b>0</b>	May be missing for Night operations for the purpose of finishing the mission and subsequently returning directly to a base where the glare shield can be installed provided the reflections in the windshield do not impair the pilot's primary field of view.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2510-05</b> ***	Sun Shade	<b>D</b>	-	<b>0</b>	May be inoperative provided it is properly removed and stowed.	
<b>2510-06</b> ***	Headset Holder	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>2510-07</b> ***	Map Case	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>2510-08</b> ***	Chart Holder	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
		<b>C</b>	-	-	May be inoperative or missing provided: a) A personal kneeboard with chart holder function is carried, and b) If Night operations are intended, the personal kneeboard has an internal light.	
<b>2510-09</b> ***	Cockpit Curtain	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided procedures are established to prevent the use of disturbing light sources in the cabin.	



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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2550-03</b> ***	(Dual) External Cargo Load Hook System	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.  NOTE: Excluding Human External Cargo (HEC).	
<b>2550-04</b> ***	Cargo Hook Mirror System (Including Heating System and Positioning System)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.	
<b>2550-05</b> ***	Fixed Provisions for Bambi Bucket	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided the inoperative system is secured and placarded.	
<b>2550-06</b> ***	External Hoist System (LH/RH)	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided: <b>a)</b> Speed limits according to the RFM supplement are observed, and <b>b)</b> The inoperative system is deactivated, secured, and placarded.	   
<b>2560-01</b> ***	Survival Equipment	<b>C</b>	-	<b>0</b>	May be inoperative or missing provided it is not required by 14 CFR.	
<b>2560-02</b> ***	Emergency Axe/Hammer	<b>D</b>	-	<b>0</b>	May be inoperative or missing.	 
<b>2560-03</b> ***	Flotation Equipment	<b>C</b>	-	<b>0</b>	As required by 14 CFR	
<b>2560-04</b> ***	Helicopter Air Ambulance (HAA) Equipment	<b>C</b>	-	-	(M) May be inoperative or missing, provided the installation is deactivated, secured or removed.  (O) May require to be included in the operator's appropriate document.	 
<b>2560-05</b> ***	Wire Strike Protection System	<b>D</b>	-	<b>0</b>	(M) May be inoperative or missing (partially or completely).	 

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2560-06</b> *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>2562-01</b> (PL-120)	Emergency Locator Transmitter (ELT)					
***	Survival Type ELT	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELT	<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: <b>a)</b> System is deactivated, and <b>b)</b> Repairs are made within 90 days.	
		<b>A</b>	-	<b>0</b>	May be missing provided: <b>a)</b> Repairs are made within 90 days, and <b>b)</b> Placard stating "ELT not installed" is placed in view of the pilot.	
		<b>D</b>	-	-	(M) May be inoperative provided any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		<b>D</b>	-	-	Any in excess of those required by 14 CFR may be missing.	
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2562-01</b> (PL-120) (Cont'd)						
***	Remote ELT Switch	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: <b>a)</b> Remote ELT Switch is deactivated, and <b>b)</b> ELT Switch is placed in the ARMED mode.	
***	ELT Indicator Light	<b>D</b>	-	<b>0</b>		
***	ELT Aural Alarm	<b>D</b>	-	<b>0</b>		
<b>2562-02</b> ***	Automatically Deployable Emergency Locator Transmitter (ADELT) (for BK117 C-2 H/C only)	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>2562-03</b> ***	ELT Remote Switch				MOVED to 2562-01, Revision 3.	
<b>2562-04</b> ***	Sonic Underwater Locator Beacon (ULB)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated, secured, or removed.	

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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2610-01</b> ***	Cargo/Baggage Smoke Detector System	<b>D</b>	-	<b>0</b>	May be inoperative provided cabin/cargo compartment separation wall/quilted mats is/are removed.	
<b>2622-01</b> (PL-75)	Portable Fire Extinguisher	<b>D</b>	-	-	(M) 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
<b>2810-01</b> ***	Auxiliary Fuel Tank System	<b>D</b>	-	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Flight is not predicated upon use of the system, and</li> <li>b) Auxiliary tank fuel is considered in weight and balance computations.</li> </ol>	
<b>2810-02</b> ***	Auxiliary Fuel Indication	<b>D</b>	-	<b>0</b>	May be inoperative provided flight is not predicated upon use of the system.	
<b>2822-01</b>	Fuel Jet Pump (Caution: F PUMP JET)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for VFR provided: <ol style="list-style-type: none"> <li>a) The fuel transfer pump, forward and aft are operative, and</li> <li>b) The flight is planned under consideration of the increased maximum unusable fuel quantity, as stated in the RFM.</li> </ol>	
<b>2824-01</b>	Fuel Transfer Pump (FWD or AFT) (Caution: F PUMP FWD or F PUMP AFT)	<b>C</b>	<b>2</b>	<b>1</b>	(O) One may be inoperative for VFR provided: <ol style="list-style-type: none"> <li>a) Flight is planned under consideration of increased maximum unusable fuel quantity, as stated in RFM, and</li> <li>b) Landing within 15 minutes is possible.</li> </ol>	
<b>2824-02</b> ***	Fuel Flow Meter	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided the meter is placarded.	
<b>2841-01</b>	CPDS Fuel SPLY I Indication	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) All other CPDS fuel system indications are operative, and</li> <li>b) Both warning LOW FUEL, on warning units are operative.</li> </ol> DELETED, Revision 3.	

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**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2841-02</b>	CPDS Fuel SPLY II Indication	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) All other CPDS system indications are operative, and b) Both warnings LOW FUEL, on warning units are operative.	
<b>2841-03</b>	CPDS Main Fuel Tank Quantity Indication	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for VFR provided: a) All other CPDS system indications are operative, b) Both warnings LOW FUEL, on warning units are operative, and c) Landing within 15 minutes is possible.	
<b>2842-01</b>	Main Fuel Tank Sensor System (Caution: F QTY DEGR)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR provided: a) All other CPDS system indications are operative, and b) Both warnings LOW FUEL, on warning units are operative.	

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**29. Hydraulic Power**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2932-01</b>	Hydraulic Oil Pressure Sensor System				DELETED, Revision 3.	
<b>2932-02</b>	Hydraulic Test Switch				DELETED, Revision 3.	

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**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3030-01</b>	Pitot Tube Heater 1/2 (Caution: PITOT HTR)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for VFR other than night provided known or forecasted visible moisture, or precipitation is above 41 °F (+5 °C) OAT.	 
<b>3030-02</b>	Pitot Tube Heater Pilot				DELETED, Revision 3.	
<b>3030-03</b>	Static Port Heater 1/2 (Caution: PITOT HTR)	<b>C</b>	<b>2</b>	<b>0</b>	May be inoperative for VFR other than night provided known or forecasted visible moisture or precipitation is above 41 °F (+5 °C) OAT.	 
<b>3030-04</b>	Static Port Heater Pilot				DELETED, Revision 3.	
<b>3030-05</b>	Alternate Static Pressure	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night provided static port heater on the pilot flying (PF) side is operative.	   
<b>3040-01</b>	Windshield Wiper System	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided flight is not conducted in heavy rain or snow.	 

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
3100-01	Collective Pitch Lock	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Collective pitch is in the lowest position during rotor start and run down, and b) Transponder is activated and its mode is checked after takeoff or switched to standby via transponder unit on the ground.	
3100-02	Clock	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
3100-03	Hour Meter	<b>C</b>	-	<b>0</b>	(M)(O) May be inoperative provided an approved alternate procedure is used for recording operating hours.	
3100-04	Garmin G500H Avionics Display System (for BK117 C-2e H/C only)					
	1) Primary Flight Display (PFD)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for one VFR flight, other than night, only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made, provided: a) Standby indicators/equipment required by 14 CFR are installed, b) Flight is conducted over routes navigated by reference to visual landmarks, c) Yaw SAS is operative, and d) The intended operation does not require category A certification.	
	2) Multi-Function Display (MFD)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR provided: a) The intended operation does not require category A certification, and b) The intended operation does not require its use.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3100-05</b> ***	Horizontal Situation Indicator (HSI) (for BK117 C-2 H/C only)	<b>D</b>	-	<b>0</b>	One or more may be inoperative for VFR provided the magnetic direction indicator is operative.	
		<b>D</b>	-	-	As required by 14 CFR.	
<b>3100-06</b> ***	Garmin GMX MFD (STC# SR00650DE-D)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR provided standby instruments required by 14 CFR are installed and operative.	
<b>3110-01</b>	CPDS OAT Indication	<b>D</b>	-	<b>0</b>	May be inoperative provided another OAT indication is installed and operative.	
		<b>D</b>	-	<b>0</b>	May be inoperative for VFR provided OAT is above 41 °F (+5 °C) and CPDS VNE indication is operative.	
<b>3110-02</b>	Instrument Control Panel (ICP)	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR.	
<b>3110-03</b>	Reconfiguration Unit	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR provided all required primary flight and navigation data are available on the pilot flying (PF) side.	
<b>3110-04</b> ***	Video Radar Unit (VRU)	<b>D</b>	-	-	May be inoperative  NOTE: Weather, moving map and EOS image not available in case of VRU inoperative.	
<b>3110-05</b>	Master Caution Light (Amber)	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided all amber cautions are operative.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3110-06</b>	Electronic Flight Instrumentation System (EFIS)				DELETED, Revision 3.	
	Flight Control and Display System (FCDS) (B/P-RNAV Equipment) (for BK117 C-2 H/C equipped with FCDS only)					
	1) FCDM1 (PF and ND: FCDM1)	<b>C</b>	-	<b>1</b>	(M) FCDM1 may be inoperative for VFR provided: <ul style="list-style-type: none"> <li><b>a)</b> FCDS is reconfigured to operative FCDM2,</li> <li><b>b)</b> Inoperative FCDM1 is deactivated and secured,</li> <li><b>c)</b> All SMDs on the pilot flying (PF) side are operative, and</li> <li><b>d)</b> Standby instruments are operative.</li> </ul> DELETED, Revision 3.	
2) SMD45 and/or SMD68 (2 x SMD45, 2 x SMD45 + SMD68, 4 x SMD45)	<b>C</b>	-	<b>1</b>	(O) Any in excess of one may be inoperative for VFR provided: <ul style="list-style-type: none"> <li><b>a)</b> The operative display is on the pilot flying (PF) side, and</li> <li><b>b)</b> Standby instruments are operative.</li> </ul>		
	<b>B</b>	-	<b>2</b>	For IFR all displays on co-pilot's side may be inoperative provided operation does not require two pilots		
(Continued)						

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**TABLE KEY**

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3110-06</b> (Cont'd)	Electronic Flight Instrumentation System (EFIS)  Flight Control and Display System (FCDS) (B/P-RNAV Equipment) (for BK117 C-2 H/C equipped with FCDS only) (Cont'd)	<b>A</b>	-	<b>0</b>	(O)(M) One or more may be inoperative for one flight under VFR other than night, only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: <ol style="list-style-type: none"> <li>a) Standby instruments are operative,</li> <li>b) The intended operation does not require category A certification,</li> <li>c) Flight is conducted over routes navigated by reference to visual landmarks,</li> <li>d) Auto pilot has been disengaged by SAS/AP CUT push button on cyclic stick,</li> <li>e) Pitch &amp; roll SAS have been deactivated by pulling and securing the respective circuit breaker,</li> <li>f) Yaw SAS is re-engaged by SAS ON switch on cyclic stick, and</li> <li>g) RFM procedures are followed.</li> </ol>	
<b>3110-07</b> *** (PL-121)	Electronic Flight Bag Systems (EFBs)				DELETED, Revision 3.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3130-01</b> *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate	<b>C</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	<b>A</b>	-	<b>0</b>	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	<b>A</b>	-	-	Up to three (3) 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 an Operator Other than a Holder of an Air Carrier or Commercial Operator Certificate	<b>C</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
	FDR Recording Parameters Required by 14 CFR	<b>A</b>	-	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	   
<b>3130-02</b>	EMER EXT Indicator Light				DELETED, Revision 3.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3130-03</b>	Central Panel Display System (CPDS)					
	1) Brightness Toggle Switch	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided brightness is acceptable to the pilot as appropriate for day/night operation.	
	2) VEMD	<b>B</b>	<b>2</b>	<b>1</b>	One lane may be inoperative for VFR, provided CAD and CAD cooler fan are operative.	
	3) VEMD Cooler FAN (Caution: VEMD FAN)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <b>a)</b> OAT is below 86 °F (+30 °C), and <b>b)</b> Cabin air intakes are open (PUSH FOR AIR knob pushed).  NOTE: Be prepared for caution CPDS OVHT.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided <b>a)</b> Cabin air intakes are open (PUSH FOR AIR knob pushed), and <b>b)</b> Operating time on ground is limited to 30 minutes.  NOTE: Be prepared for caution CPDS OVHT.	
(Continued)						

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3130-03</b> (Cont'd)	Central Panel Display System (CPDS) (Cont'd)					
	4) CAD	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made, provided: <ul style="list-style-type: none"> <li><b>a)</b> Both VEMD lanes and VEMD cooler fan are operative,</li> <li><b>b)</b> Tank is filled to capacity,</li> <li><b>c)</b> Flight time allows at least a planned extra 30 minutes endurance on landing, and</li> <li><b>d)</b> Both warnings LOW FUEL, on warning unit are operative.</li> </ul>	
	5) CAD Cooler Fan (Caution: CAD FAN)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> OAT is below 86 °F (+30 °C), and</li> <li><b>b)</b> Cabin air intakes are open (PUSH FOR AIR knob pushed).</li> </ul> NOTE: Be prepared for caution CPDS OVHT.	
		<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Cabin air intakes are open (PUSH FOR AIR knob pushed), and</li> <li><b>b)</b> Operating time on ground is limited to 30 minutes.</li> </ul> NOTE: Be prepared for caution CPDS OVHT.	

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**31. Indicating/Recording Systems**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3130-04</b>	CDPS VNE Indication (for BK117 C-2 H/C only)	<b>C</b>	-	<b>0</b>	May be inoperative provided VNE information is obtained from VNE table and CPDS OAT indication is operative.	
	(For BK117 C-2e H/C only)	<b>C</b>	-	<b>0</b>	May be inoperative provided VNE information is obtained from VNE table by an additional crewmember and CPDS OAT indication is operative.	
<b>3130-05</b> ***	UMS (Without Maintenance Credits) (for BK117 C-2 H/C only)				MOVED, Revision 3 (See 4500-01).	

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**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3211-01</b> ***	Snow Skid	<b>D</b>	-	<b>0</b>	(M)(O) May be inoperative provided equipment is secured or both snow skids are removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
<b>3211-02</b> ***	Settling Protector	<b>D</b>	-	<b>0</b>	(M)(O) May be inoperative provided equipment is secured or both settling protectors are removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
<b>3212-01</b> ***	Emergency Flotation System	<b>D</b>	-	<b>0</b>	(M) As required by 14 CFR provided the system is deactivated and secured.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3300-01</b> *** (PL-127)	NVG Compatible Lighting System	<b>C</b>	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <ul style="list-style-type: none"> <li><b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li><b>b)</b> Positioned so that direct rays are shielded from flightcrew members' eyes, and</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul>	
<b>3310-01</b> (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	<b>C</b>	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided,</li> <li><b>b)</b> Remaining lighting system(s) are positioned so that direct rays are shielded from flight crewmembers' eyes, and</li> <li><b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.</li> </ul> <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
3310-02	Utility Light	D	1	0	May be inoperative provided flashlight(s) is/are available.	
3320-01 *** (PL-125)	Equipment Relief without Passengers  1) Interior Emergency Lighting 2) Exterior Emergency Lighting 3) Exit Markings 4) Flashlights				DELETED, Revision 3.	
3320-02	Cabin Lighting System	D	2	0	May be inoperative for other than night operation.	
		D	2	0	May be inoperative provided cabin occupants are not carried.	
3320-03 ***	"FASTEN SEAT BELTS/NO SMOKING" Light (Cabin)	D	-	0	(O) One or more may be inoperative provided a procedure is used to notify cabin occupants when seat belts must be fastened and smoking is not allowed.	
		D	-	0	One or more may be inoperative provided cabin occupants are not carried.	
3340-01	Position Light System	C	-	1	Any in excess to those required by 14 CFR may be inoperative.	
3340-02 ***	Position Light System IR (IR Flasher) (for BK117 C-2 H/C only)	D	1	0	May be inoperative provided it is not required for intended operation.	
3340-03	Anti-Collision Light System	C	-	1	Any in excess to those required by 14 CFR may be inoperative.	
3340-04 ***	Strobe Light	C	-	-	May be inoperative provided operations do not require its use.	
3340-05 ***	Formation Lights	D	4	0	May be inoperative provided operations do not require its use.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3340-06</b>	Landing Light/Search and Landing Light/IR	<b>C</b>	-	<b>0</b>	One or more may be inoperative for VFR other than night.	
		<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative for VFR night and IFR provided the adjustable landing light is operative.	
		<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative for VFR night and IFR provided the intended operation does not require category A certification	
***	Landing Light IR/Search and Landing Light IR	<b>D</b>	-	<b>0</b>	May be inoperative provided it is not required for the intended operation.	
<b>3340-07</b> ***	High Intensity Search Light (e.g. SX-16, Trakka, etc.)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided system is switched to OFF position.	
<b>3340-08</b> ***	Tail Flood Light	<b>D</b>	-	<b>0</b>	One or both may be inoperative.	
<b>3340-09</b> ***	Stairway Light	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for other than night operations.	
		<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for night operations provided no passengers are carried.	
<b>3340-10</b> ***	Helicopter Emergency Egress Lighting System (HEELS)	<b>D</b>	-	<b>0</b>	May be inoperative provided over water operations are not conducted.	
		<b>B</b>	-	<b>0</b>	May be inoperative for overwater operations not requiring the helicopter to be certified for ditching.	
		<b>A</b>	-	-	One element on each side of the passenger compartment and/or cockpit may be inoperative for 3 consecutive calendar days.	
<b>3340-11</b> ***	Step Light	<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for other than night operation.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3340-12</b> ***	Cross Tube Fixed Landing Light	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3340-13</b> ***	Cross Tube Fixed Landing Light (STC# SR00587DE)	<b>C</b>	-	<b>0</b>	May be inoperative for other than night.	
		<b>C</b>	-	<b>0</b>	May be inoperative at night provided another landing light is installed and operative, as required by 14 CFR.	
<b>3340-14</b> ***	Auxiliary Landing Light (STC# SR09405RC)	<b>C</b>	-	<b>0</b>	May be inoperative for other than night.	
		<b>C</b>	-	<b>0</b>	May be inoperative at night provided another landing light is installed and operative, as required by 14 CFR.	
<b>3340-15</b> ***	Tail Rotor and Clamshell Door Floodlights (STC# SR00624DE-D)	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>3340-16</b> ***	Dual Nightscanner Searchlights (STC# SR00586DE-D)	<b>C</b>	<b>2</b>	<b>0</b>	(M) One or both may be inoperative provided: a) Adjustable Landing Light is operative, and b) System is deactivated.	
		<b>C</b>	-	<b>0</b>	(M) May be inoperative for VFR other than night provided system is deactivated.	
<b>3340-17</b> ***	SX-5 Searchlight (STC# SR00625DE)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated.	
<b>3340-18</b> ***	SX-5 Starburst Searchlight (STC# SR01606NY-D)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated.	

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**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3340-19</b> ***	Combination Position Lights/Strobe Lights (STC# SR00646DE-D)	<b>C</b>	-	<b>0</b>	May be inoperative for other than night operations	
		<b>C</b>	-	<b>0</b>	May be inoperative for night operations provided an anti-collision light is operative	
<b>3340-20</b> ***	Supplemental Strobe Light System (STC# SR09405RC)	<b>C</b>	-	<b>0</b>	May be inoperative for other than night operations	
		<b>C</b>	-	<b>0</b>	May be inoperative for night operations provided an anti-collision light is operative	
<b>3340-21</b> ***	Side Flood Light System (STC# SR09405RC)	<b>D</b>	-	<b>0</b>	May be inoperative	
<b>3340-22</b> ***	Tail Flood Light (STC# SR09405RC)	<b>D</b>	-	<b>0</b>	May be inoperative	
<b>3340-23</b> ***	Controllable Searchlight (STC# SR09405RC)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated	
<b>3340-24</b> ***	Auxiliary Lighting (STC# SR09405RC)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated	
<b>3346-01</b> ***	Avionics Weather Radar (Bendix, King, Garmin GWX, L3, and WX-500) (STC# SR00650DE-D)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided flight is not initiated when current weather conditions indicate thunderstorms or other potentially hazardous weather conditions may reasonably be expected along the route to be flown	
<b>3350-01</b> ***	Emergency Exit Light	<b>C</b>	<b>3</b>	<b>0</b>	One or more may be inoperative for other than night operation.	
<b>3350-02</b> ***	Flashlight(s)	<b>C</b>	-	-	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	DMAP				MOVED to 3444-04 & 3461-05, Revision 3	
3412-01	Total Temperature Probe Unit (for BK117 C-2 H/C equipped with FDCS Only)	C	2	1	One may be inoperative for VFR provided the ADC associated to the operational total temperature probe is operative.	
3413-01	Vertical Speed Indicator (for BK117 C-2 H/C only)	C	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on the pilot flying (PF) side.	
		B	-	0	One or more may be inoperative for VFR other than night over routes navigated by reference to ground.	
	Vertical Speed on PDF (for BK117 C-2e H/C only)	B	1	0	May be inoperative for VFR other than night over routes navigated by reference to visual landmarks.	
3414-01	Airspeed Indicator (for BK117 C-2 H/C only)					
	Single Pilot Operation	C	-	1	Any in excess of one may be inoperative for VFR other than night provided: a) The intended operation does not require category A certification, and b) The operative airspeed indicator is on the pilot flying (PF) side.	
	Dual Pilot Operation	C	-	2	Any in excess of two may be inoperative provided the operative airspeed indicators are at each pilot's station.	
		B	-	1	Any in excess of one may be inoperative for VFR other than night provided: a) The intended operation does not require category A certification, and b) The operative airspeed indicator is on the pilot flying (PF) side.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3414-02</b> ***	Standby Airspeed Indicator (for BK117 C-2 H/C only)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR.	
	(For BK117 C-2e H/C only)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR other than night.	
<b>3416-01</b>	Altimeter (for BK117 C-2 H/C only)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative for VFR provided the operative altimeter is on the pilot flying (PF) side.	
<b>3416-02</b> ***	Standby Altimeter (for BK117 C-2 H/C only)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR.	
	(For BK117 C-2e H/C only)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR other than night.	
<b>3417-01</b>	AHRS (PFD/ND: AHRS1 or AHRS2) (BK117 C-2 H/C only)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative for VFR.	
		<b>C</b>	<b>2</b>	<b>0</b>	One or both may be inoperative for VFR other than night provided: <ol style="list-style-type: none"> <li>a) The intended operation does not require category A certification, and</li> <li>b) The operation is not conducted over water when out of sight of the land or when visibility is less than 1,500 meters (1 mile).</li> </ol>	
		<b>C</b>	-	<b>0</b>	One or both may be inoperative for VFR other than night provided: <ol style="list-style-type: none"> <li>a) The intended operation does not require category A certification, and</li> <li>b) The standby attitude indicator is operative.</li> </ol>	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3417-02	AHRS (PFD: ATTITUDE FAIL) (for BK117 C-2e H/C only)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night provided: a) The intended operation does not require category A certification, and b) The standby attitude indicator is operative	
3417-03	ADC1/2 (Caution: ADC1/2) (for BK117 C-2 H/C only)	<b>A</b>	<b>2</b>	<b>1</b>	May be inoperative for VFR flight other than night, or 1 VFR flight-day, for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: a) The intended operation does not require category A certification, b) Manual RPM and engine trim systems on collective (4-way beep trim button) is operative and used, as stated in MMEL (O) procedures for VARTOMS relief, and c) Pitot tube heater associated to the operative ADC is operative or the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when OAT is below +5 °C (14 °F).	
	(For BK117 C-2e H/C only)	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided: a) Pitot tube and static port heater associated to the operative ADC is operative or the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when OAT is below +5 °C (14 °F), and b) The VNE table is readily available to the pilot.	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3417-04</b>	ADC GDC 74H (Part of Garmin G500H) (PFD: AIRSPEED FAIL and/or ALTITUDE FAIL and/or VERT SPD FAIL) (For BK117 C-2e only)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for one VFR other than night flight, only for the purpose of finishing the mission and subsequently returning directly to a base where repair can be made provided: <ul style="list-style-type: none"> <li><b>a)</b> Airspeed and altitude information are available on standby instruments, and</li> <li><b>b)</b> The intended operation does not require category A certification.</li> </ul>	
<b>3417-05</b>	Altitude Encoding System (for BK117 C-2 H/C equipped with conventional instruments only) (Caution: VAR NR)  (for BK117 C-2e H/C only)	<b>C</b>	-	-	As required by 14 CFR provided manual RPM and engine trim systems on the collective (4-way beep trim button) are operative and used as stated in the MMEL (O) procedure.  NOTE: Refer to 3452-01, ATC transponders	
		<b>A</b>	-	<b>0</b>	May be inoperative for a VFR DAY flight or one flight VFR day, only for the purpose of finishing the mission and returning directly to a base where repairs or replacements can be made, provided: <ul style="list-style-type: none"> <li><b>a)</b> The intended operation does not require category A certification,</li> <li><b>b)</b> Manual RPM and engine trim systems on the collective (4-way beep trim button) are operative and used as stated in the MMEL (O) procedure, and</li> <li><b>c)</b> Static port heater on co-pilot's side is operative or the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5 °C.</li> </ul>	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3421-01</b>	Alternate Static Pressure System	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night provided the static port heater on the pilot flying (PF) side is operative.	
<b>3422-01</b>	Gyroscopic Direction Indicator (for BK117 C-2 H/C only)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative for VFR provided the operative indicator is on the flying pilot (PF) side.	
	Gyroscopic Direction Indication on PFD (for BK117 C-2e H/C only)	<b>C</b>	-	<b>0</b>	One or more may be inoperative for VFR other than night provided operation is not conducted over water when out of sight of the land or when visibility is less than 1500m (1 mile).	
	Gyroscopic Direction Indication on PFD (for BK117 C-2e H/C only)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night provided operation is not conducted over water when out of sight of the land or when visibility is less than 1500m (1 mile).	
<b>3423-01</b>	Magnetic Direction Indicator (Standby Compass) (for BK117 C-2 H/C only)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR provided gyroscopic direction indicator on the pilot's flying (PF) side and fluxvalve are operative.	
	(for BK117 C-2e H/C only)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night provided gyroscopic direction indicator on the pilot's flying (PF) side and fluxvalve are operative.	

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Sequence No.	Item	1	2	3	4	Change Bar
<b>3424-01</b>	Gyroscopic Bank and Pitch Indication (for BK117 C-2 H/C only)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative for VFR provided the operative indicator is on the pilot flying (PF) side.	
		<b>C</b>	-	<b>0</b>	One or more may be inoperative for VFR other than night, provided operations is not conducted over water when out of sight of the land or when visibility is less than 1500m (1 mile)	
	Gyroscopic Bank and Pitch Indication on PFD (for BK117 C-2e H/C only)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night, provided operations is not conducted over water when out of sight of the land or when visibility is less than 1500m (1 mile)	
<b>3424-02</b> ***	Standby Attitude Indicator (for BK117 C-2 H/C equipped with FCDS only)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR.	
		<b>C</b>	-	<b>0</b>	May be inoperative for VFR night provided both AHRS are operative.	
	1) (For BK117 C-2 H/C equipped with conventional instruments only)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR.	
		<b>C</b>	-	<b>0</b>	May be inoperative for VFR night provided both pitch and bank indicators are operative.	
	2) (For BK117 C-2e H/C only)	<b>C</b>	-	<b>0</b>	May be inoperative for VFR other than night.	

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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3424-03</b>	Slip Skid Indicator (for BK117 C-2 H/C only)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative for VFR provided the operative indicator is on the handling pilot's side.	
		<b>C</b>	-	<b>0</b>	One or more may be inoperative for VFR other than night.	
	Slip Skid Indicator on PFD (For BK117 C-2e H/C only)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR other than night.	
<b>3431-01</b> ***	VOR/ILS System (for H/C not equipped with NMS CMA-9000 only)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
		<b>C</b>	-	-	One or more may be inoperative for VFR over routes navigated by reference to visual landmarks	
	*** ILS/GLS Switch	<b>C</b>	-	<b>0</b>	ILS mode may be inoperative provided ILS approaches are not conducted.	
		<b>C</b>	-	<b>0</b>	GLS mode may be inoperative provided GLS approaches are not conducted.	
					NOTE: If switch is not supplied with electrical power, the ILS mode will be active.	
<b>3432-01</b> ***	Glideslope System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3434-01</b> ***	Marker Beacon (for BK117 C-2 H/C not equipped with NMS CMA-9000 only)	<b>C</b>	-	-	As required by 14 CFR.	

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AIRCRAFT: MBB-BK 117 C-2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3444-01</b>	Radar/Radio Altimeter System (for BK117 C-2 H/C only)	<b>A</b>	<b>1</b>	<b>0</b>	(O)(M) May be inoperative for VFR provided: <ul style="list-style-type: none"> <li><b>a)</b> Autopilot GS-mode is not used,</li> <li><b>b)</b> Category A procedures that require use of Rad-Alt are not conducted (procedures using baro-altitude only are permitted)</li> <li><b>c)</b> Alternate procedures are established and used,</li> <li><b>d)</b> Night operation is not performed with NVGs,</li> <li><b>e)</b> No night off-airport landings or landings at un-improved areas,</li> <li><b>f)</b> For flight at night, the pilot must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 feet,</li> <li><b>g)</b> Flight at night is not conducted over terrain without surface lights,</li> <li><b>h)</b> Repairs are made within 10 flight-days,</li> <li><b>i)</b> Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, and</li> <li><b>j)</b> System is deactivated, secured and placarded.</li> </ul>	
(Continued)						



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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3444-01</b> *** (Cont'd)	Other than Air Carrier	<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Category A procedures that require use of Rad-Alt are not conducted (procedures using baro-altitude only are permitted), b) Night operation is not performed with NVGs, c) Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, and d) Operating requirements do not require its use.	
<b>3444-02</b> *** (PL-54)	Class A TAWS Equipment				DELETED, Rev. 3.	
<b>3444-03</b> ***  ***	Helicopter Terrain Awareness and Warning System (HTAWS) (e.g. EGPWS, Sub-function of DMAP, etc.)  Other than Air Carrier	<b>C</b>  <b>D</b>	-  -	<b>0</b>  <b>0</b>	As required by 14 CFR  May be inoperative provided operations do not require its use.	
<b>3444-04</b> ***	Digital Maps (DMAP) System	<b>D</b>	-	<b>0</b>	(M) One or more may be inoperative provided system is deactivated and secured.	
<b>3445-01</b> *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	<b>B</b>  <b>C</b>	-  -	<b>0</b>  <b>0</b>	(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.	

(Continued)

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3445-01</b> *** (Cont'd)	Traffic Alert Collision Avoidance System (TCAS II)	<b>B</b>	-	<b>0</b>	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	(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)	<b>C</b>	<b>2</b>	<b>1</b>	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)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.	
		<b>C</b>	-	<b>0</b>	(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)	<b>C</b>	-	<b>0</b>	(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.		
(Continued)						

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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3445-01</b> *** (Cont'd)	4) Audio Function	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	5) Airspeed Selection Function	<b>C</b>	-	<b>0</b>		
<b>3445-02</b> ***	Traffic Alert/Advisory System (e.g. ACAS/TCAD, TAS, FARM, etc.)	<b>D</b>	-	<b>0</b>	May be inoperative provided it is not required for the intended operation.	
<b>3445-03</b> ***	Outer Link CP-2 System				MOVED to 2310-03, Revision 3	
<b>3446-01</b> ***	Weather Radar System (for BK117 C-2 H/C only)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3446-02</b> ***	Satellite Weather Receivers/Radios (e.g. XM Weather) (STC# SR00650DE) (STC# SR09404RC)	<b>C</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>3346-03</b> ***	Weather Radar (Bendix King, Garmin GWX, L3, and WX-500) (STC# SR00650DE-D)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided flight is not initiated when current weather conditions indicate thunderstorms or other potentially hazardous weather conditions may reasonably be expected along the route to be flown	
<b>3451-01</b> *** (PL-03)	Distance Measuring Equipment (DME) Systems (for BK117 C-2 H/C only)	<b>D</b>	-	-	(M) May be inoperative provided: <b>a)</b> Any in excess of those required by 14 CFR may be inoperative, and <b>b)</b> System is deactivated and secured.	

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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3452-01 *** (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not Required by 14 CFR	D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	2) ADS-B Squitter Transmission	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.	
***					DELETED, Revision 3.	
					MOVED to 3452-02, Revision 3.	
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.	
	1) Cockpit Display and Traffic Information (CDTI)				DELETED, Revision 3.	
	2) CDTI Control Panel				DELETED, Revision 3.	
	3) Data Link Transmitter(s)				DELETED, Revision 3.	
	4) Data Link Receivers				DELETED, Revision 3.	
	5) ADS-B Applications				DELETED, Revision 3.	
(Continued)						

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AIRCRAFT: MBB-BK 117 C-2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

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

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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3455-01</b> ***	ADF System (for BK117 C-2 H/C only)	<b>C</b>	-	<b>0</b>	(M) May be inoperative for VFR provided: a) Not required by 14 CFR, and b) System is deactivated and secured.	
		<b>C</b>	-	<b>0</b>	(M) May be inoperative for conventional radio navigation under IFR provided: a) Two VOR/ILS or one VOR/ILS and one RNAV (GPS) are installed and operative, b) Not required by 14 CFR, and c) System is deactivated and secured.	
<b>3456-01</b> ***	Global Positioning System (GPS) (for BK117 C-2 H/C not equipped with NMS CMA-9000 only)	<b>C</b>	-	<b>0</b>	(M) One or more may be inoperative for VFR provided: a) Not required by 14 CFR, and b) System is deactivated and secured.	
		<b>C</b>	-	<b>1</b>	(M) Any in excess of one may be inoperative for RNAV (GPS) under IFR provided: a) GLS approaches (LP or LPV) are not conducted, b) Not required by 14 CFR, and c) System is deactivated and secured.	

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AIRCRAFT: MBB-BK 117 C-2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3456-01</b> *** (Cont'd)		<b>C</b>	-	<b>0</b>	(M) One or both may be inoperative for conventional radio navigation under IFR provided: <ul style="list-style-type: none"> <li><b>a)</b> Two VOR/ILS or one VOR/ILS and one ADF are installed and operative,</li> <li><b>b)</b> Not required by 14 CFR, and</li> <li><b>c)</b> System is deactivated and secured.</li> </ul> NOTE 1: In case of loss of one GPS, RNP10 en route/oceanic navigation capability is lost. All GPS based RNP/RNAV operations/approaches remain fully operational (non-LPV approaches).  NOTE 2: In case of loss of ADC and AHRS, ADS-B OUT will be degraded.  NOTE 3: In case of loss of GPS2, ADS-B OUT will be unavailable. For entering into LPV approach one NMS and both GPS must be operational. During LPV approach both NMS and one GPS may fail and the LPV approach may be continued.  NOTE 4: In case of loss of one or both GPS, or the NMS detecting erroneous GPS data, the NMS will automatically revert to next best sensor, which is either GPS (remaining GPS), DME/DME, VOR/DME, INS (KALMAN NAV) or DR (Dead Reckoning) navigation.	

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**TABLE KEY**

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3457-02</b> ***	Garmin GPS Terminal Procedures Database (i.e., Chart view) (C2e model)				DELETED, Revision 3.	
<b>3457-03</b> ***	Garmin GPS Aviation Database (C2e model)				DELETED, Revision 3.	
<b>3457-04</b> ***	Garmin GPS Obstacle Database (C2e model)				DELETED, Revision 3.	
<b>3457-05</b> ***	Garmin GPS Airport Information Database (i.e., Safe Taxi) (C2e model)				DELETED, Revision 3.	
<b>3457-06</b> ***	Garmin GPS Navigation Database (C2e model)				DELETED, Revision 3.	
<b>3457-07</b> ***	RNAV	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3457-08</b> ***	XM Weather	<b>A</b>	-	<b>0</b>	MOVED to 3446-02, Revision 3.	

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AIRCRAFT: MBB-BK 117 C-2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3461-01</b> *** (PL-98)	Navigation Database	<b>A</b>	-	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Operations do not require its use,</li> <li><b>b)</b> It is not used in a primary navigation system required by 14 CFR,</li> <li><b>c)</b> Alternate procedures are developed and used,</li> <li><b>d)</b> The ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft, and</li> <li><b>e)</b> Is repaired within ten (10) flight-days.</li> </ul> NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
<b>3461-02</b>	Navigation Management System (NMS) CMA-9000 (for BK117 C-2 H/C equipped with NMS CMA-9000 only)					

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3461-02</b> *** (Cont'd)						
	a) NMS – COM Source and Control				Refer to 2312-01, Communication System (VHF).	
	b) NMS – NAV (VOR/ILS/MRK) Source Control	-	-	-	Refer to 3431-01.	
	c) NMS – ADF Source and Control	-	-	-	Refer to 3455-01.	
	d) NMS – DME Source and Control	-	-	-	Refer to 3451-01.	
	e) NMS – GPS Source and Control	-	-	-	Refer to 3456-01.	
	f) NMS – ATC Source and Control	-	-	-	Refer to 3452-01, ATC Transponder	

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3461-03</b> ***	NAV2 Control Panel (VOR/ILS)	<b>D</b>	-	<b>0</b>	May be inoperative for VFR.	
<b>3461-04</b> ***	Data Transfer Unit (DTU)	-	-	-	Refer to 4500-02, DTU	
<b>3461-05</b> ***	NMS1/NMS2 Switch	<b>A</b>  <b>C</b>	-  -	<b>0</b>  <b>0</b>	May be inoperative as long as current navigational database is loaded inside NMS.  May be inoperative provided alternate navigational source is installed and operative.  NOTE: After replacing/repairing the NMS1/NMS2 switch ensure current navigation database is loaded. Depending on NMS1/NMS2 switch position update of NMS database of the particular NMS unit may be possible.	
<b>3461-06</b> ***	Digital Maps (DMAP) Display	<b>D</b>  <b>D</b>  <b>D</b>  <b>D</b>	-  -  -  -	<b>0</b>  <b>0</b>  <b>0</b>  <b>0</b>	(M)(O) May be electrically inoperative provided system is deactivated and secured.  (M) May be mechanically inoperative provide item is removed.  May be mechanically inoperative in extended position provided: <b>a)</b> Intended operation does not require category A certification, and <b>b)</b> Structural integrity is not affected.  May be mechanically inoperative in stowing position provided structural integrity is not affected.	
<b>3461-07</b> ***	COM2 (Backup) Control Panel	-	-	-	Refer to 2312-0100-06, Communication System (VHF AM)	

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**35. Oxygen**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3510-01</b> ***	Oxygen System and Masks (Crew and Passengers)	<b>C</b>	-	-	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
<b>4500-01</b> ***	UMS (Without Maintenance Credits) (for BK117 C-2 H/C only)	<b>D</b>	-	-	May be inoperative.	
<b>4500-02</b> ***	Data Transfer Unit (DTU)	<b>A</b>	-	-	(M) May be inoperative as long as current navigational database is loaded inside NMS provided: <ul style="list-style-type: none"> <li><b>a)</b> Item is not required for NMS and/or UMS by 14 CFR, and</li> <li><b>b)</b> Item is deactivated and secured.</li> </ul> (M) May be inoperative provided <ul style="list-style-type: none"> <li><b>a)</b> alternate navigation source is installed and operative,</li> <li><b>b)</b> item is not required for NMS and/or,</li> <li><b>c)</b> UMS by operational regulations, and</li> <li><b>d)</b> item is deactivated and secured</li> </ul> NOTE: After replacing/repairing the DTU ensure current navigation database is loaded. UMS data are not downloaded automatically. If required, UMS flight data must be recorded manually after each flight.	
<b>4500-03</b>	Vision 1000 Cockpit Camera System	<b>D</b>	-	-	(M) May be inoperative provided the system is deactivated and secured.	

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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
4500-04 ***	UMS/DATA LOAD Switch	<b>A</b>	-	-	May be inoperative as long as current navigation database is loaded inside NMS provided item is not required for NMS and/or UMS by 14 CFR.	
		<b>C</b>	-	-	May be inoperative provided: a) Alternate navigation source is installed and operative, and b) Item is not required for NMS and/or UMS by 14 CFR.  NOTE 1: After replacing/repairing the UMS/DATA LOAD switch ensure current navigation database is loaded.  NOTE 2: Depending on UMS/DATA LOAD switch position either download of UMS data or update of NMS database may be possible.  NOTE 3: UMS data are not downloaded automatically. If required, UMS flight data must be recorded manually after each flight.	
4500-05 ***	Flight Data Monitoring System (FDMS)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
	Other than Air Carrier	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	

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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>5210-01</b>	Door Caution System	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided it is determined through visual check, that doors are closed and locked.	   

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**63. Main Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
<b>6310-01</b>	XMSN Oil Temperature Indicating System	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) OAT is above 0°C (32°F), b) CPDS caution XMSN OIL T is operative, and c) Transmission Oil Pressure Indicating System are operative.	
<b>6310-02</b>	XMSN Oil Pressure Indicating System	<b>B</b>	<b>2</b>	<b>0</b>	One or both may be inoperative provided: a) OAT is above 0°C (32°F), b) Warning XMSN OIL P on warning unit is operative, and c) Transmission oil temperature indicating system is operative.	
<b>6310-03</b>	MGB Oil Pressure Indicating System				DELETED, Revision 3.	
<b>6310-04</b>	MGB Oil Temperature Indicating System				DELETED, Revision 3.	

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**63. Main Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
6310-05	MGB Chip Detector System (Caution: XMSN CHP CT)	A	1	0	(M) May be inoperative for one flight for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided both magnetic plugs are verified free of metal particles each flight.	
6321-01	Rotor Brake System	C	1	0	(O) A check is performed to ensure rotor brake disc is free.  (M) May be inoperative provided: a) The rotor brake system is deactivated and secured, b) Both friction pads are not in contact with rotor disc, and c) Rotor brake handle is placarded.	
6330-01	Mast Moment System	A	1	0	(O) May be inoperative provided: a) Maximum ground sloping for landing is limited to 5°degrees in all directions, and b) The RFM limitations for inoperative mast moment indicating system are obeyed.  (M) May be inoperative for five flights maximum provided the AMM maintenance procedures are obeyed.	

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**65. Tail Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
<b>6500-01</b> ***	TR Chip Detector System (Caution: TR CHP CT)	<b>A</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for 1 flight-day, for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided the magnetic plug is verified free of metal particles each flight.	   

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**67. Rotor Flight Controls**

Sequence No.	Item	1	2	3	4	Change Bar
6700-01	Collective Pitch Lock	<b>D</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Collective pitch is in lowest position during rotor start and run down, and b) Transponder is activated or switched to standby via transponder unit on ground.	
6700-02	4-Way Beep Trim System	<b>A</b>	<b>1</b>	<b>0</b>	(M) May be inoperative for 3 consecutive calendar-days for VFR provided: a) FTR system is operative, and b) System is deactivated and secured.	
6700-03	Force Trim Release System (FTR)					
	For BK117 C-2 H/C equipped with AFCS only					
	For BK117 C-2 H/C equipped only with Yaw SAS and BK117 C-2e H/C only	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR flight, or one VFR flight for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided the 4-way beep trim system is operative.	

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**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
<b>7160-01</b> ***	Sand Filter System (for BK117 C-2 H/C only)	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated and bypass doors are verified to be in open position.	   
<b>7160-02</b> ***	Inlet Barrier Filter System 1/2	<b>D</b>	-	<b>0</b>	(M)(O) One or both may be inoperative provided the system is deactivated and secured and bypass door(s) is/are verified to be in the open position.	   

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**76. Engine Control**

Sequence No.	Item	1	2	3	4	Change Bar
<b>7600-01</b>	Manual Engine Trim System on Collective Grip	<b>B</b>	-	<b>0</b>	May be inoperative provided: a) VARTOMS engine control system is operative, b) Manual RPM trim system on collective grip is operative, and c) Flight is not conducted in high turbulence.	
<b>7600-02</b>	Manual RPM Trim System (On Collective)				DELETED, Revision 3.	
<b>7600-03</b>	Variable Rotor Speed and Automatic Power Matching System (VARTOMS) (Caution: VAR NR)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for VFR other than night flight, or one flight, for the purpose of finishing the mission and subsequently returning directly to base where repair can be made provided: a) The intended operation does not require category A certification, and b) Manual RPM and engine trim systems on collective are operative and used as stated in the MMEL (O) procedure for VARTOMS relief.	
<b>7600-04</b>	Engine Cycle Counter	<b>D</b>	<b>2</b>	<b>0</b>	(M)(O) One or both may be inoperative provided an approved alternate procedure is used to record engine cycles.	

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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>7714-01</b>	Engine Chip Detector System (Caution: ENG1/2 CHIP CT)	<b>A</b>	<b>2</b>	<b>1</b>	(M) One may be inoperative for a VFR flight or one VFR flight-day for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided both magnetic plugs are verified free of metal particles prior to each flight.	
<b>7714-02</b>	Conventional Triple Tachometer Indicator	<b>A</b>	<b>1</b>	-	(O) NR indicator may be inoperative for VFR other than night, or only one flight for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: a) NR indication on CPDS system status page is operative, and selected, and b) Warning ROTOR RPM on warning unit is operative.	

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<b>79. Engine Oil</b>						
Sequence No.	Item	1	2	3	4	Change Bar
<b>7930-01</b> ***	Fuzz Burner	<b>D</b>	-	<b>0</b>	(O) One or more may be inoperative provided RFM emergency procedures for the engine chip caution is observed.	
<b>7931-01</b>	ENG OIL P 1/2 (Caution)	<b>A</b>	<b>2</b>	<b>1</b>	One may be inoperative for a VFR other than night or one flight only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided engine oil pressure and engine oil temperature indications are operative and monitored closely by the pilot.	
<b>7932-01</b> (PL-13)	Engine Oil Pressure Indication 1 and 2 (14 CFR Part 91 Operations Only)	<b>A</b>	<b>2</b>	<b>1</b>	DELETED, Revision 3	