



U.S. Department
of Transportation
**Federal Aviation
Administration**

14 CFR Part 91 Operations

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Part A

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001 Issuance and Applicability	07/14/2011	08/01/2017	0
004 Summary of Authorizations	08/31/2004	08/01/2017	3



U.S. Department
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**Federal Aviation
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14 CFR Part 91 Operations

Waiver or Letter of Authorization Issuance and Applicability

1. These documents are issued to U S DEPARTMENT OF THE INTERIOR , whose principal base of operation is located at:

Primary Business Address:
300 E. Mallard Drive
Ste 200
Boise, Idaho 83706-3991

Mailing Address:
300 E. Mallard Drive
Ste 200
Boise, Idaho 83706-3991

2. A change in the aircraft base of operations location constitutes an administrative change only to this Letter of Authorization (LOA) A001 and would not require nor preclude a new inspection.

a. The existing authorizations, deviations, waivers, etc., are still valid and not intended to be reissued due to a change in the operator's base of operations.

b. If the operator relocates its principal base of operations (address) listed in subparagraph 1 above, it must notify, in writing, the losing Flight Standards District Office (FSDO) of its new location and mailing address within 30 calendar days following relocation and, advise the losing FSDO of the receiving FSDO where the operator proposes to do business.

3. The attached waivers, authorizations, and/or deviations are effective as of the "Date Approval is Effective" listed in each authorizing document, and those issued without an expiration date shall remain in effect as long as the party listed in subparagraph 1 above continues to meet all appropriate Parts of the CFR or until any of the following:

- a. It is voluntarily surrendered by the operator,
- b. The operator ceases to be the operator of the aircraft listed in the applicable authorization,
- c. It is surrendered or revoked for cause by the FAA,
- d. The person signing the authorizing document relinquishes responsibility,
- e. The aircraft changes ownership and should be removed from the authorizing document,
- f. An aircraft or listed equipment is no longer used for that operation and should be removed from the authorization,
- g. An aircraft or other equipment needs to be added to the existing authorizing document,
- h. An aircraft listed on the authorization changes nationality numbers,
- i. An aircraft listed on the authorization is issued an experimental, special airworthiness certificate for research and development (R&D) or changes projects associated with an experimental, special airworthiness certificate for the purpose of R&D.



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4. If the Responsible Person as the signee changes for an authorization, the Responsible Person or the operator should notify the issuing office of the change within 30 days and request an updated LOA.

HQ Control: 07/14/2011

HQ Revision: 020

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 0
DATE: 2017.08.01 16:14:05 -05:00

I hereby accept and receive this Waiver or Authorization.

CRAIG, WALKER, Responsible Person-MMEL

8/25/17

Date



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Letter of Authorization **Summary of Authorizations**

The operator, in accordance with the reference documents, is authorized to:

Operate aircraft using MMEL as an MEL.

Conduct restricted category civil aircraft operations by a Certificate of Waiver in accordance with 14 CFR Section 91.313(e) "Restricted category civil aircraft: Operating Limitations" for a specific period of time.

Reference
Paragraphs
D095

HQ Control: 08/31/2004

HQ Revision: 000

This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 3
DATE: 2017.08.01 16:04:48 -05:00

I hereby accept and receive this Waiver or Authorization.

CRAIG, WALKER, Responsible Person-MMEL

8/28/17

Date



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Part D

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
095 MMEL Used as an MEL	07/26/2013	08/01/2017	2



14 CFR Part 91 Operations

Letter of Authorization MMEL Used as an MEL

1. This Letter of Authorization (LOA) is issued under the provisions of 14 CFR Section 91.213 (a)(2) and authorizes the operator listed at the bottom of this document *only* (herein referred to as *operator*) to operate the aircraft listed in Table 1 below under the master minimum equipment list (MMEL), using it as a minimum equipment list (MEL).

Table 1 – Aircraft Identification

Aircraft Serial Number	Aircraft Registration Number	Aircraft M/M/S
100-007	N708	Kodiak-100-100
100-019	N736	Kodiak-100-100
100-021	N710	Kodiak-100-100
100-023	N769	Kodiak-100-100
100-029	N700FW	Kodiak-100-100
100-033	N758	Kodiak-100-100
100-035	N702	Kodiak-100-100
100-036	N723	Kodiak-100-100
1725	N612BR	BELL-206-B
190	N190PE	PC-12/45--
33207	N412PP	BHT-412-412
36219	N22PP	BHT-412-EP
36316	N11PP	BHT-412-EP
423	N49SJ	DHC-6-300
4372	N206RW	BELL-206-B3
4704	N351FW	AS-350-B2
51051	N33PP	BELL-206-L3
51139	N626	BELL-206-L3
BB-1238	N162GC	BE-200-200
BB-1378	N618	BE-200-200

2. This LOA and the MMEL with the procedures document constitute a supplemental type certificate for the aircraft and must be carried on board the aircraft as prescribed by Section 91.213 (a)(2), and are considered the approved MEL.
3. Operations must be conducted in accordance with the MMEL and the procedures document.
4. The operator must develop Operations and Maintenance (O and M) procedures that correspond with those listed in the MMEL.
 - a. Operations and maintenance (O and M) procedures for the accomplishment of rendering items of equipment inoperative must be developed by the operator.
 - b. Those procedures should be developed from guidance provided in the manufacturer's aircraft



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flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications and other appropriate sources.

c. Such operations or maintenance procedures must be accomplished in accordance with the provisions and requirement of Title 14 Part 91, Part 145, or Part 43, as appropriate.

5. The operator must also list the "as required by FAR" by specific part and section of the applicable regulations or state the operational requirements/limitations for dispatch.

a. These items must be contained in a document separate from the MMEL and must accompany the MMEL, preamble and this LOA.

b. They must all be on board the aircraft anytime it is operated.

6. A means of recording discrepancies and corrective actions must be in the aircraft at all times and available to the pilot-in-command.

a. Failure to perform O and M procedures in accordance with Part 91, Part 145 or Part 43, as appropriate, or to comply with the provisions of the MMEL, preamble, O and M procedures and other related documents, is contrary to the regulations and invalidates this LOA.

b. All MMEL items that contain the statement "as required by FAR" must either state the regulation by part and section (i.e., 14 CFR Section 91.213) with the appropriate CFR carried aboard the aircraft, or the operational requirements/limitations required for dispatch must be clearly stated.

c. When the MMEL is revised by the Flight Operations Evaluation Board (FOEB), the operator must obtain a copy of the revision from this Flight Standards District Office (FSDO), or the FSDO having jurisdiction, and incorporate any changes as soon as practicable including O's and M's as required. Revised MMEL's may also be obtained by downloading them from the Internet at fsims.faa.gov.

7. Equipment installed on this aircraft (other than Nonessential Equipment and Furnishings (NEF) such as galley equipment and passenger entertainment devices) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless a request is made to this FSDO (or subsequent FSDO that has jurisdiction) to seek relief from the FOEB, through a revision to the MMEL, at the earliest opportunity for the FOEB to convene.

a. If MMEL relief is sought, this FSDO (or subsequent FSDO) must be notified within 10 calendar days (including weekends and holidays) following installation. The operator may then conduct operations with the equipment inoperative for dispatch provided it is disabled, or rendered inoperative, in accordance with all applicable regulations.

b. It is the responsibility of the operator to endeavor to determine if O and/or M procedures must be developed for disabling, rendering inoperative or removal of the equipment. If so, any procedures that are developed must comply with all applicable regulations. If MMEL relief is not sought, the FSDO need not be notified following installation of the equipment.

8. Should the operator relocate its principal base of operations (address), it must notify, in writing, the losing FSDO advising them of the receiving FSDO that will have jurisdiction within 30 calendar days following relocation.



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9. This LOA is issued without an expiration date and will remain valid until:

- a. Voluntarily surrendered by the operator, or
- b. The operator ceases to be the operator of the aircraft listed in Table 1 of this LOA, or
- c. It is surrendered or revoked for cause by the FAA, or
- d. The person signing this document relinquishes responsibility, or
- e. The aircraft changes ownership and should be removed, or
- f. An aircraft is no longer used for that operation and should be removed, or
- g. An aircraft needs to be added to the existing LOA, or
- h. An aircraft changes registration number.

10. Responsible Person. The Responsible Person for crew operations may be either an agent for service (who must be a U.S. citizen) or a person who is a U.S. citizen or holds a U.S. pilot certificate and accepts responsibility for complying with the stated regulations by signing this document.

a. If the Responsible Person signing this LOA relinquishes responsibility, this LOA becomes invalid.

b. Enter the name, email address, and telephone number in Table 2 of the Responsible Person signing this LOA :

Table 2 – Responsible Person

Name	Email Address	Telephone
CRAIG, WALKER	walker_craig@ios.doi.gov	208-433-5077

HQ Control: 07/26/2013

HQ Revision: 02c



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This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 8/1/2017, [2] AMENDMENT #: 2
DATE: 2017.08.01 16:05:34 -05:00

I hereby accept and receive this Waiver or Authorization.

CRAIG, WALKER, Responsible Person-MMEL

08/25/17

Date



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Part J

	HQ CONTROL DATE	EFFECTIVE DATE	AMENDMENT NUMBER
551 Restricted Category Civil Aircraft Operating Limitations	12/05/2016	04/27/2017	0



14 CFR Part 91 Operations

Certificate of Waiver

Restricted Category Civil Aircraft Operating Limitations

1. The operator, U S DEPARTMENT OF THE INTERIOR , is granted a Certificate of Waiver (CoW) from the provisions of 14 CFR Part 91, § 91.313(e), Restricted Category Civil Aircraft: Operating Limitations. This document constitutes the same authority and is issued in lieu of FAA Form 7711-1 for Restricted Category Operations.

(a) This CoW does not waive any state law or local ordinance. Should the proposed operations conflict with any state law or local ordinance or require permission of local authorities or property owners, it is the operator's responsibility to resolve the matter.

(b) No person shall conduct any operation pursuant to the authority of this certificate except in accordance with the standard provisions contained in this certificate, and such other requirements of the 14 CFR not specifically waived by this CoW.

2. Aircraft. The Operator is authorized to use the following approved aircraft.

Table 1-Restricted Category Civil Aircraft Authorized

Registration Number	Serial Number	Aircraft Make/Model/Series	Special Purpose(s)
N49SJ	423	DHC-6-300	Forest and wildlife conservation

3. Operating Limitations. All aircraft type certificated (TC) in the restricted category must be operated in compliance with the limitations prescribed in § 91.313, the operating limitations printed on the reverse side of FAA Form 8130-7, Special Airworthiness Certificate, and any other additional operating limitations issued by the FAA for the special purpose(s) involved.

NOTE: This CoW does not waive the operating limitations listed above.

4. Geographic Area of Operations. The operator is authorized to conduct operations in the following geographic area(s):

The 48 Contiguous United States and the District of Columbia
--

5. Standard Provisions. The operator is responsible for compliance with the following provisions:

(a) A copy of the application (FAA Form 7711-2) made for this CoW shall be attached to, carried with, and become a part hereof.

(b) The Special Airworthiness Certificate Operating Limitations must be complied with and become a part hereof.

(c) A copy or facsimile of this CoW shall be carried on board each authorized aircraft or



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readily accessible near the pilot's operating station when operating under the provisions of this CoW.

(d) The aircraft listed in Table 1 must be maintained in accordance with all applicable sections of the CFR and the Operating Limitations issued by the FAA.

(e) This CoW shall be presented for inspection upon request of any authorized representative of the FAA, or any State or municipal official charged with the duty of enforcing local laws or regulations.

(f) The holder of this CoW shall be responsible for the strict observance of the terms and provisions contained herein.

(g) This CoW is not transferable.

(h) Failure to comply with this CoW and the standard provisions may constitute justification for cancellation of the CoW.

(i) Operators are responsible to insure that all pilots are knowledgeable in restricted category operations and the provisions of this CoW.

6. Responsible Person. This CoW is considered invalid until signed by the person responsible for flight operations listed in Table 2. The name, telephone number or email address, street address (not a post office box), city, State, and ZIP code for the person responsible for flight operations is listed in Table 2 below. The responsible person certifies that the operator and pilot-in-command (PIC) will comply with all standard provisions contained in the CoW.

Table 2-Responsible Person

Name	Telephone# / E-mail	Address	City	State	Zip
Parsons, David	208-387-5185	3383 Development Way	Boise	Idaho	83705

7. Effective Date and Expiration. This CoW shall expire 24 calendar-months from the effective date and is subject to cancellation at any time upon notice by the Administrator or his or her authorized representative. The operator may request renewal of this CoW by submitting a new application at least 45 calendar-days prior to the expiration date to the Flight Standards District Office (FSDO) having jurisdiction over the area where the applicant's principal business office is located.

HQ Control: 12/05/2016

HQ Revision: 00a



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This Waiver or Authorization is Issued by the Federal Aviation Administration and approved by direction of the Administrator.



Digitally signed by Rudy Rossi, Principal Operations Inspector (NM11)
[1] EFFECTIVE DATE: 4/27/2017, [2] AMENDMENT #: 0
DATE: 2017.04.27 10:42:08 -05:00

I hereby accept and receive this Waiver or Authorization.

Don Bell

4/27/17

Bell, Don, Responsible Person - 91J

Date



United States Department of the Interior
Office of Aviation Services

AIRBUS AS 350B2

N351FW SN: 4704

**MASTER MINIMUM EQUIPMENT LIST
PROCEDURES GUIDE
14 CFR 91**

“This MEL procedures document is only applicable to 14 CFR part 91 operations, and may not be used for operations conducted under parts 91K, 121, 125, 129, or 135.”

Brian Green
Fleet Maintenance Specialist

300 East Mallard Drive Suite 200
Boise, ID 83706

Telephone: 208-433-5082
FAX: 208-433-5007
brian_green@ios.doi.gov

Revision: 1
Date: 07-21-2017
FAA MMEL: 6b
Date: 5-25-2017



United States Department of the Interior
Office of Aviation Services

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[illegible]



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AIRCRAFT: AIRBUS AS 350B2	REVISION: 1 DATE: 07-21-2017	PAGE NO: V
DEFINITIONS Rev. 21		

1. **Administrative Control Item (ACI).** An ACI is listed by the aircraft operator in the MEL for tracking and informational purposes. As an example, ACI may be used to track ETOPS accomplishment of required APU cold-soak, or in-flight verification starts. An ACI may be added to an aircraft operator's MEL by approval of the POI provided no relief is granted, or provided conditions and limitations are contained in an approved document (e.g., Structural Repair Manual (SRM) or Airworthiness Directive (AD)). If relief other than that granted by an approved document is sought for an ACI, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MMEL item rather than an ACI.
2. **ATA System Page.** The ATA system page is divided into four (4) columns and contains: item and repair category; number installed; number required for dispatch; and remarks or exceptions. Standard ATA categories are used. Items are numbered sequentially.
 - A. **Item.** This column depicts the equipment, system, component, or function listed in the "Item" column.
 - B. **Repair Category.** See definition #24.
 - C. **Number Installed.** This column depicts the number (quantity) of instrument and equipment items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., fleet configuration differences, cockpit lighting items, cabin lighting items, cargo restraint components) a number is not required and the "-" symbol is used.
 - D. **Number Required for Dispatch.** This column depicts the minimum number (quantity) of instrument and equipment items required for operation provided the conditions specified in the "Remarks or Exceptions" column are met. Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the Administrator.
 - E. **Remarks or Exceptions.** This column may include a statement(s) either prohibiting or permitting operation with a specific number of instrument and equipment items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
 - F. **Provisos.** Provisos are indicated by a number or a lower case letter in "Remarks or Exceptions". Provisos are conditions or limitations that must be complied with for operation with the listed instrument or equipment item inoperative.
 - G. **Notes.** Notes provide additional information for crewmember or maintenance consideration. Notes are used to identify applicable material, which is intended to assist with compliance, but do not relieve the aircraft operator of the responsibility for compliance with all applicable requirements. Additional notes may be amended, deleted, or added to the MEL by the aircraft operator, as appropriate. Notes are not a part of the provisos.
 - H. **Vertical Bar (change bar).** A vertical bar indicates a change, addition, or deletion in the adjacent text for the current revision of that page only. All change bars applicable to the previous revision of the MMEL are removed prior to the release of the next revision.
3. **Airplane Flight Manual (AFM), Rotorcraft Flight Manual (RFM).** The FAA-approved AFM/RFM is the document approved by the responsible FAA Aircraft Certification Office (ACO) during type certification. The approved flight manual for the specific aircraft is listed on the applicable Type Certificate Data Sheet (TCDS). The approved flight manual is the source document for operational limitations and performance parameters for an aircraft. The term "approved flight manual" can apply to either an AFM or an RFM. The FAA requires an approved flight manual for aircraft type certification.
4. **As Required by 14 CFR.** When the MMEL states, "As Required by 14 CFR," the listed instrument or equipment item is subject to certain provisions (restrictive or permissive) expressed in the 14 CFR operating rules. The number of items required by 14 CFR must be operative. When the listed item is not required by 14 CFR, it may be inoperative for the time specified by repair category. The term "14 CFR" has replaced "FAR" as the current reference to Federal Regulations pertaining to aviation. However, many, if not most, MMELs still contain the acronym "FAR"; therefore, this acronym is acceptable and retained in PL-25 and this definition.
5. **Code of Federal Regulations (CFR) and Federal Aviation Regulations (FAR).** CFR, the current term, and FAR both refer to the applicable portions of the Federal Aviation Act and Code of Federal Regulations.
6. **Considered Inoperative.** The phrase, "Considered Inoperative", as used in the provisos, means that an instrument and equipment item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item will not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.



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7. **Continuing Authorization – Single Extension.** An aircraft operator who has the authorization to use an FAA-approved MEL may also have the authority to use a continuing authorization to approve a single (one-time) extension to the repair interval for category B or C items in accordance with Operations Specification D095. Continuing Authorization – Single Extension is not authorized for repair category A and D items.
8. **Dash (-).** Indicates a variable number (quantity) of the instrument and equipment items may be installed or required for dispatch. This is common when a fleet MEL is used since aircraft of the same make and model may have differing numbers of specific instrument and/or equipment items installed.
9. **Day of Discovery.** This is the calendar-day an equipment/instrument malfunction was recorded in the aircraft maintenance record/logbook. This day is excluded from the calendar-days or flight-days specified in the MMEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MMEL items; i.e., categories A, B, C, and D.
10. **Deactivated and/or Secured.** When the MMEL refers to an instrument and/or equipment item as deactivated and/or secured, the specified component must be put into an acceptable condition for safe flight. An acceptable method of deactivating and/or securing will be established by the aircraft operator.
11. **Deleted.** "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
12. **Extended Range Operations (ER).** ER refers to extended range operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.
13. **Excess Items.** Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
14. **Flight Day.** A flight-day is a 24-hour period (from midnight to midnight) either universal coordinated time (UTC) or local time, as established by the aircraft operator, during which at least one flight is initiated for the affected aircraft.
15. **Heavy Maintenance Visit (HMV).** HMV is a scheduled C-check/D-check or airworthiness maintenance program inspection where the aircraft is scheduled to be out of service for 4 or more days.
16. **Icing Conditions.** An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
17. **Inoperative.** A system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) and/or tolerance(s).
18. **Inoperative Components of an Inoperative System.** Inoperative instrument and equipment items, which are components of a system that is inoperative, are usually considered components directly associated with and having no other function than to support that system (warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
19. **Is Not Used.** The phrase "Is Not Used" in the provisos, remarks or exceptions for an MMEL instrument or equipment item may specify that another item in the MMEL "is not used". In such cases, crewmembers must not activate, actuate, or otherwise utilize that item under normal operations. It is not necessary for aircraft operators to accomplish the (M) procedure(s) associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used. This informs crewmembers that an instrument or equipment item is not to be used under normal operations.
20. **Nonessential Equipment and Furnishings (NEF).** NEFs are those items installed on the aircraft as part of the original type certification (TC), STC, engineering order, or other form of alteration that have no effect on the safe operation of flight and would not be required by the applicable certification rules or operational rules. They are those items that, if inoperative, damaged, or missing, have no effect on the aircraft's ability to be operated safely under all operational conditions. NEF items are not instrument and equipment items already identified in the MEL or CDL of the applicable aircraft. They do not include instrument and equipment items that are functionally required to meet the certification rule or for compliance with any operational rule.



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21. **Operative.** An operative system and/or component will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s). When an MMEL item specifies that an item of equipment must be operative, it does not mean that it's operational status must be verified; it's to be considered operative unless reported or known to be malfunctioning. When an MMEL item specifies that an item of equipment must be verified operative, it means that it must be checked and confirmed operative at the interval(s) specified for that MMEL item. When an MMEL item specifies that an item of equipment must be verified but no interval is specified, verification is required only at the time of deferral. Other terminology sometimes used interchangeably with "operative" within the MMEL is "operates normally", "fully operative", and "considered operative". The aircraft operator's MEL may incorporate standardized terminology of the aircraft operator's choice to specify that an item of equipment must be operative, provided the aircraft operator's MEL definitions indicate that the selected "operative" terminology means that the required item of equipment will accomplish its intended purpose and is consistently functioning normally within its design operating limit(s) and tolerance(s).
22. **Placarding.** Each inoperative instrument or equipment item must be placarded to inform and remind the crewmembers and maintenance personnel of the item condition. To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified (i.e. AFM), placard wording and location will be determined by the aircraft operator.
23. **Repair Category.** All users of an MEL approved under parts 91K, 121, 125, 129, 135, and 142 must effect repairs of inoperative instrument and equipment items, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators. Part 91 MEL users (D095/D195 LOAs) are not required to comply with the repair categories, but will comply with any provisos defining a repair interval (flights, flight legs, cycles, hours, etc):
- A. **Repair Category A.** This category item must be repaired within the time interval specified in the "Remarks or Exceptions" column of the aircraft operator's approved MEL. For time intervals specified in "calendar days" or "flight days", the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (i.e., flights, flight legs, cycles, hours, etc.), repair tracking begins at the point when the malfunction is deferred in accordance with the operator's approved MEL.
- B. **Repair Category B.** This category item must be repaired within 3 consecutive calendar-days (72 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 3-day interval would begin at midnight the 26th and end at midnight the 29th.
- C. **Repair Category C.** This category item must be repaired within 10 consecutive calendar-days (240 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook. For example, if it were recorded at 10 a.m. on January 26th, the 10-day interval would begin at midnight the 26th and end at midnight February 5th.
- D. **Repair Category D.** This category item must be repaired within 120 consecutive calendar-days (2880 hours) excluding the day the malfunction was recorded in the aircraft maintenance record/logbook.
24. **Takeoff.** Takeoff is the act of beginning a flight in which an aircraft is accelerated from a state of rest to that of flight. For the purposes of MEL relief, this translates to the point at which the pilot physically begins to apply power to initiate the takeoff from the runway or takeoff surface.
25. **Triple Asterisk (***)**. Indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the aircraft operator's MEL after the approving office has determined that the item has been installed on one or more of the aircraft operator's aircraft. The symbol, however, must not be carried forward into the aircraft operator's MEL. It should be noted that neither this policy nor the use of this symbol provides authority to install or remove an item from an aircraft.
26. **Visible Moisture.** An atmospheric environment containing water, in any form, that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
27. **Visual Flight Rules (VFR).** VFR is as defined in 14 CFR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
28. **Visual Meteorological Conditions (VMC).** VMC means the atmospheric environment is such that would allow a flight to proceed under the visual flight rules applicable to the flight. This does not preclude operating under Instrument Flight Rules.



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29. **(M).** This symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally, these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment, should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as part of the aircraft operator's manual or MEL.
30. **(O).** This symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally, these procedures are accomplished by the flightcrew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the aircraft operator. Appropriate procedures are required to be produced as a part of the aircraft operator's manual or MEL.



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PREAMBLE PART 91, REV. 2		

This preamble is applicable to, and will be included in, master minimum equipment lists (MMEL) issued under the provisions of Section 91.213(a)(2). It is not applicable to MMEL's issued under the provisions of Parts 121, 125, 129, and 135 of the FAR. Except as provided in Section 91.213(d), or under the provisions of an approved MMEL, all equipment installed on an aircraft in compliance with the airworthiness standards or operating rules must be operative. Experience has shown that with the various levels of redundancy designed into modern aircraft, operation of every system or component installed may not be necessary when the remaining equipment can provide an acceptable level of safety. An MMEL is developed by the FAA, with participation by the aviation industry, to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The FAA-approved MMEL includes only those items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations. The MMEL and FAA-issued letter of authorization are used as an MEL by an operator and permit operation of the aircraft with inoperative equipment. The MMEL includes all items of installed equipment that are permitted to be inoperative. Equipment required by the FAR, and optional equipment in excess of FAR requirements, is included with appropriate conditions and limitations. For each listed item, the installed equipment configuration considered to be normal for the aircraft is specified. Items of equipment installed on aircraft (except for passenger convenience items such as galley equipment and passenger entertainment devices), such as "TCAS," windshear detection devices, and ground proximity warning systems (GPWS) that are in excess of what is required, and are not listed on the MMEL, must be operational for dispatch unless MMEL relief is sought through the FSDO having jurisdiction for the operator. If MMEL relief is sought, the operator must notify the FSDO who will make a request of the FOEB to convene and consider adding the equipment to the MMEL. The operator may then dispatch with the equipment disabled, or rendered inoperative, in accordance with all FAR. It is incumbent on the operator to endeavor to determine if O and/or M procedures for that equipment must be developed. If so, any procedures developed must comply with all FAR. Procedures developed to use the MMEL must not conflict with either the aircraft flight manual limitations, emergency procedures, or with airworthiness directives (AD), all of which take precedence over the MMEL and those procedures. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures, and other restrictions, as necessary, are required to be accomplished by the operator to ensure that an acceptable level of safety is maintained. Those procedures should be developed from guidance provided in the manufacturer's aircraft flight and/or maintenance manuals, manufacturer's recommendations, engineering specifications, and other appropriate sources. Procedures must not be contrary to any FAR. Wherever the statement "as required by FAR" appears in the MMEL, the operator must either list the specific FAR by part and section and carry the FAR on board the aircraft or specify the requirements and/or limitations to conduct the flight in accordance with the appropriate FAR.

The MMEL is intended to permit operations with inoperative items of equipment for the minimum period of time necessary until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity in order to return the aircraft to its design level of safety and reliability. Inoperative equipment in all cases must be repaired, or inspected and deferred, by qualified maintenance personnel at the next required inspection Section 91.405(c). The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL. The MMEL provides for release of the aircraft for flight with inoperative equipment. When an item of equipment is discovered to be inoperative, it is reported by making an entry in the aircraft maintenance records. The item is then either repaired or deferred per the MMEL or other approved means acceptable to the Administrator prior to further operation. In addition to the specific MMEL conditions and limitations, determination by the operator that the aircraft is in condition for safe operations under anticipated flight conditions must be made for all items of inoperative equipment. When these requirements are met, the aircraft may be considered airworthy and returned to service. Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered. Operators are expected to establish a controlled and sound repair program, including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

WHEN USING THE MMEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS, CONDITIONS, AND LIMITATIONS SPECIFIED IN THE MMEL IS REQUIRED.



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1.1 Purpose. This master minimum equipment list (MMEL) procedures guide is intended to facilitate safe and efficient utilization of fleet, government owned and operated, aircraft. Inoperative equipment must be repaired, replaced or removed at the earliest opportunity. The repair intervals indicated by the Letters A, B, and C inserted adjacent to column 2 are NOT applicable to this MMEL Procedures Guide. In any case all deferred equipment must be addressed at the next scheduled inspection, i.e. 100 hour or annual inspection.

1.2. Policy See DOI 351 DM 2.4A(3)

2.2 Procedure

When a discrepancy is identified, it should be brought to the attention of your OAS Fleet Manager (FM) as soon as possible. The FM can arrange for a suitable maintenance facility to begin work and coordinate contract actions with the contracting officer. Remember, if the repair is going to cost more \$2500, a contracting officer will need to approve obligating the funds. The sooner the OAS FM is brought into the process, the sooner the aircraft will be back in the air.

Discrepancies can be placed in one of two categories. The first is a grounding discrepancy that compromises the airworthiness of the aircraft (e.g., a cracked spar). A grounding discrepancy is written up on the OAS-2 form and must be corrected and signed off by an authorized mechanic before the aircraft is released for flight.

A grounding discrepancy can be dealt with one of two ways; it can be repaired or deferred IAW 14 CFR 91. A grounding discrepancy for inoperative equipment can be deferred if the specific piece of equipment is not required for flight. The Master Minimum Equipment List (MMEL) and this Procedures Guide must be used to determine if the aircraft can be flown with the item inoperative. The following steps must be taken by the pilot or maintenance person to secure the item before flight. If the inoperative equipment is not listed in the MMEL, it is required for flight.

The second type of discrepancy is one that does not affect airworthiness, but is something we will want to correct eventually (e.g., a tear in the upholstery). This type of discrepancy is written up as an "info write up" on the OAS-2. Send the white copy of the form to your OAS Fleet Manager so he can begin planning for the best time and place to correct the discrepancy. Info write-ups do not require a documented corrective action before flight.



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Procedure for correcting discrepancies:

Discrepancy Identified:

NOTE: When equipment fails and becomes inoperative in-flight follow the manufactures' procedures to the termination of the flight.

- 1) Contact your OAS Fleet Manager, Brian Green, brian_green@ios.doi.gov, 208-433-5082 (Alternate, Walker Craig, walker_craig@ios.doi.gov, 208-433-5077)
- 2) Is the airworthiness of the aircraft affected? The pilot and FM (a certificated mechanic) must make this determination together.
 - a) Does the INOP equipment constitute a hazard to the aircraft?
 - i) Yes, go to 5
 - ii) No, continue
 - b) Is the INOP equipment required by an AD?
 - i) Yes, grounded go to 5
 - ii) No, continue
 - c) Is the equipment non-essential equipment or cosmetic in nature?
 - i) Yes, go to 6
 - ii) No, continue
- 3) Is the INOP equipment listed in the MMEL?
 - i) Yes, go to 4
 - ii) No, Aircraft is grounded. Go to 5
- 4) Deferral procedure
 - a) Look at the aircraft to determine how many are installed and then look in column 3 determine how many are required.
 - i) If the number required is more than the number installed and operative the item cannot be deferred. The aircraft is grounded go to 5.
 - ii) If the number required is less than the number installed and operative, continue.
 - b) Read column 4 Remarks and Exceptions. All instructions must be complied with.
 - i) (O) or (M) indicates a required procedure. (O)&(M) procedures are detailed in this document hereafter. (O) Procedures can be accomplished by the pilot. (M) Procedures must be accomplished by a qualified aircraft mechanic.
 - ii) "As required by 14 CFR" indicates it may be deferred under certain circumstances as dictated by regulation. See details listed in this document hereafter.
 - iii) Placard inoperative equipment.
 1. Place the placard as close to the inoperative piece of equipment as possible or control in the cockpit as appropriate.
 2. The placard needs to be in a conspicuous location to alert all pilots that there is inoperative equipment.
 3. Put the date the item was deferred on the placard.



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iv) Complete OAS-2

1. In the Discrepancies area write the description of the inoperative equipment as found in the MMEL.
2. In the Corrective Action area write, "Deferred IAW MEL item # ____."
3. In the Corrective Action area include the expiration date if required.
4. In the Signature area sign and write you're A&P certificate number or pilot certificate number as appropriate.
5. Enter the deferred equipment into the Deferred Aircraft Discrepancy Log, include expiration date if required, found on the flap in the OAS-2.

v) When operating with multiple inoperative items, the interrelationship between those items, and the effect on aircraft operation and crew workload, must be considered.

vi) Prior to each flight the pilot should review the OAS-2, Log of Aircraft Discrepancies Log to verify the flight can be accomplished safely and legally.

vii) Go fly!

NOTE: When an inoperative item is deferred for one flight the next flight might not necessarily be safe or legal with the same item deferred.

- 5) Coordinate with OAS FM and maintenance facility to get the aircraft repaired. Ensure the repair is documented in the aircraft log books (if they are locally available) and on the OAS-2. Ensure an authorized mechanic signs the corrective action block, including his certificate number. Coordinate the flight release with the OAS FM, send the white copy of the OAS-2 to the OAS FM. Go fly!
- 6) For information write-ups, document the discrepancy as "informational only" on the OAS-2 in the "Discrepancies" block.
 - a) Send the white copy of OAS-2 to the OAS FM.
 - b) OAS FM will determine what and when action is required.
 - c) If the OAS FM determines the discrepancy is an airworthiness issue, go to 2.
 - d) If the OAS FM determines the discrepancy is not an airworthiness issue then:
 - i) The OAS FM will coordinate with the pilot and repair facility to get the discrepancy repaired.
 - ii) The repair facility will document the corrective action on the OAS-2 as coordinated with the OAS FM. Go fly!



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System, Sequence Numbers & Item		1. Repair Category				
		2. Number Installed				
		3. Number Required for Dispatch				
		4. Remarks and Exceptions				
JASC Code	AIR CONDITIONING					
2100-02	Bleed Air Heater Control Valve	C	1	0	(O) May be inoperative provided demister is verified operative.	
2100-03	Demisting Control System	C	1	0	(M) Demisting Control Valve is secured in closed position, and (O) May be inoperative provided: a) No visible moisture is present and OAT above +5 degrees C (41 degrees F), and b) Not required for mission.	
2120-01	Fresh Air Vent	D	1	0	(M) May be inoperative provided system is deactivated/secured.	
2120-02	Cabin-Cockpit Dynamic Ventillation Circuits	D	2	1	One circuit (either cockpit front ventilation or cabin overhead ventilation) may be inoperative, provided the other dynamic ventilation circuit is operative.	
2140-01	Heating System	C	1	0	(M) May be inoperative provided: a) Heating control valve is secured in closed position and placarded, and b) Demisting is operative.	

2100-02 (O) Bleed Air Heater Control Valve – With the engine running the demister control valve must be turned on to verify demister is operative.

2100-03 (M) Demisting Control System – The demister control valve must be secured in the closed position using safety wire.

2100-03 (O) Demisting Control System – No flight in visible moisture when OAT is below 5°C (41°F).

2120-01 (M) Fresh Air Vent – Secure fresh air vents in either the open or closed position and disable the controls by locking them in the appropriate position.

2140-01 (M) Heating System – 1. Secure heating control valve in the off position with safety wire. 2. With the engine running the demister control valve must be turned on to verify demister is operative.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	AUTO FLIGHT				
2210-04	Navigation Database	C	1	0	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.

2210-04 (O) Navigation Database – Procedure for ensuring expired data still accurate:

- 1) Pilot must use current aeronautical charts to verify navigation fixes prior to dispatch.
- 2) The pilot shall use conventional methods to verify the status and suitability of navigation facilities used to define the route of flight.
- 3) The pilot shall identify the en route and approach navigation radios and verify approach course on CDI when an approach is executed.
- 4) The pilot must not use RNAV departure and arrival procedures or instrument approaches based on GPS guidance.
- 5) Provide a placard located near the MFD or GPS as applicable stating “Data base expired.”



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System, Sequence Numbers & Item		<div style="border: 1px solid black; padding: 2px;">1. Repair Category</div> <div style="border: 1px solid black; padding: 2px;">2. Number Installed</div> <div style="border: 1px solid black; padding: 2px;">3. Number Required for Dispatch</div> <div style="border: 1px solid black; padding: 2px;">4. Remarks and Exceptions</div>			
JASC Code	COMMUNICATIONS				
2300-01	External Loud Speaker	D	1	0	May be inoperative provided deactivated and secured.
2310-02	Satellite Tracking or Satellite Phone System(s)	D	1	0	NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.

2310-02 Satellite Tracking or Satellite Phone System(s) – AFF and/or Satphone may be INOP only when alternate means of tracking and/or communicating is available.



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		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	COMMUNICATIONS				
2312-01	Communications Systems (VHF)	D	2	0	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.
1)	VHF Communication Control Panels				
a)	Frequency Transfers Light	C	2	0	
b)	Frequency Transfer Switch	C	2	0	
c)	Frequency Selector Knob	C	2	2	
d)	Frequency Indication	C	2	2	
2312-02	Communications Systems (FM)	D	1	0	May be inoperative provided operations do not require its use.
2340-02	Intercom System (ICS) Cockpit	C	2	1	ICS for pilot not flying (PNF) may be inoperative for VFR provided a second in command is not required.
	Cabin	D	1	0	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used with passengers.

2312-01 Communications Systems (VHF) – One is required when operating in Class B, C or D airspace. None required when other arrangements are made with ATC.

2340-02 (O) Intercom System (ICS) Cabin – Prior to engine start all essential communications must be completed or an alternate means of communication must be established.



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System, Sequence Numbers & Item			1. Repair Category					
			2. Number Installed					
			3. Number Required for Dispatch					
			4. Remarks and Exceptions					
JASC Code	COMMUNICATIONS		C	-	1	Any in excess of those required by the RFM section 2 may be inoperative		
2350-01	Headsets							
2350-02	Audio Selector Panel		C	2	0	As required by 14 CFR.		

2350-02 Audio Selector Panel – None required, except see 2312-01 and determine if the required communications radios are operational.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	ELECTRICAL POWER				
2410-01	Generator Caution System	B	1	0	May be inoperative provided ammeter is operative.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	EQUIPMENT/FURNISHINGS	D	-	0	<p>May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures, and processes are outlined in the operator's manual.</p> <p>(M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.</p>
2500-01	Nonessential Equipment and Furnishings (NEF) Items				

2500-01 (M)(O) NEF – See Procedures pages X-XII.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	EQUIPMENT/FURNISHINGS				
2500-07	Printed Supplemental Safety Information	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.
2510-01	Crewmember Shoulder Harness	B	2	1	One may be inoperative or missing provided the affected seat is not required and is not used.
2520-01	Passenger Seat	D	-	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft isle, and c) The affected seat(s) are blocked and placarded “DO NOT OCCUPY”. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.) is considered inoperative.
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	C	-	0	As required by 14 CFR. (O) May be inoperative provided the seat is blocked and placarded.

2500-2 (O) Printed Supplemental Safety Information – Place a placard in the OAS-2 book that reads, “No PAX allowed” and place a placard in the aircraft in view of the pilot “No PAX allowed”.

2520-02 (O) Passenger Seat Belts and/or Shoulder Harnesses – Seats with inoperative seat belt and/or shoulder harness may be inoperative and must not be utilized in flight by any passengers (follow the procedures outlined in 2520-01), it may be temporarily occupied by a crew member during operations when a seatbelt and/or the shoulder harness are not required i.e. the occupant of the seat is wearing a secondary restraint and is only temporarily using the seat while performing inflight duties.



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System, Sequence Numbers & Item		1. Repair Category				
		2. Number Installed				
		3. Number Required for Dispatch				
		4. Remarks and Exceptions				
JASC Code	EQUIPMENT/FURNISHINGS					
2550-01	Cargo Suspension System	D	1	0	(M) May be inoperative provided system is deactivated and secured or removed. NOTE: Cargo Swing Load Indicator may be inoperative provided another accurate means of weighing the sling load is available.	
2550-03	Cargo Restraint Systems	C	-	0	May be inoperative or missing provided cargo compartment remains empty.	
2560-01	Flotation Equipment	C	-	0	As required by 14 CFR.	
2560-02	Survival Equipment	D	-	0	As required by 14 CFR.	
2560-03	First Aid Kit (FAK) and/or Associated Equipment	D	-	0	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	

2550-01 (M) Cargo Suspension System – Pull and tie wrap cargo hook circuit breaker.

2560-01 Flotation Equipment – Required to be operational when operating beyond gliding distance of suitable landing area. May be inoperative when operations are not conducted beyond gliding distance of suitable landing area.

2560-02 Survival Equipment – Not required by 14 CFR or DOI policy for point to point flights. Required by DOI policy for all special use missions.

2560-03 First Aid Kit (FAK) and/or Associated Equipment – First aid kit and survival kit required for all special use missions.



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		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	EQUIPMENT/FURNISHINGS				
2562-01	Emergency Locator Transmitter (ELT)				
	Survival Type ELTs	D	-	0	Any in excess of those required by 14 CFR may be inoperative or missing.
	Fixed ELTs	D	1	0	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.
		D	1	0	Any in excess of those required by 14 CFR may be inoperative or missing.
2562-03	ELT Remote Switch	D	1	0	(M) May be inoperative provided ELT transmitter is armed and functional.

2562-01 Survival Type ELTs – DOI policy requires compliance with 14 CFR 135.167. A survival type ELT is required to be attached to one of the required life rafts for extended over water operations.

2562-01 (M) Fixed ELTs

1. DOI policy and 14 CFR 91.207 one ELT is required except for flight(s) to a location where an inoperative ELT will be repaired or replaced.
2. Disconnect the ELT cable and stow.
3. If the ELT is removed, make an airframe logbook entry the date the ELT was removed, the make, model, serial number and the reason it was removed.

2562-03 (M) ELT Remote Switch – Disconnect the ELT remote switch from the ELT. Cap and stow wires. Verify that ELT is operable and that the manual switch located on the ELT unit is in the arm position. Provide a placard near the ELT remote switch labeled “ELT REMOTE SWITCH INOP”.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	FIRE PROTECTION	D	1	0	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 weight and balance is maintained.
2622-01	Portable Fire Extinguisher				



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	FUEL				
2810-01	Ferry Tank System	D	1	0	May be inoperative provided flight not predicated upon use of system.
2841-01	Fuel Quantity Indicator	B	1	0	May be inoperative provided: a) Low Fuel Level Warning Light is operative, b) Tank is fueled with a known quantity as required by 14 CFR, and c) Takeoff with maximum fuel and do not fly for more than 1 hour 50 minutes. (O) A fuel management procedure is established and included in the operator's document (if applicable).
2841-02	Low Fuel Level Warning Light	B	1	0	May be inoperative provided: a) Fuel Quantity Indication is operative, b) Tank is fueled with a known quantity as required by 14 CFR, and c) Takeoff with maximum fuel and do not fly for than 1 hour 50 minutes. (O) A fuel management procedure is established and included in the operator's document (if applicable).

2841-01 (O) Fuel Quantity Indicator – The aircraft is fueled to a known quantity and the fuel quantity is noted prior to initiation of flight. Flight time will be tracked with clock time/fuel burn calculation.

2841-01 (O) Low Fuel Level Warning Light – The aircraft is fueled to a known quantity and the fuel quantity is noted prior to initiation of flight. Flight time will be tracked with clock time/fuel burn calculation.



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System, Sequence Numbers & Item		1. Repair Category				
		2. Number Installed				
		3. Number Required for Dispatch				
		4. Remarks and Exceptions				
JASC Code	ICE & RAIN PROTECTION					
3030-01	Pitot Heating System	C	1	0	May be inoperative provided: a) OAT above +5 degrees C (41 degrees F), and b) There is no visible moisture.	
3030-02	Pitot Heating Warning Light	C	1	0	(M) Warning light may be inoperative provided Pitot Heater is verified to be operative prior to each flight.	
		C	1	0	May be inoperative provided: a) OAT above +5 degrees C (41 degrees F), and b) There is no visible moisture.	
3040-01	Windshield Wiper System	D	1	0	May be inoperative provided operations do not require its use.	
3080-01	Anti-Ice Airframe Fuel Filter Warning Light	C	1	0	(O) May be inoperative provided known and forecast conditions for flight are OAT above +5 degrees C (+41 degrees F).	

3030-02 (M) Pitot Heating Warning Light – Before each flight turn on the pitot heat check it for heat and turn it off as required.

3080-01 (O) Anti-Ice Airframe Fuel Filter Warning Light – Before flight check current and forecast temperatures for the intended area of operation, must be and expected to remain above +5°C.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	INDICATING/RECORDING				
3100-01	Enhanced Vision System (EVS)	C	1	0	As required by 14 CFR.
3100-02	Synthetic Vision System (SVS)	C	1	0	As required by 14 CFR.
3110-05	Electronic Flight Bag Systems (EFBs) Power Connection (Class 1 and 2)	C	1	0	(O) May be inoperative provided alternate procedures are established and used.
		D	1	0	May be inoperative provided procedures do not require its use.
	Mounting Device (Class 2)	C	1	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.
		D	1	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.

3100-01 Enhanced Vision System (EVS) – Not required by 14 CFR or DOI policy.

3100-02 Synthetic Vision System (SVS) – Not required by 14 CFR or DOI policy.

3110-05 (O) Power Connection (Class 1 and 2) – May be inoperative when intended flight time is less than the known duration of the EFB's battery(s) plus one hour.

3110-05 (M)(O) Mounting Device (Class 2) – (M) Remove the inoperative mounting device. (O) The EFB must be secured (i.e. attach to knee board) in such a way that it will not interfere with any flight controls and remain in a position that will facilitate adequate viewing during all required phases of flight. Or, use paper charts.



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System, Sequence Numbers & Item		1. Repair Category				
		2. Number Installed				
		3. Number Required for Dispatch				
		4. Remarks and Exceptions				
JASC Code	INDICATING/RECORDING					
3120-01	Clock	D	1	0	May be inoperative.	
3120-02	OAT Indicator	C	2	1	May be inoperative provided an approved alternate onboard OAT source is installed and operative.	
3130-01	Hour Meter	D	1	0	May be inoperative provided procedures do not require its use.	
3160-01	VEMD Screens	B	2	1	(O) One may be inoperative provided RFM Section 3 procedures (VEMD screens failure) are followed.	

3120-01 Hour Meter – Flight time must be calculated using a clock and converting hours and minutes to hours and tenths of hours. Flight time begins when the collective is raised for the purpose of flight and ends when the collective is lowered and the entire weight of the helicopter is supported by the skids.

3160-01 (O) VEMD Screens

1. Turn off the failed screen.
2. Read information on the other screen.
3. All information is available using the scroll push button on the VEMD or collective.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	LANDING GEAR				
3212-01	Emergency Flotation System	C	-	0	As required by 14 CFR.
3246-01	Snow Skids	C	-	0	May be inoperative provided equipment is secured or both snow skids removed and landings on soft surfaces (i.e., mud or snow) are not conducted.
3246-02	Settling Protectors	C	-	0	May be inoperative provided equipment is secured or both settling protectors removed and landings on soft surfaces (i.e., mud or snow) are not conducted.

3212-01 Emergency Flotation System – Required to be operational when installed and when operating beyond gliding distance of suitable landing area. May be inoperative when operations are not conducted beyond gliding distance of suitable landing area. Exception, not required when overwater operations are limited to bucket work and a PFD is worn.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	LIGHTS				
3300-01	NVG Compatible Lighting System	C	1	0	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew.
3310-01	Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System(s)	C	1	0	Individual lights may be inoperative provided: a) Remaining Lighting Systems are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting Systems are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.
3310-02	Cabin Lighting System	C	1	0	As required by 14 CFR.
3310-03	Cockpit Utility Light	C	1	0	May be inoperative for Night provided: a) All normal flight deck lights are operative, and b) One flashlight, as required by 14 CFR, is readily available.
3310-04	Supplemental Light System	D	1	0	May be inoperative provided procedures do not require its use.

3310-02 Cabin Lighting System – May be inoperative for day VFR flight.



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System, Sequence Numbers & Item		1. Repair Category			
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		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	LIGHTS				
3320-01	Equipment Relief Without Passengers	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.
1)	Interior Emergency Lighting				
2)	Exit Markings				
3330-01	Baggage Compartment Lights	D	2	0	May be inoperative.
3340-01	Position Light System	C	1	0	Any in excess to those required by 14 CFR may be inoperative.

3320-01 (O) Equipment Relief Without Passengers – Place a placard in the OAS-2 book that reads, “No PAX allowed” and place a placard in the aircraft in view of the pilot “No PAX allowed”.

3340-01 Position Light System – May be inoperative for day VFR flight.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	LIGHTS				
3340-02	Anti-Collision Light System	C	1	0	Any in excess to those required by 14 CFR may be inoperative.
3340-03	Landing Lights	C	1	0	Any in excess of those required by 14 CFR may be inoperative.
3340-04	External Search Light	D	-	0	May be inoperative provided operations do not require its use.
3340-05	Strobe Lights	D	1	0	May be inoperative provided operations do not require its use.
3340-06	Pulse Lights	D	1	0	May be inoperative provided operations do not require its use.
3340-07	Taxi Light	D	1	0	May be inoperative provided operations do not require its use.
3340-08	Storm Light System	D	1	0	May be inoperative provided thunderstorms/potentially hazardous weather conditions are unlikely to be encountered on the intended route of flight.
3350-01	Flashlight	D	-	0	Any in excess to those required by 14 CFR may be inoperative or missing.

3340-02 Anti-Collision Light System – May be inoperative for day VFR flight as long as the strobe lights are operational.

3340-03 Landing Lights – May be inoperative for day VFR flight.

3350-01 Flashlight – Not required.



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System, Sequence Numbers & Item		1. Repair Category				
		2. Number Installed				
		3. Number Required for Dispatch				
		4. Remarks and Exceptions				
JASC Code	NAVIGATION					
3413-01	Vertical Speed Indicator (VSI)	D	1	0	May be inoperative.	
3416-01	Altitude Encoder System	C	1	0	As required by 14 CFR.	
3416-02	Altitude Alerting System	D	1	0	May be inoperative provide enroute operations do not require its use.	
3421-01	Pitch and Bank Indicator	C	1	0	As required by 14 CFR.	
3422-01	Direction Indicator	C	1	0	As required by 14 CFR.	
3424-01	Rate of Turn Indicator	D	1	0	As required by 14 CFR.	
3424-02	Slip Skid Indicator	C	1	0	As required by 14 CFR.	
3425-01	Flight Director	D	1	0	As required by 14 CFR.	
3430-01	ILS/Localizer System	D	1	0	As required by 14 CFR.	
3432-01	ILS/Glideslope System	D	1	0	As required by 14 CFR.	
3434-01	Marker Beacon	D	1	0	May be inoperative provided approach is not predicated on its use.	
3444-01	Radar Altimeter System	D	1	0	May be inoperative provided: a) Night operation is not performed with NVGs, and b) Operating requirements do not require its use.	

3416-01 Altitude Encoder – Required for operations within Class A, B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace and when at and above 10,000 feet MSL and more than 2500 feet AGL. May be inoperative when approved by ATC.

3421-01 Pitch and Bank Indicator – May be inoperative for day VFR flight.

3422-01 Direction Indicator – May be inoperative for day VFR flight.

3414-02 Standby Airspeed Indicator – May be inoperative for day VFR flight.

3424-01 Rate of Turn Indicator – May be inoperative for day VFR flight.

3425-01 Flight Director – Not required.

3430-01 ILS/Localizer System – Not required.

3432-01 ILS/Glideslope System – Not required.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	NAVIGATION				
3452-01	ATC Transponders and Automatic Altitude Reporting Systems	B	1	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	1	0	Any in excess of those required by 14 CFR may be inoperative.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters <u>Not Required</u> by 14 CFR	A	1	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.
	2) ADS-B Squitter Transmission	D	1	0	May be inoperative provided operations do not require its use.
		C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.

3452-01 ATC Transponders and Automatic Altitude Reporting Systems – Required for operations within Class A, B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace and when at and above 10,000 feet MSL and more than 2500 feet AGL. May be inoperative when approved by ATC.

3452-01 (O) ADS-B Squitter Transmission – Until 1 Jan 2020 May be inoperative. After 31 Dec 2019 Required for operations within Class B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace, when at and above 10,000 feet MSL and more than 2500 feet AGL and Class E airspace at and above 3000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles. May be inoperative when approved by ATC.



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System, Sequence Numbers & Item		1. Repair Category			
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		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	NAVIGATION				
3452-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	1	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment.
1)	Cockpit Display and Traffic Information (CDTI)	D	1	0	NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.
2)	CDTI Control Panel	D	1	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.
3)	Data Link Transmitter(s)	D	1	0	NOTE: In some aircraft, the Data Link transmission is an integral part of transponder and relief is provided in that section.
4)	Data Link Receivers	D	1	0	
5)	ADS-B Applications	D	1	0	
3454-01	VOR System	C	1	0	May be inoperative provided operations do not require its use.

3452-02 Automatic Dependent Surveillance-Broadcast (ADS-B) System – Until 1 Jan 2020 May be inoperative. After 31 Dec 2019 Required for operations within Class B and C airspace, with in the 30 nm veil around Class B airspace, over Class B and C airspace, when at and above 10,000 feet MSL and more than 2500 feet AGL and Class E airspace at and above 3000 feet MSL over the Gulf of Mexico from the coastline of the United States out to 12 nautical miles. May be inoperative when approved by ATC.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	NAVIGATION				
3457-01	Global Positioning System (GPS)	C	1	0	May be inoperative provided operations do not require its use.
3457-03	GPS Aviation Database	D	1	0	(O) May be inoperative or out of date provided required information is derived from current aeronautical data sources, and operations do not require its use.
3457-04	GPS Obstacle Database	D	1	0	(O) May be inoperative or out of date provided required information is derived from current aeronautical data sources, and operations do not require its use.
3457-05	GPS Airport information Database (i.e., Garmin’s SafeTaxi)	D	1	0	(O) May be inoperative or out of date provided required information is derived from current aeronautical data sources and operations do not require its use.
3457-06	GPS Navigation Database	D	1	0	(O) May be inoperative or out of date provided required information is derived from current aeronautical data sources and operations do not require its use.
					NOTE: Approach procedures are not permitted, and all frequencies must be tuned in manually.
3457-09	XM Weather	D	1	0	May be inoperative.

33457-01 Global Positioning System (GPS) – May be inoperative.

3457-03 (O) GPS Aviation Database – May be inoperative or out of date indefinitely provided required information is derived from current VFR sectional or WAC charts, or information from approved EFB.

3457-04 (O) GPS Obstacle Database – May be inoperative or out of date indefinitely provided required information is derived from current VFR sectional or WAC charts, or information from approved EFB.

3457-05 (O) GPS Airport information Database (i.e., Garmin's SafeTaxi) – May be inoperative or out of date indefinitely provided required information is derived from current VFR sectional or WAC charts, or information from approved EFB.

3457-06 (O) GPS Navigation Database – May be inoperative or out of date indefinitely provided required information is derived from current VFR sectional or WAC charts, or information from approved EFB.



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		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	DOORS				
5210-01	Pneumatic Door Opening System	D	2	0	May be inoperative or missing provided the door retention strap is installed.
5270-01	Door Caution/Warning System	C	1	0	(O) May be inoperative provided doors and latching have been checked by crew prior to takeoff.

5270-01 (O) Door Caution/Warning System – Crew must ensure all doors are closed and latched prior to takeoff by visually checking all doors.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
JASC Code	MAIN ROTOR DRIVE	3. Number Required for Dispatch			
		4. Remarks and Exceptions			
6320-01	Main Gear Box Chip Detection Warning System	C	1	0	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, and b) Magnetic plug is checked for particles before first flight of the day.
6321-01	Rotor Brake System	C	1	0	(M) May be inoperative provided: a) A check is performed to determine the rotor brake disk is free, and b) Rotor brake system is deactivated and secured.
		C	1	0	(O) For rotor brake stopping, aircraft should be directed with a headwind below 30 kt and wait for full rotor stop before leaving aircraft.

6320-01 (M) Main Gear Box Chip Detection Warning System

1. Inspect the main rotor transmission chip detector plug for debris prior to the first flight of the day.
2. Unplug, cap and secure chip detector electrical connectors at the chip detector.

6321-01 (M) Rotor Brake System

1. Visually inspect the rotor and ensure that it is free.
2. Remove main rotor blade tie-down and pull the rotor blade thru to determine that it is free.
3. Check the master cylinder for correct fluid level and leaks. If the fluid level is low, check the lines from the master cylinder to the brake for fluid leaks.
4. Secure the brake lever to deactivate and disable the system.

6321-01 (O) Rotor Brake System – Shut down with the nose into the wind and remain on the controls until the blades come to a complete stop.



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System, Sequence Numbers & Item		<div style="border: 1px solid black; padding: 2px;">1. Repair Category</div> <div style="border: 1px solid black; padding: 2px;">2. Number Installed</div> <div style="border: 1px solid black; padding: 2px;">3. Number Required for Dispatch</div> <div style="border: 1px solid black; padding: 2px;">4. Remarks and Exceptions</div>			
JASC Code	TAIL ROTOR DRIVE	B	1	0	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, and b) Magnetic plug is checked and no particles are found prior to flight.
6540-01	Tail Gear Box Chip Detection Caution Light				

6520-01 (M) Tail Rotor Gearbox Chip Detector Indicating System

1. Inspect the tail rotor gearbox chip detector plug for debris first flight of the day.
2. Unplug, cap and secure chip detector electrical connectors at the chip detector.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
JASC Code	POWERPLANT	D	1	0	4. Remarks and Exceptions
7100-01	Engine Air Sand Filter System				May be inoperative provided the flight is not conducted in a sand-laden environment.



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

Master Minimum Equipment List (MMEL)

Revision: 6b
Date: 05/25/2017

AIRBUS HELICOPTERS AS-350C, AS-350D, AS-350D1, AS-350B, AS 350B1, AS 350B2, AS 350BA, AS 350B3 (TCDS H9EU)

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U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: AS-350C, D, D1, B AS 350B1, B2, BA, B3		REVISION NO. 6b DATE: 05/25/2017	PAGE NO. I	
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--	Table of Contents and Control Page	I	6b	05/25/2017
--	Log of Revisions	II	6b	05/25/2017
--	Highlights of Change	III thru VI	6b	05/25/2017
--	Definitions and Preamble	VII	6b	05/25/2017
--	Guidelines for (M) and (O) Procedures	VIII	6b	05/25/2017
21	Air Conditioning	21-1	6b	05/25/2017
22	Autoflight	22-1	6b	05/25/2017
23	Communications	23-1 thru 3	6b	05/25/2017
24	Electrical Power	24-1	6b	05/25/2017
25	Equipment/Furnishings	25-1 thru 3	6b	05/25/2017
26	Fire Protection	26-1	6b	05/25/2017
28	Fuel	28-1	6b	05/25/2017
29	Hydraulics	29-1	6b	05/25/2017
30	Ice and Rain Protection	30-1	6a	01/19/2017
31	Instruments	31-1 thru 3	6b	05/25/2017
32	Landing Gear	32-1	6b	05/25/2017
33	Lights	33-1 thru 3	6b	05/25/2017
34	Navigation	34-1 thru 4	6b	05/25/2017
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		34-7 thru 9	6b	05/25/2017
35	Oxygen	35-1	6b	05/25/2017
45	Central Maintenance System	45-1	6b	05/25/2017
52	Doors	52-1	6b	05/25/2017
62	Main Rotor	62-1	6b	05/25/2017
63	Main Rotor Drive	63-1	6b	05/25/2017
65	Tail Rotor Drive	65-1	6b	05/25/2017
71	Powerplant	71-1	6b	05/25/2017
72	Turbine/Turboprop Engine	72-1	6b	05/25/2017
77	Engine Indicating	77-1	6a	01/19/2017

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FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: AS-350C, D, D1, B AS 350B1, B2, BA, B3		REVISION NO. 6b DATE: 05/25/2017	PAGE NO. II
LOG OF REVISIONS			
REV NO.	DATE	PAGE NUMBERS	
Original	2/12/1992	Entry from approval date stamp.	
1	7/27/2000	Highlights of Revision, Definitions, Preamble, 21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 28-1, 30-1, 31-1, 33-1, 33-2, 34-1, 34-2, 52-1, 65-1, 71-1, 77-1.	
1a	2/02/2001	Highlights of Revision, Definitions, 34-2.	
2	9/22/2004	Highlights of Revision, Definitions, 33-1.	
3	9/12/2005	Highlights of Revision, Definitions, 25-2.	
3a	5/24/2007	Highlights of Revision, Definitions, 25-1, 25-2.	
4	9/18/2013	All pages updated to JASC Coding format and incorporation of Global Change (GC) Policy Letters. Accommodated EASA MMEL AS 350, Revision 0, Issue 2, content.	
5	03/28/2015	Added Global Policy Letter PL-87, added "NOTE:" to Highlights of Change, Page No. IV. Updated Provisos as noted by change bars; 21-1, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 26-1, 28-1, 30-1, 31-1, 32-1, 33-1, 33-2, 33-3, 33-2, 34-1, 34-2, 34-3, 34-5, 34-6, 34-7, 35-1, 52-1, 62-1, 63-1, 65-1, 71-1, 72-1, and 77-1 PL-87.	
6	08/11/2016	Cover Page, Table of Contents, Control Page, Highlights of Change, Definitions, Preamble, Guidelines, 21-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 26-1, 28-1, 29-1, 30-1, 31-1, 31-2, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 34-10, 35-1, 52-1, 62-1, 63-1, 65-1, and 77-1.	
6a	01/19/2017	Cover Page, Table of Contents and Control Page, Highlights of Change, Guidelines, 23-3, 31-1, 31-2, and 34-10.	
6b	05/25/2017	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Guidelines, 21-1, 22-1, 23-1, 23-2, 24-1, 25-1, 25-2, 25-3, 26-1, 30-1, 31-1, 31-2, 31-3, 32-1, 33-1, 33-2, 34-1, 34-2, 34-3, 34-7, 34-8, 34-9, 35-1, 45-1, 52-1, 62-1, 63-1, 65-1, 71-1, 72-1, and 77-1.	

NOTE 1: This MMEL also incorporates relief for Part 91 operations.

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HIGHLIGHTS OF CHANGE		

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

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

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

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
--	--	Updated Cover Page to reflect revision 6b.
I	--	Updated Table of Contents and Control Page to reflect revision 6b; added JASC 45, Central Maintenance System, and DELETED JASC 22, Autoflight, 62, Main Rotor, and 72, Turbine/Turboprop Engine.
II	--	Updated Log of Revisions to reflect revision 6b.
III thru VI	--	Updated Highlights of Change to reflect revision 6b.
VII	--	Added “and Preamble” to Title.
VIII	--	Revised the Guidelines to a single paragraph to advise operators to contact the manufacturer to determine if they have published guidelines; Note: Guidelines are not required for an MMEL or MEL.
21-1	2100-01	Changed to D relief, since optional.
21-1	2121-02	Added relief for Cabin Cockpit Dynamic Ventilation Circuits.
22-1	2210-01	Revised AFCS relief IAW PL-101.
22-1	2210-02	Changed number required for dispatch to “0”.
22-1	2210-03	Changed number required for dispatch to “0”.
22-1	2210-04	Added relief for Navigation Database.
23-1	2300-01	Changed to D relief, since optional.
23-1	2310-02	Added relief for Satellite Tracking or Satellite Phone Systems.
23-2	2312-01	Revised proviso IAW PL-95 (removed NOTE).
23-2	2340-01	Revised relief for PA Systems IAW PL-12 (ref. all other aircraft).

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HIGHLIGHTS OF CHANGE (Cont'd)			
PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE	
23-2	2340-02	Revised ICS relief (combined cockpit and cabin with item 2300-01); added (***) for cabin; changed cockpit relief to C and changed number required for dispatch to "1".	
23-2	2350-01	Changed number required for dispatch to "1".	
24-1	2432-02	Added missing C relief reference to second and third paragraphs and chanded required dispatch to 0.	
25-1	2500-01	Added (***)	
25-1	2500-02	Changed relief to D, since optional and revised proviso (added removed).	
25-1	2500-03	Added relief for Tail Rotor Camera.	
25-1	2500-05	Changed relief to D, since optional and revised proviso (added removed).	
25-1	2500-06	Changed relief to D, since optional and revised proviso (added removed).	
25-1	2500-07	Added relief for Printed Supplemental Safety Information IAW PL-125.	
25-2	2520-01	Added relief for Passenger Seat IAW PL-79.	
25-2	2520-02	Revised proviso (added 14 CFR).	
25-2	2550-01	Revised proviso (changed cargo swing load indicator to a NOTE).	
25-2	2560-01	Revised description (removed examples to maximize relief).	
25-2	2562-02	Revised number of dispatch to 0.	
25-3	2562-03	Added relief for ELT Remote Switch.	
25-3	2570-01	Added relief for Heli-Preheat Kit.	
28-1	2841-01	Revised proviso par a) (removed item reference).	
28-1	2841-02	Revised proviso par a) (removed item reference).	
29-1	2912-01	Changed number required for dispatch to "1".	
30-1	3040-01	Revised proviso.	
31-1	3100-01	Changed relief to C and updated proviso.	
31-1	3100-02	Added relief for SVS.	
31-1	3100-03	Revised proviso (added night).	
31-1	3100-04	Revised description; changed proviso for C relief and DELETED D relief. Changed number required for dispatch.	
31-1	3100-05	Added relief for Class C EFBs IAW PL-121.	
31-2	3120-01	Added (***) and proviso.	
31-3	3150-01	MOVED ALERTS to Item 4500-02 IAW JASC user manual.	
32-1	3246-01	Revised proviso (added restriction to landing on soft surfaces).	
32-1	3246-02	Revised proviso (added restriction to landing on soft surfaces).	

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HIGHLIGHTS OF CHANGE (Cont'd)

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
33-1	3310-01	Revised relief for Cockpit Instrument Lights IAW PL-77.
33-2	3310-02	Changed relief to C, since not optional.
33-3	3340-03	Changed number installed.
33-3	3340-04	Revised proviso (removed item reference).
33-3	3340-05	Changed relief to D, since optional, and Revised proviso (removed item reference).
33-3	3340-07	Added proviso.
34-1	3413-01	Changed relief to D, since optional.
34-1	3416-01	Revised description and changed number required for dispatch to "0".
34-1	3416-02	Added relief for Altitude Alerting System.
34-1	3421-01	Revised description (changed to pitch and bank); and changed number required for dispatch.
34-1	3422-01	Revised description (changed to direction); and changed number required for dispatch to "0".
34-1	3424-01	Changed relief to D, since optional.
34-1	3424-01	Changed number required for dispatch to "0".
34-1	3430-01	Revised description (changed to localizer).
34-1	3432-01	Changed relief to D, since optional.
34-1	3434-01	Changed relief to D, since optional.
34-2	3444-01	Revised description (added system); changed number required for dispatch to "0" and added D relief.
34-2	3444-02	Added relief for HTAWS
34-2	3444-03	DELETED TAWS, since recommended to be disabled for helicopters.
34-7	3453-01	Changed number required for dispatch to "0" and revised proviso.
34-7	3454-01	Revised description (added system); changed number required for dispatch to "0" and revised proviso.
34-8	3455-01	Revised description (removed RMI); changed number required for dispatch to "0" and revised proviso.
34-8	3457-01	Changed number required for dispatch to "0" and revised proviso.
34-8	3457-02	Added relief for GPS Terminal Procedures Database.
34-8	3457-03	Added relief for GPS Aviation Database.
34-8	3457-04	Added relief for GPS Obstacle Database.
34-8	3457-05	Added relief for GPS Airport Information Database.

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HIGHLIGHTS OF CHANGE (Cont'd)		
PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-8	3457-06	Added relief for GPS Navigation Database.
34-8	3457-07	Added relief for Garmin GTN (GPS) 6XX/7XX Navigation System.
34-8	3457-08	Revised proviso.
34-9	3457-09	Added relief for XM Weather.
34-9	3461-01	Revised relief for FMS IAW PL-98.
35-1	3500-01	Revised description (added masks); change CFR proviso to a C relief and revised D relief.
45-1	4500-02	Added proviso; moved from item 3150-02.
52-1	5210-01	Added relief for Pneumatic Door Opening System.
52-1	5270-01	Removed PL-69 reference; revised description (changed to door caution/warning system) and revised proviso.
62-1	6240-01	MOVED Digital Nr Indication relief to Item 6300-01, IAW JASC user manual; JASC 62 will be removed from list during next revision cycle.
63-1	6320-01	Added relief for Main Gear Box Chip Detection Warning System IAW AB 2102 MMEL.
65-1	6540-01	Added (***).
71-1	7100-01	Changed number required for dispatch to "0".
72-1	7200-01	MOVED EDR relief to Item 7700-01, IAW JASC user manual; JASC 72 will be removed from list during next revision cycle.

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DEFINITIONS		

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

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

PREAMBLE

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

Current Policy Letters may be found online at <http://fsims.avs.faa.gov>.

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GUIDELINES FOR (M) AND (O) PROCEDURES			

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

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MMEL TABLE KEY						
JASC CODE & ITEM NO.		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
21. AIR CONDITIONING						
JASC Code	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioning System	D	-	-	(M) May be inoperative provided system is deactivated and secured.	
2100-02	Bleed Air Heater Control Valve	C	1	0	(O) May be inoperative provided demister is verified operative.	
2100-03	Demisting Control System	C	1	0	(M) Demisting Control Valve is secured in closed position, and (O) May be inoperative provided: a) No visible moisture is present and OAT above +5 degrees C (41 degrees F), and b) Not required for mission.	
2120-01	Fresh Air Vent	D	1	0	(M) May be inoperative provided system is deactivated/secured.	
2120-02	Cabin-Cockpit Dynamic Ventillation Circuits	D	2	1	One circuit (either cockpit front ventilation or cabin overhead ventilation) may be inoperative, provided the other dynamic ventilation circuit is operative.	
2140-01	Heating System	C	1	0	(M) May be inoperative provided: a) Heating control valve is secured in closed position and placarded, and b) Demisting is operative.	

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MMEL TABLE KEY								
JASC CODE & ITEM NO.		ITEM		1. REPAIR CATEGORY				
				2. NUMBER INSTALLED				
				3. NUMBER REQUIRED FOR DISPATCH				
				4. REMARKS OR EXCEPTIONS				
22. AUTOFLIGHT								
JASC Code	Item	1	2	3	4	Change Bar		
2210-01 *** (PL-101)	Autopilot Non Transport Category Aircraft	C	-	0	May be inoperative provided operations do not require its use.			
2210-02 ***	Yaw SAS	C	-	0	(M) May be inoperative provided system is deactivated and secured.			
2210-03 ***	Pitch/Roll SAS	C	-	0	(M) May be inoperative provided system is deactivated and secured.			
2210-04 ***	Navigation Database	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.			

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MMEL TABLE KEY							
JASC CODE & ITEM NO.		ITEM		1. REPAIR CATEGORY			
				2. NUMBER INSTALLED			
				3. NUMBER REQUIRED FOR DISPATCH			
				4. REMARKS OR EXCEPTIONS			
23. COMMUNICATIONS							
JASC Code	Item	1	2	3	4	Change Bar	
2300-01 ***	External Loudspeaker	D	-	-	May be inoperative provided system is deactivated and secured.		
2310-01 *** (PL-106)	High Frequency Communications System (HF)	D C	- -	0 1	Any in excess of those required by 14 CFR may be inoperative. (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as an LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established.		
2310-02 ***	Satellite Tracking or Satellite Phone System(s)	D	-	-	NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.		
2311-01 *** (PL-95)	Communications Systems (UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.		

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MMEL TABLE KEY						
JASC CODE & ITEM NO.		1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
2312-01 *** (PL-95)	Communications Systems (VHF) 1) VHF Communication Control Panels a) Frequency Transfers Light b) Frequency Transfer Switch c) Frequency Selector Knob d) Frequency Indication	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
2312-02 ***	Communications Systems (FM)	D	-	-	As required by 14 CFR.	
2340-01 *** (PL-09)	Passenger Address System (PA)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
2340-02 ***	Intercom System (ICS) Cockpit Cabin	C	2	1	ICS for pilot not flying (PNF) may be inoperative for VFR provided a second in command is not required.	
		D	-	0	(O) Any in excess of those required may be inoperative provided alternate procedures are established and used with passengers.	
2350-01	Headsets	C	-	1	Any in excess of those required by the RFM section 2 may be inoperative.	
2350-02 ***	Audio Selector Panel	C	-	-	As required by 14 CFR.	

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MMEL TABLE KEY							
JASC CODE & ITEM NO.		ITEM	1. REPAIR CATEGORY				
			2. NUMBER INSTALLED				
			3. NUMBER REQUIRED FOR DISPATCH				
			4. REMARKS OR EXCEPTIONS				
23. COMMUNICATIONS (Cont'd)							
JASC Code	Item	1	2	3	4	Change Bar	
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft With a Flight Data Recorder Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.		
***	Independent Power Source	C	1	0			
	Cockpit Voice Recorder (CVR) (Aircraft Without a Flight Data Recorder Installed)						
	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made within 3 flight days.		
***	1) Independent Power Source	C	1	0			
	Cockpit Voice Recorder (CVR) 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.		
	Cockpit Voice Recorder (CVR)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.		
***	1) Independent Power Source	C	1	0			

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MMEL TABLE KEY									
JASC CODE & ITEM NO.		ITEM		1. REPAIR CATEGORY					
				2. NUMBER INSTALLED					
				3. NUMBER REQUIRED FOR DISPATCH					
				4. REMARKS OR EXCEPTIONS					
24. ELECTRICAL POWER									
JASC Code		Item		1	2	3	4	Change Bar	
2410-01		Generator Caution System		B	1	0	May be inoperative provided ammeter is operative.		
2425-01		AC Voltage Indication		C	-	0	(M) May be inoperative provided system is deactivated and secured.		
2432-01		Battery		B	1	0	(M) Main battery may be inoperative provided: a) Second Battery Kit is installed and operative, and b) Inoperative battery connector is disconnected and stowed.		
2432-02 ***		Second Battery Kit (Cold Weather Starting)		C	-	0	(M) May be inoperative provided Kit battery remains installed and disconnected and electrical cables are secured.		
				C	-	0	(M) May be inoperative provided Kit battery is removed, appropriate ballast is installed, and electrical cables are secured.		
				C	-	0	(M) May be inoperative provided Kit battery is removed, electrical cables are secured, and weight and balance is revised.		

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MMEL TABLE KEY						
JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY				
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		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS						
JASC Code	Item	1	2	3	4	Change Bar
2500-01 ***	Nonessential Equipment and Furnishings (NEF) Items	D	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures, and processes are outlined in the operator's manual. (M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
2500-02 ***	Electronic News Gathering (ENG) Equipment	D	-	0	(M) May be inoperative provided system is deactivated, secured, or removed.	
2500-03 ***	Tail Rotor Camera	D	-	0	(M) May be inoperative provided system is deactivated, secured, or removed.	
2500-04 ***	Helicopter Air Ambulance (HAA) Equipment	D	-	0	(M) May be inoperative or missing provided system is secured or removed. (O) Procedures may be required and included in the operator's appropriate document.	
2500-05 ***	Forward Looking Infrared (FLIR) System	D	-	0	(M) May be inoperative provided system is deactivated, secured, or removed.	
2500-06 ***	Sonic Underwater Locator Beacon (ULB)	D	-	0	(M) May be inoperative provided system is deactivated, secured, or removed.	
2500-07 *** (PL-125)	Printed Supplemental Safety Information	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
2510-01	Crewmember Shoulder Harness	B	-	1	One may be inoperative or missing provided the affected seat is not required and is not used.	

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MMEL TABLE KEY						
JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seat	D	-	0	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft isle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.) is considered inoperative.	
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	C	-	0	As required by 14 CFR. (O) May be inoperative provided the seat is blocked and placarded.	
2550-01 ***	Cargo Suspension System	D	-	0	(M) May be inoperative provided system is deactivated and secured. NOTE: Cargo Swing Load Indicator may be inoperative provided another accurate means of weighing the sling load is available.	
2550-02 ***	Hoist System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2550-03 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2560-01 ***	Flotation Equipment	D	-	-	As required by 14 CFR	
2560-02 ***	Survival Equipment	D	-	-	As required by 14 CFR.	

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MMEL TABLE KEY						
JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
2560-03 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
2562-01 (PL-120) *** ***	Emergency Locator Transmitter (ELT) Survival Type ELTs Fixed ELTs	D A A D D	- - - - -	- 0 0 - -	Any in excess of those required by 14 CFR may be inoperative or missing. (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. May be missing provided repairs are made within 90 consecutive calendar-days. (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. Any in excess of those required by 14 CFR may be inoperative or missing.	
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	D	-	0	May be inoperative.	
2562-03 ***	ELT Remote Switch	D	-	0	(M) May be inoperative provided ELT transmitter is armed and functional.	
2570-01 ***	Heli-Preheat Kit	C	-	0	(M) May be inoperative provided system is deactivated and secured.	

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26. FIRE PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR 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 weight and balance is maintained.	

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28. FUEL						
JASC Code	Item	1	2	3	4	Change Bar
2810-01 ***	Ferry Tank System	D	-	-	May be inoperative provided flight not predicated upon use of system.	
2822-02 ***	Fuel Flow Meter	D	-	-	(M) May be inoperative provided system is deactivated and secured.	
2841-01	Fuel Quantity Indication	B	1	0	May be inoperative provided: a) Low Fuel Level Warning Light is operative, b) Tank is fueled with a known quantity as required by 14 CFR, and c) Takeoff with maximum fuel and do not fly for than 1 hour 50 minutes. (O) A fuel management procedure is established and included in the operator's document (if applicable).	
2841-02	Low Fuel Level Warning Light	B	1	0	May be inoperative provided: a) Fuel Quantity Indication is operative, b) Tank is fueled with a known quantity as required by 14 CFR, and c) Takeoff with maximum fuel and do not fly for than 1 hour 50 minutes. (O) A fuel management procedure is established and included in the operator's document (if applicable).	

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29. HYDRAULIC POWER

JASC Code	Item	1	2	3	4	Change Bar
2912-01	Dual Hydraulic System Clogging Indicator	B	2	1	(M) One indicator may have popped out, but the second one must be operative. See 29-00-00 of the MET.	

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30. ICE AND RAIN PROTECTION						
JASC Code	Item	1	2	3	4	Change Bar
3030-01	Pitot Heating System	C	1	0	May be inoperative provided: a) OAT above +5 degrees C (41 degrees F), and b) There is no visible moisture.	
3030-02	Pitot Heating Warning Light	C	1	0	(M) Warning light may be inoperative provided Pitot Heater is verified to be operative prior to each flight.	
		C	1	0	May be inoperative provided: a) OAT above +5 degrees C (41 degrees F), and b) There is no visible moisture.	
3040-01 ***	Windshield Wiper System	D	-	-	May be inoperative provided operations do not require its use.	
3080-01	Anti-Ice Airframe Fuel Filter Warning Light	C	-	0	(O) May be inoperative provided known and forecast conditions for flight are OAT above +5 degrees C (+41 degrees F).	

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31. INSTRUMENTS						
JASC Code	Item	1	2	3	4	Change Bar
3100-01 ***	Enhanced Vision System (EVS)	C	-	0	As required by 14 CFR.	
3100-02 ***	Synthetic Vision System (SVS)	C	-	0	As required by 14 CFR.	
3100-03 ***	Garmin G500H Flight Display System	C	-	0	May be inoperative for Day (other than Night), unless item 3100-02 is installed and operational, then it may be inoperative for Night .	
3100-04 ***	L-3 ESI-2000 Electronic Standby Indicator	C	-	0	May be inoperative provided operations do not require its use.	
		D	-	0	DELETED.	
3110-05 *** (PL-121) **** **** ****	Electronic Flight Bag Systems (EFBs)					
	Class 3 EFBs	C	-	-	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any function, program, or document which operates normally may be used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	Data Connectivity (Class 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	Power Connection (Class 1 and 2)	C	-	-	(O) May be inoperative provided alternate procedures are established and used.	
(Continued)						

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31. INSTRUMENTS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3110-05 *** (Cont'd)	Electronic Flight Bag Systems (EFBs) (Cont'd)	D	-	0	May be inoperative provided procedures do not require its use.	
****	Mounting Device (Class 2)	C	-	0	(M)(O) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Alternate procedures are established and used.	
		D	-	0	(M) May be inoperative provided: a) Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and b) Procedures do not require its use.	
3120-01 ***	Clock	D	-	0	May be inoperative.	
3120-02	OAT Indicator	C	-	1	May be inoperative provided an approved alternate onboard OAT source is installed and operative.	
3130-01 ***	Hour Meter	D	-	-	May be inoperative provided procedures do not require its use.	
3130-02 *** (PL-87)	Flight Data Recorder (FDR) Installed For a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight days.	
(Continued)						

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31. INSTRUMENTS (Cont'd)							
JASC Code	Item	1	2	3	4	Change Bar	
3130-02 *** (Cont'd)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate (Cont'd)						
	FDR Recording Parameters Required By 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.		
	FDR Recording Parameters Not Required By 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next maintenance visit.		
	Flight Data Recorder (FDR) Installed for a Other Than a Holder of an Air Carrier or Commercial Operator Certificate						
	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.		
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.		
3150-01 ***	Flight Event Recorder (ALERTS)	C	-	-	MOVED to item 4500-02.		
3160-01	VEMD Screens (AS 350B3 and B2 VEMD only)	B	2	1	(O) One may be inoperative provided RFM Section 3 procedures (VEMD screens failure) are followed.		

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32. LANDING GEAR							
JASC Code	Item	1	2	3	4	Change Bar	
3212-01 ***	Emergency Flotation System	C	-	-	As required by 14 CFR.		
3246-01 ***	Snow Skids	C	-	-	May be inoperative provided equipment is secured or both snow skids removed and landings on soft surfaces (i.e., mud or snow) are not conducted.		
3246-02 ***	Settling Protectors	C	-	-	May be inoperative provided equipment is secured or both settling protectors removed and landings on soft surfaces (i.e., mud or snow) are not conducted.		

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

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33. LIGHTS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3310-02	Cabin Lighting System	C	-	0	As required by 14 CFR.	
3310-03	Cockpit Utility Light	C	1	0	May be inoperative for Night provided: a) All normal flight deck lights are operative, and b) One flashlight, as required by 14 CFR, is readily available.	
3310-04 ***	Supplemental Light System	D	-	0	May be inoperative provided procedures do not require its use.	
3320-01 *** (PL-125)	Equipment Relief Without Passengers Interior Emergency Lighting Exit Markings	C	-	0	(O) May be missing or inoperative provided: a) No passengers are carried, and b) Alternate procedures are established and used.	
3320-02 *** (PL-123)	Passenger Lighted Information Sign	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
3320-03 ***	“FASTEN SEAT BELTS/ NO SMOKING” Light (Cockpit)	C	-	0	(O) One or more may be inoperative provided it is verified that the FASTEN SEATBELT AND NO SMOKING SIGN in the cabin is operative, or a procedure is used to notify passengers when the seat belts must be fastened and smoking is not allowed.	
***		D	-	0	Provided passengers are not carried.	
3330-01 ***	Baggage Compartment Lights	D	-	0	May be inoperative.	

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33. LIGHTS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3340-01	Position Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-02	Anti-Collision Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-03	Landing Lights	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-04 ***	External Search Light	D	-	-	May be inoperative provided operations do not require its use.	
3340-05 ***	Strobe Lights	D	-	-	May be inoperative provided procedures do not require its use.	
3340-06 ***	Pulse Lights	D	-	0	May be inoperative provided operations do not require its use.	
3340-07 ***	Taxi Light	D	-	0	May be inoperative provided operations do not require its use.	
3340-08 ***	Storm Light System	D	-	0	May be inoperative provided thunderstorms/potentially hazardous weather conditions are unlikely to be encountered on the intended route of flight.	
3350-01 ***	Flashlight	D	-	0	Any in excess to those required by 14 CFR may be inoperative or missing.	

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34. NAVIGATION						
JASC Code	Item	1	2	3	4	Change Bar
3413-01 ***	Vertical Speed Indicator (VSI)	D	-	0	May be inoperative.	
3416-01 ***	Altitude Encoding System	C	-	0	As required by 14 CFR.	
3416-02 ***	Altitude Alerting System	D	-	0	May be inoperative provided enroute operations do not require its use.	
3421-01 ***	Pitch and Bank Indicator	C	-	0	As required by 14 CFR.	
3422-01 ***	Direction Indicator	C	-	0	As required by 14 CFR.	
3424-01 ***	Rate of Turn Indicator	D	-	0	As required by 14 CFR.	
3424-02 ***	Slip Skid Indicator	C	-	0	As required by 14 CFR.	
3425-01 ***	Flight Director	D	-	-	As required by 14 CFR.	
3430-01 ***	ILS/Localizer System	D	-	-	As required by 14 CFR.	
3432-01 ***	ILS/Glideslope System	D	-	0	As required by 14 CFR.	
3434-01 ***	Marker Beacon	D	-	0	May be inoperative provided approach is not predicated on its use.	

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34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3444-01 ***	Radar Altimeter System	C	-	1	As required by 14 CFR.	
		D	-	0	May be inoperative provided: a) Night operation is not performed with NVGs, and b) Operating requirements do not require its use.	
3444-02	Helicopter Terrain Avoidance Warning System (HTAWS)	C	-	1	As required by 14 CFR.	
		D	-	0	May be inoperative provided operations do not require its use.	
3444-03 *** (PL-54)	Class A TAWS Equipment	A	1	0		
	1) GPWS	A	1	0	DELETED.	
	a) Modes 1–4	A	4	0	DELETED.	
	b) Test Mode	A	1	0	DELETED.	
	c) Glideslope Deviation(s) Mode 5	C	-	1	DELETED.	
		B	-	0	DELETED.	
	d) Advisory Callouts	B	-	0	DELETED.	
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34. NAVIGATION (Cont'd)

JASC Code	Item	1	2	3	4	Change Bar
3444-03 *** (PL-54)	Class A TAWS Equipment (Cont'd)	C	-	0	DELETED.	
***	Windshear Mode (Reactive)	B	1	0	DELETED.	
		C	1	0	DELETED.	
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) and Premature Descent Alert (PDA) Functions	B	1	0	DELETED.	
	3) Terrain Displays	C	-	1	DELETED.	
		B	-	0	DELETED.	
***	4) Runway Awareness and Advisory System (RAAS)	C	1	0	DELETED.	
3444-04	Class B TAWS Equipment Required	A	1	0		
	1) GPWS	A	1	0	DELETED.	
	a) Modes 1 and 3	A	2	0	DELETED.	
	b) Test Mode	A	1	0	DELETED.	
***	c) Modes 2, 4, and 5	C	3	0	DELETED.	
	d) Advisory Callouts	B	-	0	DELETED.	
		C	-	0	DELETED.	
***	e) Windshear Mode (Reactive)	C	1	0	DELETED.	
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34. NAVIGATION (Cont'd)							
JASC Code	Item	1	2	3	4	Change Bar	
3444-04	Class B TAWS Equipment Required (Cont'd)						
	2) Terrain System Forward Looking Terrain Avoidance (FLTA) And Premature Descent Alert (PDA) Functions	B	1	0	DELETED.		
***	3) Terrain Displays	C	-	1	DELETED.		
***	4) Runway Awareness and Advisory System (RAAS)	C	1	0	DELETED.		
***	Class C TAWS Equipment TAWS/GPWS	C	1	0	DELETED.		
3445-01 ***	Traffic Alert/Advisory Systems (TIS/TAS/TCAD)	D	-	0	(M) May be inoperative provided: a) The failed system is deactivated and secured, and b) Procedures do not require its use.		
3445-02 *** (PL-32)	Traffic Alert and Collision Avoidance Systems (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.		
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.		
	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.		
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34. NAVIGATION (Cont'd)							
JASC Code	Item	1	2	3	4	Change Bar	
3445-02 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)	C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.		
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.		
	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.		
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA Only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.		
	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.		
	4) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.		
	5) Airspeed Selection	C	-	0			

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34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3452-01 *** (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
	2) ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	

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34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3452-02 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided in is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR equipment, the repair category in the operator's MEL will be the same as that of the 14 CFR required equipment.	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link Transmission is an intergral part of the transponder, and relief is provided in that section.	
	4) Data Link Receivers	D	-	0		
	5) ADS-B Applications	D	-	0		
3453-01 ***	Long Range Navigation (LORAN) System	C	-	0	May be inoperative provided operations do not require its use.	
3454-01 ***	VOR System	C	-	0	May be inoperative provided operations do not require its use.	

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34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3455-01 ***	ADF System	C	-	0	May be inoperative provided operations do not require its use.	
3457-01 ***	Global Positioning Systems (GPS)	C	-	0	May be inoperative provided operations do not require its use.	
3457-02 ***	GPS Terminal Procedures Database (i.e., Garmin's Chartview)	D	-	0	(O) May be inoperative or out-of-date provided required information is derived from current aeronautical data sources and operations do not require its use.	
3457-03 ***	GPS Aviation Database	D	-	0	(O) May be inoperative or out-of-date provided required information is derived from current aeronautical data sources and operations do not require its use.	
3457-04 ***	GPS Obstacle Database	D	-	0	(O) May be inoperative or out-of-date provided required information is derived from current aeronautical data sources and operations do not require its use.	
3457-05 ***	GPS Airport Information Database (i.e., Garmin's SafeTaxi)	D	-	0	(O) May be inoperative or out-of-date provided required information is derived from current aeronautical data sources and operations do not require its use.	
3457-06 ***	GPS Navigation Database	D	-	0	(O) May be inoperative or out-of-date provided required information is derived from current aeronautical data sources and operations do not require its use.	
3457-07 ***	Garmin GTN (GPS) 6XX/7XX Navigation System	C	-	0	May be inoperative provided operations do not require its use.	
3457-08 ***	Area Navigation (RNAV) System	C	-	0	May be inoperative provided operations do not require its use.	
3457-09 ***	XM Weather	D	-	0	May be inoperative.	

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34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3457-10 ***	Weather Radar/ Thunderstorm Detection Equipment	D	-	0	May be inoperative provide enroute operations do not require its use.	
3461-01 *** (PL-98)	Flight Management System (FMS)					
	Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	
***	Navigation Management System					
	Navigation Databases	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are used to verify status and suitability of Navigation Facilities used to define route of flight, and c) Approach Navigation Radios are manually tuned and identified.	

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35. OXYGEN

JASC Code	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	C	-	0	As required by 14 CFR.	

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45. CENTRAL MAINTENANCE SYSTEM						
JASC Code	Item	1	2	3	4	Change Bar
4500-01 ***	Health and Usage Monitoring System (HUMS)	D	-	-	As required by operating requirements provided system is deactivated by a master switch.	
4500-02 ***	Flight Event Recorder (ALERTS)	D	-	-	May be inoperative.	

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52. DOORS

JASC Code	Item	1	2	3	4	Change Bar
5210-01 ***	Pneumatic Door Opening System	D	-	0	May be inoperative or missing provided the door retention strap is installed.	
5270-01 ***	Door Caution/Warning System	C	-	-	(O) May be inoperative provided doors and latching have been checked by crew prior to takeoff.	

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62. MAIN ROTOR

JASC Code	Item	1	2	3	4	Change Bar
6240-01 ***	Digital Nr Indication (AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368 Only)	A	1	0	MOVED to item 6300-01.	

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63. MAIN ROTOR DRIVE						
JASC Code	Item	1	2	3	4	Change Bar
6300-01	Digital N _r Indication (AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368 Only)	A	1	0	May be inoperative provided: a) Analog N _r indication is operative, b) Aircraft does not takeoff for 1 flight day unless the destination is to a base where either repairs or replacement can be made.	
6320-01 ***	Main Gear Box Chip Detection Warning System	C	-	0	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, and b) Magnetic plug is checked for particles before first flight of the day.	
6321-01	Rotor Brake System	C	1	0	(M) May be inoperative provided: a) A check is performed to determine the rotor brake disk is free, and b) Rotor brake system is deactivated and secured.	
		C	1	0	(O) For rotor brake stopping, aircraft should be directed with a headwind below 30 kt and wait for full rotor stop before leaving aircraft.	

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4. REMARKS OR EXCEPTIONS

65. TAIL ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6540-01 ***	Tail Gear Box Chip Detection Caution Light	B	-	-	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, and b) Magnetic plug is checked and no particles are found prior to flight.	

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71. POWERPLANT

JASC Code	Item	1	2	3	4	Change Bar
7100-01 ***	Engine Air Sand Filter System	D	-	0	May be inoperative provided the flight is not conducted in a sand-laden environment.	

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72. TURBINE/TURBOPROP ENGINE

JASC Code	Item	1	2	3	4	Change Bar
7200-01 ***	Engine Data Recorder (EDR) (Aircraft Equipped With Ariel 2D Engine)	A	1	0	MOVED to item 7700-01.	

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77. ENGINE INDICATING

JASC Code	Item	1	2	3	4	Change Bar
7700-01 ***	Engine Data Recorder (EDR) (Aircraft Equipped With Ariel 2D Engine)	A	1	0	(O) May be inoperative for 200 flight-hours. Engine cycles and usage must be reported manually in the engine log book.	
7714-01	Tachometer, Dual Indicator N _r /N _i . (All Models Except: AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368)	A	1	0	N _r indication may be inoperative provided: <ul style="list-style-type: none"> a) N_r function of the dual tachometer indicator is operative, b) N_g indication is operative, c) Torque indication is operative, and d) Aircraft does not takeoff for 1 flight day unless the destination is to a base where either repairs or replacement can be made. 	
7714-02	Digital N _r Indication (AS 350B3 and AS 350B2 VEMD Post Mod. 07-3368 Only)	A	1	0	(O) May be inoperative provided: <ul style="list-style-type: none"> a) Flight Manual, Section 3 Procedures (Digital N_r indication failure) are followed, and b) Aircraft does not takeoff for 1 flight day unless the destination is to a base where either repairs or replacement can be made. 	