



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

## **14 CFR Part 91 Operations**

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U.S. Department  
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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.**

8/25/17

CRAIG, WALKER, Responsible Person-MMEL

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](http://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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## 14 CFR Part 91 Operations

**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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## 14 CFR Part 91 Operations

**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.**

Bell, Don, Responsible Person - 91J

Date



***United States Department of the Interior***  
**Office of Aviation Services**

**BELL HELICOPTER 206**

N612BR	SN: 1725
N206RW	SN: 4372
N33PP	SN: 51051
N626	SN: 51139

**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](mailto:brian_green@ios.doi.gov)

Revision: 1  
Date: 6-28-2017  
FAA MMEL: 5  
Date: 5-11-2017



**United States Department of the Interior**  
**Office of Aviation Services**

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**United States Department of the Interior**  
**Office of Aviation Services**

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52 Doors	52-1	1	06-28-2017
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[illegible]



**United States Department of the Interior**  
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AIRCRAFT: BELL 206	REVISION: 1 DATE: 06-28-2017	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 its 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](mailto:Brian.Green@ios.doi.gov), 208-433-5082 (Alternate, Walker Craig, [walker\\_craig@ios.doi.gov](mailto: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					
2140-01	Cabin Heating System - Bleed Air	C	1	0	(M) May be inoperative provided system is deactivated and secured and defogging system is operative.	
2140-02	Defogging System					
1)	Bleed Air	C	1	0	(M) May be inoperative provided system is deactivated and secured and cockpit vent and defog blower fan is operative.	
2)	Cockpit Vent and Defog Blower Fan	C	-	0	(O) May be inoperative provided cabin ventilation system and defog blower are operative.	

2140-01 (M) Cabin Heating System Bleed Air – 1. Determine by inspection that there are no bleed air leaks by checking for loose fittings or ruptured bleed air lines. 2. Run engine and determine by feel that there is no bleed air leak from the engine to the jet pump mixing valve and to the distribution system kit. 3. Deactivate the heater power circuit breaker switch on the overhead console by safety wiring in off position and place tape over push-pull temperature control to prohibit activation. OR Ensure temperature control knob is in off position and place tape over knob to prohibit activation. OR Safety wire temperature control lever in off position.

2140-02-1 (M) Defogging System Bleed Air – 1. Determine by inspection that there is no bleed air leaks by checking for loose fittings or ruptured bleed air lines. 2. Run engine and determine by feel that there is no bleed air leak from the engine to the jet pump mixing valve and to the distribution system kit. 3. Ensure temperature control knob is in off position and place tape over knob to prohibit activation.

2140-02-2 (O) Defogging System Cockpit Vent and Defog Blower Fan – Verify the cabin ventilation system and defog blower are operative by turning it on.



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System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
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		4. Remarks and Exceptions			
JASC Code	COMMUNICATIONS				
2300-01	External Loud Speaker	D	-	0	May be inoperative provided deactivated and secured.
2310-02	Satellite Tracking or Satellite Phone System(s)	D	-	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 may be INOP only when alternate means of tracking is used.



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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				
2312-01	Communications Systems (VHF)	D	-	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	-	0	
b)	Frequency Transfer Switch	C	-	0	
c)	Frequency Selector Knob	C	-	2	
d)	Frequency Indication	C	-	2	
2312-02	Communications Systems (FM)	D	-	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	-	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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		4. Remarks and Exceptions			
JASC Code	COMMUNICATIONS				
2340-03	Cockpit/Cabin Speakers (Excluding Caution and Warning System)	D	-	0	As required by 14 CFR.  NOTE: See item 3150-02 for additional (206) relief for engine out audio.
2350-01	Audio Panel	D	-	0	May be inoperative.



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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	B	-	1	May be inoperative provided the Loadmeter is operative.
2434-02	Generator Caution System Alternator (206B-3, s/n 4311 and subsequent, and 206L/L-1/L-3/L-4)				



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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				
2500-01	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.
2500-05	Forward Looking Infrared (FLIR) System	D	-	0	(M) May be inoperative provided system is deactivated and secured or removed.

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

2500-05 (M) Forward Looking Infrared (FLIR) System – Deactivate by pulling and banding the circuit breaker. If the FLIR is removed adjust Weight and balance records accordingly.





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		4. Remarks and Exceptions			
JASC Code	EQUIPMENT/FURNISHINGS				
2500-9	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	Copilot shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or 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.

2500-9 (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”.

2510-01 Crewmember Shoulder Harness – No operations that require an Instructor or Safety Pilot or a Pilot Inspector allowed.

2520-02 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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		4. Remarks and Exceptions			
JASC Code	EQUIPMENT/FURNISHINGS				
2550-01	Cargo Suspension System	D	-	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.
2550-2	Hoist System	D	-	0	(M) May be inoperative provided system is deactivated and secured or removed.
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.
2560-03	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.

2550-02 (M) Hoist System – Deactivate by pulling and banding the circuit breaker. If the Hoist is removed adjust Weight and balance records accordingly.

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.

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



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		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	-	0	(M) May be inoperative provided ELT transmitter is armed and functional.	

**ELT**

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 - DOI policy and 14 CFR 91.207 one ELT is required except for ferry flights to a location where an inoperative ELT will be repaired or replaced.

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	-	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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JASC Code	FUEL					
2800-01	Solenoid Drain Valve System	D	-	0	May be inoperative provided it is not the first flight of the day and the aircraft has not been refueled, and  (M) The Solenoid Drain Valve is verified closed prior to flight.	
2822-03	Right Fuel Boost Pump Caution Light (206L)	B	2	1	(O) The Fuel Boost Pump Light may be inoperative provided: a) Fuel Pressure Gauge is operative to enable the crew to verify the fuel boost pump is operative, b) The Forward Fuel Quantity Switch (S/N 51244 and sub) is operative, and c) Flight is conducted in accordance with the RFM.	
2822-04	Fuel Boost Pump Caution Light (206A/B)	B	2	1	(O) One may be inoperative provided: a) Fuel Pressure Indicator is operative to enable the crew to verify the fuel boost pump is operative, and b) Flight is conducted in accordance with the RFM.	
2841-01	Fuel Quantity Gage	C	1	0	May be inoperative provided: (O) An alternate acceptable procedure is used to determine the fuel quantity prior to initiation of flight. (M) The low fuel caution light system is installed and functional.	
2841-02	FUEL LOW Warning Caution Light System	C	-	0	May be inoperative provided the Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank.	

2800-01 (M) Solenoid Drain Valve System – Visually inspect the valve to verify it is closed. No fuel should be draining or leaking.

2822-03 (O) Right Fuel Boost Pump Caution Light (206L) – Right and then left fuel boost pump switches are cycled to verify each is providing pressure. This will be verified by the fuel pressure gauge.

2822-04 (O) Fuel Boost Pump Caution Light (206A/B) – Right and then left fuel boost pump switches are cycled to verify each is providing pressure. This will be verified by the fuel pressure gauge.

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

2841-01 (M) Fuel Quantity Gage – Drain the fuel to a level that the FUEL LOW caution light comes on.



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JASC Code	HYDRAULIC POWER	C	-	0	May be inoperative provided flight is conducted in accordance with the RFM.
2930-01	Hydraulic System Caution Light (206)				



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JASC Code	ICE & RAIN PROTECTION				
3030-02	Engine Anti-Ice System	B	1	0	May be inoperative provided known and forecast conditions for flight are at ambient temperatures above +4.4 degrees C (40 degrees F) with no visible moisture
3080-01	Automatic Engine Reignition Kit	C	-	0	May be inoperative provided aircraft is configured as required by RFM for flight in falling or blowing snow.



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		4. Remarks and Exceptions				
JASC Code	INDICATING/RECORDING					
3110-05	Electronic Flight Bag Systems (EFBs)					
	Power Connection (Class 1 and 2)	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.	
	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.	

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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JASC Code	INDICATING/RECORDING				
3120-01	Clock	D	-	0	As required by 14 CFR.
3120-02	OAT/Free Air Temperature Gauge	C	-	1	May be inoperative provided an approved alternate onboard OAT source is installed and operative.
3120-03	Davtron Indicator (OAT/Clock/Timer/PA/DA/Voltmeter)	D	-	0	May be inoperative provided operation does not require its use, and (M) Inoperative mode must be placarded prior to flight.
3120-04	Hour Meter	D	-	0	(O) May be inoperative provided alternative means are utilized for recording time in service.
3150-01	Voice Warning System	C	-	0	May be inoperative.
3150-02	Warning Horn Mute Button (206)	C	1	0	May be inoperative provided the crew does not pull the caution circuit breaker to silence the audio system.  NOTE: The engine out audio may be deactivated, reference TB 206-82-71.

3120-01 Clock – Required for IFR operations and when any fuel quantity gage is inoperative.

3120-03 (M) Davtron Indicator (OAT/Clock/Timer/PA/DA/Voltmeter) – Placard the modes that are inoperative.

3120-04 (O) 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.



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		4. Remarks and Exceptions				
JASC Code	LANDING GEAR					
3211-01	Snow Skis (206A1/B1/206L/407)	C	-	0	May be inoperative provided equipment is secured or both snow skis removed, and landings on soft surfaces (i.e., mud or snow) are not conducted.	
3211-02	Snow Pads	C	-	0	May be inoperative provided equipment is secured or both snow pads removed, and landings on soft surfaces (i.e., mud or snow) are not conducted.	
3212-01	Emergency Flotation System	C	-	0	As required by 14 CFR.	

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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JASC Code	LIGHTS				
3300-01	NVG Compatible Lighting System	C	-	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	-	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	Cockpit Utility Light	C	-	0	May be inoperative.



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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)	Exterior Emergency Lighting				
3)	Exit Markings				
3320-04	Cabin Lighting System	C	-	0	As required by 14 CFR.
3330-01	Baggage Compartment Lights	C	-	0	May be inoperative.
3340-01	Position Light System	C	-	0	As required by 14 CFR.

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”.

3320-04 (O) Cabin Lighting System - May be inoperative for day VFR flight.

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



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JASC Code	LIGHTS			
3340-02	Anti-Collision Light System	C	-	0 As required by 14 CFR.
3340-03	Strobe Lights	D	-	0 May be inoperative provided operations do not require its use.
3340-04	Pulse Lights			May be inoperative provided operations do not require its use.
3340-05	Landing Lights	C	-	0 Any in excess of those required by 14 CFR may be inoperative.
3340-06	Taxi Light	D	-	0 May be inoperative provided operations do not require its use.
3340-07	External Search Light	D	-	0 May be inoperative.
		C	-	0 May be inoperative provided operations do not require its use
3340-08	External Utility Lights	D	-	0 May be inoperative.
3340-09	Supplemental Lighting System	D	-	0 May be inoperative.
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.

3340-05 Landing Lights – May be inoperative for day VFR flight.

3350-01 Flashlight – Not required.



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JASC Code	NAVIGATION				
3413-01	Vertical Speed Indicator (VSI) (206)	D	-	0	May be inoperative.
3414-01	Airspeed Indicator (206L-1/L-3/L-4, with STC SH4099SW)	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR provided a second in command is not required.
3414-02	Standby Airspeed Indicator	D	1	0	As required by 14 CFR.
3414-03	Traffic Advisory System (TIS/TAS/TCAD)	D	-	0	As required by 14 CFR.
3416-01	Altimeter (206L-1/L-3/L-4, with STC SH4099SW)	C	2	1	One may be inoperative on the pilot not flying side (PNF) for VFR provided a second in command is not required.
3416-02	Standby Altimeter	D	1	0	As required by 14 CFR.
3416-03	Altitude Encoder	C	-	0	As required by 14 CFR.
3416-04	Altitude Alerting System	C	-	-	May be inoperative provide enroute operations do not require its use.
3421-01	Pitch and Bank Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second In command is not required.
		C	1	0	May be inoperative for VFR (other than night).

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

3414-03 Traffic Advisory System (TIS/TAS/TCAD) – May be inoperative.

3416-02 Standby Altimeter- May be inoperative for day VFR flight.

3416-03 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.



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JASC Code	NAVIGATION	4. Remarks and Exceptions			
3421-02	Standby Attitude Indicator	D	1	0	As required by 14 CFR.
3422-01	Direction Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second In command is not required.
		C	1	0	May be inoperative for VFR (other than night).
3424-01	Rate of Turn Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR provided a second In command is not required. (M) Slip Skid Indicator may be inoperative provided an alternate approved indicator is installed and functional.
		D	1	0	May be inoperative for VFR
3424-02	Slip Skid Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second In command is not required.
		C	-	0	May be inoperative for VFR (other than night).
3425-01	Flight Director	C	-	0	May be inoperative.
3431-01	ILS/Localizer System	C	-	0	As required by 14 CFR.
3432-02	ILS/Glideslope System	C	-	0	As required by 14 CFR.

3421-02 Standby Attitude Indicator - May be inoperative for day VFR flight.

3424-01 (M) Rate of Turn Indicator – Gyro portion may be inoperative. Must have one operative slip skid indicator.

3431-01 ILS/Localizer System – May be inoperative for day VFR flight.

3432-02 ILS/Glideslope System - May be inoperative for day VFR flight.



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JASC Code	NAVIGATION				
3434-01	Marker Beacon	D	-	0	May be inoperative provided approach is not predicated on its use.
3444-01	Radar Altimeter	C	-	1	As required by 14 CFR.
		D	-	0	One or more may be inoperative provided: a) Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, b) VFR Night operation is not performed with NVG, and c) Operating requirements do not require its use.
		D	-	0	May be inoperative provided operations do not require its use.
3445-01	Traffic Advisory System (TIS/TAS/TCAD)	D	-	0	As required by 14 CFR.

3444-01 Radar Altimeter – May be inoperative.

3445-01 Traffic Advisory System (TIS/TAS/TCAD) - May be inoperative.





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JASC Code	NAVIGATION					
3451-01	Distance Measuring Equipment (DME) Systems	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
3452-01	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.	
	Elementary and Enhanced Downlink Aircraft Reportable Parameters <u>Not Required</u> 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.	
	ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.	
	ADS-B Squitter Transmission	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.	

3451-01 Distance Measuring Equipment (DME) Systems – May be inoperative.

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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JASC Code	NAVIGATION				
3452-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator’s MEL will be same as that of 14 CFR required equipment.
	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.
	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.
	Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft, the Data Link transmission is an integral part of transponder and relief is provided in that section.
	Data Link Receivers	D	-	0	
	ADS-B Applications	D	-	0	
3454-01	VOR System	C	-	0	As required by 14 CFR.
3455-01	ADF System	C	-	0	As required by 14 CFR.

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.

3454-01 VOR System – Not required for VFR operations. Must be operational for IFR operations in Class B airspace.

3455-01 ADF System - Not required may be inoperative.



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JASC Code	NAVIGATION				
3457-01	Global Positioning System (GPS)	C	-	0	As required by 14 CFR.
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. NOTE: Approach procedures are not permitted, and all frequencies must be tuned in manually.

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

457-02 (O) GPS Terminal Procedures Database (i.e., Garmin's Chartview) – May be inoperative or out of date, when another source for the information is utilized.

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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JASC Code	NAVIGATION				
3457-08	Garmin GTN (GPS) Navigation System	C	-	0	As required by 14 CFR.
3457-09	XM Weather	D	-	0	May be inoperative.

3457-08 Garmin GTN (GPS) Navigation System – Not required for VFR operations. One VOR must be operational for IFR operations in Class B airspace.



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JASC Code	CENTRAL MAINTENANCE SYSTEM	C	-	0	May be inoperative.
4500-02	Aircraft/Engine Monitoring System				



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		4. Remarks and Exceptions				
JASC Code	DOORS					
5210-01	Pneumatic Door Opening System	D	-	0	May be inoperative or missing provided the door retention strap is installed.	
5210-02	External Door Indicating System	C	-	0	(O) May be inoperative provided a visual check verifies that the door(s) are closed and latched prior to flight.	
5270-01	Litter Door Caution System (206L/407)	C	-	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	

5210-02 (O) External Door Indicating System - Apply pressure against the outward opening access doors to verify that the doors are closed and locked.

5270-01 (O) Litter Door Caution System (206L/407) - May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.



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JASC Code	MAIN ROTOR DRIVE				
6300-01	Transmission Oil Temperature Indicating System	B	1	0	(O) May be inoperative provided: a) Transmission oil temperature warning light system is operative, b) Transmission oil pressure indicating system and warning light are operative.
6300-02	Transmission Oil Pressure Indicating System	B	1	0	(O) May be inoperative provided: a) Transmission oil pressure warning light system is operative, b) Transmission oil temperature indicating system and warning light are operative.
6300-03	Transmission Oil Temperature Warning Light Indicating System	B	1	0	(O) May be inoperative provided: a) Transmission oil temperature indicating system is operative, b) Transmission oil pressure warning light and indicating system are operative.
6300-04	Transmission Oil Pressure Warning Light Indicating System	B	1	0	(O) May be inoperative provided: a) Transmission oil pressure indicating system is operative, b) Transmission oil temperature warning light and indicating system are operative.

6300-01 (O) Transmission Oil Temperature Indicating System – Verify the transmission oil temperature warning light is operative by pressing the caution light test button prior to each flight. Monitor the transmission oil pressure indicator and warning light during start to verify they are operational.

6300-02 (O) Transmission Oil Pressure Indicating System - Monitor the transmission oil pressure warning light during start to verify it is operational. Verify the transmission oil temperature warning light is operational by pressing the caution light test button prior to each flight and verify the indicator is operational during each start.

6300-03 (O) Transmission Oil Temperature Warning Light Indicating System – During each start verify the transmission oil temperature indicator, transmission oil pressure indicator and transmission oil pressure warning light are operational. Monitor transmission oil temperature more often than normal during flight.

6300-04 (O) Transmission Oil Pressure Warning Light Indicating System - During each start verify the transmission oil temperature indicator and transmission oil pressure indicator are operational. Verify the transmission oil temperature warning light is operative by pressing the caution light test button prior to each flight. Monitor transmission oil pressure more often than normal during flight.



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System,  Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
JASC Code	MAIN ROTOR DRIVE	3. Number Required for Dispatch			
6300-05	Main Rotor Transmission Chip Detector Indicating System	B	1	0	(M) May be inoperative provided all system chip detectors are visually inspected for debris prior to each flight.
6300-07	Secondary Source of N <sub>r</sub> Indication	C	1	0	May be inoperative provided alternate source of N <sub>r</sub> indication is functional.
6332-01	Rotor Brake System	C	-	0	(M) May be inoperative provided an inspection is performed to determine the main rotor is free to rotate.

6300-05 (M) Main Rotor Transmission Chip Detector Indicating System – Inspect the main rotor transmission chip detector plug for debris prior to each flight.

6332-01 (M) Rotor Brake System - Visually inspect the rotor and ensure that it is free. Remove main rotor blade tie-down and pull the rotor blade thru to determine that it is free. Check the master cylinder located on cabin roof under forward fairing 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.





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**Office of Aviation Services**

AIRCRAFT: BELL 206		Revision No: 1 Date: 06-28-2017		Page No: 65-1	
System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	TAIL ROTOR DRIVE	B	1	0	(M) May be inoperative provided the tail rotor gearbox chip detector is visually inspected for debris prior to each flight.
6520-01	Tail Rotor Gearbox Chip Detector Indicating System				

6520-01 (M) Tail Rotor Gearbox Chip Detector Indicating System - Inspect the tail rotor gearbox chip detector plug for debris prior to each flight.



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**Office of Aviation Services**

AIRCRAFT: BELL 206		Revision No: 1 Date: 06-28-2017		Page No: 71-1	
System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	POWERPLANT	C	-	0	May be inoperative provided the operations are conducted in accordance with RFM.
7160-01	Engine Air Particle Separator/Particle Purge System (206A/B/L/L-3)				



***United States Department of the Interior***  
**Office of Aviation Services**

AIRCRAFT: BELL 206		Revision No: 1 Date: 06-28-2017		Page No: 77-1	
System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	ENGINE INDICATING	B	1	0	N <sub>2</sub> indicator may be inoperative provided N <sub>r</sub> , N <sub>1</sub> , and engine torque indicators are operative.
7714-01	Tachometer, Dual Indicating (N <sub>2</sub> /N <sub>r</sub> ), N <sub>2</sub> Indicator (206)				



**United States Department of the Interior**  
**Office of Aviation Services**

AIRCRAFT: BELL 206		Revision No: 1 Date: 06-28-2017		Page No: 79-1	
System, Sequence Numbers & Item		1. Repair Category			
		2. Number Installed			
		3. Number Required for Dispatch			
		4. Remarks and Exceptions			
JASC Code	ENGINE OIL				
7920-01	Engine Scavenge Filter Bypass Indicator	D	-	0	May be inoperative provided bypass indicator did not extend in conjunction with engine chip light.
7930-02	Benz Airborne System Oil Pressure Transducer (206A/B) (SH8440SW)	C	-	0	May be inoperative.
7920-01	Engine Scavenge Filter Bypass Indicator	D	-	0	May be inoperative provided bypass indicator did not extend in conjunction with engine chip light.



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

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## **Master Minimum Equipment List (MMEL)**

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Revision: 5  
Date: 05/11/2017

**BELL HELICOPTER TEXTRON  
CANADA LIMITED  
206, 206A, 206A-1(OH-58A), 206B, 206B-1,  
206L, 206L-1, 206L-3, 206L-4, 407  
(H2SW)**

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U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION				
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407		REVISION NO. 5 DATE: 05/11/2017		PAGE NO.  I
TABLE OF CONTENTS AND CONTROL PAGE				
JASC CODE	SYSTEM CHAPTER	PAGE NO.	REV NO.	DATE
--	Cover Page	--	5	05/11/2017
--	Table of Contents and Control Page	I	5	05/11/2017
--	Log of Revisions	II	5	05/11/2017
--	Highlights of Change	III thru VIII	5	05/11/2017
--	Definitions and Preamble	IX	4	09/07/2016
--	Guidelines for (M) and (O) Procedures	X thru XVI	5	05/11/2017
18	Vibration Monitoring System	18-1	5	05/11/2017
21	Air Conditioning	21-1	5	05/11/2017
22	Autoflight	22-1	5	05/11/2017
23	Communications	23-1 thru 3	5	05/11/2017
24	Electrical Power	24-1	5	05/11/2017
25	Equipment/Furnishings	25-1 thru 4	5	05/11/2017
26	Fire Protection	26-1	5	05/11/2017
27	Flight Controls	27-1	5	05/11/2017
28	Fuel	28-1 thru 2	5	05/11/2017
29	Hydraulic Power	29-1	5	05/11/2017
30	Ice and Rain Protection	30-1	5	05/11/2017
31	Instruments	31-1 thru 7	5	05/11/2017
32	Landing Gear	32-1	5	05/11/2017
33	Lights	33-1 thru 3	5	05/11/2017
34	Navigation	34-1 thru 3	5	05/11/2017
		34-4 thru 6	4	09/07/2016
		34-7 thru 9	5	05/11/2017
35	Oxygen	35-1	5	05/11/2017
45	Central Maintenance System	45-1	5	05/11/2017
52	Doors	52-1	5	05/11/2017
63	Main Rotor Drive	63-1	5	05/11/2017
		63-2	4	09/07/2016
65	Tail Rotor Drive	65-1	4	09/07/2016
71	Powerplant	71-1	5	05/11/2017
73	Engine Fuel and Control	73-1	5	05/11/2017
77	Engine Indicating	77-1 thru 2	5	05/11/2017
79	Engine Oil	79-1	5	05/11/2017
82	Water Injection	82-1	4	09/07/2016

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

**NOTE 2:** Use of (206) in this MMEL includes the 206A, A-1, OH-58A, B, B-1, L, L-1, L-3, L-4, and use of (407) includes the 407 and 407GX, unless specifically noted.

**NOTE 3:** Use of the term L4T is used to address the 206 Light Twin.

**NOTE 4:** IFR relief only applies to the 206L-1/L-3/L-4 with STC SH4099SW installed.

**NOTE 5:** The designation of GX also includes the GXP.

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407		REVISION NO. 5 DATE: 05/11/2017	PAGE NO.  II
LOG OF REVISIONS			
REV NO.	DATE	PAGE NUMBERS	
Original	01/24/1992	Entry from approval date stamp.	
0a	01/11/1994	Highlights of Rev, Definitions, Guidelines, 21-1, 22-1, 23-1, 24-1, 25-1, 25-2, 26-1, 28-1, 30-1, 31-1, 33-2, 34-1, 34-2, 35-1, 52-1, 65-1, 71-1, 73-1, 77-1, 79-1.	
0b	01/24/1994	Highlights of Rev, 31-1.	
0c	02/07/1994	Highlights of Rev, Definitions.	
0c	02/07/1994	Highlights of Rev, Definitions; 79-1 (91 MMEL).	
0d 91 MMEL	10/31/1994	Highlights of Rev, Definitions, 79-1.	
0e 91 MMEL	06/03/1997	Highlights of Rev, Definitions, 21-1, 22-1, 24-1, 25-1, 25-2, 26-1, 28-1, 30-1, 31-1, 33-1, 33-2, 34-1, 34-2, 35-1, 52-1, 65-1, 71-1, 73-1, 77-1, 79-1.	
0f 91 MMEL	07/01/1997	Highlights of Rev, Definitions, 79-1.	
0g 91 MMEL	02/02/2001	Highlights of Rev, Definitions, 34-2.	
1 91 MMEL	07/21/2003	Highlights of Rev, Definitions, Guidelines, 24-1, 25-1, 25-2, 28-1, 31-1, 33-1, 33-2, 52-1, 71-1, 77-1.	
1a 91 MMEL	10/02/2003	Highlights of Rev, Definitions, 24-1.	
2 91 MMEL	03/06/2007	Highlights of Rev, Definitions, Guidelines, 23-1, 23-2, 25-2, 25-3.	
3	12/22/2008	All Pages.	
3a	04/15/2010	34-2.	
4	09/07/2016	Cover Page, Table of Contents and Control Page, Highlights of Change, Definitions, Preamble, Guidelines, 21-1, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 26-1, 27-1, 28-1, 28-2, 30-1, 31-1, 31-2, 31-3, 31-4, 31-5, 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, 34-11, 35-1, 52-1, 63-1, 63-2, 71-1, 77-1, 77-2, 82-1.	
5	05/11/2017	Cover Page, Table of Contents and Control Page, Highlights of Change, Guidelines, 18-1, 21-1, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 26-1, 27-1, 28-1, 28-2, 29-1, 30-1, 31-1, 31-2, 31-3, 31-4, 31-5, 31-6, 31-7, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-7, 34-8, 34-9, 45-1, 52-1, 63-1, 71-1, 73-1, 77-1, 77-2, 79-1.	

U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407		REVISION NO. 5 DATE: 05/11/2017	PAGE NO.  III
HIGHLIGHTS OF CHANGE			

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

This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code, which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code 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 5; removed marketing designations and NOTE.
I	-	Updated TOC and Control Log pages to reflect Revision 5; <b>DELETED</b> JASC 18, Helicopter Vibration, and added 29, Hydraulic Power, and 45, Central Maintenance System.
II	-	Updated LOR pages to reflect Revision 5; removed PL reference to NOTE 1; revised NOTE 2 (removed GXP) and revised NOTE 3 to “IFR relief only applies to the 206L-1/L-3/L-4 with STC SH4099SW installed”.
III thru VIII	-	Updated the HOC pages to reflect Revision 5.
X thru IX	-	Revised Guidelines and added (O) and (M) procedures to reflect Revision 5.
18-1	1810-01	<b>DELETED</b> Vibration Monitoring System, since JASC 18 in error, ref. MMEL Revision 4 (correct systems already addressed in item 4500-02).
21-1	2100-01	Revised provisos (changed (/) to and).
21-1	2100-02	Revised provisos (changed (/) to and).
21-1	2140-01	Revised provisos (changed (/) to and).
21-1	2140-02	Revised description (combined cockpit vent and defog blower fan) and revised provisos (changed (/) to and).
22-1	2216-01	Changed repair category to C (previous MMEL error).
23-1	2300-01	Revised provisos (changed (/) to and); moved from item 2340-02.
23-2	2340-01	Revised relief for PA system IAW PL-09.



U.S. DEPARTMENT OF TRANSPORTATION		MASTER MINIMUM EQUIPMENT LIST	
FEDERAL AVIATION ADMINISTRATION			
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407		REVISION NO. 5 DATE: 05/11/2017	PAGE NO. IV
HIGHLIGHTS OF CHANGE (Cont'd)			
PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE	
23-2	2340-02	Revised relief for ICS (combined cockpit and cabin).	
23-3	2340-03	Revised proviso (removed ENG OUT & LOW RPM)	
23-3	2350-01	Revised description for C relief (removed GXP) and added proviso for D relief.	
23-3	2350-02	Removed make/model restriction, since optional.	
23-3	2350-03	Removed make/model restriction, since optional.	
23-3	2350-04	Removed make/model restriction, since optional.	
24-1	2421-01	Revised description (added L-4).	
24-1	2421-02	<b>DELETED</b> Generator, since single engine dispatch is not allowed.	
24-1	2425-01	Revised description (removed GXP) and changed relief from D to B, which was an error from previous MMEL.	
24-1	2434-03	Added relief for Digital Voltmeter.	
24-1	2435-01	Revised proviso.	
24-1	2437-01	Revised description (removed GXP).	
25-1	2500-01	Removed PL reference, since expired; added (***) and repair category D.	
25-1	2500-02	Revised provisos (added removed).	
25-1	2500-03	Revised provisos (added removed).	
25-1	2500-05	Revised provisos (added removed).	
25-1	2500-06	Revised provisos (added removed).	
25-1	2500-07	Removed (deleted with MMEL Revision 4).	
25-1	2500-08	Removed (deleted with MMEL Revision 4).	
25-3	2550-01	Revised provisos (changed (/) to and secured, or removed) and added NOTE for Cargo Swing Load Indicator.	
25-3	2550-02	Revised provisos (changed (/) to and secured, or removed).	
25-4	2562-02	Added proviso.	
25-4	2570-01	Revised description (removed Tanis, STC and 206/407) and revised proviso (changed (/) to and).	
26-1	2612-02	Revised description (changed LT to L4T).	
26-1	2612-03	<b>DELETED</b> Fire Extinguishing System, since required by emergency procedure.	
28-1	2822-01	Revised description (changed LT to L4T).	
28-1	2822-03	Revised description (removed Left); revised proviso par. a) changed indictor to gauge and added par. b), for forward fuel quantity switch.	

U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L4, 407			REVISION NO. 5 DATE: 05/11/2017		PAGE NO. V
HIGHLIGHTS OF CHANGE (Cont'd)					
PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE			
28-2	2822-05	<b>DELETED</b> Ejector Pump and proviso b) for the 206L.			
29-1	2930-01	Added relief for Hydraulic System Caution Light for the (206).			
30-1	3080-01	Revised description (removed (206)); previously 3080-02.			
31-1	3100-01	Revised description (removed GXP); revised proviso (added (MFD) to proviso b)).			
31-1	3100-02	Revised description (removed GXP); changed number for dispatch to "0" and added (PFD) to proviso b).			
31-1	3100-03	Revised description (removed STC) and proviso to interface the ESI-2000.			
31-1	3100-04	Added relief for ESI-2000 Electronic Standby Indicator.			
31-1	3100-05	Changed number required for dispatch to (-).			
31-1	3100-06	Revised description (removed GXP) and changed number required for dispatch to (-).			
31-1	3100-07	Revised description (removed GXP) and change number installed to "1" (error).			
31-2	3110-01	Revised description (removed GXP).			
31-2	3110-02	Revised description (removed GXP).			
31-2	3110-03	Revised description (removed GXP).			
31-2	3110-04	Revised description (removed GXP).			
31-3	3110-05	Removed NOTE.			
31-4	3120-01	Changed number installed to (-).			
31-5	3130-01	<b>MOVED</b> relief to item 4500-01.			
31-5	3130-02	<b>MOVED</b> relief to item 4500-02.			
31-5	3131-03	Revised description (removed GXP).			
31-6	3140-01	Revised description (removed GXP).			
31-6	3150-01	Added proviso.			
31-6	3150-02	Added missing (206) relief.			
31-6	3150-03	Revised description (removed GXP) and added proviso.			
31-7	3170-01	Added proviso.			
31-7	3170-02	Added proviso.			
31-7	3170-03	Added proviso.			

U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407		REVISION NO. 5 DATE: 05/11/2017		PAGE NO. VI	
HIGHLIGHTS OF CHANGE (Cont'd)					
PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE			
31-7	3170-04	Revised description (removed GXP).			
31-7	3170-05	Revised description (removed GXP).			
32-1	3212-01	Changed number required for dispatch to "0".			
33-1	3310-01	Revised description IAW PL-77.			
33-2	3310-02	Added proviso.			
33-2	3320-02	Revised Passenger Lighted Information Sign relief IAW PL-123.			
33-3	3320-04	Changed number installed to (-).			
33-3	3330-01	Added relief for Baggage Compartment Lights.			
33-3	3340-01	Changed number installed to (-).			
33-3	3340-03	Changed relief from C to D and number required for dispatch to (-).			
33-3	3340-04	Changed number required for dispatch to (-) and added proviso.			
33-3	3340-05	Changed number Installed and number required for dispatch to (-) and revised proviso.			
33-3	3340-06	Changed number required for dispatch to (-) and added proviso.			
33-3	3340-07	Changed number required for dispatch to (-) for C relief and added proviso for D relief.			
33-3	3340-08	Revised proviso.			
33-3	3340-09	Changed number required for dispatch to (-) and added proviso.			
33-3	3350-01	Changed number required for dispatch to 0.			
34-1	3413-01	Removed make/model restriction, since optional, and added proviso.			
34-1	3414-01	Added relief for Airspeed Indicator with IFR STC aircraft.			
34-1	3414-02	Changed relief from C to D, since optional, and number installed to "1".			
34-1	3416-01	Added relief for Altimeter for IFR STC aircraft.			
34-1	3416-02	Changed relief from C to D, since optional.			
34-1	3416-04	Changed number for dispatch to (-).			
34-1	3421-01	Revised description to Pitch and Bank Indicator; added additional C relief for two pilot operations; changed number installed and revised proviso.			
34-2	3421-02	Changed relief from C to D, since optional, and number installed to "1".			

U.S. DEPARTMENT OF TRANSPORTATION FEDERAL AVIATION ADMINISTRATION			MASTER MINIMUM EQUIPMENT LIST
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407		REVISION NO. 5 DATE: 05/11/2017	PAGE NO. VII
HIGHLIGHTS OF CHANGE (Cont'd)			
PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE	
34-2	3422-01	Revised description to Direction Indicator; added additional C relief for two pilot operations; changed number installed and revised proviso.	
34-2	3422-02	Changed relief from C to D, since optional, number installed to (-) and number required for dispatch to (-).	
34-2	3422-03	Changed relief from a D to B (error), since not optional, and number installed to "1".	
34-2	3424-01	Added C relief for two pilot operations, and changed second C to D, since optional.	
34-2	3424-02	Added C relief for two pilot operations, and revised proviso.	
34-2	3425-01	Removed make/model restriction, since optional.	
34-3	3431-01	Added ILS to description.	
34-3	3432-01	Added ILS to description.	
34-3	3434-01	Changed number required for dispatch to (-) and revised proviso.	
34-3	3444-01	Changed number required for dispatch to 1 for C relief (removed NOTE) and added D relief.	
34-3	3444-02	Replaced TAWS with HTAWS relief.	
34-7	3452-03	<b>REMOVED</b> (duplicate relief – see item number 3452-01).	
34-7	3453-01	Added (***).	
34-8	3457-02	Changed relief from A to D and revised proviso (removed indefinitely and added "and operations that do not require its use).	
34-8	3457-03	Changed relief from A to D and revised proviso (removed indefinitely and added "and operations that do not require its use).	
34-8	3457-04	Changed relief from A to D and revised proviso (removed indefinitely and added "and operations that do not require its use).	
34-8	3457-05	Changed relief from A to D and revised proviso (removed indefinitely and added "and operations that do not require its use).	
34-8	3457-06	Changed relief from A to D and revised proviso (removed indefinitely and added "and operations that do not require its use).	
34-9	3457-08	Revised description (removed 206L/407 and STC).	
34-9	3457-09	Changed repair category to D and revised proviso (removed indefinitely).	
34-9	3457-10	Changed repair category to D and revised proviso.	
35-1	3510-01	Changed relief to C and added proviso.	
45-1	4500-01	Changed repair category to D; moved relief from item 3430-01.	
45-1	4500-02	Added proviso; moved relief from item 3430-02.	

U.S. DEPARTMENT OF TRANSPORTATION			MASTER MINIMUM EQUIPMENT LIST		
FEDERAL AVIATION ADMINISTRATION					
AIRCRAFT: 206, 206A, 206A-1(OH-58A), 206B, 206B-1, 206L, 206L-1, 206L-3, 206L-4, 407		REVISION NO. 5 DATE: 05/11/2017		PAGE NO. VIII	
HIGHLIGHTS OF CHANGE (Cont'd)					
PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE			
52-1	5210-01	Added relief for Pneumatic Door Opening System.			
52-1	5210-02	Revised item number (removed PL reference) and revised proviso (replaced (M) with (O) procedure and reworded).			
63-1	6300-01	Revised proviso (removed item reference).			
63-1	6300-02	Revised proviso (removed item reference).			
63-1	6300-03	Revised description (added "Indicating"); revised proviso (removed item references and added "indicator" to par. b)).			
63-1	6300-04	Revised description (added "Indicating"); revised proviso (removed item references and added "indicator" to par. b)).			
71-1	7160-01	Revised description (changed LT to L4T).			
73-1	7300-01	Revised description (changed LT to L4T).			
77-1	7710-01	Revised description (removed GXP).			
77-1	7710-02	Revised description (removed GXP).			
77-1	7714-03	DELETED N <sub>1</sub> tachometer relief, since no secondary indication.			
77-1	7714-04	Revised description (changed LT to L4T).			
77-1	7714-05	Revised description (removed GXP) and changed relief from D to C, since not optional and may affect operational consideration.			
77-1	7714-06	Revised description (removed GXP) and changed relief from D to C, since not optional and may affect operational consideration.			
77-1	7714-07	Revised description (removed GXP) and changed relief from D to C, since not optional and may affect operational consideration.			
77-1	7714-08	Revised description (changed "primary" to "secondary" and removed GXP) and changed relief from D to C, since not optional and may affect operational consideration.			
77-1	7714-09	Revised description (removed GXP) and changed relief from D to C, since not optional and may affect operational consideration.			
77-2	7714-10	Revised description (changed "primary" to "secondary" and removed GXP) and changed relief from D to C, since not optional and may affect operational consideration.			
77-2	7720-01	Revised description (removed (206) and changed LT to L4T) and revised provisos.			
77-2	7720-02	Added proviso, "may be inoperative".			
79-1	7930-01	Revised description (changed LT to L4T).			
79-1	7930-02	Added proviso.			
79-1	7931-01	DELETED IAW PL-13.			
79-1	7933-01	DELETED IAW PL-13.			

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FEDERAL AVIATION ADMINISTRATION		
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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
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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 these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

JASC CODE	PROCEDURE
2100-01	<b>(M)</b> Procedure to inspect air conditioning, ensure drive system is not restricted, and deactivate and secure system.
2100-02	<b>(M)</b> Procedure to inspect bleed air ECU system, ensure that no leaks exist, and deactivate and secure system.
2140-01	<b>(M)</b> Procedure to inspect heater, isolate its fuel supply and deactivate and secure heater electrical system. <b>(M)</b> Procedure to inspect shroud, ensure no leaks exist and deactivate and secure system. <b>(M)</b> Procedure to inspect bleed air heating system, ensure no leaks exist and deactivate and secure system.
2140-02	<b>(M)</b> Procedure to inspect bleed air defog system, ensure no leaks exist, and deactivate and secure system. <b>(O)</b> Procedure for crew to ensure that the system has been deactivated.
2310-01	<b>(O)</b> Procedure necessary if two LRCS required.
2340-01	<b>(O)</b> Procedure for crew to ensure alternate procedures are established and used.
2340-02	<b>(O)</b> Procedure for crew to ensure alternate procedures are established and used with passengers.
2350-01	<b>(M)</b> Procedure to confirm GIA 1 associated equipment is functional per table 3-4 of the RFM.
2421-01	<b>(M)</b> Procedure to inspect, deactivate or remove generator/alternator, secure cables and ensure drive system is not restricted.
2432-01	<b>(M)</b> Procedure to inspect, disconnect auxiliary battery and secure cables. <b>(M)</b> Procedure to inspect, remove auxiliary battery, and install appropriate ballast. <b>(M)</b> Procedure to inspect, remove auxiliary battery and revise weight and balance sheet.

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GUIDELINES FOR (M) AND (O) PROCEDURES (Cont'd)			
JASC CODE	PROCEDURE		
2500-01	<b>(M)</b> Procedure to inspect, disconnect auxiliary battery and secure cables. <b>(M)</b> Procedure to inspect, remove auxiliary battery, and install appropriate ballast. <b>(M)</b> Procedure to inspect, remove auxiliary battery and revise weight and balance sheet.		
2500-02	<b>(M)</b> Procedure to comply with NEF program. <b>(O)</b> Procedure to make the document available to the crew.		
2500-03	<b>(M)</b> Procedure to deactivate, secure or remove inoperative ENG equipment.		
2500-04	<b>(M)</b> Procedure to deactivate, secure or remove inoperative Tail Rotor Camera.		
2500-05	<b>(M)</b> Procedure to deactivate, secure or remove inoperative or missing EMS equipment. <b>(O)</b> Procedure to create a manual revision, if applicable.		
2500-06	<b>(M)</b> Procedure to deactivate, secure or remove inoperative FLIR System.		
2500-09	<b>(M)</b> Procedure to deactivate, secure or remove inoperative ULB.		
2520-02	<b>(O)</b> Procedure for crew to ensure that no passengers are carried, and alternate procedures are established and used.		
2550-01	<b>(O)</b> Procedure for crew to block and placard inoperative passenger seat belts and/or shoulder harnesses.		
2550-02	<b>(M)</b> Procedure to deactivate and secure inoperative Cargo Suspension System.		
2562-01	<b>(M)</b> Procedure to deactivate and secure inoperative Hoist System.		
2562-03	<b>(M)</b> Procedure to deactivate the Fixed ELT and ensure that repairs are made within 90 days. <b>(M)</b> Procedure to deactivate system.		
2570-01	<b>(M)</b> Procedure to deactivate and secure inoperative ELT Remote Switch.		
2700-01	<b>(M)</b> Procedure to deactivate and secure inoperative Heli Preheat System.		
2700-02	<b>(M)</b> Procedure to check full travel and freedom of pedals. <b>(O)</b> Procedure for crew to comply with RFM, for inoperative Pedal Stop System ( $V_{ne}$ is 60 KIAS). <ul style="list-style-type: none"> <li>a) For helicopters located below 3,000 ft HD; energize the TRACS and confirm the actuator position displays the 3,000 feet position. After confirmation from the control panel display that the variable pitch actuator is set at its minimum position (3,000 ft), pull and secure T/R AUTH circuit breaker open.</li> </ul>		



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GUIDELINES FOR (M) AND (O) PROCEDURES (Cont'd)			
JASC CODE	PROCEDURE		
2700-02	<p>b) For helicopters located above 3,000 ft HD; energize the TRACS while holding the MODE button, which activates the rigging mode. Upon completion of the power up test, the variable pitch actuator will be driven to its fully extended position (max). Pressing the MODE switch again causes the TRACS to drive the variable pitch actuator to the fully retracted position with the display alternating between RIG MIN and an arrow “r” showing approximate actuator position. A full cycle takes approximately 150 seconds. After confirmation from the control panel display that the variable pitch actuator is set at its minimum position (3,000 ft), pull and secure T/R AUTH circuit breaker open.</p> <p>c) For helicopters having an inoperative system, operator shall confirm that the variable pitch actuator is at its minimum position by a physical measurement of the variable pitch actuator. The variable pitch actuator, located above the baggage compartment area shall be 4.05 ±0.05 inches from center to center of its attachment points. After verification of the dimension of the variable pitch actuator, pull and secure T/R AUTH circuit breaker open.</p> <p>(2) T/R AUTH circuit breaker shall remain open and be identified “SYSTEM INOP”.</p> <p>(3) A placard indicating “SYS INOP, BHT-206L4-FM-1 LIMITATIONS SHALL BE USED” shall be affixed nearby the TRACS console controls.</p> <p>(4) Cover the ALT/GW LIMITATIONS graphical portion of the AIRSPEED LIMITATION placard with an opaque material.</p> <p><b>(O)</b> Operate the helicopter in accordance with the basic Flight Manual (BHT-206L4-FM) or appropriate optional equipment Flight Manual Supplement. The limits and performance data specified in supplement BHT-206L4-FMS-19 is no longer applicable, except for the airspeed limitations which remain as per the installed airspeed limitations placard. The ALT/GW LIMITATIONS graphical portion of the AIRSPEED LIMITATION placard is no longer applicable.</p>		
2800-01	<b>(M)</b> Procedure to verify Solenoid Drain Valve is closed prior to flight.		
2822-03	<b>(O)</b> Procedure to ensure that the Fuel Pressure Gauge is operative to enable the crew to verify the fuel boost pump is operative; the Forward Fuel Quantity Switch (S/N 51244 and sub) is operative; and, that flight is conducted in accordance with the RFM. Note: There is no relief for the Left Boost Pump Light, since the pump is hot-wired to the ejector pumps to transfer fuel in the event of an electrical failure; and, the Repair Category is more restrictive than the (407), due to RFM altitude procedures (must descend, vs. may descend).		
2822-04	<b>(O)</b> Procedure for crew to comply with RFM, for an inoperative Fuel Boost Pump Caution Light (206A/B).		
2822-05	<p><b>(O)</b> Procedure for crew to comply with RFM, for inoperative Fuel Transfer Pump (407). Procedures should be included in the operator's manual, if applicable.</p> <p><b>(M)</b> Procedure to ensure Fuel Quantity Gauge and Low Fuel Caution Light is operative.</p>		

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GUIDELINES FOR (M) AND (O) PROCEDURES (Cont'd)			
JASC CODE	PROCEDURE		
2822-06	(O) Procedure for crew to comply with RFM, for an inoperative Left or Right XFR Pump Caution Light.		
2841-01	(O) Alternate procedure to ensure fuel quantity prior to flight. (M) Procedure to verify that the low fuel caution system is installed and functional.		
2844-01	(M) Procedure to deactivate and secure inoperative Fuel Flow Indicator.		
3030-01	(O) Procedure for crew to comply with RFM, for an inoperative Anti-ice System, or Anti-ice Lights.		
3100-01	(O) Procedure for crew to operator without the PFD, to the nearest maintenance facility in other than night VFR, excluding OTT, while ensuring that the MFD is in composite mode and functional, prior to flight.		
3100-02	(O) Procedure for crew to operate without the MFD, to the nearest maintenance facility in other than night VFR, excluding OTT, while ensuring that the PFD is in composite mode and functional, prior to flight.		
3100-07	(O) Procedure for crew to ensure the flight is conducted in other than night VFR, excluding OTT, and the Standby Compass Indicator is functional.		
3110-01	(O) Procedure for crew to ensure that the corresponding MFD display switches are functional.		
3110-02	(O) Procedure for crew to ensure that the corresponding MFD display knobs are functional.		
3110-03	(O) Procedure for crew to ensure that the corresponding PFD switch is functional.		
3110-04	(O) Procedure for crew to ensure that the corresponding PFD knobs are functional.		
3110-05	<b>CLASS C EFB</b> (O) Procedure to ensure alternate procedures are established and used. <b>CLASS 1 AND 2 POWER CONNECTION</b> (O) Procedure to ensure alternate procedures are established and used. <b>CLASS 2 MOUNTING DEVICE</b> (M)(O) Procedure to ensure the associated EFB and hardware is secured by an alternate means or removed from the aircraft, and alternate procedures are established and used. (M) Procedure to ensure the associated EFB and hardware is secured by an alternate means or removed from the aircraft, and procedures do not require its use.		
3120-03	(M) Procedure to placard inoperative mode prior to flight.		

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GUIDELINES FOR (M) AND (O) PROCEDURES (Cont'd)			
JASC CODE	PROCEDURE		
3120-04	<b>(O)</b> Procedure to ensure that an alternate means of recording time in service is used and recorded.		
3130-04	<b>(O)</b> Procedure to ensure that pertinent Maintenance and Flight Data is recorded.		
3140-01	<b>(O)</b> Procedure for crew to operate without the ADC, to the nearest maintenance facility in other than night VFR, excluding over the top (OTT), with a standby altimeter and airspeed functional, while using an alternate means to determine the aircraft's vertical speed and maintains a rate of climb below RFM limits. <b>(M)</b> Procedure to placard airspeed 60 kts or less.		
3170-04	<b>(O)</b> Procedure for crew to operate without GIA 1, to the nearest maintenance facility in other than night VFR, excluding OTT; and, review the affected systems list from the RFM and ensure compliance with MEL with regards to the affected systems. <b>(M)</b> Procedure to inspect the GMA 350H is functional prior to flight.		
3170-05	<b>(O)</b> Procedure for crew to operate without GIA 2, to the nearest maintenance facility in other than night VFR, excluding OTT, and review the affected systems list from the RFM and ensure compliance with MEL with regards to the affected systems. <b>(M)</b> Procedure to placard airspeed 60 kts or less.		
3200-01	<b>(O)</b> Procedure to ensure an alternate method is used to record flight time, and the transponder is controlled manually, for an inoperative Weight On Gear System.		
3320-01	<b>(O)</b> Procedure to ensure that no passengers are carried, and alternate procedures are established and used for inoperative emergency lighting.		
3320-02	<b>(O)</b> Procedure to ensure that alternate procedures are established and used to notify cabin occupants.		
3320-03	<b>(O)</b> Procedure for crew to verify that the FASTEN SEATBELT and NO SMOKING sign is the cabin is operative, or a procedure is used to notify passengers when the seat belts must be fastened and smoking is not allowed.		
3422-02	<b>(O)</b> Procedure for crew to operate without the Magnometer in other than night VFR, excluding OTT, with a functional standby compass indicator.		
3424-01	<b>(M)</b> Procedure to install an approved alternate and functional Slip Skid Indicator.		

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GUIDELINES FOR (M) AND (O) PROCEDURES (Cont'd)			
JASC CODE	PROCEDURE		
3445-01	<p><b>TCAS I</b>  <b>(M)</b> Procedure to deactivate and secure inoperative TCAS I, provided enroute or approach procedures do not required its use.  <b>(M)</b> Procedure to deactivate and secure inoperative TCAS I, provided not required by 14 CFR and enroute or approach procedures do not require its use.</p> <p><b>TCAS II</b>  <b>(M)</b> Procedure to deactivate and secure inoperative TCAS II, provided enroute or approach procedures do not require its use.  <b>(M)</b> Procedure to deactivate and secure inoperative TCAS II, provided not required by 14 CFR and enroute or approach procedures do not require its use.  <b>(O)</b> Procedure to fly with inoperative TCAS II RA Display System provided TA visual display and audio functions are operative, TA mode is selected and enroute or approach procedures do not require its use.  <b>(O)</b> Procedure to fly with inoperative TCAS II Traffic Alert Display Systems(s) provided RA visual display and audio functions are operative and enroute or approach procedures do not require its use.</p>		
3452-01	<p><b>(O)</b> Procedure for crew to operate without the ADS-B Squitter Transmission for ATC Transponders and Automatic Altitude Reporting Systems provided alternate procedures are established and used.  <b>(O)</b> Procedure for crew to operate without the ADS-B Squitter Transmission for ADSB-B Applications provided alternate procedures are established and used.</p>		
3457-02	<p><b>(O)</b> Procedure for crew to operate without an out of date GPS Terminal Procedures Data, providing the required information is derived from current aeronautical data sources.</p>		
3457-03	<p><b>(O)</b> Procedure for crew to operate without an out of date GPS Aviation Data, providing the required information is derived from current aeronautical data sources.</p>		
3457-04	<p><b>(O)</b> Procedure for crew to operate without an out of date GPS Obstacle Data, providing the required information is derived from current aeronautical data sources.</p>		
3457-05	<p><b>(O)</b> Procedure for crew to operate without an out of date GPS Airport Information Data, providing the required information is derived from current aeronautical data sources.</p>		
3457-06	<p><b>(O)</b> Procedure for crew to operate without an out of date GPS Navigation Data, providing the required information is derived from current aeronautical data sources, and GPS approaches are not permitted, and all frequencies are manually tuned.</p>		

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GUIDELINES FOR (M) AND (O) PROCEDURES (Cont'd)			
JASC CODE	PROCEDURE		
3461-01	<p><b>(O)</b> Procedure for crew to operate without an out of date FMS Navigation Database, provided current charts are used, procedures are established and used to verify status and suitability of NAVAIDS, for the route of flight, and approach Navigation Radios are manually tuned and identified.</p> <p><b>(O)</b> Procedure for crew to operate without an out of date Navigation Management System Navigation Database, provided current charts are used, procedures are established and used to verify status and suitability of NAVAIDS, for the route of flight, and approach Navigation Radios are manually tuned and identified.</p>		
5210-02	<b>(O)</b> Procedure for crew to conduct a visual check to verify that the External Doors are closed and latched prior to flight.		
5270-01	<b>(O)</b> Procedure for crew to conduct a visual check to verify that the Litter Door is closed and latched prior to flight.		
6300-01	<b>(O)</b> Procedure to ensure crew verifies operation of Transmission Oil Pressure Indicating System, and monitors Transmission Oil Temperature and Pressure Warning Lights, during start-up prior to, and during each flight.		
6300-02	<b>(O)</b> Procedure to ensure crew verifies operation of Transmission Oil Temperature Indicating System, and monitors Transmission Oil Temperature and Pressure Warning Lights, during start-up prior to, and during each flight.		
6300-03	<b>(O)</b> Procedure to ensure crew verifies operation of Transmission Oil Pressure Indicating System, and monitors Transmission Oil Temperature and Pressure Warning Lights, during start-up prior to, and during each flight.		
6300-04	<b>(O)</b> Procedure to ensure crew verifies operation of Transmission Oil Temperature Indicating System, and monitors Transmission Oil Temperature and Pressure Warning Lights, during start-up prior to, and during each flight.		

## U.S. DEPARTMENT OF TRANSPORTATION

## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

## AIRCRAFT:

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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

## 18. HELICOPTER VIBRATION

JASC Code	Item	1	2	3	4	Change Bar
1810-01 ***	Vibration Monitoring System				DELETED.	

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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				
21. AIR CONDITIONING						
JASC Code	Item	1	2	3	4	Change Bar
2100-01 ***	Air Conditioner (Freon)	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2100-02 ***	Bleed Air ECU System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	
2140-01 ***	Cabin Heating System					
	1) Combustion	C	-	0	(M) May be inoperative provided system is deactivated and secured and defogging system is operative.	
	2) Shroud	C	-	0	(M) May be inoperative provided system is deactivated and secured and defogging system is operative.	
	3) Bleed Air	C	-	0	(M) May be inoperative provided system is deactivated and secured and defogging system is operative.	
2140-02 ***	Defogging System					
	1) Bleed Air	C	-	0	(M) May be inoperative provided system is deactivated and secured and cockpit vent and defog blower fan is operative.	
	2) Cockpit Vent and Defog Blower Fan	C	-	0	(O) May be inoperative provided cabin ventilation system and defog blower are operative.	

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<b>MMEL TABLE KEY</b>						
JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
<b>22. AUTOFLIGHT</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>2210-01</b> *** (PL-101)	Autopilot (Non Transport Category Aircraft)	<b>C</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>2210-02</b> ***	SAS	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>2216-01</b> ***	Force Trim System	<b>C</b>	-	<b>0</b>	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						
JASC Code	Item	1	2	3	4	Change Bar
2300-01 ***	External Loud Speaker	D	-	-	May be inoperative provided 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.	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
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.	
		C	-	0		
		C	-	0		
		C	-	2		
		C	-	2		
2312-02 ***	Communications Systems (FM)	D	-	-	May be inoperative provided operations do not require its use.	
2340-01 *** (PL-09)	Passenger Address System (PA)	C	-	0	(O) May be inoperative provide alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
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.	

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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
2340-03 ***	Cockpit/Cabin Speakers (Excluding Caution and Warning System)	D	-	0	As required by 14 CFR.  NOTE: See item 3150-02 for additional (206) relief for engine out audio.	
2350-01  ***	Audio Panel (GMA 350H) (407GX)  (407/206)	C  D	-  -	0  0	(M) May be inoperative provided: a) Operations do not require its use, and b) GIA 1 (Integrated Avionic Unit) is functional.  May be inoperative.	
2350-02 ***	Iridium Satellite Transceiver (GSR 56H)	D	-	0	May be inoperative provided operations do not require its use.	
2350-03 ***	Garmin Datalink and Storage Unit	D	-	0	May be inoperative provided operations do not require its use.	
2350-04 ***	Garmin XM Weather/Radio Datalink	D	-	0	May be inoperative provided operations do not require its use.	
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft With a Flight Data Recorder Installed)	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
	Cockpit Voice Recorder (CVR) (Aircraft Without a Flight Data Recorder Installed)	A	1	0	May be inoperative provided repairs are made within 3 flight days.	
***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) Installed For an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
***	Independent Power Source	C	1	0		

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24. ELECTRICAL POWER						
JASC Code	Item	1	2	3	4	Change Bar
2421-01 ***	Standby Generator/Alternator (206L-1/L-3/L-4)	C	-	0	(M) May be inoperative for VFR provided system is deactivated and secured.	
2421-02	Generator (206L4T)				DELETED.	
2425-01	Ammeter Exceedance Monitoring Indicator (407/407GX)	B	1	0	May be inoperative provided the Ammeter is operative.	
2432-01 ***	Battery (Auxiliary)	D	-	0	(M) May be inoperative provided: a) Battery is disconnected and secured, and b) Battery remains installed.	
		D	-	0	(M) May be inoperative provided: a) Battery is removed, and b) Appropriate ballast is installed.	
		D	-	0	(M) May be inoperative provided: a) Battery is removed, and b) Weight and balance is revised.	
2434-02 ***	Generator Caution System Alternator (206B-3, s/n 4311 and subsequent, and 206L/L-1/L-3/L-4)	B	1	0	May be inoperative provided the Loadmeter is operative.	
2434-03	Digital Voltmeter (407/407GX)	C	1	0	May be inoperative.	
2435-01	Start Caution Light (407/407GX)	C	1	0	May be inoperative.	
2437-01	Generator Caution System (407/407GX)	C	1	0	May be inoperative provided Ammeter and Voltmeter is operative.	

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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 and secured or removed.	
2500-03 ***	Tail Rotor Camera	D	-	0	(M) May be inoperative provided system is deactivated and secured or removed.	
2500-04 ***	Helicopter Air Ambulance (HAA) Equipment	D	-	0	(M) May be inoperative or missing provided equipment is deactivated and secured or removed, and  (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 and secured or removed.	
2500-06 ***	Sonic Underwater Locator Beacon (ULB)	D	-	0	(M) May be inoperative provided system is deactivated and secured or removed.	

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25. EQUIPMENT/FURNISHINGS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
2500-9 *** (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	2	1	Copilot shouldher harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.	
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.	

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		4. REMARKS OR EXCEPTIONS				
25. EQUIPMENT/FURNISHINGS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
2550-01 ***	Cargo Suspension System	D	-	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.	
2550-02 ***	Hoist System	D	-	0	(M) May be inoperative provided system is deactivated and secured or removed.	
2550-03 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2560-01 ***	Flotation Equipment	C	-	0	As required by 14 CFR.	
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	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days.	
		A	-	-	May be missing provided repairs are made within 90 consecutive calendar-days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	

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<b>25. EQUIPMENT/FURNISHINGS (Cont'd)</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>2562-02</b> ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>2562-03</b> ***	ELT Remote Switch	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided ELT transmitter is armed and functional.	
<b>2570-01</b> ***	Heli-Preheat System	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated and secured.	



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		4. REMARKS OR EXCEPTIONS					
<b>26. FIRE PROTECTION</b>							
JASC Code	Item	1	2	3	4	Change Bar	
<b>2612-01</b> ***	Engine Fire Detection System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.		
<b>2612-02</b>	Engine Fire Warning System (206L4T)	<b>B</b>	<b>2</b>	<b>1</b>	One may be inoperative for single engine operation provided the warning system is operative on the engine being used.		
<b>2612-03</b>	Engine Fire Extinguishing System (206L4T)	<b>B</b>	<b>2</b>	<b>1</b>	<b>DELETED.</b>		
<b>2622-01</b> (PL-75)	Portable Fire Extinguisher	<b>D</b>	-	<b>0</b>	Any in excess of those required may be inoperative or missing provided: <b>a)</b> 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>b)</b> Required weight and balance is maintained.		

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		4. REMARKS OR EXCEPTIONS				
<b>27. FLIGHT CONTROLS</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>2700-01</b> ***	Pedal Stop System <b>(407)</b>	<b>C</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided the flight is in accordance with the RFM.	
<b>2700-02</b> ***	Tail Rotor Authority Control System (TRACS) <b>(206L-4)</b>	<b>C</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided takeoff, landing, or hover is within the hover ceiling charts presented in the basic Flight Manual (BHT- <b>206L4</b> -FM-1) or appropriate optional equipment Flight Manual Supplement.	

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		4. REMARKS OR EXCEPTIONS				
28. FUEL						
JASC Code	Item	1	2	3	4	Change Bar
2800-01	Solenoid Drain Valve System	D	-	0	May be inoperative provided it is not the first flight of the day and the aircraft has not been refueled, and  (M) The Solenoid Drain Valve is verified closed prior to flight.	
2810-01 ***	Auxiliary Fuel Tank (407)	C	-	0	May be inoperative provided: a) Flight is not predicated upon its use of the system, and b) Auxillary tank fuel is considered in weight and balance computations.	
2822-01	Fuel Boost Pump (206L4T)	B	4	3	One aft boost pump may be inoperative.	
2822-02	Left or Right Fuel Boost Pump Caution Light (407)	C	2	0	May be inoperative provided the Fuel Pressure Indicator is operative to enable the pilot to verify fuel pump is operative.	
2822-03	Right Fuel Boost Pump Caution Light (206L)	B	2	1	(O) The Fuel Boost Pump Light may be inoperative provided: a) Fuel Pressure Gauge is operative to enable the crew to verify the fuel boost pump is operative, b) The Forward Fuel Quantity Switch (S/N 51244 and sub) is operative, and c) Flight is conducted in accordance with the RFM.	
2822-04	Fuel Boost Pump Caution Light (206A/B)	B	2	1	(O) One may be inoperative provided: a) Fuel Pressure Indicator is operative to enable the crew to verify the fuel boost pump is operative, and b) Flight is conducted in accordance with the RFM.	

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		4. REMARKS OR EXCEPTIONS				
28. FUEL (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
2822-05	Fuel Transfer (XFR) Pump (407)	C	2	0	(O) May be inoperative provided: a) Flight is not predicated upon the use of fuel trapped in the forward fuel tank, b) Unusable fuel could be as high as 135 lbs. in the forward tank, and c) Procedures should be added to the operator's manual, if required.  (M) The Fuel Quantity Gauge System and Low Fuel Caution Light System must also be operative.	
2822-06	Left or Right XFR Pump Caution Light (407)	C	2	0	(O) May be inoperative provided the forward Fuel Quantity Gauge is operative to enable the pilot to verify that the pumps are transferring fuel to the aft tank. Unusable fuel could be as high as 135 lbs.	
2841-01	Fuel Quantity Gage	C	1	0	May be inoperative provided: (O) An alternate acceptable procedure is used to determine the fuel quantity prior to initiation of flight.  (M) The low fuel caution light system is installed and functional.	
2841-02 ***	FUEL LOW Warning Caution Light System	C	-	0	May be inoperative provided the Fuel Quantity Gauge is operative to enable the pilot to verify the remaining fuel in the tank. Also, the fuel transfer system and Fuel XFR Pump Caution Light must be operative (407).	
2844-01	Fuel Flow Indicator (206L4T)  (407)	B  C	2  1	1  0	(M) One may be inoperative provided system is deactivated and secured.  (M) One may be inoperative provided system is deactivated and secured.	

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ITEM

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2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

**29. HYDRAULIC POWER**

JASC Code	Item	1	2	3	4	Change Bar
<b>2930-01</b> ***	Hydraulic System Caution Light (206)	<b>C</b>	-	<b>0</b>	May be inoperative provided flight is conduction in accordance with the RFM.	

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30. ICE AND RAIN PROTECTION						
JASC Code	Item	1	2	3	4	Change Bar
3030-01	Engine Anti-Ice System	B	1	0	May be inoperative provided known and forecast conditions for flight are at ambient temperatures above +4.4 degrees C (40 degrees F) with no visible moisture, and	
	Anti-Ice Lights (407)	B	2	0	(O) Flight is conducted in accordance with the RFM.	
3030-02 ***	Pitot Heat (206)	C	-	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3030-03	Pitot/Static Port Heater System (407)	C	1	0	May be inoperative provided aircraft is not operated in known or forecast icing conditions.	
3080-01 ***	Automatic Engine Reignition Kit	C	-	0	May be inoperative provided aircraft is configured as required by RFM for flight in falling or blowing snow.	

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31. INSTRUMENTS						
JASC Code	Item	1	2	3	4	Change Bar
3100-01	Primary Flight (PFD) Display (407GX)	A	1	0	(O) May be inoperative for 1 flight day to a maintenance facility provided: a) Flight is conducted during VFR conditions (over-the-top (OTT) excluded) to the nearest maintenance facility, and b) Multi-Function Display (MFD) is in composite mode and functional.	
3100-02	Multi-Function Display (MFD) (407GX)	A	1	0	(O) May be inoperative for 1 flight day to a maintenance facility provided: a) Flight is conducted during VFR conditions (OTT excluded) to the nearest maintenance facility, and b) Primary Flight Display (PFD) is in composite mode and functional.	
3100-03 ***	Garmin G500H Flight Display System	C	-	0	May be inoperative for VFR (other than night) unless item 3100-04 is installed and operational, then it may be inoperative for night.	
3100-04 ***	ESI-2000 Electronic Standby Indicator	C	-	-	May be inoperative provided operation does not require its use.	
3100-05 ***	Enhanced Vision System (EVS) (206/407)	D	-	-	May be inoperative provided operation does not require its use.	
3100-06 ***	Synthetic Vision System (SVS) (407GX)	D	-	-	May be inoperative provided operation does not require its use.	
3100-07	Attitude Heading Reference System (AHRS) (407GX)	C	1	0	(O) May be inoperative provided: a) Flight is conducted in VFR condition (excluding OTT), and b) Standby Compass indicator is functional.	

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<b>31. INSTRUMENTS (Cont'd)</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>3110-01</b>	Primary Flight Display Switches, all or any (407GX)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided corresponding Multi-Function Display switch is functional.	
<b>3110-02</b>	Primary Flight Display Knobs, all or any (407GX)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided corresponding Multi-Function Display switch is functional.	
<b>3110-03</b>	Multi-Function Display Switches, all or any (407GX)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided corresponding Primary Flight Display switch is functional.	
<b>3110-04</b>	Multi-Function Display Primary Flight Display Knobs, all or any (407GX)	<b>D</b>	-	<b>0</b>	(O) May be inoperative provided corresponding Primary Flight Display knob is functional.	



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<b>31. INSTRUMENTS (Cont'd)</b>							
JASC Code	Item	1	2	3	4	Change Bar	
<b>3110-05</b> *** (PL-121)	Electronic Flight Bag Systems (EFBs)						
	Class C EFBs	<b>C</b>	-	-	<b>(O)</b> May be inoperative provided alternate procedures are established and used.  <b>NOTE:</b> Any function, program, or document which operates normally may be used.		
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.		
	Power Connection (Class 1 and 2)	<b>C</b>	-	-	<b>(O)</b> May be inoperative provided alternate procedures are established and used.		
		<b>D</b>	-	<b>0</b>	May be inoperative provided procedures do not require its use.		
	Mounting Device (Class 2)	<b>C</b>	-	-	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and <b>b)</b> Alternate procedures are established and used.		
		<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Associated EFB and hardware is secured by an alternate means or removed from the aircraft, and <b>b)</b> Procedures do not require its use.		

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<b>31. INSTRUMENTS (Cont'd)</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>3120-01</b>	Clock	<b>D</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3120-02</b>	OAT/Free Air Temperature Gauge	<b>C</b>	-	<b>1</b>	May be inoperative provided an approved alternate onboard OAT source is installed and operative.	
<b>3120-03</b> ***	Davtron Indicator (OAT/Clock/Timer/ PA/DA/Voltmeter)	<b>D</b>	-	<b>0</b>	May be inoperative provided operation does not require its use, and  <b>(M)</b> Inoperative mode must be placarded prior to flight.	
<b>3120-04</b>	Hour Meter	<b>D</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided alternative means are utilized for recording time in service.	

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		4. REMARKS OR EXCEPTIONS				
31. INSTRUMENTS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3130-01 ***	Health Usage Monitoring System (HUMS)	C	-	-	MOVED to item 4500-01.	
3130-02 ***	Aircraft/Engine Monitoring System	C	-	0	MOVED to item 4500-02.	
3130-03	Maintenance and Flight Data Recording on SD Card (407GX)	C	1	0	(O) May be inoperative provided flightcrew is recording all pertinent DATA manually, if required.	
3130-04 *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight days.	
	FDR Recording Parameters Required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 consecutive calendar-days.	
	Flight Data Recorder (FDR) Installed for Other Than an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	

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31. INSTRUMENTS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3140-01	Air Data Computer (ADC) (407GX)	A	1	0	(O) May be inoperative for 1 flight day to a maintenance facility provided: a) Flight is conducted in VFR condition (excluding OTT) to the nearest maintenance facility where the ADC can be replaced or repaired, b) Standby Altimeter and Airspeed indicators are functional, c) Crew is using alternate means to determine the aircraft's vertical speed and maintains rate of climb below RFM limits, and  (M) An approved alternate onboard OAT source is installed and operative, and operating airspeed is 60 kts or less and placarded.	
3150-01 ***	Voice Warning System	C	-	0	May be inoperative.	
3150-02	Warning Horn Mute Button (407)	C	1	0	May be inoperative provided the crew does not pull the caution circuit breaker to silence the audio system.	
***	(206)	C	1	0	May be inoperative provided the crew does not pull the caution circuit breaker to silence the audio system.  NOTE: The engine out audio may be deactivated, reference TB 206-82-71.	
3150-03	Master Warning/Caution Light Mute Switch (407GX)	C	1	0	May be inoperative	
3150-04 ***	Flight Event Recorder (ALERTS)	C	-	-	As required by 14 CFR.	

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31. INSTRUMENTS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3170-01	FADEC/ECU Maintenance Switch (407)	D	1	0	May be inoperative.	
3170-02	FADEC/ECU Maintenance Download Port (407)	D	1	0	May be inoperative.	
3170-03	Engine Instruments Maintenance Download Port (407)	D	1	0	May be inoperative.	
3170-04	GIA 1 (407GX)	A	1	0	(O) May be inoperative for 1 flight day to a maintenance facility provided: a) Flight is conducted during VFR conditions (OTT excluded) to the nearest maintenance facility, b) The flightcrew has reviewed the affected systems list from the RFM and ensures compliance with the MEL in regards to affected systems, and  (M) The GMA 350H Audio Panel is functional.	
3170-05	GIA 2 (407GX)	A	1	0	(O) May be inoperative for 1 flight day to a maintenance facility provided: a) Flight is conducted during VFR conditions (OTT excluded) to the nearest maintenance facility, b) The flightcrew has reviewed the affected systems list from the RFM and ensures compliance with the MEL in regards to affected systems, and  (M) The operating airspeed is placarded for 60 kts or less.	

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		4. REMARKS OR EXCEPTIONS				
<b>32. LANDING GEAR</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>3200-01</b>	Weight On Gear System (407)	<b>C</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) An alternate method to record Flight Time is used, and b) The transponder is controlled manually.	
<b>3211-01</b> ***	Snow Skis (206A1/B1/206L/407)	<b>C</b>	-	-	May be inoperative provided equipment is secured or both snow skis removed, and landings on soft surfaces (i.e., mud or snow) are not conducted.	
<b>3211-02</b> ***	Snow Pads	<b>C</b>	-	-	May be inoperative provided equipment is secured or both snow pads removed, and landings on soft surfaces (i.e., mud or snow) are not conducted.	
<b>3212-01</b> ***	Emergency Flotation System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	

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<b>33. LIGHTS</b>							
JASC Code	Item	1	2	3	4	Change Bar	
<b>3300-01</b> *** (PL-127)	NVG Compatible Lighting System	<b>C</b>	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <b>a)</b> Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, <b>b)</b> Positioned so that direct rays are shielded from flightcrew members' eyes, and <b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.		
<b>3310-01</b> (PL-77)	Cockpit/Flight Deck/ Flight Compartment and Instrument Lighting System(s)	<b>C</b>	-	<b>0</b>	Individual lights may be inoperative provided: <b>a)</b> Remaining Lighting Systems are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, <b>b)</b> Remaining Lighting Systems are positioned so that direct rays are shielded from flightcrew members' eyes, and <b>c)</b> Lighting configuration and intensity is acceptable to the flightcrew.  <b>NOTE 1:</b> Individual button/switch lights and/or annunciations/ indications are excluded from this relief.  <b>NOTE 2:</b> Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.		

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<b>33. LIGHTS (Cont'd)</b>							
JASC Code	Item	1	2	3	4	Change Bar	
<b>3310-02</b> ***	Cockpit Utility Light	<b>C</b>	-	<b>0</b>	May be inoperative.		
<b>3320-01</b> *** (PL-125)	Equipment Relief Without Passengers  <b>1)</b> Interior Emergency Lighting  <b>2)</b> Exterior Emergency Lighting  <b>3)</b> Exit Markings	<b>C</b>	-	<b>0</b>	( <b>O</b> ) May be missing or inoperative provided: <b>a)</b> No passengers are carried, and <b>b)</b> Alternate procedures are established and used.		
<b>3320-02</b> *** (PL-123)	Passenger Lighted Information Sign	<b>C</b>	-	-	( <b>O</b> ) May be inoperative provided alternate procedures are established and used to notify cabin occupants.		
<b>3320-03</b> ***	"FASTEN SEAT BELTS/NO SMOKING" Light (Cockpit)	<b>C</b>	-	<b>0</b>	( <b>O</b> ) One or more may be inoperative provided it is verified that the FASTEN SEAT BELTS 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.		
		<b>D</b>	-	<b>0</b>	May be inoperative provided passengers are not carried.		



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33. LIGHTS (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3320-04 ***	Cabin Lighting System	C	-	0	As required by 14 CFR.	
3330-01 ***	Baggage Compartment Lights	D	-	0	May be inoperative.	
3340-01	Position Light System	C	-	0	As required by 14 CFR.	
3340-02	Anti-Collision Light System	C	-	0	As required by 14 CFR.	
3340-03 ***	Strobe Lights	D	-	-	May be inoperative provided operations do not require its use.	
3340-04 ***	Pulse Lights	D	-	-	May be inoperative provided operations do not require its use.	
3340-05	Landing Lights	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
3340-06 ***	Taxi Light	D	-	-	May be inoperative provided operations do not require its use.	
3340-07 ***	External Search Light	D	-	0	May be inoperative.	
		C	-	-	May be inoperative provided operations do not require its use	
3340-08 ***	External Utility Lights	D	-	-	May be inoperative.	
3340-09 ***	Supplemental Lighting System	D	-	-	May be inoperative.	
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) (206)	D	-	0	May be inoperative.	
3414-01	Airspeed Indicator (206L-1/L-3/L-4, with STC SH4099SW)	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR provided a second in command is not required.	
3414-02 ***	Standby Airspeed Indicator	D	1	0	As required by 14 CFR.	
3414-03 ***	Traffic Advisory System (TIS/TAS/TCAD)	D	-	0	As required by 14 CFR.	
3416-01	Altimeter (206L-1/L-3/L-4, with STC SH4099SW)	C	2	1	One may be inoperative on the pilot not flying side (PNF) for VFR provided a second in command is not required.	
3416-02 ***	Standby Altimeter	D	1	0	As required by 14 CFR.	
3416-03 ***	Altitude Encoder	C	-	0	As required by 14 CFR.	
3416-04 ***	Altitude Alerting System	C	-	-	May be inoperative provide enroute operations do not require its use.	
3421-01 ***	Pitch and Bank Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second In command is not required.	
***		C	1	0	May be inoperative for VFR (other than night).	

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34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3421-02 ***	Standby Attitude Indicator	D	1	0	As required by 14 CFR.	
3422-01 ***	Direction Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second In command is not required.	
***		C	1	0	May be inoperative for VFR (other than night).	
3422-02 ***	Standby Compass	D	-	-	As required by 14 CFR.	
3422-03	Magnometer (407)	B	1	0	(O) May be inoperative provided: a) Flight is conducted in VFR condition (excluding OTT), and b) Standby Compass indicator is functional.	
3424-01 ***	Rate of Turn Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR provided a second In command is not required.  (M) Slip Skid Indicator may be inoperative provided an alternate approved indicator is installed and functional.	
***		D	1	0	May be inoperative for VFR.	
3424-02 ***	Slip Skid Indicator	C	2	1	One may be inoperative on the pilot not flying (PNF) side for VFR (other than night) provided a second In command is not required.	
***		C	-	0	May be inoperative for VFR (other than night).	
3425-01 ***	Flight Director	C	-	0	May be inoperative.	

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## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

## AIRCRAFT:

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**MMEL TABLE KEY**

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4. REMARKS OR EXCEPTIONS

**34. NAVIGATION (Cont'd)**

JASC Code	Item	1	2	3	4	Change Bar
<b>3431-01</b> ***	ILS/Localizer System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3432-01</b> ***	ILS/Glideslope System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3434-01</b> ***	Marker Beacon	<b>D</b>	-	-	May be inoperative provided approach is not predicated on its use.	
<b>3444-01</b> ***	Radar Altimeter	<b>C</b>	-	<b>1</b>	As required by 14 CFR.	
		<b>D</b>	-	-	One or more may be inoperative provided: <b>a)</b> Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, <b>b)</b> VFR Night operation is not performed with NVG, and <b>c)</b> Operating requirements do not require its use.	
<b>3444-02</b> ***	Helicopter Terrain Avoidance Warning System (HTAWS)	<b>C</b>	-	<b>1</b>	As required by 14 CFR.	
		<b>D</b>	-	<b>0</b>	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
3445-01 ***	Traffic Advisory System (TIS/TAS/TCAD)	D	-	0	As required by 14 CFR.	
3445-02 *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or Approach procedures do not require its use.	
	Traffic Alert 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.	
		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.	
	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.	
(Continued)						

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34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3445-02 *** (PL-32) (Cont'd)	Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use.	
	1) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use.	
	2) Audio Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
***	3) Airspace Selection Function	C	-	0		
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

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34. NAVIGATION (Cont'd)							
JASC Code	Item	1	2	3	4	Change Bar	
3452-01 (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	B	-	0	May be inoperative provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.		
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.		
	Elementary and Enhanced Downlink Aircraft Reportable Parameters <u>Not Required</u> 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.		
***	ADS-B Squitter Transmission	D	-	0	May be inoperative provided operations do not require its use.		
	ADS-B Squitter Transmission	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 it is not required by 14 CFR.  <b>NOTE:</b> 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.	
	Cockpit Display and Traffic Information (CDTI)	D	-	0	<b>NOTE:</b> Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	Data Link Transmitter(s)	D	-	0	<b>NOTE:</b> In some aircraft, the Data Link transmission is an integral part of transponder and relief is provided in that section.	
	Data Link Receivers	D	-	0		
	ADS-B Applications	D	-	0		
3452-03	ATC Transponders and Automatic Altitude Reporting Systems				DELETED.	
3453-01 ***	LORAN System	C	-	0	As required by 14 CFR.	
3454-01 ***	VOR System	C	-	0	As required by 14 CFR.	
3455-01 ***	ADF System	C	-	0	As required by 14 CFR.	
3457-01 ***	Global Positioning System (GPS)	C	-	0	As required by 14 CFR.	



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<b>34. NAVIGATION (Cont'd)</b>							
JASC Code	Item	1	2	3	4	Change Bar	
<b>3457-02</b> ***	GPS Terminal Procedures Database (i.e., Garmin's Chartview)	<b>D</b>	-	<b>0</b>	(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.		
<b>3457-03</b> ***	GPS Aviation Database	<b>D</b>	-	<b>0</b>	(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.		
<b>3457-04</b> ***	GPS Obstacle Database	<b>D</b>	-	<b>0</b>	(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.		
<b>3457-05</b> ***	GPS Airport information Database (i.e., Garmin's SafeTaxi)	<b>D</b>	-	<b>0</b>	(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.		
<b>3457-06</b> ***	GPS Navigation Database	<b>D</b>	-	<b>0</b>	(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.  <b>NOTE:</b> Approach procedures are not permitted, and all frequencies must be tuned in manually.		
<b>3457-07</b> ***	RNAV	<b>C</b>	-	<b>0</b>	As required by 14 CFR.		

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FEDERAL AVIATION ADMINISTRATION						
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MMEL TABLE KEY						
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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
34. NAVIGATION (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
3457-08 ***	Garmin GTN (GPS) 6XX/7XX Navigation System	C	-	-	As required by 14 CFR.	
3457-09 ***	XM Weather	D	-	0	May be inoperative.	
3457-10 ***	Weather Radar/ Thunderstorm Detection Equipment	D	-	0	May be inoperative.	
3461-01 *** (PL-98)	Flight Management System (FMS)  1) 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.	
***	Navigation Management System  2) 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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FEDERAL AVIATION ADMINISTRATION						
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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
<b>35. OXYGEN</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>3510-01</b> ***	Oxygen System and Masks (Crew and Passengers)	C	-	0	As required by 14 CFR.	
		D	-	0	May be inoperative.	

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FEDERAL AVIATION ADMINISTRATION						
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<b>MMEL TABLE KEY</b>						
JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
<b>45. CENTRAL MAINTENANCE SYSTEM</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>4500-01</b> ***	Health and Usage Monitoring System (HUMS)	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>4500-02</b> ***	Aircraft/Engine Monitoring System	<b>C</b>	-	<b>0</b>	May be inoperative.	

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## MASTER MINIMUM EQUIPMENT LIST

## FEDERAL AVIATION ADMINISTRATION

## AIRCRAFT:

206, 206A, 206A-1(OH-58A), 206B,  
206B-1, 206L, 206L-1, 206L-3,  
206L-4, 407

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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

**52. DOORS**

JASC Code	Item	1	2	3	4	Change Bar
<b>5210-01</b> ***	Pneumatic Door Opening System	<b>D</b>	-	<b>0</b>	May be inoperative or missing provided the door retention strap is installed.	
<b>5210-02</b> ***	External Door Indicating System	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided a visual check verifies that the door(s) are closed and latched prior to flight.	
<b>5270-01</b> ***	Litter Door Caution System (206L/407)	<b>C</b>	-	<b>0</b>	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	

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<b>MMEL TABLE KEY</b>						
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		2. NUMBER INSTALLED				
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		4. REMARKS OR EXCEPTIONS				
<b>63. MAIN ROTOR DRIVE</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>6300-01</b>	Transmission Oil Temperature Indicating System	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Transmission oil temperature warning light system is operative, b) Transmission oil pressure indicating system and warning light are operative.	
<b>6300-02</b>	Transmission Oil Pressure Indicating System	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Transmission oil pressure warning light system is operative, b) Transmission oil temperature indicating system and warning light are operative.	
<b>6300-03</b>	Transmission Oil Temperature Warning Light Indicating System	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Transmission oil temperature indicating system is operative, b) Transmission oil pressure warning light and indicating system are operative.	
<b>6300-04</b>	Transmission Oil Pressure Warning Light Indicating System	<b>B</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) Transmission oil pressure indicating system is operative, b) Transmission oil temperature warning light and indicating system are operative.	

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<b>MMEL TABLE KEY</b>						
JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
<b>63. MAIN ROTOR DRIVE (Cont'd)</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>6300-05</b>	Main Rotor Transmission Chip Detector Indicating System	<b>B</b>	<b>1</b>	<b>0</b>	(M) May be inoperative provided all system chip detectors are visually inspected for debris prior to each flight.	
<b>6300-06</b>	Primary Source of N <sub>r</sub> Indication (407)	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided alternate source of N <sub>r</sub> indication is functional.	
<b>6300-07</b>	Secondary Source of N <sub>r</sub> Indication	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided primary source of N <sub>r</sub> indication is functional.	
<b>6321-01</b> ***	Rotor Brake System	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided an inspection is performed to determine the main rotor is free to rotate.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
<b>65. TAIL ROTOR DRIVE</b>						
JASC Code	Item	1	2	3	4	Change Bar
6520-01	Tail Rotor Gearbox Chip Detector Indicating System	B	1	0	(M) May be inoperative provided the tail rotor gearbox chip detector is visually inspected for debris prior to each flight.	



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JASC CODE & ITEM NO.	ITEM	1. REPAIR CATEGORY				
		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
<b>71. POWERPLANT</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>7160-01</b>	Engine Air Particle Separator/Particle Purge System					
	<b>(206L-1/L4T)</b>	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative provided the operations are conducted in accordance with RFM.	
<b>***</b>	<b>(206A/B/L/L-3/L-4/407)</b>	<b>C</b>	<b>-</b>	<b>0</b>	May be inoperative provided the operations are conducted in accordance with RFM.	

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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
<b>73. ENGINE FUEL AND CONTROL</b>						
JASC Code	Item	1	2	3	4	Change Bar
7300-01	Engine Trim System (206L4T)	C	2	1	One may be inoperative for <b>VFR</b> in accordance with the RFM.	

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FEDERAL AVIATION ADMINISTRATION						
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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				
77. ENGINE INDICATING						
JASC Code	Item	1	2	3	4	Change Bar
7710-01	Primary Source of Torque Indication (407GX)	D	-	0	May be inoperative provided secondary source of torque indication is functional.	
7710-02	Secondary Source of Torque Indication (407GX)	D	-	0	May be inoperative provided primary source of torque indication is functional.	
7714-01	Tachometer, Dual Indicating (N <sub>2</sub> /N <sub>r</sub> ), N <sub>2</sub> Indicator (206)	B	1	0	N <sub>2</sub> indicator may be inoperative provided N <sub>r</sub> , N <sub>1</sub> , and engine torque indicators are operative.	
7714-02	Tachometer, Dual Indicating (N <sub>p</sub> /N <sub>r</sub> ), N <sub>p</sub> Indicator (407)	B	1	0	N <sub>p</sub> indicator may be inoperative provided N <sub>r</sub> , N <sub>1</sub> , and engine torque indicators are operative.	
7714-03	Engine N <sub>1</sub> Tachometer (206L4T)	B	2	1	DELETED.	
7714-04	Engine Low RPM Warning Horn (206L4T)	B	2	1	One may be inoperative provided the Low RPM Warning Light System is operative.	
7714-05	Primary Source of N <sub>g</sub> Indication (407GX)	C	1	0	May be inoperative provided secondary source of N <sub>g</sub> indication is functional.	
7714-06	Secondary Source of N <sub>g</sub> Indication (407GX)	C	1	0	May be inoperative provided primary source of N <sub>g</sub> indication is functional.	
7714-07	Primary Source of MGT Indication (407GX)	C	1	0	May be inoperative provided secondary source of MGT indication is functional.	
7714-08	Secondary Source of MGT Indication (407GX)	C	1	0	May be inoperative provided primary source of MGT indication is functional.	
7714-09	Primary Source of N <sub>p</sub> Indication (407GX)	C	1	0	May be inoperative provided secondary source of N <sub>p</sub> indication is functional.	

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FEDERAL AVIATION ADMINISTRATION						
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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				
77. ENGINE INDICATING (Cont'd)						
JASC Code	Item	1	2	3	4	Change Bar
7714-10	Secondary source of N <sub>p</sub> Indication (407GX)	C	1	0	May be inoperative provided primary source of N <sub>p</sub> indication is functional.	
7720-01 ***	TOT Overtemp Light System (206L4T)	C	-	0	May be inoperative provided TOT indicator is operative.	
		C	2	0	Both may be inoperative provided the inoperative TOT indicators are operative.	
7720-02 ***	Engine Exceedence System "Check Inst" Light in the C/W panel, "E" flag on the MGT, TRQ and NG gauges, and "INSTR CHECK" Switch (407)	D	3	0	May be inoperative.	
7797-01	"LCD TEST" Switch System (407)	D	1	0	May be inoperative provided all LCD segments illuminate during indicators' initial flight power-up.	

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MMEL TABLE KEY						
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		2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS OR EXCEPTIONS				
79. ENGINE OIL						
JASC Code	Item	1	2	3	4	Change Bar
7920-01 ***	Engine Scavenge Filter Bypass Indicator	D	-	0	May be inoperative provided bypass indicator did not extend in conjunction with engine chip light.	
7930-01	Engine Chip Detector (206L4T)	B	2	1	One may be inoperative for single engine operations. The chip detector must be operative on the engine being used.	
7930-02 ***	Benz Airborne System Oil Pressure Transducer (206A/B) (SH8440SW)	C	-	0	May be inoperative.	
7931-01 (PL-13)	Oil Pressure Indicator (206L4T/14 CFR part 91 operations only)	B	2	1	DELETED.	
7931-02 (PL-13)	Low Oil Pressure Caution System (206L4T/14 CFR part 91 operations only)	B	2	1	One may be inoperative for single engine operations. The Low Oil Pressure Caution System must be operative for the engine being used.	
7933-01 (PL-13)	Oil Temperature Indicator (206L4T/14 CFR part 91 operations only)	B	2	1	DELETED.	
7933-02 (PL-13)	High Oil Temperature Caution System (206L4T/14 CFR part 91 operations only)	B	2	1	One may be inoperative for single engine operations. The High Oil Temperature Caution System must be operating on the engine being used.	
7920-01 ***	Engine Scavenge Filter Bypass Indicator	D	-	0	May be inoperative provided bypass indicator did not extend in conjunction with engine chip light.	

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		4. REMARKS OR EXCEPTIONS				
<b>82. WATER INJECTION</b>						
JASC Code	Item	1	2	3	4	Change Bar
<b>8200-01</b> ***	Water Alcohol Injection <b>(206A/L)</b>	<b>D</b>	-	<b>0</b>	May be inoperative provided operations are conducted in accordance with the RFM.	