

MARITIME HELICOPTERS, INC.
FAR 135 MINIMUM EQUIPMENT LIST
MODEL BH-206/407 SERIES

DESCRIPTION: This is a complete copy of the Maritime Helicopters Inc. Minimum Equipment List for the BH-206/407 SERIES derived from FAA Master Minimum Equipment List, Revision No. 3A, effective 04/15/2010.

PURPOSE: To allow Maritime Helicopters, Inc. to operate the BH-206 SERIES helicopters which include Models, BH-206A/B, 206L, L-1, L-3, L-4 and 407 using a Minimum Equipment List that complies with FAR 91.213 and 135.179.

MARITIME HELICOPTERS

Revision: 8

Date: 04/15/11

M I N I M U M E Q U I P M E N T L I S T

FOR:

Bell 206BII
Bell 206BIII
Bell 206L
Bell 206LI
Bell 206LIII
Bell 206LIV
Bell 407

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THIS MEL IS ASSIGNED TO:

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Log of Revisions

REV.NO.	DATE	PAGE NUMBERS	INITIALS
Original 0	03/01/97	Complete	
Revision 1	10/30/00	31-1, 34-1	
Revision 2	02/26/02	31-1, 34-1	
Revision 3	03/03/03	28-1, 34-1	
Revision 4	10/21/03	Title Page, Table of Contents, Log of Revisions, Control Page Definitions, VI - XI, Preamble, Guidelines XIV - XV, Procedures XVI - XXII, Policy Statement XIX, Deferral Procedure XX, XXI, XXII, 21-1, 22-1, 23-1, 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.	
Revision 5	03/20/07	Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 23-1, 23-2, 25-2, 25-3, 34-1.	
Revision 6	05/06/09	Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions VI - XI, Guidelines XVII, XVIII, 22-1, 23-1, 23-2, 25-2, 26-1, 28-1, 31-1, 34-1, 77-1.	
Revision 7	04/15/10	Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 34-2	
Revision 8	04/15/11	Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 33-2, 34-1 34-2	

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Preamble	XIII	6	05/06/09
Guidelines for (O)&(M) Procedures	XIV	6	05/06/09
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HIGHLIGHTS OF CHANGE

ATA 70 Relief for additional engine oil filter installation inserted as item 1. Applies to single or twin engine aircraft. Subsequent renumbering of two engine only items.

Revision e adds BH-407 to this MEL.

Revision f Relief for additional Benz Airborne System Monitoring System (Auto Fault) inserted as item 7.

Revision 2 - Remove N305MH from page 31-1, item 7.
Add N302MH, N303MH, N305MH, and N306MH to page 34-1,
item 10.

Revision 3 - Indicates new operating procedure for inoperative fuel
quantity gauge to page 28-1, item 10.
Reflects installation of radar altimeter to page 34-1,
item 10.

Revision 4 - Changes heading of all pages to reflect addition of 407
series derived from FAA MMEL Rev. 1a, 10/21/03.
Remove N31EW from page 34-1, item 10.
Add N301MH to page 34-1, item 10.
Add model 407 to page 25-1, items 2(c) and 3 (c).
Add model 407 to page 28-1, item 3(a).
Add model 407 to page 52-1, item 1.
Add model 407 to page 71-1, item 1(b).

Revision 5 - Changes heading of Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 23-1, 23-2, 25-2, 25-3 derived from FAA MMEL Rev. 2, 3/06/07, add N308MH to page 34-1, item 10.

Revision 6 - Changes heading of Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Definitions 1-A, 3, 7, 10, 15, 22, new 28,

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HIGHLIGHTS OF CHANGE CONTINUED

29, 30, Guidelines XVII, Guidelines added 28-4, 31-1, Systems updated 22-1 Items 1, 2, 3, 23-2 Items 6 and 7, 25-2 Items 9 and 15, 25-3 deleted page, 26-1 Items 1 and 2, 28-1 Item 3, 31-1 Item 8, 34-1 Item 10 add 304MH, 77-1, Items 1 thru 5 all derived from FAA MMEL Rev. 3 12/22/08.

Revision 7 - Changes heading of Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, Systems updated 34-2 added Items 20 and 21. All derived from FAA MMEL Rev. 3a 4/15/10.

Revision 8 - Changes heading of Title Page, Table of Contents, Log of Revisions, Control Page, Highlights of Change, 33-2 add 307MH/309MH to Item 9, 34-1 add 309MH to Item 10, 34-2 add 309MH to Items 20 and 21.

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DEFINITIONS

1. System Definitions.

System numbers are based on the Air Transport Association (ATA) Specification Number 100 and items are numbered sequentially.

- a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed on right side of column 1. Repair intervals are described in definition 22.
- b. "Number Installed" (Column 2) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.
- c. "Number Required for Dispatch" (Column 3) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 4 are met.

NOTE: 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.

- d. "Remarks or Exceptions" (Column 4) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
- e. vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. "Airplane/Rotorcraft Flight Manual" (AFM/RFM) is the document required for type certification and approved by the responsible FAA Aircraft Certification Office. The FAA approved AFM/RFM for the specific aircraft listed on the applicable Type Certificate Data Sheet.

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3. "As required by FAR" means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the Federal Aviation Regulations operating rules. The number of items required by the FAR must be operative. When the listed item is not required by FAR it may be inoperative for time specified by repair category. The term "14 CFR" may be substituted for "FAR" in MMELS or operator MELs.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

NOTE: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

5. "-" symbol in Column 2 and/or Column 3 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a variable number installed, the MEL must reflect the actual number installed or an alternate means of configuration control approved by the Administrator.

6. "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.

7. As used in MMELS, "ER" refers to Extended Operations (ETOPS) of an airplane with operational approval to conduct ETOPS in accordance with the applicable regulations.

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8. "Federal Aviation Regulations" (FAR) means the applicable portions of the Federal Aviation Act and Federal Aviation Regulations.
9. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
10. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s)(induction).
11. Alphabetical symbol in Column 4 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
12. "Inoperative" means 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) or tolerance(s).
13. "Notes:" in Column 4 provides 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 operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
14. Inoperative components of an inoperative system: Inoperative items which are components of a system which 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 MEL).

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15. "(M)" 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 operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

16. "(O)" 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 flight crew; 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 operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by the Administrator.

17. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

18. "Visual Flight Rules" (VFR) is as defined in FAR Part 91. This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

19. "Visual Meteorological Conditions" (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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20. "Visible Moisture" means 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.

21. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

22. Repair Intervals: All users of an MEL approved under FAR 121, 125, 129 and 135 must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

Category A. Items in this category shall be repaired within the time interval specified in the remarks column of the operator's approved MEL. For time intervals specified in "flight days" the day the malfunction was recorded in the aircraft maintenance record/logbook is excluded. For all other time intervals (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.

Category B. Items in this category shall be repaired within three (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 three day interval would begin at midnight the 26th and end at midnight the 29th.

Category C. Items in this category shall be repaired within ten (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.

Category D. Items in this category shall be repaired within one hundred and twenty (120) consecutive calendar days (2880 hours),

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excluding the day the malfunction was recorded in the aircraft maintenance log and/or record.

The letter designators are inserted adjacent to Column 2.

An operator who has the authorization to use an MEL has the authority to approve extensions to the maximum repair interval for category B and C items provided the responsible Flight Standards District Office (FSDO) is notified within 24 hours of the MEL extension. The operator is not authorized to extend A and D items in the MEL. Misuse of the MEL extension authority may result in the operators OpSpecs/Mspecs being amended by removing the authority for the operator to use the MEL extension authority and/or use an MEL.

23. Engine Indicating Crew Alerting System (EICAS), Electronic Centralized Aircraft Monitoring System (ECAM) or similar systems that provide electronic messages refer to a system capable of providing different priority levels of systems information messages (e.g., Warning, Caution, Advisory Status and Maintenance). Any airplane discrepancy message that affects dispatchability will normally be at status message level (e.g., Advisory Status) or higher.

24. "Administrative control item" means an item listed by the operator in the MEL for tracking and informational purposes. It may be added to an operator's MEL by approval of the Principal Operations Inspector provided no relief is granted, or provided conditions and limitations are contained in an approved document (i.e. Structural Repair Manual, airworthiness directive, etc.). If relief other than that granted by an approved document is sought for an administrative control item, a request must be submitted to the Administrator. If the request results in review and approval by the FOEB, the item becomes an MEL item rather than an administrative control item.

25. "****" symbol in Column 1 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 operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's

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MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

26. "Excess Items" means those items that have been installed that are redundant to the requirements of the FARs.

27. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

28. "Considered Inoperative", as used in provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall 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.

29. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures 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 under normal operations.

30. Nonessential equipment and furnishings (NEF) are those items installed on the aircraft as part of the original type certification, supplemental type certificate, 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 or missing have no effect on the

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airplane's ability to be operated safely under all operational conditions. These nonessential items may be installed in areas including, but not limited to, the passenger compartment, flight deck, service area, cargo areas, crew rest areas, lavatories, and galley areas. NEF items are not items already identified in the MEL or CDL of the applicable airplane. They do not include items that are functionally required to meet the certification rule or for compliance with any operational rule. Operator's NEF shall not provide for deferral of items within serviceable limits identified in the manufacturer's maintenance manual or operator's approved maintenance program such as wear limits, fuel/hydraulic leak rates, oil consumption, etc. Cosmetic items that are fully serviceable but worn or soiled may be deferred under an operator's NEF process.

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PREAMBLE
(Effective 03/01/97)

The following is applicable for authorized certificate holders operating under Federal Aviation Regulations (FAR) Parts 121, 125, 129, 135: The FAR require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Rules must be operative. However, the Rules also permit the publication of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety. A Master Minimum Equipment List (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 those items of equipment related to airworthiness and operating regulations and other items of equipment which the Administrator finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, and rudders. The MMEL is the basis for development of individual operator MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. Operator MELs, for administrative control, may include items not contained in the MMEL; however, relief for administrative control items must be approved by the Administrator. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved and authorized, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of FAR requirements are included in the MEL with appropriate conditions and limitations. The MEL must not deviate from the Aircraft Flight Manual Limitations, Emergency Procedures or with Airworthiness Directives. It is important to remember that all equipment related to the airworthiness and the operating regulations of the aircraft not listed on the MMEL must be operative.

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PREAMBLE
(Effective 03/01/97)

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until repairs can be accomplished. It is important that repairs be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability the MMEL establishes limitations on the duration of and conditions for operation with inoperative equipment. The MEL 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 Record/Logbook as prescribed by FAR. The item is then either repaired or may be deferred per the MEL or other approved means acceptable to the Administrator prior to further operation. MEL conditions and limitations, do not relieve the operator from determining that the aircraft is in condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by FAR. Such documentation is required prior to operation with any item of equipment inoperative.

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 interrelationships between those items and the effect on aircraft operation and crew workload will be considered.

Operators are to establish a controlled and sound repair program including the parts, personnel, facilities, procedures, and schedules to ensure timely repair.

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

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GUIDELINES FOR (O) & (M) PROCEDURES

21 1 a) CABIN HEATING SYSTEM: COMBUSTION HEATER

- (M) Maintenance personnel must comply with the following:
- a) Remove hatrack bin and inspect combustion heater and components for leaks and security.
 - b) Remove fuel inlet line from heater inlet and cap both the line and heater inlet. Secure fuel inlet line from vibration.
 - c) In the cockpit, pull the combustion heater firewall shut-off control. Secure in the "Off" position, with tie-wraps. Pull the "Heater Control (CB8)" and "Heater Power (CB9)" circuit breakers and tie-wrap to prevent re-engagement. Place the "Heat/vent" switch in the "Off" position.
 - d) Apply battery power to aircraft and engage boost pumps. Inspect combustion heater and components for fuel leaks.
 - e) Replace hatrack bin.
 - f) Placard the cockpit near the combustion heater control in accordance with MEL placarding procedures.

21 1 b) CABIN HEATING SYSTEM: SHROUD HEATER

- (M) Maintenance personnel shall comply with the following:
- a) Inspect carbon monoxide indicator button in cockpit for change of color.
 - b) Check engine shroud assembly for worn or missing seals around exhaust turbine housing and air transfer tubes. Check for metal to metal contact between shroud and turbine housing.
 - c) In cockpit, pull heater control knob out to closed position. Secure in position with tie-wraps.
 - d) Gain access to interior of aft fuselage section by inspection panel, in roof of baggage compartment. Remove one hose from heater valve assembly and visually confirm valve closure.
 - e) Remove power wire from blower motor. Cap and secure wire.
 - f) Replace all inspection panels and cowling.
 - g) Placard the cockpit near the shroud heater control in accordance with MEL placarding procedures.

21 1 C) CABIN HEATING SYSTEM: BLEED AIR HEATER

- (M) Maintenance personnel shall comply with the following:
- a) Perform 100 hour heater inspection in accordance with "Instructions For Continued Airworthiness" form 206H-900M (For A & B models) or form 206H-906M (For L models).
 - b) FOR 206 A & B MODELS:
Gain access to engine compartment. Remove bleed air heater hoses between engine compressor scroll and forward firewall. Install two (2) MS9015-08 plugs using AS3084-08 packings into fittings on compressor scroll. Cap firewall bleed air fittings with suitable caps. Run engine and check for leaks at compressor scroll fittings. Secure engine compartment

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21 1 C) CONTINUED

- c) FOR 206 "L" MODELS:
Disconnect bleed air hose from S-5030-1 valve assembly at rear side of forward engine firewall. Cap hose and valve assembly with suitable caps. Secure bleed air hose. Run engine and check for leaks at capped end of disconnected bleed air hose. Secure engine compartment.
- d) FOR ALL 206 SERIES MODELS:
Placard the cockpit near the bleed air heater control knob in accordance with MEL placarding procedures.

21 2 a) DEFOGGING SYSTEM: BLEED AIR

- (M) Maintenance personnel must comply with the following:
 - a) FOR ALL 206 SERIES MODELS:
Remove forward seats, seat structure covers, lower console cover, and lower instrument pedestal side covers. Check all defog bleed air tubes and hoses for leaks, damage and security. Gain access to S-9003EC-1 defog valve assembly between pilot and co-pilot seats. Remove defog bleed air hose from S-9003EC-1 valve assembly. Cap openings on both hose and valve assemblies with suitable caps. Run engine, turn on bleed air heater unit, and check capped hose and valve assembly for leaks.
 - b) Replace all panels, covers and seats.
 - c) Placard the cockpit near the defog control knob in accordance with MEL placarding procedures.

21 2 b) OTHER DEFOGGING SYSTEMS:

- (O) The PIC/Flight crew must comply with the following:
 - a) FOR 206 A & B MODELS
 - a1) FRESH AIR VENT DEFOG SYSTEM:
Ensure proper placard has been placed near vent control knobs in accordance with MEL placarding procedures and that knobs are in the closed position.
 - a2) Fly aircraft and ensure no fresh air is being emitted from windshield fresh air defog diffusers.
 - b) BLOWER DEFOG SYSTEM:
 - b1) Ensure proper placard has been placed near the defog blower switch in accordance with MEL placarding procedures. Ensure that the defog blower switch is in the off position.
 - b2) Apply battery power to the aircraft and ensure that the defog blowers are not in operation.
 - c) FOR 206L MODELS:
 - c1) BLOWER DEFOG SYSTEM:
Ensure proper placard has been placed near the defog blower switch in accordance with MEL placarding procedures. Ensure that the defog blower switch is in the off position.
 - c2) Apply battery power to the aircraft and ensure that the defog blowers are not in operation.

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21 4 BLEED AIR ECU SYSTEM:

~~(M)~~ Maintenance personnel shall comply with the following:

- a) Inspect ECU system in accordance with BHT Service Instruction #206-109, Section 111, part 3, for 206 A & B models. Inspect ECU system in accordance with BHT Service Instruction #206-2010, Section 111, part 3, for 206 "L" models.
- b) For 206 A & B models, remove ECU bleed air line from engine compressor scroll. Cap and secure line. Cap compressor scroll fitting with a MS9015-08 plug using a AS3084-08 packing. Pull ECU circuit breaker in overhead panel and secure with tie-wrap. Run engine and check for leaks at compressor scroll fitting. Secure engine compartment.
- c) For 206 "L" models, remove ECU bleed air line from engine compressor scroll. Cap and secure line. Cap compressor scroll fitting with P.N. 6893698 cover using a 23052954 gasket. Pull ECU circuit breaker in overhead panel and secure with tie-wrap. Run engine and check for leaks at compressor scroll fitting. Secure engine compartment.
- d) All 206 models; Placard the cockpit near the ECU control in accordance with MEL placarding procedures.

24 2 AUXILIARY BATTERY:

~~(M)~~ Maintenance personnel shall comply with the following.

- a) Gain access to auxiliary battery compartment. Inspect battery and surrounding area for signs of overheating and security. Disconnect battery connector and secure connector and cables with tie-wraps.
- b) Placard the cockpit near the auxiliary battery control in accordance with MEL placarding procedures.

24 3 STANDBY GENERATOR/ALTERNATOR

~~(M)~~ Maintenance personnel shall comply with the following:

- a) Inspect the affected generator/alternator and assure no shorts, bearing failure, binding or other safety related factors exist.
- b) Position the affected generator/alternator switch to the OFF position.
- c) Pull the affected generator/alternator circuit breaker out and tie-wrap to prevent re-engagement.
- d) Ground run the operative generator to assure it is operating normally.
- e) Placard the cockpit near the affected generator/alternator control in accordance with MEL placarding procedures.

24 4 STARTER/GENERATOR (TWIN ENGINE MODELS ONLY)

~~(M)~~ Maintenance personnel shall comply with the following:

- a) Inspect the affected starter/generator and assure no shorts, bearing failure, binding or other safety related factors exist.
- b) Position the affected generator/alternator switch to the OFF position.

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25.5 EQUIPMENT/FURNISHINGS:

~~(M)~~ Maintenance personnel or PIC / Flight Crew shall comply with the following:

- a) Secure electrical leads and cable to underside of aircraft to prevent airframe in flight with multiple wire ties or equivalent.

28.4 FUEL:

~~(M)~~ Maintenance personnel or PIC / Flight Crew must perform the following.

- a) Inspect solenoid drain valve on bottom of aircraft for visual indications of leaking.
- b) If no visible fuel found then drain valve is closed.

29.9 EQUIPMENT/FURNISHINGS:

~~(M)~~ Maintenance personnel or PIC / Flight Crew must perform the following.

- a) Remove the ELT from aircraft.
- b) Place transmitter switch in "off" or "disarmed" position.
- c) Stow coaxial cable with wire ties or equivalent.
- d) Place placard in pilots view to show ELT is not installed.
- e) Make logbook entry to include date of removal, the make, model and serial number and reason for removal.

30.1 ENGINE ANTI-ICE SYSTEM:

(M) Maintenance personnel shall comply with the following:

- a) For Models 206A, 206B, with Allison 250-C20 engines:
 - a1) Inspect anti-ice valve assembly, actuator assembly and connecting linkage for leaks, wear, operation and security.
 - a2) Remove tube assembly connecting actuator assembly with anti-ice valve. Safety-wire anti-ice valve to the closed position. Pull anti-ice circuit breaker and tie-wrap to prevent re-engagement.
 - a3) Ground run engine and check for leaks and proper TOT indication.
 - a4) Placard the cockpit near the anti-ice control in accordance with MEL placarding procedures.
- b) For Models 206L-1 AND L-3 with Allison 250-C30 engines:
 - b1) Ground run helicopter and check anti-ice valve operation. Check anti-ice valve, solenoid and associated tubing for leaks, wear and security.
 - b2) Remove tubing between anti-ice valve and front compressor support and cap both fittings. Pull anti-ice circuit breaker and tie-wrap to prevent re-engagement.

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- b3) Ground run helicopter and check fittings for leaks.
- b4) Placard the cockpit near the anti-ice control in accordance with MEL placarding procedures.

30 3 ICE AND RAIN PROTECTION:

- M) For operating in falling or blowing snow, Maintenance personnel or PIC / Flight Crew must perform the following:
 - a) Install snow deflectors at inlet cowl.
 - b) Make logbook entry to include wt. and bal. at RFM.
 - c) Placard instrument panel "inoperative reignition - snow baffles required".

31 1 SYSTEM AND SEQUENCE:

- (M) The PIC / Flight Crew must comply with the following:
 - a) Use pilot / Flight Crew wrist watch to monitor time.

65 1 ROTOR BRAKE SYSTEM:

- (M) Maintenance personnel shall comply with the following:
 - a) Raise the engine cowl and inspect the rotor brake system to assure the brake pucks are retracted, the rotor disc is free and no hazards to flight exist.
 - b) Deactivate the system by removing the hydraulic pressure line to the rotor brake system and capping the outlet. Ground run the helicopter and check for leaks.
 - c) Tie-wrap the rotor brake handle in the cockpit so as to prevent its use.
 - d) Placard the cockpit near the rotor brake control in accordance with MEL placarding procedures.

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POLICY STATEMENT

The following policy and procedures will be adhered to by the Maritime Helicopters Inc. company in the use of this FAR Part 135 Minimum Equipment List (MEL):

1. It is the pilot in command's responsibility to become thoroughly familiar with the policy and procedures concerning the use of MEL.
2. All items related to the airworthiness of the aircraft and not included on the MEL are required to be fully and properly operative.
3. If an inoperative item requires a Maintenance procedure, that procedure must be accomplished and recorded in accordance with FAR Sections 43.9, 91.405 and 135.411 prior to flight.
4. When the discrepancy is corrected, the person performing the maintenance will record it in accordance with FAR Section 43.9.
5. Inoperative items allowed by the MEL must be corrected no later than the period specified by the letters (A, B, C, D). As soon as practical after discovering the failure, the operator shall make arrangements at his home base or at a suitably equipped repair facility to accommodate the repairs within the limitations if the aircraft is to be kept in service.
6. An item which is inoperative, but required by special flight conditions, will be repaired before operating in those conditions.
7. The Maritime Helicopters Inc. company will ensure that all discrepancies are recorded in the aircraft maintenance report.
8. The Discrepancy Report and Deferral Report must be on board the aircraft during flight operations so the pilot in command may be aware of any inoperative instruments or equipment. The operator will comply with the TRAINING PROCEDURE included in this document for all pilots who are authorized to utilize the MEL. Maintenance personnel shall be informed and trained (when applicable) that an MEL is being utilized. The operator or PIC shall ensure that the proper log and DISCREPANCY REPORT entries are made by maintenance personnel when appropriate. The PIC or Maintenance personnel shall ensure the proper placards are affixed per the MEL as applicable.

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DEFERRAL PROCEDURE

1. GENERAL

The pilot in command (PIC) shall make the final decision to defer based on:

- a. This minimum equipment list.
- b. All applicable Federal Aviation Regulations.
- c. All applicable Airworthiness Directives.
- d. Good judgment.
- e. Input from maintenance personnel, when applicable.

2. PLACARDS

The crewmember (For an (O) procedure) or the maintenance personnel or PIC, when authorized, (For an (M) procedure) shall affix the required placard. If the (M) procedure states PIC for Flight Crewmember, pilot placarding is authorized.

3. PLACARD PROCEDURE

- a. Remove a red sticker from the envelope inside the operations manual and attach to or near the affected control of the inoperative item. Date the sticker with the current day's date and MEL Item and System number.
- b. The pilot or mechanic will also enter in the "Discrepancies report column of the daily sheet of the Aircraft Flight and Maintenance Log Book, the inoperative unit with the MEL item number _____. (ie. 28-1 for Fuel quantity gauge).
- c. Placards will be kept with the MEL in an envelope in the binder containing the operations manual.

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TRAINING PROCEDURE FOR USE OF
MINIMUM EQUIPMENT LIST

1. GENERAL

This section describes the minimum training requirements for all crewmembers utilizing this minimum equipment list.

2. INSTRUCTOR

Currently, no FAR's regulate instructor qualifications for this training. However, the instructor should be highly knowledgeable of the pertinent FAR's and MEL's. In multiple crewmember flight departments the chief pilot or his designee shall conduct the training. For single-pilot flight departments, the PIC shall review this MEL and accompanying training syllabus.

3. TRAINING REQUIREMENTS

Each crewmember that serves as PIC shall be given training as outlined in the training syllabus prior to utilizing this MEL. An adequate amount of time should be devoted to the training to assure a thorough comprehension of this document. Oral examinations may be administered at the discretion of the instructor.

Recurrent training shall be required of all crewmembers serving as PIC. Recurrent training is to be conducted on an annual basis.

4. TRAINING SYLLABUS

The following subjects areas must be reviewed during training. The instructor may introduce additional material/subjects at his discretion.

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TRAINING PROCEDURES FOR USE OF
MINIMUM EQUIPMENT LIST
(CONTINUED)

4.1 REGULATIONS

- A. General Equipment Requirements for various flight conditions.

IFR
VFR
Over water
Thunderstorms
Controlled Airspace

- B. Minimum equipment List

4.2 USE OF MINIMUM EQUIPMENT LIST

- A. Applicability

When is MEL allowed?
Must be approved by local FSDO prior to use.
Training required prior to use.
PIC Responsibilities.

- B. MEL

Review Table of Contents.
Review Policy Statement.
Review Preamble
Review Notes and Definitions.
Review MEL (Chapters 21 thru End) for allowed Deferrals.
Use of Placards.

4.3 DISCREPANCIES/DEFERRALS

- A. Deferral procedures
b. Use of Discrepancy Report Form.
C. Use of Deferral Report Form.
D. Company Procedure on correcting discrepancies.

4.4 EXAMINATION

An oral or written examination shall be given by the instructor at the conclusion of the training session.

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
21	AIR CONDITIONING						
1.	Cabin Heating System						
	a) Combustion	C	1	0			May be inoperative provided system is deactivated and secured (M) Reference procedure in (O) & (M) procedures
	b) Shroud	C	0	0			May be inoperative provided system is deactivated and secured (M) Reference procedure in (O) & (M) procedures
	c) Bleed Air	C	1	0			May be inoperative provided system is deactivated/secured. (M) Reference procedure in (O) & (M) procedures
2.	Defogging System						
	a) Bleed Air	C	1	0			May be inoperative provided system is deactivated/secured. (M) Reference procedure in (O) & (M) procedures
	b) Other systems. systems.	C	0	0			May be inoperative provided system is deactivated and secured (O) Reference procedure in (O) & (M) Procedures
3.	Air Conditioner (Freon)	D	0	0			NOT APPLICABLE TO THIS AIRCRAFT EQUIPMENT NOT INSTALLED
4.	Bleed Air ECU System	D	0	0			May be inoperative provided system is deactivated and secured (M) Reference procedure in (O) & (M) Procedures

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SYSTEM & SEQUENCE NUMBERS	ITEM	1. 2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
22	AUTO FLIGHT				
1.	Autopilot	C	1	0	Not applicable / not installed
2.	SAS	C	1	0	Reference applicable RFM.
3.	Force Trim System	D	1	0	Reference applicable RFM

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
23	COMMUNICATIONS						
1.	Communications System: (FM, HF, UHF, VHF, etc.)	C	3	0			Any in excess of those required by FAR may be inoperative provided it is not powered by the Emergency AC Bus.
2.	Cockpit/Cabin Speaker	D	1	0			May be inoperative.
3.	Cabin ICS System	D	1	0			May be inoperative.
4.	External Loud Speaker	D	0	0			May be inoperative.
5.	High Frequency	D	0	-			Any in excess of those required by FAR may be inoperative.
		C	0	1			(0) May be inoperative while conducting operations that require two LRCS provided: a) SATCOM Voice or Data Link operates normally, b) Alternative procedures are established and used, c) SATCOM coverage is available over the intended route of flight, and d) If Inmarsat coeds are not available while using SATCOM voice, prior coordination with the appropriate ATS facility is required.

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1. 2. NUMBER INSTALLED

SYSTEM &
SEQUENCE
NUMBERS

ITEM

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23 COMMUNICATIONS

Note: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATS facilities.

6. *** Satellite Tracking System(s) (i.e. Blue Sky, Sky Connect, Outerlink, etc.)	D	1	0
7. Satellite Phone (i.e. SkyConnect Satellite Phone, etc.)	D	1	0

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		1.	2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM					3. NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
24	ELECTRICAL POWER					
1.	Generator Caution System (L-1 & L-3 models only)	B	1	0		May be inoperative provided loadmeter is operative.
2.	Auxiliary Battery	D	-	0		Not installed.

3.	Standby Generator/	C	-	0		Not installed.

4.	Starter/Generator (Twin engine models only)	C	2	1		Not applicable.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25 EQUIPMENT/FURNISHINGS						
1.	Crew Member Shoulder Harness	B	1	0		
2.	Passenger Seat Belts.	C				
	A) 206 A & B Models		4	0		One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded.
	B) 206L Models		6	0		One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded.
	C) 407 Models		6	0		One required for each occupied seat. If belt is inoperative or missing, seat must be blocked and placarded.
3.	Passenger Shoulder Harness	C				
	A) 206 A & B Models		4	0		
	B) 206L Models		6	0		
	C) 407 Models		6	0		
4.	Passenger Convenience Item(s)		-	0		Passenger convenience items, as expressed in this MEL, are those related to passenger convenience, comfort, or entertainment such as, but not limited to, galley equipment, ash trays, stereo equipment, overhead reading lamps, etc. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in operator's appropriate document.
5.	Cargo Suspension System	D	1	0		(M) Reference procedures in (O) & (M) Procedures
6.	Hoist System	D	0	0		May be inoperative provided system is deactivated and secured.
7.	Litter Kit	D	1	0		
8.	EMS Equipment	D	0	0		May be inoperative provided system is deactivated and secured. (M) and (O) procedures may be required and included in the operator's appropriate document.

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		1.	2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
25	EQUIPMENT/FURNISHINGS				
9.	Emergency Locator Transmitter (Fixed ELT)	D	1	0	Must be operational for Part 135 operations. May be inop for Part 91 operations up to 90 days if removed from aircraft. (M) Reference procedures in (O) & (M) Procedures
10.	Flotation Inflation System	D	1	0	May be inoperative for 135 Operations providing aircraft is operated at an altitude that allows it to reach land in the case of an engine failure
11.	Sonic Locator	D	0	0	
12.	Forward Looking Infra Red (FLIR)	D	0	0	
13.	Auxiliary Fuel and/or lubricant heating system.	D	0	0	
14.	Electronic News Gathering (ENG) Equipment.	D	0	0	May be inoperative provided system is deactivated and secured. (M) and/or (O) procedures may be required and included in the operator's appropriate document.
15.	Non- Essential Equipment & Furnishings (NEF)	-	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the operator's NEF deferral program. The NEF program, procedures, and processes are outlined in the operators (Maritime) Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.

NOTE: EXTERIOR LAVATORY ASH TRAYS ARE NOT CONSIDERED CONVENIENCE ITEMS.

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1.		2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM		3. NUMBER REQUIRED FOR DISPATCH		
26	FIRE PROTECTION				
1.	Engine Fire Warning B System (Twin Engine Models Only)	2	1		One may be inoperative for single engine operation provided the warning system is operative on the engine being used.
2.	Portable Fire D	1	-		Any in excess of those required by FAR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.
3.	Engine Fire B	0	0		Not installed.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
28	FUEL					
1.	Fuel Quantity Gauge	B	1	0	(0)	May be inoperative provided PIC verifies fuel quantity is full during fueling of aircraft. Aircraft is not to be operated in excess of two flight hours before refueling to full.
2.	Auxiliary Fuel Tank	D	1	0		May be inoperative provided: a) Flight is not predicated upon the use of the system, and b) Auxiliary tank fuel is considered in weight and balance computations.
3.	Fuel Low Warning Caution Light System (206A and 206B Only)					Deleted
	206L Series and 407 Only					Deleted
4.	Solenoid Drain Valve System	D	2	0	(0)	May be inoperative provided the manual drain valve is verified closed prior to flight.
5.	Fuel Boost Pump (Twin engine models only)	B	4	3		Not applicable.
6.	Fuel Flow Indicator (Twin engine models only)	B	2	0		Not applicable.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
ITEM						
30	ICE AND RAIN PROTECTION					
1.	Engine Anti-ice System	B	1	0		May be inoperative provided: a) OAT is above 40 degrees F OR b) Operations are not conducted in visible moisture. (M) Reference procedure in (O) & (M) Procedures.
2.	Pitot Heater	C	1	0		May be inoperative provided: a) OAT is above 40 degrees F. OR b) Operations are not conducted in visible moisture.
3.	Automatic Engine Reignition kit (A, B, and L models only)	C	1	0		May be inoperative provided: a) OAT is above 40 degrees F OR b) Operations are not conducted in visible moisture OR c) For operating in falling/blowing snow, aircraft is configured as required by RFM (M) Reference procedures in (O) & (M) Procedures.
4.	Engine Continuous Ignition System	B	0	0		May be inoperative provided: a) OAT is above 40 degrees F OR b) Operations are not conducted in visible moisture.
5.	Engine Anti-Ice Lights	B	0	0		May be inoperative provided: a) OAT is above 40 degrees F OR b) Operations are not conducted in visible moisture

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1.		2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
31	INDICATING/RECORDING SYSTEMS				
1.	Clock, Displaying Hours, Minutes and Seconds, with Sweep Second Pointer or Electric Digital Clock.	C	1	0	(o) May be inoperative provided other acceptable means of time monitoring is used (ie: wristwatch)
2.	Hour Meter	C	2	0	(O) May be inoperative provided alternate means is utilized for recording time in service.
3.	Elapsed Timer	D	0	0	
4.	Aircraft/Engine Monitoring System.	D	0	0	
5.	Voice Warning System	D	0	0	
6.	Warning Horn Mute System				May be inoperative. Pilot may pull caution circuit breaker to mute horn during start-up and shut-down, and at ground idle. Caution circuit breaker must be pushed in prior to flight
	a) 206B and 206L models only	D	1	0	
	b) All other models	D	1	0	
7.	Vibration Monitoring System	D	1	0	May be inoperative.
8.	Flight Event (ALERTS)	A	-	0	May be inoperative for 10 (ten) flight days.

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SYSTEM & SEQUENCE NUMBERS			1.	2. NUMBER INSTALLED		
ITEM				3. NUMBER REQUIRED FOR DISPATCH		
				4. REMARKS OR EXCEPTIONS		
33	LIGHTS					
1.	Position Light System	C	1	0	May be inoperative for day.	
2.	Anti-Collision Light System	C	1	0	May be inoperative for day.	
3.	Landing Light(s)	C	2	0	May be inoperative for day. May be inoperative for night flight providing aircraft is not operated for hire.	
4.	Cockpit Instrument Lighting System(s)	B	2	0	May be inoperative provided: a) Sufficient lighting is available to make each required instrument control and other device for which it is provided easily readable b) Direct rays and reflections do not impair visibility either inside or outside the aircraft, c) Lighting intensity can be controlled or preset to a satisfactory level for the expected flight condition, and d) Lighting configuration at dispatch is acceptable to the pilot	
5.	Cabin Lighting System	C	1	0	May be inoperative for day.	
6.	Cockpit Utility Light	C	1	0	May be inoperative for day.	
7.	Strobe Light System	D	1	0	May be inoperative for day.	
8.	Taxi Light	D	1	0	May be inoperative for day.	

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SYSTEM & SEQUENCE NUMBERS	ITEM	1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH	4. REMARKS OR EXCEPTIONS
33	LIGHTS						
9.	Search Light	D	1	0			May be inoperative. Only N307MH and N309MH
10.	External Utility Lights	D	0	0			
11.	Supplemental Lighting System	D	0	0			

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SYSTEM & SEQUENCE NUMBERS			1.	2. NUMBER INSTALLED			3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
ITEM									
34	NAVIGATION								
1.	Gyroscopic Rate of Turn with Slip Indicator	C	1	0					May be inoperable provided passengers are not carried at night or VFR over the top
2.	Gyroscopic Bank and Pitch Indicator	C	1	0					May be inoperable provided passengers are not carried at night or VFR over the top
3.	Directional Gyro	C	1	0					May be inoperable providing passengers are not carried at night or VFR over the top
4.	Vertical Speed Indicator	C	1	0					May be inoperative
5.	ATC Transponder	C	1	0					May be inoperative except in airspace requiring use or as directed by ATC
6.	Navigation Equipment	C	3	0					May be inoperative for all approved VFR operations if at least 1 radio nav is operational. All radio navs may be inop except for VFR over the top and extended overwater operations
7.	Weather Radar/	C	0	0					Not installed./ not applicable
8.	Marker Beacon	C	0	0					Not installed./ not applicable
9.	Flight Director	C	0	0					Not installed./ not applicable
10.	Radar Altimeter	C	1	0					May be inoperative./ N301MH, N302MH, N303MH, N304MH, N306MH, & N307MH, N308MH, N309MH only. required for NVG operations.
11.	Altitude Encoder	C	1	0					May be inoperative except in airspace requiring use or as directed by ATC
12.	DME	C	0	0					Any in excess of those required by FAR may be inoperative.

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
ITEM			3. NUMBER REQUIRED FOR DISPATCH			
34 NAVIGATION						
13.	RMI	C	0	0		May be inoperative.
14.	Standby Attitude Indicator	C	0	0		Not installed.
15.	OAT/Free Air	C	1	1		May be inoperative provided approved alternate onboard OAT source is installed and operative.
16.	Airspeed Indicator	C	1	1		May be inoperable provided approved alternate airspeed indicator is installed and operative.
17.	Altimeter	C	1	1		May be inoperative provided approved alternate altimeter is installed and operative.
18.	Attitude Indicator	C	1	0		May be inoperative providing passengers are not carried at night or VFR over the top.
19.	GPS	C	1	0		May be inoperative.
20.	Traffic Alert Advisory Systems (i.e. ,TCAS, TCAD, TAS, etc.)	C	0	0		May be inoperative. Only N309MH
21.	Helicopter Ground Proximity Warning Sys /Terrain Awareness and Warning System HGPWS/HTAWS	C	0	0		May be inoperative. Only N309MH

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1.		2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS OR EXCEPTIONS			
35	OXYGEN				
1.	Oxygen System and Masks (Crew and Passengers)	D	0	0	Not applicable / not installed.

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1.		2. NUMBER INSTALLED		
SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS OR EXCEPTIONS		
52	DOORS			
1.	Litter Door Caution C System (206L-3/407 only)	1	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.

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1.		2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM				3. NUMBER REQUIRED FOR DISPATCH
					4. REMARKS OR EXCEPTIONS
65	ROTORS				
1.	Rotor Brake System	C	1	0	May be inoperative provided an inspection is performed to determine the rotor is free. (M) Reference procedure in (O) & (M) Procedures

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1.		2. NUMBER INSTALLED			4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM			3. NUMBER REQUIRED FOR DISPATCH	
71	POWERPLANT				
1.	Engine Air Particle Separator/ Particle Purge System				
	a)206L-1	C	1	0	May be inoperable provided operations are conducted in accordance with the RFM.
	b)206L-3, L-4, 407 models only	C	1	0	May be inoperative provided operations are conducted in accordance with the RFM.
2.	Water Alcohol Injection System	D	0	0	
3.	Engine Fire Detection System	C	0	0	

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SYSTEM & SEQUENCE NUMBERS		1.	2. NUMBER INSTALLED		
ITEM				3. NUMBER REQUIRED FOR DISPATCH	
				4. REMARKS OR EXCEPTIONS	
73 ENGINE FUEL & CONTROL					
1.	Engine Trim System (Twin Engine Models only)	C	2	1	Not applicable.

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1.		2. NUMBER INSTALLED		3. NUMBER REQUIRED FOR DISPATCH		4. REMARKS OR EXCEPTIONS
SYSTEM & SEQUENCE NUMBERS	ITEM					
77	ENGINE INDICATING					
1.	Tachometer, Dual Indicating (N2/Nr) (Single engine models)					DELETED.
2.	Deleted					
3.	TOT Light System	C				
	a) Single Engine Models		1	0		
	b) Twin Engine Models	B	2	0		
4.	Engine N1 Tach (Twin Engine models only)	B	2	1		One may be inoperative for single engine operations. N1 must be operative on engine being used.
5.	Engine Low RPM Warning System (Twin Engine models only)	B	2	1		One may be inoperative for single engine operations. Engine low RPM Warning System must be operative for the engine being used.

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		1.	2. NUMBER INSTALLED			
SYSTEM & SEQUENCE NUMBERS	ITEM					3. NUMBER REQUIRED FOR DISPATCH
						4. REMARKS OR EXCEPTIONS
79	ENGINE OIL					
1.	Engine Scavenge Filter By-pass Indicator	D	1	0		May be inoperative provided by-pass indicator did not extend in conjunction with engine chip light.
ITEMS 2 THROUGH 6 APPLY ONLY TO TWIN ENGINE						
2.	Oil Temperature Indicator	B	2	1		Not applicable.
3.	Oil Pressure Indicator	B	2	1		Not applicable.
4.	Engine Chip Detector	B	2	1		Not applicable.
5.	High Oil Temperature Caution System	B	2	1		Not applicable.
6.	Low Oil Pressure Caution System	B	2	1		Not applicable.
7.	Benz Airborne *** System Monitoring System (Auto-Fault)	C	-	0		Not applicable.