

MARITIME HELICOPTERS

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BO-105 SERIES

MINIMUM EQUIPMENT LIST

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Revision 3
01/20/21

LOG OF REVISIONS

REV.NO.	DATE	PAGE NUMBERS	INITIALS
Original	06/01/2014	All Pages Original Issue	SDS
1	09/01/2015	i thru viii, 23-1, 24-1, 25-1, 25-2, 28-1, 28-2, 30-1, 31-1, 33-1, 34-1, 34-2, 34-4,	SDS
2	02/15/2017	All Pages	SDS
3	01/20/2021	i – iv, x, xi, xii, xiii	SDS

TABLE OF CONTENTS

JASCO NO.	SYSTEM	PAGE
	Cover.....	i
--	Log of Revisions.....	ii
--	Table of Contents.....	iii
--	Control Page.....	iv
--	Definitions.....	v, vi, vii, viii,
--	Preamble.....	ix
--	Guidelines for (O) and (M) Procedures.....	x
--	MEL Procedures.....	xi, xii, xiii
21	Air Conditioning.....	21-1, 2
22	Auto Flight.....	22-1
23	Communications.....	23-1,2
24	Electrical Power.....	24-1, 2
25	Equipment/Furnishings.....	25-1, 2, 3, 4, 5
26	Fire Protection.....	26-1
27	Flight Controls.....	27-1
28	Fuel.....	28-1, 2
30	Ice and Rain Protection.....	30-1
31	Instruments.....	31-1
32	Landing Gear.....	32-1
33	Lights.....	33-1, 2, 3, 4
34	Navigation.....	34-1, 2, 3, 4,
35	Oxygen.....	35-1
52	Doors.....	52-1
63	Main Rotor Drive.....	63-1, 2
65	Tail Rotor Drive.....	65-1
67	Rotor Flight Controls.....	67-1
71	Powerplant.....	71-1
77	Engine Indicating.....	77-1
79	Engine Oil.....	79-1

Control Page

Developed from FAA MMEL (AHD) BO-105 Rev. 11 01/20/2017

SYSTEM	PAGE	REV NO.	MHI MEL
Cover Page	i	3	01/20/2021
Log of Revisions	ii	3	01/20/2021
Table of Contents	iii	3	01/20/2021
Control Page	iv	3	01/20/2021
Definitions	v	2	02/15/2017
	vi	2	02/15/2017
	vii	2	02/15/2017
	viii	2	02/15/2017
Preamble	ix	2	02/15/2017
Guidelines for (O) and (M) Procedures	x	3	01/20/2021
MEL Procedures	xi	3	01/20/2021
	xii	3	01/20/2021
	xiii	3	01/20/2021
21	21-1	2	02/15/2017
	21-2	2	02/15/2017
22	22-1	2	02/15/2017
23	23-1	2	02/15/2017
	23-2	2	02/15/2017
24	24-1	2	02/15/2017
	24-2	2	02/15/2017
25	25-1	2	02/15/2017
	25-2	2	02/15/2017
	25-3	2	02/15/2017
	25-4	2	02/15/2017
	25-5	2	02/15/2017
26	26-1	2	02/15/2017
27	27-1	2	02/15/2017
28	28-1	2	02/15/2017
	28-2	2	02/15/2017
30	30-1	2	02/15/2017
31	31-1	2	02/15/2017
32	32-1	2	02/15/2017
33	33-1	2	02/15/2017
	33-2	2	02/15/2017
	33-3	2	02/15/2017
	33-4	2	02/15/2017
34	34-1	2	02/15/2017
	34-2	2	02/15/2017
	34-3	2	02/15/2017
	34-4	2	02/15/2017
35	35-1	2	02/15/2017
52	52-1	2	02/15/2017
63	63-1	2	02/15/2017
	63-2	2	02/15/2017
65	65-1	2	02/15/2017
67	67-1	2	02/15/2017
71	71-1	2	02/15/2017
77	77-1	2	02/15/2017
79	79-1	2	02/15/2017

Approved

Definitions

1. System Definitions.
2. Not Required
3. 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 MEL. 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 MEL 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 MEL are removed prior to the release of the next revision.
4. Rotorcraft Flight Manual (RFM). The FAA-approved 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.
5. Not Used.
6. 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.

7. 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 MEL provisions, including any (M) and (O) procedures and observing the repair category.
8. 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.
9. 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.
10. 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 MEL for the repair interval of an inoperative instrument and/or equipment item. This provision is applicable to all MEL items; i.e., categories A, B, C, and D.
11. Deactivated and/or Secured. When the MEL 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.
12. 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.
13. Not required.
14. Excess Items. Excess items are those instrument and equipment items that have been installed that are redundant to the requirements of the 14 CFR.
15. 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 Maritime Helicopters, during which at least one flight is initiated for the affected aircraft.
16. Not required.
17. Icing Conditions. An atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
18. 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).
19. 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 MEL).
20. Is Not Used. The phrase "Is Not Used" in the provisos, remarks or exceptions for an MEL instrument or equipment item may specify that another item in the MEL "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, (O) 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.
21. 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.

22. 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 MEL 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 MEL 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 MEL 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).

23. 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.
24. 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.
25. 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.
26. Not Used.
27. 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.
28. 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.

29. 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.
30. (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.
31. (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.
32. Electronic Fault Alerting System. New generation aircraft display system fault indications to the flight crew by use of computerized display systems. Aircraft manufacturers incorporate individual design philosophies when determining the data that is represented. The following are customized definitions (specific to each manufacturer) to help determine the level of messages affecting the aircraft's dispatch status.
 - A. NO CUSTOMIZED DEFINITIONS OF FAULT ALERTING ARE APPLICABLE TO THE MESSERSCHMITT-BOLKOW-BLOHM MODEL BO-105 SERIES AIRCRAFT.

Preamble
(Effective 6/14/89)

The following is applicable for authorized certificate holders operating under Title 14 Code of Federal Regulations (14 CFR) Parts 121, 125, 129, 135: 14 CFR 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 14 CFR 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.

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 14 CFR. 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 14 CFR. 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.

Guidelines for (O) & (M) 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:

Maritime Helicopters Guidelines for (M) & (O) Procedures are based on the Maintenance and Operational Procedures for the BO-105 aircraft.

MEL PROCEDURES

General

MEL procedures are to be followed by the Maritime Helicopters flight and maintenance personnel in the use of this Minimum Equipment List (MEL). This document must be reviewed and approved by the FAA FSDO.

It is the pilot in command's responsibility to become thoroughly familiar with Maritime Helicopters policies and procedures concerning the use of MEL's. All items related to the airworthiness of the aircraft not included in the MEL are required to be fully and properly operative.

If the MEL remarks require a maintenance procedure, that procedure must be accomplished and recorded in accordance with CFR Sections 43.9, 91.405 and 135.411 prior to flight. Maritime Helicopters will ensure that all discrepancies are recorded in the aircraft log book.

When inoperative items are noted, the pilot or maintenance personnel will record it in accordance with CFR Section 43.9 and enter it in the **DISCREPANCY** column of the aircraft log book. If the inoperative item is allowed by the MEL, it will be deferred by an entry in the **CORRECTIVE ACTION** column of the aircraft log book, with the MEL Code and a statement acknowledging MEL approval to include applicable remarks;

DISCREPANCY	ATA/MEL	CORRECTIVE ACTION
1) Landing light inop (Name, Cert #)	3340-05	1) Landing light MEL'd I/A/W Viking DHC-6 MEL, aircraft restricted to day operations only. Discrepancy transcribed to the MEL Discrepancy and Deferral Report. (Date, Acft TT, Name, Cert#)

Discrepancies are then transcribed to the MEL Discrepancy and Deferral Report, located on the back side of the front page of the aircraft log book. They must be corrected no later than the period specified by the letters (A, B, C, D). As soon as practical after discovering the failure, Maritime Helicopters shall make arrangements at the 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.

When the discrepancy is corrected, the person performing the maintenance will record/transcribe the initial entry from the MEL Discrepancy and Deferral Report back into the aircraft's current log book page as a **DISCREPANCY**. Then under the **CORRECTIVE ACTION**, enter *how* it was rectified such as repaired, replaced, etc. The correction entry will also be recorded on the MEL Discrepancy and Deferral Report to include date, time and aircraft log page number, thus closing out the MEL item. If there are any open MEL discrepancies when changing log books, they must be carried forward

If any item failure occurs after engine start, but prior to take-off, the pilot shall review the MEL procedure to determine if the item can be MEL'd and if not, shall contact maintenance to have the item repaired.

NOTE: Any item which is inoperative, but required by special flight conditions, must be repaired before operating in those conditions.

The aircraft log book and MEL Discrepancy and Deferral Report must be on board the aircraft during flight operations so the pilot in command will be aware of any inoperative instruments or equipment. It is incumbent on the PIC to review the MEL Discrepancy and Deferral Report before accepting an aircraft for flight, ensuring the aircraft does not depart with expires deferrals. Maritime aircraft are not authorized to depart with any expired deferrals.

The operator or PIC shall ensure that the proper aircraft log book entries are made by maintenance personnel when appropriate such as **(M)** procedures. The PIC or Maintenance personnel shall ensure the proper placards are affixed per the MEL as applicable.

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.

Placards

The PIC or maintenance personnel shall affix the required placard. Remove a red sticker from the envelope inside the aircraft log CAN 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.

Duties and Responsibilities

- The pilot or mechanic is responsible for the discovery and initiation of all MEL requests and notification to either the Fairbanks Maintenance Lead or the Chief Inspector.
- The Chief Inspector will be responsible for of all MEL items, status of parts and repair processes.
- The Director of Maintenance shall retain overall responsibility for MEL management. Additionally, the DOM shall be responsible for any changes required for this manual and shall work with the local FSDO for approval.

Method of Tracking

MEL discrepancies shall be tracked by the Chief Inspector for all company aircraft. This will include number of items per aircraft, reason for any delays, length of delay and an estimated date item will be repaired.

For all aircraft that report to the Fairbanks, MEL items and a Plan for Repair will be discussed with the Fairbanks Maintenance Lead. For aircraft that report to the Homer Base, the Chief Inspector shall be notified of MEL items and a Plan for Repair discussed.

NOTE: It is the responsibility of the Fairbanks Maintenance Lead to keep the Chief Inspector informed of MEL status on FAI assigned aircraft via daily status report, phone or email for the Chief Inspector to track.

Plan for Repair

MEL deferrals that cannot be corrected by simple part(s) replacement, a Plan for Repair shall be discussed with either the Fairbanks Maintenance Manager or Chief Inspector who will then assist in making arrangements for specialized tooling and/or facilities to correct the discrepancy.

Unavailability of Parts

If parts are not on hand, they must be ordered with the quickest possible shipping method that will have the part arrive and be able to installed prior to the end of the allowed deferral timeframe. If a vendor indicates there will be any delay in filling an order, an expected delivery date shall be requested, tracked and noted in the Plan for Repair.

Procedure for Controlling Extensions

In some situations, MEL items may not be rectified prior to the allotted Category time, due to possible parts delays, specialized tooling or access to suitable repair facilities. In these instances, a MEL extension request shall be sent to the Flight Standards District Office Certificated Team responsible for Maritime Helicopters. Included in the request shall be the reason for the delay and a revised Plan of Action to correct the discrepancy.

Extension requests shall be submitted PRIOR to the MEL expiration and in the form of an email. A reply with FAA approval must be received before deferrals may be extended. Approvals shall be recorded and tracked along with the MEL Plan of Repair.

Manual Revision and Control

The Director of Maintenance is responsible for the content of this manual and any revisions. This manual requires FAA approval prior to release. Revisions to this manual must be routed MHI internal and FAA acceptance prior to distribution. This manual cannot be published or distributed to end users prior to formal submission to and approval by the FAA indicated by signature(s) on the Control Page(s).

Changes made to this manual will be indicated throughout by change bars. A vertical bar (change bar) in the right 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. The effected paged will also be annotated by updating the revision level and date in the top right-hand corner. The Control Page(s) and Log of Revisions will also be updated as required.

The Director of Maintenance shall submit the proposed revision in electronic PDF format to the Federal Aviation Administration (FAA) for review and approval. Should a proposed revision be found unacceptable by the FAA, the Director of Maintenance will immediately withdraw the proposed revision and decide whether to further revise and resubmit to the FAA

MARITIME HELICOPTERS		MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES		REV: 2	PAGE NO.	
		DATE: 02/15/2017	21-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

21. AIR CONDITIONING					
2100-01	Air Conditioning System	D	0	0	Not Installed.
2100-02	Freon Air Conditioner	C	0	0	DELETED (see item 2100-01)
2100-03	Fresh Air Vent	C	2	1	Co-pilots fresh air vent may be inoperative.
2100-04	Cold Weather Kit Heater Fan	C	1	0	May be inoperative above -35°C (-31°F) OAT.
2120-01	Windshield Defog/ Ventilation Blower (Pilots/Co-pilot)	C	1	1	May be inoperative provided Bleed Air Heater or Bleed Air ECU is operative.
2140-01	Bleed Air Heating System	C	1	0	<p>May be inoperative, provided:</p> <ul style="list-style-type: none"> a) Bleed air heating system is not required for defrosting/defogging. b) Flight is not conducted in visible moisture, and, c) Pilot's air vent blower is operative <p>(M) A Maintenance technician will disconnect and secure the line to ensure it doesn't chaff, IAW CH 850 of the BO105 Maintenance Manual.</p> <p>(O) Pilot shall avoid all flight operations in visible moisture and ensure air vent blower is operative.</p>
2140-02	Electrical Heating and Ventilating System	C	1	0	<p>May be inoperative above +5°C (41°F) outside air temperature provided;</p> <ul style="list-style-type: none"> a) Pilot's Vent Blower operative, and b) System is deactivated and secured. <p>(M) A Maintenance technician will ensure no evidence of damage, electrical short, exist, and: Pull and tie wrap the circuit breaker on the circuit breaker panel.</p>

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
21-2

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

21. AIR CONDITIONING

2140-03	Bleed Air ECU Systems (STC SH1031EA)	C	0	0	Not Installed
2140-04	Windshield Defog Vent Blowers	C	0	0	DELETED

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
22-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

22. AUTO FLIGHT

2200-01	(CSAS) Control Stabilization Augmentation System) (LS Models Only)	C	0	0	Not Installed.
2200-02	(SAS) Stability Augmentation System (Except LS Models)	C	0	0	Not Installed.
2210-01	4-way Beep Trim System	B	1	0	Not Installed.
2210-02	Force Trim Release (FTR) System	B	0	0	Not Installed.
2210-03	Flight Director System	C	0	0	Not Installed.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
23-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

23. COMMUNICATIONS					
2300-01	Communications Systems (FM)	D	1	0	May be inoperative if operations do not require its use.
2300-02	Cockpit Intercom System ICS	D	2	1	Co-pilots side ICS may be inoperative.
2300-03	Cabin ICS	D	3	1	One or more may be inoperative, provided; (O) Pilot shall brief the passenger(s) regarding alternate normal and emergency procedures to be used. The Pilot briefing must include any appropriate operating restrictions.
2300-04	Flight Deck Headset Earphones/Headphone	C	-	1	Any in excess of one headset for each required cockpit crew member or hoist/cargo hook operator on duty may be inoperative or missing. NOTE: Spare headset must be available and operative.
2300-05	Headset (passengers)	D	-	0	May be inoperative or missing, provided; (O) Pilot shall brief the passenger(s) regarding alternate normal and emergency procedures to be used. The Pilot briefing must include any appropriate operating restrictions.
2310-01 (PL-106)	Communications Systems (HF)	D C	0 0	0 0	Not installed.
2310-02	Satellite Tracking or Satellite Phone Systems(s)	D	1	0	NOTE: SATCOM is to be used only as a backup to normal HF communications unless otherwise authorized by the appropriate ATC facilities.
2311-01 (PL-95)	Communications Systems (UHF)	D	0	0	Not Installed.

MARITIME HELICOPTERS		MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES		REV: 2	PAGE NO.	
		DATE: 02/15/2017	23-2	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

23. COMMUNICATIONS					
2312-01 (PL-95)	Communications Systems (VHF)	D	2	1	Any in excess of those required by FAR may be inoperative provided it is not powered by the, Emergency DC Bus, Battery Bus, or the DC Transfer Bus and not required for emergency procedures.
	a) VHF Communications Control Panels				
	1. Frequency Transfers Light	C	-	0	
	2. Frequency Transfer Switch	C	-	0	
	3. Frequency Selector Knob	C	-	2	
	4. Frequency Indication	C	-	2	
2312-02	Communications Systems (FM)	D	1	0	May be inoperative provided operations are not predicated on the affected radio.
2340-01	External Loud Speaker	C	0	0	Not Installed.
2340-02	Telephone	C	0	0	DELETED.
2350-01	Aural Warning Generator	C	0	0	Not Installed.
2350-01	Automatic Voice Alert Device	C	0	0	Not Installed.
2370-01/02 (PL-29)	Cockpit Voice Recorder (CVR)	A	0	0	Not Installed.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
24-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

24. ELECTRICAL POWER

2400-03	EPU (External Power Unit) Door Caution Light (LS models only)	B	1	0	May be inoperative provided EPU door is verified closed prior to flight.
2400-04	EPU (External Power Unit) Door Caution Light (LS models only)	C	0	0	May be inoperative, provided EPU is disconnected and EPU door is closed prior to flight. (O) Pilot will physically ensure the EPU is disconnected and door is closed prior to flight.
2400-05	Emergency Power Supply (for Standby Attitude Indicator)	C	0	0	Not installed. (Not Required for day VFR)
2422-02	Utility Inverter	C	0	0	Not installed.
2432-01	Battery(s)	C	1	1	Must be operative.
2432-02	Battery Discharge Warning Light	C	1	0	May be inoperative provided both generators (Item 2435-01) and respective ammeter and voltmeter indications are operative.
2432-03	Flight Inverter	C	0	0	Not installed. (Not Required for VFR)

MARITIME HELICOPTERS	MINIMUM EQUIPMENT LIST
-----------------------------	-------------------------------

AIRCRAFT: BO-105 SERIES	REV: 2 DATE: 02/15/2017	PAGE NO. 24-2
-----------------------------------	--------------------------------	----------------------

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

24. ELECTRICAL POWER				
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2435-01	Generator	A	2	1	<p>One may be inoperative for three consecutive days for other than Night VFR provided:</p> <ul style="list-style-type: none"> a) Electrical load is reduced to single generator capacity, b) Ammeter and Voltmeter indication of the operative generator are both working, and, c) Inoperative Generator is deactivated and secured. <p>NOTE: Total electrical failure will limit fuel available to quantity contained in supply tank at time of failure.</p> <p>(M) A maintenance technician will ensure no evidence of damage, electrical short, or hazards exist, and: Pull and tie wrap the field circuit breaker on the right hand side baggage compartment and ensure starter mode is operational by temporarily activating starter button.</p>
2435-02	Generator I / Generator II Warning Light	C	2	0	<p>May be inoperative provided respective Ammeter and Voltmeter are both operative.</p>

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
25-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

25. EQUIPMENT/FURNISHINGS

2500-01 (PL-116)	NEF Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures and processes are outlined in the Maritimes NEF manual. (M)(O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.
2500-02	Electro-optical System Enhanced Vision (i.e. FLIR)	D	1	0	May be inoperative provided the system is deactivated, secured & placarded. (M) Maintenance shall deactivate and secure system by removing power unit.
2510-01	Co-Pilots Seat	D	1	0	May be inoperative provided seat is not occupied, and is blocked and placarded. (M)(O) The seat will be blocked with tape and placarded "DO NOT OCCUPY"
2510-02	Crew member Shoulder Harness	B	2	1	Co-plots shoulder harness may be inoperative or missing provided the affected seat is not required by 14 CFR or used.
2510-03	Crew Seat Vertical Adjustment	C	2	0	One or more may be inoperative provided the affected seat is locked in a position acceptable to the flight crew member. (M) Mechanic will ensure that the locking mechanism is fully seated to prevent seat movement. (O) Pilot will ensure the locked seat position allows for full movement of tail rotor pedals.

MARITIME HELICOPTERS	MINIMUM EQUIPMENT LIST
-----------------------------	-------------------------------

AIRCRAFT: BO-105 SERIES	REV: 2 DATE: 02/15/2017	PAGE NO. 25-2
-----------------------------------	----------------------------	------------------

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

25. EQUIPMENT/FURNISHINGS				
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2510-04	Fabric Glareshield	D	0	0	Not Installed.
2510-05	Sun Shade	D	1	0	May be inoperative provided it is properly removed and stowed.
2510-06	Headset Holder	D	2	0	May be inoperative or missing.
2510-07	Map Case	D	2	0	May be inoperative or missing.
2510-08	Chart Holder	D	2	0	May be inoperative or missing.
		C	2	0	May be inoperative or missing provided: <ul style="list-style-type: none"> a) A personal kneeboard with charge holder function is carried, and b) If Night operations are intended, the personal kneeboard has an internal light.
2510-09	Cockpit Curtain	D	0	0	Not Installed.
2510-10 (PL-125)	Printed Supplemental Safety Information	C	3	0	May be inoperative or missing provided: <ul style="list-style-type: none"> a) No passengers are carried, and b) Alternate procedures are established and used. (O) Pilot shall brief any flight crew regarding alternate normal and emergency procedures to be used. The Pilot briefing must include any appropriate operating restrictions.

MARITIME HELICOPTERS			MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES			REV: 2 DATE: 02/15/2017		PAGE NO. 25-3
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			4. REMARKS & EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH			
25. EQUIPMENT/FURNISHINGS					
2520-01 (PL-79)	Passenger Seat	D	4	0	May be inoperative provided: <ul style="list-style-type: none"> a) Seat does not block an emergency exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded "DO NOT OCCUPY" NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.), is considered inoperative.
2520-02	Passenger Seat Belts and/or Shoulder Harnesses	D	4	0	May be inoperative provided the seat is blocked and placarded.
		C	4	0	(M)(O) The seat will be blocked with tape and placarded "DO NOT OCCUPY"
2550-01	Cargo Net	D	-	0	May be inoperative or missing provided cargo is secured using alternate means.
2550-02 (PL-100)	Cargo Restraint Systems	C	-	0	May be inoperative or missing provided cargo compartment remains empty.
2550-03	External Cargo Hook System	C	1	0	May be inoperable provided the inoperative system is deactivated, secured and placarded. (M) Ensure cargo arming switch is in the OFF Position. Install orange dot on suspension system circuit breaker. No Class B loads allowed.
2550-04	Cargo Hook Mirror System	D	1	0	May be inoperable provided the system is deactivated, secured and placarded. (M) Maintenance shall remove the cargo mirror and placard the cargo mirror adjustment handle.

MARITIME HELICOPTERS		MINIMUM EQUIPMENT LIST	
AIRCRAFT: BO-105 SERIES		REV: 2 DATE: 02/15/2017	PAGE NO. 25-4
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

25. EQUIPMENT/FURNISHINGS					
2550-05	Fixed Provisions for Bambi Bucket	D	1	0	May be inoperable provided the system is deactivated, secured and placarded. (M) Maintenance shall pull and collar system circuit breaker.
2550-06	External Hoist System (LH/RH)	C	0	0	Not installed.
2560-01	Survival Equipment	D	1	0	May be inoperative or missing.
2560-02	Floation Equipment	C	6	0	May be unserviceable or missing provided for flights beyond autorotational distance to land; a) There is a serviceable life preserver for each occupant, and b) Each occupant must wear a life preserver while aircraft is beyond autorotational distance from the shoreline,
2560-03	Helicopter Floation Devices	C	0	0	MOVED to Item 3212-01
2560-04	Litter Adapter System	C	0	0	DELETED
2560-05	Helicopters air Ambulance (HAA) Equipment	C	0	0	Not installed.
2560-06	Wire Strike Protection System	D	1	0	May be inoperable or missing. (M) Maintenance shall ensure parts remaining are secured and update aircraft weight and balance.

MARITIME HELICOPTERS			MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES			REV: 2 DATE: 02/15/2017		PAGE NO. 25-5
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			4. REMARKS & EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH			
25. EQUIPMENT/FURNISHINGS					
2560-07	Flare System	C	0	0	DELETED
2560-08 (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	1	0	May be missing, incomplete or inoperative.
2562-01 (PL-120)	Emergency Locator Transmitter (ELT)				
	Survival Type ELT	D	0	0	Not installed.
	Fixed ELT	A	1	0	May be inoperative provided; a) System is deactivated, and b) Repairs are made within 90 days. (M) Remove ELT and placard "ELT not installed" in plain view of flight crew.
		A	1	0	May be missing provided repairs are made within 90 days.
		D	0	0	Not installed.
		D	0	0	Not installed.
2562-02	Automatically Deployable Emergency Locator Transmitter (ADELT)	D	0	0	Not installed.
2562-03	ELT Remote Switch	D	1	0	May be inoperative provided ELT transmitter is armed and functional (M) Unplug remote switch from ELT, stow and secure.
2562-04	Sonic Underwater Locator Beacon (ULB)	D	0	0	Not installed.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
26-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

26. FIRE PROTECTION

2610-01	Cargo/Baggage Compartment Smoke Detection System	C	1	0	May be inoperative provided sound isolation wall is removed. (M) Maintenance shall remove isolation wall.
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	1	One (1) fire extinguisher must be installed. Any in excess of those required by FAR may be inoperative, or missing provided: a) 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.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
27-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

27. FLIGHT CONTROLS

2700-01	Cyclic Stick Lock	C	1	0	MOVED to Item 6700-01
2700-02	Co-pilots Cyclic Trim System	C	-	0	MOVED to Item 6700-02
2700-03	Collective Pitch Lock	C	1	0	MOVED to Item 6700-03
2700-04	Follow-up Trim System	C	-	0	MOVED to Item 6700-04

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
28-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

28. FUEL

2810-01	Long Range Fuel Tank System	C	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) Flight is not predicated upon use of the system, and b) Unusable fuel is considered in the weight and balance computations 	
2822-01	Main Transfer Pump	C	2	1	One pump may be inoperative provided: <ul style="list-style-type: none"> a) Operate IAW BO105 RFM, b) Consider unusable fuel quantity in Flight Manual Section 3.2 § 3. c) Supply tank fuel level is monitored continuously and operational check prior to departure verifies remainder of fuel system is operational. (O) Conduct a Fuel System Operational Check: <ul style="list-style-type: none"> a) Verify operation of low fuel warning light. Ground run aircraft with transfer pumps off. Observe low fuel light activates when supply tank indicates approximately 19 gallons of fuel remaining. b) Verify operation of remaining transfer pump by turning pump on. Supply tank should refill to 24.5 gallons and warning light should go off. 	
2822-02	Supply Pumps	C	2	1	On pump may be inoperative provided: <ul style="list-style-type: none"> a) Operate IAW BO105 RFM. b) Consider unusable fuel quantity in Flight Manual Section 3.2&3.. (O) Verify operation of remaining supply pump by turning pump on. 	I

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
28-2

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

28. FUEL

2830-01	Fuel Dump Valve	C	0	0	Not installed.
2841-01	Fuel Contents Gauges	B	2	1	One fuel gauge may be inoperative provided Fuel quantity for each group is precisely determined.
2841-02	Fuel Low Quantity Caution Light System	C	1	1	Must be operative.
2843-01	Fuel Heater	D	0	0	Not installed.
		D	0	0	Not installed.
2844-01	Fuel Flow Monitoring System	B	0	0	Not installed

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
30-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

30. ICE AND RAIN PROTECTION

3000-01	Engine Anti-Icing System	C	2	0	May be inoperative provided: <ul style="list-style-type: none"> a) Known and Forecasted outside air temperature above +4.5° C (40° F), and b) No visible moisture
3030-01	Pitot Tube Heat	B	1	0	May be inoperative provided: <ul style="list-style-type: none"> a) For VFR and b) Outside air temperature above +4.5° (40°F), and d) No visible moisture
3030-02	Co-Pitot Tube Heat	B	0	0	Copilots pitot heat not installed. Aircraft restricted to single pilot operations. (Does not include training)
3030-03	Static Port Heat	C	0	0	Not installed. (Not Required for VFR)
3030-04	Static Port Heat	C	0	0	Not installed. (Not Required for VFR)

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
31-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

31. INSTRUMENTS

3100-01	Electronic flight Instrumentation system (EFS 50)	C	0	0	Not installed.
3100-02	Aircraft /Engine Monitoring systems	C	0	0	Not installed.
3110-01	OAT/Free air Temperature Indicator	C	1	0	May be inoperative provided digital OAT indicator is operational.
3110-02	Electronic Flight Bag Systems (EFBs)	C	0	0	Not installed.
3120-01	Clock	C	1	0	Pilot must have watch capable of measuring seconds.
3120-02	Clock displaying Hours, Minutes and Seconds with sweep second pointer or Digital presentation	C	0	0	DELETED.
3120-04	Hour meter	D	1	0	May be inoperative provided: (O) A watch with a stop function is carried in cockpit, and (O) All flight time with hour meter inoperative will be recorded and entered in the aircraft logbook, and (M) Adjustments to maintenance time will be recorded in the logbook when the hour meter is repaired.
3120-05	Elapsed Timer	C	1	0	DELETED.
3130-01/02 (PL-87)	Flight Data Recorder (FDR)	C	0	0	Not installed.

MARITIME HELICOPTERS			MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES			REV: 2 DATE: 02/15/2017		PAGE NO. 32-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			4. REMARKS & EXCEPTIONS
		3. NUMBER REQUIRED FOR DISPATCH			
32. LANDING GEAR					
3211-01	Snow Skids	D	1	0	May be inoperative provided equipment is secured or both snow skids removed, and landings on soft surface (i.e., mud or snow) are not conducted.
3211-02	Settling Protector	D	1	0	May be inoperative provided equipment is secured or both settling protectors removed, and landings on soft surface (i.e., mud or snow) are not conducted.
3212-01	Emergency Flotation System	C	1	0	Unless necessary for take-off or landing, for overwater flight, a) Aircraft must remain within power-off gliding distance to a suitable forced landing area, OR b) For multi-engine operations, aircraft must be operated at a weight, that if the critical engine fails, that will allow it to climb at least 50 feet a minute to an altitude of 1,000 above the surface. (M) Maintenance shall pull and collar Flotation System Circuit Breaker

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
33-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

33. LIGHTS

3300-01 (PL-127)	NVG Compatible Lighting System	C	0	0	Not installed.
3310-01 (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	1	0	Individual lights may be inoperative provided: a) Remaining Lighting System(s) lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining Lighting System(s) lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. Note 1: Individual button/switch lights and/or annunciators/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	D	1	0	May be inoperative provided two flashlights are available to the pilot flying for Night operations.
3310-03	Cockpit Dome Light	C	1	0	May be inoperative.
3320-01 (PL-125)	Equipment Relief without Passengers	C	0	0	Not Installed.

MARITIME HELICOPTERS		MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES		REV: 2	PAGE NO.	
		DATE: 02/15/2017	33-2	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

33. LIGHTS					
3320-02	"Fasten Seatbelts/No Smoking" Light (Cabin)	C	-	0	May be inoperative provided a procedure to notify passengers when seat belts must be fastened and smoking is not allowed. (O) During the passenger safety briefing the passengers will be briefed that the seatbelts will be on for the duration of the flight and the PIC will let them know when they may remove the seatbelts after landing. Smoking is prohibited at all times.
		D	-	0	
3320-03	"Fasten Seatbelts/No Smoking" Light (Cockpit)	C	-	0	One of more may be inoperative provided a procedure it is verified that the FASTEN SEATBELT AND NO SMOKING SIGN in the cabin is operative, or a procedure is used to notify passenger when the seat belts must be fastened and smoking is not allowed (O) During the passenger safety briefing the passengers will be briefed that the seatbelts will be on for the duration of the flight and the PIC will let them know when they may remove the seatbelts after landing. Smoking is prohibited at all times.
		D	-	0	
3320-04	Cabin Lighting System	D	1	0	May be inoperative for other than Night operation, provided passenger are not carried.
3330-01	Utility Light	D	1	0	May be inoperative provided a flash light is available.
3340-01	Position Light System	C	1	0	May be inoperative for day VFR.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
33-3

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

33. LIGHTS

3340-02	Position Light System IR (IR Flasher)	C	1	0	May be inoperative for other than Night operation.
3340-03	Anti-collision light System	C	1	0	May be inoperative for day VFR.
3340-04	Formation Lights System	D	0	0	Not Installed
3340-05	Pulse Lights	D	1	0	May be inoperative.
3340-06	Landing Light / Search and Landing Light System	C	1	0	One or more may be inoperative for other than Night operation.
3340-07	Search and Landing Light (IR Function)	-	0	0	Not installed
3340-08	Search Light / Night Sun	D	-	0	May be inoperative provided system is switched to OFF position.
3340-09	Tail Flood Light	D	0	0	Not installed
3340-10	Strobe Light	D	1	0	One or more may be inoperative for other than Night provided operations do not require their use. (see item 3340-03)
3340-11	Stairway Light	D	0	0	Not installed
3340-12	Helicopter Emergency Egress Lighting System (HEELS)	C	0	0	Not installed
3340-13	StepLight	D	0	0	Not installed

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
33-4

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

33. LIGHTS

3340-14	Recognition Light System	D	1	0	May be inoperative for other than Night operation.
3340-15	External Utility Light	D	0	0	Not Installed.
3340-16	Supplemental Lighting System	D	0	0	Not Installed.
3350-01	Flashlights(s)	D	2	0	Both may be inoperative for day, one must be operative for night.
3350-02	Emergency Lighting System	C	1	0	May be inoperative for day VFR.

MARITIME HELICOPTERS		MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES		REV: 2	PAGE NO.	
		DATE: 02/15/2017	34-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

34. NAVIGATION					
3412-01	OAT/Free air Temperature Indicator	D	1	0	May be inoperative provided digital OAT indicator is installed and operational.
3413-01	Vertical Speed Indicator	C	2	1	Any in excess of one may be inoperative provided the operative indicator is on the pilots side
		B	2	0	One or more may be inoperative for other than Night over routes navigated by reference to the ground.
3414-01	Airspeed Indicator One Pilot Operation	C	-	1	Any in excess of one may be inoperative for other than Night provided operative airspeed indicator is on the pilot's side.
	Dual Pilot Operation	D	-	0	Any in excess of two may be inoperative provided the operative airspeed indicators are at each pilot's station.
		C	-	1	Any in excess of one may be inoperative for other than Night provided operative airspeed indicator is on the pilot's side.
3416-01	Sensitive Altimeter Adjustable for Barometric Pressure	C	1	1	Must be operational.
3421-01	Alternate Static Pressure	C	0	0	Not installed.
3421-02	Standby Pitch and Bank Indicator	C	0	0	Not installed.
3421-03	Pitch and Bank Indicator	C	1	1	Must be operational
3422-01	Direction Indicator	C	1	0	May be inoperative for other than Night VFR, provided the rate of turn indicator on the Pilot Flying (PF) side is operative.
		C	-	0	Aircraft is restricted to Day VFR flight only.
3423-01	Magnetic Direction Indicator.	C	1	0	DELETED , Revision 11

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
34-2

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

34. NAVIGATION

3424-01	Rate of Turn Indicator	D	-	0	May be inoperative for other than Night VFR, provided the rate of turn indicator on the Pilot Flying (PF) side is operative.
		C	-	0	Aircraft is restricted to Day VFR flight only.
3424-02	Slip Skid Indicator	D	-	0	May be inoperative for other than Night VFR, provided the rate of turn indicator on the Pilot Flying (PF) side is operative.
		C	-	0	Aircraft is restricted to Day VFR flight only.
3431-01	Navigation System (LOC)	C	1	0	May be inoperative provided navigation is not predicated on its use.
3432-01	Navigation Systems (ILS)	C	1	0	May be inoperative provided navigation is not predicated on its use.
3434-01	Marker Beacon	C	1	0	May be inoperative provided navigation is not predicated on its use.
3442-01	Weather Radar Thunderstorm Detection System	C	0	0	Not installed.
3442-02	Weather Radar System	C	0	0	DELETED
3444-01	Radio Altimeter	C	1	0	One or more may be inoperative provided: a) Autopilot GS-mode is not used, b) CAT-A operation is not performed, c) Night VFR operation is not performed with NVG, and d) Operating requirements do not require its use.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
34-3

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

34. NAVIGATION

3444-02 (PL-54) HTAWS	Class A TAWS Equipment Required	C	0	0	Not installed
3445-01 (PL-32)	Traffic Alert and Collision Avoidance System (TCAS I)	B	0	0	Not installed
	Traffic Alert and Collision Avoidance System (TCAS II)	B	0	0	Not Installed
3445-02	Traffic Advisory System (TIS/TAS/TCAD)	D	0	0	Not Installed
3445-03	Outer link CP-2 System	C	0	0	DELETED
3446-01	Thunderstorm Detection System	C	0	0	DELETED
3451-01 (PL-03)	Distance Measuring Equipment (DME) Systems	D	1	0	May be inoperative provided navigation is not predicated on its use.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
34-4

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

34. NAVIGATION (Cont'd)

3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	B	1	0	May be inoperative, provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.
		D	-	1	Any in excess of (1) may be inoperative.
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	A	0	0	Not installed.
	2) ADS-B Squitter Transmission	D	0	0	Not installed.
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	0	0	Not installed
3453-01	LORAN System	C	0	0	Not installed
3454-01	VOR System	C	1	0	May be inoperative provided navigation is not predicated on its use.
3455-01	ADF System	C	0	0	Not installed
3457-01	Global Positioning System (GPS)	C	1	0	May be inoperative provided navigation is not predicated on its use.
3457-02	RNAV	C	0	0	Not installed
3457-03	XM Weather	C	1	0	Not installed
3461-01 (PL-98)	Flight Management System (FMS)	C	0	0	Not installed

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
35-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

35. OXYGEN

3510-01	Oxygen System and Masks (Crew and Passengers)	D	0	0	Not Installed
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MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
52-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

52. DOORS

5210-01	External Door Indicating System	C	1	0	May be inoperative. (O) Pilot will determine thru a visual and pressure applied against door check that doors are closed and latched prior to flight.
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MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
63-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

63. MAIN ROTOR DRIVE

6310-01	XMSN Oil TEMP Caution Light.	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Indicating System, and b) Transmission Oil Pressure Indicating System are operative.
6510-02	XMSN Oil PRESS Warning Light.	B	1	0	May be inoperative provided: a) Transmission Oil Temperature Indicating System, and b) Transmission Oil Pressure Indicating System are operative.
6320-01	Intermediate and 90 Degree Gear Boxes Chip Detector System	C	3	0	May be inoperative if detectors are checked in accordance with manufacturer's recommendations

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
63-2

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

63. MAIN ROTOR DRIVE

6321-01	Rotor Brake System	C	1	0	<p>(O) The PIC will conduct a visual inspection to determine the rotor brake pads are not contacting the rotor disk brake and that the main rotor rotates freely by hand.</p> <p>(M) Maintenance shall;</p> <ul style="list-style-type: none"> a) Safety the handle in the off position to prevent inadvertent use of the rotor brake, and b) Ensure the brake pads are not contacting the rotor brake disk, and c) Perform a visual inspection to ensure that no hydraulic leaks exist, and d) Ensure that the main rotor rotates freely by hand.
6330-01	Mast Moment Indicating System	D	1	0	<p>May be inoperative, provided;</p> <ul style="list-style-type: none"> a) Maximum ground sloping for landing is limited to 5°degrees in all directions, and b)The RFM limitations for inoperative mast moment indicating system are obeyed. <p>(M) May be inoperative for five (5) flights maximum, provided the AMM maintenance procedures are obeyed.</p> <p>(O) Pilot shall cross check attitude indicator in order to comply with RFM limitations.</p>

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
65-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

65. TAIL ROTOR DRIVE

6510-01	XMSN Oil Temperature Indicating System				DELETED Revision 11
6510-02	XMSN Oil Temp Caution Light				MOVED to Item 6310-01
6510-03	XMSN Oil Pressure Indicating System				DELETED Revision 11
6510-04	XMSN Oil Pressure Warning Light				MOVED to Item 6310-02
6520-01	Intermediate and 90° Gear Boxes Chip Detection System				MOVED to Item 6320-01
6521-01	Rotor Brake System				MOVED to Item 6321-01
6530-01	Mast Moment Indicating System				MOVED to Item 6330-01

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
67-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

67. ROTOR FLIGHT CONTROLS

6700-01	Cyclic Stick Lock	D	1	0	May be inoperative provided cyclic stick is in neutral position during rotor start and run down.
6700-02	Co-pilots Cyclic Trim System	D	1	0	May be inoperative for operations not requiring a co-pilot.
6700-03	Collective Pitch Lock	D	1	0	May be inoperative provided collective pitch is in lowest position during rotor start and run down.
6700-04	Follow-up Trim System	C	0	0	Not installed.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
71-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

71. POWERPLANT

7160-01	Engine Intake Sand Filter	C	0	0	Not installed.
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MARITIME HELICOPTERS		MINIMUM EQUIPMENT LIST		
AIRCRAFT: BO-105 SERIES		REV: 2	PAGE NO.	
		DATE: 02/15/2017	77-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

77. ENGINE INDICATING					
7700-01	Automatic Power Sharing and Variable Rotor Speed System (VARTOMS)	C	0	0	DELETED
7720-01	Engine Intake Sand Filter	C	0	0	MOVED to Item 7160-01
7722-01	Tachometer, Triple Indicating System (NR) (N2)	B	3	2	One N2 indicator may be inoperative provided: <ul style="list-style-type: none"> a) Respective N1 tachometer and engine torque indicator are operative, and b) Aircraft shall not depart facility where repairs or replacements can be made, and c) This engine started first to use NR indicator for the N2.
7722-02	Dual Torque Indicator	B	2	1	One indicator needle may be inoperative provided: <ul style="list-style-type: none"> a) All other engine indicating systems are operating, b) Engines are trimmed to matching N1, and c) Aircraft shall not depart facility where repairs or replacements can be made.
7723-01	N2 Trim System	B	2	1	One trim system may be inoperative provided; <ul style="list-style-type: none"> a) Pilot verifies respective N2 to be greater than 100% with a torques differential of less than 10% during hover check, b) Aircraft shall not depart facility where repairs or replacements can be made.

MARITIME HELICOPTERS

MINIMUM EQUIPMENT LIST

AIRCRAFT:
BO-105 SERIES

REV: 2
DATE: 02/15/2017

PAGE NO.
79-1

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
SYSTEM & SEQUENCE NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

79. ENGINE OIL

7920-01	Supplemental Scavenge Oil Filter	C	2	0	May be inoperative provided it is deactivated and secured (M) A maintenance technician will remove the filter from the housing.
7930-01	Chip Detector Pulse Function (Zapper)	D	1	0	May be inoperative provided RFM emergency procedure for engine chip caution is followed.