



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

Master Minimum Equipment List (MMEL)

Revision: Original
Date: XX/XX/XXXX

Pickering Aviation, Inc.
UH-60A/UH-60L/EH-60A
(TCDS R00003AC)

Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Aircraft Evaluation Division
Rotorcraft Branch (AFS-140)
Flight Standards Mail Stop 3
800 Independence Avenue S.W.
Washington, DC 20591

Email: 9-AVS-AFS-100@faa.gov

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AIRCRAFT:
UH-60A/UH-60L/EH-60A

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AIRCRAFT: UH-60A/UH-60L/EH-60A	HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision Original**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 04/29/2025.

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DEFINITIONS

Refer to the current FAA MMEL Policy Letter PL-25, MMEL/MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website.

PREAMBLE

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, 133, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website.

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AIRCRAFT: UH-60A/UH-60L/EH-60A	GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

SEQUENCE NO.	PROCEDURE
2121-01 Vent Blower	(M) Maintenance procedure to ensure fan is deactivated and secured.
2210-02 Stability Augmentation System (SAS)	(O) Procedure for crew to ensure the RFM limitations applicable in case of failure or loss of one SAS during flight, and relevant airspeed limitation referenced therein, are complied with.
2340-01 Intercommunication System (ICS)	(O) Procedure for crew: During flight deck preparation: Alternate communication procedures for essential crewmembers in cabin are established and briefed prior to start up.
2421-01 AC Generator	(M) Maintenance procedure to ensure generator is deactivated and secured. (O) Procedure for crew to ensure RFM procedures are followed.
2500-01 Crew Member Seats 1) Seat Belt b. Seat Belt/Air Bags Not Required by 14 CFR	(M) Procedure for maintenance to ensure inoperative or disconnected provided seat belt operates normally.
3230-01 Tail Wheel Locking System	(O) Procedure for crew to ensure tail wheel is secured in the locked position (Tail Wheel Locked).
3240-01 Parking Brake	(O) Procedure for crew to ensure normal wheel braking system is operative, and wheel chocks are used when parking aircraft.

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SEQUENCE NO.	PROCEDURE		
3260-01 Tail Wheel Lock Position Indicating System	(M) Maintenance procedure to ensure tail wheel can be visually confirmed as locked/unlocked.		
3444-01 Radar (Radio) Altimeter System Other Than 14 CFR Part 135 Operations	(M) Procedure for maintenance to ensure affected system is deactivated.		

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<p>AIRCRAFT: UH-60A/UH-60L/EH-60A</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4 Change Bar
2121-01	Vent Blower	C	1	0	(M) May be inoperative provided fan is deactivated and secured.
2140-01	Heater	C	1	0	May be inoperative provided: a) Heated air is not required for defrosting/defogging, and b) Windshield Anti-Ice/Defogging System is operative.
2140-02	AUX Cabin Heat System	D	-	0	May be inoperative provided heated air is not required for essential passenger comfort.

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-01	Flight Path Stabilization (FPS)	B	1	0	May be inoperative provided cyclic and yaw trim are operative.	
2210-02	Stability Augmentation System (SAS)	B	2	1	(O) One SAS may be inoperative provided: a) Cyclic and Yaw Trim are operative, and b) VNE is reduced to 170 KIAS.	
2216-01	Yaw Trim Actuator	B	1	0	May be inoperative for VFR operations provided Yaw Trim Release and Force Gradient are operative.	
2216-02	Pitch Trim Actuator	B	1	0	May be inoperative for VFR operations provided Pitch Trim Release and Force Gradient are operative.	
2216-03	Roll Trim Actuator	B	1	0	May be inoperative for VFR operations provided Roll Trim Release and Force Gradient are operative.	

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2312-01	Communications Systems (VHF and UHF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures.	
	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	0		
	d) Frequency Indication	C	-	2		
2340-01 ***	Intercommunication System (ICS)	C	5	1	(O) Cabin/Passenger ICS may be inoperative provided: a) Both pilot and copilot ICS are operative, b) Operations do not require its use, and c) Alternate communication procedures are established and used.	
2340-02	ICS Foot Switch	C	2	0	May be inoperative provided the foot switch is not stuck in the "on" or "hot" position.	

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2421-01	AC Generator	B	2	1	(M)(O) One may be inoperative for VFR operations only provided: a) Generator is deactivated and secured, and b) APU Generator is operative and ON.	
2433-01	200 AMP DC Converters	B	2	1	One may be inoperative for VFR operations only.	
2444-01	AC External Power System	D	1	0	May be inoperative provided operations do not require its use.	

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2500-01	Crewmember Seats (Other than Flight Crewmember) (Including associated equipment)	A	2	0	May be inoperative provided repairs are made within 2 flight-days.	
	1) Seat Belt					
	a) Seat Belt/Required by 14 CFR	C	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
***	b) Seat Belt/Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
2550-01	Cargo Hook System	D	-	0	May be inoperative provided operations do not require its use.	
2560-01	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
***	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
2622-01	Portable Fire Extinguisher	D	2	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ol style="list-style-type: none"> a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained. <p>NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulation.</p>	
***	Tamper Seals or Tags	C	-	-	O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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TABLE KEY

1. REPAIR CATEGORY
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4. REMARKS OR EXCEPTIONS

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2800-01	Pressure Refuel/ Defuel System	B	-	-	May be inoperative provided operations do not require its use.	

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TABLE KEY

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4. REMARKS OR EXCEPTIONS

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3020-01	Engine Air Inlet Anti-Ice	C	2	1	May be inoperative provided current and forecast conditions along the route of flight do not include temperatures at or below 4 °C with visible moisture.	
		C	2	0	Both may be inoperative provided known and forecast conditions for flight are at ambient temperatures above +10 °C (50 °F).	
3030-01	Pitot Tube Heaters	B	2	0	May be inoperative provided current and forecast conditions along the route of flight do not include temperatures at or below 4 °C with visible moisture.	
3040-01	Windshield Wiper System	A	1	0	(O) May be inoperative provided: a) Operations are not conducted in precipitation during takeoff or landing phases, b) RFM procedures are followed, and c) Repairs are made within 60 days.	
3040-02	Windshield Heater System	C	2	0	May be inoperative provided operations are not conducted in conditions which require windshield heat.	
3060-01 ***	Blade (Main and Tail) De-Ice System	D	1	0	May be inoperative provided operations do not require its use.	
3060-02 ***	Ice Detector System (To include ice rate meter)	D	1	0	May be inoperative provided operations do not require its use.	
3060-03 ***	Droop Stop Heating System	D	1	0	May be inoperative provided operations do not require its use.	

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TABLE KEY

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31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3120-01	Clock	C	1	0	As required by 14 CFR.	
3120-02	Self-Indicating Thermometer (FAT Gauge)	C	2	0	May be inoperative if temperature can be obtained from an alternate source.	
3150-01	Master Warning Panel	B	2	1	May be inoperative provided: a) One Master Warning Panel must be operative, and b) Audio warning generator is operative.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4 Change Bar
3230-01	Tail Wheel Locking System	C	1	0	(O) May be inoperative provided Tail wheel is secured in the locked position (Tail Wheel Locked).
3240-01	Parking Brake	C	1	0	(O) May be inoperative provided: a) Normal wheel braking system is operative, and b) Wheel chocks are used when parking aircraft.
3260-01	Tail Wheel Lock Position Indicating System	C	1	0	(M) May be inoperative provided Tail wheel is visually confirmed as locked/unlocked.

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TABLE KEY

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3310-01	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system(s) are positioned so that direct rays are shielded from flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	
3310-02	Cockpit Flood Light	C	1	0	May be inoperative for other than night operations.	
		C	1	0	May be inoperative provided cockpit lighting is operative.	
3310-03	Utility Lights	D	2	0	May be inoperative provided operations do not require its use.	
3320-01	Cabin Lights	C	-	-	May be inoperative for other than night operations.	
		C	-	-	May be inoperative provided lights are sufficient to clearly illuminate the cabin area.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3340-01	Position Lights	C	3	0	As required by 14 CFR.	
3340-02	Anti-Collision Lights (Lower)	C	-	0	As required by 14 CFR.	
3340-03	Landing Lights	C	1	0	As required by 14 CFR.	
3340-04	Controllable Search Light	C	1	0	May be inoperative provided operations do not require its use.	
3340-05	Cargo Hook Light	D	-	0	May be inoperative provided operations do not require its use.	

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TABLE KEY

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3421-01 ***	Standby Attitude Indicator	C	1	0	May be inoperative provided not required by 14 CFR.	
3423-01	Standby Magnetic Compass	C	1	0	May be inoperative for other than night VFR operations only.	
3444-01	Radar (Radio) Altimeter System					
	Other Than 14 CFR Part 135 Operations	D	1	0	(M) May be inoperative provided: <ol style="list-style-type: none"> a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flight crew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use. 	
3452-01	ATC Transponders & Automatic Altitude Reporting Systems	B	-	0	May be inoperative, provided: <ol style="list-style-type: none"> a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. 	
		D	-	1	Any in excess of those required by 14 CFR may be inoperative.	
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	A	-	0	May be inoperative, provided: <ol style="list-style-type: none"> a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit. 	

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49. Airborne Auxiliary Power					
Sequence No.	Item	1	2	3	4 <small>Change Bar</small>
4940-01	APU Accumulator Hand Pump	A	1	0	May be inoperative provided repairs are made within 30 calendar-days.