

KAAN HAVACILIK SANAYİ VE TİC. A.Ş.



EI Kitabı : MINIMUM EQUIPMENT LIST (MEL)(LEONARDO A119)

Revizyon No : 11

Revizyon Tarihi : 02.08.2025



SİVİL HAVACILIK GENEL MÜDÜRLÜĞÜ
DIRECTORATE GENERAL OF CIVIL AVIATION

ONAY SERTİFİKASI
APPROVAL CERTIFICATE

MINIMUM EQUIPMENT LIST (MEL)

KAAN HAVACILIK SANAYİ VE TİC. A.Ş.

KAAN HAVACILIK

Revision Date : 02.08.2025

Revision No : 11

TYPE(S) OF AIRCRAFT

Leonardo / A119

This Minimum Equipment List has been evaluated and inspected in accordance with SHT-MMEL/MEL and SHT-OPS instructions and approved by the Turkish DGCA.

Approved By:

Approved By:

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Acting Head Of Airworthiness
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Acting Head Of Flight Operations
Department V.

Approval Date

06/08/2025



LIST OF EFFECTIVE PAGES

Section	Revision Number	Revision Date
01.01	7	08.03.2018
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03.93.01	11	02.08.2025

REVISION HIGHLIGHTS

Revision No:8

In accordance with; TC-HKD and TC-HKO are out of fleet :

01.03 Log of Revisions, 01.04 List of Holders, 02.01 Introduction, 02.08 Amendment Procedure, 02.08.01 Revision System for MEL, 02.09 Contact Addresses, 03.23.03 Co-Pilot Audio Control Panel, 03.23.04 Cabin Audio Control Panel, 03.23.05 Passenger Speaker Amplifier, 03.23.07 Cockpit Headsets, 03.23.09 Passenger Headsets, 03.25.03 First Aid Kit, 03.34.02 Radio Altimeter, 03.34.03 Transponder (Excluding Garmin G1000H), 03.93.01 SWE-400 FLIR Camera

Revision No:9

TC-HKV and TC-HKP; out of fleet by the De-Registration.

Revision No:10

TC-HKY entered into fleet, TC-HKE installed Cargo Hook for Fire Fighting, Change of Flight Ops.Manager; related chapters:

01.03 Log of Revisions, 01.07 Definitions, 01.08 ATA Chapter List, 02.01 Introduction, 02.08.01 Revision System for MEL, 02.09 Contact Addresses, 02.10.02 Guidelines for (M) procedures, 03.23.01 VHF Radio (Excluding Garmin G1000H), 03.23.02 Radio FM, HF, UHF, 03.23.06 Passenger Intercom System (Garmin 1000H only), 03.23.07 Cockpit Headsets, 03.23.08 Cabin Crew Headset, 03.25.05 Cargo Hook System, 03.34.03 Transponder (Excluding Garmin G1000H), 03.93.01 SWE-400 FLIR Camera

Revision No:11

TC-HKZ entering into fleet :

01.03 Log of Revisions, 02.01 Introduction, 03.23.01 VHF Radio (Excluding Garmin G1000H), 03.25.05 Cargo Hook System, 03.34.03 Transponder (Excluding Garmin G1000H), 03.93.01 SWE-400 FLIR Camera

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01-ADMINISTRATION AND CONTROL

ORO.MLR.105

(01.01)- Title Page / Preface

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

ORO.MLR.105

The aim of this document, Minimum Equipment List (MEL), is to define the permitted operations with inoperative items of equipment for a period of time until rectification's can be accomplished. Rectifications are to be accomplished at the earliest opportunity.

(01.02)- Table of Contents

ORO.MLR.105

(01.03)- Log of Revisions

Revizyon No: 11 Revizyon Tarihi: 02.08.2025

ORO.MLR.105

REV NO	DATE	PAGE NUMBERS	REVISED
7	08.03.2018	All Pages; first transferred to TR DGCA's electronic portal	Kadir ERDOGAN Gurbuz ACIKGOZ
8	09.07.2021	TC-HKD and TC-HKO; out of fleet by de-registration	Kadir ERDOGAN Gurbuz ACIKGOZ
9	22.09.2022	TC-HKV and TC-HKP; out of fleet by de-registration	Gurbuz ACIKGOZ
10	17.05.2025	TC-HKY entering into the fleet, TC-HKE installed Cargo Hook for Fire Fighting, Change of Flight Operations Manager name	Guray UNLU Gurbuz ACIKGOZ
11	02.08.2025	TC-HKZ entering into the fleet.	Guray UNLU Gurbuz ACIKGOZ

(01.04)- List of Holders

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

ORO.MLR.105

Manual Number	Holder
1	Flight Operations Manager (E-COPY)
2	The Turkish DGCA (E-COPY)
3	Aircrafts (Related aircrafts in fleet)
4	Accountable Manager (E-COPY)
5	Compliance Monitoring Manager (E-COPY)
6	CA Manager (COPY NO.1)

(01.05)- List of Abbreviations

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

ORO.MLR.105

A/C Aircraft
ACC Accomplishment
AD Airworthiness Directives.
AFM Aircraft Flight Manual
AML Aircraft Maintenance Log
AMM Aircraft Maintenance Manual
ATL Aircraft Technical Log
COMPL Compliance
DGCA Directorate General Civil Aviation
EFF Effective
ENG Engine
FAA Federal Aviation Administration
FLM Flight Manual
FH Flight Hours
FLT Flight
FOM Flight Manual
INTER Interwal
JAA Joint Aviation Authorities
JAR Joint Aviation Requirements
JAR-OPS JAR-Operational Requirements
LEP Log of effective Pages
MEL Minimum Equipment List
MME Maintenance Management Exposition
M.M Maintenance Manual
P/N Part Number
REF Reference
REG Registration
REP Repetitive
S/N Serial Number
SB Service Bulletins
SHT Civil Aviation Direction (Turkish)
SL Service Letter
SOR Summary of Revision
SRM Structural Repair Manual
TECH Technician
TSO Time Since Overhaul

(01.06)- List of Effective Pages

ORO.MLR.105

(01.07)- Definitions

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

ORO.MLR.105 / CS-GEN-MMEL

(a) The systems in the MMEL are described and identified in accordance with the numbering system used in the aircraft manufacturer's documentation.

(b) The MMEL item list provides the list of pieces of equipment/system/function which may be inoperative prior to dispatch. Items are gathered by relevant chapter and provided under a table format. The structure of the MMEL item list table is as follows:

(1) **System and sequence numbers item** — column No 1 — details equipment, system, component or function listed.

The applicability for each item may vary based on the type of operation, and is given, when needed, as follows:

(CAT): for Commercial Air Transport, regulated by Part-CAT;

(SPO): for Specialised Operations, regulated by Part-SPO;

(NCO): for Non-Commercial Operations, regulated by Part-NCO; and

(ALL): for all above types of operations.

(2) **Rectification interval** — column No 2 — Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:

Category A

No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

Where a time period is specified **in days**, the interval excludes the day of discovery.

Where a time period is specified **in other than days**, it shall start at the point when the defect is deferred in accordance with the operator's approved MEL.

Category B

Items in this category shall be rectified within three (3) calendar days, excluding the day of discovery.

Category C

Items in this category shall be rectified within ten (10) calendar days, excluding the day of discovery.

Category D

Items in this category shall be rectified within one hundred and twenty (120) calendar days, excluding the day of discovery.

(3) **Number installed** — column No 3 — is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration that was considered in developing this MMEL. Should the number be a variable or not applicable, a number is not required; a ‘-’ is then inserted.

(4) **Number required for dispatch** — column No 4 — is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable or not applicable, a number is not required; a ‘-’ is then inserted.

Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch, as applicable, or an alternate means of configuration control approved by the competent authority.

(5) **Remarks or exceptions** — column No 5 — include statements either prohibiting or permitting operation with a

specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

(M) 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 authorised to perform certain functions. 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 MEL or other documentation, endorsed by the operator and made available to the person(s) authorised to perform the task(s).

(O) 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 authorised 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 MEL or other documentation, endorsed by the operator and made available to the person(s) authorised to perform the task(s).

'Notes' provide additional information for flight crew 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 dispatch conditions.

Placarding: each inoperative item must be placarded, as applicable, to inform and remind crew members and maintenance personnel of the items' condition. 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. These placards do not relieve the operator from the obligation of writing an inoperative item entry into the appropriate document, such as a logbook.

(c) A vertical bar (change bar) in the margin indicates a modification in the adjacent text for the current revision of that section only. The change bar is dropped at the next revision of that page.

(d) **Applicability:** when a variant of page is required for certain aircraft, the special applicability is indicated in the lower part of the relevant page as well as in the list of effective pages.

(e) Definitions for the purpose of this MMEL:

'Aircraft Flight Manual (AFM)' is the document required for type certification and approved by EASA.

'Alternate procedures are established and used' or similar statement, shall be taken to mean that alternate procedures (if applicable) to the affected process must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.

'Any in excess of those required by regulations' means that the item required by applicable legislation (e.g. Regulation Air Operations, Single European Sky legislation or applicable airspace requirements) must be operative, and only excess equipment may be inoperative. When the item is not required, it may be inoperative for the time specified by its rectification interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatching restrictions need to be clarified at operator's MEL level.

'As required by (operational) regulations' means that the listed item is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (Regulation Air Operations, Single European Sky legislation or applicable airspace requirements). When the item is not required, it may be inoperative for the time specified by its rectification interval category.

'Calendar day': a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.

'Commencement of flight' is the point when an aeroplane begins to move under its own power for the purpose of preparing for take-off, or the point when the rotors of a helicopter start to turn for the purpose of taking off.

'Considered inoperative', as used in the dispatch conditions, means that the 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 rectification interval.

'Daylight' corresponds to the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.

'Day of discovery' means the calendar day when a malfunction was recorded in the aircraft maintenance record/logbook.

'Flight' (for the purposes of this MMEL): a flight is the period of time between the moment when an aircraft begins to move by its own means, for the purpose of preparing for take-off, until the moment the aircraft comes to complete stop on its parking area, after the first landing.

'Icing conditions' means an atmospheric environment that may cause ice to form on the aircraft or in the engine(s) as defined in the AFM.

'If installed' means that the item is either optional or is not required to be installed on all aircraft covered by the MMEL.

'Inoperative' means that the item does not accomplish its intended purpose or does not consistently function within its approved operating limits or tolerances.

'Intended flight route' corresponds to any point on the route, including diversions to reach alternate aerodromes required to be selected by the operational rules.

'Is not used' in the dispatch conditions, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL 'is not used'. In such cases, crew members should not activate, actuate, or otherwise utilise that item under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operations-related provisions, (O) procedures and rectification interval must be complied with. An additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crew members that an item is not to be used under normal operations.

'Item' means component, instrument, equipment, system, or function.

'Master Minimum Equipment List (MMEL)' means a document approved by EASA that establishes the aircraft items that are allowed to be inoperative under the conditions specified in the document for a specific type of aircraft.

'Minimum Equipment List (MEL)' means a document approved by or declared to TR DGCA, as applicable, that authorises an operator to dispatch an aircraft with aircraft items that are inoperative under the conditions specified in the document.

(01.08)- ATA Chapter List

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

AMC1 ORO.MLR.105(d)

ATA CODE	SYSTEM
23	Communications
25	Equipment /Furnishing
30	Ice And Rain Protection System
31	Indicating and Recording System
33	Lighting System
34	Navigation
35	Oxygen
52	Doors
77	Engine Indicating System
93	Imagine Recording

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- 02.04-Maintenance Action
- 02.05-Rectification Intervals
- 02.06-Special / Ferry Flights
- 02.07-Manual arrangement
- 02.08-Amendment Procedure
- 02.08.01-Revision System for MEL
- 02.09-Contact Addresses
- 02.10-GUIDELINES FOR PROCEDURES
- 02.10.01-Guidelines for (O) procedures
- 02.10.02-Guidelines for (M) procedures

02-PREAMBLE

AMC1 ORO.MLR.105(d)(1)

(02.01)- Introduction

Revizyon No: 11 Revizyon Tarihi: 02.08.2025

AMC1 ORO.MLR.105(d)(1) / CS-GEN-MMEL

Kaan Havacılık Sanayi ve Ticaret A.Ş Leonardo/Agusta A119 Minimum Equipment List is in compliance with;

**Master Minimum Equipment List,
Revision A dated 16.12.2015 issued by AGUSTA WESTLAND
approved by EASA,**

and AIR-OPS ORO.MLR.105 related AMCs and GMs, MEL Policy Document SHT MMEL/MEL.

This MEL is applicable to KAAN AIR's aircraft with following registration marks:

[TC-HKE] AgustaWestland **A119 MkII S/N: 14707**
[TC-HKY] AgustaWestland **A119 MkII G1000H Kx S/N: 14902**
[TC-HKZ] AgustaWestland **A119 MkII S/N: 14735**

This MEL takes into consideration Kaan Havacılık Sanayi ve Ticaret A.Ş particular aircraft equipment, configuration and operational conditions, routes being flown and requirements set by the Turkish Directorate General of Civil Aviation.

This MEL will not deviate from the airplane flight manual limitations or emergency procedures or from any applicable airworthiness directive and will be no less restrictive than MMEL.

MEL conditions and limitations do not relieve the commander from determining that the aircraft is in a fit condition for safe operation with specified unserviceabilities.

The provisions of MEL are applicable until the airplane commences the flight.

Any decision to continue a flight following a failure or unserviceability which becomes apparent after the commencement of a flight (the point at which the aircraft first moves under its own power) must be the subject of pilot judgment and good airmanship. the commander may continue to make reference and use of the MEL as appropriate.

By approval of the MEL, turkish dgca permits dispatch of the airplane for revenue, special or training flights with certain items or components inoperative provided an acceptable level of safety is maintained by use of appropriate operational or maintenance procedures, by transfer of function to another operating component, or by reference to other instruments or components providing the required information.

For dispatch with secondary airframe or engine parts missing, reference must be made to configuration deviation list (CDL).

Purpose and Limitation

The Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder or the Supplemental Type Certificate Holder and is approved by EASA. The MMEL includes those items that are related to airworthiness and air operations regulations, and other items that EASA finds that may be inoperative while maintaining an acceptable level of safety through appropriate conditions and limitations; it does not contain obviously required items such as wings, flaps, gearboxes, and rotors. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically permitted by the MMEL, an inoperative item may not be removed from the aircraft.

(02.02)- Contents of MEL

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)(1)

The MEL contains only those items required by operating regulations or those items of airworthiness significance which may be inoperative prior to dispatch, provided limitations and appropriate procedures are observed. equipment obviously to the airplane airworthiness such as wings, rudders, flaps, engines, landing gear, etc. is not listed and must be operative for all flights. it is important to note **all items which are related to the airworthiness of the airplane and not included on the list are automatically required to be operative.**

Equipment obviously not required for safe operation of the airplane such as galley equipment, passenger convenience items, etc. is not listed.

(02.03)- Criteria for Dispatch

Revizyon No: 7 Revizyon Tarihi: 08.03.2018
AMC1 ORO.MLR.105(d)(1)

The decision of commander of the flight to have allowable inoperative items corrected prior to flight will take precedence over the provisions contained in the MEL. the commander may request requirements above the minimum listed in the MEL, whenever in his judgment such added equipment is essential to the safety of a particular flight under the special conditions prevailing at the time. however, he shall never accept lower requirements.

Wherever possible, account has been taken in this MEL of multiple inoperative items.however, it is unlikely that all possible combinations of this nature have been accounted for. therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on the aircraft operation and crew workload must be considered.

The MEL cannot take into account all multiple unserviceabilities. therefore, before dispatching an airplane with multiple mel items inoperative, it must be assured that any interface or inter-relationship between inoperative items will not result in degradation in the level of safety and/or an undue increase in crew workload. it is particularly in this area of multiple discrepancies in related items that good judgment, based on the circumstances of the case, including climatic and enroute conditions must be used.

(02.04)- Maintenance Action

Revizyon No: 7 Revizyon Tarihi: 08.03.2018
AMC1 ORO.MLR.105(d)(1)

Every effort shall be made by maintenance to correct all technical irregularities as early as practicable and that the airplane to be released from a maintenance base in fully operational condition. the decision of the commander to comply with the appropriate mel requirementand to postpone maintenance activity will supersede any other intention. The commander must be informed by maintenance as soon as practicable, should it be imposed to repair the inoperative item prior to departure.

Whenever an airplane is released by maintenance for dispatch with items inoperative, following is required:

- The technical log book aboard the airplane must contain a detailed description of the inoperative item(s), special advice to the flight crew, if necessary, and information about corrective action taken. When they are accessible to the crew in flight, the control(s), and/or indicator(s) related to inoperative unit(s) or component(s) must be clearly placarded.
- If inadvertent operation could produce hazard, such equipment must be rendered inoperative (physically) as given in the appropriate maintenance procedure.
- The relevant operational and maintenance procedures are contained in the AFM, operations Manual, AMM, MME/CAME.

(02.05)- Rectification Intervals

Revizyon No: 7 Revizyon Tarihi: 08.03.2018
AMC1 ORO.MLR.105(f) / GM1 ORO.MLR.105(e);(f) / GM1 ORO.MLR.105(f)

KAAN HVCL shall take account of the rectification intervals given in the "definition" section when;

Under certain conditions, **such as;** a shortage of parts from manufacturers, or other unforeseen situations, KAAN HVCL

may be unable to comply with specified rectification intervals. This may result in the grounding of aircraft and to preclude that from happening, a process could be instituted that will allow the company, to grant extensions to MEL rectification interval categories, subject to the approval of the DGCA.

Subject to the approval of the TR DGCA, KAAN HVCL may use a procedure for the extension of the applicable Rectification Intervals B, C and D, for the same duration as specified in this MEL, provided:

- A description of specific duties and responsibilities for controlling extensions is established by KAAN HVCL and accepted by the TR DGCA,
- KAAN HVCL only grants a **one-time extension** of the applicable Rectification Interval,
- The TR DGCA is notified of any extension and its reasons, prior to concerning rectification interval on the day of making decision to grant, not to exceed one month such that extension, and
- Rectification is accomplished at the earliest opportunity.

(02.06)- Special / Ferry Flights

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)(1)

Special flights may be dispatched with less than the equipment specified in this MEL provided all the equipment expected to be utilized during the flight is operable and any relevant sections of the flight manual are applied.

Permission for special flights, however, must be requested from DGCA before each special flight.

(02.07)- Manual arrangement

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)(1)

- The parts are separated by divider tabs. Each tab indicates the parts.
- The first page of each part contains the index of that part
- The first chapter of the first part is the "LOG OF REVISIONS" (LOR) with the published revisions. This list shall be enclosed with the LEP and shall be signed by the person who shall insert the revised pages.
- Part LIST OF EFFECTIVE PAGES (LEP) shows the parts and pages with publishing date, revision number, part and page number.
- On each new published revision a complete new LEP shall be issued. All pages from The LEP bears the new revision number.
- The ARRANGEMENT OF MANUAL CHANGES, the CROSS REFERENCE LIST, the ABBREVIATIONS, TERMINOLOGY, CONTACT ADDRESSES and DISTRIBUTION

METHOD OF TEXT NUMBERING

0-2-1-1

0:PART

2:CHAPTER

1:PARAGRAPH

1:SUB PARAGRAPH

02.08-Amendment Procedure

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

AMC1 ORO.MLR.105(c)

Alterations and/or other changes in the manual shall be amended under responsibility of Compliance Monitoring Manager with co-ordination of the Flight Operations Manager and the Maintenance Manager. An assigned pilot. The Compliance Monitoring Manager is responsible for its contents. and for keeping the Instructions and information up-to date. He shall supply the Turkish DGCA with intended Amendments and revisions in advance of the effective date for approval.

After DGCA approval, the changed or added pages shall be inserted in the manual by means of a revision and copy shall

be sent to the owners of the manual duplicates as mentioned in the List of Holders.

Each MEL holder and technical and operational personnel in chain shall provide the feedback Reports to the respective manager in order to update the MEL if applicable.

When an amendment to the MEL is required, it will consist of replacement of the pages Affected. On the new page or pages, subchapter will have the new issue date as Revision Date and Revision Number indicated at the below header of subchapter. A list of effective pages will be issued with each Amendment so that each MEL can be checked and kept updated.

Upon receipt of an amendment, each MEL holder will be responsible for inserting the amendment Pages in his/her MEL. Each section manager has to updated copy of this MEL and should Thoroughly understand its contents and make available for his personnel.

With each normal amendment an update "List of Effective Pages" shall be issued, which will Enable the user to check whether his manual is up-to-date.

In order to identify changes, a vertical line mark shall be placed margin on the page where the Changes are introduced.

(02.08.01)- Revision System for MEL

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

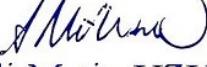
AMC1 ORO.MLR.105(c)

When a MMEL revision for the aircraft type is issued, KAAN HVCL will have 90 days from issuance date of MMEL to revise and send the revised MEL to DGCA for approval.

The responsible person(s) for pursuing the MMEL revisions, revising the MEL accordingly, sending the revised MEL to DGCA for approval and after approval, distributing the MEL revision pages to related persons are listed below:



Ali OZUGUR
CAMO Manager, Technician
KAAN Hvcl. San. Tic. A.Ş.



Ali Metin UZUN
Flight Ops. Manager, Captain
KAAN Hvcl. San. Tic. A.Ş.



Kadir ERDOGAN
Quality/Comp. Mont. & Safety Mng, Captain
KAAN Hvcl. San. Tic. A.Ş.

(02.09)- Contact Addresses

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

AMC1 ORO.MLR.105(d)(1)

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02.10-GUIDELINES FOR PROCEDURES

AMC1 ORO.MLR.105(g) / GM1 ORO.MLR.105(g) / AMC1 ORO.MLR.105(h)

(02.10.01)- Guidelines for (O) procedures

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(g) / GM1 ORO.MLR.105(g) / AMC1 ORO.MLR.105(h)

ATA	ITEM	PROCEDURE
23	5	Passenger briefing can be provided orally (without using Passenger Address System) by the pilot. It is the pilot responsibility to make sure that all the passengers can hear the briefing.
31	2	The pilot to check an alternative accurate timepiece is operative Note: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable.
33	5	It is pilot's responsibility to check that remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices
33	6	It is pilot's responsibility to check that lighting configuration at dispatch is acceptable for cabin crew.
33	7	The pilot must inform the passenger of the affected seat that the fasten seat belts annunciation is inoperative.
34	3	Contact authority to obtain permission to perform a flight with a failed transponder
52	1	The crew must ensure that the door is closed and latched before each flight.

(02.10.02)- Guidelines for (M) procedures

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

AMC1 ORO.MLR.105(g) / GM1 ORO.MLR.105(g) / AMC1 ORO.MLR.105(h)

The below annexed procedure are not included in the Maintenance Manual because driven by the MMEL process. Refer to Maintenance Manual for standard procedures.

ATA	ITEM	PROCEDURE
25	1	<p>Secure passenger seat in the upright position and placard "DO NOT OCCUPY". Make sure the placard is clearly visible and firmly secured.</p> <p>In case of failures related to one or more fast belt fixing points the remaining points must be blocked and fast belts fixed to prevent the possibility to have injury to others occupants.</p> <p>Removable parts such as headrest/arm if damaged must be removed and secured in the baggage compartment.</p>
25	4	<p>Select the Rescue Hoist OFF/ON control Switch to OFF.</p> <p>Pull off the HOIST CTL - CABLE CUT 1 - HOIST PWR - CABLE CUT 1 - HEC ICS breakers on the overhead circuit breaker panel, secure the system by locking the deactivated circuit breakers and tag accordingly.</p>
25	5	<p>Pull off the CARGO HOOK breaker on the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and tag accordingly. Stow the Hook according to RFM procedure</p>
25	6	<p>Pull off the SAFETY HOOK breaker on the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and tag accordingly. Remove the item and secure in the baggage compartment.</p>
30	2	<p>Set to OFF the PITOT lever breaker on the overhead circuit breaker panel and tag accordingly.</p>
33	4	<p>Select the STOW position on the toggle switch, installed on the pilot collective grip. Pull off the SRCH CTL and SRCH PWR breakers on the overhead circuit breaker panel secure the system by locking the deactivated circuit breakers and tag accordingly.</p>
35	1	<p>Discharge the bottle. Check OXY H.P. RELIEF green indicator plug not in position. Push the OXYGEN MANUAL SHUT-OFF control knob.</p>
77	1	<p>Pull off the ENG MON breaker on the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and tag accordingly</p>
93	1	<p>Check TCU in stowed position and Pull off the CAMERA breaker on the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and tag accordingly.</p>

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AMC1 ORO.MLR.105(d)

03.23-COMMUNICATIONS

AMC1 ORO.MLR.105(d)

(03.23.01)- VHF Radio (Excluding Garmin G1000H)

Revizyon No: 11 Revizyon Tarihi: 02.08.2025

AMC1 ORO.MLR.105(d) / CAT.IDE.H.330

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2.	REPAIR CATEGORY	
		3. NUMBER INSTALLED	
		4. NUMBER REQUIRED FOR DISPATCH	
		5. REMARKS AND EXCEPTIONS	
23. COMMUNICATIONS SYSTEM			
23-1 VHF Radio (Excluding Garmin G1000H) (TC-HKE and TC-HKZ only) CAT.IDE.H.330	D 2 1	Any of excess of one may be inoperative provided that VFR day operation only are conducted.	

PLACARDING:

Placard appropriate "VHF 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required

(03.23.02)- Radio FM, HF, UHF

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS		2. REPAIR CATEGORY	
		3. NUMBER INSTALLED	
		4. NUMBER REQUIRED FOR DISPATCH	
		5. REMARKS AND EXCEPTIONS	
23. COMMUNICATIONS SYSTEM			
23-2 Radio FM, HF, UHF		-	NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.03)- Co-Pilot Audio Control Panel

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2.	REPAIR CATEGORY	
	3.	NUMBER INSTALLED	
	4.	NUMBER REQUIRED FOR DISPATCH	
	5.	REMARKS AND EXCEPTIONS	
23. COMMUNICATIONS SYSTEM 23-3 Co-Pilot Audio Control Panel	D	1	0 May be inoperative provided that single pilot operation are conducted.

PLACARDING:

Placard appropriate "Co-Pilot Audio Control Panel INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.04)- Cabin Audio Control Panel

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
23. COMMUNICATIONS SYSTEM 23-4 Cabin Audio Control Panel	- - -	Not Installed.	

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.05)- Passenger Speaker Amplifier

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

AMC1 ORO.MLR.105(d) / CAT.IDE.H.180

AUTHORITY T.C. S.H.G.M.			
1 . S Y S T E M & SEQUENCE NUMBERS ITEM	2.	REPAIR CATEGORY	
23. COMMUNICATIONS SYSTEM	3.	NUMBER INSTALLED	
	4.	NUMBER REQUIRED FOR DISPATCH	
	5.	REMARKS AND EXCEPTIONS	
23-5 Passenger Speaker Amplifier	C 1 0	(O) May be inoperative provided that alternative normal/emergency procedure and/or operating restrictions are established and used.	
CAT.IDE.H.180	D 1 0	May be inoperative provided that non-passenger-carrying operation conducted.	

PLACARDING:

Placard appropriate "PSA INOPERATIVE" in cabin.

OPERATING PROCEDURES:

Passenger briefing can be provided orally (without using Passenger Address System) by the pilot. It is the pilot responsibility to make sure that all the passengers can hear the briefing.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.06)- Passenger Intercom System (Garmin 1000H only)

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
23. COMMUNICATIONS SYSTEM			
23-6 Passenger Intercom System (Garmin 1000H only) (TC-HKY only)	C 1 0	May be inoperative	

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.07)- Cockpit Headsets

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

AMC1 ORO.MLR.105(d) / CAT.IDE.H.325

AUTHORITY T.C. S.H.G.M.			
1 . S Y S T E M & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
23. COMMUNICATIONS SYSTEM			
23-7 Cockpit Headsets CAT.IDE.H.325	D 2	1 Any in excess of those required for each required crew member may be inoperative or missing. For single pilot operations a spare headset shall be operative	

PLACARDING:

Placard appropriate "Headset INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.08)- Cabin Crew Headset

Revizyon No: 10 Revizyon Tarihi: 17.05.2025

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS		2. REPAIR CATEGORY	
ITEM		3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
23. COMMUNICATIONS SYSTEM			
23-8 Cabin Crew Headset	-	-	NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.09)- Passenger Headsets

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM		2. REPAIR CATEGORY	
		3. NUMBER INSTALLED	
		4. NUMBER REQUIRED FOR DISPATCH	
		5. REMARKS AND EXCEPTIONS	
23. COMMUNICATIONS SYSTEM			
23-9 Passenger Headsets	D 6 0	May be Inoperative	

PLACARDING:

Placard appropriate "Headset INOPERATIVE" in cabin.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

03.25-EQUIPMENT / FURNISHINGS

AMC1 ORO.MLR.105(d)

(03.25.01)- Passenger Seats

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS	2. ITEM	REPAIR CATEGORY	
		3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
25. EQUIPMENT/FURNISHING			
25-1 Passenger Seats	D	6	0 (M) May be inoperative provided that: a) does not block an emergency exit, b) does not restrict any passenger from accessing any emergency exit c) the failed item is secured and placarded "DO NOT OCCUPY" Notes: 1) A seat with an inoperative or missing seat belt or harness is considered inoperative 2) In case of inoperative floor fixing hardware, DO NOT dispatch

PLACARDING:

Placard appropriate seat(s) "INOPERATIVE or DO NOT OCCUPY".

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

Secure passenger seat in the upright position and placard "DO NOT OCCUPY".

Make sure the placard is clearly visible and firmly secured. In case of failures related to one or more fast belt fixing points the remaining points must be blocked and fast belts fixed to prevent the possibility to have injury to othersoccupants. Removable parts such as headrest/arm if damaged must be removed and secured in the baggage compartment.

(03.25.02)- ELT

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

CAT. IDE.H.280

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM		2. REPAIR CATEGORY	
			3. NUMBER INSTALLED
			4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
25. EQUIPMENT/FURNISHING			
25-2 ELT CAT. IDE.H.280	A	1	0 May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.25.03)- First Aid Kit

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

CAT. IDE.H.220

AUTHORITY T.C. S.H.G.M.		
1. SYSTEM & SEQUENCE NUMBERS ITEM	2.	REPAIR CATEGORY
	3.	NUMBER INSTALLED
	4.	NUMBER REQUIRED FOR DISPATCH
	5.	REMARKS AND EXCEPTIONS
25. EQUIPMENT/FURNISHING 25-3 First Aid Kit CAT. IDE.H.220	A 1 0	May be incomplete for one calendar day

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.25.04)- Rescue Hoist System

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE		2. REPAIR CATEGORY	
NUMBERS			
ITEM			
		3.	NUMBER INSTALLED
		4.	NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
25. EQUIPMENT/FURNISHING			
25-4 Rescue Hoist System	-	-	Not Installed

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.25.05)- Cargo Hook System

Revizyon No: 11 Revizyon Tarihi: 02.08.2025

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.		
1. SYSTEM & SEQUENCE NUMBERS ITEM		2. REPAIR CATEGORY
		3. NUMBER INSTALLED
		4. NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS
25. EQUIPMENT/FURNISHING		
25-5 Cargo Hook System (TC-HKE and TC-HKZ Only)	D 1 0	(M) May be inoperative provided that the required for the intended mission and it is secured and deactivated.

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

Pull off the CARGO HOOK breaker on the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and tag accordingly. Stow the Hook according to RFM procedure

(03.25.06)- Safety Hook

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
25. EQUIPMENT/FURNISHING 25-6 Safety Hook	- - -	Not Installed.	

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.25.07)- Torches

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.		
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	
	3. NUMBER INSTALLED	
	4. NUMBER REQUIRED FOR DISPATCH	
	5. REMARKS AND EXCEPTIONS	
25. EQUIPMENT/FURNISHING		
25-7 Torches	C 2 0	May be inoperative or missing provided each required crew member has an operative independent portable light readily available when seated at designated station.
	D 2 0	May be inoperative or missing for daylight operations

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

03.30-ICE AND RAIN PROTECT

AMC1 ORO.MLR.105(d)

(03.30.01)- Windshield Wiper System

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.		2. REPAIR CATEGORY		
1. SYSTEM & SEQUENCE NUMBERS	ITEM	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH	5. REMARKS AND EXCEPTIONS
30. ICE AND RAIN PROTECTION				
30-1 Windshield Wiper System	C 1 0	May be inoperative		

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.30.02)- Pitot Heating System

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.		
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED
		4. NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS
30 . I C E A N D R A I N P R O T E C T I O N		
30-2 Pitot Heating System	B 1 0	<p>(M) May be inoperative provided:</p> <p>a) Operations are not conducted in visible moisture and in known or forecast rain condition, AND</p> <p>b) Night operations not conducted</p>

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

Set to OFF the PITOT lever breaker on the overhead circuit breaker panel and tag accordingly. according to RFM procedure

03.31-INDICATING / RECORDING SYSTEMS

AMC1 ORO.MLR.105(d)

(03.31.01)- Combination recorder (Combined CVR/FDR unit)

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

CAT. IDE.H.190

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE		2. REPAIR CATEGORY	
NUMBERS		3. NUMBER INSTALLED	
ITEM		4. NUMBER REQUIRED FOR DISPATCH	
		5. REMARKS AND EXCEPTIONS	
31. INDICATING/RECORDING			
31-1 Combination recorder (Combined CVR/FDR unit)	-	-	Not Installed.
CAT. IDE.H.190			

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.31.02)- Clock

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

CAT. IDE.H.125 / CS-MMEL

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
31. INDICATING/RECORDING 31-2 Clock CAT. IDE.H.125	C 1 0	(O) May be inoperative provided that an accurate timepiece is operative in the flight crew compartment indicating the time in hours, minutes and seconds	5. REMARKS AND EXCEPTIONS

PLACARDING:

None required.

OPERATING PROCEDURES:

The pilot to check an alternative accurate timepiece is operative

Note: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

03.33-LIGHTS

AMC1 ORO.MLR.105(d)

(03.33.01)- Navigation Lights

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

CAT. IDE.H.115

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM & SEQUENCE NUMBERS	2.	REPAIR CATEGORY		
		3. NUMBER INSTALLED		
		4. NUMBER REQUIRED FOR DISPATCH		
		5. REMARKS AND EXCEPTIONS		
33. LIGHTING				
33-1 Navigation Lights	C	3	0	May be inoperative for daylight Operations
CAT. IDE.H.115	C	3	3	For night operations

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.33.02)- Anti-Collision Lights

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

CAT.İDE.H.115

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE		2. REPAIR CATEGORY	
NUMBERS			
ITEM			
		3. NUMBER INSTALLED	
		4. NUMBER REQUIRED FOR DISPATCH	
		5. REMARKS AND EXCEPTIONS	
33. LIGHTING			
33-2 Anti-Collision Lights	C	2	1 Any in excess of one may be inoperative
CAT.İDE.H.115			

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.33.03)- Taxi/Landing Lights

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2.	REPAIR CATEGORY	
		3.	NUMBER INSTALLED
		4.	NUMBER REQUIRED FOR DISPATCH
		5.	REMARKS AND EXCEPTIONS
33. LIGHTING			
33-3 Taxi/Landing Lights	C	2	0 May be inoperative provided that daylight operations are conducted.

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.33.04)- Search Light

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS	2. ITEM	REPAIR CATEGORY	
		3. NUMBER INSTALLED	
		4. NUMBER REQUIRED FOR DISPATCH	
		5. REMARKS AND EXCEPTIONS	
33. LIGHTING			
33-4 Search Light	-	-	Not Installed.

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.33.05)- Cockpit Instrument Lighting System

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
33. LIGHTING			
33-5 Cockpit Instrument Lighting System	C 1 0	May be inoperative for daylight Operations	
	C 1 0	(O) Individual lights may be inoperative provided:	
		(a) sufficient lighting is operative to make each required instrument control and other device for which it is provided easily readable, and	
		(b) lighting configuration at dispatch is acceptable to the flight crew	

PLACARDING:

None required.

OPERATING PROCEDURES:

It is pilot's responsibility to check that remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.33.06)- Cabin Lighting System

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.		
1. SYSTEM & SEQUENCE NUMBERS	2. REPAIR CATEGORY	
	3. NUMBER INSTALLED	
	4. NUMBER REQUIRED FOR DISPATCH	
	5. REMARKS AND EXCEPTIONS	
33. LIGHTING 33-6 Cabin Lighting System	D 1 0	May be inoperative provided passengers are not carried when operating at night
	C 1 0	(O) Individual lights may be inoperative provided lighting configuration at dispatch is acceptable to the cabin crew

PLACARDING:

None required.

OPERATING PROCEDURES:

It is pilot's responsibility to check that lighting configuration at dispatch is acceptable for cabin crew.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.33.07)- Passenger Notice System (Fasten seat belt/ NO Smoking)

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
33. LIGHTING			
33-7 Passenger Notice System (Fasten seat belt/ NO Smoking)	C 2 0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers	
	D 2 0	May be inoperative provided no passenger is carried	

PLACARDING:

None required.

OPERATING PROCEDURES:

The pilot must inform the passenger of the affected seat that the fasten seat belts annunciation is inoperative.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

03.34-NAVIGATION

AMC1 ORO.MLR.105(d)

(03.34.01)- Navigation Systems (VOR, DME, ILS, ADF, MB/GPS)

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC2 CAT.IDE.H.345

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY		
	3. NUMBER INSTALLED		4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
34. NAVIGATION 34-1 Navigation Systems (VOR, DME, ILS, ADF, MB/GPS) AMC2 CAT.IDE.H.345	C	1	0 May be inoperative for VFR day flight when not required for the intended flight route

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.34.02)- Radio Altimeter

Revizyon No: 8 Revizyon Tarihi: 09.07.2021

CAT.İDE.H.145

AUTHORITY T.C. S.H.G.M.		
1. SYSTEM & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	
	3. NUMBER INSTALLED	
	4. NUMBER REQUIRED FOR DISPATCH	
	5. REMARKS AND EXCEPTIONS	
34. NAVIGATION		
34-2 Radio Altimeter	C 1 0	May be inoperative provided: approach minima or operating procedures are not dependent upon its use
—		
CAT IDE H.145		

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.34.03)- Transponder (Excluding Garmin G1000H)

Revizyon No: 11 Revizyon Tarihi: 02.08.2025

CAT.İDE.H.350

AUTHORITY T.C. S.H.G.M.			
1 . S Y S T E M & SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
34. NAVIGATION			
34-3 Transponder (Excluding Garmin G1000H)			
Mode A/C	D 1 0	May be inoperative if not required by the airspace for the intended flight route	
Mode S (If Installed) (TC-HKE and TC-HKZ only)	C 1 0	(O) May be inoperative provided that permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route	
CAT.İDE.H.350		Note: Transponder KT71 Mode A/C only.	

PLACARDING:

None required.

OPERATING PROCEDURES:

Contact authority to obtain permission to perform a flight with a failed transponder

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.34.04)- Magnetic Compass

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1 . S Y S T E M & SEQUENCE NUMBERS	2. ITEM	REPAIR CATEGORY	
		3. NUMBER INSTALLED	
		4. NUMBER REQUIRED FOR DISPATCH	
		5. REMARKS AND EXCEPTIONS	
34. NAVIGATION			
34-4 Magnetic Compass	B 1 0	May be inoperative provided that: a) Operations are conducted under day VFR and b) Flight is conducted over routes navigated by reference to visual landmark	

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

03.35-OXYGEN

AMC1 ORO.MLR.105(d)

(03.35.01)- EMS Oxygen System

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.		2. REPAIR CATEGORY		
1. SYSTEM & SEQUENCE NUMBERS ITEM		3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH	5. REMARKS AND EXCEPTIONS
35. OXYGEN				
35-1 EMS Oxygen System	-	-	-	Not Installed.

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None

03.52-DOORS

AMC1 ORO.MLR.105(d)

(03.52.01)- Cockpit/Cabin/Baggage/DC External PWR Door Alert System

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1 . S Y S T E M SEQUENCE NUMBERS ITEM	2. REPAIR CATEGORY	3. NUMBER INSTALLED	4. NUMBER REQUIRED FOR DISPATCH
			5. REMARKS AND EXCEPTIONS
52. DOORS			
52-1 Cockpit/Cabin/Baggage / DC External PWR Door Alert System	C 1 0	(O) May be inoperative provided that the affected door is verified closed and latched before each flight.	

PLACARDING:

None required.

OPERATING PROCEDURES:

The crew must ensure that the door is closed and latched before each flight.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

03.77-ENGINE INDICATING SYSTEM

AMC1 ORO.MLR.105(d)

(03.77.01)- Engine Monitoring System (ADAS)

Revizyon No: 7 Revizyon Tarihi: 08.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM & SEQUENCE NUMBERS		2. REPAIR CATEGORY	
		3.	NUMBER INSTALLED
		4.	NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
77. ENGINE INDICATING SYSTEM			
77-1 Engine Monitoring System (ADAS)		-	Not Installed

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

None required.

03.93-IMAGINE RECORDING

AMC1 ORO.MLR.105(d)

(03.93.01)- SWE-400 FLIR Camera

Revizyon No: 11 Revizyon Tarihi: 02.08.2025

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM & SEQUENCE NUMBERS ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
	4.	NUMBER REQUIRED FOR DISPATCH		
	5.	REMARKS AND EXCEPTIONS		
93.IMAGINE RECORDING 93-1 SWE-400 FLIR Camera (TC-HKE and TC-HKZ only)	D 1 0	(M) May be inoperative if not required for the intended mission and provided that Turret Camera Unit stowed and the system deactivated		

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

NOTE:

None required.

MAINTENANCE PROCEDURES:

Check TCU in stowed position and Pull off the CAMERA breaker on the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and tag accordingly.