KAAN HAVACILIK SANAYİ VE TİC. A.Ş.

El Kitabı : MINIMUM EQUIPMENT LİST (MEL)(LEONARDO AW109)
Revizyon No : 5
Revizyon Tarihi : 10.08.2022

SİVİL HAVACILIK GENEL MÜDÜRLÜĞÜ

DIRECTORATE GENERAL OF CIVIL AVIATION

ONAY SERTİFİKASI
APPROVAL CERTIFICATE

MINIMUM EQUIPMENT LİST (MEL)

KAAN HAVACILIK SANAYİ VE TİC. A.Ş.

KAAN HAVACILIK

Revision Date : 10.08.2022

Revision No : 5

TYPE(S) OF AIRCRAFT
Leonardo / AW109

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.

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Approval Date

17/10/2022

e-İmzalıdır

T.C. ULAŞTIRMA VE ALTYAPI BAKANLIĞI

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REVISION HIGHLIGHTS

Revision No:4

According to MMEL Rev-G revision, Complete format change and Flight Ops Manager added signature page, Revised Pages:
01.01 Title Page, 01.03 Log of Revisions, 01.04 List of Holders, 01.05 List of Abreviations, 01.07 Definitions, 01.08 ATA Chapter List, 02.01 Introduction, 02.02 Contents of MEL, 02.03 Criteria for Dispatch, 02.08.01 Revision System for MEL, 02.09 Contact Addresses, 02.10.01 Guidelines for (O) procedures, 02.10.02 Guidelines for (M) procedures, 03.22.01 Auto Pilot (AP) / FCC Channels, 03.23.01.02 Communications Systems (FM, HF, UHF, optional VHF, etc.), 03.25.07 Automatic Deployable Emergency Locator Transmitter (ADELT), 03.31.01 Clock, 03.33.02 Anti-Collision Light System, 03.34.03 Navigation Systems (VOR, ILS, ADF, GPS Long Range, etc.), 03.34.10 Marker Beacon (MB), 03.34.11 Digital Map Generator (DMG), 03.63.01 Rotor Brake System

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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, 02.10.01 Guidelines for (O) procedures, 02.10.02 Guidelines for (M) procedures, 03.22.01 Auto Pilot (AP) / FCC Channels, 03.22.03 Pitch Linear Actuators, 03.22.04 Roll Linear Actuators, 03.22.05 Yaw Linear Actuators, 03.23.01.01 Communications Systems (Basic VHF), 03.29.01 Utility Main and Emergency Caution Lights, 03.29.02 Utility Emergency Pressure Indicator, 03.34.03 Navigation Systems (VOR, ILS, ADF, GPS Long Range, etc.), 03.34.04 Transponder, 03.34.04.01 Transponder (Mode A/C/S), 03.34.04.02 Transponder (ADS-B Out), 03.34.15 Direction Finder, 03.67.01.03 FTR Pushbutton on Cyclic Stick, 03.67.03.02 Beep Trim Switch on Collective Stick, 03.97.01 EVS Camera

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01-ADMINISTRATION AND CONTROL

ORO.MLR.105

(01.01)- Title Page

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

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: 5 Revizyon Tarihi: 10.08.2022

ORO.MLR.105

REV. NO	DATE	PAGE NUMBERS	INSERTED
Original	05.09.2012	All Pages, First Issue, TC-HKG	E.PEKER A.ÖZUĞUR
1	10.12.2012	1;3;5;6;7;8;9;14;15;21;23;24;26;27; 28;31;32;33;34;35;37;38;47;54;83; 87;94;98;100;11;102;103;104;105 Revision of AW19SP MMEL	E.PEKER A.ÖZUĞUR
2	15.03.2013	2;5;15;20;21 Change of Postholder, Adding new aircraft; TC-HKK	C.ELMAS A.ÖZUĞUR
3	28.04.2014	2; 3; 5; 6; 8; 9, 10; 18, Remove TC-HRK from the entity of company	C.ELMAS A.ÖZUĞUR
3 Electr	12.02.2018	All Pages, Transferred TR DGCA's electronic portal, Post Holder Change, Remove out helicopter from fleet; TC-HKK	K.ERDOĞAN G.AÇIKGÖZ
4	24.02.2020	Refer to Revision Highlights section	K.ERDOĞAN G.AÇIKGÖZ
5	10.08.2022	" "	K.ERDOĞAN G.AÇIKGÖZ

(01.04)- List of Holders

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

ORO.MLR.105

Number	Holder
1	Turkish DGCA (E-copy)
2	CA Manager (Copy No.1)
3	Aircraft (TC-HKG) (COPY NO. 2)
4	Accountable Manager (E-Copy)
5	Flight Operations Manager (E-Copy)
6	Compliance Monitoring Manager (E-Copy)

(01.05)- List of Abreviations

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

ORO.MLR.105

ADF Automatic Direction Finder
AFCS Automatic Flight Control System
AGL Above Ground Level
AHRS Attitude and Heading Reference System
AP AutoPilot
APMS AutoPilot Mode Selector
ATA Air Transport Association
CAS Crew Alerting System

Cat.A Category A
CVR Cockpit Voice Recorder
DGCA Directorate General Civil Aviation
DME Distance Measuring Equipment
DMG Digital Map Generator
ECS Environmental Control System
ELT Emergency Locator Transmitter
ESIS Electronic Standby Indicating System
FCC Flight Control Computer
FDR Flight Data Recorder
FM Frequency Modulation
FTR Force Trim Release
GNSS Global Navigation Satellite System
GPS Global Positioning System
HF High Frequency
H/C Helicopter
ICS Integrated Communication System
IDS Integrated Display System
IFR Instrument Flight Rules
ILS Instrument Landing System
KIAS Knots Indicated Air Speed
MB Marker Beacon
MEL Minimum Equipment List
MMEL Master Minimum Equipment List
NHEC Non-Human External Cargo
N/A Not Applicable
OAT Outside Air Temperature
P/N Part Number
PBN Performance Based Navigation
PFT Pre-Flight Test (AFCS)
RFM Rotorcraft Flight Manual (it may also refer to Optional Equipment Supplement)
SOV Shut-Off Valve
UCT Universal Coordinated Time
UHF Ultra-High Frequency
VFR Visual Flight Rules
VHF Very High Frequency
VOR VHF Omnidirectional Range

(01.06)- List of Effective Pages

ORO.MLR.105

(01.07)- Definitions

Revizyon No: 5 Revizyon Tarihi: 10.08.2022
ORO.MLR.105

1. "Rotorcraft Flight Manual (RFM)" means the document required for type certification and approved by the Agency. The RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.

2. "Alternate procedures are established and used" or similar statement means 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.

3. "Any in excess of those required by regulations" means that the listed item is required by applicable legislation (e.g. Part OPS, Single European Sky legislation or the applicable airspace requirements) must be operative and only excess items 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 dispatch restrictions need to be clarified at the operator's MEL level.

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

5. "Calendar Day" means 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.

6. "Cat.A" operations are those specified in Appendix C to CS 27 Amdt /, as reported in the Type Certificate Data Sheet EASA.R.005

7. "Commencement of flight" is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.

8. "Considered Inoperative" as used in the dispatch conditions means that item must be treated for dispatch, taxiing 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.

9. "Deactivated" means when not all equipment interfaces (e.g. electrical, hydraulic, pneumatic, optical, mechanical) are removed and the equipment is set to a NON OPERATIVE status (i.e. it does not perform its nominal function and not any other), by the available settings (i.e. command input set to OFF or similar), although the equipment itself is still in place and held in its standard position.

10. "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.

11. "Daylight" means 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.

12. "Day of discovery" means the calendar day that a malfunction was recorded in the aircraft maintenance record/log book.

13. "Flight" for the purposes of this MMEL, means the period of time between the moment when an aircraft begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.

14. "Flight Day", a 24-hour period from midnight to midnight based on either UCT or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft.

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

16. "Inoperative" means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.

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

18. "Item" means component, instrument, equipment, system or function.

19. "(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 Manual or MEL.
Note: The (M) symbols are required in the operator’s MEL.

20. "Master Minimum Equipment List" means a document approved by the Agency that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.

21. "Minimum Equipment List" means a document established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008 and approved by the competent authority, in accordance with ORO.MLR.105, that authorises an operator to dispatch an aircraft with aircraft equipment inoperative as per CAT.IDE.A/H.105 or NCC.IDE.A/H.105 under the conditions specified therein.

22. "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.

23. "Number Installed" is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a "-" is then inserted.

Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.

24. "Number required for dispatch" is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a "-" is then inserted. Note: Where the MMEL shows a variable number required for dispatch, the MEL should reflect the actual number required for dispatch, as far as practical, or an alternate means of configuration control approved by the competent authority.

25. "(O)" indicates a requirement for a specific operational 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 manual or MEL.
Note: The (O) symbols are required in the operator's MEL.

26. "Placarding": Each inoperative item must be placarded, as applicable, to inform and remind the crew members and maintenance personnel of the item's condition.

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

27. "Rectification intervals": 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.

  - (i) Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery.
  - (ii) Where a time period is specified other than in calendar days or flight 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.

28. "Remarks or Exceptions" include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or (O) symbols, as appropriate for such operation.

29. "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing is indicated in the guidelines for (O) and (M) procedures section as applicable.

30. "Series of fights" indicates the minimum number of flights necessary to fly to the nearest repairing station.

31. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, mist, rain, sleet, hail, or snow.

32. "Visual Flight Rules" (VFR) and "Instrument Flight Rules" (IFR) operations are defined in Regulation (EU) No 923/2012 of 26/09/2012 and Regulation (EU) 2016/1185 of 20/07/2016. Reference to any VFR operation in the "Remarks or Exceptions" Column precludes a pilot from filing an IFR flight plan.

33. "-" in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not applicable.
Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.

34. "***" symbol in Column 1 indicates an item which is not required by regulation but which may have been installed on some models of aircraft covered by this MMEL. This item may be included on the operator's MEL after the approving office has determined that the item has been installed on one or more of the operator's aircraft. The symbol, however, shall not be carried forward into the operator's MEL. It should be noted that neither this policy nor the use of this symbol provide authority to install or remove an item from an aircraft.

(01.08)- ATA Chapter List

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

ORO.MLR.105

ATA CODE	SYSTEM
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22	Autoflight
23	Communication System
24	Electrical Power Distribution System
25	Equipment /Furnishing
26	Fire Protection
28	Fuel
29	Hydraulic Power
30	Ice And Rain Protection
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02-PREAMBLE

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

(02.01)- Introduction

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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

Kaan Havacilik Sanayi ve Ticaret A.S. (KAAN HVCL), Leonardo AW109SP Minimum Equipment List is in compliance with,

Master Minimum Equipment List,
Revision H dated 11.03.2022 issued by AGUSTA WESTLAND approved by EASA,

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

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

TC-HKG - LEONARDO AW109 SP - S/N: 22278

This MEL takes into consideration KAAN HVCL particular aircraft equipment, configuration and operational conditions, routes being flown and requirements set by the TR DGCA.

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

The MEL is intended to permit operations for a limited period with inoperative items of equipment. however, if time limitations for inoperative items are not available in the mel, it is important to make repairs as early as possible at the main base where repairs or replacements can be made, since additional malfunctions may require the airplane to be taken out of service.

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, TR 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).

(02.02)- Contents of MEL

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

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

(a) The MEL should normally be written in a 'five-column format'. Refer to examples in GM2 MMEL.120. Other paper or electronic formats are accepted provided they are clear and unambiguous.

(b) The MEL should contain: cover page, revision history, detailed summary of changes at last revision, list of effective pages, and table of contents within the administrative control pages at the beginning of the MEL, or equivalent information should be made available in the case of MEL in other than paper format.

(c) A model of acceptable preamble can be found in GM5 MMEL.120.

(d) Each item listed in the MEL should be described and identified in accordance with the Air Transport Association (ATA) specification 100 or 2200 code system. Consistency of terminology and identification means should be maintained, as far as possible, among aircraft documentation. Where appropriate, the MEL should contain means to identify applicability of items.

(e) Where a Message Oriented approach is used, the messages displayed may be listed in place of the item title in the relevant section, as this will be considered as a representation of the item(s) affected. Number installed and number required are not applicable for such an approach.

(f) Rectification interval may be identified through a reference to another item.

(g) Number installed and number required may not be listed if not practical and not relevant for dispatch determination.

(h) Where there is a requirement for a specific maintenance procedure, then an (M) symbol should be included as part of the MEL entry to indicate this. Where there is a requirement for a specific operational procedure, then an (O) symbol should be included as part of the MEL entry to indicate this.

(i) When a maintenance procedure is associated to an MEL item, a dispatch condition, identifying the intent of the procedure (e.g. deactivation of an equipment), should be included in the associated item, as far as practicable.

(j) References to where the content of the operational and maintenance procedures is available should be included in the MEL.

(k) A decision on whether the necessary procedure can be assigned as an (O) or an (M) should be based on which is the most appropriately qualified trade to carry out the procedure and which trade would normally carry out such a task in their line of duty, based on the intended types of operation normally performed by the aircraft. On this basis deactivation and securing tasks should normally be assigned an (M) while procedures based on operation of equipment should normally be assigned an (O).

(l) The periodicity for the accomplishment of the procedures should be clarified either in a generic manner in the MEL preamble or specifically in the associated dispatch conditions. Maintenance deactivation procedure should normally be performed once prior to the first flight under the associated item. Maintenance verification procedures periodicity may vary and should therefore be clarified in the MEL. Operational procedures should normally be performed or acknowledged by the flight crew members before each flight, unless otherwise specified.

(m) Placarding instructions are provided as part of the dispatch conditions or in a generic manner in the preamble to inform the crew members and maintenance personnel of the item condition, to the extent practicable.

(n) Unless it is specifically allowed by the MEL, an inoperative item should not be removed.

(02.03)- Criteria for Dispatch

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

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: 3 Revizyon Tarihi: 12.02.2018

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 requirement and 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 RFM, Operations Manual / OM, AMM/MM, MME/CAME.

(02.05)- Rectification Intervals

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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: 3 Revizyon Tarihi: 12.02.2018

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 TR DGCA before each special flight.

(02.07)- Manual arrangement

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 puplished revisions. This list shall be enclosed with the LEP and shall be signed by the person who shall inserted the revised pages.
- Part LIST OF EFFECTIVE PAGES (LEP) shows the parts and pages with puplishing date, revision number, part and page number.
- On each new puplished 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-Amendament Procedure

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

AMC1 ORO.MLR.105(c)

Alterations and/or other changes in the MEL shall be amended under responsibility of Compliance Monitoring Manager with co-ordination of the Technical Manager, Flight Operations Manager. 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 MEL by means of a revision and copy shall be sent to the owners of the MEL as mentioned in the List of Holders.

Each MEL holder and technical and operational personel 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 it is contents and make available for his personel.

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: 5 Revizyon Tarihi: 10.08.2022

AMC1 ORO.MLR.105(c)

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

The responsible person 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:

(02.09)- Contact Addresses

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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: 5 Revizyon Tarihi: 10.08.2022

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

A need has been identified for certain procedures to provide an adequate level of safety while providing relief for some items. Those procedures must be established by KAAN HAVACILIK. The following guidelines specify the objectives of the required procedures:

Inoperative items/systems may generate CAS messages on IDS. Refer to RFM Section 3 for applicable procedures.

In addition to the instructions provided herein, the operator is responsible to assure all appropriate inspections and checklists have been accomplished prior to next flight.

ATA 22 - Item 1 **(O) Auto Pilot (AP) / FCC Channels**-**One or both FCC Channels inopertaive**

AFCS Pre-Flight Test (PFT) should be successfully completed for the FCC channel to be considered operative. Do not engage AP # (where # is the ID number of the inoperative FCC channel). On APMS panel, confirm the OFF caption on AP # pushbutton(s) is illuminated.
On EDU 1, confirm # AP FAIL Caution(s) is (are) displayed.

Note: When both AP 1 and AP 2 are OFF, the Stabilization Augmentation System is not operative.

ATA 22 - Item 2 **(O) APMS Panel**

Perform AFCS Pre-Flight Test (PFT) as per RFM Normal Procedures.

ATA 23 - Item 3 **(O) Cabin Speaker/ Passenger Interphone System**

Passenger briefing can be provided orally by the pilot without using the Cabin Speaker / Passenger Interphone System. Pilot is responsible to make sure that all passengers can hear the briefing.

ATA 24 - Item 3 **(O) Inverters**

Do not engage AP 1 (Auto Pilot Channel 1). AP 2 only can be engaged. On APMS panel, confirm the OFF caption on AP 1 pushbutton is illuminated.

ATA 28 - Item 2 **(O) Fuel Boost Pump Caution System**

The flight crew shall monitor fuel pressure indications on EDU2 (in main mode) to ensure the correct operation of the fuel boost pump system.

ATA 29 - Item 1 **(O) Utility Main and Emergency Caution Lights**

The flight crew shall monitor the Utility Main and Utility Emergency pressure indications on EDU 2 (in aux mode) to ensure the correct operation of the Utility main/emergency hydraulic system.

Note: Utility Main in called "UTIL NORM" on EDU.

ATA 33 - Item 6 **(O) Passenger Notice System**

The pilot is responsible to notify the passengers when seat belts shall be fastened and when smoking is prohibited. This briefing may be provided orally and the pilot is responsible to make sure that all passengers can hear the notification.

ATA 34 - Item 3 **(O) Navigation Systems (VOR, ILS, ADF , GPS Long Range, etc.)**

To give alternate procedures in case existing operational procedures are affected.

ATA 67 - Item 1.1 **(O) FTR Pushbutton on Pedals**

Do not engage the C/Y TRIM function. On APMS panel, confirm the OFF caption on C/Y TRIM pushbutton is illuminated.

Note: Fly manually with hands on collective stick and feet on pedals.

ATA 67 - Item 1.2 **(O) FTR Pushbutton on Collective Stick**

Do not engage the C/Y TRIM function. On APMS panel, confirm the OFF caption on C/Y TRIM pushbutton is illuminated.

Note: Fly manually with hands on collective stick and feet on pedals.

ATA 67 - Item 1.3 **(O) FTR Pushbutton on Cyclic Stick**

Do not engage the P/R TRIM function. On APMS panel, confirm the OFF caption on P/R TRIM pushbutton is illuminated.

Note: Fly manually with hands on cyclic stick.

(02.10.02)- Guidelines for (M) procedures

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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

The MMEL has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. Examples of appropriate procedures are identified below as a guideline for the operator to establish his own MEL procedures.

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

In addition to the instructions provided herein, the operator is responsible to assure all appropriate inspections and checklists have been accomplished prior to next flight.

ATA 21 - Item 1 **(M) Environmental Control System (ECS)**

Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs toggle-switches. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches:

- Get access to the proper panel and remove it;
- Disconnect, isolate and stow (secure) the proper connectors;
- Restore the panel and tag the inoperative toggle-switches.

ATA 21 - Item 2 **(M) Heating System**

Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs toggle-switches. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches:

- Get access to the proper panel and remove it;
- Disconnect, isolate and stow (secure) the proper connectors;
- Restore the panel and tag the inoperative toggle-switches.

ATA 22 - Item 1 **(M) One or both FCC Channels inoperative**

Deactivate the system by pulling the following circuit breakers:
- FCC CH# PRIM
- FCC CH#SEC
- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), i.e. the one(s) for which the AFCS Pre-flight test (PFT), performed as per RFM Normal Procedures, is not successfully completed.** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 22 - Item 3 **(M) One or both Pitch Linear Actuators inoperative**

Deactivate the system by pulling the following circuit breakers:
- FCC CH# PRIM
- FCC CH#SEC
- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), corresponding to the inoperative actuator(s).** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 22 - Item 4 **(M) One or both Roll Linear Actuators inoperative**

Deactivate the system by pulling the following circuit breakers:
- FCC CH# PRIM
- FCC CH#SEC
- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), corresponding to the inoperative actuator(s).** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 22 - Item 5 **(M) One or both Yaw Linear Actuators inoperative**

Deactivate the system by pulling the following circuit breakers:
- FCC CH# PRIM
- FCC CH#SEC

- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), corresponding to the inoperative actuator(s).** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 22 - Item 6 **(M) Pitch / Roll / Yaw Trim Actuators**

Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 24 - Item 1 **(M) Starter/Generator**

Deactivate the generator by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 24 - Item 3 **(M) Inverter**s

Deactivate the system by pulling the circuit breaker INV # (where # is the ID number of the inoperative system) and consistently setting to OFF the toggleswitch INV #. Secure the system by locking the deactivated circuit breaker with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 25 - Item 4 **(M) Cargo Suspension System**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 25 - Item 5 **(M) Hoist**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 26 - Item 2 **(M) Engine Fire Extinguisher System**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 32 - Item 1 **(M) Landing Gear Extension/Retraction System**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.

ATA 32 - Item 2 **(M) Landing Gear Position Indicating System**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.

ATA 32 - Item 3 **(M) Landing Gear Up Caution System** (with radio altimeter) (Audio/Voice, Visual)

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.

ATA 32 - Item 4 **(M) Landing Gear Emergency Extension System**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.

ATA 33 - Item 11 **(M) Searchlight**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 34 - Item 4.2 **(M) Transponder (ADS-B Out)**

Deactivate the GPS 3 receiver dedicated to ADS-B Out function by pulling the circuit breaker GPS 3. Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 34 - Item 13 **(M) Electronic Flight Instrument System (EFIS)**

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 34 - Item 14 **(M) Attitude and Heading Reference System (AHRS)**

Deactivate the system by pulling the following circuit breakers (where # is the ID number of the inoperative system):
- AHRS # PRIM
- AHRS # SEC

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 34 - Item 15 **(M) Direction Finder**

Deactivate the system by pulling the circuit breaker DF. Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 52 - Item 4 **(M) Passenger Electrical Step Bar (left and/or right)**

Deactivate the system by pulling the circuit breaker STEP # (where # is RH or LH, depending on the inoperative system). Secure the system by locking the deactivated circuit breaker with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 65 - Item 1 **(M) Rotor Brake System**

Get access to the accumulators installed in the nose landing gear bay and discharge the accumulators by pressing relevant red buttons. Caution: the discharge of accumulators causes loss of parking brakes. Suitable measures (wheel chocks) should be taken to ensure helicopter will not move.

Get access to the rotor brake body on the rear side of the main transmission and:

- Disconnect and remove the flexible hose which connects the brake body to the hydraulic circuit;
- Seal the hydraulic port on the brake body and the fitting on the hydraulic line with two metallic caps (P/N AN929-4D or equivalent);
- Check that the calliper is not connected to the disc.

Deactivate the Rotor Brake System by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 67 - Item 2 **(M) AP Disconnect Pushbutton on Cyclic Stick**

Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC

- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 67 - Item 3.1 **(M) Beep Trim Switches on Cyclic Stick**

Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 67 - Item 3.2 **(M) Beep Trim Switches on Collective Stick**

Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

ATA 97 - Item 1 **(M) EVS Camera**

Deactivate the system by pulling the following circuit breaker EVS. Secure the system by locking the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

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AMC1 ORO.MLR.105(d)

03.21-AIR CONDITIONING

AMC1 ORO.MLR.105(d)

(03.21.01)- Environmental Control System (ECS)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
21.AIR CONDITIONING 1. Environmental Control System (ECS)	C	1	0	(M) May be inoperative provided heated air is not required for demisting, and the system is deactivated and secured.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs toggle-switches. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches:

- Get access to the proper panel and remove it;
- Disconnect, isolate and stow (secure) the proper connectors;
- Restore the panel and tag the inoperative toggle-switches.

(03.21.02)- Heating System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
21.AIR CONDITIONING 1. Heating System	C	1	0	(M) May be inoperative provided heated air is not required for demisting, and the system is deactivated and secured.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs toggle-switches. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches:

- Get access to the proper panel and remove it;
- Disconnect, isolate and stow (secure) the proper connectors;
- Restore the panel and tag the inoperative toggle-switches.

03.22-AUTO FLIGHT

AMC1 ORO.MLR.105(d)

(03.22.01)- Auto Pilot (AP) / FCC Channels

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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	
22.AUTO FLIGHT 1. Auto Pilot (AP) / FCC Channels *Continues next page*	C	2	1	**(O)** **(M)** One autopilot may be inoperative provided: a) VFR operations only are conducted b) Maximum airspeed in normal flight = VNE (OEI/Power-OFF) c) Maximum airspeed in moderate to high turbulence and in approach = 115 KIAS d) Low speed controllability limited as per RFM limitations and 30 kts for all azimuths, whatever is the more restrictive e) Below 500 ft AGL or in moderate to high turbulence environment, the helicopter must be operated manually f) Above 500 ft AGL, the helicopter must be operated attentive g) CAT A Backup Procedure for Take Off is not allowed h) AFCS Upper Modes and Flight Director Modes are not used unless conducting an approach, missed approach, transition to/from the hover or hover i) The inoperative FCC Channel is deactivated and secured.		

PLACARDING
None required

OPERATING PROCEDURES:
AFCS Pre-Flight Test (PFT) should be successfully completed for the FCC channel to be considered operative. Do not engage AP # (where # is the ID number of the inoperative FCC channel). On APMS panel, confirm the OFF caption on AP # pushbutton(s) is illuminated.
On EDU 1, confirm # AP FAIL Caution(s) is (are) displayed.

NOTE:
When both AP 1 and AP 2 are OFF, the Stabilization Augmentation System is not operative.

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breakers:
- FCC CH# PRIM
- FCC CH#SEC
- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), i.e. the one(s) for which the AFCS Pre-flight test (PFT), performed as per RFM Normal Procedures, is not successfully completed.** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.22.01)- Auto Pilot (AP) / FCC Channels (Continuing)

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
22.AUTO FLIGHT 1. Auto Pilot (AP) / FCC Channels	C	2	0	**(O)** **(M)** Two autopilots may be inoperative provided: a) VFR operations only are conducted b) Maximum airspeed in normal flight = VNE (OEI/Power-OFF) c) Maximum airspeed in moderate to high turbulence and in approach = 115 KIAS d) Low speed controllability limited as per RFM limitations and 30 kts for all azimuths, whatever is the more restrictive e) The helicopter must be operated manually f) CAT A operations are not allowed g)Cargo Hook operations are not allowed h)Rescue Hoist operations are not allowed i) The AFCS is deactivated and secured

PLACARDING
None required

OPERATING PROCEDURES:
AFCS Pre-Flight Test (PFT) should be successfully completed for the FCC channel to be considered operative. Do not engage AP # (where # is the ID number of the inoperative FCC channel). On APMS panel, confirm the OFF caption on AP # pushbutton(s) is illuminated.

NOTE:
When both AP 1 and AP 2 are OFF, the Stabilization Augmentation System is not operative.

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.22.02)- APMS Panel

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
22 AUTO FLIGHT **2.** APMS Panel	C	1	0	**(O)**May be inoperative for VFR provided: a)AP1 and AP2 pusbuttons are verified operative b)Test pushbutton is verified operative

PLACARDING
None required

OPERATING PROCEDURES:
Perform AFCS Pre-Flight Test (PFT) as per RFM Normal Procedures.

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.22.03)- Pitch Linear Actuators

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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	
2 2 A U T O FLIGHT **3**.Pitch Linear Actuators	C	2	1	**(M)** One Pitch Linear Actuator may be inoperative provided limitations and **(O)** procedures for one autopilot inoperative (item 22-1) are complied with and corresponding inoperative FCC Channel is deactivated and secured.
	C	2	0	**(M)** Two Pitch Linear Actuators may be inoperative provided limitations **(O)** procedures for two autopilot inoperative (item 22-1) are complied with, and the AFCS is deactivated and secured.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breakers:
- FCC CH# PRIM
- FCC CH#SEC
- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), corresponding to the inoperative actuator(s).** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.22.04)- Roll Linear Actuators

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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
2 2 A U T O FLIGHT 4. Roll Linear Actuators	C	2	1	**(M)** One Roll Linear Actuator may be inoperative provided limitations and **(O)** procedures for one autopilot inoperative (item 22-1) are complied with and corresponding inoperative FCC Channel is deactivated and secured.
	C	2	0	**(M)** Two Roll Linear Actuators may be inoperative provided limitations and **(O)** procedures for two autopilot inoperative (item 22-1) are complied with, and the AFCS is deactivated and secured

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breakers:
- FCC CH# PRIM
- FCC CH#SEC
- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), corresponding to the inoperative actuator(s).** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.22.05)- Yaw Linear Actuators

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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	
22 AUTO FLIGHT 5. Yaw Linear Actuators	C	2	1	**(M)** One Yaw Linear Actuator may be inoperative provided limitations and **(O)** procedures for one autopilot inoperative (item 22-1) are complied with and corresponding inoperative FCC Channel is deactivated and secured.
	C	2	0	**(M)** Two Yaw Linear Actuators may be inoperative provided limitations and **(O)** procedures for two autopilot inoperative (item 22-1) are complied with, and the AFCS is deactivated and secured

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

Deactivate the system by pulling the following circuit breakers:

- FCC CH# PRIM
- FCC CH#SEC
- FCC CH#

Where # is the ID number o the inoperative **FCC Channel(s), corresponding to the inoperative actuator(s).** Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.22.06)- Pitch / Roll / Yaw Trim Actuators

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
22AUTO FLIGHT 6. Pitch/Roll/Yaw Trim Actuators	C	3	0	**(M)** One or more actuators may be inoperative provided limitations for two autopilot inoperative (item 22-1) are complied with, and the AFCS is deactivated and secured

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.22.07)- Collective Trim Actuators

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
22 AUTO FLIGHT 7. Collective Trim Actuators	C	1	0	May be inoperative for VFR

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

03.23-COMMUNICATION SYSTEM

AMC1 ORO.MLR.105(d)

03.23.01-Communications

AMC1 ORO.MLR.105(d)

(03.23.01.01)- Communications Systems (Basic VHF)

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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 **1.1**.Communications Systems (Basic VHF) CAT.IDE.H.330	D	2	1	Any in excess of those required by operating requirements may be inoperative, provided VHF2 is operative.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.23.01.02)- Communications Systems (FM, HF, UHF, optional VHF, etc.)

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

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 **1.2**.Communications Systems (FM, HF, UHF, optional VHF,etc.)	-	-	-	Not installed.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.23.02)- Crew Intercommunacation System (ICS)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
23. **COMMUNICATIONS** 2.Crew Intercommunication System	B	2	1	Co-pilot may be inoperative, for VFR single pilot operation.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.23.03)- Cabin Speaker / Passenger Interphone System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
23.COMMUNICATIONS 3.Cabin Speaker/Passenger Interphone System	C	1	0	**(O)**May be inoperative provided: a)Alternate normal and emergency procedures and/or operating restriction are established and utilized; b)Appropriate oral briefing is given to passengers; OR
	D	1	0	c)For non-passenger carrying operations.

PLACARDING

None required

OPERATING PROCEDURES:

Passenger briefing can be provided orally by the pilot without using the Cabin Speaker / Passenger Interphone System. Pilot is responsible to make sure that all passengers can hear the briefing.

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

(03.23.04)- Cockpit Voice Recorder (Combined CVR/FDR)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

CAT.IDE.H.200 / 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 4.Cockpit Voice Recorder (Combined CVR/FDR) CAT.IDE.H.200	-	-	-	Not installed

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.23.05)- Hoist Operator ICS

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
23. COMMUNICATIONS 5. Hoist Operator ICS	-	-	-	Not installed

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

03.24-ELECTRICAL POWER DISTRIBUTION SYSTEM

AMC1 ORO.MLR.105(d)

(03.24.01)- Starter / Generator

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
24.ELECTRICAL POWER **1**. Starter Generator	B	2	1	**(M)**One generator may be inoperative for day VFR provided the inoperative generator is deactivated and secured

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the generator by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.24.02)- DC External Power

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
24.ELECTRICAL POWER 2. DC External Power	C	1	0	May be inoperative provided battery.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.24.03)- Inverters

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
24.ELECTRICAL POWER 3. Inverters	C	2	1	One inverter may be inoperative provided: a) Limitations for one autopilot inoperative (item 22-1) are complied with; b) (O) AP2 only is engaged; c) (M) The system is deactivated and secured.

PLACARDING

None required

OPERATING PROCEDURES:

Do not engage AP 1 (Auto Pilot Channel 1). AP 2 only can be engaged. On APMS panel, confirm the OFF caption on AP 1 pushbutton is illuminated.

NOTE:

None required

MAINTENANCE PROCEDURES:

Deactivate the system by pulling the circuit breaker INV # (where # is the ID number of the inoperative system) and consistently setting to OFF the toggleswitch INV #. Secure the system by locking the deactivated circuit breaker with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tagaccordingly

03.25-EQUIPMENT / FURNISHING

AMC1 ORO.MLR.105(d)

(03.25.01)- Passenger Seat Belts and/or Shoulder Harness

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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/ FURNISHINGS **1.** Passenger Seat Belts and/or Shoulder Harness	C	6	0	One or more belt and/or shoulder harness may be inoperative provided the affected seat is blocked and placarded.

PLACARDING
Placard "no seat belt" on the back cushion of seat.

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.25.02)- Co-pilot / Crewmember Shoulder Harness

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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/ FURNISHINGS **2. Co-pilot/Crewmember Shoulder Harness**	B	1	0	May be inoperative provided associated seat is blocked, placarded and not occupied.

PLACARDING

Placard "no seat belt" on the back cushion of seat.

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

(03.25.03)- First Aid Kit

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

CAT.IDE.H.220 / 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/FURNISHINGS 3. First Aid Kit CAT.IDE.H.220	D	1	1	

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.25.04)- Cargo Suspension System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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/FURNISHINGS 4. Cargo Suspension System	-	-	-	Not installed.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.25.05)- Hoist

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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/FURNISHINGS **5.** Hoist	-	-	-	Not installed.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

(03.25.06)- Emergency Locator Transmitter (ELT) (Fixed Automatic Type)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

CAT.IDE.H.280 / 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/FURNISHINGS **6.**Emergency Locator Transmitter (ELT) (Fixed Automatic Type) 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

(03.25.07)- Automatic Deployable Emergency Locator Transmitter (ADELT)

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

CAT.IDE.H.280 / 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/ FURNISHINGS 7. Automatic Deployable Emergency Locator Transmitter (ADELT) CAT.IDE.H.280	-	-	-	Not installed.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

03.26-FIRE PROTECTION

AMC1 ORO.MLR.105(d)

(03.26.01)- Portable Fire Extinguisher

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

CAT.IDE.H.250 / 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
26 FIRE PROTECTION **1.**Portable Fire Extinguisher CAT.IDE.H.250	D	1	1	Any in excess of those required by operating requirements may be inoperative or missing provided: a)The inoperative fire extinguisher is tagged inoperative, disembarked and b)Required distribution is maintained

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

(03.26.02)- Engine Fire Extinguisher System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
26. **FIRE PROTECTION** 2. Engine Fire Extinguisher System	B	2	0	**(M)** May be inoperative provided: (a) The inoperative system is deactivated and secured; (b) CAT A operations are not conducted

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

03.28-FUEL

AMC1 ORO.MLR.105(d)

(03.28.01)- Airframe Fuel Boost Pump

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
28 FUEL 1. Airframe Fuel Boost Pump	B	2	1	May be inoperative provided the following fuels are used:JET A, JET A-1, JP-5, JP-8, R.T.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.28.02)- Fuel Boost Pump Caution system

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
28 FUEL **2.** Fuel Boost Pump Caution system	B	2	0	**(O)** May be inoperative provided the fuel pressure indication are monitored by the flight crew

PLACARDING
None required

OPERATING PROCEDURES:
The flight crew shall monitor fuel pressure indications on EDU2 (in main mode) to ensure the correct operation of the fuel boost pump system.

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

03.29-HYDRAULIC POWER

AMC1 ORO.MLR.105(d)

(03.29.01)- Utility Main and Emergency Caution Lights

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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	
29 HYDRAULIC POWER 1.Utility Main and Emergency Caution Lights (Hydraulic System with Accumulators Group provided with two Accumulators)	C	2	0	**(O)** One or both may be inoperative provided hydraulic utility Main/Emergency pressure indications and/or, as applicable, Utility Emergency pressure indication (item 29-2) are operative and monitored by the flight crew.	

PLACARDING
None required

OPERATING PROCEDURES:
The flight crew shall monitor the Utility Main and Utility Emergency pressure indications on EDU 2 (in aux mode) to ensure the correct operation of the Utility main/emergency hydraulic system.
Note: Utility Main in called "UTIL NORM" on EDU.

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.29.02)- Utility Emergency Pressure Indicator

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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
29. **HYDRAULIC POWER** 2. Utility Emergency Pressure Indicator (Hydraulic System with Accumulators Group provided with two Accumulators)	B	1	0	May be inoperative provided hydraulic utility Emergency caution light (part of item 29-1) is operative

PLACARDING
None required

OPERATING PROCEDURES:
Provide relief for inoperative Transfer pump.

NOTE:
None required

MAINTENANCE PROCEDURES:
Procudure to verify operation of the low fuel caution system

03.30-ICE AND RAIN PROTECTION

AMC1 ORO.MLR.105(d)

(03.30.01)- Pitot Tube Heater

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 ICE AND RAIN PROTECTION 1. Pitot Tube Heater	C	2	0	May be inoperative provided: a) Flight is in VFR day conditions, b) Ambient temperatures are above +4 degrees C (39 degree F), and c) Operation are not conducted in visible moisture.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.30.02)- Windshield Wiper System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 ICE AND RAIN PROTECTION 2.Windshield Wiper System	C	2	0	May be inoperative provided the helicopter is not operated in known or forecast precipitation that requires its use.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

03.31-INDICATING / RECORDING

AMC1 ORO.MLR.105(d)

(03.31.01)- Clock

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

CAT.IDE.H.125 / CS-MMEL / 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
3 1 I N D I C A T I N G RECORDING SYSTEMS 1. Clock **CAT.IDE.H.125**	C	1	0	May be inoperative provided an accurate timepiece is operative on the flight deck indicating the time in hours, minutes and seconds.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.31.02)- Flight Data Recorder (Combined CVR/FDR)

CAT.IDE.H.190 / 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
31. **INDICATING RECORDING SYSTEMS** 2. Flight Data Recorder (Combined CVR/FDR) CAT.IDE.H.185, 190	-	-	-	Not Installed

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

03.32-LANDING GEAR

AMC1 ORO.MLR.105(d)

(03.32.01)- Landing Gear Extension / Retraction System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
32 LANDING GEAR 1. Landing Gear Extension/ Retraction System	C	1	0	(**M)** May be inoperative provided: a) Landing gear handle is secured in the down position, b) RFM limitations and performance corrections for Fixed Landing Gear Kit are complied with.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s).
Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.
Use the landing gear control level locking device (P/N 109-0504-39-107)

(03.32.02)- Landing Gear position Indicating system

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
32. LANDING GEAR 2.**Landing Gear position indicating System**	B	1	0	(**M)** May be inoperative provided: a)Landing gear handle is secured in the down position, b)RFM limitations and performance corrections for Fixed Landing Gear Kit are complied with.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.

(03.32.03)- Landing Gear Up Caution System altimeter) (Audio / Voice, Visual)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
32. **LANDING GEAR** 3.Landing Gear gear up caution System altimeter (audio/ voice visual)	C	1	0	(**M)** May be inoperative provided: a)Landing gear handle is secured in the down position, b)RFM limitations and performance corrections for Fixed Landing Gear Kit are complied with.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.

(03.32.04)- Landing Gear Emergency Extension system

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
32 LANDING GEAR **4.** Landing Gear Emergency Extension System	C	1	0	(**M)** May be inoperative provided: a)Landing gear handle is secured in the down position, b)RFM limitations and performance corrections for Fixed Landing Gear Kit are complied with.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.

(03.32.05)- Nose Wheel Lock

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
32 LANDING GEAR 5. Nose Wheel Lock	A	1	0	(**M)** May be inoperative provided: a)Dispatch is not allowed from a station where repair is possible; b)Only one flight or series of flights necessary to reach the repair station are allowed; c)Landing place is flat d)Snow skis or Slump Protection Pad are not installed; e)Taxing and rolling landing are not allowed.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

03.33-LIGHTING

AMC1 ORO.MLR.105(d)

(03.33.01)- Position Light System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

CAT.IDE.H.115 / 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 LIGHTS 1. Position Light System CAT.IDE.H.115	C	1	0	May be inoperative for day operations.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.02)- Anti-Collision Light System

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

CAT.IDE.H.115 / 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 LIGHTS 2. Anti-Collision Light System CAT.IDE.H.115	B	1	0	May be inoperative for day operations.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.03)- Landing Lights

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 LIGHTS 3.Landing Lights	C	1	0	May be inoperative for day operations.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.04)- Cockpit Instrument Lighting System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 LIGHTS 4. Cockpit Instrument Lighting System	C	1	0	Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

(03.33.05)- Overhead Map Lights

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 LIGHTS 5. Overhead Map Lights	C C	2 2	1 0	 May be inoperative for day operations.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.06)- Passenger Notice System (Fasten Seat Belt / No Smoking)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 LIGHTS **6. Passenger Notice System (Fasten Seat Belt-No) Smoking)**	B	1	0	May be inoperative provided a) Passenger are not carried. OR (O) b) Alternate procedures are used for passenger notification OR c) Puplic address system is installed and operative.

PLACARDING

None required

OPERATING PROCEDURES:

The pilot is responsible to notify the passengers when seat belts shall be fastened and when smoking is prohibited. This briefing may be provided orally and the pilot is responsible to make sure that all passengers can hear the notification.

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

(03.33.07)- Strobe Light System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 LIGHTS 7. Strobe Light system CAT IDE H.115	C	1	0	May be inoperative for day operations.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.08)- Cabin Lighting System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 LIGHTS 8.Cabin Lighting system	C	1	0	May be inoperative For day Operations.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.09)- Flood Lights

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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 LIGHTS 9. Flood Lights	-	-	-	Not installed

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.10)- Taxi Lights

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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. **LIGHTS** 10. Taxi Light	C	1	0	May be inoperative for VFR day Operations.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.33.11)- Searchlight

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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. **LIGHTS** **11. Search Light**	C	1	0	**(M)** May be inoperative for VFR day operations provided the system is deactivated and secured.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

03.34-NAVIGATION

AMC1 ORO.MLR.105(d)

(03.34.01)- Slip-Skid Indicator

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
34 NAVIGATION 1. Slip-Skid Indicator	B	2	1	Co-pilot's may be inoperative

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.02)- Outside Air Temperature (OAT) sensor

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
34 NAVIGATION **2.** Outside Air Temperature (OAT) sensor	C	2	1	
	C	2	0	May be inoperative provided: a) CAT A operation are not conducted; b) Another air temperature indication is available that is convertible to OAT.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.03)- Navigation Systems (VOR, ILS, ADF, GPS Long Range, etc.)

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

AMC2 CAT.IDE.H.345 / 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	
34 NAVIGATION 3.Navigation Systems(VOR, ILS, ADF, GPS Long Range, etc.) CAT IDE H.345	C	2	1	**(O)** May be inoperative provided: (a) The navigation systems required for each segment of the intended flight route are operative, and (b) Alternate procedures are established and used, where applicable. Two GPS receivers are required to be operative to plan any IFR approach procedures and to operate any PBN Specification, both based on GNSS	

PLACARDING
None required

OPERATING PROCEDURES:
To give alternate procedures in case existing operational procedures are affected.

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

03.34.04-Transponder

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

CAT.IDE.H.350 / AMC1 ORO.MLR.105(d)

(03.34.04.01)- Transponder (Mode A/C/S)

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

AMC1 CAT.IDE.H.350

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** 4-1 Transponder (Mode A/C/S) CAT IDE H.350	D	1	0	One may be inoperative when not required for the intended flight route

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.04.02)- Transponder (ADS-B Out)

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

AMC1 CAT.IDE.H.350

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** 4-2 Transponder (ADS-B Out) CAT IDE H.350	-	-	-	Not Installed

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.05)- Radio Altimeter System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

CAT.IDE.H.145 / CS-MMEL / SHT-MMEL/MEL / 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
34. **NAVIGATION** 5.Radio Altimeter System CAT IDE H.145	A	1	0	(O) May be inoperative provided: (a) No more than 6 hours shall be flown over water since the radio altimeter was found to be inoperative, (b) A maximum of 24 hours have elapsed since the radio altimeter was found to be inoperative, (c)The aircraft shall not fly overwater at an altitude of less than 500 feet except for take-off and landing, and (d) The helicopter shall not descend below 500 feet on approach to landing overwater unless the landing site is clearly visible to the pilot

PLACARDING

None required

OPERATING PROCEDURES:

Flight crew shall not descend below 500 feet over water except for take-off and landing.

MAINTENANCE PROCEDURES:

None required

(03.34.06)- Electronic Stanby Indicating System (ESIS)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
34 NAVIGATION 6. **Electronic Stanby Indicating System** (ESIS)	C	1	0	May be inoperative provided a) VFR operations only are conducted, b) Maximum airspeed in normal flight =VNE (OEI/Power-OFF), c) Maximum airspeed in moderate to high turbulence=115 KIAS, d) Low speed controllability limited to 30 kts for all azimuths, e) Below 500 ft AGL or in moderate to high turbulence environment, the helicopter must be operated manuaaly, f) Above 500 ft AGL, the helicopter must be operated attentive , g) CAT A Backup Procedure for Take Off is not allowed, and h) AFCS Upper Modes and Flight Director Modes are not used unless conducting an approach, Missed approach, transition to/from the hover or hover.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None require

(03.34.07)- DME

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

CAT.IDE.H.345 / CS-MMEL / 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	
34. **NAVIGATION** 7.DME CAT IDE H.345	C	1	0	(O) May be inoperative provided: (a) The navigation systems required for each segment of the intended flight route are operative, and (b) Alternate procedures are established and used, where applicable.	

PLACARDING

None required

OPERATING PROCEDURES:

To give alternate procedures in case existing operational procedures are affected.

MAINTENANCE PROCEDURES:

None required

(03.34.08)- Stormscope

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
34. **NAVIGATION** **8. Stormscope**	-	-	-	Not installed.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.09)- Weather Radar System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
34. **NAVIGATION** 9. Weather Radar System	-	-	-	Not installed.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.10)- Marker Beacon (MB)

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

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
34. **NAVIGATION** **10.Marker Beacon (MB)**	C	2	0	May be in operative provided navigation is not predicated on its use

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.11)- Digital Map Generator (DMG)

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

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
34. **NAVIGATION** **11.Digital Map Generator (DMG)**	C	1	0	May be inoperative provided procedures do not require **use** of inoperative systems.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.12)- Traffic Alert / Advisory System (TAS)

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
34. **NAVIGATION** 12.Traffic Alert / Advisory System (TAS)	C	1	0	May be inoperative provided procedures do not require **use** of inoperative systems.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.34.13)- Electronic Flight Instrument System (EFIS)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
34. **NAVIGATION** 13. **Electronic Flight Instrument systems (EFIS)**	C	4	2	**(M)** Co-pilot's may be inoperative for single pilot operations. Secure without removal.

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.34.14)- Attitude and Heading Reference System (AHRS)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
34. **NAVIGATION** 14. Attitude and Heading Reference System (AHRS)	C	2	1	**(M)** One AHRS may be inoperative provided: a) Limitations for one autopilot (item 22-1) are complied with; b) Electronic Standby Indicating System (item34-11) is operative; c) The system is deactivated and secured.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breakers (where # is the ID number of the inoperative system):
- AHRS # PRIM
- AHRS # SEC

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly

(03.34.15)- Direction Finder

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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
34. **NAVIGATION** 15. Direction Finder	-	-	-	Not Installed

PLACARDING

None required

OPERATING PROCEDURES:

None required

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

03.52-DOORS

AMC1 ORO.MLR.105(d)

(03.52.01)- External Power Door Caution Light

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
52 DOORS 1. **External Power Door Caution Light**	C	1	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.52.02)- Door Caution System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
52 DOORS **2. Door Caution System**	C	1	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.52.03)- Baggage Door Caution System

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
52 DOORS **3. Baggage Door Caution System**	C	1	0	May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
None required

(03.52.04)- Passenger Electrical Step Bar (left and/or right)

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
52 DOORS 4. Passenger Electrical Step Bar (left and/or right	B	1	0	**(M)** May be inoperative provided the system is deactivated and secured.

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the circuit breaker STEP # (where # is RH or LH, depending on the inoperative system). Secure the system by locking the deactivated circuit breaker with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

03.63-MAIN ROTOR DRIVE

AMC1 ORO.MLR.105(d)

(03.63.01)- Rotor Brake System

Revizyon No: 4 Revizyon Tarihi: 24.02.2020

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
63 MAIN ROTOR DRIVE **1.** Rotor Brake System	C	1	0	**(M)** May be inoperative provided : a) Maintenance inspection determines Rotor Disk is free and b) System is deactivated and secured .

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Get access to the accumulators installed in the nose landing gear bay and discharge the accumulators by pressing relevant red buttons.
Caution: the discharge of accumulators causes loss of parking brakes.
Suitable measures (wheel chocks) should be taken to ensure helicopter will not move.

Get access to the rotor brake body on the rear side of the main transmission and:
- Disconnect and remove the flexible hose which connects the brake body to the hydraulic circuit;
- Seal the hydraulic port on the brake body and the fitting on the hydraulic line with two metallic caps (P/N AN929-4D or equivalent);
- Check that the calliper is not connected to the disc.

Deactivate the Rotor Brake System by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers
with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag acccordingly

03.67-ROTOR FLIGHT CONTROLS

AMC1 ORO.MLR.105(d)

03.67.01-FTR Pushbutton

AMC1 ORO.MLR.105(d)

(03.67.01.01)- FTR Pushbutton on Pedals

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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	
6 7 ROTOR FLIGHT CONTROLS 1. 1 FTR Pushbutton on Pedals	B	1	0	**(O)** May be inoperative for VFR provided the C/Y TRIM pushbutton on APMS is operative and selected OFF.	

PLACARDING
None required

OPERATING PROCEDURES:
Do not engage the C/Y TRIM function. On APMS panel, confirm the OFF caption on C/Y TRIM pushbutton is illuminated.

NOTE:
Fly manually with hands on collective stick and feet on pedals.

MAINTENANCE PROCEDURES:
None required

(03.67.01.02)- FTR Pushbutton on Collective Stick

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
67 ROTOR FLIGHT CONTROLS 1. 2 FTR Pushbutton on Collective stick	B	1	0	**(O)** May be inoperative for VFR provided the C/Y TRIM pushbutton on APMS is operative and selected OFF.

PLACARDING

None required

OPERATING PROCEDURES:

Do not engage the C/Y TRIM function. On APMS panel, confirm the OFF caption on C/Y TRIM pushbutton is illuminated.

NOTE:

Fly manually with hands on collective stick and feet on pedals.

MAINTENANCE PROCEDURES:

None required

(03.67.01.03)- FTR Pushbutton on Cyclic Stick

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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
6 7 ROTOR FLIGHT CONTROLS 1. 3 FTR Pushbutton on Cyclic stick	B	1	0	**(O)** May be inoperative for VFR provided the P/R TRIM pushbutton on APMS is operative and selected OFF.

PLACARDING
None required

OPERATING PROCEDURES:
Do not engage the P/R TRIM function. On APMS panel, confirm the OFF caption on P/R TRIM pushbutton is illuminated.

NOTE:
Fly manually with hands on collective stick and feet on pedals.

MAINTENANCE PROCEDURES:
None required

(03.67.02)- AP Disconnect Push Button on Cyclic Stick

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
67 ROTOR FLIGHT CONTROLS 2. AP Disconnect Push Button on Cyclic Stick	C	1	0	**(M)** May be inoperative provided a) Limitations for two autopilot inoperative (item 22-1) are complied with; b) The AFCS is deactivated and secured

PLACARDING

None required

OPERATING PROCEDURES:

Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

NOTE:

None required

MAINTENANCE PROCEDURES:

None required

03.67.03-Beep Trim Switch

AMC1 ORO.MLR.105(d)

(03.67.03.01)- Beep Trim Switch on Cyclic Stick

Revizyon No: 3 Revizyon Tarihi: 12.02.2018

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
67 ROTOR FLIGHT CONTROLS 3.1. Beep Trim Switch on Cyclic Stick	C	1	0	**(M)** May be inoperative provided a) Limitations for two autopilot inoperative (item 22-1) are complied with; b) The AFCS is deactivated and secured

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

(03.67.03.02)- Beep Trim Switch on Collective Stick

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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
67 ROTOR FLIGHT CONTROLS 3.2 Beep Trim Switch on Collective Stick	C	1	0	**(M)** May be inoperative provided a) Limitations for two autopilot inoperative (item 22-1) are complied with; b) The AFCS is deactivated and secured

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breakers:
- FCC CH1 PRIM
- FCC CH1 SEC
- FCC CH1
- FCC CH2 PRIM
- FCC CH2 SEC
- FCC CH2

Secure the system by locking all the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

03.97-IMAGE RECORDING

AMC1 ORO.MLR.105(d)

(03.97.01)- EVS Camera

Revizyon No: 5 Revizyon Tarihi: 10.08.2022

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
97 IMAGE RECORDING 1. EVS Camera	D	1	0	**(M)** May be inoperative provided that the item is deactivated and secured

PLACARDING
None required

OPERATING PROCEDURES:
None required

NOTE:
None required

MAINTENANCE PROCEDURES:
Deactivate the system by pulling the following circuit breaker EVS. Secure the system by locking the deactivated circuit breakers with lock-out rings AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.