KAAN HAVACILIK SANAYİ VE TİC. A.Ş.

El Kitabı : MINIMUM EQUIPMENT LİST (MEL)(LEONARDO AW139)
Revizyon No : 17
Revizyon Tarihi : 08.09.2023

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 : 08.09.2023

Revision No : 17

TYPE(S) OF AIRCRAFT
Leonardo / AW139

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

Approved By:

Musa ARDOĞAN
Act. Head Of Airworthiness Department

Approved By:

Ayhan ERDOĞAN
Head Of Flight Operations Department

Approval Date
20/11/2023

e-İmzalıdır

T.C. ULAŞTIRMA VE ALTYAPI BAKANLIĞI

Doğrulama Linki : https://personel.shgm.gov.tr/Dogrula.aspx?1N3T4M5T0V4

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REVISION HIGHLIGHTS

Revision No:6
Revised MMEL, Changed new template, New helicopter (TC-HKI) will join to fleet.

Revision No:7
Changes according to TC-HKU converted OFFSHORE configuration.

Revision No:8
TC-HEE out of fleet and TC-HKT in to fleet and name of Flight Ops Mng accordingly changings at sections; 01.03, 01.04, 02.01, 02.08, 02.09, 02.10.02, 03.18.01, 03.21.04, 03.23.02, 03.23.07, 03.25.01-02-03, -06, 07, 09,10, 03.31.05, 03.33.02, a, -08, 09, 11, 03.34.02, 07, 17, a, b, 18, b.

Revision No:9
03.34.05 ; Weather Radar System repair category has changed to "D" according to MMEL.

Revision No:10
01.03, 01.04, 02.01, 03.25.06, 03.25.07, 03.33.09 TC-HVK added to fleet and changed offshore equipment items.

Revision No:11
TC-HKI out of fleet iaw De-registration, revised pages:
01.03 Log of Revisions, 01.04 List of Holders, 02.01 Introduction, 02.09 Contact Addresses, 02.10.02 Guidelines for (M) procedures, 03.21.04 Air Conditioning System (Cockpit and Cabin), 03.25.06 Automatically Deployable Emergency Locator Transmitter (ADELT), 03.25.07 Life-rafts and ELT for Extended Overwater Flights, 03.31.05 HUMS (Health Usage and Monitoring System) sensors, 03.33.02a Landing Lights, 03.33.08 Helicopter Emergency Egress Lighting System (HEELS), 03.33.09 Anti-Collision / Strobe Lights, 03.34.07 Traffic Collision Avoidance System, 03.34.17 TCAS II, 03.34.18 GPS (H/C with single standard and single WAAS), 03.34.18b GPS (H/C with double SBAS with Fix).

Revision No:12
According to MMEL Rev-7 revision and Flight Ops Manager added signature page, Revised Pages:
01.03 Log of Revisions, 02.01 Introduction, 02.08.01 Revision System for MEL, 02.10.01 Guidelines for (O) procedures, 02.10.02 Guidelines for (M) procedures, 03.23.01 Intercom System, 03.24.01 Starter/Generator (electrical power generation Function), 03.26.02 Portable Fire Extinguisher, 03.28.04 Cross Feed Valve (failed OPEN), 03.29.02 Utility Hydraulic Circuit Normal (No.2) Emergency (No.1), 03.31.04 Fifth Display (centre display), 03.32.03 Retraction System, 03.33.01 Navigation/Position Lights, 03.33.09 Anti-Collision / Strobe Lights, 03.34.18 GPS (H/C with single standard or single SBAS not LPV compatible or single SBAS LPV compatible), 03.34.18a GPS (H/C with double standard or double SBAS not LPV compatible), 03.34.18b GPS (H/C with double SBAS LPV compatible), 03.71.03 Engine Air Particle Separator (EAPS) SOVs

Revision No:13
01.03 Log of Revisions, 03.33.03 Standard Secondary Landing Light (Searchlight); added TC-HKT registration

Revision No:14
EFB related revisions:
01.03 Log of Revisions, 01.05 List of Abbreviations, 01.08 ATA Chapter List, 02.08.01 Revision System for MEL, 02.09 Contact Addresses, 02.10.01 Guidelines for (O) procedures, 03.46.01 Electronic Flight Bag (EFB) Systems

Revision No:15
Related to TC-HKB's entering to fleet;

01.03 Log of Revisions, 02.01 Introduction, 03.25.06 Automatically Deployable Emergency Locator Transmitter (ADELT), 03.25.07 Life-rafts and ELT for Extended Overwater Flights, 03.31.05 HUMS (Health Usage and Monitoring System) sensors, 03.33.02 Landing Lights System, 03.33.03 Standard Secondary Landing Light (Searchlight), 03.33.08 Helicopter Emergency Egress Lighting System (HEELS), 03.33.09 Anti-Collision / Strobe Lights, 03.34.07 Traffic Collision Avoidance System, 03.34.18 GPS (H/C with single standard or single SBAS not LPV compatible or single SBAS LPV, 03.46.01 Electronic Flight Bag (EFB) Systems

Revision No:16

In accordance with; TC-HVK out, TC-HZG entering to fleet:

01.03 Log of Revisions, 02.01 Introduction, 02.05 Rectification Intervals and Extensions, 03.18.02 AVCS (Circular), 03.21.01 Cockpit Ventilation Flapper Valve, 03.21.02 Cockpit Ventilation Fan, 03.21.03 Cabin Ventilation Flapper Valve, 03.21.04 Air Conditioning System (Cockpit and Cabin), 03.21.05 Heater Bleed Air Shut-off Valve, 03.21.06 Heater Temperature Control Valve, 03.21.07 Heater Overheat Thermal Switch, 03.21.08 Rear Avionic Bays fans, 03.21.09 Heating system (HEATER FAIL caution displayed), 03.21.10 Vent system (VENT FAIL caution displayed), 03.21.11 Air conditioning system (AFT COND FAIL and/or FWD COND FAIL caution displayed), 03.21.12 Temperature Control Valve (jet Pump) failed open, (HEATER FAIL caution Displayed), 03.21.13 Temperature sensor/switch (HEATER FAIL caution Displayed), 03.21.14 Cockpit Fresh Air valves (VENT FAIL displayed), 03.21.15 Cabin Fresh Air valve (VENT FAIL displayed), 03.21.15a Cabin air conditioning Fresh Air valve, 03.21.16 Cabin zone Temperature sensor (AFT COND FAIL displayed), 03.21.17 Cockpit evaporator Fan (VENT FAIL displayed), 03.21.17a Pressure Transducer Evaporator Fan (FWD or AFT COND FAIL), 03.21.18 Cabin evaporator FAN (VENT FAIL displayed), 03.21.19 Dual compressor pack (FWD or/and AFT COND FAIL), 03.21.20 Condenser fan (FWD o AFT or AFT/FWD COND Fail displayed), 03.21.21 Heater Bleed Air Shutoff Valve, 03.21.22 Heating trim Valve HEATER FAIL caution display (dual zone Kit only), 03.21.23 Controller (HEAT FAIL/ FWD-AFT COND FAIL /VENT FAIL), 03.22.03a Standby Attitude Indicator, 03.23.03 Communications System (FM, HF, UHF), 03.23.05 Polycon intercom system, 03.23.06 Cockpit Headset , 03.23.07 Cabin Headset, 03.23.08 External Loudspeakers, 03.25.01 Passenger Seat, 03.25.02 Emergency Locator Transmitter (ELT), 03.25.06 Automatically Deployable Emergency Locator Transmitter (ADELT), 03.25.07 Life-rafts and ELT for Extended Overwater Flights, 03.25.09 Lifejackets, 03.28.04a Cross Feed Valve (failed CLOSED), 03.30.04 Ice detector (standalone Kit), 03.31.04 Fifth Display (centre display), 03.31.05 HUMS (Health Usage and Monitoring System) sensors, 03.33.02a Landing Lights, 03.33.03 Standard Secondary Landing Light (Searchlight), 03.33.04 Step Lights, 03.33.08 Helicopter Emergency Egress Lighting System (HEELS), 03.33.09 Anti-Collision / Strobe Lights, 03.34.01 Navigation System (VOR, ILS, ADF, DME), 03.34.04 Transponder(s), 03.34.08 Moving Map Display, 03.34.17 TCAS II , 03.34.18 GPS (H/C with single standard or single SBAS not LPV compatible or single SBAS LPV compatible), 03.34.18b GPS (H/C with double SBAS LPV compatible), 03.46.01 Electronic Flight Bag (EFB) Systems, 03.97.01 EVS camera

Revision No:17

Related to MMEL Rev-8 (J) dated 11.07.2023;

01.03 Log of Revisions, 01.05 List of Abbreviations, 01.07 Definitions, 02.01 Introduction, 02.10.01 Guidelines for (O) Procedures, 02.10.02 Guidelines for (M) Procedures, 03.22.01 Autopilot, 03.22.02 Trim Actuators, 03.23.05 Polycon Intercom System, 03.29.01 No.2 Circuit (RH), Hydraulic Pumps 2 / 4 , 03.31.03a Displays, 03.33.05 Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System, 03.33.14 Main Rotor Light System, 03.33.15 Tail Rotor Light System, 03.34.08 Moving Map Display, 03.34.13 Flight Management System (FMS) Database, 03.34.15 Flux Valve, 03.52.01 Cockpit / Cabin / Door Warning Systems [CABIN DOOR / COCKPIT DOOR caution illuminate] , 03.52.02 Baggage Bay / External Power / Door Warning Systems [BAG DOOR / EXT PWR DOOR caution illuminate] , 03.71.04 Inlet Barrier Filter (IBF) By-Pass Door, 03.93.03 FLIR System, 03.93.04 Video Converter, 03.97.01 EVS Camera, 03.97.02 Video Recorder, 03.97.03 External Video Camera (Fin)

KAAN AIR

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(01.01)- Title Page

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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.

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(01.03)- Log of Revisions

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REV. NO	DATE	PAGE NUMBERS	REVISED
0	24.06.2013	All Pages, First Issue, TC-HEE	C.ELMAS
1	24.10.2013	2; 3; 5; 6; 8; 9; 10; 18, Entered TC-HKU to the entity of company	C.ELMAS
2	06.02.2014	2; 3; 5; 6; 8; 9; 10; 18, Entered TC-HRK to the entity of company	C.ELMAS
3	28.04.2014	2; 3; 5; 6; 8; 9, 10; 18, Remove TC-HRK from the entity of company	C.ELMAS
4	22.02.2016	2; 3; 5; 6; 8; 18; 23; 24; 48; 52; 56; 60; 73; 75-78, Entered TC-HMR to the entity of company (TC-HMR).	K.ERDOĞAN G.AÇIKGÖZ
5	07.11.2017	2, 3, 5, 6, 8, 9, 18, 23, 24, 52, 56, 75, 77, 78, TC-HMR removed from the entity of company.	K.ERDOĞAN G.AÇIKGÖZ
5 elect	05.03.2018	All Pages, Transferred TR DGCA's electronic portal	K.ERDOĞAN G.AÇIKGÖZ
6	05.10.2018	Refer to Revision Highlights section	K.ERDOĞAN G.AÇIKGÖZ
7	06.11.2018	" "	K.ERDOĞAN G.AÇIKGÖZ
8	19.02.2019	" "	K.ERDOĞAN G.AÇIKGÖZ
9	12.04.2019	" "	K.ERDOĞAN G.AÇIKGÖZ
10	02.07.2019	" "	K.ERDOĞAN G.AÇIKGÖZ
11	11.11.2019	" "	K.ERDOĞAN G.AÇIKGÖZ
12	24.02.2020	" "	K.ERDOĞAN G.AÇIKGÖZ
13	13.05.2020	" "	K.ERDOĞAN G.AÇIKGÖZ
14	15.08.2022	" " (EFB related)	K.ERDOĞAN C.PEKDEMİR S.E.CANBAZGİL
15	08.12.2022	" " (TC-HKB entering to fleet)	C.PEKDEMİR G.AÇIKGÖZ
16	03.05.2023	" " (TC-HVK out and TC-HZG entering to fleet)	C.PEKDEMİR G.AÇIKGÖZ
17	08.09.2023	" "	C.PEKDEMİR G.AÇIKGÖZ

(01.04)- List of Holders

Revizyon No: 11 Revizyon Tarihi: 11.11.2019

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

(01.05)- List of Abbreviations

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ADI Attitude and Direction Indicator
ADF Automatic Direction Finder
AFCS Automatic Flight Control System
AVCS Active Vibration Control System
AP Autopilot
ATA Air Transport Association
CVR Cockpit Voice Recorder
DCU Data Collection Unit
DEGR Degraded
DME Distance Measuring Equipment
EAPS Engine Air Particle Separator
EASA European Aviation Safety Agency
EFB Electronic Flight Bag
ELT Emergency Locator Transmitter
EGPWS Enhanced Ground Proximity Warning System
EPAC Engine Power Assurance Check
ER Extended Range
FD Flight Director
FDR Flight Data Recorder
FM Frequency Modulation
FMS Flight Management System
GPS Global Positioning System
GPU Ground Power Unit
HEELS Helicopter Emergency Egress Lighting System
HF High Frequency
IBF Inlet Barrier Filter
IFR Instrument Flight Rules
ILS Instrument Landing System
IMC Instrumental Meteorological Conditions
IPS Ice Protection System
JAA Joint Aviation Authorities
JAR Joint Aviation Requirements
L/G Landing Gear
MCDU Multi-Function Control Display Unit
MEL Minimum Equipment List
MFD Multifunction Flight Display
MMEL Master Minimum Equipment List
MR Main Rotor
OAT Outside Air Temperature
OEB Operational Evaluation Board
PA Passenger Address
RH Right Hand
RFM Rotorcraft Flight Manual
S.p.A. Società per Azioni
TR Tail Rotor
UHF Ultra High Frequency
UTC Universal Coordinated Time
VFR Visual Flight Rules
VMC Visual Meteorological Conditions

VHF Very High Frequency
VOR VHF Omni-directional Range
WSHLD Windshield

(01.06)- List of Effective Pages

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(01.07)- Definitions

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ORO.MLR.105

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

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed in Column 2.
b. "Rectification Intervals" (Column 2) all users of this MMEL must affect repairs of inoperative systems or components deferred in accordance with the MMEL at or prior to the repair times established by this Column. Further details follow in this section at item 22.
c. "Number Installed" (Column 3) 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) a number is not required.
d. "Number Required for Dispatch" (Column 4) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 5 are met.

NOTE: Where the MMEL shows a variable number required for dispatch, the MEL must reflect the actual number required for dispatch or an alternate means of configuration control approved by the competent Authority.

e. "Remarks or Exceptions" (Column 5) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.
f. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

2. " Rotorcraft Flight Manual" (RFM) is the document required for type certification and approved by the responsible Certification Authority. The approved RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
3. "As required by operating requirements". The associated item must comply with JAR-OPS 3 or any other legislation in force during the flight. Operators should refer to JAR-OPS 3 MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAROPS 3, subparts K and L. The rectification intervals (indicated in column 2) and the number required for dispatch (indicated in column 4) are applicable only when the associated item is not required by operating requirements.
4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

5. "-" symbol in Column 3 and/or Column 4 indicates a variable number (quantity) of the item installed.
6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
7. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.
8. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the engine(s) (induction).
9. Alphabetical symbol in Column 5 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.
10. "Inoperative" means a system and/or components malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).
11. "Notes:" in Column 5 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.
12. Inoperative components of an inoperative system. Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).
13. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel; however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance

procedures, regardless of who performs them, is the responsibility
of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.
14. "(O)" symbol indicates a requirement for a specific operations procedure which must be accomplished in planning for and/or operating with the listed item inoperative. Normally these procedures are accomplished by the flight crew; however, other personnel may be qualified and authorized to perform certain functions. The satisfactory accomplishment of all procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as a part of the operator's manual or MEL.

NOTE: The (M) and (O) symbols are required in the operator's MEL.

15. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.
16. "Visual Flight Rules" (VFR) is as defined in ICAO Annex II "Rules of the Air". This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.
17. "Visual Meteorological Conditions" (VMC) are meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than the minima specified in ICAO Annex II "Rules of the Air". This does not preclude operating under Instrument Flight Rules.
18. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, rain, sleet, hail, or snow.
19. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.
20."Extended Overwater Flight": Refer to JAR-OPS 3 Subpart K for definition.
21. Repair Intervals. All users of an approved MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

a. **Category A**. No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks or Exceptions column (5) of the MMEL. Where a time period is specified in calendar days it shall start at 00:01 on the calendar day following the day of discovery.
b. **Category B**. Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.
c. **Category C**. Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.
d. **Category D**. Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

Subject to the approval of the Authority, the operator may use a procedure for the extension of the applicable Rectification Intervals B, C and D, for the same duration as specified in the MEL in accordance with JAR-MMEL/MEL.081.

22. " *** " 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 provides authority to install or remove an item from an aircraft.
23. "Excess Items" means those items that have been installed that are redundant to the requirements of the operating requirements.
24. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."
25. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.
26. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.

27. [Deleted]

Non-Safety Related Optional Equipment
As per GM1 ORO.MLR.105, non-safety related equipment, such as entertainment systems or additional cabin ICS panels, installed for passenger convenience, need not be listed in this MMEL and need not be listed in an operator's MEL, except where they serve a second function (e.g. movie equipment being used for cabin safety briefings), or is part of another aircraft system (e.g. the electrical system).

In such cases, procedures must be developed by the Operators and included in the MEL for operational contingency and/or deactivating and securing the equipment in case of malfunction. The rectification interval will be dependent on the secondary function of the item and the extent of its effect on other systems.

Operators shall establish an effective decision making process for failures that are not listed to determine if they are related to

airworthiness and required for safe operation.

(01.08)- ATA Chapter List

Revizyon No: 14 Revizyon Tarihi: 15.08.2022

AMC1 ORO.MLR.105(d)

ATA CHAPTER	TITLE
18	Vibration and Noise
21	Cockpit and Cabin Ventilation
22	Auto Flight
23	Communications
24	Electrical Power
25	Equipment /Furnishing
26	Fire Protection
28	Fuel System
29	Hydraulic Power
30	Ice And Rain Protection
31	Indicating/Recording
32	Landing Gear
33	Lighting
34	Navigation
44	Cabin System
46	Information Systems
52	Doors
56	Windows
63	Main Rotor Drive
71	Engine
93	Surveillence
97	Image Recording

TABLE OF CONTENTS

02-PREAMBLE

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

(02.01)- Introduction

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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

Kaan Havacılık Sanayi ve Ticaret A.Ş Leonardo AW 139 Minimum Equipment List is in compliance with;

Master Minimum Equipment List,
Revision 8 (J) dated **11.07.2023** **issued by LEONARDO Helicopters approved by EASA**

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

This MEL is applicable to Kaan Havacılık Sanayi ve Ticaret A.Ş's aircraft with following registration marks:

TC-HKU - LEONARDO AW139 - S/N: 41016
TC-HKT - LEONARDO AW139 - S/N: 31070
TC-HKB - LEONARDO AW139 - S/N: 41005
TC-HZG - LEONARDO AW139 - S/N: 31725

This MEL takes into consideration Kaan Havacılık Sanayi ve Ticaret A.Ş particular aircraft equipment, configuration and operational conditions, routes being flown and requirements set by the 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 aircraft 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: 5 Revizyon Tarihi: 05.03.2018

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: 5 Revizyon Tarihi: 05.03.2018

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

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

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

The MEL cannot take into account all multiple unserviceabilities. therefore, before dispatching an airplane with multiple mel items inoperative, it must be assured that any interface or inter-relationship between inoperative items will not result in degradation in the level of safety and/or an undue increase in crew workload. ıt 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: 5 Revizyon Tarihi: 05.03.2018

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

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

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

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

maintenance procedure.

- The relevant operational and maintenance procedures are contained in the AFM, Operations Manual, AMM, MME/CAME.

(02.05)- Rectification Intervals and Extensions

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

AMC1 ORO.MLR.105(f) / GM1 ORO.MLR.105(e);(f) / GM1 ORO.MLR.105(f) / CS-MMEL

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 by Appendix 1 SHT-MMEL/MEL EK-7 RIE "Rectification Interval Extension" Form (FR.105), as soon as possible **but not later than 1 month** from extension date of rectification interval, and,
- Rectification is accomplished at the earliest opportunity.

(02.06)- Special / Ferry Flights

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

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

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

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

(02.07)- Manual Arrangement

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

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

- The part 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: 8 Revizyon Tarihi: 19.02.2019

AMC1 ORO.MLR.105(c)

Alterations and/or other changes in the manual shall be amended under responsibility of Compliance Monitoring Manager with co-ordination of the Flight Operations Manager and the Maintenance Manager An assigned pilot. The Compliance Monitoring Manager is

responsible for its contents. and for keeping the Instructions and information up-to date. He shall supply the Turkish DGCA with intended Amendments and revisions in advance of the effective date for approval.

After DGCA approval, the changed or added pages shall be inserted in the manual by means of a revision and copy shall be sent to the owners of the manual duplicates as mentioned in the List of Holders.

Each MEL holder and technical and operational 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: 14 Revizyon Tarihi: 15.08.2022

AMC1 ORO.MLR.105(c)

When a MMEL revision for the aircarft 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: 14 Revizyon Tarihi: 15.08.2022

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

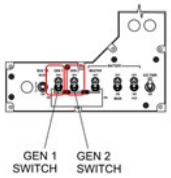
Revizyon No: 17 Revizyon Tarihi: 08.09.2023

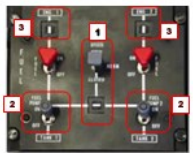
AMC1 ORO.MLR.105(g) / GM1 ORO.MLR.105(g) / AMC1 ORO.MLR.105(h)

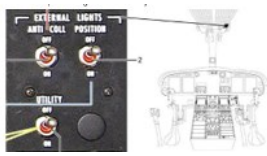
The MMEL has identified the need for certain procedures to provide an adequate level of safety while providing relief for some items. Examples of appropriate procedures are identified below as a guideline for the operator to establish his own MEL procedures.

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.

ITEM	Operation Procedure	
ATA 21 item 5	**(O) Heater bleed air shut-off valve** With engines running, verify SOV 1 and SOV 2 switches on the ECS Control Panel are set to CLOSE. Set the HTR control knob on the ECS Control Panel to AUTO position and increase temperature using the TEMP CONTR knob. Verify the system does not provide hot air.	
ATA 21 item 9	**(O) Heating System** The pilot must set on the ECS control panel: 1. the SOV switches to CLOSE position 2. the HEAT/COND control Knob on VENT or RAM ONLY position. Prior to take-off the pilot must verify the correct operation of the side windows and set the FAN speed by the FAN CREW/PAX switches as required.	
ATA 21 item 10	**(O) Vent System** The pilot must set the HEAT/COND control Knob of the ECS control Panel on RAM ONLY position and set the FAN speed by the FAN CREW/PAX switches as required. Prior to take-off the pilot must verify the correct operation of the side windows.	
ATA 21 item 11	**(O) Air conditioning system** The pilot must set the HEAT/COND control knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position and move the Temp Setting switches as required.	
ATA 21 item 12	**(O) Temperature Control Valve (Jet Pump)** Refer to Item 21-9	
ATA 21 item 13	**(O) Temperature sensor/switch** Refer to Item 21-9	
ATA 21 item 14	**(O) Cockpit Fresh Air valves** The pilot must set, utilizing the ECS Control Panel, to OFF position the FAN Crew selector Prior to take-off the pilot must verify the correct operation of the side windows	
ATA 21 item 15	**(O) Cabin Heating Fresh Air valve** The pilot must set, utilizing the ECS Control Panel, to OFF position the FAN PAX selector. Prior to take-off the pilot must verify the correct operation of the side windows and open the separation wall (if installed)	

ATA 21 item 15a	**(O) Cabin air conditioning Fresh Air valve** The pilot must set the HEAT/COND control Knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position and move the Pax Control to CREW Position to control the amount of air to be provided in the cabin.	
ATA 21 item 16	**(O) Cabin zone Temperature sensor** The pilot must set the HEAT/COND control Knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position and move the Pax Control to CREW Position to control the Temp Setting in the cabin. Note: The A/C Recycle knob must not be selected	
ATA 21 item 17	**(O) Cockpit evaporator Fan** The pilot must set, utilizing the ECS Control Panel, to OFF position the FAN Crew selector Prior to take-off the pilot must verify the correct operation of the side windows.	
ATA 21 item 17a	**(O) Pressure Transducer Evaporator Fan** The pilot must set the HEAT/COND control knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position Note: The A/C Recycle knob must not be selected	
ATA 21 item 18	**(O) Cabin evaporator FAN** The pilot must open the separation wall (if installed) and set utilizing the ECS Control Panel the **Fan Pax** to OFF	
ATA 21 item 21	**(O) Heater Bleed Air Shut-off Valve** The pilot must set on the ECS Control Panel 1. SOV switches to CLOSED position 2. the HEAT/COND control Knob on VENT or RAM ONLY position	
ATA 21 item 22	**(O) Heating trim Valve** The pilot must set the PAX CONTROL Switch on CREW Position and follow the same (O) procedure for ATA 21 ITEM 9	
ATA 24 item 1	**(O) Starter/Generator** The pilot must select to OFF the switch DC GEN 1 or DC GEN 2 on the Electrical Power System Control Panel located in the Overhead Panel.	
ATA 24 item 2	**(O) AC Gen (FIPS Installed)** The pilot must select to OFF the switch AC Gen 2 on the IPS Panel located in the Overhead Panel.	
ATA 26 item 2	Prior to take-off the pilot must inform the passengers that the equipment is not operative.	
ATA 28 item 1	**(O) Fuel pump** Prior to engine start procedure, set the fuel CROSS FEED switch to OPEN and confirm indicator bar horizontal on the fuel control panel. When cross feeding, the tank with pump off, NOT supplying the engines, will have a quantity of unusable fuel of 228Kg. This unusable fuel quantity value will change to grey to indicate the tank can no longer supply fuel.	

	To restore the availability of the 228Kg of fuel, set the fuel CROSS FEED switch to CLOSED and confirm indicator bar vertical on the fuel control panel (fuel level value returns to green). Engine operation, in suction mode, is assured and FUEL pressure, on the MFD, is invalid displaying amber dashed. Avoid abrupt aircraft manoeuvres.	
ATA 28 item 2	**(O) Pressure transducer** Set the fuel CROSS FEED switch to OPEN and check the indicator bar is horizontal on the fuel control panel. Switch OFF the fuel pump on the same side of the functioning pressure transducer, switch ON the fuel pump on the opposite side of the functioning pressure transducer and verify pressure (from now on the pressure displayed by the operating pressure transducer has to be considered as the datum for both the fuel lines). Prior to take off switch ON both fuel pumps, set the fuel CROSS FEED switch to NORMAL and check the indicator bar is vertical on the fuel control panel.	
ATA 28 item 4	**(O) Cross Feed Valve (failed OPEN)** The Pilot should confirm, referencing to the Fuel Control Panel, installed in the interseat console, that 1. The XFEED Switch is set to OPEN and the XFEED Indicator is Horizontal. 2. Both Fuel Pump are switched to ON 3. Both fuel SOV 1 and 2 Indicator are vertical 4. Do not apply extended flight endurance procedure after double DC generator failure	
ATA 30 item 3a	**(O) Ice detector** When OAT indication in the cockpit (included OAT stand-by) is ≤ 4°C refer to the procedure "Double Ice Detector Failure" reported in the RFM Supplement 71. When OAT indication in the cockpit (included OAT stand-by) is > 4°C switch to OFF the IPS and AC GEN switches.	
ATA 30 item 3b	**(O) OAT sensors** When OAT indication in the cockpit (included OAT stand-by) is ≤ 4°C set the IPS switch to MANUAL MODE When OAT indication in the cockpit (included OAT stand-by) is > 4°C switch to OFF the IPS and AC GEN switches.	 Figure 7-6 IPS Switches on Overhead Pi
ATA 30 Item 6a	**(O) Ice detector (LIPS Installed) (1/(2) ICE DET FAIL message)** Crew must be informed that the reliability of the ICE CONDITION and ICE LIMIT CAS messages and liquid water content indication may be reduced. Therefore during flight, increased attention in monitoring PI variation, IAS, OAT, ice accretion type (on visible structure and SLD Marker), amount of water streaming on the heated windscreen, power increase and vibration is required in order to identify if the allowed limits in ice are reached and hence leaving icing conditions is required. Whenever operationally feasible, reduce flight in the Time-Limited Zone	
ATA 32 item 1	Refers to Item 32-3	
ATA 32 item 2	**(O) Powered Parking Brake Module** The pilot must check the proper functioning of the braking system using the pedals.	
ATA 32 Item 3	**(O) Retraction System** A fuel consumption increase has to be considered	
ATA 33 item	**(O) Navigation/Position Lights**	

1	The Pilot should: a) Inform ANSP before departure that Navigation/Position Lights are inoperative. b) On the LIGHTS Panel select ANTI COLL LT on ON and verify that the anti-collision lights are correctly illuminated. c) For H/C S/N 31333, 41276, 41287, 41289, 41290, 41291, 41292 and from S/N 31400 and 41300 onwards: In the collective grip, with the RH/BOTH/LH select toggle switch on BOTH position, switch ON the Landing lights and verify that both lights illuminate. Through the four way momentary switch verify the manoeuvrability of the lights**.** The ITEM 33-2a is operative. d) For H/C up to S/N 31399 and 41299, except S/N 31333 and S/N 41276, 41287, 41289, 41290, 41291, 41292 the ITEM 33-2 is operative.	 
ATA 33 item 5	**(O) Cockpit / flight deck / flight compartment and instrument lighting system** It is pilot's responsibility to check that: a) remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) remaining lights are positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
ATA 33 item 9	**(O) Anti-Collision / Strobe Lights** The Pilot should: a) Inform ANSP before departure that anti-collision light is inoperative. b) On the LIGHTS Panel select POS LT on ON and verify that all the position lights are correctly illuminated. c) For H/C S/N 31333, 41276, 41287, 41289, 41290, 41291, 41292 and from S/N 31400 and 41300 onwards: In the collective grip, with the RH/BOTH/LH select toggle switch on BOTH position, switch ON the Landing lights and verify that both lights illuminate. Through the four way momentary switch verify the manoeuvrability of the lights**.** The ITEM 33-2a is operative. d) For H/C up to S/N 31399 and 41299, except S/N 31333 and S/N 41276, 41287, 41289, 41290, 41291, 41292 the ITEM 33-2 is operative.	 
ATA 34 Item 6 a	**(O) OAT/Free Air Temperature (FIPS Installed)** On RCP (Reversionary Control Panel), select alternative ADS. Pilot can use OAT/Free Air Temperature Standby for monitoring.	
ATA 34 Item 6 b	**(O) OAT/Free Air Temperature (LIPS Installed)** On RCP (Reversionary Control Panel), select alternative ADS. Pilot can use OAT/Free Air Temperature Standby for monitoring. Crew must be informed that the reliability of the ICE CONDITION and ICE LIMIT CAS messages and liquid water content indication may be reduced. Therefore during flight, increased attention in monitoring PI variation, IAS, OAT, ice accretion type (on visible structure and SLD	

	Marker), amount of water streaming on the heated windscreen, power increase and vibration is required in order to identify if the allowed limits in ice are reached and hence leaving icing conditions is required. Whenever operationally feasible, reduce flight in the Time-Limited Zone.	
ATA 34 item 13	**(O) Flight management system (FMS) database** It is pilot's responsibility to ensure up to date navigational charts / data and procedures are used.	
ATA 34 item 16	**(O)Attitude and Heading Reference System** The pilot must select on the Reversionary Control Panel the AHRS not failed (AHRS (1) or AHRS (2). (On RCP move AHRS switch to non-failed AHRS)	
ATA 34-18a; 34-18b	**(O) GPS (H/C with double standard or double SBAS not LPV compatible)** **(O) GPS (H/C with double SBAS LPV compatible)** The following RNAV RNP operations are not conducted (depending by the installed Primus Epic Phase installed and by the applicable RFM supplement) : RNAV 5, RNAV 2, RNAV1, RNP 2, RNP 1 RNP APPROACH with MIN LNAV or LNAV/VNAV RNP 0.3 in all phases of flight RNP APPROACH LPV minima RNP AR APPROACH RNP 0.3 Minima	
ATA 44 item 1	**(O) Passenger address (PA) system** Passenger briefing can be provided orally (without using Passenger Address System) by the pilot. It is the pilot responsibility to make sure that all the passengers can hear the briefing.	
ATA 44 item 3	**(O) Passenger compartment intercommunication system** Passenger briefing can be provided orally (without using Passenger Compartment Intercommunications System) by the pilot. It is the pilot responsibility to make sure that all the passengers can hear the briefing.	
ATA 46 item 1	**(O) Electronic Flight Bag** - If one EFB is malfunctioning, the flight will continue to the destination, using #2 EFB and back-up EFB. - If two EFB is malfunctioning, the flight will continue to the destination, using helicopter system. - Provide instructions to the flight crew for alternate procedures to be used; "**paper document copies should be in the helicopter**".	
ATA 52 Item 1	**(O) Cockpit / cabin / door warning systems** If door is evidently open and door open caution message is not displayed the dispatch is allowed provided a visual check verifies the door is closed and locked before each flight. If doors looks like closed and door open caution message is displayed perform the following check: - Open one of the affected door (i.e. either cabin or cockpit); - Press upwards into the switch receptacle to simulate the movement of the door rod, check the presence of the door open caution message; • If door open caution message disappear dispatch is not allowed, • If the door open caution message remains activated close the door, open the other affected door (i.e. either cabin or cockpit respectively), press upwards into the switch receptacle to simulate the movement of the door rod, check the presence of the door open caution message;	

	◦ If door open caution message disappear dispatch is not allowed, ◦ If the door open caution remains activated dispatch is allowed provided that a visual check verifies the door is closed and locked before each flight.	
ATA 52 Item 2	**(O) Bagage Bay / External Power / Door Warning System** The crew must ensure that the door is closed and locked prior to takeoff by verifying that a visual check has been performed.	
ATA 71 ITEM 3 with one or both SOVs failed in close position.	**(O) Engine Air Particle Separator (EAPS) SOVs** The crew must select to OFF the switch "EAPS 1" and "EAPS 2" on the EAPS Control Panel located in the Interseat Console.	
ATA 71 ITEM 3 with One SOV failed in Open position	**(O) Engine Air Particle Separator (EAPS) SOV** - Perform the Engine Starting procedure reported in RFM Section 2 Normal Procedure starting from the engine with the SOV not failed.	

(02.10.02)- Guidelines for (M) Procedures

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

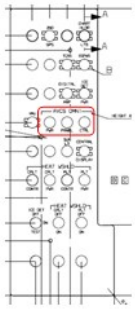
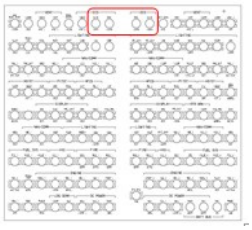
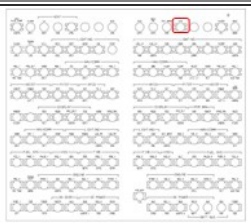
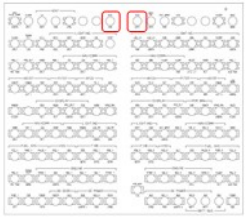
AMC1 ORO.MLR.105(g) / GM1 ORO.MLR.105(g) / AMC1 ORO.MLR.105(h)

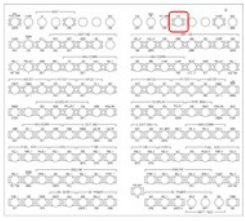
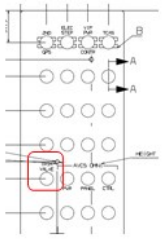
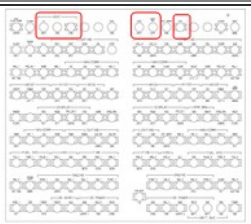
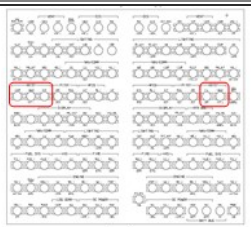
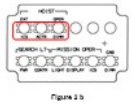
The MMEL has identified the need for certain procedures to provide an adequate level of safety while providing relief for some items. Examples of appropriate procedures are identified below as a guideline for the operator to establish his own MEL procedures.

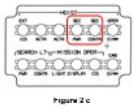
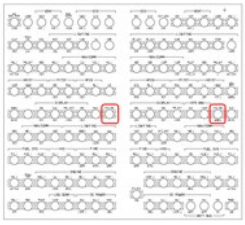
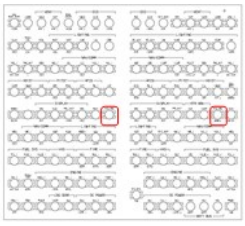
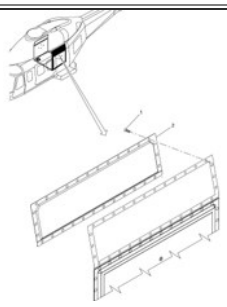
In addition to the instructions provided herein, the operator is responsible to assure all appropriate inspections and checklists have been accomplished prior to next flight.
The below annexed procedure are not included in the Maintenance Manual because driven by the MMEL process. Refer to Maintenance Manual for standard procedures.

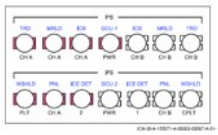
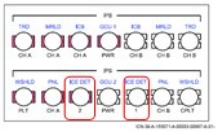
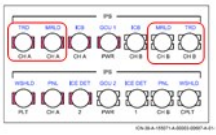
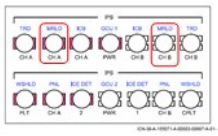
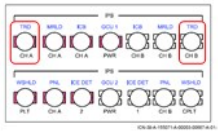
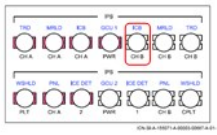
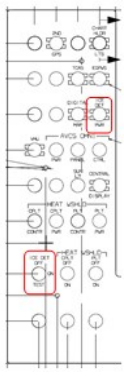
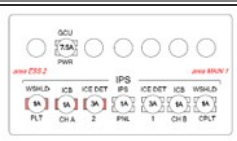
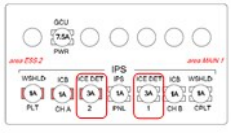
General Procedure

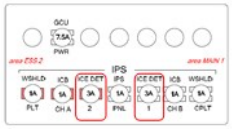
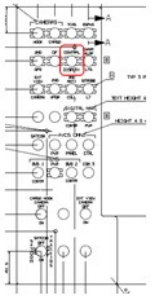
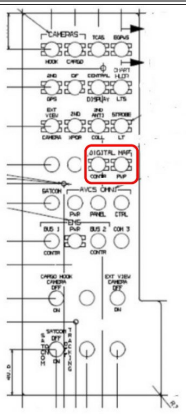
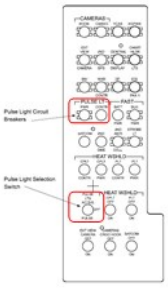
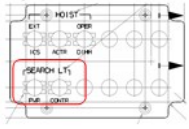
Referring to all the procedures listed below, when it is prescribed to lock a circuit breaker use lock ring Y30700501 or equivalent.

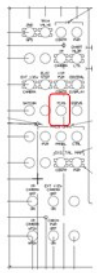
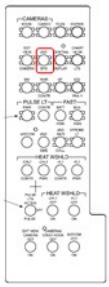
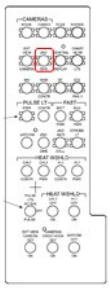
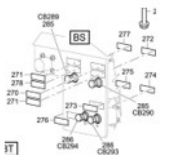
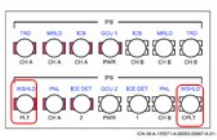
ITEM	Maintenance Procedure	
ATA 18-2 item 2	**(M) AVCS (Circular)** Pull off the PWR and CTRL and PANEL breakers on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	
ATA 21 item 4	**(M) Air Conditioning System Liebherr** Deactivate the cabin and/or cockpit inoperative system by pulling the relevant circuit breakers on the ECS section of the overhead circuit breaker panel. In particular, for the cockpit pull ACCB CKPT and the relevant FAN CONTROL circuit breaker; for the cabin pull ACCB CABIN and the relevant FAN CONTROL circuit breaker. Secure the system by locking the deactivated circuit breakers and tag accordingly.	
ATA 21 item 9	**(M) Heating System (Enviro)** Deactivate the inoperative system by pulling the relevant circuit breakers (HTR) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly	
ATA 21 item 11	**(M) Air conditioning system** **(AFT COND FAIL and/or FWD COND FAIL caution displayed)** Deactivate the inoperative system by pulling the relevant circuit breakers (ECS) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly	
ATA 21 item 12	**(M) Temperature Control Valve (jet Pump)** Refer to procedure for item 21-9	
ATA 21 item 13	**(M) Temperature sensor/switch** Refer to procedure for item 21-9	
ATA 21 item 19	**(M) Dual compressor pack** Refer to procedure for item 21-11	
ATA 21 item 20	**(M) Condenser fan** Refer to procedure for item 21-11	

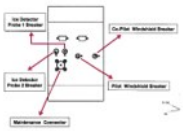
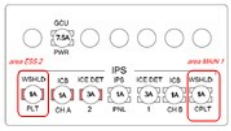
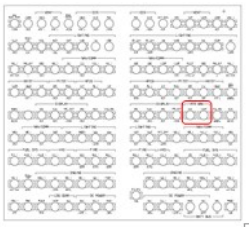
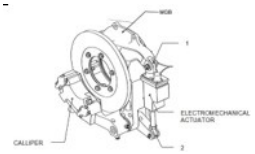
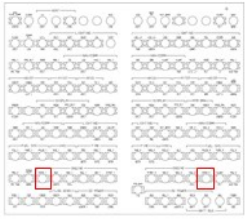
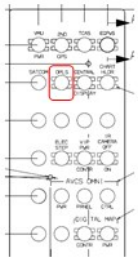
ATA 21 item 21	**(M) Heater Bleed Air Shut-off Valve** After Performed the **(O)** procedure for Item 21-21 point 1 deactivate the inoperative system by pulling the relevant circuit breakers (HTR) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.	
ATA 21 item 22	**(M) Heating trim Valve HEATER FAIL caution display (dual zone Kit only)** Deactivate the inoperative system by pulling the relevant circuit breakers (TRIM VALVE) on the AUX circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly (Please note that the position of the CB can vary depending by the configuration).	
ATA 21 item 23	**(M)Controller** Deactivate the inoperative system by pulling the relevant circuit breakers (ECS) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly	
ATA 24 item 3	Refer to procedure for ITEM 30-5	
ATA 25 item 1	**(M) Passenger seat** Secure passenger seat in the upright position and placard "DO NOT OCCUPY". Make sure the placard is clearly visible and firmly secured.	
ATA 25 item 7	**(M) Life-rafts and ELT** **If the equipment is installed inside the cabin**, it must be placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative. **If the equipment is installed outside the cabin**, all the actuation devices must be placarded inoperative. Prior to take-off the pilot must inform the passengers that the equipment is not operative.	
ATA 25 item 8	**(M) Survival Equipment** The inoperative equipment must be placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative.	
ATA 25 item 9	**(M) Lifejackets** The inoperative lifejacket(s) must be placarded inoperative, removed from their location and placed out of sight so it cannot be mistaken for a functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative.	
ATA 25 item 12	**(M) Hoist Breeze** Pull off the breakers on the HOIST section of the overhead circuit breaker panel (Figure 2a), secure the system by locking the deactivated circuit breakers and tag accordingly.	
	(M) Hoist Goodrich **Single hoist system** Pull off the breakers on the HOIST section of the overhead circuit breaker panel (2 a) and the breakers on the HOIST section of the utility circuit breaker panel (2b) , secure the system by locking the deactivated circuit	

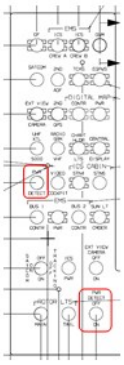
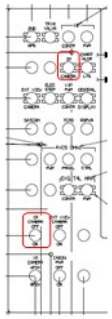
	breakers and tag accordingly.	
	Double hoist system Main hoist failed: Pull off the following breakers on the HOIST section of the overhead circuit breaker panel (Figure 2a): • **Hoist Contr** • **Hoist PWR** Secure the system by locking the deactivated circuit breakers and tag accordingly. Secondary hoist failed: Pull off the following breakers on the HOIST section of the utility circuit breaker panel (Figure 2c) • **Hoist Sec Contr** • **Hoist Sec PWR** Secure the system by locking the deactivated circuit breakers and tag accordingly.	
ATA 25 item 13	**(M) Cargo Hook (NHEC) system** Pull off the CARGO REL EMERG and CARGO REL breakers on the overhead circuit breaker panel; secure the system by locking the deactivated circuit breaker and tag accordingly. Stow the cargo hook assembly in the fully retracted position as required by "Post-operation procedure "according to Maintenance manual.	
ATA 25 item 14	**(M) Secondary Cargo Hook (HEC)** Pull off the CARGO REL EMERG breaker on the overhead circuit breaker panel; secure the system by locking the deactivated circuit breaker and tag accordingly. Stow the secondary cargo hook assembly and the Beam Structure in the fully retracted position as required by "Post-operation procedure" according to Maintenance manual.	
ATA 26 item 2	**(M) Portable Fire Extinguisher** The inoperative fire extinguisher(s) must be tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.	
ATA 28 Item 4	**(M) Cross Feed Valve (failed OPEN)** Remove the left and Right top panel to verify no leakages between the Engine and the fuel tank is present	
ATA 29 item 2	**(M) Utility hydraulic circuit** Use the mechanical locking system designed for the snow/slump pad kits to stow securely the landing gear control handle.	

ATA 30 item 3	**(M) Full Ice Protection System** (FIPS) Pull off all the circuit breakers located on the FIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat); secure the system by locking the deactivated circuit breakers and tag accordingly.	
ATA 30 item 3a	**(M) Ice detector** (FIPS installed) Pull off the ICE DET 1 and ICE DET 2 circuit breakers located on FIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat); secure the system by locking the deactivated circuit breakers and tag accordingly.	
ATA 30 item 3f	**(M) Loss of MR and/or TR heating** Pull off the TRD CH A, MRLD CH A, TRD CH B and MRLD CH B circuit breakers located on the FIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat); secure the system by locking the deactivated circuit breakers and tag accordingly. Switch ON the IPS system and verify that the windshield surfaces are warm.	
ATA 30 item 3g	**(M)Main Rotor Heating ("MR DEGR" displayed) (FIPS INSTALLED)** Pull off the MRLD CH A and MRLD CH B breakers on the FIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat); secure the system by locking the deactivated circuit breaker and tag accordingly	
ATA 30 item 3h	**(M) Tail Rotor Heating – All blades ("TR FAIL" displayed)** - Pull off the TRD CH A and TRD CH B breakers on the FIPS Utility Circuit Breaker Panel (above the CoPilot Seat); secure the system by locking the deactivated circuit breakers and tag accordingly AND - Perform the Maintenance procedure due to a conditional event according to the AMPI cap 5 Item No. 122 - Perform Conditional Inspection according to Maintenance Manual Chapter 5 (Task Id No. 1-22)	
ATA 30 item 3i	**(M) Channel B of Full Ice Protection System Control Box (BOUT displayed)** Pull off the ICB CH B breakers on the FIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat); secure the system by locking the deactivated circuit breaker and tag accordingly	
ATA 30 Item 4	**(M)Ice detector (stand-alone Kit)** To deactivate the ice detector pull off the ICE DET PWR breaker on the auxiliary circuit breaker panel. Secure the item by locking the deactivated circuit breakers and tag accordingly. In addition Switch OFF the system. (Please note that the position of the CB can vary depending by the configuration).	
ATA 30 Item 5	**(M) LIMITED ICE PROTECTION SYSTEM (LIPS)** Pull off all the circuit breakers located on the LIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat), secure the system by locking the deactivated circuit breakers and tag accordingly.	
ATA 30 Item 6	**(M) Ice detector (LIPS Installed) (1-2 ICE DET FAIL message)** To deactivate both the ice detectors pull off both the ICE DET 1 and ICE DET 2 breakers on the LIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat); secure the item by locking the deactivated circuit breakers and	

	tag accordingly.	
ATA 30 Item 6a	**(M) Ice detector (LIPS Installed) (1/(2) ICE DET FAIL message)** To deactivate the affected ice detectors pull off either the ICE DET 1 or ICE DET 2 breakers on the LIPS Utility Circuit Breaker Panel (above the Co-Pilot Seat). Secure the item by locking the deactivated circuit breakers and tag accordingly.	
ATA 31 Item 4	**(M) Fifth Display (centre display)** Deactivate the inoperative system by pulling the relevant circuit breaker (CENTRAL DISPLAY) on the AUX circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly (Please note that the position of the CB can vary depending by the configuration).	
ATA 32 item 1	Refers to Item 32-3	
ATA 32 Item 2	**(M)Powered Parking Brake Module** For deactivation and securing of the Powered PARKING BRAKE pull off the WHEEL BRAKE CB located on the left-hand side of the H/C Nose (Co-Pilot Side). Secure the system by locking the deactivated circuit breaker and tag accordingly.	
ATA 32 Item 3	**(M) Retraction System** Use the mechanical locking system if available, designed for the snow/slump pad kits to stow securely the landing gear control handle.	
ATA 34 Item 8	**(M) Moving Map Display (even called DMAP)** Pull off the Circuit breaker DIGITAL MAP CONTR and DIGITAL MAP PWR on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration). Depending on the configuration an ON/OFF switch related to Moving Map/DMAP may exist; if present, move the switch in OFF position.	
ATA 33 Item 11	**(M) Pulse Light** Pull off the Circuit breaker PULSE LT PWR and PULSE LT CONTR on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	
ATA 33 Item 13	**(M) Search Light (i.e. Trakka)** Pull off the Circuit breaker Search LT PWR. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	

ATA 34 item 17	**(M) TCAS II** Pull off the Circuit Breaker TCAS on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	
ATA 34 Item 18a	**(M) GPS (H/C with double standard or double SBAS not LPV compatible)** **(Note: the MAU GPS embedded cannot be deactivated):** Pull off the 2ND GPS breaker related to the inoperative system on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the Switch and CB can vary depending by the configuration).	
ATA 34 Item 18b	**(M) GPS (H/C with double SBAS LPV compatible) (Note: the MAU GPS embedded cannot be deactivated):** Pull off the 2ND GPS breaker related to the inoperative system on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the Switch and CB can vary depending by the configuration).	
ATA 56 item 1	**(M) Heated Windshields** Switch off the switch related to the inoperative heated windshield on the HEAT WSHLD section of the auxiliary circuit breaker panel. Pull off the PWR and CONTR breakers related to the inoperative heated windshield on the HEAT WSHLD section of the auxiliary circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly.	
ATA 56 item 1a	**(M) Heated Windshields** (if FIPS is installed) Pull off the either the WSHLD PLT or WSHLD CPLT breakers on the FIPS Utility Circuit Breaker Panel (above the CO-Pilot Seat). Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration) Right windshield **– Pull OFF** • The circuit breaker AIHW 2 (CB296) in the FIPS Utility Circuit Breaker Panel (above the CO-Pilot Seat) • The circuit breaker HEAT WSHIELD PLT PWR (CB290) in the rear avionic bay AC breakers (in rear avionic) Left windshield **– Pull OFF** • The circuit breaker AIHW 1 (CB295) in the FIPS Utility Circuit Breaker Panel (above the CO-Pilot Seat) • The circuit breaker HEAT WSHIELD CPLT PWR (CB289) in the rear avionic bay (AC breakers (in rear avionic))	 
ATA 56 item 1b	**(M) Heated Windshields** (if LIPS is installed)	

	Pull off the either the WSHLD PLT or WSHLD CPLT breakers on the LIPS Utility Circuit Breaker Panel (above the CO-Pilot Seat) Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration). Left windshield – **Pull OFF** • **The circuit breaker AIHW 1 (CB400)** in the LIPS Utility Circuit Breaker Panel (above the CO-Pilot Seat) • **The circuit breaker HEAT WSHIELD CPLT PWR (CB402)** in the rear avionic bay (AC breakers (in rear avionic)) Right windshield – **Pull OFF** • The circuit breaker AIHW 2 (CB394) in the LIPS Utility Circuit Breaker Panel (above the CO-Pilot Seat) • The circuit breaker HEAT WSHIELD PLT PWR (CB401). in the rear avionic bay (AC breakers (in rear avionic	 
ATA 63 item 1	**(M) Rotor brake** ON THE OVERHEAD Panel 1- Pull Off CB IGN1, START1 and START2, IGN 2 2- Set one engine to FLIGHT or GI. Open cowling and panels; verify the position of the calliper. **If the calliper is in the down position** pull the PWR circuit breaker on the RTR BRK section of the overhead circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. **If the calliper is in the up position** remove the electromechanical actuator. Secure the calliper in the down position connecting the bolt holes (1) and (2) with a tie-wrap strap. Secure the free connector of the actuator using a tie-wrap strap. Pull the PWR and the CONTR circuit breakers on the RTR BRK section of the overhead circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly.	  
ATA 71 ITEM 3	**(M) Engine Air Particle Separator (EAPS) SOVs** Pull off the Circuit breakers ‘‘EAPS 1’’ and "EAPS 2" on the overhead circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	
ATA 93 Item 1	**(M) OPLS system** Pull off the Circuit breaker OPLS on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	

ATA 93 Item 2	**(M) Power line detection system** Pull off the Circuit breaker PWR DETECT on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	
ATA 97 Item 1	**(M) EVS camera** Pull off the Circuit breaker IR – CAMERA on the AUX circuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly. (Please note that the position of the CB can vary depending by the configuration).	

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AMC1 ORO.MLR.105(d)

03.18-VIBRATION AND NOISE

AMC1 ORO.MLR.105(d)

(03.18.01)- AVCS (Linear)

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

AMC1 ORO.MLR.105(d)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
18. VIBRATION AND NOISE **18-1 AVCS (Linear)**	C	1	0	May be inoperative.

PLACARDING:
Placard "AVCS INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.18.02)- AVCS (Circular)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

AMC1 ORO.MLR.105(d)

1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	3.	4.	REPAIR CATEGORY NUMBER INSTALLED NUMBER REQUIRED FOR DISPATCH 5. REMARKS AND EXCEPTIONS
18. VIBRATION AND NOISE **18-2 AVCS (Circular)** (TC-HZG only)	D	1	0	**(M)** May be inoperative provided that sistem is deactivated and secured.

PLACARDING:

Placard "AVCS INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

Pull off the PWR and CTRL and PANEL breakers on the AUX circuit breaker panel.

Secure the system by locking all the deactivated circuit breakers and tag accordingly.

(Please note that the position of the CB can vary depending by the configuration).

03.21-COCKPIT AND CABIN VENTILATION

AMC1 ORO.MLR.105(d)

(03.21.01)- Cockpit Ventilation Flapper Valve

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Liebherr) **21-1 Cockpit Ventilation Flapper Valve** (TC-HKU, TC-HKT and TC-HKB only)	C	2	0	May be inoperative provided: a) heating system is installed and operational, and b) one or both crew sliding windows are operational.

PLACARDING:
Placard "Ventilation Flapper Valve INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.21.02)- Cockpit Ventilation Fan

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Liebherr) **21-2 Cockpit Ventilation Fan** (TC-HKU, TC-HKT and TC-HKB only)	C	2	0	May be inoperative provided: a) the respective Cockpit Ventilation Flapper Valve (item 21-1) is operative, and b) one or both crew sliding windows are operational.

PLACARDING:
Placard "Ventilation Fan INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.21.03)- Cabin Ventilation Flapper Valve

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Liebherr) **21-3 Cabin Ventilation Flapper Valve** (TC-HKU, TC-HKT and TC-HKB only)	C	1	0	May be inoperative

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.21.04)- Air Conditioning System (Cockpit and Cabin)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Liebherr) **21-4 Air Conditioning System (Cockpit and Cabin)** (TC-HKU only)	D	1	0	(M) The cabin and/or cockpit air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.

PLACARDING:
Placard appropriate "Air Conditioning System Cockpit/Cabin INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
Deactivate the cabin and/or cockpit inoperative system by pulling the relevant circuit breakers on the ECS section of the overhead circuit breaker panel.
In particular, for the cockpit pull ACCB CKPT and the relevant FAN CONTROL circuit breaker; for the cabin pull ACCB CABIN and the relevant FAN CONTROL circuit breaker.
Secure the system by locking the deactivated circuit breakers and tag accordingly.

(03.21.05)- Heater Bleed Air Shut-off Valve

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Liebherr) **21-5 Heater Bleed Air Shut-off Valve** (TC-HKU, TC-HKT and TC-HKB only)	C	2	0	(O) May be inoperative in the failed closed position if heater is not required.

PLACARDING:
Placard "Heater Bleed Air Shut-off Valves INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
With engines running, verify SOV 1 and SOV 2 switches on the ECS Control Panel are set to CLOSE. Set the HTR control knob on the ECS Control Panel to AUTO position and increase temperature using the TEMP CONTR knob. Verify the system does not provide hot air.

MAINTENANCE PROCEDURES:
None required.

(03.21.06)- Heater Temperature Control Valve

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Liebherr)				
21-6 Heater Temperature Control Valve	C	1	0	May be inoperative in the failed open position provided that both shut-off valves (item 21-5) are kept closed and heater is not required.
	C	1	0	May be inoperative in the failed close position if heater is not required.
(TC-HKU, TC-HKT and TC-HKB only)				

PLACARDING:
Placard "Heater Temperature Control Valve INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.21.07)- Heater Overheat Thermal Switch

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Liebherr) **21-7 Heater Overheat Thermal Switch** (TC-HKU, TC-HKT and TC-HKB only)	C	1	0	May be inoperative provided Bleed Air Shut-off valves (item 21-5) are kept closed and heater is not required.

PLACARDING:
Placard "Heater Overheat Thermal Switch INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.21.08)- Rear Avionic Bays fans

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (Avionic Bay Ventilation) **21-8 Rear Avionic Bays Fans** (TC-HKU, TC-HKT and TC-HKB only)	C	2	0	May be inoperative.

PLACARDING:
Placard "Rear Avionic Bays fans**"** INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.21.09)- Heating system (HEATER FAIL caution displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-9 Heating system (HEATING FAIL caution displayed)** (TC-HZG only)	C	1	0	**(M)(O)** May be inoperative provide that: a)One or both crew side windows are operative AND b) Both heater bleed air shut-off valves (Items 21-21) are kept closed AND c) Only VENT or RAM can be used AND d) According to the mission foreseen, the known meteorological conditions do not require its use for demisting

PLACARDING:

Placard "Ventilation F l a p p e r V a l v e INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

The pilot must set on the ECS control panel:

1. the SOV switches to CLOSE position

2. the HEAT/COND control Knob on VENT or RAM ONLY position.

Prior to take-off the pilot must verify the correct operation of the side windows and set the FAN speed by the FAN CREW/PAX switches as required.

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (HTR) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly

(03.21.10)- Vent system (VENT FAIL caution displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-10 Vent system (VENT FAIL caution displayed)** (TC-HZG only)	C	1	0	**(O)** May be inoperative provide that: a) One or both crew side windows are operational AND b) Select Switch on RAM position AND c) Cockpit Fresh Air Valves (Item 21-14) are operative AND d) According to the mission foreseen, the known meteorological conditions do not require its use for demisting AND e) Baggage compartment is verified to be empty

PLACARDING:
None required.

OPERATING PROCEDURES:
The pilot must set the HEAT/COND control Knob of the ECS control Panel on RAM ONLY position and set the FAN speed by the FAN CREW/PAX switches as required.

Prior to take-off the pilot must verify the correct operation of the side windows.

MAINTENANCE PROCEDURES:
None required.

(03.21.11)- Air conditioning system (AFT COND FAIL and/or FWD COND FAIL caution displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-11 Air Conditioning system (AFT COND FAIL and AFT COND FAIL caution displayed)** (TC-HZG only)	D	1	0	**(M)(O)** May be inoperative provide that: a) The system is deactivated and secured AND b) Only VENT or RAM or MAN HEAT can be used AND c) RFM Section 1, Supp. 12, Supp. 50, Supp. 51, Supp. 87 and Supp.90 are complied with

PLACARDING:

Placard appropriate "Air Conditioning System Cockpit/Cabin INOPERATIVE " on pedestal in cockpit.

OPERATING PROCEDURES:

The pilot must set the HEAT/COND control Knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position and move the Temp Setting switches as required.

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (ECS) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.

(03.21.12)- Temperature Control Valve (jet Pump) failed open, (HEATER FAIL caution Displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-12 Temperature Control Valve (jet Pump) failed open, (HEATER FAIL caution Displayed)** (TC-HZG only)	C	1	0	**(M)(O)** May be inoperative provide that the Heating system is considered inoperative as per ITEM 21-9

PLACARDING:

Placard appropriate "Air Conditioning System Cockpit/Cabin INOPERATIVE " on pedestal in cockpit.

OPERATING PROCEDURES:

The pilot must set on the ECS control panel:

1 . t h e S O V s w i t c h e s t o C L O S E position

2 . t h e C r e w c o n t r o l K n o b o f HEAT/COND section on VENT or RAM ONLY position.

Prior to take-off the pilot must verify the correct operation of the side windows and set the FAN speed by the FAN CREW/PAX switches as required.

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (HTR) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.

(03.21.13)- Temperature sensor/switch (HEATER FAIL caution Displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-13 Temperature sensor/switch (HEATER FAIL caution Displayed)** **(TC-HZG only)**	C	1	0	**(M)(O)** May be inoperative provide that the Heating system is considered inoperative as per ITEM 21-9

PLACARDING:

Placard appropriate "Air Conditioning System Cockpit/Cabin INOPERATIVE " on pedestal in cockpit.

OPERATING PROCEDURES:

The pilot must set on the ECS control panel:

1 . t h e S O V s w i t c h e s t o C L O S E position

2 . t h e C r e w c o n t r o l K n o b o f HEAT/COND section on VENT or RAM ONLY position.

Prior to take-off the pilot must verify the correct operation of the side windows and set the FAN speed by the FAN CREW/PAX switches as required.

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (HTR) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.

(03.21.14)- Cockpit Fresh Air valves (VENT FAIL displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-14 Cockpit Fresh Air valves (VENT FAIL displayed)** (TC-HZG only)	C	2	0	**(O)** May be inoperative provided that, a) One or both crew side windows are operative AND b) Set to OFF the FAN Crew selector	

PLACARDING:

None required.

OPERATING PROCEDURES:

The pilot must set, utilizing the ECS Control Panel, to OFF position the FAN Crew selector Prior to take-off the pilot must verify the correct operation of the side windows.

MAINTENANCE PROCEDURES:

None required.

(03.21.15)- Cabin Fresh Air valve (VENT FAIL displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-15 Cabin Fresh Air valve (VENT FAIL displayed)** (TC-HZG only)	C	1	0	**(O)** May be inoperative provide that, a) Separation wall is opened or not installed AND b) One or both crew side windows are operational AND c) The FAN PAX selector is set to OFF

PLACARDING:

Placard "Heater Overheat Thermal Switch INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

The pilot must set, utilizing the ECS Control Panel, to OFF position the FAN PAX selector.

Prior to take-off the pilot must verify the correct operation of the side windows and open the separation wall (if installed).

MAINTENANCE PROCEDURES:

None required.

(03.21.15a)- Cabin air conditioning Fresh Air valve

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-15a Cabin air conditioning Fresh Air valve** (TC-HZG only)	C	1	0	**(O)** May be inoperative provided: a) The cabin air conditioning is not used AND b) Only VENT OR RAM OR MAN HEAT can be used AND c) RFM Section 1, Supp. 12, Supp. 50, Supp. 51, Supp. 87 and Supp.90 are complied with.

PLACARDING:
None required.

OPERATING PROCEDURES:
The pilot must set the HEAT/COND control Knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position and move the Pax Control to CREW Position to control the amount of air to be provided in the cabin.

MAINTENANCE PROCEDURES:
None required.

(03.21.16)- Cabin zone Temperature sensor (AFT COND FAIL displayed)

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-16 Cabin zone Temperature sensor (AFT COND FAIL displayed)** (TC-HZG only)	C	1	0	**(O)** May be inoperative provided: a) The cabin air conditioning is not used AND b) Only VENT OR RAM OR MAN HEAT can be used AND c) RFM Section 1, Supp. 12, Supp. 50, Supp. 51, Supp. 87 and Supp.90 are complied with

PLACARDING:
None required.

OPERATING PROCEDURES:
The pilot must set the HEAT/COND control Knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position and move the Pax Control to CREW Position to control the Temp Setting in the cabin.

Note: The A/C Recycle knob must not be selected

MAINTENANCE PROCEDURES:
None required.

(03.21.17)- Cockpit evaporator Fan (VENT FAIL displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-17 Cockpit evaporator Fan (VENT FAIL displayed)** (TC-HZG only)	C	2	1	**(O)** May be inoperative provided: a) The Cockpit Fresh air Valves (Item 21-14) are operative, AND b) One or both crew side windows are operational	

PLACARDING:
None required.

OPERATING PROCEDURES:
The pilot must set, utilizing the ECS Control Panel, to OFF position the FAN Crew selector Prior to take-off the pilot must verify the correct operation of the side windows.

MAINTENANCE PROCEDURES:
None required.

(03.21.17a)- Pressure Transducer Evaporator Fan (FWD or AFT COND FAIL)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-17a Pressure Transducer Evaporator Fan (FWD or AFT COND FAIL)** (TC-HZG only)	C	2	1	**(O)** May be inoperative provided: a) The cabin air conditioning is not used AND b) Only VENT OR RAM OR MAN HEAT can be used c) RFM Section 1, Supp. 12, Supp. 50, Supp. 51, Supp.87 and Supp.90 are complied with

PLACARDING:
None required.

OPERATING PROCEDURES:
The pilot must set the HEAT/COND control Knob of the ECS control Panel on VENT or RAM ONLY or MAN HEAT position.

Note: The A/C Recycle knob must not be selected.

MAINTENANCE PROCEDURES:
None required.

(03.21.18)- Cabin evaporator FAN (VENT FAIL displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-18 Cabin evaporator FAN (VENT FAIL displayed)** (TC-HZG only)	C	1	0	**(O)** May be inoperative provided that: a) The separation wall is opened or not installed, AND b) Cabin Vent switched OFF

PLACARDING:

None required.

OPERATING PROCEDURES:

The pilot must open the separation wall (if installed) and set utilizing the ECS Control Panel the Fan Pax to OFF

MAINTENANCE PROCEDURES:

None required.

(03.21.19)- Dual compressor pack (FWD or/and AFT COND FAIL)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-19 Dual compressor pack (FWD or/and AFT COND FAIL)** (TC-HZG only)	C	2	0	**(M)** The cabin and/or cockpit air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.	

PLACARDING:

Placard appropriate "Air Conditioning System Cockpit/Cabin INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (ECS) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.

(03.21.20)- Condenser fan (FWD o AFT or AFT/FWD COND Fail displayed)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-20 Condenser fan (FWD/ AFT or AFT/FWD COND Fail displayed)** (TC-HZG only)	C	2	0	**(M)** The cabin and / or cockpit condenser fan may be inoperative provided that a) Air conditioning system (Item 21-11) is deactivated and secured AND b) Only VENT OR RAM OR MAN HEAT can be used AND c) RFM Section 1, Supp. 12, Supp. 50, Supp. 51, Supp.87 and Supp.90 are complied with

PLACARDING:

Placard appropriate "Air Conditioning System Cockpit/Cabin INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (ECS) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.

(03.21.21)- Heater Bleed Air Shutoff Valve

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-21 Heater Bleed Air Shut- off Valve** (TC-HZG only)	C	2	0	**(O)(M)** May be inoperative in the failed closed position provided that: a) the valves are deactivated and secured and b) Only VENT OR RAM can be used

PLACARDING:
None required.

OPERATING PROCEDURES:
The pilot must set on the ECS Control Panel

1. SOV switches to CLOSED position

2. the HEAT/COND control Knob on VENT or RAM ONLY position

MAINTENANCE PROCEDURES:
After Performed the (O) procedure for Item 21-21 point 1 deactivate the inoperative system by pulling the relevant circuit breakers (HTR) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.

(03.21.22)- Heating trim Valve HEATER FAIL caution display (dual zone Kit only)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-22 Heating trim Valve HEATER FAIL cautiondisplay (dual zone Kit only)** (TC-HZG only)	C	1	0	**(M)(O)** May be inoperative provide that: a) the Heating system is considered inoperative as per ITEM 21-9 AND b) PAX Control switch is selected in CREW position

PLACARDING:

Placard appropriate "Air Conditioning System Cocpkit/Cabin INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

The pilot must set the PAX CONTROL Switch on CREW Position and follow the same (O) procedure for ATA 21 ITEM 9

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (TRIM VALVE) on the AUX circuit breaker panel.

Secure the system by locking the deactivated circuit breakers and tag accordingly.

(Please note that the position of the CB can vary depending by the configuration).

(03.21.23)- Controller (HEAT FAIL/ FWD-AFT COND FAIL /VENT FAIL)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. COCKPIT AND CABIN VENTILATION (ENVİRO) **21-23 Controller (HEAT FAIL/ FWD-AFT COND FAIL /VENTFAIL)** (TC-HZG only)	C	1	0	**(M)** May be inoperative provided that: a) Separation wall is opened or not installed AND b) One or both crew side windows are operative AND c) ECS system is deactivated and secured AND d) According to the mission foreseen, the known meteorological conditions do not require its use for demisting

PLACARDING:

Placard appropriate "Air Conditioning System Cocpkit/Cabin INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

Deactivate the inoperative system by pulling the relevant circuit breakers (ECS) on the overhead circuit breaker panel. Secure the system by locking the deactivated circuit breakers and tag accordingly.

03.22-AUTO FLIGHT

AMC1 ORO.MLR.105(d)

(03.22.01)- Autopilot

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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. AUTOFLIGHT **22-1 Autopilot**	A	2	1	One autopilot channel may be inoperative, provided: a) Flights are restricted to VFR AND b) Pilot must fly manually AND c) RFM limitations applicable to AP single channel failure must never be exceeded AND d) Dispatch is not allowed from a station where repair is possible OR e) Only one flight or a series of flights necessary to reach the repair station are allowed AND f) Passengers are not carried on board.

PLACARDING:
Placard appropriate "Autopilot 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.22.02)- Trim Actuators

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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. AUTOFLIGHT **22-2 Trim Actuators** **(Pitch / Roll / Yaw)**	A	3	0	One or more trim actuators may be inoperative, provided: a) flights are restricted to VFR AND b) pilot must fly manually AND c) dispatch is not allowed from a station where repair is possible OR d) only one flight or a series of flights necessary to reach the repair station are allowed.

PLACARDING:
Placard appropriate "Trim Actuator(s) Pitch / Roll / Yaw INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.22.02a)- Collective actuator (if flight director is installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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. AUTOFLIGHT **22-2a Collective Actuator (if flight director is installed)**	C	2	0	May be inoperative. NOTE: Flight director collective modes available uncoupled only.

PLACARDING:
Placard appropriate "Collective Actuator(s) INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.22.03a)- Standby Attitude Indicator

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. AUTOFLIGHT **22-3a Standby Attitude Indicator**	A	1	0	The standby attitude indicator may be inoperative, provided: a) flights are restricted to VFR AND b) pilot must fly attentive AND c) RFM limitations applicable to AFCS DEGRADED system state must never be exceeded AND d) dispatch is not allowed from a station where repair is possible OR e) only one flight or a series of flights necessary to reach the repair station are allowed.

PLACARDING:
Placard "Standby Attitude Indicator (ESIS) INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.23-COMMUNICATIONS

AMC1 ORO.MLR.105(d)

(03.23.01)- Intercom System

Revizyon No: 12 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 **2 3 - 1 I n t e r c o m System**	C	2	1	One may be inoperative for VFR flight, provided back-up mode is operative and according to operating requirements Note: The loss of Intercom System implies the loss of Passenger Address System, see item 44-1 Note : When audio panel 1/2 has been reverted to back-up mode, audio tones and voice warnings cannot be heard by on side crew

PLACARDING:
Placard appropriate "Intercom 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.02)- Communication System (VHF)

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

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 **23-2 Communication System (VHF)**	D	2	1	One may be inoperative for VFR flight. Two are required for IFR flight and night operations.

PLACARDING:
Placard appropriate "Communication System 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.03)- Communications System (FM, HF, UHF)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **23-3 Communication System (FM, HF, UHF)** (TC-HKU, TC-HKT and TC-HKB only)	D	1	0	Any in excess of those required for the intended flight route, may be inoperative.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.04)- Cockpit Audio Control Panels (ACP)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **23-4 Cockpit Audio Control Panels (ACP)**	C	2	1	The co-pilot ACP may be inoperative, provide: a) The flight is conducted under VFR AND b) Only Single Pilot Operations are conducted
	A	2	1	The pilot ACP may be inoperative for three calendar days, provide: a) The flight is conducted under VFR AND b) Dual Pilot Operations only are conducted

PLACARDING:
Placard appropriate "**Audio Control Panel (ACP)"** 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.05)- Polycon Intercom System

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 3 - 5 P o l y c o n Intercom System** (TC-HKT, TC-HKB and TC-HZG only)	D	1	0	For NHEC operations: may be inoperative. For HEC operations: operations are allowed provided that an approved Radio-ICS system that allow direct intercommunication between the required crew members and the external occupants is installed and operated in accordance with the applicable Local Operating Regulations.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.06)- Cockpit Headset

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 3 - 6 C o c k p i t Headset**	C	2	2	Any in excess of those required for each required crew member may be inoperative provided for Single Pilot operations a spare headset is operative.	

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.07)- Cabin Headset

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **23-7 Cabin Headset** (TC-HZG only)	C	6	0	May be inoperaive

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.08)- External Loudspeakers

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **23-8 External Loudspeakers** (TC-HZG only)	D	1	0	May be inoperative provided that it is not required for the intended mission.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.09)- Radio Tetra/ Satcom/ tactical radios etc...

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **23-9 Radio Tetra/ Satcom/ tactical radios etc...**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.24-EGPDS

AMC1 ORO.MLR.105(d)

(03.24.01)- Starter/Generator (electrical power generation Function)

Revizyon No: 12 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
24. EGPDS **24-1 Starter/Generator (electrical power generation Function)**	B	2	1	(O) One generator may be inoperative provided: a) The relevant GEN 1 or GEN2 control switch is set to OFF position AND b) Flight is restricted to VFR day AND c) Operations in known or forecasted raining conditions are not conducted.

PLACARDING:
Placard appropriate "GEN 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
The pilot must select to OFF the switch DC GEN 1 or DC GEN 2 on the Electrical Power System Control Panel located in the Overhead Panel.

MAINTENANCE PROCEDURES:
None required.

(03.24.02)- AC Gen (AC #2 FAIL caution displayed) FIPS installed

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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. EGPDS **24-2 AC Gen (AC #2 FAIL caution displayed) FIPS installed**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.24.03)- AC Gen (AC #2 FAIL caution displayed) LIPS installed

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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. EGPDS **24-3 AC Gen (AC #2 FAIL caution displayed) LIPS installed**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.25-EQUIPMENT / FURNISHINGS

AMC1 ORO.MLR.105(d)

(03.25.01)- Passenger Seat

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **25-1 Passenger Seat** (TC-HKT and TC-HKB only) (TC-HKU only) (TC-HZG only)	D D D	10 5 6	0 0 0	**(M)** One or more may be inoperative. **(M)** One or more may be inoperative. **(M)** One or more may be inoperative. NOTE: A seat with an inoperative or missing seat belt or harness is considered inoperative.

PLACARDING:
Placard appropriate seat(s) " DO NOT OCCUPY".

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
Secure passenger seat in the upright position and placard "DO NOT OCCUPY". Make sure the placard is clearly visible and firmly secured.

(03.25.02)- Emergency Locator Transmitter (ELT)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

CAT.IDE.H.280

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
25. EQUIPMENT / FURNISHINGS **25-2 Emergency Locator Transmitter (ELT)** (TC-HKU and TC-HZG only) **CAT.IDE.H.280**	A	1	0	May be inoperative for a maximum of 6 flights or 25 flying hours, whichever occurs first.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.03)- First Aid Kit

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

CAT.IDE.H.220

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
25. EQUIPMENT / FURNISHINGS **25-3 First Aid Kit** **CAT.IDE.H.220**	**D**	**1**	**1**	

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.04)- Passenger Convenience Item(s)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **25-4 Passenger Convenience Item(s)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.05)- Torches (Cockpit/Cabin)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. REPAIR CATEGORY			
		3. NUMBER INSTALLED		
			4. NUMBER REQUIRED FOR DISPATCH	
				5. REMARKS AND EXCEPTIONS
25. EQUIPMENT / FURNISHINGS **25-5 Torches (Cockpit)**	C	2	1	One or more may be inoperative provided each required crew member assigned to affected position has an operative torch.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.06)- Automatically Deployable Emergency Locator Transmitter (ADELT)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

CAT.IDE.H.280 / CS-MMEL / SHT-MMEL/MEL / SPA.HOFO.165

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 **25-6 Automatically Deployable Emergency Locator Transmitter (ADELT)** (TC-HKT _ and TC-HKB only) **CAT.IDE.H.280** **SPA.HOFO.165**	C	1	0	May be inoperative for overland operations or overwater operations at a distance from land not beyond 10 minutes flying time at normal cruise speed.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.07)- Life-rafts and ELT for Extended Overwater Flights

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

CAT.IDE.H.300 / SPA.HOFO.165 / AMC1 SPA.HOFO.165(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 **25-7 Life-rafts and ELT for Extended Overwater Flights** (TC-HKT _ and TC-HKB only) _ SPA.HOFO.165 AMC1 SPA.HOFO.165(d)	D	2	2	(M) Any in excess of the minimum required may be missing or inoperative. _ _

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
If the equipment is installed inside the cabin, it must be placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative.

If the equipment is installed outside the cabin, all the actuation devices must be placarded inoperative. Prior to take-off the pilot must inform the passengers that the equipment is not operative.

(03.25.08)- Survival Equipment

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
25. EQUIPMENT / FURNISHINGS **25-8 Survival Equipment**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.09)- Lifejackets

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **25-9 Lifejackets**				
(TC-HKT and TC-HKB only)	D	12	-	(M)(O) Any in excess of the minimum required may be missing or inoperative, provided the required distribution of serviceable lifejackets is maintained.
(TC-HKU only)	D	7	0	(M)(O) May be inoperative provided not flying over water beyond autorotational distance from land when operating performance class 3 and not flying over water beyond 10 minutes from land when operating performance class 1 or 2.
(TC-HZG only)	D	8	0	(M)(O) May be inoperative provided not flying over water beyond autorotational distance from land when operating performance class 3 and not flying over water beyond 10 minutes from land when operating performance class 1 or 2.

PLACARDING:
Placard "INOPERATIVE" on relevant lifejacket.

OPERATING PROCEDURES:
Prior to take-off the pilot must inform the passengers that the equipment is not operative.

MAINTENANCE PROCEDURES:
The inoperative lifejacket(s) must be placarded inoperative, removed from their location and placed out of sight so it cannot be mistaken for a functional unit. Prior to take-off the pilot must inform the passengers that the equipment is not operative.

(03.25.10)- Emergency Flotation Equipment

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

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				
25-10 Emergency Flotation Equipment	D	1	0	May be inoperative for flights overland.
(1) Helicopters in Performance Class 1	C	1	0	May be inoperative for flights over water at a distance from land not beyond 10 minutes flying time, at normal cruise speed.
(2) Helicopters in Performance Class 2	C	1	0	May be inoperative provided: (a) Take-off and landing are not performed over water, and (b) En route operations are not conducted over water at a distance from land not beyond 10 minutes flying time, at normal cruise speed.
(3) Helicopters in Performance Class 3	C	1	0	May be inoperative provided: (a) Take-off and landing are not performed over water, and (b) Flight is not conducted over water beyond safe forced landing distance.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.11)- Map Holder

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **25-11 Map Holder**	D	2	0	May be inoperative provided: a) single pilot night VFR and single pilot IFR operations are not conducted. b) Limitations set by operational Requirements are applied.

PLACARDING:
Placard appropriate "Map Holder Pilot/Co-Pilot INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.12a)- Hoist

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **25-12a Hoist**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.12b)- Hoist

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **25-12b Hoist**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.13)- Cargo Hook (NHEC) system

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **25-13 Cargo Hook (NHEC) system**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.13a)- Cargo Hook (NHEC/HEC) cameras

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **25-13a Cargo Hook cameras (NHEC/HEC)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.14)- Secondary Cargo Hook (HEC)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **25-14 Secondary Cargo Hook (HEC)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.26-FIRE PROTECTION

AMC1 ORO.MLR.105(d)

(03.26.01)- Baggage Compartment Smoke Detector System

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. REPAIR CATEGORY			
		3. NUMBER INSTALLED		
			4. NUMBER REQUIRED FOR DISPATCH	
				5. REMARKS AND EXCEPTIONS
26. FIRE PROTECTION **26-1 Baggage Compartment Smoke Detector System**	C	1	0	May be inoperative provided baggage compartment is completely empty .

PLACARDING:
Placard "Baggage Smoke Detector INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.26.02)- Portable Fire Extinguisher

Revizyon No: 12 Revizyon Tarihi: 24.02.2020

CAT.IDE.H.250 / ORO.MLR.105

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 **26-2 Portable Fire Extinguisher** **CAT.IDE.H.250**	D	2	1	(M) (O) Any in excess of those required by Operational Requirements may be inoperative or missing provided the required distribution is maintained and the remaining one is accessible for all the occupants. (a) The inoperative fire extinguisher is placarded inoperative, removed from the installed location and placed out of sight so it cannot be mistaken for a functional unit, and (b) Required distribution is maintained.

PLACARDING:
Placard "Cabin Fire Extinguisher INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
Prior to take-off the pilot must inform the passengers that the equipment is not operative.

MAINTENANCE PROCEDURES:
The inoperative fire extinguisher(s) must be tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit.

03.28-FUEL SYSTEMS

AMC1 ORO.MLR.105(d)

(03.28.01)- Fuel Pumps (Fuel Booster Pumps)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
28. FUEL SYSTEM **28-1 Fuel Pumps (Fuel Booster Pumps)**	B	2	1	(O) One fuel pump may be inoperative provided the cross feed valve is set to OPEN before the engine start.

PLACARDING:
Placard appropriate "Fuel Pump 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
Prior to engine start procedure, set the fuel CROSS FEED switch to OPEN and confirm indicator bar horizontal on the fuel control panel. When cross feeding, the tank with pump off, NOT supplying the engines, will have a quantity of unusable fuel of 228Kg. This unusable fuel quantity value will change to grey to indicate the tank can no longer supply fuel.

To restore the availability of the 228Kg of fuel, set the fuel CROSS FEED switch to CLOSED and confirm indicator bar vertical on the fuel control panel (fuel level value returns to green). Engine operation, in suction mode, is assured and FUEL pressure, on the MFD, is invalid displaying amber dashed. Avoid abrupt aircraft maneuvers.

MAINTENANCE PROCEDURES:
None required.

(03.28.02)- Pressure Transducer

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.					
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY			
		3.	NUMBER INSTALLED		
			4.	NUMBER REQUIRED FOR DISPATCH	
				5. REMARKS AND EXCEPTIONS	
28. FUEL SYSTEM **28-2 Pressure Transducer**	B	2	1	(O) One pressure transducer may be inoperative provided each fuel booster pump pressure is verified by the functioning side pressure transducer.	

PLACARDING:
Placard appropriate "Pressure Transducer 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
Set the fuel CROSS FEED switch to OPEN and check the indicator bar is horizontal on the fuel control panel. Switch OFF the fuel pump on the same side of the functioning pressure transducer, switch ON the fuel pump on the opposite side of the functioning pressure transducer and verify pressure (from now on the pressure displayed by the operating pressure transducer has to be considered as the datum for both the fuel lines).

Prior to take off switch ON both fuel pumps, set the fuel CROSS FEED switch to NORMAL and check the indicator bar is vertical on the fuel control panel.

MAINTENANCE PROCEDURES:
None required.

(03.28.03)- Fuel Probes

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 SYSTEM **28-3 Fuel Probes**	B	4	3	One Main/Secondary Fuel Probe may be inoperative provided: a)Fuel Low level sensors are not in Fault condition AND b)The tanks are verified to be full before each flight OR c)Each Flight is planned to be completed with at least 456 Kg of total fuel remaining AND at least 228 Kg indicated on the functioning tank side AND d) Both Fuel Pumps (ITEM 28-1) are operative AND in use

PLACARDING:
Placard "Related Main/Secondary probe INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.28.04)- Cross Feed Valve (failed OPEN)

Revizyon No: 12 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
28. FUEL SYSTEM **28-4 Cross Feed Valve (failed OPEN)**	A	1	0	(O)(M) Cross feed Valve may be inoperative (failed open) for two calendar days, provided that: a) Both fuel SOV Valves are operative AND b) Category A Operations are not permitted AND c) Verify no leakage between the manifold and engine before each flight AND d) Both Fuel Pumps (ITEM 28-1) are operative AND in use

LACARDING:

Placard "Related Main/Secondary probe INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:

The Pilot should confirm, referencing to the Fuel Control Panel, installed in the interseat console, that

1. The XFEED Switch is set to OPEN and the XFEED Indicator is Horizontal.
2. Both Fuel Pump are switched to ON
3. Both Fuel SOV 1 and 2 Indicator are vertical
4. Do not apply extended flight endurance procedure after double DC generator failure

MAINTENANCE PROCEDURES:

Remove the Left and Right top panel to verify no leakages between the
Engine and the fuel tank is present

(03.28.04a)- Cross Feed Valve (failed CLOSED)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 SYSTEM **28-4a Cross Feed Valve (failed CLOSED)**	A	1	0	May be inoperative (failed closed) for two calendar days provided that: a)Both Fuel Pumps (ITEM 28-1) are operative AND b) Fuel pressure is within the green arc during pre-flight checks (with engine ON and engine OFF)

LACARDING:

Placard "**Cross Feed Valve"** INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

03.29-HYDRAULIC POWER

AMC1 ORO.MLR.105(d)

(03.29.01)- No.2 Circuit (RH), Hydraulic Pumps 2 / 4

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **29-1 No.2 Circuit (RH), Hydraulic Pumps 2 / 4**	A	2	1	One pump may be inoperative provided: a) The circuit pressure is within the normal operative limit AND b) No fluid overheating caution message is displayed AND c) Dispatch is not allowed from a station where repair is possible, AND d) Only one flight with no passengers carried on board, not exceeding 20 minutes, necessary to reach the repair station is allowed. NOTE: Flight longer than 20 minutes, with no passengers carried on board, is allowed after approval of the TR DGCA.

PLACARDING:
Placard appropriate "HYD Pump 2/4 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.29.02)- Utility Hydraulic Circuit Normal (No.2) Emergency (No.1)

Revizyon No: 12 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
29. HYDRAULIC POWER **29-2 Utility Hydraulic Circuit Normal (No.2) Emergency (No.1)**	C	2	1	(M) One circuit may be inoperative provided, a) The Landing Gear Lever is secured in L/G extended position AND b) The Extended Landing Gear limitations of the RFM Section 1, Supplement 25 (or Supplement 82) are complied with.

PLACARDING:

Placard appropriate "**Utility Hydraulic Circuit Normal (No.2) / Emergency (No.1)** INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

Use the mechanical locking system designed for the snow/slump pad kits to stow securely the landing gear control handle.

03.30-ICE AND RAIN PROTECT

AMC1 ORO.MLR.105(d)

(03.30.01)- Windshield Wiper System

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-1 Windshield Wiper System**	C	1	0	May be inoperative provided operations are not predicated on its use.

PLACARDING:
Placard "Wipers INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.30.02)- Pitot Heaters

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-2 Pitot Heaters**	C	2	0	May be inoperative provided: a) Flight is conducted under VFR b) OAT>5°C (41 degrees F) OR c) Operations are not conducted in visible moisture when OAT≤5°C

PLACARDING:
Placard appropriate "PITOT HEATER 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.30.03)- FULL ICE PROTECTION SYSTEM (FIPS)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3 FULL ICE PROTECTION SYSTEM (FIPS)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.30.03a)- Ice detector (FIPS Installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3a Ice Dedector (FIPS Installed)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.30.03b)- OAT sensors

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3b Oat Sensors**				Refer to 34-6

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.30.03c)- Heated windshields

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3c Heated Windshields**				Refer to 56-1

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.30.03d)- Tail rotor blade pair heating

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3d Tail rotor blade pair heating**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.30.03f)- Main Rotor Heating (MR FAIL displayed) (FIPS INSTALLED)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3f Main Rotor Heating ("MR FAIL" displayed) (FIPS INSTALLED)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.30.03g)- Main Rotor Heating (MR DEGR displayed) (FIPS INSTALLED)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3g Main Rotor Heating ("MR DEGR" displayed) (FIPS INSTALLED)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.30.03h)- Tail Rotor Heating All blades (TR FAIL displayed) (FIPS INSTALLED)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3h Tail Rotor Heating – All blades ("TR FAIL"displayed) (FIPS INSTALLED)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.30.03i)- Channel B of Full Ice Protection System Control Box (BOUT displayed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-3i Channel B of Full Ice Protection System Control Box (BOUT displayed)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.30.04)- Ice detector (standalone Kit)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **30-4 Ice detector (Stand-alone Kit)** (TC-HZG only)	D	1	0	**(M)** May be inoperative provided: a) the system is deactivated and secured

PLACARDING:

Placard "ICE DETECTOR INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

To deactivate the ice detector pull off the ICE DET PWR breaker on the auxiliary circuit breaker panel.Secure the item by locking the deactivated circuit breakers and tag accordingly. In addition Switch OFF the system.

(Please note that the position of the CB can vary depending by the configuration).

(03.30.05)- LIMITED ICE PROTECTION SYSTEM (LIPS)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-5 LIMITED ICE PROTECTION SYSTEM (LIPS)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.30.06)- Ice detector (LIPS Installed) (1-2 ICE DET FAIL message)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-6 Ice detector (LIPS Installed) (1-2 ICE DET FAIL message)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.30.06a)- Ice detector (LIPS Installed) (1/(2) ICE DET FAIL message)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **30-6a Ice detector (LIPS Installed) (1/(2) ICE DET FAIL message)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

03.31-INDICATING / RECORDING SYSTEMS

AMC1 ORO.MLR.105(d)

(03.31.01)- Combination Recorder (Combined CVR/FDR Unit)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

CAT.IDE.H.190

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 **31-1 Combination Recorder (Combined CVR/FDR Unit)** CAT.IDE.H.185, 190	A	1	0	The Flight data recorder or the cockpit voice recorder function may be inoperative provided: a) the other function, where required, is operative b) the helicopter does not exceed 8 further flights with the inoperative function and, c) A maximum of 72 hours have elapsed since the inoperative function was found.

PLACARDING:
Placard appropriate "CVR/FDR INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.31.02)- Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation

CAT.IDE.H.125 / CS-MMEL

AUTHORITY T.C. S.H.G.M.					
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY			
		3.	NUMBER INSTALLED		
			4.	NUMBER REQUIRED FOR DISPATCH	
				5. REMARKS AND EXCEPTIONS	
31. INDICATING / RECORDING **31-2 Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation** **CAT.IDE.H.125**	C	2	0	May be inoperative provided an accurate timepiece is operative on the flight deck indicating the time in hours, minutes and seconds. NOTE 1: The above is applicable only to those aircraft where the clock has no implication on other equipment e.g. FDR, otherwise the effects on such other systems must be considered. NOTE 2: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds, would be acceptable.		

PLACARDING:
Placard appropriate "Clock Pilot/Co-pilot INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.31.03)- Displays

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
31. INDICATING / RECORDING **31-3 Displays**	C	4	2	One or both co-pilot display may be inoperative for single pilot operations only provided: a) the standby attitude indicator is operative AND b) VFR night operations limitations of the RFM Supplement 24 or IFR operations limitations of the RFM Supplement 22, as applicable, are complied with.

PLACARDING:
Placard appropriate "Display 1/2/3/4 INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.31.03a)- Displays

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **31-3a Displays**	C	4	3	One co-pilot display may be inoperative for dual pilot operations only provided: a) The standby instrument is operative

PLACARDING:
Placard appropriate "Display 1/2/3/4 INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.31.04)- Fifth Display (centre display)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **31-4 Fifth Display (centre display)** (TC-HKU and TC-HZG Only)	D	1	0	(M) May be inoperative provided that : a) The system is deactivated and secured AND b) It is not required for the intended mission.	

PLACARDING:
Placard appropriate "Fifth Display INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
Deactivate the inoperative system by pulling the relevant circuit breaker (CENTRAL DISPLAY) on the AUX circuit breaker panel.Secure the system by locking the deactivated circuit breakers and tag accordingly.
(Please note that the position of the CB can vary depending by the configuration).

(03.31.05)- HUMS (Health Usage and Monitoring System) sensors

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

GM1 SPA.HOFO.155

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 **31-5 HUMS** **(Health Usage and Monitoring System sensors)** (TC-HKT, _ TC-HKB and TC-HZG Only) GM1 SPA.HOFO.155	D	18	0	One or more may be inoperative.

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.32-LANDING GEAR

AMC1 ORO.MLR.105(d)

(03.32.01)- Landing Gear Indicating / Warning System

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **32-1 Landing Gear Indicating/Warning System**	C	1	0	(O) (M) May be inoperative provided that the Retraction system is considered inoperative (ITEM 32-3)

PLACARDING:
Placard "L/G Indicating INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
A fuel consumption increase has to be considered

MAINTENANCE PROCEDURES:
Pull off the CONTR breaker on the LDG GEAR section of the overhead circuit breaker panel, secure the system by locking the deactivated circuit breaker and tag accordingly.

(03.32.02)- Powered Parking Brake Module (PARK BRK ON Caution displayed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **32-2 Powered Parking Brake Module** **(PARK BRK ON Caution displayed)**	C	1	0	(M) May be inoperative with the following limitations: a) CAT A operations requiring the use of the parking brake are not allowed AND b) Sloping operations requiring parking brake are not allowed AND c) The Parking Brake is verified not pressurized when Park Brake level is in fully down position AND d) The system is deactivated and secured

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
Not applicable.

MAINTENANCE PROCEDURES:
For deactivation and securing of the Powered PARKING BRAKE pul off the WHEEL BRAKE CB located on the left-hand side of the H/CNose (Co-Pilot Side). Secure the system by locking the deactivatedcircuit breaker and tag accordingly.

(03.32.03)- Retraction System

Revizyon No: 12 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
32. LANDING GEAR **32-3 Retraction System**	C	1	0	(O)(M) May be inoperative provided that: a) The Landing Gear Lever is secured in L/G extended position AND b) The Extended Landing Gear limitations of the RFM Section 1 and Supplement 25 (or Supplement 82) are complied with.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
A fuel consumption increase has to be considered

MAINTENANCE PROCEDURES:
Use the mechanical locking system if available, designed for the snow/slump pad kits to stow securely the landing gear control handle. .

03.33-LIGHTS

AMC1 ORO.MLR.105(d)

(03.33.01)- Navigation/Position Lights

Revizyon No: 12 Revizyon Tarihi: 24.02.2020

CAT.IDE.H.115 / ORO.MLR.105

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-1 Navigation / Position Light System** CAT.IDE.H.115	C	3	0	May be inoperative for daylight operations.
	A	3	0	(O) One or more may be inoperative for a single night flight when departing from an offshore or remote installation provided: a) The appropriate Air Navigation Service Provider (ANSP) has been informed before departure, AND b) The anti-collision light system (ITEM 33-9) is operative, AND c) The landing light system (ITEM 33-2 or 33-2a) is operative.

PLACARDING:

Placard "Navigation/Position Lights INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

The Pilot should:

a) Inform ANSP before departure that Navigation/Position Lights are inoperative.

b) On the LIGHTS Panel select ANTI COLL LT on ON and verify that the anti-collision lights are correctly illuminated.

c) For H/C S/N 31333, 41276, 41287, 41289, 41290, 41291, 1292 and from S/N 31400 and 41300 onwards: In the collective grip, with the RH/BOTH/LH select toggle switch on BOTH position, switch ON the Landing lights and verify that both lights illuminate. Through the four way momentary switch verify the manoeuvrability of the lights. The ITEM 33-2a is operative.

d) For H/C up to S/N 31399 and 41299, except S/N 31333 and S/N 41276, 41287, 41289, 41290, 41291, 41292 the ITEM 33- 2 is operative

MAINTENANCE PROCEDURES:

None required.

(03.33.02)- Landing Lights System

Revizyon No: 15 Revizyon Tarihi: 08.12.2022

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
33. LIGHTING **33-2 Landing Lights System (TC-HKU, TC-HKT and TC-HKB only)**	C	1	0	May be inoperative for VFR day operations.
	C	1	0	May be inoperative for night operations Provided the standard secondary landing light (searchlight) is operative or the additional Secondary landing light (searchlight) (if installed) is operative

PLACARDING:
Placard "Landing Lights INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.02a)- Landing Lights

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING				
33-2a Landing Lights	C	2	0	May be inoperative for VFR day light operations.
(TC-HZG only)	C	2	1	One landing light may be inoperative for night operations provided the landing site is adequately lighted

PLACARDING:
Placard "Landing Lights INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.33.03)- Standard Secondary Landing Light (Searchlight)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING				
33-3 Standard Secondary Landing Lights (Search Light)	C	1	0	May be inoperative for daylight operations.
	C	1	0	May be inoperative for night operations provided the additional secondary landing light (searchlight) is installed and operative.

PLACARDING:
Placard "Search Light INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.03a)- Additional Scondary Landing Lights (Search Light)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING				
33-3a Additional Secondary Landing Lights (Search Light)	C	1	0	May be inoperative for daylight operations.
(TC-HKU ONLY)	C	1	0	May be inoperative for night operations provided the Standard Secondary landing light (searchlight) is installed and operative.

PLACARDING:
Placard "Search Light INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.04)- Step Lights

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-4 Step Lights** (TC-HKU and TC-HZG only)	C	2	0	One or more may be inoperative for day light operations.

PLACARDING:
Placard appropriate "Step Light LH/RH INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.05)- Cockpit/ Flight Deck/ Flight Compartment and Instrument Lighting System

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-5 Cockpit / Flight Deck / Flight Compartment and Instrument Lighting System**	C	6	0	(O) Individual lights may be inoperative provided remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provideded.

PLACARDING:
Placard appropriate "Dome/Overhead/Console/Instrument/Utility Lights INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
It is pilot's responsibility to check that:
a) remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided,
b) remaining lights are positioned so that direct rays are shielded from flight crewmembers eyes, and
c) Lighting configuration and intensity is acceptable to the flight crew.

MAINTENANCE PROCEDURES:
None required.

(03.33.06)- Cabin Lighting System

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-6 Cabin Lighting System**	C	1	0	May be inoperative: a) for day operations b) for night operations provided that the inoperative lights do not exceed fifty (50) percent of the total installed.

PLACARDING:
Placard "Cabin Lights INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.07)- Emergency Lighting System

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-7 Emergency Lighting System**	C	1	0	May be inoperative for non-passenger carrying operations.

PLACARDING:
Placard "Emergency Lights INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.08)- Helicopter Emergency Egress Lighting System (HEELS)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-8 Helicopter Emergency Egress Lighting System (HEELS)** (TC-HKT _ and TC-HKB only) **CAT.IDE.H.275**	B	5	0	

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.09)- Anti-Collision / Strobe Lights

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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. LIGHTING **33-9 Anti Collision / Strobe Light**				
(TC-HKT _ and TC-HKB only)	C	2	1	One may be inoperative.
	A	2	0	(O) One or more may be inoperative for a single night flight when departing from an offshore or remote installation provided: a) The appropriate Air Navigation Service Provider (ANSP) has been informed before departure AND, b) The Navigation/position lights systems (ITEM 33-1) are operative, AND c) The landing light system (ITEM 33-2 or 33-2a) is operative.
(TC-HKU and TC-HZG only)	C	1	1	
	A	1	0	(O) One may be inoperative for a single night flight when departing from an offshore or remote installation provided: a) The appropriate Air Navigation Service Provider (ANSP) has been informed before departure AND, b) The Navigation/position lights systems (ITEM 33-1) are operative, AND c) The landing light system (ITEM 33-2 or 33-2a) is operative.
CAT IDE H.115				

PLACARDING:
Placard "Anti Collision Light INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
a) Inform ANSP before departure that anti-collision light is inoperative.
b) On the LIGHTS Panel select POS LT on ON and verify that all the position lights are correctly illuminated.
c) For H/C S/N 31333, 41276, 41287, 41289, 41290, 41291, 41292 and from S/N 31400 and 41300 onwards: In the collective grip, with the RH/BOTH/LH select toggle switch on BOTH position, switch ON the Landing lights and verify that both lights illuminate. Through the four way momentary switch verify the manoeuvrability of the lights. The ITEM 33-2a is operative.
d) For H/C up to S/N 31399 and 41299, except S/N 31333 and S/N 41276, 41287, 41289, 41290, 41291, 41292 the ITEM 33- 2 is operative.

MAINTENANCE PROCEDURES:
None required.

(03.33.11)- Pulse Light

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-11 Pulse Light**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.12)- Rescue Hoist Light

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-12 Rescue Hoist Light**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.13)- Search Light (i.e. Trakka)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-13 Search Light (Trakka)**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.14)- Main Rotor Light System

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-14 Main Rotor Light System**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.33.15)- Tail Rotor Light System

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
33. LIGHTING **33-14 Tail Rotor Light System**				NOT INSTALLED

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.34-NAVIGATION

AMC1 ORO.MLR.105(d)

(03.34.01)- Navigation System (VOR, ILS, ADF, DME)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

CS-MMEL / SHT-MMEL/MEL / CAT.IDE.H.345

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-1 Navigation System (VOR, ILS, ADF, DME)** VOR, ADF, DME ---> ILS ---> **CAT IDE H.345**	C B D	2 2 2	0 0 0	(O) One or more 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. May be inoperative under IFR operations provided aproaches and missed approaches where navigation is based on ILS are not included in the flight plan. May be inoperative under VFR operations.

PLACARDING:
Placard appropriate "VOR/ADF/DME/ILS 1/2 or 1-2 INOPERATIVE" on pedestal in cockpit.

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

MAINTENANCE PROCEDURES:
None required.

(03.34.02)- Radio Altimeter(s)

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

CAT.IDE.H.145 / CS-MMEL / SHT-MMEL/MEL

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION				
34-2 Radio Altimeters	D	2	1	One may be inoperative provided 4 axis Flight Director mode RHT is not engaged.
CAT.IDE.H.145	A	2	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:
Placard appropriate "RAD ALT 1/2 INOPERATIVE" on pedestal in cockpit.

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

MAINTENANCE PROCEDURES:
None required.

(03.34.03)- Multifunction Control Display Unit (MCDU)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-3 Multifunction Control Display Unit (MCDU)**	C	2	1	One MCDU may be inoperative for VFR.

PLACARDING:
Placard appropriate "MCDU 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.04)- Transponder(s)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **34-4 Transponder** *Mode A/C --->*	A	1	0	**(O)** May be inoperative for a maximum of 5 flights provided: a) Flight is conducted under VFR over routes navigated by reference to visual landmarks, and b) Permission is obtained from the Air Navigation Service Provider(s) along the route or any planned diversion. *Note: Mode C function is required to be operative for RVSM operation.*
Mode S ---> CAT.IDE.H.350	C	1	0	May be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route. *Note 1: An SSR transponder with an operative Mode S function is defined as a transponder which can provide, at least, Elementary Surveillance capability.* *Note 2: Elementary Surveillance (ELS) capability (Mode S including Aircraft Identification and Pressure Altitude Reporting) is required in European Mode S designated airspace.* *Note 3: Altitude reporting, provided by an SSR transponder Mode S function, is required for ACAS II (TCAS II) operation. Refer to item 34-17 for flight with ACAS II (TCAS II) inoperative.* *Note 4: Altitude reporting, provided by an SSR transponder Mode S function, is required for flight into RVSM airspace.*

PLACARDING:
Placard "Transponder INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
Commander will inform flight operations manager and obtained permission from the relevant ATC units for the intended flight route.

MAINTENANCE PROCEDURES:
None required.

(03.34.05)- Weather Radar System

Revizyon No: 9 Revizyon Tarihi: 12.04.2019

AMC1 ORO.MLR.105(d) / CS-MMEL / CAT.IDE.H.160

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-5 Weather Radar System**	D	1	0	Any in excess of those required may be inoperative provided procedures do not require their use.

PLACARDING:
Placard "Weather Radar INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.06)- OAT/Free Air Temperature (if LIPS/FIPS is not installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **34-6 OAT/Free Air Temperature (if IPS is not installed)**	C	3	2	One of the ADS sensors may be inoperative.

PLACARDING:
Placard appropriate "OAT 1/2/3 INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.06a)- OAT/Free Air Temperature (if FIPS is installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **34-6a OAT/Free Air Temperature (if FIPS is not installed)**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.06b)- OAT/Free Air Temperature (if LIPS is installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **34-6 b OAT/Free Air Temperature (if LIPS is not installed)**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.07)- Traffic Collision Avoidance System

Revizyon No: 15 Revizyon Tarihi: 08.12.2022

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 **34-7 Traffic Collision Avoidance System** (TC-HKU, TC-HKT and TC-HKB only)	D	1	0	May be inoperative provided Single Pilot VFR night operations are not conducted.

PLACARDING:
Placard "TCAS INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.08)- Moving Map Display

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **34-8 Moving Map Display** (even identified as DMAP) (TC-HZG only)	D	1	0	**(M)** May be inoperative provided that is deactivated and secured.

PLACARDING:
Placard "Moving Map INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
Pull off the Circuit breaker DIGITAL MAP CONTR and DIGITAL MAP PWR on the AUX circuit breaker panel.

Secure the system by locking all the deactivated circuit breakers and tag accordingly.

(Please note that the position of the CB can vary depending by the configuration).

Depending on the configuration an ON/OFF switch related to Moving Map/DMAP may exist; if present, move the switch in OFF position.

(03.34.09)- Thunderstorm/Lightning Detection System

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-9 Thunderstorm/Lightning Detection System**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.10)- Enhanced Ground Proximity Warning System (EGPWS)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-10 Enhanced Ground Proximity Warning System (EGPWS)**	D	1	0	May be inoperative

PLACARDING:
Placard "EGPWS INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.11)- Flight Management System (FMS)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-11 Flight Management System (FMS)**	C	2	0	May be inoperative provided single Pilot IFR operations are not conducted.

PLACARDING:
Placard appropriate "FMS 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.12)- Flight Director (FD)

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

CAT.IDE.H.345 / CS-MMEL

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-12 Flight Director (FD)**	C	2	0	May be inoperative provided single Pilot IFR operations are not conducted.

PLACARDING:
Placard appropriate "FD 1/2 INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.13)- Flight Management System (FMS) Database

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **34-13 Flight Management System (FMS) Database**	C	1	0	**(O)** May be out of date for the intended flight route where conventional (non-RNAV/RNP) navigation is sufficient, provided: a) Current aeronautical informations (e.g. charts) is available for the entire route and for the aerodromes to be used, AND b) Navigation database information is disregarded, AND c) Radio navigation aids, which are required to be flown for departure, arrival and approach procedures are manually tuned and identified.

PLACARDING:
Not applicable.

OPERATING PROCEDURES:
It is pilot's responsibility to ensure up to date navigational charts / data and procedures are used.

MAINTENANCE PROCEDURES:
None required.

(03.34.14)- Standby Magnetic Compass

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
34. NAVIGATION **34-14 Standby Magnetic Compass**	B	1	0	May be inoperative provided flight is conducted by VFR day when navigating with reference to visual landmarks.

PLACARDING:
Placard "Standby Magnetic Compass INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.15)- Flux Valve

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **34-15 Flux Valve**	A	2	1	One flux valve may not be calibrated provided that: a) VFR operations are conducted AND b) Only one flight or a series of flight necessary to reach the repair station are allowed AND c) Passengers are not carried on board AND d) HDG miscompare amber message is not displayed AND e) The Standby Magnetic Compass is operative

PLACARDING:
Placard "Flux Valve INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.16)- Attitude and Heading Reference System (AHRS 1(2) fail)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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 **34-16 Attitude and Heading Reference System (AHRS 1(2) fail)**	A	2	1	(O) May be inoperative provide that: a) The limitation as per the Autopilot (Item 22-1) are complied with AND b) The non-affected AHRS is selected on the Reversionary Control Panel

PLACARDING:
Placard "AHRS 1/2 INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
The pilot must select on the Reversionary Control Panel the AHRSnot failed (AHRS (1) or AHRS (2).
(On RCP move AHRS switch to non-failed AHRS)

MAINTENANCE PROCEDURES:
None required.

(03.34.17)- TCAS II

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **34-17 TCAS II** (TC-HZG Only)	A	1	0	(M) May be inoperative for a maximum of 10 calendar days provided: a) it is deactivated AND b) operating procedure do not require its use.

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
Pull off the Circuit Breaker TCAS on the AUX circuit breaker panel.
Secure the system by locking all the deactivated circuit breakers and tag accordingly.
(Please note that the position of the CB can vary depending by the configuration).

(03.34.17a)- Resolution advisory (RA) display system

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

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 **34-17a Resolution advisory (RA) display system**	C	1	0	May be inoperative provided : a) All Traffic Alert (TA) display elements and voice command audio functions are operative, AND b) TA only mode is selected by the crew, AND c) Operating procedures do not require its use.

PLACARDING:
Placard "**Resolution advisory (RA) display system** INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.17b)- Traffic Alert (TA) Display System

Revizyon No: 8 Revizyon Tarihi: 19.02.2019

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 **34-17b Traffic Alert (TA) Display System**	C	1	0	May be inoperative provided: a) RA visual display and audio functions are operative, b) Operating procedures do not require its use.

PLACARDING:
Placard "**Traffic Alert (TA) Display System** INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.18)- GPS (H/C with single standard or single SBAS not LPV compatible or single SBAS LPV compatible)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **34-18 GPS** **(H/C with single standard or single SBAS not LPV compatible or single SBAS LPV compatible)** (TC-HKU only)	D	1	0	May be inoperative (GPS FAIL caution displayed) provided that: a) Navigation procedures for the planned routes to be flown are not depending upon its use. b) RNAV and RNP operations are not conducted.

PLACARDING:
Placard "GPS INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.18a)- GPS (H/C with double standard or double SBAS not LPV compatible)

Revizyon No: 12 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 **34-18a GPS (H/C with double standard or double SBAS not LPV compatible)**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.18b)- GPS (H/C with double SBAS LPV compatible)

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

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 **34-18b GPS (H/C with double SBAS LPV compatible)** (TC-HKT, TC-HKB and TC-HZG only)	C	2	1	(M) One GPS may be inoperative provide that: a) RNP APCH down to LPV minima approach are not conducted AND b) All other navigation systems are operative (Item 34- 1), AND c) Flight Directors (item 34-12) are operative, AND d) FMS database (item 34-13) is up to date, AND e) RNP 0.3 all phases of flight and RNP AR APCH RNP 0.3 minima operations are not conducted
	C	2	0	(M) (O) May be inoperative provided that: a) Navigation procedures for the planned routes are not depending on GPS use and b) RNAV and RNP operations are not conducted

PLACARDING:
None required.

OPERATING PROCEDURES:
The following RNAV RNP operations are not conducted (depending by the installed Primus Epic Phase installed and by the applicable RFM supplement) :

RNAV 5, RNAV 2, RNAV1, RNP 2, RNP 1
RNP APPROACH with MIN LNAV or LNAV/VNAV
RNP 0.3 in all phases of flight
RNP APPROACH LPV minima
RNP AR APPROACH RNP 0.3 Minima

MAINTENANCE PROCEDURES:
Only for the Second GPS:
Pull off the 2ND GPS breaker related to the inoperative system on the AUX circuit breaker panel.
Secure the system by locking all the deactivated circuit breakers and tag accordingly.
(Please note that the position of the Switch and CB can vary depending by the configuration).

03.44-CABIN SYSTEM

AMC1 ORO.MLR.105(d)

(03.44.01)- Passenger Address (PA) System

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

CAT.IDE.H.180

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
44. CABIN SYSTEM **44-1 Passenger Address (PA) System** CAT.IDE.H.180	C	1	0	(O) May be inoperative provided: a) alternate normal and emergency procedures and/or operating restrictions are established and used, and b) flight crew compartment /cabin interphone system (including chime system) is operative.

PLACARDING:
Placard "PA INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
Passenger briefing can be provided orally (without using PA system) by the pilot. It is the pilot responsibility to make sure that all the passengers can hear the briefing.

MAINTENANCE PROCEDURES:
None required.

(03.44.02)- Cabin ICS / PA Control Panel

Revizyon No: 5 Revizyon Tarihi: 05.03.2018

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
44. CABIN SYSTEM **44-2 Cabin ICS / PA Control Panel**	D	1	0	May be inoperative

PLACARDING:
Placard "Cabin ICS INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required

(03.44.03)- Passenger Compartment Intercommunications System (Including Pre-recorded Passenger Briefing System, Page/Chime System, and Air to Ground Telephone)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
44. CABIN SYSTEM **44-3 Passenger Compartment Intercommunications System** **(Including Pre-recorded Passenger Briefing System, Page/Chime System, and Air to Ground Telephone)**	C	1	0	(O) May be inoperative provided alternate passenger briefing procedures are established and used.

PLACARDING:

Placard "Passenger Compartment Intercommunications INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

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

MAINTENANCE PROCEDURES:

None required.

(03.44.04)- Fasten Seat Belts / No Smoking annunciations.

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

CAT.IDE.H.210

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
44. CABIN SYSTEM **44-4 Fasten Seat Belts / No Smoking Annunciations** CAT.IDE.H.210	C	6	0	All may be inoperative provided passengers are not carried. (M) One or more annunciations may be inoperative, provided it/they are placarded and an annunciation is visible from each occupied passenger seat

PLACARDING:

Placard appropriate "Fasten Seat Belts / No Smoking INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

Placard the annunciation "INOPERATIVE". Check that at least one operative annunciation is visible from each occupied passenger seat.

03.46-INFORMATION SYSTEMS

SPA.EFB.100

(03.46.01)- Electronic Flight Bag (EFB) Systems

Revizyon No: 16 Revizyon Tarihi: 03.05.2023

SPA.EFB.100

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
46. INFORMATION SYSTEMS **46-1 Electronic Flight Bag (EFB) Systems** (_TC-HKT _ and TC-HKB only)	C	2	0	**(O)** Maybe inoperative provided alternate procedures are established and used where operating procedures require the use of the effected EFB.

PLACARDING:
None required.

OPERATING PROCEDURES:
- If one EFB is malfunctioning, the flight will continue to the destination, using #2 EFB and back-up EFB.
- If two EFB is malfunctioning, the flight will continue to the destination, using helicopter system.
- Provide instructions to the flight crew for alternate procedures to be used? "**paper document copies should be in the helicopter**".

MAINTENANCE PROCEDURES:
None required.

03.52-DOORS

AMC1 ORO.MLR.105(d)

(03.52.01)- Cockpit / Cabin / Door Warning Systems [CABIN DOOR / COCKPIT DOOR caution illuminate]

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **52-1 Cockpit / Cabin / Door Warning Systems [CABIN DOOR / COCKPIT DOOR caution illuminate]**	C	1	0	**(O)** May be inoperative provided: a) The door warning system is verified to be effectively inoperative AND b) a visual check verifies the door is closed and locked before each flight.

PLACARDING:
Placard appropriate "Cockpit Door / Cabin Door Caution INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
If door is evidently open and door open caution message is not displayed the dispatch is allowed provided a visual check verifies the door is closed and locked before each flight.

If doors looks like closed and door open caution message is displayed perform the following check:
- Open one of the affected door (i.e. either cabin or cockpit);
- Press upwards into the switch receptacle to simulate the movement of the door rod, check the presence of the door open caution message;

- If door open caution message disappear dispatch is not allowed,
- If the door open caution message remains activated close the door, open the other affected door (i.e. either cabin or cockpit respectively), press upwards into the switch receptacle to simulate the movement of the door rod, check the presence of the door open caution message;
    - If door open caution message disappear dispatch is not allowed,
    - If the door open caution remains activated dispatch is allowed provided that a visual check verifies the door is closed and locked before each flight.

MAINTENANCE PROCEDURES:
None required.

(03.52.02)- Baggage Bay / External Power / Door Warning Systems [BAG DOOR / EXT PWR DOOR caution illuminate]

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **52-2 Baggage Bay / External Power / Door Warning Systems [BAG DOOR / EXT PWR DOOR caution illuminate]**	C	1	0	**(O)** May be inoperative provided a visual check verifies the door is closed and locked before each flight

PLACARDING:
Placard appropriate "BAG DOOR / EXT PWR DOOR Caution INOPERATIVE" on instrument panel in cockpit.

OPERATING PROCEDURES:
The crew must ensure that the door is closed and locked prior to take-off by verifying that a visual check has been performed.

MAINTENANCE PROCEDURES:
None required.

03.56-WINDOWS

AMC1 ORO.MLR.105(d)

(03.56.01)- Heated Windshields (for FIPS/LIPS not installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
56. WINDOWS **56-1 Heated Windshields (for FIPS/LIPS not installed)**	D	2	0	(M) May be inoperative provided the system is deactivated and secured.

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
Switch off the switch related to the inoperative heated windshield on the HEAT WSHLD section of the auxiliary circuit breaker panel.Pull off the PWR and CONTR breakers related to the inoperative heated windshield on the HEAT WSHLD section of the auxiliarycircuit breaker panel. Secure the system by locking all the deactivated circuit breakers and tag accordingly.

(03.56.01a)- Heated Windshields (if FIPS is installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
56. WINDOWS **56-1a Heated Windshields (if FIPS is installed)**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.56.01b)- Heated Windshields (if LIPS is installed)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
56. WINDOWS **56-1b Heated Windshields (if LIPS is installed)**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.63-MAIN ROTOR DRIVE

AMC1 ORO.MLR.105(d)

(03.63.01)- Rotor Brake

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
63. MAIN ROTOR DRIVE **63-1 Rotor Brake**	D	1	0	(M) May be inoperative provided: a) inspection determines the calliper is in the down position, and b) system is deactivated and secured.

PLACARDING:
Placard "Rotor Brake INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
ON THE OVERHEAD Panel
1- Pull Off CB IGN1, START1 and START2, IGN 2
2- Set one engine to FLIGHT or GI. Open cowling and panels; verify the position of the calliper.
If the calliper is in the down position pull the PWR circuit breaker on the RTR BRK section of the overhead circuit breaker panel.Secure the system by locking all the deactivated circuit breakers andtag accordingly.
If the calliper is in the up position remove the electromechanicalactuator. Secure the calliper in the down position connecting the boltholes (1) and (2) with a tie-wrap strap. Secure the free connector of the actuator using a tie-wrap strap. Pull the PWR and the CONTRcircuit breakers on the RTR BRK section of the overhead circuitbreaker panel. Secure the system by locking all the deactivatedcircuit breakers and tag accordingly.

03.71-ENGINE

AMC1 ORO.MLR.105(d)

(03.71.01)- RPM Select Switch (failed in 100 % position)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
71. ENGINE **71-1 RPM select Switch (failed in 100 % position)**	B	1	0	May be inoperative provided: a) Landing and take-off with Category A profile are not permitted AND b)Dispatch with switch inoperative is not allowed from a station where repair is possible AND c) HEC and NHEC cargo hook operations are not permitted OR d) Hoist operations are not permitted

PLACARDING:
Placard "**RPM select Switch failed in 100 % position** INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.71.02)- RPM Select Switch (failed in 102 % position)

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
71. ENGINE **71-2 RPM select Switch (failed in 102 % position)**	A	1	0	May be inoperative provided: a) Limitations on maximum allowable speed as per RFM Section 1 are complied with AND b)Dispatch with switch inoperative is not allowed from a station where repair is possible AND c) Only one flight or a series of flights necessary to reach the repair station are allowed

PLACARDING:
Placard "**RPM select Switch failed in 102 % position** INOPERATIVE" on pedestal in cockpit.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.71.03)- Engine Air Particle Separator (EAPS) SOVs

Revizyon No: 12 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
71. ENGINE **71-3 Engine Air Particle Separator (EAPS) SOVs**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.71.04)- Inlet Barrier Filter (IBF) By-Pass Door

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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
71. ENGINE **71-4 Inlet Barrier Filter (IBF) By-Pass Door**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.93-Surveillance

AMC1 ORO.MLR.105(d)

(03.93.01)- OPLS System

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
93. SURVEILLANCE **93-1 OPLS system**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.93.02)- Power Line Detection System

Revizyon No: 6 Revizyon Tarihi: 05.10.2018

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
93. SURVEILLANCE **93-2 Power line detection system**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.93.03)- FLIR System

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
93. SURVEILLANCE **93-3 FLIR System**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.93.04)- Video Converter

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
			4.	NUMBER REQUIRED FOR DISPATCH
				5. REMARKS AND EXCEPTIONS
93. SURVEILLANCE **93-4 Video Converter**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

03.97-Image Recording

AMC1 ORO.MLR.105(d)

(03.97.01)- EVS Camera

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **97-1 EVS camera** (TC-HKU, TC-HKT and TC-HKB only)	D	1	0	(M) May be inoperative provided that the system is deactivated and secured

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
Pull off the Circuit breaker IR – CAMERA on the AUX circuit breaker panel.
Secure the system by locking all the deactivated circuit breakers and tag accordingly.

(03.97.02)- Video Recorder

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **97-2 Video Recorder**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.97.03)- External Video Camera (Fin)

Revizyon No: 17 Revizyon Tarihi: 08.09.2023

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 **97-3 External Video Camera (Fin)**				NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.