AgustaWestland

A119/AW119MKII

# MASTER MINIMUM EQUIPMENT LIST

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FINMECCANICA

HELICOPTER DIVISION

AgustaWestland

A119/AW119MKII

# MASTER MINIMUM EQUIPMENT LIST

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AgustaWestland
A Finmeccanica Company

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**European Aviation Safety Agency**

MASTER MINIMUM EQUIPMENT LIST

A119/AW119 MKII

This Master Minimum Equipment List (MMEL) is approved by the European Aviation Safety Agency (EASA) at the above revision under the Type Certificate (EASA TC No R. 005) as part of the Operational Suitability Data (OSD) as per Regulation (EU) 748/2012 as amended by Regulation (EU) N 69/2014

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PREAMBLE

## Introduction

The following is applicable for operators under European air operations regulations (Regulation Air Operations). Paragraph 1.c.2 of Annex I to Article 5 (essential requirements for airworthiness) of Regulation (EC) No 216/2008 (the 'Basic Regulation') requires that all equipment installed on an aircraft required for type certification or by operating rules shall be operative. However, paragraph 2.a.3 of Annex IV to Article 8 (essential requirements for air operations) of the Basic Regulation also allows the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed items may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

## Purpose and limitations

This Master Minimum Equipment List (MMEL) is developed by the applicant and holders of Type Certificate and approved by the European Aviation Safety Agency to improve aircraft use and thereby providing more convenient and economic air transportation for the public. This MMEL includes those items related to airworthiness, air operations, airspace requirements and other items the Agency finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as main rotor, tail rotor and transmission. In order to maintain an acceptable level of safety, the MMEL establishes limitations on the duration of and conditions for operation with inoperative items. Unless specifically allowed by this MMEL, an inoperative item may not be removed from the aircraft.

This MMEL includes items which have been based only on European operational requirements using associated guidance developed by the Agency. These items could be adapted to the applicable operational requirements when these differ from the European operational requirements, if permitted by the State of the Operator, for the approval of the MEL. In this case the MEL content is still considered to be in conformity with the content of this MMEL.

These items are summarised in the table below:

| **ITEM** | |
|---|---|
| 23-7 | Cockpit Headsets |
| 25-2 | Emergency Locator Transmitter |
| 25-3 | First Aid Kit |
| 25-7 | Torches |
| 31-1 | Combination recorder (Combined CVR/FDR unit) |
| 31-2 | Clock |
| 33-1 | Navigation light system |
| 33-5 | Cockpit Instrument Lighting System |
| 33-6 | Cabin light system |
| 33-7 | Passenger Notice System (Fasten Seat belt/NO smoking) |
| 34-2 | Radio Altimeter |
| 34-3 | Transponder |

## Utilisation

The MMEL is the basis for the development of individual operator's MEL which take into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but shall not be less restrictive than the MMEL. The individual operator's MEL, when approved, allows operation of the aircraft with inoperative items of equipment for a certain period of time until rectification can be accomplished.
The MEL cannot deviate from Airworthiness Directives, or any other additional mandatory requirements. It is important to remember that all items related to the airworthiness and the operational regulations of the aircraft not listed on the MMEL shall be operative. Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as prescribed in this MMEL shall be specified in the MEL to ensure that an acceptable level of safety is maintained. It is important that rectifications be accomplished at the earliest opportunity.

When an item is discovered to be inoperative, it is reported by making an entry in the continuing airworthiness record system or the operator's technical log, as applicable. Following sufficient fault identification, the item is then either rectified or deferred following the MEL or other approved means of compliance acceptable to the competent authority and the Agency prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items inoperative.
Prior to operation with any item inoperative acceptance by the crew is required in accordance with the continuing airworthiness management procedures.

Operators shall establish a controlled and sound rectification programme including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. Operators should include guidance in the MEL to deal with any failures which occur between the commencement of the flight and the start of the take-off. When developing the MEL, compliance with the stated intent of the preamble, definitions and the conditions and limitations specified in this MMEL is required.

## Multiple inoperative items

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative items shall also be considered. Wherever possible, account has been taken in this MMEL 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 aircraft operation and crew workload shall be considered.

## Rectification interval extension

This MMEL has been evaluated taking into account a one-time extension of the rectification intervals of category B, C and D.

## DEFINITIONS AND EXPLANATORY NOTES

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

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

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

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

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

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

7. 'Considered Inoperative' as used in the dispatch conditions, means that item must be treated for dispatch, taxiing and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the rectification interval.

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

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

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

11. 'Flight Day', a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft. 'ETOPS' or 'ER operations' refers to extended range operations of a two engine airplane as defined by Part-SPA.

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

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

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

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

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

17. '(M)' indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel, however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the Operator's Manual or MEL.

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

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

20. 'Notes' provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.

21. 'Number Installed' is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a '-' is then inserted.
Note: Where the MMEL shows a variable number installed, the MEL should reflect the actual number installed, as far as practical.

22. 'Number required for dispatch' is the minimum number (quantity) of items required for operation provided the conditions specified are met. Should the number be a variable (e.g. passenger cabin items) or not applicable, a number is not required; a '-' is then inserted.

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

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

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

25. 'Operating minima' means the set of requirements associated to operations requiring a specific approval (refer to Part-SPA).

26. 'Placarding' Each inoperative item must be placarded, as applicable, to inform and remind the crew members and maintenance personnel of the item's condition.
Note: To the extent practical, placards should be located adjacent to the control or indicator for the item affected; however, unless otherwise specified, placard wording and location will be determined by the operator.

27. 'Rectification intervals' Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:

**Category A:** No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in the MMEL.

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

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

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

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

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

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

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

30. "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.

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

## SYSTEMS INVOLVED

| ATA code | System | MMEL Revision |
|---|---|---|
| 23 | Communications | A |
| 25 | Equipment/Furnishing | A |
| 30 | Ice and Rain Protection System | A |
| 31 | Indicating and recording system | A |
| 33 | Lighting System | A |
| 34 | Navigation | A |
| 35 | Oxygen | A |
| 52 | Door | A |
| 77 | Engine Indicating System | A |
| 93 | Imagine Recording | A |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **23-1** |

| (1) System & Sequence Numbers Item | | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|---|
| **23** | **COMMUNICATION SYSTEM** | | | | |
| **-1** | VHF Radio (Excluding Garmin G1000H) | **D** | **-** | **1** | Any in excess of one may be inoperative provided that VFR day operation only are conducted. |
| **-2** | Radio FM, HF, UHF | **D** | **-** | **-** | Any in excess of those required by Operational regulations may be inoperative |
| **-3** | Co-Pilot Audio Control Panel (if installed) | **D** | **1** | **0** | May be inoperative provided that single pilot operations are conducted. |
| **-4** | Cabin Audio Control Panel (if installed) | **C** | **1** | **0** | May be inoperative provided that not required for the intended mission. |
| **-5** | Passenger Speaker Amplifier (if installed) | **C** | **1** | **-** | (O) May be inoperative provided that alternative normal/emergency procedure and/or operating restrictions are established and used |
| | | **D** | **1** | **0** | May be inoperative provided that non-passenger-carrying operations conducted |
| **-6** | Passenger Intercom System (Garmin G1000H only) | **C** | **1** | **0** | May be inoperative |
| **-7** | Cockpit Headsets | **D** | **-** | **-** | Any in excess of those required for each required crew member may be inoperative or missing<br>For Single Pilot operations a spare headset shall be operative |
| **-8** | Cabin Crew Headset | **D** | **-** | **0** | May be inoperative if not required for the intended operations. |
| **-9** | Passenger Headsets | **D** | **-** | **0** | May be inoperative |

| | | | | | |
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| | | DATE: | **16 December 2015** | | **25-1** |
| (1) | System & Sequence Numbers Item | (2) | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
| **25** | **EQUIPMENT / FURNISHING** | | | | |
| **-1** | Passenger seat(s) | **D** | **-** | **-** | (M) May be inoperative provided that:<br>a) does not block an emergency exit,<br>b) does not restrict any passenger from accessing any emergency exit<br>c) the failed item is secured and placarded "DO NOT OCCUPY"<br><br>Notes:<br>1) A seat with an inoperative or missing seat belt or harness is considered inoperative<br>2) In case of inoperative floor fixing hardware, DO NOT dispatch |
| **-2 ***** | ELT | **A** | **-** | **0** | May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first |
| **-3** | First Aid kit | **A** | **1** | **0** | May be incomplete for one calendar day |
| **-4 ***** | Rescue Hoist System | **D** | **1** | **0** | (M) May be inoperative provided that the system is not required for the intended mission and it is secured and deactivated |
| **-5 ***** | Cargo Hook System | **D** | **1** | **0** | (M) May be inoperative provided that the system is not required for the intended mission and it is stowed, secured and deactivated |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **25-2** |

| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **25 EQUIPMENT / FURNISHING** | | | | |
| **-6** Safety Hook<br>*** | **D** | **1** | **0** | (M) May be inoperative provided that:<br>- the item is not required for the intended mission, AND<br>- the item is secured and deactivated, AND<br>- RFM limitations for Cargo Hook operations are complied with. |
| **-7** Torches | **C** | **-** | **-** | Any in excess of those required for the intended flight may be inoperative or missing. |
| | **D** | **-** | **0** | May be inoperative or missing for daylight operations |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **30-1** |

| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **30 <u>ICE and RAIN PROTECTION</u>** | | | | |
| **-1 ***** Windshield Wiper System | **C** | **1** | **0** | May be inoperative |
| **-2** Pitot Heating system | **B** | **1** | **0** | (M) May be inoperative provided:<br>a) Operations are not conducted in visible moisture and in known or forecast rain condition, AND<br>b) Night operations not conducted |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **31-1** |

| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **31 INDICATING / RECORDING** | | | | |
| **-1 ***** Combination recorder (Combined CVR/FDR unit) | **A** | **1** | **0** | Flight Data and/or Cockpit voice recorder may be inoperative provided that:<br>(a)the other function, where required, is operative<br>(b) 8 further consecutive flights with the inoperative item are not exceeded<br>(c) a maximum of 72 hours have elapsed since the inoperative function was found |
| **-2** Clock | **C** | **-** | **0** | (O)May be inoperative provided that an accurate timepiece is operative in the flight crew compartment indicating the time in hours, minutes and seconds |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **33-1** |

| (1) System & Sequence Numbers Item | | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|---|
| **33** | **LIGHTING** | | | | |
| **-1** | Navigation Lights | **C** | **3** | **0** | May be inoperative for daylight operations |
| | | **C** | **3** | **-** | Any in excess of those required may be inoperative for night operations |
| **-2** | Anti-Collision Lights | **C** | **2** | **1** | Any in excess of one may be inoperative |
| **-3** | Taxi/Landing Lights | **C** | **2** | **0** | May be inoperative provided that daylight operations are conducted. |
| **-4** | Searchlight (if installed) | **C** | **1** | **0** | (M) May be inoperative if not required for the intended flight and the system is stowed and deactivated |
| **-5** | Cockpit Instrument Lighting System | **C** | **-** | **0** | May be inoperative for daylight operations |
| | | **C** | **-** | **-** | (O) Individual lights may be inoperative provided:<br>(a) sufficient lighting is operative to make each required instrument control and other device for which it is provided easily readable, and<br>(b) lighting configuration at dispatch is acceptable to the flight crew |
| **-6** | Cabin Lighting System | **D** | **1** | **0** | May be inoperative provided passengers are not carried when operating at night |
| | | **C** | **-** | **-** | (O) Individual lights may be inoperative provided lighting configuration at dispatch is acceptable to the cabin crew |
| **-7** | Passenger Notice System (Fasten seat belt/ NO Smoking) | **C** | **-** | **0** | (O) May be inoperative provided alternate procedures are established and used for briefing passengers |
| | | **D** | **-** | **0** | May be inoperative provided no passenger is carried |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **34-1** |

| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **34 NAVIGATION** | | | | |
| **-1** Navigation Systems (VOR, DME,ILS, ADF, MB/GPS) | **C** | **-** | **-** | May be inoperative for VFR day flight when not required for the intended flight route |
| **-2** Radio Altimeter | **C** | **1** | **0** | May be inoperative provided: approach minima or operating procedures are not dependent upon its use |
| **-3** Transponder (excluding Garmin G1000H) | | | | |
| Mode A/C | **D** | **1** | **0** | May be inoperative if not required by the airspace for the intended flight route |
| Mode S (if installed) | **C** | **1** | **0** | (O) May be inoperative provided that permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route<br><br>Note: Transponder KT71 Mode A/C only. |
| **-4** Magnetic Compass (if installed) | **B** | **1** | **0** | May be inoperative provided that:<br>a) operations are conducted under day VFR and<br>b) Flight is conducted over routes navigated by reference to visual landmark |

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| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **35 <u>OXYGEN</u>** | | | | |
| **-1 ***** EMS Oxygen System | **C** | **1** | **0** | (M) May be inoperative if not required for the intended mission and provided that the system is discharged and deactivated. |

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| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **52** **DOORS** | | | | |
| **-1** Cockpit/Cabin/Baggage/ DC External PWR Door Alert System | **C** | **1** | **0** | (O) May be inoperative provided that the affected door is verified closed and latched before each flight. |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **77-1** |

| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **77 ENGINE INDICATING SYSTEM** | | | | |
| **-1** Engine Monitoring System (ADAS) (if installed) | **D** | **1** | **0** | (M) May be inoperative provided that the system is secured and deactivated |

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| **A119/AW119 MK II** | DATE: | **16 December 2015** | **93-1** |

| (1) System & Sequence Numbers Item | (2) Rectification Interval | (3) Number Installed | (4) Number Required for Dispatch | (5) Remarks or Exception |
|---|---|---|---|---|
| **93 IMAGINE RECORDING** | | | | |
| **-1 ***** SWE-400 FLIR Camera | **D** | **1** | **0** | (M) May be inoperative if not required for the intended mission and provided that Turret Camera Unit stowed and the system deactivated |

## GUIDELINES FOR (O) PROCEDURES

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

## GUIDELINES FOR (M) PROCEDURES

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

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