

KAAN HAVACILIK SANAYİ VE TİC. A.Ş.



El Kitabı : MINIMUM EQUIPMENT LIST (MEL)(LEONARDO A109S)

Revizyon No : 0

Revizyon Tarihi : 25.06.2026



SİVİL HAVACILIK GENEL MÜDÜRLÜĞÜ
DIRECTORATE GENERAL OF CIVIL AVIATION

ONAY SERTİFİKASI
APPROVAL CERTIFICATE

MINIMUM EQUIPMENT LIST (MEL)
KAAN HAVACILIK SANAYİ VE TİC. A.Ş.
KAAN HAVACILIK

Revision Date : 25.06.2026

Revision No : 0

TYPE(S) OF AIRCRAFT
Leonardo / A109S

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

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Approval Date

18/08/2026



T.C. ULAŞTIRMA VE
ALTYAPI BAKANLIĞI

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REVISION HIGHLIGHTS

Revision No:0

Initial Issue: All Pages, TC-HKH entering to fleet

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ORO.MLR.105

(01.01)- Title Page

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

ORO.MLR.105

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

(01.02)- Table of Contents

ORO.MLR.105

(01.03)- Log of Revisions

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

ORO.MLR.105

REV. NO	DATE	PAGE NUMBERS	INSERTED
0	25.06.2026	Initial Issue; All Pages, TC-HKH entering to fleet	A.M.UZUN G.AÇIKGÖZ

(01.04)- List of Holders

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

ORO.MLR.105

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

(01.05)- List of Abbreviations

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

ORO.MLR.105

ADF Automatic Direction Finder

AFCS Automatic Flight Control System

ANSP Air Navigation Service Provider(s)

ATA Air Transport Association

°C Degrees Celsius

Cat.A Category A

CVR Cockpit Voice Recorder

DME Distance Measuring Equipment

EADI Electronic Attitude and Direction Indicator

ECS Environmental Control System

EHSI Electronic Horizontal Situation Indicator

ELT Emergency Locator Transmitter

ESIS Electronic Standby Instrument System

FD Flight Director

FDR Flight Data Recorder

FM Frequency Modulation

GLA Garmin Linear Actuator

GFS Garmin Trim Actuator
GMC Garmin Mode Controller
GPS Global Positioning System
HEC Human External Cargo
HF High Frequency
HIC Helicopter
ICS Integrated Communication System
IFR Instrument Flight Rules
ILS Instrument Landing System
MB Marker Beacon
MEL Minimum Equipment List
MMEL Master Minimum Equipment List
NHEC Non-Human External Cargo
N/A Not Applicable
OAT Outside Air Temperature
PFT Pre-Flight Test (AFCS)
P/N Part Number
RFM Rotorcraft Flight Manual
SAS Stability Augmentation System
SOV Shut-Off Valve
UCT Universal Coordinated Time
UHF Ultra-High Frequency
VFR Visual Flight Rules
VG Vertical Gyro
VHF Very High Frequency
VOR VHF Omnidirectional Range

(01.06)- List of Effective Pages

ORO.MLR.105

(01.07)- Definitions

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

ORO.MLR.105

1. "Rotorcraft Flight Manual (RFM)" means the document required for type certification and approved by the Agency. The RFM for the specific aircraft is listed on the applicable Type Certificate Data Sheet.
2. "Alternate procedures are established and used" or similar statement means that alternate procedures (if applicable), to the affected process, must be drawn up by the operator as part of the MEL approval process, so that they have been established before the MEL document has been approved. Such alternate procedures are normally included in the associated operations (O) procedure.
3. "Any in excess of those required by regulations" means that the listed item is required by applicable legislation (e.g. Part OPS, Single European Sky legislation or the applicable airspace requirements) must be operative and only excess items may be inoperative. When the item is not required, it may be inoperative for the time specified by its rectification interval category. Whenever this condition is used in the MMEL, the applicable regulations for the intended flight routes and the resulting dispatch restrictions need to be clarified at the operator's MEL level.
4. "As required by (operational) regulations" means that the listed item of equipment is subject to certain provisions (restrictive or permissive) expressed in the applicable legislation (e.g. regulation Air Operations, Single European Sky legislation or the applicable airspace requirements). When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.
5. "Calendar Day" means a 24-hour period from midnight to midnight based on either UTC or local time, as selected by the operator. All calendar days are considered to run consecutively.
6. "Cat.A" operations are those specified in Appendix C to CS 27 Amdt 3, as reported in the Type Certificate Data Sheet EASA.R.005
7. "Commencement of flight" is the point when an aircraft begins to move under its own power for the purpose of preparing for take-off.
8. "Considered Inoperative" as used in the dispatch conditions means that item must be treated for dispatch, taxiing and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired. Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the rectification interval.

9. "Deactivated" means when not all equipment interfaces (e.g. electrical, hydraulic, pneumatic, optical, mechanical) are removed and the equipment is set to a NON OPERATIVE status (i.e. it does not perform its nominal function and not any other), by the available settings (i.e. command input set to OFF or similar), although the equipment itself is still in place and held in its standard position.
10. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.
11. "Daylight" means the period between the beginning of morning civil twilight and the end of evening civil twilight relevant to the local aeronautical airspace; or such other period, as may be prescribed by the appropriate authority.
12. "Day of discovery" means the calendar day that a malfunction was recorded in the aircraft maintenance record/log book.
13. "Flight" for the purposes of this MMEL, means the period of time between the moment when an aircraft begins to move under its own power, for the purpose of preparing for take-off, until the moment the aircraft comes to a complete stop on its parking area, after the first landing.
14. "Flight Day", a 24-hour period from midnight to midnight based on either UCT or local time, as selected by the operator, during which at least one flight is initiated for the affected aircraft.
15. "If installed" means that the item is either optional or is not required to be installed on all aircraft covered by the MMEL.
16. "Inoperative" means that the item does not accomplish its intended purpose or is not consistently functioning within its approved operating limits or tolerances.
17. "Intended flight route" corresponds to any point on the route including diversions to reach alternate aerodromes required to be selected by the operational rules.
18. "Item" means component, instrument, equipment, system or function.
19. "(M)" indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel, however, other personnel may be qualified and authorised to perform certain functions. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the Operator's Manual or MEL.

Note: The (M) symbols are required in the operator's MEL.

20. "Master Minimum Equipment List" means a document approved by the Agency that establishes the aircraft equipment allowed to be inoperative under conditions specified therein for a specific type of aircraft.
21. "Minimum Equipment List" means a document established as specified under 8.a.3. of Annex IV to Regulation (EC) No 216/2008 and approved by the competent authority, in accordance with ORO.MLR.105, that authorises an operator to dispatch an aircraft with aircraft equipment inoperative as per CAT.IDE.A/H.105 or NCC.IDE.A/H.105 under the conditions specified therein.
22. "Notes" provide additional information for flight crew or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the dispatch conditions.
23. "Number Installed" is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g. passenger cabin items), or not applicable, a number is not required; a "-" is then inserted.

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

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

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

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

Note: The (O) symbols are required in the operator's MEL.

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

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

27. "Rectification intervals": Inoperative items or components, deferred in accordance with the MEL, must be rectified at or prior to the rectification intervals established by the following letter designators:
 27.
 - Category A: No standard interval is specified. However, items in this category shall be rectified in accordance with the conditions stated in the MMEL.
 - (i) Where a time period is specified in calendar days or flight days, the interval excludes the day of discovery.
 - (ii) Where a time period is specified other than in calendar days or flight days, it shall start at the point when the defect is deferred in accordance with the operator's approved MEL.
 - Category B: Items in this category shall be rectified within three (3) calendar days, excluding the day of discovery.
 - Category C: Items in this category shall be rectified within ten (10) calendar days, excluding the day of discovery.
 - Category D: Items in this category shall be rectified within one hundred and twenty (120) calendar days, excluding the day of discovery.
 28. "Remarks or Exceptions" include statements either prohibiting or allowing operation with a specific number of items inoperative, provisos (conditions and limitations), notes, (M) and/or

(O) symbols, as appropriate for such operation.

29. "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing is indicated in the guidelines for (O) and (M) procedures section as applicable.
30. "Series of flights" indicates the minimum number of flights necessary to fly to the nearest repairing station.
31. "Visible Moisture" means an atmospheric environment containing water in any form that can be seen in natural or artificial light; for example, clouds, fog, mist, rain, sleet, hail, or snow.
32. "Visual Flight Rules" (VFR) and "Instrument Flight Rules" (IFR) operations are defined in Regulation (EU) No 923/2012 of 26/09/2012 and Regulation (EU) 2016/1185 of 20/07/2016. Reference to any VFR operation in the "Remarks or Exceptions" Column precludes a pilot from filing an IFR flight plan.
33. " -" in the Number Installed Column (respectively Number Required for Dispatch Column) indicates a variable number (quantity) of the item installed (respectively item required) or not applicable.

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

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

(01.08)- ATA Chapter List

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

ATA CODE	SYSTEM
21	Air Conditioning
22	Autoflight
23	Communication System
24	Electrical Power Distribution System
25	Equipment /Furnishing
26	Fire Protection
28	Fuel
30	Ice And Rain Protection
31	Indicating/Recording
33	Lighting
34	Navigation
52	Doors
63	Rotors

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02.09-Contact Addresses
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02.10.01-Guidelines for (O) Procedures
02.10.02-Guidelines for (M) Procedures

02-PREAMBLE

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

(02.01)- Introduction

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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

Kaan Havacılık Sanayi ve Ticaret A.Ş. **Leonardo A109S (Trekker)** Minimum Equipment List is in compliance with;

**Master Minimum Equipment List,
Revision F dated 08.12.2023 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 the following registration marks:

TC-HKH - LEONARDO A109S Trekker - S/N: 22705

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 procedures or from any applicable airworthiness directive and will be no less restrictive than 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: 0 Revizyon Tarihi: 25.06.2026

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: 0 Revizyon Tarihi: 25.06.2026

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

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

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

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

(02.04)- Maintenance Action

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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

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

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

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

(02.05)- Rectification Intervals and Extensions

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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: 0 Revizyon Tarihi: 25.06.2026

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

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

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

(02.07)- Manual Arrangement

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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 published 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 publishing date, revision number, part and

page number.

- On each new published revision a complete new LEP shall be issued. All pages from the LEP bears the new revision number.
- The ARRANGEMENT OF MANUAL CHANGES, the CROSS REFERENCE LIST, the ABBREVIATIONS, TERMINOLOGY, CONTACT ADDRESSES and DISTRIBUTION.

METHOD OF TEXT NUMBERING

0-2-1-1

0:PART

2:CHAPTER

1:PARAGRAPH

1:SUB PARAGRAPH

02.08-Amendment Procedure

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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. The Compliance Monitoring Manager is responsible for its contents and for keeping the instructions and information up-to date. He shall supply the TR DGCA with intended amendments and revisions in advance of the effective date for approval.

After TR 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 may be placed margin on the page where the changes are introduced.

(02.08.01)- Revision System for MEL

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
AMC1 ORO.MLR.105(c)

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

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



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(02.09)- Contact Addresses

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
AMC1 ORO.MLR.105(d)(1)

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02.10-GUIDELINES FOR PROCEDURES

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

(02.10.01)- Guidelines for (O) Procedures

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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

ATA	Item	(O) Procedure
23	4 [Trekker]	<u>Cabin Speaker</u> In case passengers are carried out, 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
26	1	<u>Portable Fire Extinguisher</u> Prior to take-off the pilot must inform the passengers that the equipment is not operative
28	3	<u>Fuel Boost Pump Caution System</u> The flight crew shall monitor fuel pressure indications on relevant display to ensure the correct operation of the fuel boost pump system. In case it lowers to "0", flight crew has to manually switch the crossfeed to X-FEED position not relying on automatic switching
30	1	<u>Pitot Heating System</u> Pilot to check OAT/Free Air Temperature Probe(s) (Item 34-7 on both S Basic and S Trekker) is(are) operative
31	1	<u>Digital Clock</u> The pilot to check an alternative accurate timepiece is operative. Note: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable
33	1	<u>Navigation (Position) Lights</u> For night flight, pilot to inform ANSP before departure that navigation (position) light(s) is(are) inoperative and to check Anti-Collision Lights (Item 33-2) and Landing Lights (Item 33-3) are operative
33	2	<u>Anti-Collision Lights</u> For daylight operations, pilot to check Navigation (Position) Lights (Item 33-1) are operative. For night flight, pilot to inform ANSP before departure that navigation (position) light(s) is(are) inoperative and to check Anti-Collision Lights (Item 33-2) and Landing Lights (Item 33-3) are operative
33	3	<u>Landing Lights</u> For night flight, pilot to check Steerable Searchlight (Item 33-12) is operative
33	4	<u>Cockpit Instrument Lighting System</u> It is pilot's responsibility to check that remaining lights are sufficient to clearly illuminate all required instruments, controls, and other devices
33	6	<u>Passenger Notice System (Fasten Seat Belt/No Smoking)</u> In case passengers are carried out, the pilot is responsible to notify the passengers that seat belts shall be fastened and smoking is prohibited for all the duration of flight. This briefing may be provided orally before flight and the pilot is responsible to make sure that all passengers can hear the notification
34	4 [Trekker]	<u>Transponder</u> Pilot to contact ANSP to obtain permission to perform a flight with a failed transponder
52	1	<u>Cockpit/Cabin/Baggage/Nose Door Alert System</u> The crew must ensure that the door is closed and latched before each flight

(02.10.02)- Guidelines for (M) Procedures

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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

ATA	Item	(M) Procedure
21	1	<u>Integrated ECS</u> Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs toggle-switches. Deactivate and secure the SOVs in closed position. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches: • Get access to the proper panel and remove it. • Disconnect, isolate and stow (secure) the proper connectors. • Restore the panel and tag the inoperative toggle-switches.
21	2	<u>Heater System</u> Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs toggle-switches. Deactivate and secure the SOVs in closed position. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches: • Get access to the proper panel and remove it. • Disconnect, isolate and stow (secure) the proper connectors. • Restore the panel and tag the inoperative toggle-switches.
22	1 [Basic, Trekker- 101]	<u>Stability Augmentation System</u> Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly
24	1	<u>Generator</u> Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly
25	1	<u>Passenger Seat(s)</u> Secure passenger seat in the upright position and placard "DO NOT OCCUPY". Make sure the placard is clearly visible and firmly secured. In case of failures related to one or more fast belt fixing points the remaining points must be blocked and fast belts fixed to prevent the possibility to have injury to others occupants. Removable parts such as headrest/arm if damaged must be removed and secured in the baggage compartment.
25	5.1	<u>Primary Cargo Hook System</u> Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly. Stow the Hook according to RFM procedure
26	1	<u>Portable Fire Extinguisher</u> The inoperative fire extinguisher(s) must be tagged inoperative, removed from the installed location and secured in the baggage so that it cannot be mistaken for a functional unit. The remaining ones must be repositioned in order to be accessible for all the occupants. Crew members must be informed that the equipment is not operative
26	2	<u>Engine Fire Extinguisher System</u> Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly
30	1	<u>Pitot Heating System</u> Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance

		Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly
33	12	<u>Steerable Searchlight</u> Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly
34	2 [Trekker]	<u>Radio Altimeter</u> Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly
34	8 [Trekker-101]	<u>Vertical Gyro (VG)</u> Deactivate the system by pulling the circuit breaker(s) of the related SAS Helipilot Computer(s) (refer to (M) Procedure for Item 22-1). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly
63	1	<u>Rotor Brake System</u> For A109S Trekker only: Check Rotor Brake Lever is in OFF position. Get access to the rotor brake pump on the right side of the upper deck and check the pressure indication on the pump manometer is "0". Get access to the rotor brake body on the rear side of the main transmission and: • Disconnect and remove the flexible hose which connects the brake body to the Rotor Brake Pump. • Seal the hydraulic port on the brake body and the fitting on the hydraulic line with two metallic caps (P/N AN929-4D or equivalent). • Check that the calliper is not connected to the disc. Deactivate the Rotor Brake System by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly

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AMC1 ORO.MLR.105(d)

03.21-AIR CONDITIONING

AMC1 ORO.MLR.105(d)

(03.21.01)- Integrated ECS

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
	4.	NUMBER REQUIRED FOR DISPATCH		
	5.	REMARKS AND EXCEPTIONS		
21. AIR CONDITIONING				
1. Integrated ECS	C	1	0	(M) May be inoperative provided that it is deactivated and secured. Note: demisting function guaranteed by Ventilation System

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

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

(03.21.02)- Heater System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
21. AIR CONDITIONING				
2. Heater System	C	1	0	(M) May be inoperative provided that it is deactivated and secured. Note: demisting function guaranteed by Ventilation System

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

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

03.22-AUTOFLIGHT

AMC1 ORO.MLR.105(d)

(03.22.01)- Stability Augmentation System (SAS) [Applicable to A109S Basic and Trekker-101]

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. REPAIR CATEGORY			
			3.	NUMBER INSTALLED
			4.	NUMBER REQUIRED FOR DISPATCH
			5.	REMARKS AND EXCEPTIONS
22. AUTO FLIGHT				
1. Stability Augmentation System (SAS) [Applicable to A109S Basic, Trekker-101]	C	2	1	(M) One SAS may be inoperative provided that: - The inoperative SAS is deactivated and secured, AND - VFR operations only are conducted, AND - All the RFM limitations for VFR operations only and applicable in case of failure/loss of one SAS during flight, including the relevant Airspeed Limitation referenced therein, are complied with Note: Following loss of one SAS, the autorim function is inoperative
Applicable to A109S Trekker-101 only	C	2	0	(M) Both SAS may be inoperative provided that: - Both SAS are deactivated and secured, AND - VFR operations only are conducted, AND - SAS1, SAS2 and ATT HOLD modes are not engaged, AND - All the RFM limitations applicable in case of AFCS OFF, including the relevant Airspeed Limitation referenced therein, are complied with Note: Following loss of both SAS, FD Modes are not available

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

(03.22.02)- Attitude Hold Mode [Applicable to A109S Basic and Trekker-101]

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
22. AUTO FLIGHT				
2. Attitude Hold Mode [Applicable to A109S Basic, Trekker-101]	C	1	0	May be inoperative provided that VFR operations only are conducted hands-on and operating procedures are not depending on its use

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.22.03)- Flight Director [Applicable to A109S Basic and Trekker-101]

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
22. AUTO FLIGHT				
3. Flight Director [Applicable to A109S Basic, Trekker-101]	C	1	0	May be inoperative

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

03.23-COMMUNICATION SYSTEM

AMC1 ORO.MLR.105(d)

(03.23.01)- VHF Radio

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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. COMMUNICATION SYSTEM				
1. VHF Radio	C 2 1	Any in excess of one may be inoperative provided that VFR operations only are conducted		

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.02)- Cordless ICS (for Hoist Operations)

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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. COMMUNICATION SYSTEM			
2. Cordless ICS (for Hoist operations)			NOT INSTALLED

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.23.03)- Co-Pilot Audio Controller

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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. COMMUNICATION SYSTEM			
3. Co-Pilot Audio Controller	D 1 0	May be inoperative provided that single pilot operations are conducted	

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.04)- Cabin Speaker

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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. COMMUNICATION SYSTEM				
4. Cabin Speaker	C	2	0	(O) May be inoperative provided that alternate normal and emergency procedures and/or operating restrictions are established and utilized
	D	2	0	May be inoperative provided that passengers are not carried out

PLACARDING:

None required.

OPERATING PROCEDURES:

In case passengers are carried out, 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.

MAINTENANCE PROCEDURES:

None required.

(03.23.05)- Cockpit Headsets

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 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. COMMUNICATION SYSTEM				
5. Cockpit Headsets	C	2	1	Any in excess of those required for each crew member may be inoperative or missing.

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.23.06)- Cabin Crew Headset

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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. COMMUNICATION SYSTEM			
6. Cabin Crew Headset			NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.23.07)- Passenger Headsets

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 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. COMMUNICATION SYSTEM				
7. Passenger Headsets	D	6	0	May be inoperative

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

03.24-ELECTRICAL POWER DISTRIBUTION SYSTEM

AMC1 ORO.MLR.105(d)

(03.24.01)- Generator

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
24. ELECTRICAL POWER DISTRIBUTION SYSTEM				
1. Generator	B 2 1	(M)	One may be inoperative for VFR Day operations provided that:	
			- The inoperative generator is deactivated and secured, AND - GEN CNT caution is not displayed	

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

(03.24.02)- Inverter [Applicable to A109S Basic and Trekker-101]

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM , SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
24. ELECTRICAL POWER DISTRIBUTION SYSTEM				
2. Inverter [Applicable to A109S Basic, Trekker- 101]	C 2 1	One may be inoperative provided that: • VFR operations only are conducted, AND • Only SAS1 mode is engaged, i.e. SAS2 and ATT HOLD modes are not engaged, AND • All the RFM limitations for VFR operations only and applicable in case of failure/loss of one SAS during flight, including the relevant Airspeed Limitation referenced therein, are complied with Note: Being one SAS only engaged, the autorim function is inoperative		
Applicable to A109S Trekker-101 only	A 2 0	Both may be inoperative for one flight or a series of flights for the purpose of returning directly to a base where repairs or replacements can be made provided that: • VFR operations only are conducted, AND • SAS1, SAS2 and ATT HOLD modes are not engaged, AND • All the RFM limitations applicable in case of AFCS OFF, including the relevant Airspeed Limitation referenced therein, are complied with Note: As both SAS are not engaged, FD Modes are not available		

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.24.03)- DC External Power

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
24. ELECTRICAL POWER DISTRIBUTION SYSTEM				
3. DC External Power	C	1	0	May be inoperative

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

03.25-EQUIPMENT\FURNISHING

AMC1 ORO.MLR.105(d)

(03.25.01)- Passenger Seat(s)

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

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

PLACARDING:

Secure passenger seat in the upright position and placard "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. 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. Removable parts such as headrest/arm if damaged must be removed and secured in the baggage compartment.

(03.25.03)- First Aid Kit

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
CAT.IDE.H.220

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
			5. REMARKS AND EXCEPTIONS	
25. EQUIPMENT\FURNISHING				
3. First Aid Kit	A	1	1	

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.25.051)- Primary Cargo Hook System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
25. EQUIPMENT\FURNISHING				
5.1. Primary Cargo Hook System	D	1	0	(M) May be inoperative provided that it is not required for the intended mission and it is stowed, deactivated and secured

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

(03.25.052)- Secondary Cargo Hook System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
	4.	NUMBER REQUIRED FOR DISPATCH		
	5.	REMARKS AND EXCEPTIONS		
25. EQUIPMENT FURNISHING				
5.2. Secondary Cargo Hook System				NOT INSTALLED

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.25.06)- Rescue Hoist System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 AMC1 ORO.MLR.105(d)

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

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.25.07)- Emergency Locator Transmitter (ELT)

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

CAT.IDE.H.280

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
25. EQUIPMENT\FURNISHING				
7. Emergency Locator Transmitter (ELT)	A	1	0	May be inoperative for a maximum of 6 flights or 25 flying hours, whichever occurs first.

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.25.09)- Oxygen System and Masks

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

CAT.IDE.H.240

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY	
	3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
25. EQUIPMENT FURNISHING			
9. Oxygen System and Masks			NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.25.10)- Torches

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY	
	3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
25. EQUIPMENT FURNISHING			
10. Torches			NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.25.11)- Passenger Convenience Item

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY	
	3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
25. EQUIPMENT/FURNISHING			
11. Passenger Convenience Item			NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

03.26-FIRE PROTECTION

AMC1 ORO.MLR.105(d)

(03.26.01)- Portable Fire Extinguisher

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

CAT.IDE.H.250

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM , SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
26 . FIRE PROTECTION				
1. Portable Fire Extinguisher	D 1 1			(O)(M) Any in excess of those required by operational requirements may be inoperative or missing provided that required distribution is maintained and the remaining one is accessible for all the occupants.

PLACARDING:

None required.

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 secured in the baggage so that it cannot be mistaken for a functional unit. The remaining ones must be repositioned in order to be accessible for all the occupants. Crew members must be informed that the equipment is not operative.

(03.26.02)- Engine Fire Extinguisher System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
26. FIRE PROTECTION				
2. Engine Fire Extinguisher System	D	1	0	(M) May be inoperative provided that Cat.A operations are not conducted and it is deactivated and secured

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

03.28-FUEL

AMC1 ORO.MLR.105(d)

(03.28.01)- Airframe Fuel Boost Pump

AMC1 ORO.MLR.105(d)

(03.28.03)- Fuel Boost Pump Caution System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
3. Fuel Boost Pump Caution System	B 2 0	(O) May be inoperative provided that the fuel pressure indications are monitored by flight crew		

PLACARDING:

None required.

OPERATING PROCEDURES:

The flight crew shall monitor fuel pressure indications on relevant display to ensure the correct operation of the fuel boost pump system. In case it lowers to "0", flight crew has to manually switch the crossfeed to X-FEED position not relying on automatic switching.

MAINTENANCE PROCEDURES:

None required.

03.30-ICE AND RAIN PROTECTION

AMC1 ORO.MLR.105(d)

(03.30.01)- Pitot Heating System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2. REPAIR CATEGORY			
	3. NUMBER INSTALLED			
	4. NUMBER REQUIRED FOR DISPATCH			
	5. REMARKS AND EXCEPTIONS			
30. ICE AND RAIN PROTECTION				
1. Pitot Heating System	A	2	0	(O)(M) May be inoperative for ten days provided that they are deactivate and secured and OAT\Free Air Temperature Probe (Item 34-7) is operative, and: • OAT >4°C, OR • operations are not conducted in visible moisture and in known or forecast rain condition when OAT≤4°C

PLACARDING:

None required.

OPERATING PROCEDURES:

Pilot to check OAT/Free Air Temperature Probe(s) (Item 34-7 on both S Basic and S Trekker) is(are) operative

MAINTENANCE PROCEDURES:

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

(03.30.02)- Windshield Wiper System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY	
	3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
30. ICE AND RAIN PROTECTION			
2. Windshield Wiper System			NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

03.31-INDICATING\RECORDING

AMC1 ORO.MLR.105(d)

(03.31.01)- Digital Clock

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
1. Digital Clock	C	1	0	(O) May be inoperative provided that an accurate timepiece is operative in the flight crew compartment indicating the time in hours, minutes and seconds

PLACARDING:

None required.

OPERATING PROCEDURES:

The pilot to check an alternative accurate timepiece is operative.

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

MAINTENANCE PROCEDURES:

None required.

(03.31.02)- Hour Meter

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 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				
2. Hour Meter			NOT INSTALLED	

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.31.03)- Combination Recorder (Combined CVR/FDR unit)

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

CAT.IDE.H.185 / 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			
3. Combination Recorder (Combined CVR/FDR unit)			NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

03.33-LIGHTING

AMC1 ORO.MLR.105(d)

(03.33.01)- Navigation (Position) Lights

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

CAT.IDE.H.115

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				
1. Navigation (Position) Lights	C	3	0	One or more may be inoperative for daylight operations
	A	3	0	(O) One or more may be inoperative for a single night flight when departing from a remote installation provided that: - The appropriate ANSP has been informed before departure, AND - Anti-Collision Lights (Item 33-2) and Landing Light (Item 33-3) are operative

PLACARDING:

None required.

OPERATING PROCEDURES:

For night flight, pilot to inform ANSP before departure that navigation (position) light(s) is(are) inoperative and to check Anti-Collision Lights (Item 33-2) and Landing Lights (Item 33-3) are operative.

MAINTENANCE PROCEDURES:

None required.

(03.33.02)- Anti-Collision Lights

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

CAT.IDE.H.115

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				
2. Anti-Collision Lights	B	2	0	May be inoperative for VFR Day operations
	B	2	0	(O) May be inoperative for daylight operations provided that Navigation (Position) Lights (Item 33-1) are operative
	A	2	0	(O) May be inoperative for a single night flight when departing from a remote installation provided that: - The appropriate ANSP has been informed before departure, AND - Navigation (Position) Lights (Item 33-1) and Landing Light (Item 33-3) are operative

PLACARDING:

None required.

OPERATING PROCEDURES:

For daylight operations, pilot to check Navigation (Position) Lights (Item 33-1) are operative.

For night flight, pilot to inform ANSP before departure that navigation (position) light(s) is(are) inoperative and to check Anti-Collision Lights (Item 33-2) and Landing Lights (Item 33-3) are operative.

MAINTENANCE PROCEDURES:

None required.

(03.33.03)- Landing Lights

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
3. Landing Lights	C	2	0	May be inoperative for daylight operations
	C	2	0	(O) May be inoperative for night operations provided that Steerable Searchlight (Item 33-12) is operative

PLACARDING:

None required.

OPERATING PROCEDURES:

For night flight, pilot to check Steerable Searchlight (Item 33-12) is operative.

MAINTENANCE PROCEDURES:

None required.

(03.33.04)- Cockpit Instrument Lighting System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
4. Cockpit Instrument Lighting System	C	1	0	May be inoperative for daylight operations
	C	1	0	(O) Individual lights may be inoperative provided that: - Sufficient lighting is operative to make each required instrument control and other device for which it is provided easily readable, AND - Lighting configuration at dispatch is acceptable to the flight crew

PLACARDING:

None required.

OPERATING PROCEDURES:

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

MAINTENANCE PROCEDURES:

None required.

(03.33.05)- Overhead Map Lights

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 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				
5. Overhead Map Lights	C	2	0	May be inoperative

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

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

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
6. Passenger Notice System (Fasten Seat Belt/No Smoking)	C	4	0	(O) One or more may be inoperative and the affected seat(s) may be occupied provided that a procedure is used to notify passengers.

PLACARDING:

None required.

OPERATING PROCEDURES:

In case passengers are carried out, the pilot is responsible to notify the passengers that seat belts shall be fastened and smoking is prohibited for all the duration of flight. This briefing may be provided orally before flight and the pilot is responsible to make sure that all passengers can hear the notification.

MAINTENANCE PROCEDURES:

None required.

(03.33.07)- Strobe Light System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 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			
7. Strobe Light System			NOT INSTALLED

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.33.08)- Cabin Lighting System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
8. Cabin Lighting System	D	1	0	May be inoperative: • For daylight operations, OR • Provided that passengers are not accrued out

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.33.09)- Gimballed Searchlight

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 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			
9. Gimballed Searchlight			NOT INSTALLED

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.33.12)- Steerable Searchlight

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
12. Steerable Searchlight	C	1	0	(M) May be inoperative provided that it is not required for the intended flight

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

(03.33.13)- Taxi Lights

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 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				
13. Taxi Lights			NOT INSTALLED	

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

03.34-NAVIGATION

AMC1 ORO.MLR.105(d)

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

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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				
1. Navigation Systems (VOR/ILS, DME, ADF, MB, GPS)	C 2 0	May be inoperative for VFR operations when not required for the intended route		

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.34.02)- Radio Altimeter

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

CAT.IDE.H.145

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
34. NAVIGATION				
2. Radio Altimeter	B	1	0	(M) May be inoperative provided that it is not required for the intended mission and it is deactivated and secured

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

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

(03.34.031)- Standby Indicator [Applicable to Trekker-101]

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
		3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
34. NAVIGATION				
3.1. Standby Indicator [Applicable to Trekker-101]	C	1	0	May be inoperative for VFR operations

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.34.04)- Transponder - Mode S

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 CAT.IDE.H.350

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
		5.	REMARKS AND EXCEPTIONS	
34. NAVIGATION				
4. Transponder - Mode S	C	1	0	(O) May be inoperative provided that permission is obtained from the ANSP when required for the intended flight route

PLACARDING:
 None required.

OPERATING PROCEDURES:
 Pilot to contact ANSP to obtain permission to perform a flight with a failed transponder.

MAINTENANCE PROCEDURES:
 None required.

(03.34.05)- Weather Radar System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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			
5. Weather Radar System			NOT INSTALLED

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

None required.

(03.34.06)- Traffic Advisory System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026
 AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.			
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY	
	3.	NUMBER INSTALLED	
		4.	NUMBER REQUIRED FOR DISPATCH
		5. REMARKS AND EXCEPTIONS	
34. NAVIGATION			
6. Traffic Advisory System			NOT INSTALLED

PLACARDING:
 None required.

OPERATING PROCEDURES:
 None required.

MAINTENANCE PROCEDURES:
 None required.

(03.34.07)- OAT/Free Air Temperature Probe

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
		4.	NUMBER REQUIRED FOR DISPATCH	
			5. REMARKS AND EXCEPTIONS	
34. NAVIGATION				
7. OAT/Free Air Temperature Probe	C	2	0	May be inoperative

PLACARDING:
None required.

OPERATING PROCEDURES:
None required.

MAINTENANCE PROCEDURES:
None required.

(03.34.08)- Vertical Gyro (VG) [Applicable to Trekker-101]

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

AUTHORITY T.C. S.H.G.M.				
1. SYSTEM, SEQUENCE NUMBERS & ITEM	2.	REPAIR CATEGORY		
	3.	NUMBER INSTALLED		
	4.	NUMBER REQUIRED FOR DISPATCH		
	5.	REMARKS AND EXCEPTIONS		
34. NAVIGATION				
8. Vertical Gyro (VG) [Applicable to Trekker-101]	C 2 1	(M)	One may be inoperative provided that: - The inoperative VG is deactivated and secured, AND - VFR operations only are conducted, AND - All the RFM limitations for VFR operations only and applicable in case of failure/loss of one SAS during flight, including the relevant Airspeed Limitation referenced therein, are complied with - Should VG1 be inoperative, FD modes are not engaged Note: The autorim function is inoperative because one SAS only continues to be engaged	
	C 2 0	(M)	Both may be inoperative provided that: - Both VGs are deactivated and secured, AND - VFR operations only are conducted, AND - SAS1, SAS2 and ATT HOLD modes are not engaged, AND - All the RFM limitations applicable in case of AFCS OFF, including the relevant Airspeed Limitation referenced therein, are complied with Note: As both SAS are not engaged, FD Modes are not available	

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

Deactivate the system by pulling the circuit breaker(s) of the related SAS Helipilot Computer(s) (refer to (M) Procedure for Item 22-1). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g. Y30700501) and tag accordingly.

03.52-DOORS

AMC1 ORO.MLR.105(d)

(03.52.01)- Cockpit/Cabin/Baggage/Nose Door Alert System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

AMC1 ORO.MLR.105(d)

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

PLACARDING:

None required.

OPERATING PROCEDURES:

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

MAINTENANCE PROCEDURES:

None required.

03.63-ROTORS

AMC1 ORO.MLR.105(d)

(03.63.01)- Rotor Brake System

Revizyon No: 0 Revizyon Tarihi: 25.06.2026

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. ROTORS				
1. Rotor Brake System	C	1	0	(M) May be inoperative provided that maintenance inspection determines Rotor Disc free from obstructions and mechanically released and the system is deactivated and secured

PLACARDING:

None required.

OPERATING PROCEDURES:

None required.

MAINTENANCE PROCEDURES:

For A109S Trekker only:

Check Rotor Brake Lever is in OFF position. Get access to the rotor brake pump on the right side of the upper deck and check the pressure indication on the pump manometer is "0". Get access to the rotor brake body on the rear side of the main transmission and:

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

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