# KAAN HAVACILIK SANAYİ VE TİC. A.Ş.

**El Kitabı :** MINIMUM EQUIPMENT LİST (MEL)(KAMOV COMPANY KA-32)
**Revizyon No :** 1
**Revizyon Tarihi :** 20.06.2020

SİVİL HAVACILIK GENEL MÜDÜRLÜĞÜ

*DIRECTORATE GENERAL OF CIVIL AVIATION*

# ONAY SERTİFİKASI
# APPROVAL CERTIFICATE

## MINIMUM EQUIPMENT LİST (MEL)

## KAAN HAVACILIK SANAYİ VE TİC. A.Ş.

Revision Date : 20.06.2020

Revision No : 1

*TYPE(S) OF AIRCRAFT*
*KAMOV Company / KA-32*
*This Minimum Equipment List has been evaluated and inspected in accordance with SHT-MMEL/MEL and SHT-OPS instructions and approved by the Turkish DGCA.*

Approved By:

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Approval Date

24/06/2020

e-İmzalıdır

T.C. ULAŞTIRMA VE ALTYAPI BAKANLIĞI

Doğrulama Linki : https://personel.shgm.gov.tr/Dogrula.aspx?5S6F0B9L0G

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## LIST OF EFFECTIVE PAGES

| Section | Revision Number | Revision Date |
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| 01.01 | 0 | 02.01.2019 |
| 01.03 | 1 | 20.06.2020 |
| 01.04 | 1 | 20.06.2020 |
| 01.05 | 0 | 02.01.2019 |
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# REVISION HIGHLIGHTS

## Revision No:0

Initial issue

## Revision No:1

Due to TC-HLF and TC-HLG's entering to fleet, Flt.Ops.Mng. name change and some corrections:
01.03 Log of Revisions, 01.04 List of Holders, 02.01 Introduction, 02.08.01 Revision System for MEL, 02.09 Contact Addresses, 03.23.12 HF radio (two HF radios version), 03.25.54 Bambi Bucket

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01.01-Title Page
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# 01-ADMINISTRATION AND CONTROL

*ORO.MLR.105*

## (01.01)- Title Page

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*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: 1 Revizyon Tarihi: 20.06.2020

*ORO.MLR.105*

| REV. NO | DATE | PAGE NUMBERS | REVISED BY |
|---|---|---|---|
| 0 | 02.01.2019 | Initial Issue | GÜRBÜZ AÇIKGÖZ |
| 1 | 20.06.2020 | Refer to Revision Highlights section | KADİR ERDOĞAN |

Temporary Revision:

| REV. NO | DATE | PAGE NUMBERS | REVISED BY |
|---|---|---|---|
| 0.01 | 25.04.2019 | 01.03, 02.01, TC-HLF and TC-HLG entering to fleet. | KADİR ERDOĞAN |

## (01.04)- List of Holders

Revizyon No: 1 Revizyon Tarihi: 20.06.2020

*ORO.MLR.105*

| Manual Number | Holder |
|---|---|
| 1 | The Turkish DGCA (E-COPY) |
| 2 | Continuing Airworthines Manager (COPY NO.1) |
| 3 | Aircrafts (Related aircrafts in fleet) (COPY NO.2, 3, 4) |
| 4 | Accountable Manager (E-COPY) |
| 5 | Flight Operations Manager (E-COPY) |
| 6 | Compliance Monitoring / Quality Manager (E-Copy) |

## (01.05)- List of Abbreviations

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*ORO.MLR.105*

AIS Anti-Icing System
GPS Global Positioning System
HF High Frequency
HSI Horizontal Situation Indicator
ICS Inter Communication System
MFD Multifunctional Display
Qty. Quantity
RFM Rotorcraft Flight Manual
VFR Visual Flight Rules

VHF Very High Frequency

### (01.06)- List of Effective Pages

*ORO.MLR.105*

### (01.07)- Definitions

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*ORO.MLR.105*

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

a. "Item" (Column 1) means the equipment, system, component, or function listed in the "Item" column. Repair interval categories (A, B, C, and D) are listed in Column 2.

b. "Rectification Intervals" (Column 2) all users of this MMEL must affect repairs of inoperative systems or components deferred in accordance with the MMEL at or prior to the repair times established by this Column. Further details follow in this section at item 20.

c. "Number Installed" (Column 3) is the number (quantity) of items normally installed in the aircraft. This number represents the aircraft configuration considered in developing this MMEL. Should the number be a variable (e.g., passenger cabin items) a number is not required.

d. "Number Required for Dispatch" (Column 4) is the minimum number (quantity) of items required for operation provided the conditions specified in Column 5 are met.

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

e. "Remarks or Exceptions" (Column 5) in this column includes a statement either prohibiting or permitting operation with a specific number of items inoperative, provisos (conditions and limitations) for such operation, and appropriate notes.

f. A vertical bar (change bar) in the margin indicates a change, addition or deletion in the adjacent text for the current revision of that page only. The change bar is dropped at the next revision of that page.

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

3. "As required by operating requirements" 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 or the applicable airspace requirements). When the equipment is not required, it may be inoperative for the time specified by its rectification interval category.

4. Each inoperative item must be placarded to inform and remind the crewmembers and maintenance personnel of the equipment condition.

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

5. "-" symbol in Column 3 and/or Column 4 indicates a variable number (quantity) of the item installed.

NOTE: Where the MMEL shows a veriable number installed, the MEL must Reflect the actual number installed or alternate means of configurations control approved by DGCA.

6. "Deleted" in the remarks column after a sequence item indicates that the item was previously listed but is now required to be operative if installed in the aircraft.

7. "Flight Day" means a 24 hour period (from midnight to midnight) either Universal Coordinated Time (UCT) or local time, as established by the operator, during which at least one flight is initiated for the affected aircraft.

8. "Icing Conditions" means an atmospheric environment that may cause ice to form on the aircraft (structural) or in the

engine(s) (induction).

9. Alphabetical symbol in Column 5 indicates a proviso (condition or limitation) that must be complied with for operation with the listed item inoperative.

10. "Inoperative" means a system and/or component malfunction to the extent that it does not accomplish its intended purpose and/or is not consistently functioning normally within its approved operating limit(s) or tolerance(s).

11. "Notes:" in Column 5 provides additional information for crewmember or maintenance consideration. Notes are used to identify applicable material which is intended to assist with compliance, but do not relieve the operator of the responsibility for compliance with all applicable requirements. Notes are not a part of the provisos.

12. Inoperative components of an inoperative system. Inoperative items which are components of a system which is inoperative are usually considered components directly associated with and having no other function than to support that system. (Warning/caution systems associated with the inoperative system must be operative unless relief is specifically authorized per the MMEL).

13. "(M)" symbol indicates a requirement for a specific maintenance procedure which must be accomplished prior to operation with the listed item inoperative. Normally these procedures are accomplished by maintenance personnel? however, other personnel may be qualified and authorized to perform certain functions. Procedures requiring specialized knowledge or skill, or requiring the use of tools or test equipment should be accomplished by maintenance personnel. The satisfactory accomplishment of all maintenance procedures, regardless of who performs them, is the responsibility of the operator. Appropriate procedures are required to be published as part of the operator's manual or MEL.

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

NOTE: The (M) and (O) symbols are required in the operator's MEL unless otherwise authorized by TR DGCA.

15. "Deactivated" and "Secured" means that the specified component must be put into an acceptable condition for safe flight. An acceptable method of securing or deactivating will be established by the operator.

16. "Visual Flight Rules" (VFR) is as defined in ICAO Annex II "Rules of the Air". This precludes a pilot from filing an Instrument Flight Rules (IFR) flight plan.

17. "Visual Meteorological Conditions" (VMC) are meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than the minima specified in ICAO Annex II "Rules of the Air". This does not preclude operating under Instrument Flight Rules.

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

19. "Passenger Convenience Items" means those items related to passenger convenience, comfort or entertainment such as, but not limited to, galley equipment, movie equipment, ash trays, stereo equipment, overhead reading lamps, etc.

20. Repair Intervals. All users of an approved MEL must effect repairs of inoperative systems or components, deferred in accordance with the MEL, at or prior to the repair times established by the following letter designators:

a. **Category A**. No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks or Exceptions column (5) of the MMEL. Where a time period is specified in calendar days it shall start at 00:01 on the calendar day following the day of discovery.

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

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

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

21. " *** " 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.

22. "Excess Items" means those items that have been installed that are redundant to the requirements of the operating requirements.

23. "Day of Discovery" is the calendar day an equipment/instrument malfunction was recorded in the aircraft maintenance log and or record. This day is excluded from the calendar days or flight days specified in the MMEL for the repair of an inoperative item of equipment. This provision is applicable to all MMEL items, i.e., categories "A, B, C, and D."

24. "Considered Inoperative", as used in the provisos means that item must be treated for dispatch, taxi and flight purposes as though it were inoperative. The item shall not be used or operated until the original deferred item is repaired.

Additional actions include: documenting the item on the dispatch release (if applicable), placarding, and complying with all remarks, exceptions, and related MMEL provisions, including any (M) and (O) procedures and observing the repair category.

25. "Is not used" in the provisos, remarks or exceptions for an MMEL item may specify that another item relieved in the MMEL "is not used." In such cases, crewmembers should not activate, actuate, or otherwise utilize that component or system under normal operations. It is not necessary for the operators to accomplish the (M) procedures associated with the item. However, operational requirements must be complied with, and an additional placard must be affixed, to the extent practical, adjacent to the control or indicator for the item that is not used to inform crewmembers that a component or system is not used under normal operations.

26. "Non-Safety Related Optional Equipment". As per SHT-MMEL/MEL, Non-safety related equipment, such as entertainment systems or additional cabin ICS panels, installed for passenger convenience, need not be listed in this MMEL and need not be listed in an operator's MEL, except where they serve a second function (e.g. movie equipment being used for cabin safety briefings), or is part of another aircraft system (e.g. the electrical system). In such cases, procedures must be developed by the Operators and included in the MEL for operational contingency and/or deactivating and securing the equipment in case of malfunction. The rectification interval will be dependent on the secondary function of the item and the extent of its effect on other systems. Operators shall establish an effective decision making process for failures that are not listed to determine if they are related to airworthiness and required for safe operation.

27. "Extended Overwater Flight: Refer to AIR-OPS CAT.IDE.H.300

28. "Ferry Flight" refers to delivery flights for the purpose of returning an aircraft to base, moving an aircraft from one base of operations to another or moving an aircraft to or from a maintenance facility for repairs, overhaul or other work. Authorized flight crew is the minimum flight crew necessary to conduct the flight. No passengers are authorized on board.

## (01.08)- ATA Chapter List

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| ATA CHAPTER | TITLE |
|---|---|
| 21 | Air Conditioning System |
| 22 | Auto Flight |
| 23 | Communication |
| 24 | Electrical Power |
| 25 | Equipment /Furnishing |
| 28 | Fuel |
| 29 | Hydraulic Power |
| 30 | Ice and Rain Protection |
| 31 | Indicating/Recording System |
| 33 | Lights |
| 34 | Navigation |
| 50 | Cargo And Cabin and Auxiliary Compartments |
| 54 | Nacelles |
| 93 | Observation Means |

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02.08-Amendament Procedure
02.08.01-Revision System for MEL
02.09-Contact Addresses
02.10-GUIDELINES FOR PROCEDURES
02.10.01-Guidelines for (O) procedures
02.10.02-Guidelines for (M) procedures

# 02-PREAMBLE

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

## (02.01)- Introduction

Revizyon No: 1 Revizyon Tarihi: 20.06.2020

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

Kaan Havacilik Sanayi ve Ticaret A.S. (KAAN HVCL), KAMOV KA-32 A11BC Minimum Equipment List, is in compliance with,

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|---|
| **Master Minimum Equipment List,**<br>**Issue 1 Revision 0, dated 22 JUN 2015 issued by KAMOV Company approved by Russian IAC AR,**<br>and AIR-OPS ORO.MLR.105, MEL Policy Document SHT MMEL/MEL |

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

| |
|---|
| **TC-HLE KAMOV KA-32 S/N: 523324019819**<br>**TC-HLF KAMOV KA-32 S/N: 523324299829**<br>**TC-HLG KAMOV KA-32 S/N: 523324299834** |

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

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

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

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

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

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

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

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

## (02.02)- Contents of MEL

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*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: 02.01.2019
*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: 02.01.2019
*AMC1 ORO.MLR.105(d)(1)*

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

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

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

### (02.05)- Rectification Intervals

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*GM1 ORO.MLR.105(f) / GM1 ORO.MLR.105(e);(f) / AMC1 ORO.MLR.105(f)*

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

Under certain conditions, such as a shortage of parts from manufacturers, or other unforeseen situations, KAAN HVCL may be unable to comply with specified rectification intervals. This may result in the grounding of aircraft and to preclude that from happening, a process could be instituted that will allow the company, to grant extensions to MEL rectification interval categories, subject to the approval of the DGCA.

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

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

### (02.06)- Special / Ferry Flights

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*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: 02.01.2019

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

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

METHOD OF TEXT NUMBERING

0-2-1-1

0:PART
2:CHAPTER
1:PARAGRAPH
1:SUB PARAGRAPH

## 02.08-Amendament Procedure

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(c)*

Alterations and/or other changes in the MEL shall be amended under responsibility of Compliance Monitoring Manager with co-ordination of the Technical Manager, Flight Operations Manager. The Compliance Monitoring Manager is responsible for its contents and for keeping the instructions and information up-to date. He shall supply the Turkish DGCA with intended amendments and revisions in advance of the effective date for approval.

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

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

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

Upon receipt of an amendment, each MEL holder will be responsible for inserting the amendment pages in his/her MEL. Each section manager has to updated copy of this MEL and should thoroughly understand it is contents and make available for his personel.

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

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

### (02.08.01)- Revision System for MEL

Revizyon No: 1 Revizyon Tarihi: 20.06.2020

*AMC1 ORO.MLR.105(c)*

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

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




### (02.09)- Contact Addresses

Revizyon No: 1 Revizyon Tarihi: 20.06.2020

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

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## 02.10-GUIDELINES FOR PROCEDURES

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

### (02.10.01)- Guidelines for (O) procedures

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

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

In addition to procedures below, operator shall make sure that the planned conditions of flight comply with descriptions and the limitations specified in column 4 o f the MMEL tables.

**24-20-01 AC ammeter**

Extra actions by crew during helicopter operation with inoperative AC ammeter are described below.

**Pretakeoff procedure**
Do not perform test of main rotor AIS.

**25-20-01 Cargo/passenger compartment seats**

Extra actions by crew during helicopter operation with inoperative seats are described below.
**Preflight procedure**
Plan accommodation of people in transport cabin considering serviceable seats.

**25-20-02 Cargo/passenger compartment seats restraint system**

Extra actions by crew during helicopter operation with inoperative seat restraint systems are describedbelow.
**Preflight procedure**
Plan accommodation of people in transport cabin considering seats with serviceable restraint systems.

**28-22-03 Transfer pump of LH tank No. 1**

Extra actions by crew during helicopter operation with inoperative pump are described below.
**Preflight procedure**
Plan flight considering impossible usage of fuel from LH tank No. 1 and forward tank No. 6.
**In-flight procedure**
Follow guidelines of RFM, Section 3 "1ST LH tank pump failure".

**28-22-04 Transfer pump of RH tank No. 1**

Extra actions by crew during helicopter operation with inoperative pump are described below.
Before flight pilot shall set the FAN - OFF switch on the overhead panel to OFF.
**Preflight procedure**
Plan flight considering impossible usage of fuel from RH tank No. 1.
**In-flight procedure**
Follow guidelines of RFM, Section 3 "1ST RH tank pump failure".

**28-22-05 Transfer pump of LH tanks Nos. 3+4**

Extra actions by crew during helicopter operation with inoperative pump are described below.
**Preflight procedure**
Plan flight considering impossible usage of fuel from LH tanks Nos. 3+4.
**In-flight procedure**
Follow guidelines of RFM, Section 3 "3+4 LH tanks pump failure".

**28-22-06 Transfer pump of RH tanks Nos. 3+4**

Extra actions by crew during helicopter operation with inoperative pump are described below.

**Preflight procedure**
Plan flight considering impossible usage of fuel from RH tanks Nos. 3+4 and rear tank No. 6.
**In-flight procedure**
Follow guidelines of RFM, Section 3 "3+4 RH tanks pump failure".

**28-22-07 Transfer pump of forward tank No. 6**

Extra actions by crew during helicopter operation with inoperative pump are described below.
**Preflight procedure**
Plan flight considering impossible usage of fuel from forward tank No. 6.

**28-22-08 Transfer pump of rear tank No. 6**

Extra actions by crew during helicopter operation with inoperative pump are described below.
**Preflight procedure**
Plan flight considering impossible usage of fuel from rear tank No. 6.

**28-40-01 Measurement of fuel in LH tank No. 1 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section

**28-40-02 Measurement of fuel in RH tank No. 1 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**28-40-03 Measurement of fuel in LH tank No. 2 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**28-40-04 Measurement of fuel in RH tank No. 2 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**28-40-05 Measurement of fuel in LH tanks Nos. 3+4 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.

**28-40-06 Measurement of fuel in RH tanks Nos. 3+4 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**28-40-07 Measurement of fuel in LH tank No. 5 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below. Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).
Enhance monitoring of fuel consumption and supply.

Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**28-40-08 Measurement of fuel in RH tank No. 5 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**28-40-10 Measurement of fuel in forward tank No. 6 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.

**28-40-12 Measurement of fuel in rear tank No. 6 on indicator**

Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.

**29-20-01 Auxiliary pump**

Extra actions by crew during helicopter operation with inoperative auxiliary pump are described below.
**Post-landing procedure**
Shutdown engines only upon installation of main landing gear wheel chocks.

**30-60-01 Main rotor blades anti-icing system**

Extra actions by crew during helicopter operation with inoperative main rotor blades AIS are describedbelow.
**Pretakeoff procedure**
Do not perform test of main rotor AIS.

**31-60-01 MFD**

Extra actions by crew during helicopter operation with inoperative MFD are described below.
**In-flight procedure**
Pilot aircraft while taking seat with serviceable MFD.
,
**33-30-02 «No smoking , «Fasten seat belts annunciator**

Extra actions by crew during helicopter operation with inoperative annunciator are described below.
**Preflight procedure**
The pilot shall additionally instruct transported people about the need to fasten safety belts and about the prohibition to smoke on board the helicopter during the flight.

**34-15-01 Flight limitation computer**

Extra actions by crew during helicopter operation with inoperative flight limitations computer are described below.
**In-flight procedure**

Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**50-21-01 Hoist**

Extra actions by crew during helicopter operation with inoperative hoist are described below.
**Preflight procedure**
Set hoist power switch to OFF.

**50-40-01 SIMPLEX firefighting system**

Extra actions by crew during helicopter operation with inoperative SIMPLEX firefighting system are described below.
**Preflight procedure**

Set SIMPLEX master switch to OFF.

**50-40-02 Firefighting system with horizontal telescopic nozzle**

Extra actions by crew during helicopter operation with inoperative firefighting system with the use of horizontal telescopic nozzle are described below.

**Preflight procedure**

Set firefighting system power switch to OFF.
Set ROTAX engine power switch to STOP (OCTAHOB).
Set firefighting system's water supply switch to OFF.

## (02.10.02)- Guidelines for (M) procedures

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

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

In addition to procedures below, operator shall make sure that the planned conditions of flight comply with descriptions and the limitations specified in column 4 o f the MMEL tables.

**21-10-01 Cockpit and battery Compartment heating system**

**Procedure**
1. De-actuate cockpit air supply system:
1.1. Set cockpit air supply switch to OFF.
2. Close cockpit air supply shutter:
2.1. Set manual shutter lever to CLOSE.
Check lever for locking.

**21-10- 02 Transport cabin heating system**

**Procedure**

1. De-actuate transport cabin air supply system:
1.1. Set transport cabin air supply switch to OFF.
2. De-actuate transport cabin heating control system:
2.1. Set heating control switch in neutral position.

**25-20-01 Cargo/passenger compartment seats**

**Procedure**
1. Secure loose ends of the restraint system's straps.
2. Stow seat.
3. Fix seat in stowed position.

**25-60-03 Intensive care module**

**Procedure**
1. Disconnect harness from module's "EMS POWER" connector. Set a cover plug on module's electric connector.
Disconnect a harness from "EMS POWER" connector on the starboard of transportation cabin. Set a cover plug on electric connector.
2. Fold up and take away a power supply harness.

**30-43-01 Windshield sprinkling system**

**Procedure**
1. Drain washing liquid from tank.
2. Close valves (LH and RH) feeding washing liquid to wiper brushes.

**30-80-01 Ice detector**

**Procedure**

1. Disconnect electric harness from PM-5 (RM-5) frame with n3-11M (PE-11M) unit:
1.1. Clear a part of harness line on the upper shelf of the stand.
1.2. Disconnect electric connector from the frame. Set plugs on the connector and its counterpart.
2. Roll up and fix a loose end of the harness.

**33-30-03 Emergency lamp**

**Procedure**
1. Remove emergency lamp.
2. Set lamp switch to OFF.

**34-21-01 compass system channel**

**Procedure**
1. Determine failed channel:
1.1. Turn compass system on.
1.2. Determine failed gyro per annunciation on control panel (central pedestal):
Main channel gyro failure – annunciator "M" («O») light on.
Standby channel gyro failure – annunciator "S" («3») light on.
1.3. If required, determine failed channel:
1.3.1. Press and hold TEST 315 (KOHTP.315) button on compass system compensator (auxiliary instrument panel).
Main channel serviceable – pilot's HSI indicates 315° ± 10°.
Standby channel serviceable – copilot's HSI indicates 315° ± 10°.
1.3.2. Release button.
2. Disengage failed channel:
2.1. With main channel failed:
Set MODE (nOTPb) selector switch on control panel to "S" («3»).
2.2. With standby channel failed:
Set MODE (nOTPb) selector switch on control panel to "M" («O»).

**54-21-01 Engine dust protection device’s control system**

**Procedure**

1. Shut off right engine dust protection device's control system:
1.1. Disconnect electric connector on the electrically driven shutter 3137.
Set plugs on the connector and its counterpart. Roll up and fix a loose end of an electric cable.
1.2. Check the position of shutter 3137 by the mechanic indicator. Door breech mechanism should be in "Closed" position.
2. Shut off left engine dust protection device's control system (similar to clause 1).

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## 03-MEL ITEMS

*AMC1 ORO.MLR.105(d)*

## 03.21-AIR CONDITIONING

*AMC1 ORO.MLR.105(d)*

### (03.21.11)- Cockpit and battery compartment heating system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **21.00.00 AIR CONDITIONING SYSTEM**<br><br>**21.10.00 Heating System**<br><br>1. Cockpit and Battery Compartment Heating system | C | 1 | 0 | (M) Expected in flight ambient temperature above +5 °C. |

**PLACARDING:**

Placard "Cockpit and Battery Compartment Heating system INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

1. De-actuate cockpit air supply system:
1.1. Set cockpit air supply switch to OFF.
2. Close cockpit air supply shutter:
2.1. Set manual shutter lever to CLOSE.
Check lever for locking.

## (03.21.12)- Transport cabin heating system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **21.00.00 AIR CONDITIONING SYSTEM**<br><br>**21.10.00 Heating System**<br><br>2. Transportatıon Cabin Heating System | C | 1 | 0 | (M) Expected in flight ambient temperature above +5 °C. |

**PLACARDING:**

Placard "Transportatıon Cabin Heating System INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

De-actuate transport cabin air supply system:
1.1. Set transport cabin air supply switch to OFF.
2. De-actuate transport cabin heating control system:
2.1. Set heating control switch in neutral position.

## (03.21.21)- Transport cabin heating temperature regulation system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **21.00.00 AIR CONDITIONING SYSTEM**<br><br>**21.20.00 Transport cabin heat,ing temperate regulation system**<br><br>1. Transport cabin heating temperate regulation system | C | 1 | 0 | (M) Expected in flight ambient temperature above +5 °C. |

**PLACARDING:**

Placard "Transport cabin heating temperate regulation system INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

De-actuate transport cabin air supply system:
1.1. Set transport cabin air supply switch to OFF.
2. De-actuate transport cabin heating control system:
2.1. Set heating control switch in neutral position.

### (03.21.41)- Individual fan for co-pilot (navigator)

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **21.00.00 AIR CONDITIONING SYSTEM**<br><br>**21.40.00 Individual Ventilatıon Facilities**<br><br>1. Individual fan for co-pilot (navigator) | D | 1 | 0 | May be inoperative in flight without the navigator |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Not applicable.

**MAINTENANCE PROCEDURES:**
None required.

### (03.21.42)- Individual fan for operator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **21.00.00 AIR CONDITIONING SYSTEM**<br><br>**21.40.00 Individual Ventilatıon Facilities**<br><br>2. Individual fan for operator | D | 1 | 0 | May be inoperative in flight without the operator |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required.

## 03.22-AUTO FLIGHT

*AMC1 ORO.MLR.105(d)*

### (03.22.01)- Auto flight

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **22.00.00 AUTO FLIGHT**<br><br>1. Auto Flight | A | 1 | 0 | May be inoperative for flights on VFR<br>Rectification interval - 1 flight day |

**PLACARDING:**

Placard appropriate "Autopilot INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.23-COMMUNICATIONS

*AMC1 ORO.MLR.105(d)*

### (03.23.11)- HF radio (one HF radio version)

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.10.00 HF COMMUNICATIONS EQUIPMENT**<br><br>1. HF Radio (one HF radio version) | C | 1 | 0 | Both VHF radio serviceable and actuated<br>VHF communation ensured along entire flight path. |

**PLACARDING:**

Placard appropriate "HF Radio INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.23.12)- HF radio (two HF radios version)

Revizyon No: 1 Revizyon Tarihi: 20.06.2020

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.10.00 HF COMMUNICATION EQUIPMENT**<br><br>2. HF Radio (two HF radio version) | | | | NOT INSTALLED |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Not applicable.

**MAINTENANCE PROCEDURES:**
None required.

## (03.23.21)- VHF radio

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.20.00 VHF COMMUNICATIONS EQUIPMENT**<br><br>1. VHF Radio | C | 2 | 1 | HF radio serviceable and actuated |

**PLACARDING:**

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

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.23.41)- Co-pilot's (navigator) communication terminal

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*CAT.IDE.H.200*

| AUTHORITY T.C. S.H.G.M. DATE: 20.02.2018 REVISION NO:00 | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.40.00 Intercommunıcation System**<br><br>1. Co-pilo's (navigator) communication terminal | D | 1 | 0 | The flight is performed without co-pilot |

**PLACARDING:**

Placard appropriate "Co-pilo's (navigator) communication terminal INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.23.42)- Workstation 3 communication terminal

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.40.00 Intercommunıcatİon System**<br><br>2. Workstation 3 communication terminal | D | 1 | 0 | Flight without operator |

**PLACARDING:**

Placard appropriate "Workstation 3 communication terminal INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.23.43)- Hoist operator communication terminal

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.40.00 Intercommunıcatİon System**<br><br>3. Hoist operator communication terminal | D | 1 | 0 | Flight without operator |

**PLACARDING:**

Placard appropriate "Hoist operator communication terminal INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required

### (03.23.44)- Medical worker's ICS panel

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.40.00 Intercommunıcatİon System**<br><br>4. Medical worker’s ICS panel | D | 1 | 0 | Flight without medical person. |

**PLACARDING:**

Placard appropriate "Medical worker’s ICS panel INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

## (03.23.81)- Loudspeaker System

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **23.00.00 COMMUNICATIONS**<br><br>**23.80.00**<br><br>1. Loudspeaker System | D | 1 | 0 | Board to ground voice (audio) messaging in flight not required. |

**PLACARDING:**

Placard appropriate "Loudspeaker System INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.24-ELECTRICAL POWER

*AMC1 ORO.MLR.105(d)*

### (03.24.21)- AC ammeter

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **24.00.00 ELECTRICAL SYSTEM**<br><br>**24.20.00 AC Power System**<br><br>1. AC Ammeter | C | 1 | 0 | (O) Icing condition not forecasted |

**PLACARDING:**

Placard appropriate "AC Ammeter INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Do not perform test of main rotor AIS.

**MAINTENANCE PROCEDURES:**

Not applicable.

### (03.24.22)- 36 V inverter

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **24.00.00 ELECTRICAL SYSTEM**<br><br>**24.20.00 AC Power System**<br><br>2. 36 V inverter | A | 1 | 0 | VFR flight<br>Reconditioning interval - 1 flight |

**PLACARDING:**

Placard appropriate "36 V inverter INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.24.23)- 115 V inverter

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **24.00.00 ELECTRICAL SYSTEM**<br><br>**24.20.00 AC Power System**<br><br>3. 115 V inverter | A | 1 | 0 | Reconditioning interval - 1 flight |

**PLACARDING:**

Placard appropriate "115 V inverter INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.24.24)- Main transformer

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **24.00.00 ELECTRICAL SYSTEM**<br><br>**24.20.00 AC Power System**<br><br>4. Main Transformer | A | 1 | 0 | Standby transformer is serviceable and actuated.<br><br>36 V inverter is serviceable and actuated.<br><br>Reconditioning interval - 1 flight |

**PLACARDING:**

Placard appropriate "Main Transformer INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.24.25)- Standby transformer

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **24.00.00 ELECTRICAL SYSTEM**<br><br>**24.20.00 AC Power System**<br><br>5. Stanby Transformer | A | 1 | 0 | Main transformer is serviceable and actuated.<br><br>Reconditioning interval - 1 flight |

**PLACARDING:**

Placard appropriate "Stanby Transformer INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.25-EQUIPMENT / FURNISHINGS

*AMC1 ORO.MLR.105(d)*

### (03.25.11)- Co-pilot's (navigator) seat

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.10.00 Flight Compartment**<br><br>1. Copilot's (Navigator) Seat | D | 1 | 0 | The seat is fixed in comfortable position.<br><br>Seat folding for emergency evacuation is provided. |

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

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required.

### (03.25.12)- Operator's seat

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.10.00 Flight Compartment**<br><br>2. Operator’s Seat | D | 1 | 0 | The seat is fixed in comfortable position. |

**PLACARDING:**

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

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.25.13)- Instrument flying blinds

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.10.00 Flight Compartment**<br><br>3. Instrument Flying Blinds | D | 2 | 0 | Blind utilization is not planned. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required.

### (03.25.21)- Cargo/passenger compartment seats

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.20.00 Transportation Equipment**<br><br>1. Cargo/Passenger Compartment Seats | D | 13 | N | (M)(O)Number of transported people not higher than N |

**PLACARDING:**

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

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative seats are described below.
Preflight procedure
Plan accommodation of people in transport cabin considering serviceable seats.

**MAINTENANCE PROCEDURES:**

1. Secure loose ends of the restraint system's straps.
2. Stow seat.
3. Fix seat in stowed position.

## (03.25.22)- Cargo/passenger compartment seats restraint system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.20.00 Transportation Equipment**<br><br>2. Cargo/Passenger Compartment Seats restraint system | D | 13 | N | (M)(O)Number of transported people not higher than N |

**PLACARDING:**

Placard appropriate seat(s) restraint system " DO NOT OCCUPY".

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative seat restraint systems are described below.
Preflight procedure
Plan accommodation of people in transport cabin considering seats with serviceable restraint systems.

**MAINTENANCE PROCEDURES:**

1. Secure loose ends of the restraint system's straps.
2. Stow seat.
3. Fix seat in stowed position.

### (03.25.51)- Tie-down devices

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.51.01 Tie-Down Devices**<br><br>1. Tie-Down Devices | D | 1 | 0 | Cargo transportation in transport cabin prohibited. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required.

## 03.25.52-External store system

*AMC1 ORO.MLR.105(d)*

### (03.25.52.01)- External store system lock

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. REPAIR CATEGORY | | | |
| | | 3. NUMBER INSTALLED | | |
| | | | 4. NUMBER REQUIRED FOR DISPATCH | |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.52.00 External Store System**<br><br>1. External Store System Lock | D | 1 | 0 | Load transportation by external sling prohibited. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
Not applicable.

### (03.25.52.02)- Traction dynamometer

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.52.00 External Store System**<br><br>2. Traction dynamometer | D | 1 | 0 | Load transportation by external sling prohibited. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
Not applicable.

## (03.25.54)- Bambi Bucket

Revizyon No: 1 Revizyon Tarihi: 20.06.2020

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25.00.00 EQUIPMENT/FURNISHINGS**<br><br>**25.54.00 Helibucket**<br><br>1. Bambi Bucket | D | 1 | 0 | May be inoperative, if it is not required for the intended mission (Fire Fighting, HESLO etc.).<br><br>or<br><br>Utilization of Bambi Bucket not planned. |

**PLACARDING:**
Placard appropriate Bambi bucket " DO NOT USE".

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
Not applicable.

### (03.25.61)- Inflatable life rafts

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25. EQUIPMENT / FURNISHINGS**<br><br>**25.60.00. Emergency Equipment**<br><br>1. Inflatable life rafts | | | | NOT INSTALLED |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
Not applicable.

### (03.25.62)- Ambulance equipment

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25. EQUIPMENT / FURNISHINGS**<br><br>**25.60.00. Emergency Equipment**<br><br>2. Ambulance equipment | | | | NOT INSTALLED |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
Not applicable.

### (03.25.63)- Intensive care module

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **25. EQUIPMENT / FURNISHINGS**<br><br>**25.60.00. Emergency Equipment**<br><br>3. Intensive care module | | | | NOT INSTALLED |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
Not applicable.

## 03.28-FUEL SYSTEMS

*AMC1 ORO.MLR.105(d)*

## 03.28.22-Fuel supply (and fuel transfer) system

*AMC1 ORO.MLR.105(d)*

### (03.28.22.01)- Booster pump of LH feeder tank No. 2

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>1. Booster Pump Of LH Feeder Tank No. 2 | C | 2 | 1 | Flight at attidute higher than 3000 m (9840 ft) is prohibited.<br>All other pumps serviceable and activated. |

**PLACARDING:**

Not applicable.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.22.02)- Booster pump of RH feeder tank No. 2

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>2. Booster Pump Of RH Feeder Tank No. 2 | C | 2 | 1 | Flight at attidute higher than 3000 m (9840 ft) is prohibited.<br>All other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Not applicable.

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.22.03)- Transfer pump of LH tank No. 1

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>**3.** Transfer Pump Of LH Tank No. 1 | C | 1 | 0 | (O) Pump of forward tank No.6 deactivated. All other pumps serviceable and activated. |

**PLACARDING:**

Placard appropriate "Transfer Pump Of LH Tank No. 1 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative pump are described below.

**Preflight procedure**

Plan flight considering impossible usage of fuel from LH tank No. 1 and forward tank No. 6.

**In-flight procedure**

Follow guidelines of RFM, Section 3 "1ST LH tank pump failure".

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.22.04)- Transfer pump of RH tank No. 1

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>**4.** Transfer Pump Of RH Fuel Tank No. 1 | C | 1 | 0 | (O) All other pumps serviceable and activated. |

**PLACARDING:**

Placard appropriate "Transfer Pump Of RH Fuel Tank No. 1 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative pump are described below.

**Preflight procedure**

Plan flight considering impossible usage of fuel from RH tank No. 1.

**In-flight procedure**

Follow guidelines of RFM, Section 3 "1ST RH tank pump failure".

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.22.05)- Transfer pump of LH tanks Nos. 3+4

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>**5.** Transfer Pump Of LH Fuel Tanks Nos 3+4 | C | 1 | 0 | (O) All other pumps serviceable and activated. |

**PLACARDING:**

Placard appropriate "Transfer Pump Of LH Fuel Tanks Nos 3+4 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative pump are described below.

**Preflight procedure**

Plan flight considering impossible usage of fuel from LH tanks Nos. 3+4.

**In-flight procedure**

Follow guidelines of RFM, Section 3 "3+4 LH tanks pump failure".

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.22.06)- Transfer pump of RH tanks Nos. 3+4

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>6. Transfer Pump Of RH Fuel Tanks Nos 3+4 | C | 1 | 0 | (O) Pump of rear tank No.6 deactivated.<br>All other pumps serviceable and activated. |

**PLACARDING:**

Placard appropriate "Transfer Pump Of RH Fuel Tanks Nos 3+4 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative pump are described below.

**Preflight procedure**

Plan flight considering impossible usage of fuel from RH tanks Nos. 3+4 and rear tank No. 6.

**In-flight procedure**

Follow guidelines of RFM, Section 3 "3+4 RH tanks pump failure".

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.22.07)- Transfer pump of forward tank No. 6

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>7. Transfer Pump Of Forward Tanks No 6 | C | 1 | 0 | (O) All other pumps serviceable and activated. |

**PLACARDING:**

Placard appropriate "Transfer Pump Of Forward Tanks No 6 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative pump are described below.

**Preflight procedure**

Plan flight considering impossible usage of fuel from forward tank No. 6.

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.22.08)- Transfer pump of rear tank No. 6

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.22.00 Fuel Supply (and Fuel Transfer) System**<br><br>8. Transfer Pump Of rear tanks No 6 | C | 1 | 0 | (O) All other pumps serviceable and activated. |

**PLACARDING:**

Placard appropriate "Transfer Pump Of rear tanks No 6 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative pump are described below.

**Preflight procedure**

Plan flight considering impossible usage of fuel from rear tank No. 6.

**MAINTENANCE PROCEDURES:**

None required.

## 03.28.40-Indicating

*AMC1 ORO.MLR.105(d)*

### (03.28.40.01)- Measurement of fuel in LH tank No. 1 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>1. Measurement of Fuel In LH Tank No. 1 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.02)- Measurement of fuel in RH tank No. 1 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>2. Measurement of Fuel In RH Tank No. 1 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.03)- Measurement of fuel in LH tank No. 2 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>3. Measurement of Fuel In LH Tank No. 2 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.04)- Measurement of fuel in RH tank No. 2 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>4. Measurement of Fuel In RH Tank No. 2 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.05)- Measurement of fuel in LH tanks Nos. 3+4 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>5. Measurement of Fuel In LH Tank No. 3+4 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.06)- Measurement of fuel in RH tanks Nos. 3+4 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>6. Measurement of Fuel In RH Tank No. 3+4 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.07)- Measurement of fuel in LH tank No. 5 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>7. Measurement of Fuel In LH Tank No.5 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.08)- Measurement of fuel in RH tank No. 5 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>8. Measurement of Fuel In RH Tank No.5 on indicator | C | 1 | 0 | (O) Fuel indication in all other pumps serviceable and activated. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Extra actions by crew during helicopter operation with inoperative indication are described below.
**In-flight procedure**
Enhance monitoring of fuel consumption and supply.
Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**
None required.

### (03.28.40.09)- Fuel gage, float-type, lever-type in forward tank No. 6

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>9. Fuel gage, float-type lever-type in forward tank No. 6 | C | 1 | 0 | Fuel supply in all other tanks is sufficient to fullfill mission. |

**PLACARDING:**

Placard appropriate "Fuel gage, float-type lever-type in forward tank No. 6 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required

### (03.28.40.10)- Measurement of fuel in forward tank No. 6 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 indication**<br><br>10. Measurement off Fuel in forward tank No. 6 on indicator | C | 1 | 0 | (O) Fuel supply in all other tanks is sufficient to fullfill mission. |

**PLACARDING:**

Placard appropriate "Measurement off Fuel in forward tank No. 6 on indicator INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative indication are described below.

**In-flight procedure**

Enhance monitoring of fuel consumption and supply.

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.40.11)- Fuel gage, float-type, lever-type in rear tank No. 6

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>11. Fuel gage, float-type lever-type in rear tank No. 6 | C | 1 | 0 | Fuel supply in all other tanks is sufficient to fullfill mission. |

**PLACARDING:**

Placard appropriate "Fuel gage, float-type lever-type in rear tank No. 6 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.28.40.12)- Measurement of fuel in rear tank No. 6 on indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **28.00.00 FUEL**<br><br>**28.40.00 Indication**<br><br>12. Measurement of Fuel in rear tank No. 6 on indicator | C | 1 | 0 | (O) Fuel supply in all other tanks is sufficient to fullfill mission. |

**PLACARDING:**

Placard appropriate "Measurement of Fuel in rear tank No. 6 on indicator INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative indication are described below.

**In-flight procedure**

Enhance monitoring of fuel consumption and supply.

**MAINTENANCE PROCEDURES:**

None required.

## 03.29-HYDRAULIC POWER

*AMC1 ORO.MLR.105(d)*

### (03.29.21)- Auxiliary pump

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **29.00.00 HYDRAULIC POWER**<br><br>**29.20.00 Auxiliary Hydraulic System**<br><br>**1.** Auxiliary Pump | B | 1 | 0 | (O) No tasks involved with the fuselage nose lifting and lowering.<br><br>Landing on level (no slope) sites only. |

**PLACARDING:**

Placard appropriate "HYD Auxiliary Pump INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative auxiliary pump are described below.

**Post-landing procedure**

Shutdown engines only upon installation of main landing gear wheel chocks.

**MAINTENANCE PROCEDURES:**

Not applicable.

## 03.30-ICE AND RAIN PROTECTION

*AMC1 ORO.MLR.105(d)*

### (03.30.21)- LH engine air-intake anti-icing system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **30.00.00 ICE AND RAIN PROTECTION**<br><br>**30.20.00 Engine Air Intake Ant-Icingi Systems**<br><br>1. LH Engine Air Intake Anti-Icing Systems | C | 1 | 0 | Expected in flight ambient temperature is above +5 °C and there is no visible humidity. Icing conditions not forecasted.<br><br>Departure from a base station where equipment reconditioning is possible is prohibited. |

**PLACARDING:**

Placard "LH Engine Air Intake Anti-Icing System INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.30.22)- RH engine air-intake anti-icing system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **30.00.00 ICE AND RAIN PROTECTION**<br><br>**30.20.00 Engine Air Intake Ant-Icingi Systems**<br><br>2. RH Engine Air Intake Anti-Icing Systems | C | 1 | 0 | Expected in flight ambient temperature is above +5 °C and there is no visible humidity. Icing conditions not forecasted.<br><br>Departure from a base station where equipment reconditioning is possible is prohibited. |

**PLACARDING:**

Placard "RH Engine Air Intake Anti-Icing Systems INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

## (03.30.31)- Pitot and clock heating system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **30.00.00 ICE AND RAIN PROTECTION**<br><br>**30.30.00 Pitot-Static Tube and Clock Heating System**<br><br>1. Pitot and Clock Heating System | C | 2 | 1 | Expected in flight ambient temperature is above +5 °C and there is no visible humidity. Icing conditions not forecasted.<br><br>Departure from a base station where equipment reconditioning is possible is prohibited. |

**PLACARDING:**

Placard "Pitot and Clock Heating System INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.30.42)- Co-pilot's (navigator) windshield wiper

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **30.00.00 ICE AND RAIN PROTECTION**<br><br>**30.42.00 Windshilds Wipers**<br><br>1. Co- Pilot's (Navigator) windshild Wiper | C | 1 | 0 | Precipitation and icing conditions not forecasted.<br><br>Hover over water surface prohibited. |

**PLACARDING:**

Placard "Co- Pilot's (Navigator) windshild Wiper INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Not applicable.

**MAINTENANCE PROCEDURES:**

None required.

### (03.30.43)- Windshield sprinkling system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **30.00.00 ICE AND RAIN PROTECTION**<br><br>**30.43.00 Windshild Spraying system**<br><br>1. Windshild Sprinkling System | C | 1 | 0 | (M) Precipitation and icing conditions not forecasted. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
Not applicable.

**MAINTENANCE PROCEDURES:**
1. Drain washing liquid from tank.
2. Close valves (LH and RH) feeding washing liquid to wiper brushes.

## (03.30.61)- Main rotor blades anti-icing system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **30.00.00 ICE AND RAIN PROTECTION**<br><br>**30.60.00 Main Rotor Blade Anti-Icing System**<br><br>1. Main Rotor Blade Anti-Icing System | C | 1 | 0 | (O) Expected in flight ambient temperature is above +5 °C and there is no visible humidity. Icing conditions not forecasted.<br><br>Departure from a base station where equipment reconditioning is possible is prohibited. |

**PLACARDING:**

Placard "Main Rotor Blade Anti-Icing System INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative main rotor blades AIS are described below.

**Pretakeoff procedure**

Do not perform test of main rotor AIS.

**MAINTENANCE PROCEDURES:**

None required.

## (03.30.81)- Ice detector

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **30.00.00 ICE AND RAIN PROTECTION**<br><br>**30.80.00 Ice Dedector**<br><br>1. Ice Dedector | B | 1 | 0 | (M) VFR Flight.<br><br>Expected in flight ambient temperature is above +5 °C and there is no visible humidity. Icing conditions not forecasted.<br><br>Departure from a base station where equipment reconditioning is possible is prohibited. |

**PLACARDING:**

Placard "Ice Dedector INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

**Preliminary requirements**

The helicopter is deenergized.
Electric and radio equipment access hatch in the fuselage aft end is open.

1. Disconnect electric harness from PM-5 (RM-5) frame with PE-11M (PE-11M) unit:
1.1. Clear a part of harness line on the upper shelf of the stand.
1.2. Disconnect electric connector from the frame. Set plugs on the connector and its counterpart.
2. Roll up and fix a loose end of the harness.

## 03.33-LIGHTS

*AMC1 ORO.MLR.105(d)*

## 03.33.10-Lighting system

*AMC1 ORO.MLR.105(d)*

### (03.33.10.01)- Illumination system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.10.00 Lighting System**<br><br>1. Illumination system | C | 1 | 0 | Day time flight. |

**PLACARDING:**

Placard "Illumination system INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.33.11-Internal flight compartment lighting system

*AMC1 ORO.MLR.105(d)*

### (03.33.11.01)- White dome light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.11.00 Internal Flight Compartment Lighting System**<br><br>1. White Dome Lighting | D | 1 | 0 | Day time flight. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required.

### (03.33.11.02)- White-red light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.11.00 Internal Flight Compartment Lighting System**<br><br>2. White –Red Light | D | 5 | 4 | Day time flight. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required.

## 03.33.30-Lighting equipment of cabin and fuselage tail part

*AMC1 ORO.MLR.105(d)*

### (03.33.30.01)- White dome lights

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.30.00 Lighting Equipment of cabin and fuselage tail part**<br><br>1. White Dome Light | D<br><br>D | 4<br><br>4 | 2<br><br>0 | <br><br>Day time flight. |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required

### (03.33.30.02)- «No smoking / Не курить», «Fasten seat belts / Застегнуть ремни» annunciator



*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.30.00 Lighting Equipment of cabin and fuselage tail part**<br><br>2. "No Smoking and Fasten Seat Belts" annunciator | D | 1 | 0 | (O) |

**PLACARDING:**

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

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative annunciator are described below.

**Preflight procedure**

The pilot shall additionally instruct transported people about the need to fasten safety belts and about the prohibition to smoke on board the helicopter during the flight.

**MAINTENANCE PROCEDURES:**

Not applicable.

### (03.33.30.03)- Emergency lamp

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.30.00 Lighting Equipment of cabin and fuselage tail part**<br><br>3. Emergency Lamp | C | 1 | 0 | (M) People transportation prohibited. |

**PLACARDING:**

Placard appropriate "Emergency Lamp INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

1. Remove emergency lamp.
2. Set lamp switch to OFF.

### (03.33.30.04)- «Exit / Выход» light indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.30.00 Lighting Equipment of cabin and fuselage tail part**<br><br>4. "Exit" Light Indicator | D | 2 | 0 | People transportation prohibited. |

**PLACARDING:**

Placard appropriate "Exit Light INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## (03.33.30.05)- Cabin light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.30.00 Lighting Equipment of cabin and fuselage tail part**<br><br>5. Cabin Light | D | 1 | 0 | Primary cabin lighting serviceable. |

**PLACARDING:**

Placard appropriate "Cabin Light INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.33.40-External lighting equipment

*AMC1 ORO.MLR.105(d)*

### (03.33.40.01)- Upper rotor blade tip light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.40.00 External Lighting Equipment**<br><br>1. Upper Rotor Blade Tip Lights | B | 3 | 2 | Day time flight. |

**PLACARDING:**

Placard appropriate "Upper Rotor Blade Tip Lights INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.33.40.02)- Emergency light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.40.00 External Lighting Equipment**<br><br>2. Emergency Light | B | 2 | 1 | People transportation prohibited. |

**PLACARDING:**

Placard appropriate "Emergency Lights INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.33.40.03)- Searchlight

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.40.00 External Lighting Equipment**<br><br>3. Searchlight | B | 2 | 1 | Day time VFR flight |

**PLACARDING:**

Placard appropriate "Searchlight INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.33.40.04)- Front position lights

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.40.00 External Light Equipment**<br><br>4. Front Position Lights | B | 2 | 1 | Day time flight. |

**PLACARDING:**

Placard appropriate "Front Position Lights INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.33.40.05)- Rear position light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.40.00 External Light Equipment**<br><br>5. Rear Position Light | B | 1 | 0 | Day time flight. |

**PLACARDING:**

Placard appropriate "Rear Position Light INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.33.40.06)- Position light control unit

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.40.00 External Light Equipment**<br><br>6. Position light control unit | B | 1 | 0 | Day time flight. |

**PLACARDING:**

Placard appropriate "Position light control unit INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.33.50-Additional lighting facilities

*AMC1 ORO.MLR.105(d)*

### (03.33.50.01)- ПРФ (PRF) light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.50.00 Additional Lighting facilities**<br><br>1. (PRF) light | C | 4 | 0 | Day time flight. |

**PLACARDING:**

Placard appropriate "PRF Lights INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

**(03.33.50.02)- ФПП (FPP) light**

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.50.00 Additional Lighting facilities**<br><br>2. (FPP) light | C | 1 | 0 | Day time flight. |

**PLACARDING:**

Placard appropriate "FPP Light INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required

### (03.33.50.03)- Hoist light

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33.50.00 Additional Lighting facilities**<br><br>3. Hoist light | | | | NOT INSTALLED |

**PLACARDING:**
Not applicable.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required

### (03.33.53)- Searchlight

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **33.00.00 LIGHTS**<br><br>**33-53-00 Searchlight**<br><br>1. Searchlight | D | 1 | 0 | Searchlight utilization is not planned. |

**PLACARDING:**

Placard appropriate "Searchlight INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required

## 03.34-NAVIGATION

*AMC1 ORO.MLR.105(d)*

## 03.34.10-Flight environment data system

*AMC1 ORO.MLR.105(d)*

### (03.34.10.01)- Pressure altimeters on pilot and co-pilot (navigator) instrument board

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34-10-00 Flight environment data system**<br><br>1. Pressure altimeters on pilot and co-pilot (navigator) instrument board | B | 2 | 1 | VFR flight. |

**PLACARDING:**

Placard appropriate "Pressure altimeters on pilot and co-pilot (navigator) instrument board INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.34.10.02)- Pressure altimeters on supplementary instrument board

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34-10-00 Flight environment data system**<br><br>2. Pressure altimeter on supplementary instrument board | B | 1 | 0 | VFR flight. |

**PLACARDING:**

Placard appropriate "Pressure altimeter on supplementary instrument board INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.34.10.03)- Radio altimeter

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*CAT.IDE.H.145*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34-10-00 Flight environment data system**<br><br>3. Radio Altimeter<br><br>**CAT.IDE.H.145** | C | 2 | 1 | One may be inoperative provided 4 axis Flight Director mode RHT is not engaged. |

**PLACARDING:**

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

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.34.15-Airspeed limit indicating system

*AMC1 ORO.MLR.105(d)*

### (03.34.15.01)- Flight limitation computer

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34.15.00 Airspeed Limit Indication System**<br><br>1. Flight Limitation Computer | B | 1 | 0 | (O) May be inoperative for flights under VFR with small speed (not above cruise) |

**PLACARDING:**

Placard appropriate "Flight Limitation Computer INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative flight limitations computer are describebelow.

**In-flight procedure**

Observe never-exceed speed limitations with failed airspeed limiting system (RFM, Section 1).

**MAINTENANCE PROCEDURES:**

None required.

### (03.34.21)- Compass system «Гребень-2Б» ("Greben-2B") compass system channel

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34.21.00 Compass System**<br><br>1. ("Greben-2B") Compass System Channel | C | 2 | 1 | (M) VFR flight.<br><br>Magnet compass, automatic direction finder, serviceable and actuated. |

**PLACARDING:**

Placard appropriate "Greben-2B Compass System INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

**Preliminary requirements**

Electric power system of helicopter shall be on.

Determine failed channel:
1.1. Turn compass system on.
1.2. Determine failed gyro per annunciation on control panel (central pedestal):
Effectivity: All
KA32A11BC-MMEL-M342101

Main channel gyro failure – annunciator "M" («O») light on.
Standby channel gyro failure – annunciator "S" («3») light on.
1.3. If required, determine failed channel:
1.3.1. Press and hold TEST 315 (КОНТР.315) button on compass system compensator (auxiliary instrument panel).
Main channel serviceable – pilot's HSI indicates 315° ± 10°.
Standby channel serviceable – copilot's HSI indicates 315° ± 10°.
1.3.2. Release button.
2. Disengage failed channel:
2.1. With main channel failed:
Set MODE (nOTPEb) selector switch on control panel to "S" («3»).
2.2. With standby channel failed:
Set MODE (nOTPEb) selector switch on control panel to "M" («O»).

## 03.34.23-Helicopter attitude reference system

*AMC1 ORO.MLR.105(d)*

### (03.34.23.01)- Vertical gyro

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34.23.00 Helicopter Attitude Reference System**<br><br>1. Vertical Gyro | B | 2 | 1 | VFR flight.<br><br>Standby attitude indicator serviceable and actuated. |

**PLACARDING:**

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

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

Not applicable.

### (03.34.23.02)- Attitude indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34.23.00 Helicopter Attitude Reference System**<br><br>2. Attitude Indicator | B | 2 | 1 | VFR flight.<br><br>Vertical gyro indicator serviceable and actuated. |

**PLACARDING:**

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

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

Not applicable.

## (03.34.24)- Attitude director indicator

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34.24.00 Attitude Director Indicator**<br><br>1. Attitude Director Indicator | B | 2 | 1 | VFR flight. |

**PLACARDING:**

Placard appropriate "Attitude Director Indicator 1/2 INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

Not applicable.

## (03.34.50)- Automatic direction finder

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC2 CAT.IDE.H.345*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34-50-00 Automatic direction finder**<br><br>1. Automatic direction finder<br><br>**CAT IDE H.345** | B | 1 | 0 | Magnet compass, and both compass system channels are serviceable and actuated. |

**PLACARDING:**

Placard appropriate "Automatic direction finder INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## (03.34.60)- Aircraft clock

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*CAT.IDE.H.125*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **34.00.00 NAVIGATION**<br><br>**34.60.00 Aircraft Clock**<br><br>1. Clock<br><br>**CAT.IDE.H.125** | B | 1 | 0 | Second-reading time indication (watch) available to crew. |

**PLACARDING:**

Placard appropriate "Clock INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

## 03.50-CARGO CABIN AND AUXILARY COMPARTMENTS

*AMC1 ORO.MLR.105(d)*

### (03.50.21)- Hoist

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **50.00.00 CARGO CABIN AND AUXILIARY COMPARTMENTS**<br><br>**50.21.00 Hoist**<br><br>1. Hoist | D | 1 | 0 | (O) Hoist utilization not planned. |

**PLACARDING:**

Placard appropriate "Hoist INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative hoist are described below.

**Preflight procedure**

Set hoist power switch to OFF.

**MAINTENANCE PROCEDURES:**

None required.

## 03.50.40-Ground fire extinguishing equipment

*AMC1 ORO.MLR.105(d)*

### (03.50.40.01)- SIMPLEX firefighting system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **50.00.00 CARGO CABIN AND AUXILIARY COMPARTMENTS**<br><br>**50-40-00 Ground fire extinguishing equipment**<br><br>1. SIMPLEX firefighting system | D | 1 | 0 | (O) System utilization not planned. |

**PLACARDING:**

Placard appropriate "SIMPLEX firefighting system INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative SIMPLEX firefighting system are described below.

**Preflight procedure**

Set SIMPLEX master switch to OFF.

**MAINTENANCE PROCEDURES:**

None required.

### (03.50.40.02)- Firefighting system with horizontal telescopic nozzle

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM,<br>SEQUENCE NUMBERS &<br>ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **50.00.00 CARGO CABIN AND AUXILIARY COMPARTMENTS**<br><br>**50-40-00 Ground fire extinguishing equipment**<br><br>2. Firefighting system with horizontal telescopic nozzle | D | 1 | 0 | (O) System utilization not planned. |

**PLACARDING:**

Placard appropriate "Firefighting system with horizontal telescopic nozzle INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

Extra actions by crew during helicopter operation with inoperative firefighting system with the use of horizontal telescopic nozzle are described below.

**Preflight procedure**

Set firefighting system power switch to OFF.
Set ROTAX engine power switch to STOP (OCTAHOB).
Set firefighting system's water supply switch to OFF.

**MAINTENANCE PROCEDURES:**

None required.

## 03.54-NACELLES

*AMC1 ORO.MLR.105(d)*

### (03.54.71)- Engine dust protection device's control system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **54.00.00 NACELLES**<br><br>**54.71.00 Engine Dust Protection Device**<br><br>1. Engine Dust Protection Device's Control System | C | 2 | 0 | (M) Avoid takeoff and landing at dusty sites.<br><br>Icing conditions not forecasted. |

**PLACARDING:**

Placard appropriate "Engine Dust Protection Device's Control System INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

**Preliminary requirements**

The helicopter is deenergized.
Front side panels of the engine section are opened.

1. Shut off right engine dust protection device's control system:
1.1. Disconnect electric connector on the electrically driven shutter 3137.
Set plugs on the connector and its counterpart. Roll up and fix a loose end of an electric cable.
1.2. Check the position of shutter 3137 by the mechanic indicator. Door breech mechanism should be in "Closed" position.
2. Shut off left engine dust protection device's control system (similar to clause 1).

## 03.93-OBSERVATION MEANS

*AMC1 ORO.MLR.105(d)*

## 03.93.00-Video observation and data recording system

*AMC1 ORO.MLR.105(d)*

### (03.93.00.01)- Monitor

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **93.00.00 OBSERVATION MEANS**<br><br>**93-00-00 Video observation and data recording system**<br><br>1. Monitor | D | 1 | 0 | System utilization not planned. |

**PLACARDING:**
Placard appropriate "Video Monitor INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**
None required.

**MAINTENANCE PROCEDURES:**
None required.

### (03.93.00.02)- Video recorder

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| AUTHORITY T.C. S.H.G.M. | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **93.00.00 OBSERVATION MEANS**<br><br>**93-00-00 Video observation and data recording system**<br><br>2. Video recorder | D | 1 | 0 | System utilization not planned. |

**PLACARDING:**

Placard appropriate "Video Recorder INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.

### (03.93.00.03)- Gyro-stabilized electronic video observation system

Revizyon No: 0 Revizyon Tarihi: 02.01.2019

*AMC1 ORO.MLR.105(d)*

| **AUTHORITY T.C. S.H.G.M.** | | | | |
|---|---|---|---|---|
| 1. SYSTEM, SEQUENCE NUMBERS & ITEM | 2. | REPAIR CATEGORY | | |
| | | 3. | NUMBER INSTALLED | |
| | | | 4. | NUMBER REQUIRED FOR DISPATCH |
| | | | | 5. REMARKS AND EXCEPTIONS |
| **93.00.00 OBSERVATION MEANS**<br><br>**93-00-00 Video observation and data recording system**<br><br>3. Gyro-stabilized electronic video observation system | D | 1 | 0 | System utilization not planned. |

**PLACARDING:**

Placard appropriate "Gyro-stabilized electronic video observation system INOPERATIVE" on pedestal in cockpit.

**OPERATING PROCEDURES:**

None required.

**MAINTENANCE PROCEDURES:**

None required.