



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 08/18/2022

Sikorsky Aircraft Corporation **S-92A** **(R00024BO)**

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LOG OF REVISIONS

| REV NO. | DATE | PAGE NO. |
|----------|------------|---|
| Original | 9/22/2004 | Original. |
| 1 | 9/27/2006 | Highlights of Change, Definitions. |
| 2 | 4/28/2014 | Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters. |
| 3 | 08/18/2022 | Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions, Guidelines, 18-1, 21-1, 22-1, 23-1 thru 6, 24-1, 25-1 thru 4, 26-1, 28-1, 30-1 thru 2, 31-1 thru 2, 32-1 thru 2, 33-1 thru 4, 34-1 thru 8, 45-1, 49-1, 52-1, 63-1, 65-1, 73-1, 76-1. |

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HIGHLIGHTS OF CHANGE

This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and Definitions are available for download or viewing at <http://av-info.faa.gov/sdrx/references.aspx>.

This replaces the former Airline Transport Association (ATA) coding used in previous documents. JASC Coding is a four-digit number format and as the title suggests, it contains a System Code and a Component Code. The first two digits are the System Code, which is similar to ATA Coding for their first two numbers. The last two digits in the JASC Code are the Component Code, which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.

For Example: JASC Code 2410, where Code 24 represents the “Electrical Power” system, and Component Code 10, represents the “Alternator-Generator Drive” system.

The following changes are the Highlights of Changes for **Revision 3**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on **2/10/2022**.

| PAGE NO. | JASC ITEM | EXPLANATION OF CHANGE |
|----------|----------------|---|
| -- | General | Minor editorial corrections and formatting changes were made throughout the document, indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator’s discretion. |
| IX | -- | Updated Definitions and Preamble. |
| X-XVI | -- | Updated Guidelines for (M) and (O) Procedures. |
| -- | NOTE ALL PAGES | (***) relief is associated with OEM equipment only; STC relief must comply with PL-109 (some PLs may be excluded). |
| 18-1 | 1800-01 | Changed relief from D to C since not optional & added proviso (moved from 2250-01). |
| 21-1 | 2121-01 | Added proviso. |
| 21-1 | 2121-02 | Added proviso. |
| 21-1 | 2121-03 | Added proviso. |
| 21-1 | 2121-04 | Added (O) procedure. |
| 22-1 | 2210-02 | Added Refer to RFM limitations. |
| 22-1 | 2213-01 | Added proviso. |
| 22-1 | 2216-01 | Revised proviso (removed ‘must be’ and added ‘are’) |
| 22-1 | 2216-02 | Revised proviso (removed ‘must be’ and added ‘provided’ & ‘are’) |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | JASC ITEM | EXPLANATION OF CHANGE |
|-------------|-----------|--|
| 22-1 | 2216-03 | Revised proviso (removed 'must be' and added 'provided' & 'are') |
| 22-1 | 2216-04 | Revised proviso (removed 'must be' and added 'provided' & 'are') |
| 22-1 | 2250-01 | MOVED Active Vibration Control (AVC) System to 1800-01 IAW JASC coding. |
| 23-1 | 2300-01 | Revised description (replaced specific systems with Non-ATC equipment, to rule out STCs) & added proviso. |
| 23-1 | 2310-01 | Revised HF relief IAW PL-106. |
| 23-1 | 2311-01 | MERGED UHF relief with 2312-02, since already included with PL-95. |
| 23-1 | 2312-01 | Revised VHF and UHF IAW PL-95 (customized VHF Communication Control Panels IAW PL-95 allowance). |
| 23-2 | 2320-01 | Revised description (removed "etc." since open-ended) & revised proviso (Refer to 4500-01 IAW JASC coding and MMEL standardization). |
| 23-2 | 2340-03 | Revised Passenger Address System (PA) relief IAW PL-9. |
| 23-3 thru 5 | 2340-04 | Revised description (changed Passenger Compartment ICS with Crewmember Interphone System(s)) IAW PL-9. |
| 23-6 | 2350-01 | Revised proviso IAW PL-31 (removed "OR"). |
| 23-6 | 2360-01 | Added Proviso and (M) Procedures (Replace missing/damaged static discharger wick per AMM.) |
| 23-6 | 2370-01 | Revised FDR relief IAW PL-29 (removed PL-87 reference, since already addressed with 3130-02). |
| 24-1 | 2440-01 | Changed relief from D to C since not optional & added proviso. |
| 24-1 | 2440-02 | Added proviso. |
| 25-1 | 2500-01 | Removed (PL-116) reference since archived; reworded NEF relief IAW 8900.1; added D relief (missing). |
| 25-1 | 2500-02 | Added proviso. |
| 25-1 | 2520-02 | Revised Passenger Seat relief IAW PL-79. Section 1 only for Passenger Seats. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | JASC ITEM | EXPLANATION OF CHANGE |
|----------|-----------|--|
| 25-2 | 2520-03 | MERGED Passenger Seat Harness relief with 2520-02, since already included with PL-79. |
| 25-2 | 2550-01 | Added (M) procedure. |
| 25-2 | 2550-02 | Added (M) procedure. |
| 25-2 | 2550-03 | Added (M) procedure. |
| 25-2 | 2550-05 | Added (M) procedure for b) proviso. |
| 25-3 | 2560-01 | Revised description IAW FAA policy & reworded (M)(O) procedures. |
| 25-3 | 2560-02 | Revised First Aid Kit relief IAW PL-73. |
| 25-4 | 2562-01 | Revised ELT relief IAW PL-120. |
| 25-4 | 2562-02 | Revised proviso since not required by CFR. |
| 25-4 | 2564-01 | Revised description. |
| 26-1 | 2611-01 | Revised Cargo Compartment Smoke Detection relief IAW PL-102. |
| 26-1 | 2622-01 | Added (***) and (PL-75) reference. |
| 28-1 | 2800-01 | Added proviso. |
| 28-1 | 2840-01 | Added proviso. |
| 28-1 | 2841-01 | DELETED Fuel Quantity Gauging System (FQGS) relief since required by CFR. |
| 30-1 | 3040-02 | Changed relief from D to C since not optional & added proviso. |
| 30-2 | 3060-02 | Added proviso for C relief (correction). |
| 30-2 | 3060-04 | Revised proviso, added Dispatch into known icing conditions with single controller should be avoided. |
| 30-2 | 3060-05 | Revised proviso, added Dispatch into icing conditions with single OAT Input to RIPS should be avoided. |
| 31-1 | 3120-01 | Changed relief from D to C & revised proviso since required by CFR. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | JASC ITEM | EXPLANATION OF CHANGE |
|----------|----------------|--|
| 31-1 | 3130-01 | MOVED HUMS to 4500-02 IAW JASC coding and MMEL standardization. |
| 31-1 | 3130-02 | Revised CVR relief IAW PL-87, removed PL-29 reference, since already addressed with 2370-01. |
| 31-2 | 3160-01 | Added proviso. |
| 31-2 | 3160-02 | Revised description (added "s"); changed number & required for dispatch to (-); added additional C relief & added two A reliefs to address correction. |
| 32-1 | 3230-01 | Reformatted proviso for MMEL standardization. |
| 32-1 | 3230-02 | Reformatted proviso for MMEL standardization. |
| 32-1 | 3260-01 | Reformatted proviso for MMEL standardization. |
| 32-2 | 3260-02 | Reformatted proviso for MMEL standardization. |
| 33-1 | 3300-01 | Added (***) IAW PL-127. |
| 33-1 | 3310-01 | Revised Cockpit Instrument Lighting IAW PL-77. |
| 33-2 | 3310-02 | Revised proviso, changed day to other than night & removed "OR" IAW PL-31. |
| 33-2 | 3310-03 | Added proviso. |
| 33-2 | 3320-01 | Revised proviso, changed day to other than night & removed "OR" IAW PL-31. |
| 33-2 | 3320-02 | Added proviso. |
| 33-2 | 3320-03 | Revised Passenger Notice System IAW PL-123. |
| 33-2 | 3320-04 | Added "FASTEN SEAT BELT WHILE SEATED" Sign or Placard IAW PL-89. |
| 33-3 | 3330-01 | Added proviso. |
| 33-3 | 3340-01 | Revised proviso since required by CFR. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | JASC ITEM | EXPLANATION OF CHANGE |
|----------|-----------|---|
| 33-2 | 3340-02 | Changed relief from D to C since lights could be used as a substitute for anti-collision and/or landing lights, and therefore cannot be less restrictive & added proviso. |
| 33-2 | 3340-03 | Added proviso. |
| 33-2 | 3340-04 | Changed relief from D to C, since relief could be used as a backup for anti-collision lights which are required by CFR & added proviso. |
| 33-2 | 3340-05 | Reworded proviso. |
| 33-3 | 3340-06 | Added proviso. |
| 33-3 | 3340-07 | Revised description, removed "etc." since open ended; added proviso. |
| 33-3 | 3340-08 | Added proviso. |
| 33-3 | 3340-09 | Added proviso. |
| 33-3 | 3340-10 | Added proviso. |
| 33-3 | 3340-11 | Added proviso. |
| 33-3 | 3340-12 | Added proviso since required by CFR and changed relief from C to D. |
| 33-3 | 3350-01 | Revised proviso since required by CFR and changed relief from C to D. |
| 33-3 | 3350-02 | Added proviso since required by CFR and changed relief from C to D. |
| 33-3 | 3350-03 | Revised proviso since required by CFR and changed relief from C to D. |
| 33-3 | 3350-04 | Added proviso since required by CFR and changed relief from C to D. |
| 34-1 | 3400-01 | Added proviso. |
| 34-1 | 3421-01 | Revised proviso, changed day to other than night. |
| 34-1 | 3423-01 | Revised proviso, changed day to other than night. |
| 34-1 | 3430-01 | MOVED FLIR relief to 2500-02 IAW JASC coding. |
| 34-1 | 3431-01 | Revised description, added "/Localizer" IAW JASC coding; merged VOR relief with 3454-01 (duplicate). |
| 34-2 | 3432-01 | Revised description, added "ILS/" IAW JASC coding. |
| 34-2 | 3434-01 | Revised description, removed Receiver. |

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HIGHLIGHTS OF CHANGE

| PAGE NO. | JASC ITEM | EXPLANATION OF CHANGE |
|-------------|-----------|--|
| 34-2 thru 3 | 3442-01 | Revised RADALT relief IAW PL-131. |
| 34-4 | 3444-03 | Revised description, removed PL-54 and "(EGPWS)". |
| 34-4 thru 5 | 3445-01 | Revised relief for TCAS IAW PL-32 (added (O) procedures for first 4 IAW MMEL standardization). Combined with 3445-02. |
| 34-5 | 3451-01 | Revised relief for DME IAW PL-03. |
| 34-6 | 3452-01 | Revised Transponders IAW PL-76 (DELETED par. 1)). |
| 34-6 thru 7 | 3452-02 | Revised ADS-B relief IAW PL-105 (ADS-B Out Extended Squitter Not Installed). |
| 34-7 | 3454-01 | Revised description (added Navigation) & changed relief from D to C since required by CFR. |
| 34-8 | 3455-01 | Revised description (added Navigation); changed relief from D to C since required by CFR & revised proviso to reflect change. |
| 34-8 | 3461-01 | Revised Navigational Databases IAW PL-98 (removed FMS and NMS). |
| 34-8 | 3461-03 | Changed relief from D to C since not optional & added proviso. |
| 34-8 | 3461-04 | Revised EFB relief IAW PL-121. |
| 45-1 | 4500-01 | Revised description (removed "etc." since open-ended); changed relief from D to C since required by CFR; revised proviso; and, added other than HAA IAW MMEL policy; moved from 2320-01. |
| 45-1 | 4500-02 | Changed relief from C to A by request of TC holder & added proviso. |
| 49-1 | 4940-01 | Added proviso. |
| 52-1 | 5270-01 | Added (M) and (O) procedures. |
| 63-1 | 6321-01 | Revised proviso b). |
| 65-1 | 6540-01 | Added NOTE. |
| 65-1 | 6540-02 | Added NOTE. |
| 73-1 | 7331-01 | MOVED Fuel Flow Indicating System to 2840-01 IAW JASC coding. |
| 73-1 | 7331-02 | Added relief for FADEC for aircraft with AMS 7.1 or higher. |
| 76-1 | 7600-01 | Changed relief from D to C since not optional & added proviso. |

Definitions

The Definitions must be inserted here in each Minimum Equipment List (MEL) from the current FAA MMEL Policy Letter PL-25.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

Preamble

For operations under 14 CFR parts 91 subpart K (part 91K), 121, 125, 125 LODA, 129, and 135, refer to the current FAA MMEL Policy Letter PL-34, MMEL and MEL Preamble. For operations under 14 CFR part 91, refer to current FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL Approval and Preamble. Current Policy Letters may be found on the Flight Standards Dynamic Regulatory Systems (DRS) Web site located at <https://drs.faa.gov/>.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published, the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

| SEQUENCE NO. | PROCEDURE |
|--|---|
| 2121-04 Cockpit Vent Fan or Cockpit Evaporator Fan (For aircraft equipped with Air Conditioning System) | (M) (O) Procedure for maintenance to ensure fan is deactivated and secured, and heat system is operated for fresh air. |
| 2121-05 Cabin Vent Fan or Cabin Evaporator Fan (For aircraft equipped with Air Conditioning System) | (M) Procedure for maintenance to ensure fan is deactivated and secured. |
| 2210-02 Primary Stability Augmentation System (PSAS) | (O) Added to proviso and Refer to RFM limitations. |
| 2310-01 High Frequency Communications System (HF) | (O) Procedure for crew to ensure SATVOICE services are available as a LRCS over the intended route of flight, the ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and alternate procedures are established. |
| 2340-03 Passenger Address System (PA) 1) Passenger Configuration | (O) Procedure for crew to ensure alternate, normal and emergency procedures, and/or operating restrictions are established and used. (O) Procedure for crew to ensure alternate procedures are established and used. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--|--|
| 2500-02 Forward Looking Infrared (FLIR) | (M) Procedure for maintenance to ensure system is deactivated and secured. |
| 2520-02 Passenger Seats 2) Seat Belt b) Seat Belt/Air Bags Not Required by 14 CFR | (M) Procedure for maintenance to ensure inoperative or disconnected provided seat belt operates normally. |
| 2550-01 Cargo Hook System | (M) Procedure for maintenance to ensure system is deactivated and secured. |
| 2550-02 Rescue Hoist | (M) Procedure for maintenance to ensure system is deactivated and secured. |
| 2550-03 Cargo Utility Winch System | (M) Procedure for maintenance to ensure system is deactivated and secured. |
| 2550-05 Cargo Ramp System | (M)(O) Procedure for maintenance to ensure a visual check determines that the doors are closed and latched prior to flight, and that the control switches are covered and placarded. |
| 2550-06 Cargo Ramp Warning System | (O) May be inoperative provided it is determined by visual check that the doors are closed and latched prior to flight. |
| 2560-01 Helicopter Air Ambulance Equipment (HAA) | (M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedures may be required and included in the operator's appropriate document. |
| 2562-01 Emergency Locator Transmitter (ELT) Fixed ELTs | (M) Procedure for maintenance to ensure fixed ELT is deactivated, and repairs are made within 90 consecutive calendar-days. (M) Procedure for maintenance to ensure fixed ELT is deactivated. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--|--|
| 2562-01 Emergency Locator Transmitter (ELT) (Cont'd) Remote ELT Switch | (M) Procedure for maintenance to ensure remote ELT Switch is deactivated, and switch is placed in the ARMED mode. |
| 2611-01 Cargo Compartment Smoke Detection | (O) Procedures for crew are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. |
| 2800-02 Auxiliary Fuel System | (O) Procedure for crew to ensure flight is not predicated on use of fuel from the auxiliary system, and trapped fuel quantity is determined and accounted for in weight and balance calculations. |
| 3230-01 Extension and Retraction System | (M) Procedure for maintenance to ensure gear is secured down (pinned), and control lever is covered and placarded. (O) Procedure for crew to consider climb and cruise performance. |
| 3230-02 Landing Gear Emergency Extension System | (M) Procedure for maintenance to ensure gear is secured down (pinned), and control lever is covered and placarded. (O) Procedure for crew to consider climb and cruise performance. |
| 3260-01 Landing Gear Position Indicating System | (M) Procedure for maintenance to ensure gear is secured down (pinned), and control lever is covered and placarded. (O) Procedure for crew to consider climb and cruise performance. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--|--|
| 3260-02 Landing Gear Position Warning System | (M) Procedure for maintenance to ensure gear is secured down (pinned), and control lever is covered and placarded. (O) Procedure for crew to consider climb and cruise performance. |
| 3320-03 Passenger Notice System Passenger Light Information Signs | (O) Procedure for crew to ensure PA system is used to notify passengers and cabin crew when associated sign(s) are placed ON or OFF. |
| 3444-01 Radar (Radio) Altimeter System 14 CFR Part 135 Operations Other Than 14 CFR Part 135 Operations | (M) Procedure for maintenance to ensure affected system is deactivated. (M) Procedure for maintenance to ensure affected system is deactivated. |
| 3444-02 Enhanced Ground Proximity Warning System (EGPWS) 1) EGPWS Function 2) Aural Warning | (O) Procedure for crew to ensure alternate procedures are established (O) Procedure for crew to ensure annunciators are assessed by the pilot prior to departure. |
| 3444-03 Terrain Awareness and Warning System (TAWS) | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|---|--|
| <p>3445-01 Traffic Alert Collision Avoidance Systems (TCAS I) (TCAS II) Resolution Advisory (RA) Display System(s) Traffic Alert Display System(s)</p> | <p>(M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured, and Enroute or approach procedures do not require its use.</p> <p>(M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use.</p> <p>(M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use.</p> <p>(M)(O) Procedure for maintenance/crew to ensure system is deactivated and secured, and enroute or approach procedures do not require its use.</p> <p>(O) Procedure to ensure TA only mode is selected by the crew, and enroute or approach procedures do not require its use.</p> <p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p> |
| <p>3452-02 Automatic Dependent Surveillance-Broadcast (ADS-B) System ADS-B System (In and Out) ADS-B Out UAT ADS-B In</p> | <p>(O) Procedure for crew to ensure prior to flight, an authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>(O) Procedure for crew to ensure prior to flight, an authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process.</p> <p>(O) Procedure for crew to ensure alternate procedures are established and used.</p> |
| <p>3461-04 Electronic Flight Bag (EFB) System</p> | <p>(O) May be inoperative provided current Aeronautical Charts and Publications are used.</p> |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--|---|
| 5270-01 Door Caution System | (M) Procedure for maintenance to push against the inward opening access doors to verify that they are closed and locked. (O) Procedure for crew to push against the inward opening access doors to verify that they are closed and locked, prior to each flight. |
| 6321-01 Rotor Brake System | (M) Procedure for crew if conditions don't require its use |
| 6321-02 Rotor Brake Warning System | (M) Procedure for maintenance to ensure the rotor disc is free, and system is deactivated and secured. |
| 6540-01 Intermediate Gearbox Oil Level Sensor | (O) Procedure for crew to ensure oil level is checked prior to each engine start. |
| 6540-02 Tail Rotor Gearbox Oil Level Sensor | (O) Procedure for crew to ensure oil level is checked prior to each engine start. |

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| | |
|--------------------|--|
| AIRCRAFT: S-92A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

18. Helicopter Vibration

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------------|---|---|---|---------------------|------------|
| 1800-01 | Active Vibration Control (AVC) System | C | 1 | 0 | May be inoperative. | |

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|--|------------|
| 2121-01 | Center Console Cooling Fans | C | 2 | 1 | One may be inoperative. | |
| 2121-02 | Left Hand Rack Cooling Fans | C | 2 | 1 | One may be inoperative. | |
| 2121-03 | Right Hand Rack Cooling Fans | C | 2 | 1 | One may be inoperative. | |
| 2121-04 | Cockpit Vent Fan or Cockpit Evaporator Fan (For aircraft equipped with Air Conditioning System installed) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Fan is deactivated and secured, and b) Heat system is operated for fresh air. | |
| 2121-05 | Cabin Vent Fan or Cabin Evaporator Fan (For aircraft equipped with Air Conditioning System installed) | C | 1 | 0 | (M) May be inoperative provided: a) Fan is deactivated and secured, and b) Passenger cabin is not occupied. | |
| 2140-01 | Cockpit Heat System | C | 1 | 0 | May be inoperative provided heated air is not required for defrosting/defogging. | |
| 2140-02 | Cabin Heat System | C | 1 | 0 | May be inoperative provided heated air is not required for passenger comfort. | |
| 2150-01 *** | Air Conditioning System | D | - | 0 | May be inoperative provided system is deactivated and secured. | |

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22. Autoflight

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 2200-01 | Flight Control Computer | B | 2 | 1 | May be inoperative for VFR operations only provided one PSAS and the same side AP are operational. | |
| 2210-01 | Autopilot (AP) | B | 2 | 1 | Cyclic and rudder trim must be operational. | |
| 2210-02 | Primary Stability Augmentation System (PSAS) | B | 2 | 1 | (O) One PSAS may be inoperative provided: a) Cyclic and rudder trim must be operational, b) V_{ne} is 120 KIAS, c) Hydraulic power to the affected PSAS is secured, and d) RFM limitations are followed. | |
| 2213-01 | Flight Director Mode Select Panel | C | 2 | 1 | One may be inoperative. | |
| 2216-01 | Yaw Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations provided Yaw Trim Release and Force Gradient are operational. | |
| 2216-02 | Pitch Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations, provided Pitch Trim Release and Force Gradient are operational. | |
| 2216-03 | Roll Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations, provided Roll Trim Release and Force Gradient are operational. | |
| 2216-04 | Collective Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations, provided Collective Trim Release and Force Gradient are operational. | |
| 2250-01 | Active Vibration Control (AVC) System | | | | MOVED to 1800-01, Revision 3. | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|---|------------|
| 2300-01 *** | Satcom31 Communications System | D | - | - | May be inoperative provided operations do not require its use. | |
| 2310-01 *** | High Frequency Communications System (HF) | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | | C | - | 1 | (O) May be inoperative while conducting operations that require two LRCS provided: a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established. | |
| 2311-01 *** | UHF Communications System | - | - | - | MERGED with 2312-01, Revision 3. | |
| 2312-01 *** | Communications Systems (VHF and UHF) | D | - | - | Any in excess of those required by 14 CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. | |
| | VHF Communication Control Panels | | | | Refer to 2350-01 (RTU relief). | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|------------|------------|------------|--|------------------------------------|
| 2320-01 *** | Flight Following Systems (Outerlink, Blue Sky D1000) | - | - | - | Refer to 4500-01. | |
| 2340-01 | Audio Control Panel | C | 3 | 2 | Pilot and copilot audio control panels must be operational. | |
| 2340-02 | ICS Foot Switch | C | 2 | 0 | May be inoperative provided the foot switch is not stuck in the "On" or "Hot" position. | |
| 2340-03 *** | Passenger Address System (PA) 1) Passenger Configuration | B C | 1 1 | 0 0 | (O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. (O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternative, normal, and emergency procedures and/or operating restrictions are established and utilized. | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|--|------------|
| 2340-04 *** | Crewmember Interphone System(s) | | | | | |
| | 1) Passenger Configuration | | | | | |
| | a) Flight Deck to Cabin, Cabin to Flight Deck Functions | B | - | - | May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that operates normally may be used. | |
| (Continued) | | | | | | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|--|------------|
| 2340-04 *** | Crewmember Interphone System(s) (Cont'd) | | | | | |
| | 1) Passenger Configuration (Cont'd) | | | | | |
| | a) Flight Deck to Cabin, Cabin to Flight Deck Functions (Cont'd) | C | 1 | 0 | May be inoperative provided: a) Crewmember interphone system not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used. NOTE: Any station function(s) that operates normally may be used. | |
| | b) Cabin to Cabin Function | B | 2 | 0 | (O) May be inoperative provided alternate communications procedures between the affected flight attendants stations are established and used. NOTE: Any station function(s) that operates normally may be used. | |
| | | B | - | - | May be inoperative provided: a) Flight deck to cabin and cabin to flight deck interphone functions operate normally on at least 50% of the cabin handsets, and b) Alternate communications procedures between the affected flight attendants station(s) are established and used. NOTE: Any station function(s) that operates normally may be used. | |
| | | | | | (Continued) | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|---|---------------|
| 2340-04 *** | Crewmember Interphone System(s) (Cont'd) | | | | | |
| | 1) Passenger Configuration (Cont'd) | | | | | |
| | c) Flight Deck to Ground Functions | | | | | |
| | 1) All Other Aircraft/Operations | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures are not used. | |
| | 2) Cargo Configuration | | | | | |
| | a) Flight Deck to Ground Functions | C | - | 0 | (O) May be inoperative provided alternate, normal and emergency procedures, and/or operating restrictions are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures are not used. | |
| | b) Cabin to Cabin | D | - | 0 | | |
| | c) Flight Deck to Ground Function | | | | | |
| | 1) All Other Aircraft/Operations | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | D | - | 0 | May be inoperative provided procedures are not used. | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|---|---------------|
| 2350-01 | Radio Tuning Unit (RTU) | C | 2 | 1 | One RTU may be inoperative for VFR operations only, provided one RTU and backup control unit are operational. | |
| | | C | 2 | 1 | One RTU may be inoperative for VFR operations only, provided one RTU and Radio Guard Panel is operational. | |
| 2350-02 *** | Backup Control Unit (Not applicable to aircraft equipped with Radio Guard Panel) | C | 1 | 0 | May be inoperative provided two RTUs are operational. | |
| 2350-03 *** | Radio Guard Panel (Not applicable to aircraft equipped with Backup Control Unit) | C | 1 | 0 | May be inoperative provided two RTUs are operational. | |
| 2360-01 | Static Discharge Wicks | D | 4 | 0 | (M) May be inoperative or missing. | |
| 2370-01 *** | Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) installed | A | 1 | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days. | |
| *** | Independent Power Source | C | 1 | 0 | | |
| *** | Cockpit Voice Recorder (CVR) Without a Flight Data Recorder (FDR) installed | A | 1 | 0 | May be inoperative provided repairs are made within 3 flight-days. | |
| *** | Independent Power Source | C | 1 | 0 | | |
| *** | Cockpit Voice Recorder (CVR) For an operator other than a holder of an air carrier or commercial operator certificate | A | 1 | 0 | May be inoperative provided repairs are made in accordance with applicable 14 CFRs. | |
| *** | Independent Power Source | C | 1 | 0 | | |

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24. Electrical Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--------------------------|---|---|---|--|------------|
| 2421-01 | AC Generator | B | 2 | 1 | (M)(O) May be inoperative for VFR operations only provided: a) Generator is deactivated and secured, b) Conditions do not require rotor ice protection, and c) APU generator is operational and ON. | |
| 2421-02 | APU Generator | B | 1 | 0 | May be inoperative for VFR operations only provided: a) APU Generator is deactivated and secured, and b) Both main generators are operational. | |
| 2433-01 | 400 AMP DC Converters | B | 2 | 1 | May be inoperative for VFR operations only, provided backup converter is operational. | |
| 2433-02 | 125 AMP Backup Converter | B | 1 | 0 | May be inoperative for VFR operations only, provided two 400 amp converters are operational. | |
| 2440-01 | AC External Power | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| 2440-02 | DC External Power | D | 1 | 0 | May be inoperative provided operations do not require its use. | |

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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|---|---------------|
| 2500-01 *** | Nonessential Equipment and Furnishings (NEF) Items | D | - | - | May be inoperative, damaged, or missing provided that the item(s) is/are deferred in accordance with the NEF deferral program. NEF program, procedures, and processes are outlined in the operator's manual. (M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document. | |
| 2500-02 *** | Forward Looking Infrared (FLIR) | D | - | - | (M) May be inoperative provided system is deactivated and secured. | |
| 2520-01 *** | Observer Seat (including associated equipment) | A | - | - | May be inoperative provided: a) A passenger seat in the passenger cabin is made available to an FAA inspector for the performance of official duties, and b) Repairs are made within 2 flight-days. | |
| 2520-02 *** | Passenger Seats 1) Passenger Seats (Includes all Configurations and Locations) | D | - | 0 | (M) May be inoperative provided: a) Seat does not restrict any emergency exit, egress route, or main aircraft aisle, and b) The affected seat(s) are blocked and placarded DO NOT OCCUPY. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.), is considered inoperative. | |

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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|----------------------------|---|---|---|--|---------------|
| 2520-03 | Passenger Seat Harness | - | - | - | MERGED with 2520-02, Revision 3. | |
| 2550-01 *** | Cargo Hook System | D | - | 0 | (M) May be inoperative provided system is deactivated and secured. | |
| 2550-02 *** | Rescue Hoist | D | - | 0 | (M) May be inoperative provided system is deactivated and secured. | |
| 2550-03 *** | Cargo Utility Winch System | D | - | 0 | (M) May be inoperative provided system is deactivated and secured. | |
| 2550-05 *** | Cargo Ramp System | C | - | 0 | (M)(O) Ramp extension and retraction may be inoperative provided: a) Visual check determines that the doors are closed and latched prior to flight, and b) The control switches are covered and placarded. | |
| 2550-06 | Cargo Ramp Warning System | C | 1 | - | (O) May be inoperative provided it is determined by visual check that the doors are closed and latched prior to flight. | |

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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|---|---------------|
| 2560-01 *** | Emergency Medical Kit (EMK) and/or Associated Equipment | A | - | 0 | (O) May be incomplete or removed provided: a) EMK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit, b) Location placarding is removed or obscured, and c) Repairs or replacements are made within one flight. NOTE: Medical equipment installed in the aircraft as part of an EMS operation is not considered part of the normal complement of equipment. No MMEL relief applies to that equipment a 14 CFR maintenance and inspection requirements do not apply. | |
| *** | Tamper Seals or Tags | C | - | - | (O) May be inoperative, damaged, or missing provided EMK proper | |
| 2560-02 *** | First Aid Kit (FAK) and/or Associated Equipment | D | - | - | Any in excess to those required by CFR may be incomplete, missing, or inoperative. | |

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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|---|------------|
| 2562-01 | Emergency Locator Transmitter (ELT) | | | | | |
| *** | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| *** | Fixed ELTs | A | - | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 days. | |
| | | A | - | 0 | May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days. | |
| | | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. | |
| | | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| *** | Remote ELT Switch | D | - | 0 | (M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode. | |
| *** | ELT Indicator Light | D | - | 0 | | |
| *** | ELT Aural Alarm | D | - | 0 | | |
| 2562-02 | Automatically Deployable Emergency Locator Transmitter | C | - | 0 | May be inoperative provided procedures do not require its use. | |
| *** | | | | | | |
| 2564-01 | Life Raft(s) | D | - | 0 | As required by 14 CFR. | |
| *** | | | | | | |

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26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--------------------------------------|---|---|---|---|---------------|
| 2611-01 *** | Cargo Compartment Smoke Detection | C | - | 0 | (O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast (ballast may be loaded in ULDs), and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast. | |
| 2622-01 *** | Portable Fire Extinguisher | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. | |

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28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|-------------------------------------|---|---|---|--|------------|
| 2800-01 | Pressure Refuel/Defuel System | D | - | - | May be inoperative provided operations do not require its use. | |
| 2800-02 *** | Auxiliary Fuel System | C | - | 0 | (O) May be inoperative provided: a) Flight is not predicated on use of fuel from the auxiliary system, and b) Trapped fuel quantity must be determined and accounted for in weight and balance determinations. | |
| 2820-01 | Prime Pump | A | 2 | 1 | Repair must be completed prior to next flight-day. | |
| 2840-01 | Fuel Flow Indicating System | C | 2 | 0 | May be inoperative provided both fuel quantity indicating systems are operative. | |
| 2841-01 | Fuel Quantity Gauging System (FQGS) | A | 1 | 0 | DELETED, Revision 3. | |

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30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------|---|---|---|--|---------------|
| 3020-01 | Engine Air Inlet Anti-Ice | C | 2 | 1 | May be inoperative provided known and forecast conditions for flight are at ambient temperatures above +4.5 °C (40 °F), or no visible moisture. | |
| | | C | 2 | 0 | Both may be inoperative provided known and forecast conditions for flight are at ambient temperatures above +10 °C (50 °F). | |
| 3030-01 | Pitot Tube Heaters | B | 3 | 0 | May be inoperative for VFR operations only, provided known and forecast conditions for flight are at ambient temperatures above +4.5 °C (40 °F). | |
| | | B | 3 | 2 | May be inoperative provided known and forecast conditions for flight are at ambient temperatures above +4.5 °C (40 °F), or no visible moisture. | |
| 3040-01 | Windshield Wiper System | C | 1 | 0 | May be inoperative provided operations are not conducted in precipitation during takeoff or landing phases. | |
| 3040-02 | Windshield Washer Reservoir | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| 3040-03 | Windshield Heater System | C | 2 | 0 | May be inoperative provided operations are not conducted in conditions which require windshield heat. | |

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30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|---|------------|
| 3060-01 *** | Blade (Main and Tail) De-Ice System | D | 1 | 0 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |
| 3060-02 *** | Ice Detector System (to include ice rate meters) | C | 2 | 1 | May be inoperative provided operations do not require its use. | |
| | | D | 2 | 0 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |
| 3060-03 *** | Droop Stop Heating System | D | 1 | 0 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |
| 3060-04 *** | Rotor Ice Protection System (RIPS) Controllers | C | 2 | 1 | Dispatch into known icing conditions with single controller should be avoided | |
| | | D | 2 | 0 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |
| 3060-05 *** | Outside Air Temperature (OAT) Input to Rotor Ice Protection System (RIPS) | C | 2 | 1 | Dispatch into icing conditions with single OAT Input to RIPS should be avoided. | |
| | | D | 2 | 0 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |
| 3060-06 *** | Main Rotor De-Ice Slip Ring Bearing | A | 2 | 1 | May be inoperative for 10 flight-hours. | |

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31. Instruments

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|---|---------------|
| 3120-01 | Digital Clock | C | 1 | 0 | As required by 14 CFR. | |
| 3120-02 *** | Self-Indicating Thermometer (OAT Gauge) | D | 1 | 0 | May be inoperative if temperature can be obtained from an alternate source. | |
| 3130-01 | Health and Usage Monitoring System (HUMS) | | | | MOVED to 4500-02, Revision 3. | |
| 3130-02 *** | Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate | | | | | |
| | Flight Data Recorder System (FDR) | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | Includes FDR function of Combined Voice Flight Data Recorder (CVFDR) | A | - | 0 | May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight-days. | |
| | FDR Recording Parameters required by 14 CFR | A | - | - | Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days. | |
| | | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | | A | - | 0 | May be inoperative provided repairs are made in accordance with applicable 14 CFRs. | |

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31. Instruments

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|---|------------|
| 3130-03 | Bearing Monitor Unit | A | 1 | 0 | May be inoperative for 10 flight-hours. | |
| 3140-01 | Data Concentrator Unit (DCU) | A | 2 | 1 | May be inoperative for VFR flight provided repairs are accomplished prior to next flight-day. | |
| 3140-02 | Maintenance Data Computer (MDC) | A | 1 | 0 | Repairs must be completed prior to next flight-day. | |
| 3150-01 | Master Warning Panel | B | 2 | 1 | May be inoperative provided: a) One master warning panel is operative, and b) Aural warning generator is operative. | |
| 3160-01 *** | Fifth Multifunction Display (MFD) (Center Tube) | D | - | 0 | May be inoperative provided procedures do not require its use. | |
| 3160-02 | Multifunction Displays (MFD) | C | - | - | May be inoperative provided both outboard MFDs are functional. | |
| | | A | 4 | 3 | One may be inoperative provided both outboard MFDs are functional. A single flight-day to return to base is allowed. | |
| | | C | 5 | 4 | One may be inoperative provided both outboard MFDs are functional. | |
| | | A | 5 | 3 | Two may be inoperative provided both outboard MFDs are functional. A single flight-day to return to base is allowed. | |
| 3160-03 | Display Control Panel | C | 2 | 1 | May be inoperative for VFR operations only. | |
| 3160-04 | Remote Instrument Controller (RIC) Panel | B | 1 | 0 | May be inoperative for VFR operations. | |

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32. Landing Gear

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|--|---------------|
| 3212-01 *** | Helicopter Flotation System | C | - | 0 | As required by 14 CFR. | |
| 3230-01 | Extension and Retraction System | C | 1 | 0 | (M)(O) May be inoperative provided: a) Gear is secured down (pinned), b) Control lever is covered and placarded, and c) Climb and cruise performance is considered. | |
| 3230-02 | Landing Gear Emergency Extension System | C | 1 | 0 | (M)(O) May be inoperative provided: a) Gear is secured down (pinned), b) Control lever is covered and placarded, and c) Climb and cruise performance is considered. | |
| 3240-01 | Parking Brake | C | 1 | 0 | (O) May be inoperative provided: a) Normal wheel braking system is operative, and b) Wheel chocks are used when parking aircraft. | |
| 3260-01 | Landing Gear Position Indicating System | C | 1 | 0 | (M)(O) May be inoperative provided: a) Gear is secured down (pinned), b) Control lever is covered and placarded, and c) Climb and cruise performance is considered. | |

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33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|--|---------------|
| 3300-01 *** | NVG Compatible Lighting System | C | - | - | Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided. b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. | |
| 3310-01 *** | Cockpit/Flight Compartment and Instrument Lighting System(s) | C | - | - | Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system(s) are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p> | |

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TABLE KEY

1. REPAIR CATEGORY
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3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|--|------------|
| 3310-02 | Cockpit Flood Light | C | 1 | 0 | May be inoperative for other than night. | |
| | | C | 1 | 0 | May be inoperative provided cockpit instrument lighting is operative. | |
| 3310-03 | Utility Lights | D | 2 | 0 | May be inoperative provided operations do not require its use. | |
| 3320-01 | Cabin Lights | C | - | - | May be inoperative for other than night. | |
| | | C | - | - | May be inoperative provided there are sufficient lights to clearly illuminate the cabin area. | |
| 3320-02 | Passenger Reading Lights | D | - | 0 | May be inoperative. | |
| 3320-03 *** | Passenger Lighted Information Sign | C | - | - | (O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. | |
| 3320-04 | "FASTEN SEAT BELT WHILE SEATED" Sign or Placard | C | - | - | One or more signs or placards may be illegible or missing provided a legible sign or placard is visible from each occupied passenger seat. | |
| 3330-01 | Baggage Compartment Light | C | 1 | 0 | May be inoperative. | |
| 3340-01 | Position Lights | C | 3 | 0 | As required by 14 CFR. | |
| 3340-02 *** | Formation Lights | C | - | 0 | May be inoperative provided operations do not require its use. | |
| 3340-03 *** | Lower Anti-Collision Light | C | - | 0 | As required by 14 CFR. | |
| 3340-04 *** | Pulse/Strobe Lights | C | - | 0 | May be inoperative provided operations do not require its use. | |
| 3340-05 | Landing Light(s) | C | 2 | 0 | Any in excess to those required by 14 CFR may be inoperative. | |

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| 33. Lights | | | | | | |
|-------------------|---|---|---|---|--|------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 3340-06 | Controllable Search Light | C | 1 | 0 | May be inoperative provided operations do not require its use. | |
| 3340-07 *** | High Powered Search Lights (i.e. Nightsun Spectrolab) | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3340-08 *** | Rotor Head Inspection Light | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3340-09 *** | Logo Lights | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3340-10 *** | Rescue Hoist Light | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3340-11 *** | Cargo Hook Light | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3340-12 *** | Airstair Lights | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3350-01 *** | Cabin Emergency Lights | D | - | 0 | May be inoperative for other than night operations. | |
| | | D | - | 0 | May be inoperative for night operations without cabin occupants. | |
| 3350-02 *** | Helicopter Emergency Egress Lighting System (HEELS) | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3350-03 *** | Emergency Flood Lights | D | 6 | 0 | May be inoperative for other than night operations. | |
| 3350-04 *** | Floor Emergency Lights | D | - | 0 | May be inoperative for other than night operations. | |

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4. REMARKS OR EXCEPTIONS

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|--|------------|
| 3400-01 *** | Digital Maps | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 3411-01 | Pitot Static Probes | B | 3 | 2 | May be inoperative for VFR operations only. | |
| 3414-01 | Standby Airspeed Indicator | B | 1 | 0 | May be inoperative for VFR operations only, provided both Air Data Computers are operational. | |
| 3416-01 | Standby Barometric Altimeter | B | 1 | 0 | May be inoperative for VFR operations only, provided both Air Data Computers are operational. | |
| 3417-01 | Air Data Computers/ Air Data System | B | 2 | 1 | May be inoperative for VFR operations only. | |
| 3420-01 | Attitude and Heading Reference System (AHRS) | B | 2 | 1 | May be inoperative for VFR operations only, provided the Standby Attitude Indicator and Standby Magnetic Compass is operational. | |
| 3421-01 | Standby Attitude Indicator | B | 1 | 0 | May be inoperative for VFR other than night operations only, provided both AHRS are operational. | |
| 3423-01 | Standby Magnetic Compass | C | 1 | 0 | May be inoperative for VFR other than night operations only, provided both AHRS are operational. | |
| 3430-01 *** | Forward Looking Infrared (FLIR) | D | - | - | MOVED to 2500-01, Revision 3. | |
| 3431-01 | ILS/Localizer System VOR merged 3454-01 | C | 2 | 0 | As required by 14 CFR. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|---|------------|
| 3432-01 | ILS/Glide Slope System | C | 2 | 0 | As required by 14 CFR. | |
| 3434-01 | Marker Beacon | C | 2 | 0 | As required by 14 CFR. | |
| 3442-01 | Weather Radar | C | 1 | 0 | As required be 14 CFR. | |
| 3444-01 *** | Radar (Radio) Altimeter System 14 CFR Part 135 Operations | C | - | 0 | (M)(O) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at unimproved areas are not conducted, d) For VFR flight at night, flightcrew must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 ft., e) VFR Flight at night is not conducted without adequate visual surface reference, f) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, and g) Category A operations which require the use of radar (radio) altimeter are not performed. | |

(Continued)

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TABLE KEY

1. REPAIR CATEGORY
2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|--|------------|
| 3444-01 *** | Radar (Radio) Altimeter System (Cont'd) | | | | | |
| *** | Other Than 14 CFR Part 135 Operations | D | - | 0 | (M)(O) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded Autopilot performance on ILS, glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use. | |
| 3444-02 | Enhanced Ground Proximity Warning System (EGPWS) | | | | | |
| | 1) EGPWS Function | B | 1 | 0 | (O) EGPWS function may be inoperative provided alternate procedures are established and the Aural Warning function is confirmed to be operative. NOTE: Any mode that operates normally may be used. | |
| | 2) Aural Warning | A | 1 | 0 | (O) May be inoperative provided: a) Both Master Warning Panels are operative, b) The visual warnings and cautions associated with the defined inoperable aural warnings and annunciators are assessed by the pilot prior to departure, and c) Repairs are made prior to next flight-day. | |

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TABLE KEY

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2. NO. INSTALLED
3. NO. REQUIRED FOR DISPATCH
4. REMARKS OR EXCEPTIONS

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|--|------------|
| 3444-03 *** | Terrain Awareness and Warning System (TAWS) | C | 1 | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used. | |
| 3445-01 *** | Helicopter Terrain Awareness and Warning System (HTAWS) | C | - | 0 | As required by 14 CFR. | |
| *** | Other than Helicopter Air Ambulance (HAA) | D | - | 0 | May be inoperative provided operations do not require its use. | |
| | Traffic Alert and Collision Avoidance System (TCAS II) | B | - | 0 | (M)(O) May be inoperative, provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. | |
| | | C | - | 0 | (M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use. | |
| | 1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side, provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side. | |
| | 2) Resolution Advisory (RA) Display System(s) | C | 2 | 1 | May be inoperative on the non-flying pilot side. | |
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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------------------|--|---|---|---|---|---------------|
| 3445-01 *** (Cont'd) | Traffic Alert Collision Avoidance System (TCAS II) | C | - | 0 | (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, and c) Enroute or approach procedures do not require its use. | |
| | 3) Traffic Alert Display System(s) | C | - | 0 | (O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) Enroute or approach procedures do not require its use. | |
| | 4) Audio Function | B | 1 | 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| *** | 5) Airspeed Selection Function | C | - | 0 | | |
| 3451-01 *** | Distance Measuring Equipment (DME) Systems | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |

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| AIRCRAFT: S-92A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|---------------|
| 3452-01 | ATC Transponders & Automatic Altitude Reporting Systems | B | - | 0 | May be inoperative, provided: a) Operations do not require its use, and b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. | |
| | | D | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| *** | 1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR | - | - | - | DELETED, Revision 3. | |
| 3452-02 | Automatic Dependent Surveillance-Broadcast (ADS-B) System | | | | | |
| *** | ADS-B System (In and Out) | B | - | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used. | |
| | | C | - | 1 | One may be inoperative. | |
| | | D | - | 0 | May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS B function that operates normally may be used. | |
| (Continued) | | | | | | |

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| AIRCRAFT: S-92A | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 3452-02 | Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd) | | | | | |
| *** | ADS-B Out Extended Squitter | - | - | - | NOT INSTALLED, Revision 3. | |
| *** | ADS-B Out UAT | B | - | 0 | (O) May be inoperative provided prior to flight, authorization is obtained from ATC facilities having jurisdiction over the planned route of flight using an approved authorization process. NOTE: Any ADS-B function that operates normally may be used. | |
| | | C | - | 1 | One may be inoperative. | |
| | | D | - | 0 | May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. | |
| | | | | | NOTE: Any ADS-B function that operates normally may be used. | |
| *** | ADS-B In | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. | |
| | | | | | NOTE: Any ADS B function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided operations do not require its use. | |
| | | | | | NOTE: Any ADS B function that operates normally may be used. | |
| 3454-01 | VOR Navigation | C | - | 0 | As required by 14 CFR. | |

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|--------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|---|---------------|
| 3455-01 | ADF Navigation | C | - | 0 | As required by 14 CFR. | |
| 3457-01 | Navigation System (GPS) (B- or P-RNAV Equipment) | C | - | - | As required by 14 CFR. | |
| 3461-01 *** | Navigation Databases | A | - | 0 | May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system used by CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |
| 3461-03 | FMS Data Loader | C | - | 0 | May be inoperative provided operations do not require its use. | |
| 3461-04 *** | Electronic Flight Bag (EFB) Systems | D | - | 0 | (O) May be inoperative provided current Aeronautical Charts and Publications are used. | |

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45. Central Maintenance System

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|--|------------|
| 4500-01 *** | Flight Following Systems (Outerlink, Blue Sky D1000) | C | - | - | As required by 14 CFR. | |
| *** | Other than Helicopter Air Ambulance (HAA) | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 4500-02 | Health and Usage Monitoring System (HUMS) | A | 1 | 0 | May be inoperative for 10 flight-hours. | |

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49. Airborne Auxiliary Power

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------|---|---|---|---------------------|------------|
| 4940-01 | APU Accumulator Hand Pump | D | 1 | 0 | May be inoperative. | |

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52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------|---|---|---|---|------------|
| 5270-01 | Door Warning Systems | C | 1 | 0 | (M)(O) May be inoperative provided it is determined through visual check that the doors are closed and latched prior to flight. | |

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63. Main Rotor Drive

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|----------------------------|---|---|---|---|------------|
| 6321-01 | Rotor Brake System | C | 1 | 0 | (M) May be inoperative provided: a) Maintenance inspection determines Rotor Disc is free, and b) If conditions don't require its use. | |
| 6321-02 | Rotor Brake Warning System | C | 1 | 0 | (M) May be inoperative provided: a) Maintenance inspection determines Rotor Disc is free, and b) System is deactivated and secured. | |

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65. Tail Rotor Drive

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------------------------|---|---|---|--|---------------|
| 6540-01 | Intermediate Gearbox Oil Level Sensor | C | 1 | 0 | (O) May be inoperative provided oil level is checked prior to each engine start. NOTE: This sensor is only operational on the ground with rotors not turning. | |
| 6540-02 | Tail Rotor Gearbox Oil Level Sensor | C | 1 | 0 | (O) May be inoperative provided oil level is checked prior to each engine start. NOTE: This sensor is only operational on the ground with rotors not turning. | |

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73. Engine Fuel and Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|---------------|
| 7331-01 | Fuel Flow Indicating System | - | - | - | MOVED to 2840-01, Revision 3. | |
| 7331-02 | Engine Full Authority Digital Electronic Control (FADEC) System For aircraft with AMS 7.1 or higher 1) System Faults | | | | | |
| | a) FADEC 1 FAULT | A | - | - | May be dispatched with FADEC 1 FAULT displayed for up to 20 flight-hours, not to exceed 3 calendar-days. | |
| | b) FADEC 2 FAULT | A | - | - | May be dispatched with FADEC 2 FAULT displayed for up to 20 flight-hours, not to exceed 3 calendar-days. | |
| | c) FADEC 1 FAULT and FADEC 2 FAULT | A | - | - | May be dispatched with FADEC 1 FAULT and FADEC 2 FAULT displayed for up to 20 flight-hours, not to exceed 3 calendar-days. | |

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76. Engine Control

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---------------------|---|---|---|--|---------------|
| 7600-01 | OEI Training System | C | 1 | 0 | May be inoperative provided operations do not require its use. | |