



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

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# Master Minimum Equipment List (MMEL)

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Revision: 5  
Date: XX/XX/XXXX

**Leonardo S.p.A.**  
**AB139, AW139**  
**(TCDS R00002RD)**

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PAGE NO. I

AIRCRAFT:  
AB139, AW139

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AIRCRAFT: AB139, AW139		<b>LOG OF REVISIONS</b>
REV NO.	DATE	PAGE NO.
Original	3/20/2006	Original.
1	12/22/2011	Highlights of Change, Definitions Pages VII, 34-1.
2	01/01/2013	System updates and section 45-1 added.
3	01/29/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters.
4	03/31/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Additional Global Change (GC) Policy Letters.
5	XX/XX/XXXX	Cover page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 18-1, 21-1 thru 4, 22-1, 23-1 thru 5, 24-1, 25-1 thru 6, 26-1, 28-1, 29-1, 30-1 thru 3, 31-1, 32-1, 33-1 thru 4, 34-1 thru 10, 63-1, 71-1, 76-1.

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AIRCRAFT: AB139, AW139	<b>HIGHLIGHTS OF CHANGE</b>

The following changes are the Highlights of Changes for **Revision 5**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 04/07/2022.

PAGE NO.	EXPLANATION OF CHANGE
General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion.
NOTE ALL PAGES	FAA MMEL validated against AB139, AW139 MMEL, Revision I, approved by EASA on 17 December 2019.
18-1	Specified 'Linear' in Item 1800-01 to distinguish from Item 1800-02.
18-1	Added relief for Item 1800-02 AVCS (Circular).
21-1 thru 4	Specified 'Liebherr System' in Items 2100-01, 2120-01, 2120-02, 2121-01, 2140-01, 2140-02, 2140-03, 2140-04 to distinguish from the new added Items of 'Enviro System'.
	Added relief for Item related to Enviro System:
21-2	Item 2100-02 (Air Conditioning System (AFT COND FAIL and/or FWD COND FAIL Caution Displayed)).
21-2	Item 2100-03 (Cabin Air Conditioning Fresh Air Valve).
21-2	Item 2100-04 (Cabin Zone Temperature Sensor (AFT COND FAIL Displayed)).
21-2	Item 2100-05 (Pressure Transducer Evaporator Fan (FWD or AFT COND FAIL)).
21-2	Item 2100-06 (Dual Compressor Pack (FWD or/and AFT COND FAIL)).
21-2	Item 2100-07 (Condenser Fan (FWD or AFT or AFT/FWD COND Fail Displayed)).
21-3	Item 2100-08 (Controller (HEAT FAIL/ FWD-AFT COND FAIL /VENT FAIL)).
21-3	Item 2120-03 (Vent System (VENT FAIL Caution Displayed)).
21-3	Item 2120-04 (Cockpit Fresh Air Valves (VENT FAIL Displayed)).
21-3	Item 2120-05 (Cabin Fresh Air Valve (VENT FAIL Displayed)).
21-3	Item 2120-06 (Cockpit Evaporator Fan (VENT FAIL Displayed)).
21-4	Item 2120-07 (Cabin Evaporator FAN (VENT FAIL Displayed)).
21-5	Item 2140-05 (Heating System (HEATER FAIL Caution Displayed)).
21-5	Item 2140-06 (Temperature Control Valve (Jet Pump) Failed Open, (HEATER FAIL Caution Displayed)).

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PAGE NO.	EXPLANATION OF CHANGE	
21-5	Item 2140-07 (Temperature Sensor/Switch (HEATER FAIL Caution Displayed)).	
21-5	Item 2140-08 (Heater Bleed Air Shut-Off Valve).	
21-5	Item 2140-09 (Heating trim Valve HEATER FAIL Caution Display (Dual Zone Kit Only)).	
21-5	Added relief for Item 2100-09 (Rear Avionic Bays Fans).	
22-1	Added relief for Item 2210-01 (Autopilot).	
22-1	Added relief for Item 2210-02 (Autopilot Disconnect Functions (Quick Release Controls)) as per PL-93.	
22-1	Modified dispatch for Item 2216-01 (Trim Actuators).	
22-1	Modified 'No. Installed' for Item 2216-02 (Collective Actuator (If Flight Director is Installed)).	
23-1	Modified dispatch for Item 2300-01 (Intercom System) and added reference to PL-9.	
23-1	Modified 'Repair Category' for Item 2300-02 (Satellite Communications Systems Satcomm, etc.).	
23-1	Modified 'Repair Category' for Item 2300-03 (Communications Systems (FM)).  Added relief for Item 2300-05 (External Loudspeakers).	
23-1	Added relief for Item 2300-06 (Flight Deck Headsets Earphones/ Headphones and Boom Microphones) as per PL-58.	
23-2	Added relief for Item 2300-07 (Cabin Headset).	
23-2	Modified Item 2310-01 (High Frequency (HF) Communications System) as per PL-106.	
23-2	Modified Item 2311-01 (Communications Systems (UHF)) as per PL-95.	
23-3	Modified Item 2312-01 (Communications Systems (Basic VHF)) as per PL-9.	
23-3	Added Item 2320-01 (Selective Call Systems (SELCAL)) as per PL-117.	
23-4	Modified Item 2340-01 (Passenger Address (PA) System) as per PL-9.	
23-4	Added relief for Item 2350-01 (Cockpit Audio Control Panels (ACP)).	
23-5	Modified Item 2370-01 (Flight Data Recorder (FDR) System) as per PL-87.	
23-5	Modified Item 2370-02 (Cockpit Voice Recorder (CVR) with Flight Data Recorder (FDR) Installed) as per PL-29.	

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24-1	Added relief for Item 2420-01 (AC Gen (AC #2 FAIL Caution Displayed) FIPS Installed).	
24-1	Deleted Item 2422-01 Inverters (IPS Not Installed).	
24-1	Modified dispatch for Item 2435-01 (Starter/Generator (Electrical Power Generation Function)).	
25-1	Remove PL-116 from Item 2500-01 (Non-Essential Equipment and Furnishings (NEF) Items).	
25-1	Added relief for Item 2510-02 (Map Holder).	
25-1	Added relief for Item 2510-03 (Flashlight (Cockpit/Cabin)).	
25-1	Modified Item 2520-01 (Passenger Seat (s)) as per PL-79.	
25-2	Modified Item 2520-02 (Passenger Seat Belts and/or Shoulder Harness) as per PL-79.	
25-3	Added relief for Item 2520-04 (Forward Looking Infrared (FLIR)).	
25-3	Modified "No. Required for Dispatch" for Item 2550-03 (Hoist).	
25-4	Added relief for Item 2550-05 (Secondary Cargo Hook (HEC)).	
25-4	Added relief for Item 2550-06 (Cargo Restraint Systems) as per PL-100.	
25-4	Modified Item 2560-01 (First Aid Kit (FAK) and/or Associated Equipment) as per PL-132.	
25-5	Added relief for Item 2560-03 (Emergency Flotation Equipment).	
25-5	Added relief for Item 2560-04 (Portable Flashlights/Flashlight Holders) as per PL-132.	
25-6	Modified Item 2562-01 (Emergency Locator Transmitter (ELT)) as per PL-120.	
25-6	Modified Repair Category for Item 2562-02 (Automatically Deployable Emergency Locator Transmitter).	
26-1	Modified Item 2610-01 (Baggage Compartment Smoke Detector System) as per PL-102.	
26-1	Modified Item 2622-01 (Portable Fire Extinguisher) as per PL-132.	
28-1	Added relief for Item 2824-01 (Cross Feed Valve (Failed OPEN)).	
28-1	Added relief for Item 2824-02 (Cross Feed Valve (Failed CLOSED)).	

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29-1	Modified dispatch for Item 2913-01 (No. 2 Circuit (RH), Hydraulic Pumps 2/4).	
29-2	Modified dispatch for Item 2912-02 (Utility Hydraulic Circuit Normal (N° 2) Emergency (N°1)).	
30-1	Deleted Item 3000-01 (Ice Protection System (IPS)).	
30-1	Added relief for Item 3000-02 (Full Ice Protection System (FIPS)).	
30-1	Added relief for Item 3000-03 (Channel B of Full Ice Protection System Control Box (BOU displayed)).	
30-1	Modified dispatch for Item 3030-01 (Pitot Heaters).	
30-1	Modified Item 3040-02 Heated Windshields (FIPS Not Installed).	
30-2	Modified dispatch for Item 3040-03 (Heated Windshields (If FIPS is Installed)).	
30-2	Deleted Item 3040-04 (Sensors of Pilot and/or Co-Pilot Heated Windshield. (IPS Installed) (CHK Indication Illuminated)).	
30-2	Modified dispatch for Item 3060-01 (Tail Rotor Blade Pair Heating (TR DEGR Displayed)).	
30-3	Modified dispatch for Item 3060-02 (Main Rotor Heating ("MR FAIL" Displayed). Main Rotor Heating ("MR DEGR" Displayed) Tail Rotor Heating – All Blades ("TR FAIL" Displayed) (FIPS INSTALLED)).	
30-3	Deleted Item 3060-03 (Tail Rotor Blade Temperature Sensor (CHK Indication Illuminated)).	
30-3	Modified dispatch for Item 3080-01 (Ice Detector (FIPS Installed)).	
30-3	Added relief for Item 3080-02 (Ice Detector (Stand-Alone Kit)).	
31-1	Modified dispatch for Item 3160-01 (Displays (PFD and MFD)).	
31-1	Added relief for Item 3160-02 (Fifth Display (Center Display)).	
32-1	Modified dispatch for Item 3260-01 (Landing Gear Indicating/ Warning System).	
32-1	Modified dispatch for Item 3260-02 (Landing Gear Up Caution System (With Radio Altimeter) (Audio/Voice, Visual)).	
32-1	Added relief for Item 3260-03 (Retraction System).	

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33-1	Modified Item 3310-01 (Cockpit/Flight Deck/Flight Compartment and Instrument Lighting System) as per PL-77.	
33-2	Modified dispatch for Item 3340-03 (Strobe Light System).	
33-2	Modified dispatch for Item 3340-04 (Pulse Light System).	
33-3	Added relief for Item 3340-12 (Search Light (i.e., Trakka)).	
33-3	Added relief for Item 3340-13 (Rescue Hoist Light).	
34-1	Added relief for Item 3400-01 (Multifunction Control Display Unit (MCDU)).	
34-1	Modified Item 3412-01 (OAT/Free Air Temperature (FIPS Not Installed)) (Clerical Error).	
34-1	Added relief for Item 3412-02 (OAT/Free Air Temperature (FIPS installed)).	
34-1	Added relief for Item 3420-01 (Attitude and Heading Reference System (AHRS 1(2) FAIL)).	
34-1	Modified dispatch for Item 3421-01 (Standby Attitude Indicator).	
34-2	Added relief for Item 3421-02 (Standby Attitude Indicator) as per PL-111.	
34-2	Modified dispatch for Item 3422-01 (Flux Valve).	
34-2	Added relief for Item 3423-01 (Standby Magnetic Compass).	
34-2	Modified Item 3430-02 (Enhanced Vision System (IR imaging System)) to add ***	
34-2	Modified Item 3431-01 (Localizer/ILS System).	
34-3	Modified Item 3444-01 (Radar (Radio) Altimeter System) as per PL-131.	
34-4	Modified dispatch condition Item 3444-02 (Radar (Radio) Altimeter System).	
34-4	Modified relief of Item 3444-03 (Terrain Awareness and Warning System (TAWS) (EGPWS)).	
34-5	Modified Item 3451-01 (DME) as per PL-03.	
34-6	Modified Item 3452-02 (Automatic Dependent Surveillance-Broadcast (ADS-B) System) as per PL-105.	
34-8	Modified dispatch of Item 3454-01 (VOR).	
34-8	Deleted Item 3457-01 (Navigation System (GPS) (B- or P-RNAV Equipment)).	



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34-8	Added relief for Item 3457-02 (GPS (H/C with Single Standard or Single SBAS Not LPV Compatible or Single SBAS LPV Compatible)).	
34-8	Added relief for Item 3457-03 (GPS (H/C with Double Standard or Double SBAS Not LPV Compatible)).	
34-9	Added relief for Item 3457-04 (GPS (H/C with Double SBAS LPV Compatible)).	
34-9	Modified Item 3461-01 (Navigation Database) as per PL-98.	
34-10	Deleted Item 3461-02 (Navigation Management System (NMS)).	
34-10	Added relief for Item 3461-03 (Flight Management System (FMS)) and Item 3461-04 (Flight Director (FD)).	
63-1	Modified Item 6321-01 (Rotor Brake) to add ***.	
71-1	Added relief for Item 7160-01 (Engine Air Particle Separator (EAPS) SOVs).	
76-1	Added relief for Item 7600-01 (RPM Select Switch (Failed in 100% Position)).	
76-1	Added relief for Item 7600-02 (RPM Select Switch (Failed in 102% Position)).	

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AIRCRAFT: AB139, AW139	<b>DEFINITIONS AND PREAMBLE</b>

## **DEFINITIONS**

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

## **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. Both Policy Letters are found on the FAA Dynamic Regulatory System (DRS) website at <https://drs.faa.gov>.

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AIRCRAFT: AB139, AW139	<b>GUIDELINES FOR (M) AND (O) PROCEDURES</b>

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
1800-01	(M) Procedure to ensure AVCS is deactivated and secured.
1800-02	(M) Procedure to ensure AVCS is deactivated and secured.
2100-01	(M) Procedure to ensure air conditioner is deactivated and secured.
2100-02	(M) Procedure to ensure air conditioner is deactivated and secured.
2100-02	(O) Procedure to ensure adequate cockpit ventilation is available.
2100-03	(O) Procedure to ensure adequate cockpit ventilation is available.
2100-04	(O) Procedure to ensure adequate cockpit ventilation is available.
2100-05	(O) Procedure to ensure adequate cockpit ventilation is available.
2100-06	(M) Procedure to ensure air conditioner is deactivated and secured.
2100-07	(M) Procedure to ensure air conditioner is deactivated and secured.
2100-08	(M) Procedure to ensure that air conditioning is deactivated and secured. (O) Procedure to ensure adequate cockpit ventilation is available.
2120-02	(M) Procedure to ensure air conditioner is deactivated and secured.
2120-03	(O) Procedure to ensure adequate cockpit ventilation is available.
2120-04	(O) Procedure to ensure adequate cockpit ventilation is available.
2120-05	(O) Procedure to ensure adequate cockpit ventilation is available.
2120-06	(O) Procedure to ensure adequate cockpit ventilation is available.
2120-07	(O) Procedure to ensure adequate cabin ventilation is available.
2121-01	(O) Procedure to ensure adequate cockpit ventilation is available.
2140-01	(M) Procedure to deactivate and secure the Heating System.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
2140-02	(O) Procedure to ensure failed closed position.
2140-03	(O) Procedure to ensure SOVs are in closed position.
2140-04	(O) Procedure to ensure SOVs are in closed position.
2140-05	(O) Procedure to ensure adequate cockpit ventilation is available. (M) Procedure to ensure Heating System is deactivated and secured.
2140-06	(O) Procedure to ensure adequate cockpit ventilation is available. (M) Procedure to ensure Heating System is deactivated and secured.
2140-07	(O) Procedure to ensure adequate cockpit ventilation is available. (M) Procedure to ensure Heating System is deactivated and secured.
2140-08	(M) Procedure to deactivate and secure the Heating System. (O) Procedure to ensure adequate cockpit ventilation is available.
2140-09	(M) Procedure to deactivate and secure the Heating System. (O) Procedure to ensure adequate cockpit ventilation is available.
2216-01	(O) Procedure to re-engage pitch & roll SAS, yaw SAS, and pitch damper.
2310-01	(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 and used.
2320-01	(O) Alternate procedures to communicate are available.
2340-01	(O) Specify alternate procedures to communicate with passengers.
2340-02	(M) Procedure to ensure air conditioner is deactivated and secured.
2340-03	(O) Specify alternate procedures to communicate with passengers.
2420-01	(O) Procedure to switch off the AC gen is available. (M) Procedure to ensure air conditioner is deactivated and secured.
2422-01	Deleted.
2435-01	(M) Procedure to deactivate and secure generator. (O) Procedure to check that remaining generator does NOT exceed load limit.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
2440-01	(M) Procedure to ensure air conditioner is deactivated and secured.
2500-01	(M)(O) Procedures are outlined in the operator's manual.
2520-01	(M) Procedures to ensure the system is deactivated and secured.
2520-03	(M) Procedures to ensure the system is deactivated and secured.
2520-04	(M) Procedure to deactivate the Forward Looking Infrared (FLIR) system.
2550-01	(M) Procedure to deactivate and secure the Cargo Suspension System.
2550-02	(M) Procedure to deactivate and secure the Hoist System.
2550-03	(M) Procedure to deactivate and secure the Hoist System.
2550-04	(O) Alternate procedures for viewing are used.
2550-05	(M) Procedure to deactivate and secure the Secondary Cargo HOOK (HEC).
2560-01	(O) Procedure to notify the crew of the First Aid Kit inoperative.
2562-01	(M) Procedures to ensure the system is deactivated and secured.
2610-01	(O) Procedures are established and used to ensure the baggage compartment remains empty or is verified to contain only empty cargo handling equipment, ballast, and/or fly away kits.
2822-01	(O) Procedure to monitor fuel pressure indications on EDU2 of the Fuel Boost Pump Caution System (in main mode).
2824-01	(O) Procedure to ensure failed open position. (M) Procedure to verify no leakage between engine and fuel tank.
2844-01	(O) Procedure to verify fuel pressure by the functioning transducer.
2913-02	(O) Procedure to monitor the Utility Main and Utility Emergency pressure indications on EDU 2 (in aux mode). (M) Procedure to ensure landing gear is locked down and deactivated.
3000-01	Deleted.
3000-02	(M) Procedure to ensure the Ice Protection System is deactivated and secured.
3000-03	(M) Procedure to ensure the Ice Protection System is deactivated and secured.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
3040-01	(O) Operations as required by 14 CFR.
3040-02	(M) Procedures to ensure the system is deactivated and secured.
3040-03	(M) Procedure to ensure the Ice Protection System is deactivated and secured.
3040-04	Deleted.
3060-01	(M) Procedure to ensure tail rotor blade Heating System is deactivated and secured.
3060-02	(M) Procedure to deactivate MR & TR Heating System.
3060-03	Deleted.
3080-01	(M) Procedure to deactivate ice detector system.  (O) Procedure to determine when deactivate ice detector in function of OAT.
3080-02	(M) Procedure to deactivate ice detector system.
3160-02	(M) Procedure to deactivate Fifth display.
3240-01	(O) Procedures are outlined in the Rotorcraft Flight Manual.
3260-01	(M) Procedure to ensure Landing Gear is secured in the down position.  (O) Procedure to use corrections for fuel consumption with Landing Gear Extended.
3260-02	(M) Procedure to ensure Landing Gear Handle is secured in down position.  (O) Procedure to use corrections for fuel consumption with Landing Gear Extended.
3260-03	(M) Procedure to ensure Landing Gear Handle is secured in down position.  (O) Procedure to use corrections for fuel consumption with Landing Gear Extended.
3350-02	(O) Alternate procedure for passenger notification.
3340-04	(M) Procedure to deactivate Pulse light.
3340-07	(M) Procedure to deactivate and secure the standard secondary landing light system.
3340-08	(M) Procedure to deactivate and secure the additional secondary landing light system.

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**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
3340-12	(M) Procedure to deactivate Search Light.
3412-02	(O) Procedure to determine when deactivate ice detector in function of OAT.
3420-01	(O) Procedure to select AHRS not failed.
3444-01	(M) Procedure to ensure the affected system is deactivated.
3444-02	(M) Procedure to ensure the affected system is deactivated.
3444-03	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.
3445-01	(M) Procedure to deactivate and secure system.
3445-02	(M) Procedure to deactivate and secure system. (O) Alternate procedure to monitor traffic.
3452-02	(O) Procedure for crew to ensure alternate procedures are established and used.
3457-03	(O) Depending by the Primus Epic SW and HW installed, procedures to not conduct RNAV RNP operations are available. (M) Procedure to deactivate and secure GPS.
3457-04	(O) Depending by the Primus Epic SW and HW installed, procedures to not conduct RNAV RNP operations are available. (M) Procedure to deactivate and secure GPS.
3461-01	Deleted.
3461-02	Deleted.
5270-01	(O) Procedure to ensure doors are closed and latched.
5270-02	(O) Procedure to ensure baggage doors are closed and latched.
5270-03	(O) Procedure to ensure external power door is closed and latched.
6321-01	(M) Procedure to deactivate and secure system. (O) A check is performed to determine rotor brake disc is free.
7160-01	(O) Procedure to ensure SOVs are closed. (O) Procedure to Start first the engine with SOV not failed open. (M) Procedure to deactivate and secure system.

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AIRCRAFT: AB139, AW139		<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS			
<b>18. Helicopter Vibration</b>					
<b>Sequence No.</b>	<b>Item</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>4</b> <span style="float: right; font-size: small;">Change Bar</span>
1800-01 ***	Active Vibration Control System (AVCS) (Linear)	D	1	0	(M) May be inoperative. <span style="float: right;"> </span>
1800-02 ***	AVCS (Circular)	D	1	0	(M) May be inoperative provided that system is deactivated and secured. <span style="float: right;"> </span>



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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2100-01 (Liebherr System) ***	Air Conditioning System (Cockpit and Cabin)	D	1	0	(M) The cabin and/or cockpit air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.	   
2120-01 (Liebherr System) ***	Cockpit Ventilation Flapper Valve	C	2	0	May be inoperative provided: a) Heating system is installed and operational.	   
2120-02 (Liebherr System) ***	Cabin Ventilation Flapper Valve	C	1	0	(M) May be inoperative.	   
2121-01 (Liebherr System) ***	Cockpit Ventilation Fan	C	2	0	(O) May be inoperative provided: a) The respective Cockpit Ventilation Flapper Valve is operative.	   
2140-01 (Liebherr System) ***	Heating System	C	-	0	(M) May be inoperative provided heated air is not required for demisting and the system is deactivated and secured.	   
2140-02 (Liebherr System) ***	Heater Bleed Air Shut-Off Valve	C	2	0	(O) May be inoperative in the failed closed position if heater is not required.	   
2140-03 (Liebherr System) ***	Heater Temperature Control Valve	C	1	0	(O) May be inoperative in the failed open position provided that both shut-off valves are kept closed and the heater is not required.	   
		C	1	0	May be inoperative in the failed closed position if the heater is not required.	   
2140-04 (Liebherr System) ***	Heater Overheat Thermal Switch	C	1	0	(O) May be inoperative provided Bleed Air Shut-off Valves are kept closed and the heater is not required.	   

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2100-02 (Enviro System) ***	Air Conditioning System (AFT COND FAIL and/or FWD COND FAIL Caution Displayed)	D	1	0	(M)(O) May be inoperative provided: a) The system is deactivated and secured, b) Only VENT or RAM or MAN HEAT can be used, and c) RFM limitations and procedures are followed.	
2100-03 (Enviro System) ***	Cabin Air Conditioning Fresh Air Valve	C	1	0	(O) May be inoperative provided: a) The cabin air conditioning is not used, b) Only VENT or RAM or MAN HEAT can be used, and c) RFM limitations and procedures are followed.	
2100-04 (Enviro System) ***	Cabin Zone Temperature Sensor (AFT COND FAIL Displayed)	C	1	0	(O) May be inoperative provided: a) The cabin air conditioning is not used, b) Only VENT or RAM or MAN HEAT can be used, and c) RFM limitations and procedures are followed.	
2100-05 (Enviro System) ***	Pressure Transducer Evaporator Fan (FWD or AFT COND FAIL)	C	2	1	(O) May be inoperative provided: a) The cabin air conditioning is not used, b) Only VENT or RAM or MAN HEAT can be used, and c) RFM limitations and procedures are followed.	
2100-06 (Enviro System) ***	Dual Compressor Pack (FWD and/or AFT COND FAIL)	C	2	0	(M) The cabin and/or cockpit air conditioning may be inoperative provided the affected air conditioning is deactivated and secured.	
2100-07 (Enviro System) ***	Condenser Fan (FWD or AFT or AFT/FWD COND Fail Displayed)	C	2	0	(M) The cabin and/or cockpit condenser fan may be inoperative provided: a) Air conditioning system is deactivated and secured, b) Only VENT or RAM or MAN HEAT can be used, and c) RFM limitations and procedures are followed.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2100-08 (Enviro System) ***	Controller (HEAT FAIL/ FWD-AFT COND FAIL/VENT FAIL)	C	1	0	(M)(O) May be inoperative provided: a) Separation wall is opened or not installed, b) At least one crew side window is operative, c) ECS system is deactivated and secured, and d) Current and forecast flight conditions do not require its use for demisting.	
2120-03 (Enviro System) ***	Vent System (VENT FAIL Caution Displayed)	C	1	0	(O) May be inoperative provided: a) At least one crew side window is operative, b) Select Switch on RAM position, c) Cockpit Fresh Air Valves are operative, d) Current and forecast flight conditions do not require its use for demisting, and e) Baggage compartment is verified to be empty.	
2120-04 (Enviro System) ***	Cockpit Fresh Air Valves (VENT FAIL Displayed)	C	2	0	(O) May be inoperative provided: a) At least one crew side window is operative, and b) FAN Crew selector is set to OFF.	
2120-05 (Enviro System) ***	Cabin Fresh Air Valve (VENT FAIL Displayed)	C	1	0	(O) May be inoperative provided: a) Separation wall is opened or not installed, b) At least one crew side window is operative, and c) The FAN PAX selector is set to OFF.	
2120-06 (Enviro System) ***	Cockpit Evaporator Fan (VENT FAIL Displayed)	C	2	1	(O) May be inoperative provided: a) The Cockpit Fresh Air Valves are operative, and b) At least one crew side window is operative.	

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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2120-07 (Enviro System) ***	Cabin Evaporator FAN (VENT FAIL Displayed)	C	1	0	(O) May be inoperative provided: a) The separation wall is opened or not installed, and b) Cabin Vent switched OFF.	
2140-05 (Enviro System) ***	Heating System (HEATER FAIL Caution Displayed)	C	1	0	(M)(O) May be inoperative provided: a) At least one crew side window is operative, b) Both heater bleed air shut-off valves are kept closed, c) Only VENT or RAM can be used, and d) Current and forecast flight conditions do not require its use for demisting.	
2140-06 (Enviro System) ***	Temperature Control Valve (Jet Pump) (HEATER FAIL Caution Displayed)	C	1	0	(M)(O) May be failed in the open position provided the Heating System is deactivated and secured.	
2140-07 (Enviro System) ***	Temperature Sensor Unit (HEATER FAIL Caution Displayed)	C	1	0	(M)(O) May be inoperative provided the Heating System is deactivated and secured.	
2140-08 (Enviro System) ***	Heater Bleed Air Shut-Off Valve	C	2	0	(M)(O) May be inoperative in the failed closed position provided: a) The valves are deactivated and secured, and b) Only VENT or RAM can be used.	
2140-09 (Enviro System) ***	Heating Trim Valve (HEATER FAIL Caution Displayed) (Dual Zone Kit Only)	C	1	0	(M)(O) May be inoperative provided: a) The Heating system is deactivated and secured, and b) PAX Control switch is selected in CREW position.	
2100-09 ***	Rear Avionic Bays Fans (Avionic Bay Ventilation)	C	2	0	May be inoperative.	

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**22. Autoflight**

Sequence No.	Item	1	2	3	4	Change Bar
2210-01	Autopilot	A	2	1	One autopilot channel may be inoperative for one flight-day to a location where repairs can be made provided: a) Flights are restricted to VFR, b) Pilot must fly manually, c) RFM limitations applicable to AP single channel failure must never be exceeded, and d) Dispatch is not allowed from a location where repair is possible.	
2210-02	Autopilot Disconnect Functions (Quick Release Controls)	C	2	1	One may be inoperative provided: a) Autopilot is not used below 1,500 ft. AGL, and b) Approach minimums do not require the use of the autopilot.	
		B	2	0	May be inoperative provided autopilot is not used.	
2216-01	Trim Actuators	A	3	0	(O) One or more trim actuators may be inoperative, for one flight-day to a location where repairs can be made provided: a) Flights are restricted to VFR, b) Pilot must fly manually, and c) Dispatch is not allowed from a location where repair is possible.	
2216-02	Collective Actuator (If Flight Director is Installed)	C	1	0	May be inoperative.  NOTE: Flight director collective modes available uncoupled only.	

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<b>23. Communications</b>					
Sequence No.	Item	1	2	3	4
2300-01	Intercom System	B	2	1	One may be inoperative for VFR flight, provided back-up mode is operative.  NOTE 1: The loss of Intercom System implies the loss of Passenger Address System.  NOTE 2: When audio panel 1/2 has been reverted to back-up mode, audio tones and voice warnings cannot be heard by on side crew.
2300-02 ***	Satellite Communications Systems Satcomm, etc. (i.e., Skyconnect Tracker System)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
2300-03	Communications Systems (FM)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.
2300-04 ***	Hoist Operator ICS	C	-	0	May be inoperative for NHEC operations.
2300-05 ***	External Loudspeakers	D	1	0	May be inoperative provided that it is not required for the intended mission.
2300-06	Flight Deck Headsets Earphones/ Headphones and Boom Microphones				
	1) Headset Boom Microphones	A	-	0	May be inoperative provided: a) Associated hand microphone is installed and operates normally, and b) Repairs are made within 3 flight-days.
		D	-	-	Any in excess of those required by regulation may be inoperative.
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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2300-06	Flight Deck Headsets Earphones/ Headphones and Boom Microphones (Cont'd)					
	2) Headset Earphones/ Headphones	D	-	-	Any in excess of those required by regulation may be inoperative.	
	3) Active Noise Canceling/Reduction Function	D	-	0	May be inoperative provided normal audio function of headset is operative.	
2300-07	Cabin Headset	C	-	-	May be inoperative.	
2310-01	High Frequency (HF) Communications System	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 and used.	
2311-01	Communications Systems (UHF)	D	-	-	Any in excess of those required by 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.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2312-01	Communications Systems (Basic VHF)	D	2	1	Any in excess of those required by 14 CFR may be inoperative, provided it is not powered by an Emergency Bus or equivalent and not required for emergency procedures.	
		D	-	-	Any in excess of those required by 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.	
	1) VHF Communication Control Panels					
	a) Frequency Transfer Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	2		
	d) Frequency Indication	C	-	2		
2320-01	Selective Call Systems (SELCAL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	
	1) Channels	C	-	0	(O) May be inoperative provided alternate procedures are established and used.	
		D	-	0	May be inoperative provided procedures do not require its use.	



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Sequence No.	Item	1	2	3	4	Change Bar
2340-01	Passenger Address (PA) System					
	1) Passenger Configuration	C	1	0	(O) May be inoperative provided: a) PA not required by 14 CFR, and b) Alternate, normal and emergency procedures, and/or operating restrictions are established and used.  NOTE: Any location function(s) that operate normally may be used.	
2340-02 ***	Cabin ICS/PA Control Panel	D	1	0	(M) May be inoperative provided the Cabin ICS/PA Control Panel is deactivated and secured.	
2340-03 ***	Cabin Speaker/ Passenger Compartment Intercommunications (Including Pre-recorded Passenger Briefing System, Page/Chime System, and Air to Ground Telephone)	C	-	0	(O) May be inoperative provided: a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and b) Appropriate oral briefing is given to passengers.	
		C	-	0	(O) May be inoperative for non-passenger carrying operations.	
2350-01	Cockpit Audio Control Panels (ACP)	C	2	1	The co-pilot ACP may be inoperative, provided: a) The flight is conducted under VFR, and b) Only Single Pilot Operations are conducted.	
		A	2	1	The pilot ACP may be inoperative for three calendar days, provided: a) The flight is conducted under VFR, and b) Dual Pilot Operations only are conducted.	

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**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
2370-01 ***	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice and 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 (3) recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
	FDR Recording Parameters Not Required by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next scheduled maintenance visit.	
2370-02 ***	Cockpit Voice Recorder (CVR) with 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.	
	1) Independent Power Source	C	1	0		

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**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
2420-01 ***	2 AC Gen (2 AC Caution Displayed) FIPS Installed	C	1	0	(O)(M) May be inoperative provided: a) The AC GEN 2 is switched OFF, and b) MR and TR heaters are deactivated and secured.  NOTE: Windshields heating for defog function is available, as required.	
2422-01	Inverters (IPS Not installed) Note: CAS Message "1 and/or 2 WSHLD HTR DEG" or "1 and/or 2 WSHLD HTR FAIL" May be Illuminated.				Deleted in Revision 5.	
2432-01	Main Battery	B	1	0	May be inoperative provided: a) Both Generators are operative, b) Auxiliary Battery is operative, and c) Flight is restricted to VFR operations.	
2432-02	Auxiliary Battery	B	1	-	May be inoperative provided: a) First engine start is by GPU, b) Both Generators are operative, c) Main Battery is operative, and d) Flight is restricted to VFR operations.	
2435-01	Starter/Generator (Electrical Power Generation Function)	B	2	1	(O) One generator may be inoperative provided: a) The relevant GEN 1 or GEN 2 control switch is set to OFF position, b) Flight is restricted to VFR day, and c) Current and forecast flight conditions do not include rain or snow.	
2440-01	DC External Power	C	1	0	(M) May be inoperative provided DC external power is deactivated and secured	

1. REPAIR CATEGORY
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## 25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2500-01	Non-Essential Equipment and Furnishings (NEF) Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is 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.	
2510-01	Co-Pilot/ Crewmember Shoulder Harness	B	-	0	May be inoperative provided associated seat is blocked, placarded, and not occupied.	
2510-02	Map Holder	D	-	0	May be inoperative provided: a) Single Pilot Night VFR and Single Pilot IFR operations are not conducted, and b) Operations do not require its use.	
2510-03	Flashlight (Cockpit/Cabin)				Deleted in Revision 5, covered by Item 2560-04.	
2520-01	Passenger Seat(s)	D	-	-	May be inoperative provided: a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".  NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.  NOTE 2: Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.	
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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2520-01	Passenger Seat(s) (Cont'd)					
	1) Armrests	D	-	-	May be inoperative or missing and seat occupied provided it does not restrict access to any emergency exit, egress route, or main aisle.	
2520-02	Passenger Seat Belts and/or Shoulder Harness	C	-	0	May be missing or inoperative provided associated seat is blocked, placarded, and not occupied.	
	a) Seat Belt Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
	b) Seat Belt Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
2520-03 ***	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 and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
					(Continued)	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2520-03 ***	Emergency Medical Kit (EMK) and/or Associated Equipment (Cont'd)					
	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and operation is verified at each preflight.	
	Special/Mission Equipment	C	-	-	May be inoperative provided the inoperative system is deactivated, secured and placarded.  NOTE: Appropriate maintenance action has to be developed by the operator.	
2520-04 ***	Forward Looking Infrared (FLIR)	D	1	0	(M) May be inoperative provided: a) The system is deactivated and secured, and b) It is not required for the intended operation.	
2550-01 ***	Cargo Suspension System	C	-	0	(M) May be inoperative provided the system is deactivated and secured.	
2550-02 ***	Hoist	C	1	0	(M) May be inoperative provided the system is deactivated and secured.	
2550-03 ***	Hoist	C	2	1	(M) Goodrich Main or Secondary Hoist System may be inoperative provided: a) Hoist operations requiring two hoist systems are not conducted, and b) The system is deactivated and secured.	
2550-04 ***	Cargo Hook Monitoring Camera System	C	1	0	(O) May be inoperative provided alternate procedures are used.	
		C	1	0	May be inoperative provided Rotorcraft – load combinations Class B or Class C are not conducted.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2550-05 ***	Secondary Cargo Hook (HEC)	D	1	0	(M) May be inoperative provided HEC operations are not conducted and it is deactivated and secured.	
2550-06	Cargo Restraint Systems	A	-	-	May be inoperative or missing provided cargo compartment remains empty.  Repairs are made within 120 consecutive calendar-days or at the next heavy maintenance check, whichever comes first.	
2560-01 ***	First Aid Kit (FAK) and/or Associated Equipment	A	-	-	(O) If more than one is required by 14 CFR, only one of the required FAKs may be incomplete or removed provided: <ol style="list-style-type: none"> <li>a) The FAK is labeled or placarded in a manner that will identify it as a unit that cannot be mistaken for a fully serviceable unit,</li> <li>b) Location placarding is removed or obscured, and</li> <li>c) Repairs or replacements are made within one flight.</li> </ol> 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 and 14 CFR maintenance and inspection requirements do not apply.	
		D	-	-	Any in excess of those required by 14 CFR may be incomplete or removed.	
	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper FAK servicing is verified at each preflight.	

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**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
2560-02 ***	Survival Equipment	C	-	-	As required by 14 CFR.	
2560-03 ***	Emergency Flotation System	C	-	-	As required by 14 CFR.	
2560-04 ***	Portable Flashlights/Flashlight Holders	C	-	-	May be inoperative or removed provided: <ul style="list-style-type: none"> <li>a) Crewmember assigned to the affected position has an equivalent operative flashlight readily available,</li> <li>b) Inoperative flashlight remains in a certified location or is removed from the aircraft, and</li> <li>c) Location placarding is removed or obscured.</li> </ul>	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or removed provided: <ul style="list-style-type: none"> <li>a) Inoperative flashlight remains in a certified location until removed from the aircraft at the next suitable maintenance facility, and</li> <li>b) Location placarding is removed or obscured.</li> </ul>	
2561-01 ***	Life Jackets	C	-	-	As required by 14 CFR.	



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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	(M) 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 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 (AECMA 25-63)	C	-	0	As required by 14 CFR.	

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

**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
2610-01	Baggage Compartment Smoke Detector System	C	1	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, 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 removed provided: a) Inoperative fire extinguisher remains in a certified location until removed from the aircraft at the next suitable maintenance facility, b) Location placarding is removed or obscured, and c) Required distribution is maintained.  NOTE: Inoperative fire extinguishers, removed from a certified location or removed from the aircraft, are subject to 49 CFR dangerous goods regulations.	
	Tamper Seals or Tags	C	-	-	(O) May be inoperative, damaged, or missing provided proper installation and servicing is verified at each preflight.	

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**TABLE KEY**

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

**28. Fuel**

Sequence No.	Item	1	2	3	4	Change Bar
2822-01	Fuel Pumps (Fuel Booster Pumps)	B	2	1	(O) One Fuel Pump may be inoperative provided: a) The Crossfeed Valve is open, b) Fuel pressure indications are in the normal range, c) Plan flight to account for 240kg of unusable fuel when operating in crossfeed, and d) The aircraft must not fly above 10,000 ft. of density altitude.	
2824-01	Cross Feed Valve (Failed OPEN)	A	1	0	(O)(M) Cross feed Valve may be inoperative (failed open) for two calendar-days, provided: a) Both fuel SOV Valves are operative, b) Category A Operations are not permitted, c) Verify no leakage between the manifold and engine before each flight, and d) Both Fuel Pumps are operative and in use.	
2824-02	Cross Feed Valve (Failed CLOSED)	A	1	0	May be inoperative (failed closed) for two calendar-days provided: a) Both Fuel Pumps are operative, and b) Fuel pressure is within the green arc during pre-flight checks (with engine ON and engine OFF).	
2844-01	Pressure Transducer	C	2	1	(O) One Pressure Transducer may be inoperative provided: a) Each Fuel Booster Pump pressure is verified by the functioning side Pressure Transducer (Refer to RFM System checks), and b) Cross-feed Valve is set to the OPEN position.	

## 29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
2913-01	No. 2 Circuit (RH), Hydraulic Pumps 2/4				Deleted in Revision 5.	
2913-02	Utility Hydraulic Circuit Normal (N° 2) Emergency (N° 1)	C	2	1	(M) One circuit may be inoperative provided: <div style="margin-left: 40px;">a) The Landing Gear Lever is secured in L/G extended position, and</div> <div style="margin-left: 40px;">b) RFM and RFMs procedure are followed.</div>	

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4. REMARKS OR EXCEPTIONS

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
3000-01	Ice Protection System (IPS)				Deleted in Revision 5.	
3000-02 ***	Full Ice Protection System (FIPS)	D	1	0	(M) May be inoperative provided: a) The system is deactivated and secured, and b) Current and forecast flight conditions do not include visible moisture with temperatures $\leq 5^{\circ}\text{C}$ ( $41^{\circ}\text{F}$ ).	
3000-03 ***	Channel B of Full Ice Protection System Control Box (BOU Displayed)	C	1	0	(M) May be inoperative provided: a) Current and forecast flight conditions do not include visible moisture with temperatures $\leq 5^{\circ}\text{C}$ ( $41^{\circ}\text{F}$ ), and b) MR and TR heating functions are considered inoperative.  NOTE: RH Pilot Windshield heating for defog function is available, as required.	
3030-01	Pitot Heaters	C	2	0		
		C	2	0	May be inoperative provided: a) Flight is conducted under VFR, and b) Operations are not conducted in visible moisture when $\text{OAT} \leq 5^{\circ}\text{C}$ .	
3040-01	Windshield Wiper System	C	1	0	(O) May be inoperative provided the helicopter is not operated in known or forecast precipitation that requires its use.	
3040-02	Heated Windshields (FIPS not installed)	C	2	0	(M) May be inoperative provided the system is deactivated and secured.  NOTE: CAS Message "1 and/or 2 WSHLD HTR DEG" or "1 and/or 2 WSHLD HTR FAIL" may be illuminated.	

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**TABLE KEY**

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

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
3040-03 ***	Heated Windshields (If FIPS is Installed)	A	2	1	Copilot heated windshield may be inoperative (1 WSHLD FAIL) for one flight-day to a location where repairs can be made provided: a) Dispatch in icing condition is not allowed from a location where repair is possible.	
		D	2	0	(M) May be inoperative provided: a) The system is deactivated and secured, and b) The ice protection system is considered inoperative.  NOTE: CAS Message "1 and/or 2 WSHLD FAIL" illuminated	
3040-04 ***	Sensors of Pilot and/or Co-Pilot Heated Windshield. (IPS installed) (CHK Indication Illuminated)				Deleted in Revision 5.	
3060-01 ***	Tail Rotor Blade Pair Heating (TR DEGR Displayed)	A	2	1	May be inoperative (TR DEGR illuminated) for one flight-day to a location where repairs can be made provided: a) Dispatch in icing condition is not allowed from a location where repair is possible.	
		C	2	1	(M) May be inoperative (TR DEGR illuminated) provided: a) System is deactivated and secured, and b) Current and forecast flight conditions do not include visible moisture with temperatures $\leq 5^{\circ}\text{C}$ ( $41^{\circ}\text{F}$ ).  NOTE: The Ice Protection System is considered inoperative.	

1. REPAIR CATEGORY
2. NO. INSTALLED
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4. REMARKS OR EXCEPTIONS

Sequence No.	Item	1	2	3	4	Change Bar
3060-02 ***	Main Rotor Heating (“MR FAIL” Displayed) Main Rotor Heating (“MR DEGR” Displayed) Tail Rotor Heating – All Blades (“TR FAIL” Displayed) (FIPS INSTALLED)	D	1	0	(M) May be inoperative provided: a) Current and forecast flight conditions do not include visible moisture with temperatures ≤5°C (41°F), and b) MR heating or TR heating are deactivated and secured.  NOTE 1: Windshield heating for defog function is available, as required.  NOTE 2: The Ice Protection System is considered inoperative.	
3060-03 ***	Tail Rotor Blade Temperature Sensor (CHK Indication Illuminated)				Deleted in Revision 5.	
3080-01 ***	Ice Detector (FIPS Installed)	A	2	0	(O)(M) May be inoperative for one flight-day to a location where repairs can be made provided: a) Both ice detectors are deactivated and secured, b) Dispatch in icing condition is not allowed from a location where repair is possible, and c) Both OAT/Free Air Temperature ADS sensors are operative.	
		D	2	0	(M) May be inoperative provided: a) Both ice detectors are deactivated and secured, and b) MR Heating and TR heating are considered inoperative.  NOTE: Windshield heating for defog function is available, as required.	
3080-02 ***	Ice Detector (Stand-Alone Kit)	D	1	0	(M) May be inoperative provided: a) The system is deactivated and secured.	

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**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
3120-01	Clock Displaying Hours, Minutes, and Seconds with Sweep-Second Pointer or Digital Presentation	C	2	1		
3160-01	Displays (PFD and MFD)	C	4	3	One co-pilot display may be inoperative for dual pilot operations only provided: a) The standby instrument is operative.	     
3160-02 ***	Fifth Display (Center Display)	D	1	0	(M) May be inoperative provided: a) The system is deactivated and secured, and b) It is not required for the intended mission.	     



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<p>AIRCRAFT: AB139, AW139</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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### 32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
3240-01 ***	Powered Parking Brake Module	C	1	0	(O) May be inoperative with the following limitations: a) Category A operations requiring the use of the parking brake are not allowed, b) Sloping operations requiring parking brakes are not allowed, and c) Dispatch with PARK BRK ON caution displayed is not allowed.	
3260-01	Landing Gear Indicating/Warning System	C	-	0	(M)(O) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) The Extended Landing Gear limitations of the RFM Section 1 and appropriate supplements are complied with.	
3260-02	Landing Gear Up Caution System (With Radio Altimeter) (Audio/Voice, Visual)	C	-	0	(M)(O) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) The Extended Landing Gear limitations of the RFM Section 1 and appropriate supplements are complied with.	
3260-03	Retraction System	C	1	0	(M)(O) May be inoperative provided: a) The Landing Gear Lever is secured in L/G extended position, and b) The Extended Landing Gear limitations of the RFM Section 1 and appropriate supplements are complied with.	

### 33. Lights

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3310-02	Overhead Map Lights	C	2	0	(M) May be inoperative for day operations provided Overhead map lights are deactivated and secured.	
3320-01	Cabin Lights	C	-	-	May be inoperative for day operation.	
					May be inoperative for night operations provided that the inoperative lights do not exceed fifty (50) % of the total installed.	
3320-02	Passenger Notice System (Fasten Seat Belt-No Smoking)	B	-	0	(O) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Alternate procedures are used for passenger notification, and</li> <li>b) Public address system is installed and operative.</li> </ol>	
		D	-	0	Passengers are not carried.	
3340-01	Position Light System	C	1	0	May be inoperative for day VFR operations.	
3340-02	Anti-Collision Light System	B	1	0	May be inoperative for day operations.	
3340-03 ***	Strobe Light System	C	1	0	As required by 14 CFR.	
3340-04 ***	Pulse Light System	D	1	0	(M) May be inoperative provided that it is deactivated and secured.	
3340-05	Landing Lights System	C	1	0	May be inoperative for day VFR operations.	
	Note: Applicable up to S/N 41299, except S/N 41276, 41287, 41289, 41290, 41291, 41292.	C	1	0	May be inoperative for night operations provided the standard secondary landing light (searchlight) is operative or the additional secondary landing light (searchlight) (if installed) is operative.	

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3340-06	Landing Lights	C	2	0	May be inoperative for day VFR operation.	
	Note: Applicable to S/N 41276, 41287, 41289, 41290, 41291, 41292 and from S/N 31400 and 41300 onwards.	C	2	1	One landing light may be inoperative for night operations provided the landing site is adequately lighted.	
3340-07	Standard Secondary Landing Light (Searchlight)	C	1	0	(M) May be inoperative for daylight operations provided the system is deactivated and secured.	
	Note: Applicable up to S/N 41299, except S/N 41276, 41287, 41289, 41290, 41291, 41292.	C	1	0	May be inoperative for night operations provided the additional secondary landing light (search light) is installed and operative.	
3340-08 ***	Additional Secondary Landing Light (Searchlight)	C	1	0	(M) May be inoperative for daylight operations provided the system is deactivated and secured.	
	Note: Applicable up to S/N 41299, except S/N 41276, 41287, 41289, 41290, 41291, 41292.	C	1	0	May be inoperative for night operations provided the standard secondary landing light (searchlight) is operative	
3340-09	Taxi Lights	C	-	0	May be inoperative for day operations.	
3340-10 ***	Flood Lights	C	-	0		
3340-11 ***	Step Lights	C	-	0		
3340-12 ***	Search Light (i.e., Trakka)	D	1	0	(M) May be inoperative, provided: a) It is not required for intended mission, and b) The system is secured and deactivated.	
3340-13 ***	Rescue Hoist Light	D	-	-	May be inoperative provide that Hoist operations do not require its use.	

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4. REMARKS OR EXCEPTIONS

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
3350-01	Emergency Lighting System	C	-	0	As required by 14 CFR.	
3350-02 ***	Helicopter Emergency Egress Lighting System (HEELS)	C	-	0	As required by 14 CFR.	

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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3400-01	Multifunction Control Display Unit (MCDU)	C	2	1	One MCDU may be inoperative for VFR.	
3410-01 ***	Moving Map Display	C	-	0		
3412-01	OAT/Free Air Temperature (FIPS Not Installed)	C	3	2	One of the ADS sensors may be inoperative.	
3412-02	OAT/Free Air Temperature (FIPS Installed)	C	3	2	One of the ADS Sensors may be inoperative provided the ice protection system is considered inoperative.	
		A	3	2	(O) One of the ADS sensors may be inoperative for one flight-day provided: a) Dispatch in icing condition is not allowed from a location where repair is possible.	
3420-01	Attitude and Heading Reference System (AHRS 1(2) FAIL)	A	2	1	(O) May be inoperative provided: a) RFM limitation and RFMs procedure are followed, and b) The non-affected AHRS is selected on the Reversionary Control Panel.	
3421-01	Standby Attitude Indicator	A	1	0	The standby attitude indicator may be inoperative, provided: a) Flights are restricted to VFR, b) Pilot must fly attentive, c) RFM limitations applicable to AFCS DEGRADED system state are followed, and d) Dispatch is not allowed from a location where repair is possible.	

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3421-02	Standby Attitude Indicator	C	1	0	May be inoperative provided not required by 14 CFR.	
		B	1	0	May be inoperative provided: a) Operations are conducted in Day VMC only, and b) Operations are not conducted into known or forecast over-the-top conditions.	
3422-01	Flux Valve	A	2	1	One flux valve may not be calibrated provided: a) VFR operations are conducted, b) Special flight permit necessary to reach the repair location is required, c) HDG miscompare amber message is not displayed, and d) The Standby Magnetic Compass is operative.	
3423-01	Standby Magnetic Compass	B	-	0	May be inoperative provided flight is conducted by VFR day when navigating with reference to visual landmarks.	
3430-02 ***	Enhanced Vision System (IR Imaging System)	C	1	0		
3431-01	Localizer/ILS System	C	-	0	As required by 14 CFR.	
3432-01	Glide Slope System	C	-	0	As required by 14 CFR.	
3434-01	Marker Beacon	C	2	0	May be inoperative provided navigation is not predicated on its use.	
3442-01 ***	Weather Radar System	C	1	-	As required by 14 CFR.	

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4. REMARKS OR EXCEPTIONS

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3444-01	Radar (Radio) Altimeter System					
	14 CFR Part 135 Operations	C	-	0	(M) 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 light 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 the radar (radio) altimeter are not performed.	
	Other Than 14 CFR Part 135 Operations	D	-	0	(M) 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.	



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

**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3444-02	Radar (Radio) Altimeter(s) (Dual)	C	2	1	(M) One may be inoperative provided 4 axis Flight Director mode RHT is not engaged. a) The system is deactivated and secured, and b) It is not required for the intended mission.	     
3444-03 ***	Helicopter Terrain Avoidance Warning System (HTAWS)	C	-	1	As required by 14 CFR.	   
	(Other Than Helicopter Air Ambulance (HAA))	D	-	0	May be inoperative provided operations do not require its use.	 
3445-01 ***	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	   
		C	-	0	(M) 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.	   
3445-02 ***	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	   
		C	-	0	(M) 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.	   

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3445-02 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)					
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	(M) 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.	
		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 Functions	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	5) Airspace Selection Function	C	-	0		
3446-01 ***	Thunderstorm/Lightning Detection System	C	-	0	As required by 14 CFR.	
3451-01 ***	DME	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	 

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**34. Navigation**

Sequence No.	Item	1	2	3	4	Change Bar
3452-01	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	A	-	0	May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
	2) ADS-B Squitter Transmission	A	-	0	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
3452-02	Automatic Dependent Surveillance-Broadcast (ADS-B) System	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.	
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**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	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 Out 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 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 Out 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.	

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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
3454-01	VOR	C	-	0	As required by 14 CFR.	
3455-01	ADF	C	-	0	One or more may be inoperative for VFR over routes navigated by ground reference, or	
		C	-	0	As required by 14 CFR.	
3457-01	Navigation System (GPS) (B- or P-RNAV Equipment)				Deleted in Revision 5.	
3457-02 ***	GPS (H/C with Single Standard or Single SBAS Not LPV Compatible or Single SBAS LPV Compatible)	D	1	0	May be inoperative (GPS FAIL caution displayed) provided: a) Navigation procedures for the planned routes to be flown are not depending upon its use, and b) RNAV and RNP operations are not conducted.	
3457-03 ***	GPS (H/C with Double Standard or Double SBAS Not LPV Compatible)	C	2	1	(M) One GPS may be inoperative provided: a) All other navigation systems are operative, b) Flight Directors are operative, and c) FMS database is up to date.	
		C	2	0	(M)(O) May be inoperative provided: a) Navigation procedures for the planned routes are not depending on GPS use, and b) RNAV and RNP operations are not conducted.	

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DATE: XX/XX/XXXX

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AB139, AW139

**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
3457-04 ***	GPS (H/C with Double SBAS LPV Compatible)	C	2	1	(M) One GPS may be inoperative provided: a) RNP APCH down to LPV minima approach are not conducted, b) All other navigation systems are operative, c) Flight Directors are operative, d) FMS database is up to date, and e) RNP 0.3 all phases of flight and RNP AR APCH RNP 0.3 minima operations are not conducted.	
		C	2	0	(M)(O) May be inoperative provided: a) Navigation procedures for the planned routes are not depending on GPS use, and b) RNAV and RNP operations are not conducted.	
3461-01	Navigation Database	A	-	0	May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within ten (10) flight-days.  NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	

AIRCRAFT: AB139, AW139	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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34. Navigation						
Sequence No.	Item	1	2	3	4	Change Bar
3461-02	Navigation Management System (NMS)				Deleted in Revision 5.	
3461-03 ***	Flight Management System (FMS)	C	2	0	May be inoperative provided Single Pilot IFR operations are not conducted.	   
3461-04 ***	Flight Director (FD)	C	2	0	May be inoperative provided Single Pilot IFR operations are not conducted.	   

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<p>AIRCRAFT: AB139, AW139</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
4545-01 ***	Health and Usage Monitoring System (HUMS)	C	-	0		



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<p>AIRCRAFT: AB139, AW139</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
5270-01	Door Caution System	C	-	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
5270-02	Baggage Door Caution System	C	-	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	
5270-03	External Power Door Caution Light	C	1	0	(O) May be inoperative provided a visual check verifies that the door is closed and latched prior to flight.	

AIRCRAFT: AB139, AW139	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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63. Main Rotor Drive						
Sequence No.	Item	1	2	3	4	Change Bar
6321-01 ***	Rotor Brake	C	1	0	(M) May be inoperative provided: a) Inspection determines the calliper is in the down position, and b) System is deactivated and secured.	

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<p>AIRCRAFT: AB139, AW139</p>	<p><b>TABLE KEY</b></p> <ol style="list-style-type: none"> <li>1. REPAIR CATEGORY</li> <li>2. NO. INSTALLED</li> <li>3. NO. REQUIRED FOR DISPATCH</li> <li>4. REMARKS OR EXCEPTIONS</li> </ol>
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**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
7160-01 ***	Engine Air Particle Separator (EAPS) SOVs	A	2	0	(M)(O) One or both SOVs may be failed in CLOSE position for 10 days or 25 flight-hours, whichever comes first, provided: <ol style="list-style-type: none"> <li>a) Both EAPS 1 AND EAPS 2 switches are set to OFF position,</li> <li>b) The average ITT margin of last three samples of the EPAC trend monitoring is greater or equal to 10°C or average NG margin of last three samples of the EPAC trend monitoring is greater or equal to 0.5% ,and</li> <li>c) Limitations and Performances as per applicable RFM Supplements are considered as appropriate.</li> </ol>	
		A	2	1	(O) One SOV may be failed in OPEN position requiring a special flight permit necessary to reach the repair location, provided: <ol style="list-style-type: none"> <li>a) For Engine Start procedure, the engine with EAPS SOV not failed shall be started first,</li> <li>b) The starter/generators (electrical power generation function) are operative,</li> <li>c) Engine Power Checks are performed daily in accordance to Supplement 5 of RFM, and</li> <li>d) Limitations and Performances as per applicable RFM Supplements are considered as appropriate.</li> </ol>	

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**TABLE KEY**

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

**76. Engine Control**

Sequence No.	Item	1	2	3	4	Change Bar
7600-01	RPM Select Switch (Failed in 100% Position)	B	1	0	May be inoperative provided: a) Landing and take-off with Category A profile are not permitted, b) Dispatch with switch inoperative is not allowed from a location where repair is possible, and c) HEC and NHEC cargo hook operations are not permitted.	
		B	1	0	May be inoperative provided: a) Landing and take-off with Category A profile are not permitted, b) Dispatch with switch inoperative is not allowed from a location where repair is possible, and c) Hoist operations are not permitted.	
7600-02	RPM Select Switch (Failed in 102% Position)	A	1	0	May be inoperative for two flight-days provided: a) Limitations on maximum allowable speed as per RFM Section 1 are complied with, b) Dispatch with switch inoperative is not allowed from a location where repair is possible, and c) Special flight permit necessary to reach the repair location is required.	