



U.S. Department of Transportation
Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

Revision: 2
Date: 04/28/2014

Sikorsky Aircraft Corporation

S-92A
(R00024BO)

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**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT:

S-92A

REVISION NO. 2

DATE: 04/28/2014

PAGE NO.

I

TABLE OF CONTENTS

| JASC System | Title | Page No. | | |
|-------------|---|---------------|--|--|
| | Cover Page | | | |
| | Table of Contents | I | | |
| | Log of Revisions | II | | |
| | Control Page | III | | |
| | Highlights of Change | IV | | |
| | Definitions | V | | |
| | Preamble | VI | | |
| | Guidelines for (M) & (O) Procedures | VII thru VIII | | |
| 21 | Air Conditioning | 21-1 | | |
| 22 | Auto Flight | 22-1 | | |
| 23 | Communications | 23-1 thru 3 | | |
| 24 | Electrical Power | 24-1 | | |
| 25 | Equipment/Furnishings | 25-1 thru 3 | | |
| 26 | Fire Protection | 26-1 | | |
| 28 | Fuel | 28-1 | | |
| 30 | Ice and Rain Protection | 30-1 thru 2 | | |
| 31 | Instruments | 31-1 thru 2 | | |
| 32 | Landing Gear | 32-1 | | |
| 33 | Lights | 33-1 thru 3 | | |
| 34 | Navigation | 34-1 thru 7 | | |
| 49 | Airborne Auxiliary Power | 49-1 | | |
| 52 | Doors | 52-1 | | |
| 63 | Main Rotor Drive | 63-1 | | |
| 65 | Tail Rotor Drive | 65-1 | | |
| 73 | Engine Fuel and Control | 73-1 | | |
| 76 | Engine Controls | 76-1 | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|---|---------------|------------------------------------|-----------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. III |
| CONTROL PAGE | | | |
| Section/JASC System | Page No. | Rev. No. | Current Date |
| Cover Page | | 2 | 04/28/2014 |
| Table of Contents | I | 2 | 04/28/2014 |
| Log of Revisions | II | 2 | 04/28/2014 |
| Control Page | III | 2 | 04/28/2014 |
| Highlights of Change | IV | 2 | 04/28/2014 |
| Definitions | V | 2 | 04/28/2014 |
| Preamble | VI | 2 | 04/28/2014 |
| Guidelines for (M) & (O) Procedures | VII thru VIII | 2 | 04/28/2014 |
| 21 | 21-1 | 2 | 04/28/2014 |
| 22 | 22-1 | 2 | 04/28/2014 |
| 23 | 23-1 thru 3 | 2 | 04/28/2014 |
| 24 | 24-1 | 2 | 04/28/2014 |
| 25 | 25-1 thru 3 | 2 | 04/28/2014 |
| 26 | 26-1 | 2 | 04/28/2014 |
| 28 | 28-1 | 2 | 04/28/2014 |
| 30 | 30-1 thru 2 | 2 | 04/28/2014 |
| 31 | 31-1 thru 2 | 2 | 04/28/2014 |
| 32 | 32-1 | 2 | 04/28/2014 |
| 33 | 33-1 thru 3 | 2 | 04/28/2014 |
| 34 | 34-1 thru 7 | 2 | 04/28/2014 |
| 49 | 49-1 | 2 | 04/28/2014 |
| 52 | 52-1 | 2 | 04/28/2014 |
| 63 | 63-1 | 2 | 04/28/2014 |
| 65 | 65-1 | 2 | 04/28/2014 |
| 73 | 73-1 | 2 | 04/28/2014 |
| 76 | 76-1 | 2 | 04/28/2014 |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | |
|--------------|------------------|----------|
| AIRCRAFT: | REVISION NO. 2 | PAGE NO. |
| S-92A | DATE: 04/28/2014 | IV |

HIGHLIGHTS OF CHANGE

| JASC | Item | Explanation |
|------|------|-------------|
|------|------|-------------|

| | | | |
|-------------|------------|---|--|
| | | <p>This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and is available for download or viewing at: http://av-info.faa.gov/sdrx/references.aspx.</p> <p>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 is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p> <p>For Example: JASC Code 2410, where Code 24 represents the "Electrical Power" system, and Component Code 10, represents the "Alternator-Generator Drive" system.</p> | |
| 2370 | -01 | Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR) Added Policy Letter 87, Rev. 5, August 10, 2010 (CVR)(FDR) | |
| 2500 | -01 | Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF) | |
| 2562 | -01 | Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT) | |
| 3130 | -02 | Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR) | |
| 3300 | -01 | Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS) | |
| 3444 | -03 | Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS) | |
| 3445 | -01 | Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I) | |
| 3445 | -02 | Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II) | |
| 3452 | -01 | Added Policy Letter 76, Rev. 5, March 24, 2008 (Transponders & AARS) Added Global Policy Letter 105, Rev 1, 1/20/2009 (ADSB) | |
| 3452 | -02 | Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB) | |
| 3461 | -01 | Added Policy Letter 98, Rev. 0, January 20, 1999 (FMS) Flight Management System | |
| 3461 | -02 | Added Policy Letter 98, Rev. 0, January 20, 1999 (NMS) Navigation Management System | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | |
|-------------------------------|------------------------------------|---------------|
| AIRCRAFT: S-92A | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. V |
| DEFINITIONS | | |

The Definitions must be inserted here in each Minimum Equipment List (MEL) from 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.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | |
|---------------------------|------------------------------------|----------------|
| AIRCRAFT: S-92A | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. VI |
| PREAMBLE | | |

The applicable preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL APPROVAL.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT:

S-92A

REVISION NO. 2

DATE: 04/28/2014

PAGE NO.

VII

GUIDELINES FOR (M) & (O) PROCEDURES

JASC

Item

Explanation

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:

| | | | |
|------|-----|--|--|
| 2121 | -04 | (M) Maintenance procedure to deactivate and secure system. | |
| 2121 | -05 | (M) Maintenance procedure to deactivate and secure system. | |
| 2210 | -02 | (O) Procedure to meet proviso. | |
| 2340 | -03 | (O) Procedure to meet proviso. | |
| 2340 | -04 | (O) Procedure to meet proviso. | |
| 2421 | -01 | (M) Maintenance procedure to deactivate and secure system. | |
| 2421 | -02 | (M) Maintenance procedure to deactivate and secure system. | |
| 2520 | -05 | (O) Procedure to meet proviso. | |
| 2550 | -03 | (O) Procedure to meet proviso. | |
| 2550 | -04 | (O) Procedure to meet proviso. | |
| 2562 | -01 | (M) Maintenance procedure to deactivate and secure system. | |
| 2800 | -02 | (O) Procedure to meet proviso. | |
| 2841 | -01 | (O) Procedure to meet proviso. | |
| 3230 | -01 | (M) Procedure to secure landing gear down. (O) Procedure to meet proviso. | |
| 3230 | -02 | (M) Procedure to secure landing gear down. (O) Procedure to meet proviso. | |
| 3240 | -01 | (O) Procedure to meet proviso. | |
| 3260 | -01 | (M) Procedure to secure landing gear down. (O) Procedure to meet proviso. | |
| 3260 | -02 | (M) Procedure to secure landing gear down. (O) Procedure to meet proviso. | |
| 3320 | -03 | (O) Alternate procedure to notify passengers. | |
| 3444 | -02 | (O) Procedure to meet proviso. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|---|------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. VIII |
| GUIDELINES FOR (M) & (O) PROCEDURES (Cont'd) | | | |
| JASC | Item | Explanation | |

| | | | | |
|-------------|------------|---|--|--|
| 3444 | -03 | (O) Procedure to meet proviso | | |
| 3445 | -01 | (M) Maintenance procedure to deactivate and secure system. | | |
| 3445 | -02 | (M) Maintenance procedure to deactivate and secure system. (O) Procedure to meet proviso | | |
| 3461 | -01 | (O) Procedure to meet proviso. | | |
| 3461 | -02 | (O) Procedure to meet proviso. | | |
| 3461 | -04 | (O) Procedure to meet proviso. | | |
| 6321 | -01 | (M) Maintenance procedure to deactivate and secure system. | | |
| 6321 | -02 | (M) Maintenance procedure to deactivate and secure system. | | |
| 6540 | -01 | (O) Procedure to meet proviso. | | |
| 6540 | -02 | (O) Procedure to meet proviso. | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 21-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 21. AIR CONDITIONING | | | | | | |
|-----------------------------|---|----------|----------|----------|--|--|
| 2121-01 | Center Console Cooling Fans | C | 2 | 1 | | |
| 2121-02 | Left Hand Rack Cooling Fans | C | 2 | 1 | | |
| 2121-03 | Right Hand Rack Cooling Fans | C | 2 | 1 | | |
| 2121-04 | Cockpit Vent Fan or Cockpit Evaporator Fan (For aircraft equipped with air conditioning system) | C | 1 | 0 | (M) May be inoperative provided 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) | C | 1 | 0 | (M) May be inoperative provided fan is deactivated and secured, AND 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. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 22-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 22. AUTO FLIGHT | | | | | | |
|------------------------|--|----------|----------|----------|--|--|
| 2200-01 | Flight Control Computer | B | 2 | 1 | May be inoperative for VFR operations only. One PSAS and the same side AP must be 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) Cyclic and rudder trim must be operational. Vne is 120 KIAS. Secure failed PSAS by securing hydraulic power to the related SAS on the AFCS panel. | |
| 2213-01 | Flight Director Mode Select Panel | C | 2 | 1 | | |
| 2216-01 | Yaw Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations provided Yaw Trim Release and Force Gradient must be operational. | |
| 2216-02 | Pitch Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations, AND Pitch Trim Release and Force Gradient must be operational. | |
| 2216-03 | Roll Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations, AND Roll Trim Release and Force Gradient must be operational. | |
| 2216-04 | Collective Trim Actuator | B | 1 | 0 | May be inoperative for VFR operations, AND Collective Trim Release and Force Gradient must be operational. | |
| 2250-01 | Active Vibration Control (AVC) System | D | 1 | 0 | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 23-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 23. COMMUNICATIONS | | | | | | |
|---------------------------|---|----------------------|----------|---------------|---|--|
| 2300-01 *** | Communication System (Technisonic TFM 550, Maritime Radio NPX-138, SATCOM, etc.) | D | - | - | | |
| 2310-01 *** | HF Com | D C | - | - 1 | Any in excess of those required by 14 CFR may be inoperative. May be inoperative while conducting operations that require two Long Range Communication System (LRCS), provided: a) SATCOM (High or Low Gain) Data Link system operates normally, AND b) SATCOM Data Link communications operates normally over the intended route of flight. | |
| 2311-01 *** | UHF Communications System | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 2312-01 | VHF Communications System | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 2320-01 *** | Flight Following Systems (Outerlink, Blue Sky D1000, etc.) | D | - | - | | |
| 2340-01 | Audio Control Panel | C | 3 | 2 | Pilot and copilot audio control panels must be operational. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 23-2 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 23. COMMUNICATIONS (Cont'd) | | | | | | |
|------------------------------------|--|----------|----------|----------|---|--|
| 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 | Cabin Public Address (PA) System | C | 1 | 0 | (O) May be inoperative provided: a) PA not required by 14 CFR, b) Alternate emergency procedures and/or operating restrictions are established and utilized. | |
| 2340-04 *** | Passenger Compartment Intercommunications System (Including Pre-recorded Passenger Briefing System, and Air to Ground Telephone) | D | - | 0 | (O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and utilized. | |
| 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, OR One RTU and Radio Guard Panel are 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. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 23-3 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 23. COMMUNICATIONS (Cont'd) | | | | | | |
|--------------------------------------|--|----------|----------|----------|---|--|
| 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 | | |
| 2370-01 (PL 29) (PL 87) | Cockpit Voice Recorder (CVR) (Combined CVR/FDR Unit) | A | 1 | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days. | |
| | | C | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 24-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 24. ELECTRICAL POWER | | | | | | |
|-----------------------------|--------------------------|----------|----------|----------|---|--|
| 2421-01 | AC Generator | B | 2 | 1 | (M) 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 | (M) 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 | D | 1 | 0 | | |
| 2440-02 | DC External Power | D | 1 | 0 | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 25-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 25. EQUIPMENT/FURNISHINGS | | | | | | |
|----------------------------------|---|----------|---|----------|---|--|
| 2500-01 (PL-116) | NEF Items | - | - | 0 | May be inoperative, damaged or missing provided 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 flight crew and included in the operator's appropriate document. | |
| 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 two flight days. | |
| 2520-02 *** | Passenger Seat(s) | C | - | - | Passenger Seat(s) may be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded, " DO NOT OCCUPY ". | |
| 2520-03 | Passenger Seat Harness | C | - | - | One for each occupied seat. If harness is inoperative or missing, seat must be blocked and placarded " DO NOT OCCUPY ". | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 25-2 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 25. EQUIPMENT/FURNISHINGS | | | | | | |
|----------------------------------|---------------------------|----------|----------|----------|--|--|
| 2520-05 *** | EMS Equipment | C | - | 0 | May be inoperative provided system is deactivated and secured, and/or (O) Procedures may be required and included in the air carrier's appropriate document. | |
| 2550-01 *** | Cargo Hook System | D | - | 0 | | |
| 2550-02 *** | Cargo Winch System | D | - | 0 | | |
| 2550-03 *** | Cargo Ramp System | C | - | 0 | (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. | |
| 2550-04 | 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. | |
| 2550-05 *** | Rescue Hoist | D | - | 0 | | |
| 2560-01 | First Aid Kit | D | - | - | Any in excess of those required by 14 CFR may be incomplete or missing, provided required distribution is maintained. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 25-3 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 25. EQUIPMENT/FURNISHINGS (Cont'd) | | | | | | |
|---|--|----------|---|----------|---|--|
| 2562-01 *** (PL-120) | Emergency Locator Transmitter (ELT) | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. (M) May be inoperative, provided: a) System is deactivated, b) Repairs are made within 90 days. May be missing, provided repairs are made within 90 days. (M) Any in excess of those required by 14 CFR may be inoperative, provided system is deactivated. Any in excess of those required by 14 CFR may be inoperative or missing. | |
| | Survival Type ELTs | A | - | 0 | | |
| | Fixed ELTs | A | - | 0 | | |
| | | D | - | - | | |
| | | D | - | - | | |
| 2562-02 *** | Automatically Deployable Emergency Locator Transmitter | C | - | 0 | As required by 14 CFR. | |
| 2564-01 *** | Life Raft(s) including External Life Raft System | D | - | 0 | As required by 14 CFR. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 26-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 26. FIRE PROTECTION | | | | | | |
|----------------------------|--|----------|----------|----------|---|--|
| 2611-01 *** | Baggage Compartment Smoke Detector | C | 1 | 0 | May be inoperative provided: a) Compartment is empty, or b) Cargo is limited only to non-combustible materials. | |
| 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. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 28-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 28. FUEL | | | | | | |
|-----------------------|-------------------------------------|----------|----------|----------|---|--|
| 2800-01 | Pressure Refuel/Defuel System | D | - | - | | |
| 2800-02 *** | Auxiliary Fuel System | C | - | 0 | (O) May be inoperative provided flight is not predicated on use of fuel from the auxiliary system. 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. | |
| 2841-01 | Fuel Quantity Gauging System (FQGS) | A | 1 | 0 | (O) May be inoperative provided: a) Each sponson is filled full and visually confirmed full, b) A fuel management procedure is established (monitoring of fuel flow vs. flight time), and c) Repair must be completed prior to next flight day. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 30-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 30. ICE AND RAIN PROTECTION | | | | | | |
|------------------------------------|--|----------|----------|----------|--|--|
| 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 | D | 1 | 0 | | |
| 3040-03 | Windshield Heater System | C | 2 | 0 | May be inoperative provided operations are not conducted in conditions which require windshield heat. | |
| 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 | | |
| | | D | 2 | 0 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 30-2 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 30. ICE AND RAIN PROTECTION (Cont'd) | | | | | | |
|---|---|----------|----------|----------|---|--|
| 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 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |
| | | D | 2 | 0 | | |
| 3060-05 *** | Outside Air Temperature (OAT) Input to Rotor Ice Protection System (RIPS) | C | 2 | 1 | System may be inoperative provided aircraft is not flown into known or forecast icing conditions. | |
| | | D | 2 | 0 | | |
| 3060-06 *** | Main Rotor Deice Slip Ring Bearing | A | 2 | 1 | May be inoperative for 10 flight hours. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 31-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 31. INSTRUMENTS | | | | | | |
|---------------------------|--|----------|----------|----------|---|--|
| 3120-01 | Digital Clock | D | 1 | 0 | May be inoperative provided an alternate method of time keeping is available in the cockpit. | |
| 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) | C | 1 | 0 | | |
| 3130-02 (PL 29) | Flight Data Recorder (FDR) (Combined CVR/FDR Unit) | C | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| | | A | - | 0 | May be inoperative provided: a) Cockpit Voice Recorder (CVR) operated normally, and b) Repairs are made within three flight days. | |
| 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 | Repair 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 | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 31-2 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 31. INSTRUMENTS (Cont'd) | | | | | | |
|---------------------------------|--|----------|------------|----------|---|--|
| 3160-02 | Multifunction Display (MFD) | C | 4/5 | 4 | Both outboard MFDs must be functional. | |
| 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. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 32-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 32. LANDING GEAR | | | | | | |
|-------------------------|---|----------|----------|----------|--|--|
| 3212-01 *** | Helicopter Flotation System | C | - | 0 | As required by 14 CFR. | |
| 3230-01 | Extension and Retraction System | C | 1 | 0 | (M) May be inoperative provided: a) Gear is secured down (pinned), b) Control lever is covered and placarded, (O) May be inoperative provided climb and cruise performance is considered. | |
| 3230-02 | Landing Gear Emergency Extension System | C | 1 | 0 | (M) May be inoperative provided: a) Gear is secured down (pinned), b) Control lever is covered and placarded, (O) May be inoperative provided 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) May be inoperative provided: a) Gear is secured down (pinned), b) Control lever is covered and placarded, (O) May be inoperative provided climb and cruise performance is considered. | |
| 3260-02 | Landing Gear Position Warning System | C | 1 | 0 | (M) May be inoperative provided: a) Gear is secured down (pinned), b) Control lever is covered and placarded, (O) May be inoperative provided climb and cruise performance is considered. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 33-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 33. LIGHTS | | | | | | |
|----------------------------|--------------------------------|----------|----------|----------|--|--|
| 3300-01 (PL-127) | 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: 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 flight crew-members eyes, c) Lighting configuration and intensity is acceptable to the flight crew. | |
| 3310-01 | Cockpit Lights | C | - | 0 | Individual lights may be inoperative provided remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which it is provided, b) Positioned so that direct rays are shielded from crewmembers eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. | |
| 3310-02 | Cockpit Flood Light | C | 1 | 0 | May be inoperative: a) For day operation, OR b) Cockpit instrument lighting is operable. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|--|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 33-2 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 33. LIGHTS (Cont'd) | | | | | | |
|----------------------------|---|----------|----------|----------|--|--|
| 3310-03 | Utility Lights | D | 2 | 0 | | |
| 3320-01 | Cabin Lights | C | - | - | May be inoperative: a) For day operation OR b) Operative lights are sufficient to clearly illuminate the cabin area. | |
| 3320-02 | Passenger Reading Lights | D | - | 0 | | |
| 3320-03 *** | Cabin Signs (Fasten Seat Belt & No Smoking Signs) | B | - | 0 | (O) May be inoperative provided: a) Passengers are not carried, OR b) Alternate procedures are used for passenger notification, OR c) Cabin Public Address System is installed and operative. | |
| 3330-01 | Baggage Compartment Light | C | 1 | 0 | | |
| 3340-01 | Position Lights | C | 3 | 0 | Any or all may be inoperative for Day VMC flight. | |
| 3340-02 | Landing Light(s) | C | 2 | 0 | As required by 14 CFR. | |
| 3340-03 *** | Lower Anti-Collision Light | C | - | 0 | | |
| 3340-04 | Controllable Search Light | C | 1 | 0 | | |
| 3340-05 | Cargo Loading Light | C | 1 | 0 | | |
| 3340-06 *** | Airstair Lights | C | - | 0 | | |
| 3340-07 *** | Rotor Head Inspection Light | C | - | 0 | | |
| 3340-08 *** | Logo Lights | D | - | 0 | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|--|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 33-3 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 33. LIGHTS (Cont'd) | | | | | | |
|----------------------------|--|----------|----------|----------|---|--|
| 3340-09 *** | Rescue Hoist Light | D | - | 0 | | |
| 3340-10 *** | Cargo Hook Light | D | - | 0 | | |
| 3340-11 *** | High Powered Search Lights (i.e. Nightsun Spectrolab, etc.) | D | - | 0 | | |
| 3340-12 *** | Pulse/Strobe Lights | D | - | 0 | | |
| 3340-13 *** | Formation Lights | D | - | 0 | | |
| 3350-01 *** | Cabin Emergency Lights | C | - | 0 | May be inoperative for day operations OR For night operations without cabin occupants. | |
| 3350-02 *** | Helicopter Emergency Egress Lighting System (HEELS) | C | - | 0 | | |
| 3350-03 *** | Emergency Flood Lights | C | 6 | 0 | May be inoperative for day operations. | |
| 3350-04 *** | Floor Emergency Lights | C | - | 0 | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 34-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 34. NAVIGATION | | | | | | |
|-----------------------|--|----------|----------|----------|--|--|
| 3400-01 *** | Digital Maps | D | - | 0 | | |
| 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 day VFR operations only, provided both AHRS are operational. | |
| 3423-01 | Standby Magnetic Compass | C | 1 | 0 | May be inoperative for day VFR operations only, provided both AHRS are operational. | |
| 3430-01 *** | Forward Looking Infrared (FLIR) | D | - | - | | |
| 3431-01 | VOR / ILS System | C | 2 | 0 | As required by 14 CFR. | |
| 3432-01 | Glide Slope System | C | 2 | 0 | As required by 14 CFR. | |
| 3434-01 | Marker Beacon Receiver | C | 2 | 0 | As required by 14 CFR. | |
| 3442-01 | Weather Radar | C | 1 | 0 | As required by 14 CFR. | |
| 3444-01 | Radar Altimeter System(s) | C | - | 0 | | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 34-2 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 34. NAVIGATION (Cont'd) | | | | | | |
|----------------------------------|---|----------|----------|----------|--|--|
| 3444-02 | Enhanced Ground Proximity Warning System (EGPWS) 1) EGPWS Function | B | 1 | 0 | <p>(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.</p> <p>(O) May be inoperative provided:</p> <ul style="list-style-type: none"> 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. | |
| | 2) Aural Warning | A | 1 | 0 | | |
| 3444-03 *** (PL-54) | Terrain Awareness and Warning System (TAWS) (EGPWS) | C | 1 | 0 | <p>(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.</p> | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 34-3 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 34. NAVIGATION (Cont'd) | | | | | | |
|----------------------------------|---|----------|----------|----------|---|--|
| 3445-01 *** (PL-32) | Traffic Alert and Collision Avoidance System (TCAS I) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and secured, 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, c) Enroute or approach procedures do not require its use. |
| 3445-02 (PL-32) | Traffic Alert and Collision Avoidance System (TCAS II) | B | - | 0 | (M) May be inoperative provided: a) System is deactivated and secured, 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, 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, b) TA and RA audio function is operative on flying pilot side. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|--|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 34-4 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 34. NAVIGATION (Cont'd) | | | | | | |
|--------------------------------|--|----------|----------|----------|--|--|
| 3445-02 (Cont'd) | 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, 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, 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 | | |
| 3451-01 *** | DME | C | - | - | As required by 14 CFR. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 34-5 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 34. NAVIGATION (Cont'd) | | | | | | |
|--------------------------------|--|----------|---|----------|---|--|
| 3452-01 (PL-76) | Transponders & Automatic Altitude Reporting Systems | B | - | 0 | May be inoperative, provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight. | |
| *** | 1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR | D | - | 1 | Any in excess of those required by 14 CFR may be inoperative. | |
| *** | 2) ADS-B Squitter Transmission | A | - | 0 | May be inoperative, provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit. | |
| *** (PL-105) | | A | - | 0 | May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 34-6 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 34. NAVIGATION (Cont'd) | | | | | |
|-----------------------------------|--|----------|----------|----------|--|
| 3452-02 *** (PL-105) | Automatic Dependent Surveillance- Broadcast (ADS-B) System | D | - | 0 | May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment. |
| | 1) Cockpit Display and Traffic Information (CDTI) | D | - | 0 | NOTE: Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used. |
| | 2) CDTI Control Panel | D | - | 0 | May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew. |
| | 3) Data Link Transmitter(s) | D | - | 0 | NOTE: In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section. |
| | 4) Data Link Receivers | D | - | 0 | |
| 5) ADS-B Applications | D | - | 0 | | |
| 3454-01 | VOR | D | - | 0 | One or more may be inoperative for VFR over routes navigated by ground reference, or as required by 14 CFR. |
| 3455-01 | ADF | D | - | 0 | One or more may be inoperative for VFR over routes navigated by ground reference, or a As required by 14 CFR. |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | |
|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 34-7 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 34. NAVIGATION (Cont'd) | | | | | | |
|----------------------------------|--|----------|---|----------|---|--|
| 3457-01 | Navigation System (GPS) (B- or P-RNAV Equipment) | C | - | - | As required by 14 CFR. | |
| 3461-01 *** (PL-98) | Flight Management System (FMS) | C | - | - | (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified. | |
| 3461-02 *** (PL-98) | Navigation Management System (NMS) | C | - | - | (O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified. | |
| 3461-03 | FMS Data Loader | D | - | 0 | | |
| 3461-04 *** | Electronic Flight Bag | D | - | 0 | (O) May be inoperative provided current Aeronautical Charts and Publications are used. | |

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

| | | | | | |
|-------------------------------------|------------------------------|------------------------------------|------------------|----------|--|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 49-1 | | |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | | | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS & EXCEPTIONS | | | |
| 49. AIRBORNE AUXILIARY POWER | | | | | |
| 4940-01 | APU Accumulator Hand Pump | D | 1 | 0 | |

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| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | | PAGE NO. 52-1 | | |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | | | | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | | |
| | | 4. REMARKS & EXCEPTIONS | | | | |
| 52.DOORS | | | | | | |
| 5270-01 | Door Warning Systems | C | 1 | 0 | May be inoperative provided it is determined through visual check that the doors are closed and latched prior to flight. | |

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

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| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 63-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 63. MAIN ROTOR DRIVE | | | | | | |
|-----------------------------|----------------------------|----------|----------|----------|--|--|
| 6321-01 | Rotor Brake System | C | 1 | 0 | (M) May be inoperative provided: a) Maintenance inspection determines Rotor Disc is free, and b) System is deactivated and secured. | |
| 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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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

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|--------------------------------|--------------------------|------------------------------------|------------------|
| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 65-1 |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | |
| | | 4. REMARKS & EXCEPTIONS | |

| 65. TAIL ROTOR DRIVE | | | | | | |
|-----------------------------|---------------------------------------|----------|----------|----------|--|--|
| 6540-01 | Intermediate Gearbox Oil Level Sensor | C | 1 | 0 | (O) May be inoperative provided oil level is checked prior to engine start. | |
| 6540-02 | Tailrotor Gearbox Oil Level Sensor | C | 1 | 0 | (O) May be inoperative provided oil level is checked prior to engine start. | |

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FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

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| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | | PAGE NO. 73-1 | |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | | | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS & EXCEPTIONS | | | |
| 73. ENGINE FUEL AND CONTROL | | | | | |
| 7331-01 | Fuel Flow Indicating System | C | 2 | 0 | |

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MASTER MINIMUM EQUIPMENT LIST**

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| AIRCRAFT: S-92A | | REVISION NO. 2 DATE: 04/28/2014 | PAGE NO. 76-1 | | |
| JASC SYSTEM & TITLE | | 1. REPAIR CATEGORY | | | |
| JASC CODE & ITEM NO. | COMPONENT DESCRIPTION | 2. NUMBER INSTALLED | | | |
| | | 3. NUMBER REQUIRED FOR DISPATCH | | | |
| | | 4. REMARKS & EXCEPTIONS | | | |
| 76. ENGINE CONTROLS | | | | | |
| 7600-01 | OEI Training System | D | 1 | 0 | |