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Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 3
Date: 11/08/2019

Leonardo S.p.A **A109S (H7EU)**

Steven R. Weaver, Chair
Flight Operations Evaluation Board (FOEB)

Federal Aviation Administration (FAA)
Rotorcraft and Powered Lift Branch
10101 Hillwood Parkway
Fort Worth, Texas 76177

Telephone: (817) 222-5270
Fax: (817) 222-5295
Email: 9-AVS-AFS-100@faa.gov

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NOTE 1: This MMEL also incorporates relief for part 91 operations.

NOTE 2: This revision incorporates Trekker Kit, P/N 109G000F01-101.

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LOG OF REVISIONS

REV NO.	DATE	PAGE NO.
Original	04/29/2009	Original issue.
1	01/29/2014	Changed to JASC code and Incorporation of Policy Letter for Global Change.
2	03/22/2014	Changed to JASC code and Incorporation of Policy Letter for Global Change.
3	11/08/2019	ALL PAGES.

HIGHLIGHTS OF CHANGE

This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and Definitions are available for download or viewing at:

Joint Aircraft System/Component (JASC) Code Table and Definitions.

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

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

The following changes are the Highlights of Changes for **Revision 3**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on **4/12/2019**.

PAGE NO.	JASC ITEM	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.
-	-	Updated Cover Page to reflect Revision 3; changed name from AgustaWestland S.p.A AW109S to Leonardo A109S in accordance with TCDS, revision 27, dated 6/21/2018.
I	-	Updated Table of Contents and Control Page pages to reflect Revision 3 (added NOTE 1 and NOTE 2).
II	-	Updated Log of Revision pages to reflect Revision 3.
III thru VIII	-	Updated the Highlights of Change pages to reflect Revision 3 and added FOEB date in accordance with the new FAA MMEL template.
IX	-	Combined Definitions and Preamble and added FSIMS Link.
X thru XIX	-	Revised Guidelines to include Item description.
NOTE	ALL pages	This revision validates the FAA MMEL against the EASA Leonardo Helicopters, Revision E, dated 2/2018.
21-1	2100-01	Revised description (added Integrated ECS); changed number installed to “1”; revised proviso and added NOTE.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
21-1	2140-01	Revised description (added System); revised proviso and added NOTE.
22-1	2200-01	Added PL-101 to provide partial STC relief for new autopilots.
22-1	2210-01	Added (O) procedure and revised provisos.
22-2	2210-01	Added Trekker Kit relief
22-2	2210-02	Revised proviso.
22-2	2210-03	Added relief for Flight Director.
23-1	2300-01	Moved FM Communication relief to 2312-02 in accordance with JASC.
23-1	2300-02	Revised proviso.
23-1	2300-03	Revised description (added Cordless and for); changed number relief to D; changed number installed to "1" and revised proviso.
23-1	2300-04	Added relief for Co-Pilot Audio Controller.
23-1	2300-05	Added relief for Cockpit Headsets/Helmets.
23-1	2300-06	Added relief for Cabin/Crew Headsets/Helmets.
23-1	2300-07	Added relief for Passenger Headsets.
23-1 and 2	2310-01	Revised relief for HF Communications in accordance with PL-106.
23-2	2311-01	Revised relief for UHF Communication in accordance with PL-95.
23-2	2312-01	Revised relief for VHF Communication in accordance with PL-95 (Revised proviso (added par 2): Added relief for Trekker Kit P/N 109G0000F01-101 only)
23-3	2312-02	Changed number required for dispatch to (-) and revised provisos.
23-3	2340-01	Revised relief for Passenger Address System (PA) in accordance with PL-9.
23-3	2340-02	Revised relief for Cabin Speaker (removed from item 2340-01).
24-1	2422-01	Added relief for Trekker Kit and revised proviso.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
24-2	2422-02	Deleted Heated Windshields, since relief not available for this model (correction).
24-2	2435-01	Revised description (removed Starter/) and revised provisos.
24-2	2440-01	Changed relief to C (correction) and added proviso (missing).
25-1	2500-01	Added (**); removed PL reference since no longer published on FSIMS and added D relief (missing).
25-1	2510-01	Revised description (added excluding pilot); changed number installed to (-); changed number required for dispatch to 0 and revised proviso.
25-1 and 2	2520-01	Added relief for Passenger Seats in accordance with PL-79, to replace 2510-01 and 2520-02.
25-2	2520-02	Moved Passenger Seat Belts and/or Shoulder harness relief to 2520-01 since already included in PL-79.
25-2	2550-01	Revised description (added Primary and Hook); changed relief to D (correction); change number installed to "1" and added (M)(O) procedures and proviso (missing).
25-2	2550-02	Added relief for Secondary Cargo Hook System.
25-2	2550-03	Added relief for Cargo Restraint Systems in accordance with PL-100.
25-2	2550-04	Revised description (added Rescue and System).
25-3	2560-01	Revised description (added Emergency and removed Helicopter).
25-3	2560-02	Revised relief for FAK in accordance with PL-73.
25-3	2560-03	Revised description (changed EMS to HAA); separated (M)(O) procedures and revised provisos.
25-3 and 4	2562-01	Revised relief for ELTs in accordance with PL-120.
25-4	2562-02	Moved Survival Type ELT relief to 2562-01 in accordance with PL-120.
25-4	2562-03	Moved Fixed ELT relief to 2562-01 in accordance with PL-120.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
26-1	2610-01	Deleted Baggage Smoke Detector, since relief not available for this model (correction).
26-1	2620-01	Revised description (removed Category A reference); changed relief to C (correction), since system not required for 14 CFR part 27; revised proviso and added NOTE.
26-1	2622-01	Revised relief for Portable Fire Extinguisher in accordance with PL-75.
27-1	2700-01	Deleted Force Trim System, since relief not available for this model (correction).
28-1	2822-01	Added proviso (missing).
28-1	2822-02	Added (O) procedure and revised proviso.
28-1	2844-01	Deleted Fuel Pressure Indicator, since relief not available for this model (correction).
30-1	3030-01	Revised description (removed Heating or Indicating and "s" from System); deleted 1 st C relief (correction); changed relief to A (correction); changed number installed to "2"; added (M)(O) procedures and revised provisos.
30-1	3040-01	Revised description (removed "s"); changed number installed to "1"; added (O) procedure for consistency (ref. 3030-01); revised proviso and deleted 2 nd C relief (correction).
31-1	3120-01	Revised description (removed all but Clock); changed number required for dispatch to (-); revised proviso and DELETED 2 nd C relief (correction).
31-1	3120-02	Deleted Elapsed Timer, since relief not available for this model (correction).
31-1	3120-03	Revised relief for CVRs in accordance with PL-87.
31-1 thru 2	3130-01	Added relief for Emergency Flotation System.
32-1	3212-01	Added (O) procedure for proviso b) (correction).
32-1	3230-01	Added (O) procedure for proviso b) (correction).
32-1	3260-01	Added (O) procedure for proviso b) (correction).
32-1	3260-02	Added (O) procedure for proviso b) (correction).
32-1	3260-03	Added (O) procedure for proviso b) (correction).

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
33-1	3300-01	Revised relief for NVG Compatible Lighting System in accordance with PL-127.
33-1	3310-01	Added relief for Cockpit/Flight Compartment and Instrument Lighting System(s) in accordance with PL-77.
33-2	3310-02	Deleted 1 st C relief (correction) and revised proviso for 2 nd C relief.
33-2	3320-01	Revised relief for Passenger Notice System in accordance with PL-123.
33-2	3340-01	Revised description (added Navigation and removed System); changed number installed to (-); changed number required for dispatch to (-) and revised proviso.
33-2	3340-02	Revised description (added "s" and removed System); changed relief to C, since not required for day; changed number installed to (-); changed number required for dispatch to (-) and revised proviso.
33-2	3340-03	Changed number required for dispatch to (-); revised proviso and added 2 nd C relief.
33-2	3340-04	Added relief for Gimballed Searchlight.
33-2	3340-05	Added relief for Steerable Searchlight.
33-3	3340-06	Added relief for Taxi Lights.
33-3	3340-07	Changed number installed to "1" and revised proviso.
33-3	3340-08	Deleted External Utility Light(s), since relief not available for this model (correction).
33-3	3340-09	Revised description (added "S"); changed relief to D, since not required by 14 CFR and added proviso (missing).
33-3	3340-10	Deleted Supplemental Lighting System, since relief already provided with PL-127 (see item 3300-01).
34-1	3411-01	Revised description and proviso per 14 CFR.
34-1	3412-01	Revised description (added Probe) and revised provisos.
34-1	3413-01	Revised proviso and added 2 nd B relief.
34-1	3414-01	Changed proviso to "As required by 14 CFR".
34-1	3420-01	Added 2 nd B relief.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-1	3421-01	Added (***) ; changed relief to D and revised proviso since not required by 14 CFR for part 27.
34-2	3424-01	Added relief for VGs.
34-3	3434-01	Revised proviso.
34-3	3442-01	Added C, -, 0 (missing).
34-3 and 4	3444-01	Revised description (added Radar); changed relief to A for standardization; changed number installed to (-); added (M)(O) procedures; revised provisos and added D relief for Other than Air Carrier Operations.
34-4	3444-02	Deleted for TAWS, since not recommended for helicopters.
34-4	3444-03	Added relief for HTAWS.
34-4 thru 6	3445-01	Added (O) procedure for TCAS I and II, for enroute procedures, for standardization.
34-6	3451-01	Revised relief for DME in accordance with PL-03.
34-7	3452-01	Revised relief for ATC Transponders in accordance with PL-76.
34-7 thru 9	3452-02	Revised relief for ADS-B in accordance with PL-105.
34-10	3456-01	Added relief for GPS.
34-10	3460-01	Changed relief to D, since not required by 14 CFR and revised proviso.
34-10	3461-01	Revised relief for Navigational Database in accordance with PL-98.
34-10	3461-02	Moved FMS relief to 3461-01 in accordance with PL-98.
34-10	3461-03	Moved NMS relief to 3461-01 in accordance with PL-98.
35-1	3500-01	Revised description (added (Crew and Passengers)) and revised proviso.
45-1	4500-01	Added relief for FDMS.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
52-1	5270-01	Deleted relief for External Power Door Caution Light, since already included with Item 5270-03.
52-1	5270-02	Revised description (added Cockpit/Cabin and Alert and removed Caution Light); added (O) procedure and revised proviso.
52-1	5270-03	Revised description (added /Nose and Alert and removed Caution Light); added (O) procedure and revised proviso.
63-1	6321-01	Revised proviso a).
77-1	7110-01	Deleted Tachometer Indication, since required by CFR.

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DEFINITIONS AND PREAMBLE

Definitions

Refer to the current FAA MMEL Policy Letter 25, MMEL and MEL Definitions, found on the FAA Flight Standards Information Management System (FSIMS) website.

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 Flight Standards Information Management System (FSIMS) website.

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GUIDELINES FOR (M) AND (O) PROCEDURES

The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate (STC) 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
2100-01 Integrated ECS (Environmental Control System)	(M) Procedure for maintenance to ensure system is deactivated and secured. Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs' toggle-switches. Deactivate and secure the SOVs in closed position. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches: <ul style="list-style-type: none"> • Get access to the proper panel and remove it, • Disconnect, isolate, and stow (secure) the proper connectors, and • Restore the panel and tag the inoperative toggle-switches.
2100-02 Air Conditioner Freon	(M) Procedure for maintenance to ensure system is deactivated and secured.
2140-01 Heater System	(M) Procedure for maintenance to ensure system is deactivated and secured. Deactivate and secure the system by disconnecting and tagging accordingly the related toggle-switches, including the SOVs' toggle-switches. Deactivate and secure the SOVs in closed position. Refer to the Maintenance Manual to determine and locate the proper toggle-switches. To disconnect the toggle-switches: <ul style="list-style-type: none"> • Get access to the proper panel and remove it, • Disconnect, isolate, and stow (secure) the proper connectors, and • Restore the panel and tag the inoperative toggle-switches.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2210-01 Stability Augmentation System (SAS) 1) Trekker Kit P/N 109G0000F01-101	<p>(M) Procedure for maintenance to ensure the inoperative SAS is deactivated and secured.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p> <p>(O) Procedure for crew to ensure the RFM limitations applicable in case of failure\loss of one SAS during flight, and relevant airspeed limitation referenced therein, are complied with.</p> <p>(M) Procedure for maintenance to ensure both SASs are deactivated and secured.</p> <p>(M) Procedure for maintenance to ensure both SASs are deactivated and secured.</p> <p>(O) Procedure for crew to ensure all the RFM limitations applicable in case of AFCS OF, including the relevant airspeed limitation referenced therein, are complied with.</p>
2310-01 (PL-106) High Frequency Communications Systems (HF)	<p>(O) Procedure for crew to ensure SATVOICE services are available as an 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.</p>
2340-01 (PL-9) Passenger Address System (PA)	<p>(O) Procedure for crew to ensure alternate, normal, and emergency procedures and/or operating restrictions are established and used.</p>
2340-02 Cabin Speaker	<p>(O) Procedure for crew to ensure alternate, normal, and emergency procedures and/or operating restrictions are established and utilized.</p>
2422-01 Inverters 1) Trekker Kit P/N 109G0000F01-101	<p>(O) Procedure for crew to ensure all the RFM limitations applicable in the case of failure\loss of one SAS during flight, including the relevant airspeed limitation referenced therein, are complied with.</p> <p>(O) Procedure for crew to ensure all the RFM limitations applicable in case of AFCS OFF, including the relevant airspeed limitation referenced therein, are complied with.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2435-01 Generator	<p>(M) Procedure for maintenance to ensure the inoperative generator is deactivated and secured and the GEN CNT caution is not displayed.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p>
2500-01 Nonessential Equipment and Furnishings (NEF) Items	<p>(M)(O) Procedures, if required, must be available to maintenance/crew and included in the operator's appropriate document.</p>
2520-01 (PL-79) Passenger Seats 1) Seat Belt/Air Bag Restraint Systems b) Seat Belt/Air Bags Not Required by 14 CFR	<p>(M) Procedure for maintenance to ensure the inoperative or disconnected seat belt operates normally.</p>
2550-01 Primary Cargo Hook System	<p>(M) Procedure for maintenance to ensure the primary cargo hook is stowed, deactivated, and secured.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p> <p>NOTE: Compliance action required for helicopters with cargo hook, P/N 528-010-01, and cargo hook lever, P/N 232-028-00, installed, certificated in any category (Ref. AD 2009-12-07).</p> <p>(O) Procedure for crew to ensure RFM limitations for primary cargo hook operations are complied with.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2550-02 Secondary Cargo Hook System	<p>(M) Procedure for maintenance to ensure the secondary cargo hook is removed from installed location or deactivated and secured.</p> <p>NOTE: Compliance action required for helicopters with cargo hook, P/N 528-010-01, and cargo hook lever, P/N 232-028-00, installed, certificated in any category (Ref. AD 2009-12-07).</p> <p>(O) Procedure for crew to ensure RFM limitations for primary cargo hook operations are complied with.</p>
2550-04 Rescue Hoist System	<p>(M) Procedure for maintenance to ensure the rescue hoist is stowed, deactivated, and secured.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly. Stow hoist cable by fully reeling in it.</p>
2560-03 Helicopter Air Ambulance (HAA) Equipment	<p>(M) Procedure for maintenance to ensure the installation is deactivated, secured, or removed.</p> <p>(O) Procedures may be required and included in the operator's appropriate document.</p>
2562-01 (PL-120) Emergency Locator Transmitter (ELT) Fixed ELT Remote ELT Switch	<p>(M) Procedure for maintenance to ensure system is deactivated and placarded stating "ELT not installed" is placed in view of the pilot.</p> <p>(M) Procedure for maintenance to ensure system is deactivated and placarded stating "ELT not installed" is placed in view of the pilot.</p> <p>(M) Procedure for maintenance to ensure remote ELT switch is deactivated and ELT switch is placed in the ARMED mode.</p>
2620-01 Engine Fire Extinguisher System	<p>(M) Procedure for maintenance to ensure the inoperative system is deactivated and secured.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2822-02 Fuel Boost Pump Caution System	<p>(O) Procedure for crew to ensure fuel pressure indicators are monitored by the flightcrew.</p> <p>The flightcrew shall monitor fuel pressure indications on relevant display to ensure the correct operation of the fuel boost pump system. In case it lowers to "0", flightcrew has to manually switch the crossfeed to X-FEED position, not relying on automatic switching.</p>
3030-01 Pitot Heating Systems	<p>(M) Procedure for maintenance to ensure system is deactivated and secured.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p> <p>(O) Procedure for crew to ensure operations are not conducted in visible moisture or in known or forecast rain conditions when OAT is ≤ 4.0 °C (40 °F).</p>
3040-01 Windshield Wiper System	<p>(O) Procedure for crew to ensure the flight is not operated in known or forecast precipitation for other than night operation and no rain expected during takeoff and landing.</p>
3120-03 Hour Meter	<p>(M)(O) Procedure for maintenance/crew to ensure an approved alternate procedure is used for recording operating hours.</p>
3230-01 Landing Gear Extension/ Retraction System	<p>(M) Procedure for maintenance to ensure the landing gear handle is secured in the down position.</p> <p>Deactivate the landing gear system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.</p> <p>(O) Procedure for crew to ensure RFM airspeed limitations for gear down operations are complied with.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3260-01 Landing Gear Position Indicating System	<p>(M) Procedure for maintenance to ensure the landing gear handle is secured in the down position.</p> <p>Deactivate the landing gear system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.</p> <p>(O) Procedure for crew to ensure RFM airspeed limitations for gear down operations are complied with.</p>
3260-02 Landing Gear Up Caution System (With Radio Altimeter) (Audio/Voice, Visual)	<p>(M) Procedure for maintenance to ensure the landing gear handle is secured in the down position.</p> <p>Deactivate the landing gear system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.</p> <p>(O) Procedure for crew to ensure RFM airspeed limitations for gear down operations are complied with.</p>
3260-03 Landing Gear Emergency Extension System	<p>(M) Procedure for maintenance to ensure the landing gear handle is secured in the down position.</p> <p>Deactivate the landing gear system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly. Use the landing gear control level locking device (P/N 109-0504-39-107) designed for the snow/slump pad or cargo hook kits to stow securely the landing gear handle in down position.</p> <p>(O) Procedure for crew to ensure RFM airspeed limitations for gear down operations are complied with.</p>
3320-01 (PL-123) Passenger Notice System (Passenger Lighted Information Sign)	<p>(O) Procedure for crew to ensure alternate procedures are established and used to notify cabin occupants.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3340-04 Gimballed Searchlight	<p>(M) Procedure for maintenance to ensure the gimballed searchlight is deactivated and secured.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p>
3340-05 Steerable Searchlight	<p>(M) Procedure for maintenance to ensure the steerable searchlight is deactivated and secured.</p> <p>Deactivate the system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p>
3424-01 Vertical Gyro (VG)	<p>(M) Procedure for maintenance to ensure the VG is deactivated and secured.</p> <p>Deactivate the system by pulling the circuit breaker(s) of the related SAS helipilot computer(s) (refer to (M) Procedure for Item 2210-01). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p> <p>(O) Procedure for crew to ensure all the RFM limitations for VFR operations only and applicable in case of failure\loss of one SAS during flight, including the relevant airspeed limitation referenced therein, are complied with.</p> <p>(M) Procedure for maintenance to ensure both VGs are deactivated and secured.</p> <p>(O) Procedure for crew to ensure All the RFM limitations applicable in case of AFCS OFF, including the relevant airspeed limitation referenced therein, are complied with.</p>
3444-01 Radar (Radio) Altimeter System Other than Air Carrier Operations	<p>(O) Procedure for crew to ensure night operation is not performed with NVGs, night off-airport landings, or landings at unimproved areas not conducted.</p> <p>For VFR flight at night, the pilot 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 feet, VFR flight at night is not conducted without adequate visual surface light reference, RFM procedures are followed, and the crew is aware of potential degraded AP performance on ILS GS or LPV vertical guidance.</p> <p>(M) Procedure for maintenance to ensure affected system is deactivated.</p> <p>(O) Procedure for crew to ensure night operation is not performed with NVGs, crew is aware of potential degraded AP performance on ILS GS or LPV vertical guidance, and RFM procedures are followed.</p> <p>(M) Procedure for maintenance to ensure affected system is deactivated.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3445-01 (PL-32) Traffic Alert and Collision Avoidance System (TCAS I)	(M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use. (M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use.
Traffic Alert Collision Avoidance System (TCAS II)	(M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use.
2) Resolution Advisory (RA) Display System(s)	(M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure TA only mode is selected by the crew and enroute or approach procedures do not require its use.
3) Traffic Alert Display System(s)	(O) Procedure for crew to ensure enroute or approach procedures do not require its use.
3451-01 (PL-03) Distance Measuring Equipment (DME)	(M) Procedure for maintenance to ensure system is deactivated and secured.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3452-02 (PL-105) Automatic Dependent Surveillance- Broadcast (ADS-B) System ADS-B Out Extended Squitter Transmissions ADS-B Out UAT Transmissions ADS-B In Transmissions	(O) Procedure for crew to ensure alternate procedures are established and used. (O) Procedure for crew to ensure alternate procedures are established and used and authorization is obtained from ATC facilities having jurisdiction over planned route of flight. (O) Procedure for crew to ensure enroute operations do not require its use and authorization is obtained from ATC facilities having jurisdiction over planned route of flight. (O) Procedure for crew to ensure alternate procedures are established and used.
3461-01 (PL-98) Navigational Database	(O) Procedure for crew to ensure it is not used in a primary navigation system required by 14 CFR, alternate procedures are developed and used, and the ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft.
5270-02 Cockpit/Cabin Door Alert System	(O) Procedure for crew to ensure the affected door is verified closed and latched before each flight.
5270-03 Baggage/Nose Door Alert System	(O) Procedure for crew to ensure the affected door is verified closed and latched before each flight.

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GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
6321-01 Rotor Brake System	<p>(M) Procedure for maintenance to ensure inspection determines rotor disc is free from obstructions and mechanically released and system is deactivated and secured.</p> <p>Get access to the accumulators installed in the nose landing gear bay and discharge the accumulators by pressing relevant red buttons. Caution: the discharge of accumulators causes loss of parking brakes. Suitable measures (wheel chocks) should be taken to ensure helicopter will not move. Get access to the rotor brake body on the rear side of the main transmission and:</p> <ul style="list-style-type: none"> • Disconnect and remove the flexible hose which connects the brake body to the hydraulic circuit, • Seal the hydraulic port on the brake body and the fitting on the hydraulic line with two metallic caps (P/N AN929-4D or equivalent), and • Check that the caliper is not connected to the disc. <p>Deactivate the rotor brake system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p> <p>For A109S Trekker only:</p> <p>Check rotor brake lever is in OFF position. Get access to the rotor brake pump on the right side of the upper deck and check the pressure indication on the pump manometer is "0". Get access to the rotor brake body on the rear side of the main transmission and:</p> <ul style="list-style-type: none"> • Disconnect and remove the flexible hose which connects the brake body to the rotor brake pump, • Seal the hydraulic port on the brake body and the fitting on the hydraulic line with two metallic caps (P/N AN929-4D or equivalent), and • Check that the caliper is not connected to the disc. <p>Deactivate the rotor brake system by pulling the related circuit breaker(s). Refer to the Maintenance Manual to determine and locate the proper circuit breaker(s). Secure the system by locking all the deactivated circuit breakers with lock-out ring AW001YC01RED or equivalent (e.g., Y30700501) and tag accordingly.</p>

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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
2100-01 ***	Integrated ECS (Environmental Control System)	C	1	0	(M) May be inoperative provided that it is deactivate and secured. NOTE: Demisting function guaranteed by ventilation system.	
2100-02 ***	Air Conditioner Freon	C	-	0	(M) May be inoperative provided system is deactivated and secured.	
2140-01 ***	Heater System	C	1	0	(M) May be inoperative provided that it is deactivated and secured. NOTE: Demisting function guaranteed by ventilation system.	

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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2200-01 (PL-101)	Autopilot for Non-Transport Category Aircraft	C	-	0	May be inoperative provided operations do not require its use.	
2210-01 ***	Stability Augmentation System (SAS)	C	2	1	(M)(O) One SAS may be inoperative provided: a) The inoperative SAS is deactivated and secured, b) Operations are limited to VFR only, and c) The RFM limitations for VFR operations only, applicable in case of failure\loss of one SAS during flight, and the relevant airspeed limitation referenced therein, are complied with. NOTE: Following loss of one SAS, the autotrim function is inoperative.	
		C	2	0	(M) Both SAS may be inoperative provided: a) Both SAS are deactivated and secured, and b) VFR operations only are conducted; SAS1, SAS2, and ATT HOLD modes are not engaged. NOTE: Following loss of both SAS, FD modes are not available.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-01 ***	Stability Augmentation System (SAS) (Cont'd)					
1)	Trekker Kit P/N 109G0000F01-101	C	-	0	(M)(O) Both SAS may be inoperative provided: a) Both SAS are deactivated and secured, b) VFR operations only are conducted; SAS1, SAS2, and ATT HOLD modes are not engaged, and c) All the RFM limitations applicable in case of AFCS OFF, including the relevant airspeed limitation referenced therein, are complied with. NOTE: Following loss of both SAS, FD modes are not available.	
2210-02 ***	Attitude Hold	C	1	0	May be inoperative for VFR operations only provided RFM procedures are followed and operating procedures are not depending on its use.	
2210-03 ***	Flight Director	C	1	0	May be inoperative.	

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2300-01	Communications Systems (FM)				Moved to Item 2312-02, Revision 3.	
2300-02	Crew Intercommunication System (ICS)	B	2	1	Co-pilot's ICS may be inoperative for VFR and single pilot operations.	
2300-03 ***	Cordless ICS (For Hoist operators)	D	1	0	May be inoperative for non-human external cargo (NHEC) operations provided hoist operator is not required.	
2300-04 ***	Co-Pilot Audio Controller	D	1	0	May be inoperative for single pilot operations.	
2300-05	Cockpit Headsets/Helmet	C	-	-	Any in excess to those required for each crewmember may be inoperative or missing. NOTE: A spare headset shall be operative for single pilot operations.	
2300-06	Cabin/Crew Headsets/Helmet	C	-	0	May be inoperative provided not required for the intended operations.	
2300-07	Passenger Headsets	D	-	0	May be inoperative or missing.	
2310-01 *** (PL-106)	High Frequency Communications Systems (HF)	D	-	-	Any in excess of those required by 14 CFR may be inoperative provided not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
(Continued)						

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4. REMARKS OR EXCEPTIONS

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2310-01 *** (PL-106)	High Frequency Communications Systems (HF) (Cont'd)	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 an 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 *** (PL-95)	Communications System (UHF)	D	-	-	May be inoperative provided it is not powered by an emergency AC bus, emergency DC bus, battery bus, battery direct bus, or the DC transfer bus and not required for emergency procedures.	
2312-01 *** (PL-95)	Communications System (VHF)	D	-	-	May be inoperative provided it is not powered by an 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		

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23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2312-01 *** (PL-95)	Communications System (VHF) (Cont'd)					
2) ***	Trekker Kit P/N 109G0000F01-101 only	C	-	1	Any in excess to one may be inoperative for VFR operations.	
2312-02 ***	Communications Systems (FM)	D	-	-	May be inoperative provided not powered by an Emergency Bus or equivalent and not required for Emergency Procedures.	
2340-01 *** (PL-9)	Passenger Address System (PA)	C	-	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 station function(s) that operates normally may be used.	
2340-02	Cabin Speaker	C	-	0	(O) May be inoperative provided alternate, normal, and emergency procedures and/or operating restrictions are established and utilized.	
		D	-	0	May be inoperative provided passengers are not carried.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2422-01	Inverters	B	2	1	One may be inoperative for VFR provided SAS1, SAS2, and ATTD HOLD are not engaged.	
1)	Trekker Kit P/N 109G0000F01-101	C	2	1	(O) One may be inoperative provided: a) VFR operations only are conducted, b) Only SAS1 mode is engaged (i.e., SAS2 and ATT HOLD modes are not engaged), and c) All the RFM limitations for VFR operations only and applicable in the case of failure/loss of one SAS during flight, including the relevant airspeed limitation referenced therein, are complied with. NOTE: When one SAS only is engaged, the autotrim function is inoperative.	
		A	2	0	(O) Both may be inoperative for one flight for the purpose of returning directly to a base where repairs or replacements can be made provided: a) VFR operations only are conducted, b) SAS1, SAS2, and ATT HOLD modes are not engaged, and c) All the RFM limitations applicable in case of AFCS OFF, including the relevant airspeed limitation referenced therein, are complied with. NOTE: When both SAS are not engaged, FD modes are not available.	

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24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2422-02 ***	Heated Windshields				Deleted, Revision 3.	
2435-01	Generator	B	2	1	(M) One may be inoperative for VFR other than night provided: a) The inoperative generator is deactivated and secured, and b) GEN CNT caution is not displayed.	
2440-01	DC External Power	C	1	0	May be inoperative.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2500-01 ***	Nonessential Equipment and Furnishings (NEF) Items	D	-	0	May be inoperative, damaged, or missing provided that the item(s) is deferred in accordance with the NEF deferral program. The NEF program, procedures, and processes are outlined in the operator's (insert name) manual. (M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
2510-01	Crewmember Shoulder Harness (Excluding Pilot)	B	-	0	May be inoperative provided affected seat is blocked, placarded, and not occupied	
2520-01 *** (PL-79)	Passenger Seats					
1)	Passenger Seats (Includes all Configurations and Locations)	D	-	0	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/are blocked and placarded "DO NOT OCCUPY". NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative. NOTE 2: Affected seats(s) may include the seat(s) behind and/or adjacent outboard seats. NOTE 3: In case of floor fixing hardware, do not dispatch.	
(Continued)						

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2520-01 (PL-79)	Passenger Seats (Cont'd)					
2)	Seat Belt/Air Bag Restraint Systems					
	a) Seat Belt/Air Bags Required by 14 CFR	D	-	-	May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	
***	b) Seat Belt/Air Bags Not Required by 14 CFR	D	-	-	(M) May be inoperative or disconnected provided seat belt operates normally.	
2520-02	Passenger Seat Belts and/or Shoulder Harness	C	-	0	Moved to Item 2520-01, Revision 3.	
2550-01 ***	Primary Cargo Hook System	D	1	0	(M)(O) May be inoperative provided: a) It is not required for the intended mission, b) It is removed from installed location, deactivated, and secured, and c) RFM limitations for primary cargo hook operations are complied with.	
2550-02 ***	Secondary Cargo Hook System	D	1	0	(M)(O) May be inoperative provided: a) It is not required for the intended mission, b) It is removed from installed location, deactivated, and secured, and c) RFM limitations for primary cargo hook operations are complied with.	
2550-03 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2550-04 ***	Rescue Hoist System	D	1	0	(M) May be inoperative provided it is not required for the intended mission and it is stowed, deactivated, and secured.	

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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2560-01 ***	Emergency Flotation Devices	C	-	0	As required by 14 CFR.	
2560-02 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2560-03 ***	Helicopter Air Ambulance (HAA) Equipment	C	-	0	(M) May be inoperative or missing provided the installation is deactivated, secured, or removed. (O) Procedures may be required and included in the operator's appropriate document.	
2562-01 (PL-120) ***	Emergency Locator Transmitter (ELT)					
***	Survival Type ELT	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELT	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) Repairs are made within 90 days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	
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25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2562-01 (PL-120)	Emergency Locator Transmitter (ELT) (Cont'd)					
***	Fixed ELT (Cont'd)					
		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	Survival Type ELTs				Moved to Item 2562-01, Revision 3.	
2562-03	Fixed ELTs				Moved to Item 2562-01, Revision 3.	

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26. Fire Protection

Sequence No.	Item	1	2	3	4	Change Bar
2610-01 ***	Baggage Smoke Detector				Deleted, Revision 3.	
2620-01 ***	Engine Fire Extinguisher System	C	1	0	(M) May be inoperative provided Category A Operations not conducted and the inoperative system is deactivated and secured. NOTE: Extinguishing systems are optional for part 27.	
2622-01 (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) The inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

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27. Flight Controls						
Sequence No.	Item	1	2	3	4	Change Bar
2700-01	Force Trim System				Deleted, Revision 3.	

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28. Fuel						
Sequence No.	Item	1	2	3	4	Change Bar
2822-01	Airframe Fuel Boost Pump	B	2	1	May be inoperative provided the following fuels are used: JET A, JET A-1, JP-5, JP-8.	
2822-02	Fuel Boost Pump Caution System	B	2	0	(O) May be inoperative provided the fuel pressure indicators are monitored by the flightcrew.	
2844-01	Fuel Pressure Indicator				Deleted, Revision 3.	

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30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Pitot Heating Systems				Deleted, Revision 3.	
		A	2	0	(M)(O) May be inoperative for 10 days provided: a) OAT/free air temperature probe is operative, and b) System is deactivated and secured.	
		A	2	0	(O) May be inoperative for 10 days provided operations not conducted in visible moisture or in known or forecast rain conditions when OAT is ≤ 4.0 °C (39 °F), in VFR.	
3040-01 ***	Windshield Wiper System	C	1	0	(O) May be inoperative provided not operated in known or forecast precipitation for other than night operation if no rain expected during takeoff and landing. Deleted, Revision 3.	

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31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3120-01 ***	Digital Clock	C	-	-	As required by 14 CFR.	
					Deleted, Revision 3.	
3120-02 ***	Elapsed Timer				Deleted, Revision 3.	
3120-03 ***	Hour Meter	D	-	0	(M)(O) May be inoperative provided an approved alternate procedure is used for recording operating hours.	
3130-01 *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	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.	
	Flight Data Recorder (FDR) Installed for an Operator other than a Holder of an Air Carrier or Commercial Operator Certificate					

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31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
	Flight Data Recorder (FDR) System	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	

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32. Landing Gear

Sequence No.	Item	1	2	3	4	Change Bar
3212-01 ***	Emergency Flotation System	C	-	0	As required by 14 CFR.	
3230-01	Landing Gear Extension/Retraction System	C	1	0	(M)(O) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.	
3260-01	Landing Gear Position Indicating System	B	1	0	(M)(O) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for gear down operations are complied with.	
3260-02	Landing Gear Up Caution System (With Radio Altimeter) (Audio/Voice, Visual)	C	1	0	(M)(O) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for Gear down are complied with.	
3260-03	Landing Gear Emergency Extension System	C	1	0	(M)(O) May be inoperative provided: a) Landing gear handle is secured in the down position, and b) RFM airspeed limitations for Gear down are complied with.	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: <ol style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. 	
3310-01 (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: <ol style="list-style-type: none"> a) Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system(s) are positioned so that direct rays are shielded from flightcrew members' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	

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33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3310-02	Overhead Map Lights				Deleted, Revision 3.	
		C	2	0	May be inoperative.	
3320-01 (PL-123)	Passenger Notice System (Passenger Lighted Information Sign)	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
3320-02 ***	Cabin Lighting System	C	-	0	May be inoperative for day operations.	
3340-01	Navigation (Position) Lights	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-02	Anticollision Lights	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-03	Landing Lights	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
		C	-	0	May be inoperative for night operations provided the steerable searchlight is operative.	
3340-04 ***	Gimballed Searchlight	C	-	0	(M) May be inoperative provided: a) Searchlight is deactivated and secured, and b) Not required for the intended flight.	
3340-05	Steerable Searchlight	C	1	0	(M) May be inoperative provided: a) Searchlight is deactivated and secured, and b) Not required for the intended flight.	

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4. REMARKS OR EXCEPTIONS

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3340-06	Taxi Lights	C	-	0	May be inoperative for other than night operations.	
		C	-	0	May be inoperative for night operations provided the landing light is operative.	
3340-07 ***	Strobe Light System	C	1	0	May be inoperative.	
3340-08 ***	External Utility Light(s)				Deleted, Revision 3.	
3340-09 ***	Helicopter Emergency Egress Light System (HEELS)	D	-	0	May be inoperative.	
3340-10 ***	Supplemental Lighting System				Deleted, Revision 3.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3411-01	Altimeter	B	2	1	As required by 14 CFR.	
3412-01	OAT/Free Air Temperature Probe	C	1	0	May be inoperative provided: a) Not required by 14 CFR, and b) Another air temperature indication is available that is convertible to OAT.	
3413-01	Vertical Velocity Indicator	B	2	1	Co-pilot's may be inoperative for single pilot operations.	
		B	2	0	May be inoperative for VFR other than night operations.	
3414-01	Airspeed Indicator	B	2	1	As required by 14 CFR.	
3420-01	Electronic Attitude Direction Indicator (EADI)	B	2	1	Co-pilot's may be inoperative for single pilot VFR.	
		B	2	1	Co-pilot's may be inoperative for IFR provided: a) It is not required by 14 CFR, and b) Standby attitude indicator is installed and operative.	
3421-01 ***	Standby Attitude Indicator	D	1	0	May be inoperative.	
3422-01	Electronic Horizontal Situation Indicator (EHSI)	B	2	1	Co-pilot's may be inoperative for single pilot VFR.	

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4. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3424-01	Vertical Gyro (VG) (Trekker Kit P/N 109G0000F01-101 only)	C	2	1	(M)(O) One may be inoperative provided: a) The inoperative VG is deactivated and secured, b) VFR operations only are conducted, c) All the RFM limitations for VFR operations only and applicable in case of failure\loss of one SAS during flight, including the relevant airspeed limitation referenced therein, are complied with, and d) Should VG1 be inoperative, FD modes are not engaged. NOTE: The autotrim function is inoperative because one SAS only continues to be engaged.	
		C	2	0	(M)(O) Both may be inoperative provided: a) Both VGs are deactivated and secured, b) VFR operations only are conducted, c) SAS1, SAS2, and ATT HOLD modes are not engaged, and d) All the RFM limitations applicable in case of AFCS OFF, including the relevant airspeed limitation referenced therein, are complied with. NOTE: As both SAS are not engaged, FD modes are not available.	
3424-02	Slip-Skid Indicator	B	-	1	Co-pilot's may be inoperative.	
3432-01	Navigation Systems (ILS)	C	-	0	As required by 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3434-01	Marker Beacon	C	-	0	As required by 14 CFR.	
3442-01 ***	Weather Radar System	C	-	0	As required by 14 CFR.	
3444-01	Radar (Radio) Altimeter System	A	-	0	(O)(M) May be inoperative for VFR provided: <ul style="list-style-type: none"> a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or landings at unimproved areas are not conducted, d) For VFR flight at night, the pilot 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 feet, e) VFR flight at night is not conducted without adequate visual surface light reference, f) Crew is aware of potential degraded AP performance on ILS GS or LPV vertical guidance, g) RFM procedures are followed, and h) Repairs are made within 10 flight-days. 	

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- 5. REPAIR CATEGORY
- 6. NO. INSTALLED
- 7. NO. REQUIRED FOR DISPATCH
- 8. REMARKS OR EXCEPTIONS

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-01 ***	Radar (Radio) Altimeter System (Cont'd)					
	Other than Air Carrier Operations	D	-	0	(O)(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Crew is aware of potential degraded AP performance on ILS GS or LPV vertical guidance, d) RFM procedures are followed, and e) Operations do not require its use.	
3444-02 *** (PL-54)	Terrain Awareness and Warning System (TAWS) (EGPWS)				Deleted, Revision 3.	
3444-03 ***	Helicopter Terrain Awareness and Warning System (HTAWS)	C	-	0	As required by 14 CFR.	
***	Other than Air Carrier Operations	D	-	0	May be inoperative provided operations do not require its use.	
3445-01 *** (PL-32)	Traffic Alert and Collision Avoidance System					
1)	TCAS I	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
(Continued)						

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32)	Traffic Alert Collision Avoidance System (Cont'd)					
1)	TCAS I (Cont'd)	C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
2)	TCAS II	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or approach procedures do not require its use.	
3)	Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, and b) TA and RA audio function is operative on flying pilot side.	
(Continued)						

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-01 *** (PL-32)	Traffic Alert Collision Avoidance System (Cont'd)					
4)	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.	
5)	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.	
6)	Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
7)	Airspeed Selection Function	C	-	0		
3446-01 ***	Thunderstorm Detection System	C	-	0	As required by 14 CFR.	
3451-01 *** (PL-03)	Distance Measuring Equipment (DME)	D	-	-	(M) May be inoperative provided: a) Any in excess of those required by 14 CFR may be inoperative, and b) System is deactivated and secured.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-01 *** (PL-76)	ATC Transponders and 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				Moved to Item 3452-02, Revision 3.	
3452-02 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.	
					NOTE: Any ADS-B function that operates normally may be used.	
1)	Cockpit Display and Traffic Information (CDTI)				Deleted, Revision 3.	
2)	CDTI Control Panel				Deleted, Revision 3.	
3)	Datalink Transmitter(s)				Deleted, Revision 3.	
4)	Datalink Receivers				Deleted, Revision 3.	
5)	ADS-B Applications				Deleted, Revision 3.	
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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)	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.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as 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 *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS B function that operates normally may be used.	
3453-01	Navigation Systems (Long Range)	C	-	0	As required by 14 CFR.	
3454-01	Navigation Systems (VOR)	C	-	0	As required by 14 CFR.	

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34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3455-01	Navigation Systems (ADF)	C	-	0	As required by 14 CFR.	
3456-01 ***	Global Positioning System (GPS)	C	-	0	As required by 14 CFR.	
3460-01 ***	Moving Map Display	D	-	0	May be inoperative provided not required for use.	
3461-01 *** (PL-98)	Navigational Database	A	-	0	(O) 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 navigational equipment status of the aircraft, and e) It is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.	
3461-02 *** (PL-98)	Flight Management System (FMS)				Moved to Item 3461-01, Revision 3.	
3461-03 *** (PL-98)	Navigation Management System (NMS)				Moved to Item 3461-01, Revision 3.	

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35. Oxygen						
Sequence No.	Item	1	2	3	4	Change Bar
3500-01 ***	Oxygen Systems and Masks (Crew and Passengers)	C	-	-	Any in excess to those required by 14 CFR may be inoperative or missing.	

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45. Central Maintenance System						
Sequence No.	Item	1	2	3	4	Change Bar
4500-01 ***	Flight Data Monitoring System (FDMS)	C	-	0	As required by 14 CFR.	
***	Other than Air Carrier Operations	D	-	0	May be inoperative provided operations do not require its use.	

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4. REMARKS OR EXCEPTIONS

52. Doors

Sequence No.	Item	1	2	3	4	Change Bar
5270-01	External Power Door Caution Light				Deleted, Revision 3.	
5270-02	Cockpit/Cabin Door Alert System	C	-	0	(O) May be inoperative provided the affected door is verified closed and latched before each flight.	
5270-03	Baggage/Nose Door Alert System	C	-	0	(O) May be inoperative provided the affected door is verified closed and latched before each flight.	

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63. Main Rotor Drive

Sequence No.	Item	1	2	3	4	Change Bar
6321-01 ***	Rotor Brake System	C	-	0	(M) May be inoperative provided: a) Maintenance inspection determines rotor disc is free from obstructions and mechanically released, and b) System is deactivated and secured.	

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77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
7110-01	Tachometer Indication (N ₂ , N _R on IDS)				Deleted, Revision 3.	