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Master Minimum Equipment List (MMEL)

Revision: Original
Date: 04/16/2020

Leonardo S.p.a **AW169 (TCDS R00007RD)**

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NOTE: This MMEL also incorporates relief for Part 91 operations.

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LOG OF REVISIONS

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HIGHLIGHTS OF CHANGE

The following changes are the Highlights of Changes for **Revision Original**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on **08/09/2019**.

| PAGE NO. | EXPLANATION OF CHANGE |
|-----------|--|
| General | Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator's discretion. |
| All Pages | This revision validates the FAA MMEL against the EASA approved MMEL, revision A, dated 07/21/2015. |

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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 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 |
|---|---|
| 1810-01 Circular Forces AVCS | <p>(M) Procedure for maintenance to ensure system is deactivated, locked and secure.</p> <p>Procedures:</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Press the MAINT button. On the BREAKERS – SYSTEM page select the MISC button. Then press the CB CONFIG button, • Lock the AVCS CTRL (to deactivate and secure the controller) and all the AVCS ACT 0/1/N breakers (to deactivate and secure the N CFGs) by pressing the related buttons and verify that the status of the selected breakers change to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the MISC button and verify that the status of the selected breakers is LOCKED (grey). |
| 2100-02 ECS Auto Management Function | <p>(M) Procedure for maintenance to ensure system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure the ventilation system, and heating/air conditioning system (if installed), is operated in back-up mode, and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the ECS Button. Then press the BACK-UP button. <p>NOTE: For deactivation and securing of the air conditioning system see procedure related to the ITEM 2150-01.</p> |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|---------------------------------------|---|
| 2121-01 Cockpit Ventilation Fan | <p>(M) Procedure for maintenance to ensure the fan is deactivated and secured.</p> <p>(O) Procedure for crew to ensure the bulkhead window is OPEN (if installed), and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box, press the BREAKERS Button, • Then press the MAINT button. On the BREAKERS – SYSTEM page select the ECS button, • Then press the CB CONFIG button. Lock the ECS CKPT FAN 1(2) breaker by pressing the related button and verify that the status of the selected breaker change to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the ECS button and verify that the status of the selected breaker is LOCKED (grey). <p>As required check the heating system functioning.</p> <p>NOTE: For deactivation and securing of the air conditioning system see procedure related to the ITEM 2150-01.</p> |
| 1) (With Heating Kit installed) | <p>(M) Procedure for maintenance to ensure the fan is deactivated and secured.</p> <p>(O) Procedure for crew to ensure the bulkhead window is OPEN (if installed).</p> <p>(M) Procedure for maintenance to ensure the fan is deactivated and secured.</p> |
| 2) (With ECS Kit installed) | <p>(M) Procedure for maintenance to ensure air conditioning system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure the heating system is operated in back-up mode.</p> |
| 3) (With Dual ECS Kit installed) | <p>(M) Procedure for maintenance to ensure the fans and air conditioning systems are deactivated and secured.</p> <p>(M) Procedure for maintenance to ensure fans and air conditioning systems are deactivated and secured.</p> <p>(O) Procedure for crew to ensure the heating system is operated in back-up mode, and the bulkhead window is OPEN (if installed).</p> <p>(M) Procedure for maintenance to ensure fans and air conditioning systems are deactivated and secured.</p> <p>(O) Procedure for crew to ensure the heating system is operated in back-up mode.</p> |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--|--|
| 2140-01 Heater Bleed Air Shutoff Valve | <p>(M) Procedure for maintenance to ensure the shutoff valve is deactivated and secured.</p> <p>(O) Procedure for crew to ensure:</p> <ul style="list-style-type: none"> • If shutoff valves (SOVs) failed in closed position, press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button. Then press the MAINT button. On the BREAKERS – SYSTEM page select the ECS button, • Then press the CB CONFIG button. Lock the ECS SOV 1(2) breaker by pressing the related button and verify that the status of the selected breaker change to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the ECS button and verify that the status of the selected breaker is LOCKED (grey). <p>Procedure for verification of the operation of the TCV:</p> <ul style="list-style-type: none"> • With engines running, press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the ECS Button, • Then press more times the - button (through Cold/Warm options) until the hot air from the pedestal gasper in the cockpit is off, and • Press more times the + button (through Cold/Warm options) and verify the hot air is on. |
| 2140-02 Heater Thermal Control Valve | <p>(O) Procedure for crew to ensure both shut-off valves are verified operative, and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • With engines running, press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the ECS Button, • Then press the CLOSE button of ECS SOV1. The displayed SOV change status and the light change to grey, • Press the CLOSE button of ECS SOV2. The displayed SOV change status and the light change to grey. Verify no heated air is provided, • Then press the OPEN button of ECS SOV1. The displayed SOV change status and the light change to green, and • Press the OPEN button of ECS SOV2. The displayed SOV change status and the light change to green. Verify heated air is provided. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--|---|
| 2140-04 Duct Temperature Sensor (Heating System) | (O) Procedure for crew to ensure heating system is operated in back-up mode, and Procedure: <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the ECS Button. Then press the BACK-UP button. NOTE: The pilot can regulate manually (without sensors feedback) the temperature on the EDCU ECS page by means the TCV. In this condition the SOVs cannot be controlled automatically by the ESCS (as when AUTO mode is active) but can only be selected in an OPEN or CLOSED position by the pilot. |
| 2150-01 Air Conditioning System (ECS Kit or Dual Zone ECS Kit) | (M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure: <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Then press the MAINT button, • On the BREAKERS – SYSTEM page select the ECS button. • Then press the CB CONFIG button, • Lock the ECS COMP and CDS FAN breakers by pressing the related button and verify that the status of the selected breaker change to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the ECS button and verify that the status of the selected breaker is LOCKED (grey). |
| 2160-01 Cockpit Mixing Valve 1) Cockpit Mixing Valve (with ECS Kit installed) | (O) Procedure for crew to ensure the bulkhead window is OPEN (if installed). (O) Procedure for crew to ensure heating system is operated in back-up mode. |
| 2310-01 High Frequency Communication (HF)(PL-106) | (O) Procedure for crew to ensure SATVOICE services are available as a LRCS over the intended route of flight, the ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and alternate procedures are established and used. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--|---|
| 2340-01 Passenger Address (PA) System (PL-9) | (O) Procedure for crew to ensure alternative, normal and emergency procedures and/or operating restrictions are established and used. |
| 2435-01 Brushless Starter Generator (Electrical Power Generation Function) | <p>(M) Procedure for maintenance to ensure generator is deactivated and secured.</p> <p>Procedure for crew to ensure:</p> <p>In case of failure of the BCU or BSG 1:</p> <ul style="list-style-type: none"> • Get access to the rear avionics bay in the baggage compartment, • Pull off the CB-4 POR on the PDU#1, and • Secure the system by locking the deactivated circuit breaker and secure accordingly. <p>In case of failure of the BCU or BSG 2:</p> <ul style="list-style-type: none"> • Get access to the rear avionics bay in the baggage compartment, • Pull off the CB4 POR on the PDU#2, and • Secure the system by locking the deactivated circuit breakers and secure accordingly. |
| 2500-01 Non-Essential Equipment and Furnishings (NEF) Items | (M)(O) Procedures, if required, must be available to maintenance/crew, and included in the operators appropriate document. |
| 2510-01 Co-Pilot Seat (Manual Adjustment) | (O) Procedure for crew to ensure Co-pilot seat does not restrict or block the pilot from accessing the co-pilot emergency exit, and is secured and placarded "DO NOT OCCUPY." |
| 2510-02 Chart Holder | <p>(O) Procedure for crew to ensure chart holder is in the stowed position.</p> <p>(O) Procedure to ensure co-pilot chart holder is in the stowed position.</p> |
| 2520-01 Passenger Seats (PL-79) b) Seat Belt/Air Bags Not Required by 14 CFR | (M) Procedure for maintenance to ensure the seat belt operates normally. |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|--------------------------------|---|
| 2550-02 Rescue Hoist System | <p>(M) Procedure for maintenance to ensure system is deactivated and secured, and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Pull off the HOIST CABLE CUT breaker on the EMER BUS 2 section of the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and secure accordingly. <p>(O) Procedure for crew to ensure the Rescue Hoist is stowed, and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Then press the MAINT button. On the BREAKERS – SYSTEM page select the MISC button, • Then press the CB CONFIG button. Lock the HOIST CTRL and the HOIST CUT 1 breakers by pressing the related buttons and verify that the status of the selected breakers change to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the MISC button and verify that the status of the selected breakers is LOCKED (grey). |
| 2550-03 Cargo Hook System | <p>(M) Procedure for maintenance to ensure system is deactivated and secured, and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Pull off the CARGO HOOK breaker on the EMER BUS 1 section of the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and secure accordingly, and • Stow the cargo hook assembly in the fully retracted position as required by “Post-operation procedure “according to Maintenance manual. <p>(O) Procedure for crew to ensure the Cargo Hook is stowed, and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Then press the MAINT button. On the BREAKERS – SYSTEM page select the MISC button, • Then press the CB CONFIG button. Lock the CARGO HOOK and the CARGO HOOK CAM breakers by pressing the related buttons and verify that the status of the selected breakers change to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the MISC button and verify that the status of the selected breakers is LOCKED (grey). |

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| SEQUENCE NO. | PROCEDURE |
|--|--|
| 2550-04 Cargo Hook Camera | (O) Procedure for crew to monitor the cargo hook and load, if required. |
| 2562-01 Emergency Locator Transmitter (ELT) Fixed ELTs (PL-120) Remote ELT Switch | (M) Procedure for maintenance to ensure system is deactivated. (M) Procedure for maintenance to ensure a Placard stating "ELT not installed" is placed in view of the pilot. (M) Procedure for maintenance to ensure system is deactivated. (M) Procedure for maintenance to ensure Remote ELT Switch is deactivated, and ELT Switch is placed in the ARMED mode. |
| 2611-01 Cargo Compartment Smoke Detection- System (PL-102) | (O) Procedure for crew to ensure procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast, and/or fly away kits. NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast. |
| 2842-01 Fuel Probes | (O) Procedure for crew to ensure to verify fuel tanks are full and FUEL LOW and FUEL LOW FAIL Cautions are not illuminated. |

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| SEQUENCE NO. | PROCEDURE |
|---|--|
| 3212-01 Emergency Flotation System | <p>(M) Procedure for maintenance to ensure system is deactivated and secured, and</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Then press the MAINT button. On the BREAKERS – SYSTEM page select the MISC button, • Then press the CB CONFIG button. Lock the FLOAT AUTO breaker by pressing the related button and verify that the status of the selected breaker change to LOCKED, • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the MISC button and verify that the status of the selected breaker is LOCKED (grey), and • Pull off the FLOAT EMER breaker on the FLOAT section of the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and placard accordingly. |
| 3230-01 Landing Gear (LDG) Emergency System (Retractable Configuration only) | <p>(M) Procedure for maintenance to ensure the Landing Gear Lever is secured in L/G extended position, and the LDG components are electrically deactivated and secured.</p> <p>Procedure:</p> <ul style="list-style-type: none"> • For deactivation and securing of the landing gear system see procedure related to the ITEM 3260-01 below. Deactivate and secure accordingly. <p>(O) Procedure for crew to ensure Limitations of the RFM are complied with.</p> |
| 3230-02 LDG Control System (Retractable Configuration only) | <p>(M) Procedure for maintenance to ensure the Landing Gear Lever is secured in L/G extended position, and the LDG components are electrically deactivated and secured.</p> <p>Procedure:</p> <ul style="list-style-type: none"> • For deactivation and securing of the landing gear system see procedure related to the ITEM 3260-01 below. <p>(O) Procedure for crew to ensure Limitations of the RFM are complied with.</p> |

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| SEQUENCE NO. | PROCEDURE |
|--|---|
| 3260-01 LDG Indicating System (Retractable Configuration only) | <p>(M) Procedure for maintenance to ensure the Landing Gear Lever is secured in L/G extended position, and the LDG components are electrically deactivated and secured.</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Then press the MAINT button. On the BREAKERS – SYSTEM page select the LDG GEAR button, • Then press the CB CONFIG button. Lock the LG CTRL, the LG MLG LH, LG MLG RH and LG NLG breakers by pressing the related button and verify that the status of the selected breaker change to LOCKED, • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the LDG GEAR button and verify that the status of the selected breakers are LOCKED (grey), and • Pull off the EMER breaker on the LDG GEAR section of the overhead circuit breaker panel secure the system by locking the deactivated circuit breaker and secure accordingly. <p>(O) Procedure for crew to ensure Limitations of RFM are complied with.</p> |
| 3340-01 Storm Light | <p>(O) Procedure for crew to ensure operations in known or storm conditions are not forecasted.</p> |
| 3444-01 Radar (Radio) Altimeter System (PL-131) 14 CFR Part 135 Other Other Than 14 CFR Part 135 Operations | <p>(M) Procedure for maintenance to ensure affected system is deactivated.</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 |
|--|---|
| <p>3445-01 Traffic Alert Collision Avoidance System (PL-32)</p> <p>(TCAS II)</p> <p>2) Resolution Advisory (RA) Display System(s)</p> <p>3) Traffic Alert Display System(s)</p> | <p>(M) Procedure for maintenance to ensure system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p> <p>(M) Procedure for maintenance to ensure system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p> <p>(O) Procedure for crew to ensure TA only mode is selected by the crew, and enroute or approach procedures do not require its use.</p> <p>(O) Procedure for crew to ensure enroute or approach procedures do not require its use.</p> |
| <p>3452-01 ATC Transponders and Automatic Altitude Reporting Systems (PL-76)</p> | <p>(O) Procedure for crew to ensure prior to flight, approval is obtained from ATC facilities having jurisdiction over the planned route of flight.</p> |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|---|--|
| <p>3452-02 Automatic Dependent Surveillance- Broadcast (ADS-B) System (PL-105)</p> <p>ADS-B Out Extended Squitter Transmissions</p> <p>ADS-B Out UAT Transmissions</p> <p>ADS-B In Transmissions</p> | <p>(O) Procedure for crew to ensure alternate procedures are established and used.</p> <p>(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.</p> <p>(O) Procedure for crew to ensure that enroute operations do not require its use, and authorization is obtained from ATC facilities having jurisdiction over planned route of flight.</p> <p>(O) Procedure for crew to ensure alternate procedures must be established and used.</p> |
| <p>5260-01 Electrical PAX Double Footsteps</p> | <p>(M) Procedure for maintenance to ensure the footsteps are electrically secured and deactivated, and</p> <p>Procedure:</p> <p>Select FOOT STEP RETRACT on ECDU KITS CABIN page,</p> <ul style="list-style-type: none"> • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Then press the MAINT button. On the BREAKERS – SYSTEM page select the MISC button, • Then press the CB CONFIG button. Lock the FOOTSTEP breaker by pressing the related buttons and verify that the status of the selected breakers change to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the MISC button and verify that the status of the selected breakers is LOCKED (grey). <p>(O) Procedure for crew to ensure the item is in the fully retracted position.</p> |

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GUIDELINES FOR (M) AND (O) PROCEDURES

| SEQUENCE NO. | PROCEDURE |
|---|--|
| 5270-01 Cockpit/Cabin/ Baggage/Nose Door Alert System | (O) Procedure for crew to ensure the affected door is verified closed and locked before each flight. |
| 5270-02 DC Ext Power Door Alert System | (O) Procedure for crew to ensure the affected door is verified closed and locked before each flight. |
| 6321-01 Rotor Brake System | <p>(M) Procedure for maintenance to ensure rotor brake is mechanically released and locked, and electrically deactivated and secured.</p> <p>Procedure:</p> <ul style="list-style-type: none"> • Insert the Allen wrench in the Manual Actuation Shaft, • After inserting the Allen wrench in the Manual Actuation Shaft push securely and unscrew counterclockwise, to retract the mobile Pad assembly, • During rotation continuously push while rotating, • At the end of the operation verify that the RTR BRK FAIL caution is not displayed and the RTR BRK INOPERATIVE advisory is displayed on the MFD, • Press the HOME button on the EDCU 1 or 2 and then on the Aircraft System box press the BREAKERS Button, • Then press the MAINT button. On the BREAKERS – SYSTEM page select the RTR BRK button, • Then press the CB CONFIG button. Lock the RTR BRK PWR and RTR BRK CTRL breakers by pressing the related button and verify that the status of the selected breaker changed to LOCKED, and • Press the BACK button to go back to the BREAKERS – SYSTEM page, select the RTR BRK button and verify that the status of the selected breakers are LOCKED (grey). |
| 6321-02 Rotor Brake Pad | (O) Procedure for crew to track the 3 rotor brake applications. |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

18. Helicopter Vibration

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---------------------|---|---|---|--|---------------|
| 1810-01 *** | Circular Force AVCS | C | 1 | 0 | (M) May be inoperative provided the system is deactivated and secured. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|---|------------|
| 2100-01 *** | ECS Cabin Control Panel | D | 1 | 0 | May be inoperative. | |
| 2100-02 | ECS AUTO Management Function (Controller/Cabin & Cockpit Air Temperature Sensor/Cabin & Cockpit Ventilated Temperature Sensor) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Ventilation system is operated in back-up mode, b) Heating system (if installed) is operated in back-up mode, c) Air conditioning system (if installed) is considered inoperative, and d) Deactivate and secured. | |
| 2121-01 | Cockpit Ventilation Fan | C | 1 | 0 | (M)(O) May be inoperative provided: a) Fan is deactivated and secured, b) According to the mission foreseen, the known meteorological conditions do not require its use for demisting, and c) Cabin fan and cabin mixing valve are operative and bulkhead window is OPEN (if installed). | |
| | | C | 1 | 0 | (M)(O) May be inoperative provided: a) Fan is deactivated and secured, b) According to the mission foreseen, the known meteorological conditions do not require its use for demisting, and c) One or both crew sliding windows are operative. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------------------------------|---|---|---|---|---------------|
| 2121-01 | Cockpit Ventilation Fan (Cont'd) | | | | | |
| | 1) (With Heating Kit installed) | C | 1 | 0 | (M)(O) May be inoperative provided: a) Fan is deactivated and secured, b) According to the mission foreseen, the known meteorological conditions do not require its use for demisting, and c) Cabin fan and cabin mixing valve are operative and bulkhead window is OPEN (if installed). | |
| | 2) (With ECS Kit installed) | C | 1 | 0 | (M) May be inoperative provided: a) Fan is deactivated and secured, b) According to the mission foreseen, the known meteorological conditions do not require its use for demisting, and c) One or both crew sliding windows are operative. | |
| | | C | 2 | 0 | (M)(O) May be inoperative provided: a) Air conditioning system is deactivated and secured, and b) According to the mission foreseen, the known meteorological conditions do not require its use for demisting. | |
| (Continued) | | | | | | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|---|---|---|---|--|------------|
| | 2) (With ECS Kit installed) (Cont'd) | C | 2 | 0 | (O) May be inoperative provided: a) Heating system is operated in back-up mode, and b) One or both crew sliding windows are operative. | |
| | 3) (With Dual ECS Kit installed) | C | 2 | 0 | (M) May be inoperative provided: a) Fans are deactivated and secured, b) Air conditioning system is deactivated and secured, and c) According to the mission foreseen, the known meteorological conditions do not require its use for demisting. | |
| | | C | 2 | 0 | (M)(O) May be inoperative provided: a) Fans are deactivated and secured, b) Air conditioning system is deactivated and secured, and c) Heating system operated in back-up mode, and d) Cabin fans and cabin mixing valve are operative and bulkhead window is OPEN (if installed). | |
| | | C | 2 | 0 | (M)(O) May be inoperative provided: a) Fans are deactivated and secured, b) Air conditioning system is deactivated and secured, c) Heating system operated in back-up mode, and d) One or both crew sliding windows are operative. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|--|---|---|---|--|------------|
| 2121-02 | Cabin Ventilation Fan 1) (With ECS Kit or Dual ECS Kit installed) | C | 1 | 0 | (M) May be inoperative provided: a) Fan is deactivated and secured, and b) Cockpit fan and cockpit mixing valve is operative. | |
| | | C | 1 | 0 | (M)(O) May be inoperative provided: a) Fan is deactivated and secured, b) One or both crew sliding windows are operative, and c) Bulkhead window is OPEN (if installed). | |
| | | C | 2 | 0 | (M) May be inoperative provided: a) Fans are deactivated and secured, b) Air conditioning system is deactivated and secured, and c) Cockpit fan and cockpit mixing valve is operative. | |
| | | C | 2 | 0 | (M)(O) May be inoperative provided: a) Fans are deactivated and secured, b) One or both crew sliding windows are operative, and c) Bulkhead window is OPEN (if installed). | |
| 2121-03 | Cabin Mixing Valve | C | 1 | 0 | May be inoperative provided cockpit fan and cockpit mixing valve is operative. | |
| | | C | 1 | 0 | (O) May be inoperative provided: a) One or both crew sliding windows are operative, and b) At least one cockpit ventilation fan (see item 2121-01) is operative. c) Bulkhead window is OPEN (if installed). | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|--|---------------|
| 2140-01 *** | Heater Bleed Air Shut-off | C | 2 | 0 | (M)(O) May be inoperative in the failed closed position if heating system is not required, provided the valve(s) is deactivated and secured. | |
| | Valve | C | 2 | 0 | (O) May be inoperative in the open position provided the thermal control valve associated to the smart jet pump (Item 2140-02) is operative. | |
| 2140-02 *** | Heater Thermal Control Valve | C | 1 | 0 | (O) May be inoperative in the failed open position provided both shut-off valves (Item 2140-01) are verified to be operative. | |
| | | C | 1 | 0 | May be inoperative in the failed closed position if heating system is not required. | |
| 2140-03 *** | Heater Overheat Thermal Switch | C | 1 | 0 | May be inoperative provided the heating system is not required. | |
| 2140-04 *** | Duct Temperature Sensor (Heating system) | C | 1 | 0 | (O) May be inoperative provided the heating system is operated in back-up mode and overheat thermal switch (Item 2140-03) is operative. | |
| 2150-01 *** | Air Conditioning System (ECS Kit or Dual Zone ECS Kit) | D | 1 | 0 | (M)(O) May be inoperative provided the system is deactivated and secured. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

21. Air Conditioning

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-----------------------------|---|---|---|--|------------|
| 2160-01 | Cockpit Mixing Valve | C | 1 | 0 | (O) May be inoperative provided cabin fan and the cabin mixing valve are operative and bulkhead window is OPEN (if installed). | |
| | | C | 1 | 0 | May be inoperative provided: a) One or both crew sliding windows are operative, and b) Verify at least one cockpit ventilation fan (see Item 2121-01) is operative. | |
| | | C | 1 | 0 | May be inoperative provided: a) One or both crew sliding windows are operative, and b) According to the mission foreseen, the known meteorological conditions do not require its use for demisting. | |
| | | C | 1 | 0 | (O) May be inoperative provided heating system is operated in back-up mode. | |
| | | C | 1 | 0 | May be inoperative provided: a) One or both crew sliding windows are operative, and Verify at least one cockpit ventilation fan (see Item 2121-01) is operative. | |
| | | C | 1 | 0 | May be inoperative provided that: a) One or both crew sliding windows are operative, and b) According to the mission foreseen, the known meteorological conditions do not require its use for demisting. | |
| | 1) (With ECS Kit installed) | | | | | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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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. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|--|---|---|---|---|---------------|
| 2312-01 (PL-95) | Communication system (VHF) 1) VHF Communication Control Panels a) Frequency Transfers Light b) Frequency Transfer Switch c) Frequency Selector Knob d) Frequency Indication | D | 2 | - | Any in excess of those required by CFR may be inoperative provided it is not powered by the Emergency AC Bus, Emergency DC Bus, Battery Bus, Battery Direct Bus, or the DC Transfer Bus and not required for emergency procedures. VFR flight only is allowed. | |
| 2340-01 (PL-9) | Passenger Address (PA) System 1) Passenger Configuration | C | 1 | 0 | (O) May be inoperative provided: a) PA not required by 14 CFR, and, b) Alternative, normal and emergency procedures and/or operating restrictions are established and used. NOTE: Any station function(s) that operate normally may be used. | |
| 2340-02 | Passenger Intercom Amplifier (PIA) | C | 1 | 0 | May be inoperative. | |

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23. Communications

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------------|---|---|---|---|---|---------------|
| 2350-01 | Cockpit Audio Panel | C | 2 | 1 | One may be inoperative for VFR. | |
| | | A | 2 | 1 | May be inoperative for VFR provided for one flight, only for a "Ferry flight" to reach a repair station is allowed if Cockpit ACP is failed with emergency audio mode always activated. | |
| 2350-02 | Cabin Audio Panel | C | - | - | May be inoperative. | |
| 2370-01 *** (PL-29) | Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) installed | A | 1 | 0 | May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight-days. | |
| *** | Independent Power Source | C | 1 | 0 | | |
| | Cockpit Voice Recorder (CVR) Without a Flight Data Recorder (FDR) installed | A | 1 | 0 | May be inoperative provided repairs are made within 3 flight-days. | |
| *** | Independent Power Source | C | 1 | 0 | | |
| *** | Cockpit Voice Recorder (CVR) For an operator other than a holder of an air carrier or commercial operator certificate | A | 1 | 0 | May be inoperative provided repairs are made in accordance with applicable 14 CFRs. | |
| *** | Independent Power Source | C | 1 | 0 | | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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| 24. Electrical Power | | | | | | |
|-----------------------------|--|---|---|---|--|---------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 2435-01 | Brushless Starter Generator (Electrical Power Generation Function) | B | 2 | 1 | (M) May be inoperative for VFR provided (electrical power generation function only) the affected Brushless Starter Generator is deactivated and secured. NOTE: Should the DC GEN Control Switch be inadvertently set to ON position, the caution "1(2) DC GEN" will light on. | |

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| <p>AIRCRAFT: AW169</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|---|---|---|---|---|------------|
| 2500-01 | Non-Essential Equipment and Furnishings (NEF) Items | D | - | 0 | <p>May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual.</p> <p>(M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.</p> | |
| 2500-02 *** | Bulkhead Window | D | 1 | 0 | May be inoperative. | |
| 2510-01 | Co-Pilot Seat (Manual Adjustment) | B | 1 | 0 | <p>(O) May be inoperative provided:</p> <ol style="list-style-type: none"> a) Single pilot operations are conducted, b) Co-pilot seat does not restrict or block the pilot from accessing the co-pilot emergency exit, and c) It is secured and placarded "DO NOT OCCUPY." | |
| 2510-02 *** | Chart Holder | D | 2 | 0 | (O) May be inoperative provided it is in the stowed position and IFR Flights are not conducted. | |
| | | D | 2 | 1 | (O) Co-pilot Chart Holder may be inoperative provided it is in the stowed position and Single pilot operation are conducted. | |
| 2520-01 (PL-79) | Passenger seat(s) | D | - | - | <p>May be inoperative provided:</p> <ol style="list-style-type: none"> a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY". | |

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| <p>AIRCRAFT: AW169</p> | <p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------------------|---|---|---|---|--|------------|
| 2520-01 (PL-79) | <p>Passenger seat(s) (Cont'd)</p> <p>1) Seat Belt/Air Bag Restraint Systems</p> <p style="padding-left: 20px;">a) Seat Belt/Air Bags Required by 14 CFR</p> <p style="padding-left: 20px;">b) Seat Belt/Air Bags Not Required by 14 CFR</p> | | | | <p>NOTE 1: A seat with an inoperative seat belt or shoulder harness is considered inoperative.</p> <p>NOTE 2: The affected seats may include the seat(s) behind and/or adjacent outboard seats.</p> <p>May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".</p> <p>(M) May be inoperative or disconnected provided seat belt operates normally.</p> | |
| 2550-01 *** (PL-100) | Cargo Restraint Systems | C | - | - | May be inoperative or missing provided cargo compartment remains empty. | |
| 2550-02 *** | Rescue Hoist System | D | 1 | 0 | (M)(O) May be inoperative provided the system is not required for the intended mission and it is stowed, deactivated and secured. | |
| 2550-03 *** | Cargo Hook System | D | 1 | 0 | (M)(O) May be inoperative provided the system is not required for the intended mission and it is stowed, deactivated and secured. | |
| 2550-04 *** | Cargo Hook Camera | D | 2 | 0 | (O) May be inoperative if Cargo Hook System is considered inoperative (see Item 2550-01) or provided-other means are available to monitor the cargo hook and load. | |
| 2560-01 *** | Survival Equipment | C | - | 0 | As required by 14 CFR. | |

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25. Equipment/Furnishings

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|-----------------------------------|---|---|---|---|---|---------------|
| 2560-02 *** (PL-73) | Emergency Medical Kit (EMK) and/or Associated Equipment | D | - | - | Any in excess to those required by CFR may be incomplete, missing, or inoperative. | |
| | First Aid Kit (FAK) and/or Associated Equipment | D | - | - | Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative. | |
| 2561-01 *** | Lifejackets | C | - | 0 | As required by 14 CFR. | |
| 2562-01 (PL-120) *** *** | Emergency Locator Transmitter (ELT) | | | | | |
| | Survival Type ELTs | D | - | - | Any in excess of those required by 14 CFR may be inoperative or missing. | |
| | Fixed ELTs | A | - | 0 | (M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar-days. | |
| | | A | - | 0 | (M) May be missing provided: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 days. | |
| | | D | - | - | (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated. | |
| *** | 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. | |

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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) | | | | | |
| *** | ELT Indicator Light | D | - | 0 | | |
| *** | ELT Aural Alarm | D | - | 0 | | |
| 2562-02 | Automatic Deployable Emergency Locator Transmitter (ADELT) | C | - | 0 | As required by 14 CFR. | |
| 2564-01 *** | Life-raft | C | - | 0 | As required by 14 CFR. | |

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26. Fire Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|--|---|---|---|--|------------|
| 2611-01 (PL-102) | Cargo Compartment Smoke Detection-System | C | - | 0 | (O) May be inoperative provided procedures are established and used to ensure the associated compartment remains empty, or is verified to contain only empty cargo handling equipment, ballast, and/or fly away kits (ballast may be loaded in fly away kits). NOTE: Operator MELs should define which items are approved for inclusion in the fly away kits, and which materials can be used as ballast. | |
| 2622-01 (PL-75) | Portable Fire Extinguisher | D | - | - | Any in excess of those required by CFR may be inoperative, or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from the installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained. | |

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28. Fuel

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|-------------|---|---|---|---|---------------|
| 2842-01 | Fuel Probes | B | 4 | 3 | (O) One upper or lower probe may be inoperative provided: a) The tanks are verified to be full, and b) FUEL LOW and FUEL LOW FAIL cautions are not displayed. | |

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30. Ice and Rain Protection

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------|------------------------------------|---|---|---|---|---------------|
| 3030-01 | Pitot Heaters | C | 2 | 0 | May be inoperative for VFR provided: a) OAT >4 °C (39 °F), and b) Flight in visible moisture not conducted. | |
| 3040-01 | Windshield Wiper and Washer System | C | 1 | 0 | May be inoperative provided not operated in known or forecast precipitation. | |

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31. Instruments

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------------|--|---|---|---|---|------------|
| 3110-01 | Clock | C | 2 | 0 | As required by 14 CFR. | |
| 3130-01 *** (PL-87) | Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate | | | | | |
| | Flight Data Recorder System (FDR) | C | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| | Includes FDR function of Combined Voice Flight Data Recorder (CVFDR) | A | - | 0 | May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight-days. | |
| | FDR Recording Parameters required by 14 CFR | A | - | - | Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days. | |
| | Flight Data Recorder (FDR) Installed for Other than an Air Carrier or Commercial Operator Certificate | | | | | |
| | 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 | (M) May be inoperative provided: a) The system is deactivated and secured, and b) Not required by 14 CFR. | |
| 3230-01 *** | Landing Gear (LDG) Emergency System (Retractable Configuration only) | C | - | - | (M)(O) May be inoperative provided: a) The Landing Gear Lever is secured in L/G extended position, b) The LDG components are electrically deactivated and secured, and c) The Extended Landing Gear limitations of the RFM are complied with. | |
| 3230-02 *** | LDG Control System (Retractable Configuration only) | C | - | - | (M)(O) May be inoperative provided: a) The Landing Gear Lever is secured in L/G extended position, b) The LDG components are electrically deactivated and secured, and c) The Extended Landing Gear limitations of the RFM are complied with. | |
| 3260-01 *** | LDG Indicating System (Retractable Configuration only) | C | - | - | (M)(O) May be inoperative provided: a) The Landing Gear Lever is secured in L/G extended position, b) The LDG components are electrically deactivated and secured, and c) The Extended Landing Gear limitations of the RFM 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 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 crewmembers' 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: 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 flight crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. NOTE 1: Individual button/switch lights and/or annunciations / indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters. | |

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33. Lights

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|---|---|---|---|--|---------------|
| 3340-01 | Storm Light | C | 2 | 0 | (O) May be inoperative provided that operations in known or forecasted storm conditions are not conducted. | |
| 3340-02 *** | Tail Flood Lights | D | 2 | 0 | May be inoperative. | |
| 3340-03 | Navigation Lights | C | - | - | Any in excess of those required by CFR may be inoperative. | |
| 3340-04 | Anti-Collision Lights | C | - | - | Any in excess of those required by CFR may be inoperative. | |
| 3340-05 *** | Strobe lights | C | 1 | 0 | May be inoperative provided operations do not required it use. | |
| 3340-06 | Landing Lights | C | - | - | Any in excess of those required by CFR may be inoperative. | |
| 3350-01 *** | Helicopter Emergency Egress Lighting System (HEELS) | C | - | 0 | As required by 14 CFR. | |
| 3350-02 | Flashlight | C | - | 0 | As required by 14 CFR. | |

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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|--|---|---|---|--|------------|
| 3412-01 | OAT/Free air temperature Stand-by | C | 1 | 0 | As required by 14 CFR. | |
| 3423-01 | Stand-by magnetic compass | B | 1 | 0 | May be inoperative VFR provided flight is conducted over routes navigated by reference to visual landmarks. | |
| 3431-01 | ILS/Localizer System | C | - | 0 | As required by 14 CFR. | |
| 3432-01 | ILS/Glideslope System | C | - | 0 | As required by 14 CFR. | |
| 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 (PL-131) | Radar (Radio) Altimeter System 14 CFR Part 135 Operations | C | - | 0 | (M) May be inoperative for VFR provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at un-improved areas are not conducted, d) For 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 ft., e) VFR flight at night is not conducted without adequate visual surface light reference, | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|---------------------|---|---|---|---|--|------------|
| 3444-01 (PL-131) | Radar (Radio) Altimeter System (Cont'd) | | | | | |
| | 14 CFR Part 135 Operations (Cont'd) | | | | f) Pilot is aware of potential degraded AP performance, on ILS glideslope, or LPV, and g) Category A operations which require the use of the radar (radio) altimeter are not performed. | |
| *** | Other Than 14 CFR Part 135 Operations | D | - | 0 | (M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded autopilot performance on ILS glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use. | |
| 3444-02 *** | Helicopter Terrain Awareness and Warning System (HTAWS) | C | - | 0 | As required by 14 CFR. | |
| *** | Other than Helicopter Air Ambulance (HAA) | D | - | 0 | May be inoperative provided operations do not require its use. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

34. Navigation

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

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
|--------------------|--|

34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------------------|---|-----------------------------|-----------------------------|-----------------------------|--|--|
| 3445-01 *** (PL-32) | Traffic Alert Collision Avoidance System (TCAS II) (Cont'd) 4) Audio Functions *** 5) Airspace Selection Function | B C | 1 - | 0 0 | May be inoperative provided enroute or approach procedures do not require use of TCAS. May be inoperative provided enroute or approach procedures do not require use of TCAS. | |
| 3451-01 *** (PL-03) | Distance Measuring Equipment (DME) Systems | D | - | - | Any in excess of those required by 14 CFR may be inoperative. | |
| 3452-01 (PL-76) | ATC Transponders and Automatic Altitude Reporting Systems 1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by CFR | B D A | - - - | 0 1 0 | (O) 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. Any in excess of those required by 14 CFR may be inoperative. May be inoperable provided: a) Operations do not require its use, and b) Repairs are made prior to completion of the next maintenance visit. | |
| 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. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------------------|--|---|---|---|---|------------|
| 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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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------------------|--|---|---|---|---|------------|
| 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. NOTE: Any ADS-B Out 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 In Transmissions | C | - | 0 | (O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B In function that operates normally may be used. | |
| | | D | - | 0 | May be inoperative provided operations do not require its use. NOTE: Any ADS-B function that operates normally may be used. | |
| 3454-01 | VOR Systems | C | - | 0 | As required by 14 CFR. | |
| 3455-01 *** | ADF | C | - | 0 | As required by 14 CFR. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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34. Navigation

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|--------------------|---------------------------|---|---|---|--|---------------|
| 3456-01 *** | Global Positioning System | C | - | 0 | As required by 14 CFR. | |
| 3461-01 (PL-98) | Navigation Databases | A | - | 0 | May be inoperative provided: a) Operations do not require its use, b) It is not used in a primary navigation system required by 14 CFR, c) Alternate procedures are developed and used, d) The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and e) Is repaired within 10 flight-days. NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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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 of those required by 14 CFR may be inoperative or missing. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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45. Central Maintenance Computer

| 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 Helicopter Air Ambulance (HAA) | D | - | 0 | May be inoperative provided operations do not require its use. | |
| 4545-01 *** | Health and Usage Maintenance System (HUMS) | C | - | - | May be inoperative provided not required by 14 CFR. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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52. Doors

| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
|----------------|--|---|---|---|---|------------|
| 5260-01 *** | Electrical PAX Double Footsteps | D | 1 | 0 | (M)(O) May be inoperative provided that the item is in the fully retracted position and it is electrically secured and deactivated. | |
| | 1) Footsteps Lights | D | - | 0 | May be inoperative. | |
| 5270-01 | Cockpit/Cabin/Baggage/ Nose/Door Alert System | C | 1 | 0 | (O) May be inoperative provided that the affected door is verified closed and locked before each flight. | |
| 5270-02 | DC Ext Power Door Alert System | C | 1 | 0 | (O) May be inoperative provided that the affected door is verified closed before each flight. | |

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| AIRCRAFT: AW169 | TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS |
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| 63. Main Rotor Drive | | | | | | |
|----------------------|--------------------|---|---|---|---|------------|
| Sequence No. | Item | 1 | 2 | 3 | 4 | Change Bar |
| 6321-01 *** | Rotor Brake System | D | 1 | 0 | (M) May be inoperative provided: a) Rotor brake is mechanically released and locked, and b) Deactivated and secured. | |
| 6321-02 *** | Rotor Brake Pad | C | 2 | 0 | (O) One or both may be worn provided a maximum of three rotor brake applications are performed after detection of the worn condition. | |