

PZL ŚWIDNIK S.A.

AIRCRAFT:

TYPE: PZL W-3A

MODEL: W-3AS

TC No.: EASA.R.007

SUPPLEMENT

Doc. No AE 31.03.05.0 MMEL S - 1.00

TO

MASTER MINIMUM EQUIPMENT LIST (MMEL)

OPERATION PROCEDURES (O)

This SUPPLEMENT includes the OPERATING PROCEDURES (O) required per MASTER MINIMUM EQUIPMENT LIST (MMEL), Doc. No. AE 31.03.05.0 MMEL, and defined in „Guidelines for Operating (O) and Maintenance (M) Procedures” on page IX therein.

LOG OF REVISIONS

Revision Number, Date	Page
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PZL ŚWIDNIK S.A. MASTER MINIMUM EQUIPMENT LIST SUPPLEMENT OPERATION PROCEDURES (O)	Doc. No AE 31.03.05.0 MMEL S -1.00
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MMEL Page 23-1		
23/4	<u>Cabin Public Address System</u>	If the Cabin Public Address System is inoperative, before each flight the pilot must give passengers the information concerning the flight.

MMEL Page 33-2		
33/6	<u>Passenger Notice System (FASTEN SEAT BELTS - NO SMOKING)</u>	<p>In case of a failure in the Passenger Notice System (FASTEN SEAT BELTS - NO SMOKING):</p> <ul style="list-style-type: none"> - before each flight the pilot must arrange a meeting with passengers to give them the information instead of the Passenger Notice System („FASTEN SEAT BELTS - NO SMOKING"); or - "Before starting engines", using the Cabin Public Address System, the pilot must give passengers the communications: "FASTEN BELTS"; "NO SMOKING".

MMEL Page 52-1		
52/1	<u>Cabin Door Caution System (DOOR OPEN light system)</u>	<p>In case of a failure in the Cabin Door Caution System (DOOR OPEN light system), "Before starting engines", the following procedure shall be accomplished to verify that the R/H and L/H doors in the cabin are closed and locked:</p> <ul style="list-style-type: none"> - door locking lever located next to the inner handle - set to LOCKED (CLSD) position, and depress the door locking push-button located next to the outer handle; - try to open both doors from the cabin inside by catching the inner handle and at the same time depressing the push-button on the handle.

MMEL Page 77-1

77/1	<u>Engine Duty Time Counter</u>	In case of a failure in the Engine Duty Time Counter, the pilot must: <ul style="list-style-type: none">- count and register engine duty times for particular power ratings using the airborne clock and then record them in the Helicopter Log Book;- count and record the number of starts and then record it in the Helicopter Log Book.
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