EUROPEAN AVIATION SAFETY AGENCY

MASTER MINIMUM EQUIPMENT LIST

Revision: 3
5 November 2009

SUPPLEMENT

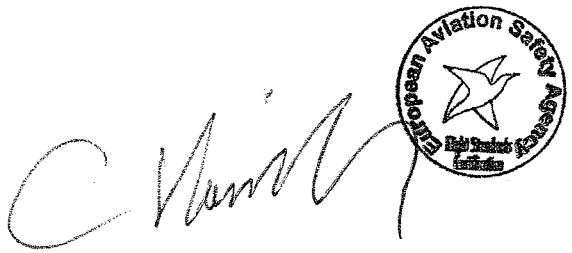
SIKORSKY S-92

REVISION: 3

This Master Minimum Equipment List (MMEL) Supplement is issued by the European Aviation Safety Agency at the above revision and is recommended for approval as the basis for the preparation and approval of individual operators' Minimum Equipment Lists (MELs) for aircraft of this Type, as certificated by and operated under the jurisdiction of EASA Member States National Authorities.

This EASA MMEL Supplement must only be used in conjunction with the FAA Approved MMEL at Revision 1 (dated 27 September 2006).

Signed by



Colin Hancock

EASA MMEL Section Manager

for and on behalf of EASA

Correspondence concerning this document should be addressed to the office listed below:

European Aviation Safety Agency
Postfach 10 12 53
D-50452 Köln
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Attention: EASA MMEL Section Manager
Flight Standards Certification Directorate

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MASTER MINIMUM EQUIPMENT LIST
(SUPPLEMENT)

SIKORSKY S-92

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REVISION RECORD

REVISION No.	ISSUE DATE	INCORPORATED BY	DATE
Original	17 February 2005		
1	5 December 2007		
2	29 June 2009		
3	5 November 2009		

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REVISION HIGHLIGHTS

Revision 3

General

Revised principally to provide additional MMEL relief for icing related equipment for aircraft/operators that have been granted a limited icing clearance.

This MMEL supplement has also been converted from a Joint Aviation Authorities (JAA) supplement to a European Aviation Safety Agency (EASA) supplement following the cessation of JAA operational responsibilities on 30 June 2009.

Preamble

Added statement on the use of Rectification Interval Extension in accordance with JAR MMEL/MEL.081.

ATA 30	**Ice and Rain Protection**	
30-6	Main and/or Tail Rotor Blade Deice System	Added relief for operations under limited icing clearance.
30-7	Ice Detection System	Added relief for operations under limited icing clearance.
30-8	Droop Stop Heating System	Added relief for operations under limited icing clearance.
30-9	RIPS Controllers	Added relief for operations under limited icing clearance.
30-11	Main Rotor Deice Slip Ring Bearing	Added relief for operations under limited icing clearance.

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PREAMBLE

The following is applicable for operators under European Operating Regulations (JAR-OPS 3). The regulations require that all equipment installed on an aircraft in compliance with the Airworthiness Standards and the Operating Requirements must be operative. However, the requirements also permit the use of a Minimum Equipment List (MEL) where compliance with certain equipment requirements is not necessary in the interests of safety under all operating conditions. Experience has shown that with the various levels of redundancy designed into aircraft, operation of every system or installed component may not be necessary when the remaining operative equipment can provide an acceptable level of safety.

A Master Minimum Equipment List (MMEL) is developed by the Type Certificate Holder to improve aircraft utilization and thereby provide more convenient and economic air transportation for the public. The EASA MMEL includes those items of equipment related to airworthiness and operating requirements and other items of equipment which EASA finds may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations; it does not contain obviously required items such as rotor blades, stabilizer, and engines.

The MMEL is the basis for development of individual operators' MELs which take into consideration the operator's particular aircraft equipment configuration and operational conditions. An operator's MEL may differ in format from the MMEL, but cannot be less restrictive than the MMEL. The individual operator's MEL, when approved, permits operation of the aircraft with inoperative equipment.

Equipment not required by the operation being conducted and equipment in excess of the requirements is included in the MEL with appropriate conditions and limitations. The MEL must not deviate from Airworthiness Directives or any other Mandatory Requirement. It is important to remember that all equipment related to the airworthiness and the operating requirements of the aircraft not listed on the MMEL must be operative.

Suitable conditions and limitations in the form of placards, maintenance procedures, crew operating procedures and other restrictions as necessary are specified in the MEL to ensure that an acceptable level of safety is maintained.

The MEL is intended to permit operation with inoperative items of equipment for a period of time until rectifications can be accomplished. It is important that rectifications be accomplished at the earliest opportunity. In order to maintain an acceptable level of safety and reliability, the MMEL establishes limitations on the duration of, and conditions for, operation with inoperative equipment. Rectification Interval Extension, as prescribed in JAR MMEL/MEL.081 has been taken into account in the development of this MMEL. Therefore operators, with the approval of their Authority, may consider the use of the referenced procedure as being within the scope of this MMEL. The MEL provides for release of the aircraft for flight with inoperative equipment.

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PREAMBLE
(Continued)

When an item of equipment is discovered to be inoperative, it is reported by making an entry in the Aircraft Maintenance Record/Logbook as prescribed by the applicable regulations. The item is then either rectified or may be deferred per the MEL or other approved means acceptable to the competent Authority prior to further operation. MEL conditions and limitations do not relieve the operator from determining that the aircraft is in a condition for safe operation with items of equipment inoperative.

When these requirements are met, an Airworthiness Release, Aircraft Maintenance Record/Logbook entry, or other approved documentation is issued as prescribed by the applicable regulations. Such documentation is required prior to operation with any item of equipment inoperative.

Operators are responsible for exercising the necessary operational control to ensure that an acceptable level of safety is maintained. The exposure to additional failures during continued operation with inoperative systems or components must also be considered. Wherever possible, account has been taken in this MMEL of multiple inoperative items. However, it is unlikely that all possible combinations of this nature have been accounted for. Therefore, when operating with multiple inoperative items, the inter-relationships between those items and the effect on aircraft operation and crew workload must be considered.

Operators are to establish a controlled and sound rectification program including the parts, personnel, facilities, procedures and schedules to ensure timely rectification. This program should identify the actions required for Maintenance discrepancy messages.

WHEN USING THE MEL, COMPLIANCE WITH THE STATED INTENT OF THE PREAMBLE, DEFINITIONS AND THE CONDITIONS AND LIMITATIONS SPECIFIED IN THE MEL IS REQUIRED.

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DEFINITIONS AND EXPLANATORY NOTES

The definition(s) presented here are additional to any which are otherwise applicable:

1. Extended Overwater Flight: Refer to JAR-OPS 3 Subpart K for definition.

2. Rectification Intervals: The following definitions are used throughout this document.

   Category A
   No standard interval is specified, however, items in this category shall be rectified in accordance with the conditions stated in the Remarks column (5) of the MMEL. Where a time period is specified it shall start at 00:01 on the calendar day following the day of discovery.

   Category B
   Items in this category shall be rectified within three (3) consecutive calendar days, excluding the day of discovery.

   Category C
   Items in this category shall be rectified within ten (10) consecutive calendar days, excluding the day of discovery.

   Category D
   Items in this category shall be rectified within one hundred and twenty (120) consecutive calendar days, excluding the day of discovery.

3. As required by Operating Requirements: The associated item must comply with JAR-OPS 3 or any other legislation in force during the flight. Operators should refer to JAR-OPS 3 MEL Policy Document (Administrative and Guidance Material, Section Four: Operations, Part Three: Temporary Guidance Leaflet number 26) for suitable alleviations based upon the required equipment identified within JAR-OPS 3, subparts K and L.

4. VMC: Visual Meteorological Conditions are meteorological conditions expressed in terms of visibility, distance from cloud, and ceiling, equal to or better than the minima specified in Appendix 1 to JAR-OPS 3.465. This definition does not include 'VFR-on-Top' or 'over-the-top'.

5. VFR Restriction: Where the FAA MMEL or EASA Supplement restricts flight to "VFR" and the operator intends to use this restriction at night, then operations must be conducted with adequate external attitude reference and in sight of the surface at all times.

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GUIDANCE IN THE USE OF THIS SUPPLEMENT

1. Aircraft Model Applicability

   This Supplement is applicable to the following Sikorsky S-92 variants only:

   - S-92A

2. This supplement defines the standard of MMEL recommended for the above aircraft type by EASA by identifying the differences from the FAA MMEL at the latest revision.

3. The information presented in the FAA MMEL for the aircraft type is acceptable to EASA except where superseded by an item in this supplement.

   NOTE: Items within this supplement will use the same reference number as the corresponding item in the FAA MMEL. Where an item in this supplement does not appear in the FAA MMEL, the number will be preceded by "E", and the sequential reference will commence from "1" again (e.g. E52-1 would be the first EASA specific item in ATA Chapter 52). Such items will be placed at the end of the related chapter.

4. Unless superseded by information within this supplement, where the FAA MMEL refers to an item "as required by FAR" it shall be interpreted as meaning, "As required by EASA and/or by applicable National Operating Regulations".

5. The Preamble and Definitions of the FAA MMEL, adjusted by use of EASA equivalents, should be applied to any MEL generated by the use of this supplement in conjunction with the FAA MMEL.

6. This supplement is based upon the FAA approved Sikorsky S-92 MMEL up to Revision 1 dated 27 September 2006. Additional MMEL alleviation provided by later issues of the FAA MMEL must not be used until this EASA Supplement has been updated to confirm that issue as the base document.

7. The text presented in bold format within this document highlights parts of the EASA MMEL Supplement entry which differ from the FAA MMEL entry.

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GUIDELINES FOR (O) & (M) PROCEDURES

The **FAA** FOEB **and EASA OEB have** identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. Those procedures must be established by the operator. **In addition to the instructions provided herein, the operator is responsible for ensuring all appropriate inspections and checklists have been accomplished prior to next flight.** The following guidelines specify the objectives of the required procedures:

21-8 **Air Conditioning System**

(M) Procedure to deactivate and secure system.

Except for aircraft equipped with RIPS, pull the ECS 5 amp circuit breaker on the Pilot's circuit breaker panel. Pull the 50 amp current limiters CL19, CL20 and CL21 on the #1 AC Power Distribution Unit. Pull the 20 amp CKPT COND BLWR circuit breaker on the pilot's circuit breaker panel. Pull the 20 amp CABIN COND BLWR circuit breaker on the co-pilot's circuit breaker panel. Tag and tie wrap all deactivated breakers and current limiters.

24-1 **AC Generators**

(M) Procedure to deactivate and secure generator.

#1 AC Generator - Pull 2 amp, #1 AC GEN WARN, circuit breaker on the overhead circuit breaker panel and tag and tie wrap. Place the #1 AC Gen Off/Reset – On switch to the Off/Reset position and tag.

#2 AC Generator) ATA 24-1 - Pull 2 amp, #2 AC GEN WARN, circuit breaker on the overhead circuit breaker panel and tag and tie wrap. Place the #2 AC Gen Off/Reset – On switch to the Off/Reset position and tag.

(O) Procedure to operate with APU generator on. Refer to EASA MMEL Supplement "REMARKS OR EXCEPTIONS".

24-2 **APU Generator**

(M) Procedure to deactivate and secure generator.

Pull 2 amp, APU GEN WARN, Circuit Breaker on overhead circuit breaker panel and Tag. Place APU AC Gen Off/Reset – On switch to the Off/Reset Position and tag and tie wrap.

28-3 **Fuel Quantity Indicating System**

(O) Procedure to determine fuel quantity. **Refer to FAA MMEL "REMARKS OR EXCEPTIONS".**

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GUIDELINES FOR (O) & (M) PROCEDURES
(Continued)

32-1, 2 and 3	**Landing Gear** (M) Procedure to secure landing gear down. **Depress poppit and insert pip pin. Pull pin to ensure installation. Tie off flag to keep from wind damage.** (O) Procedure to consider performance with landing gear down.
34-11	**Traffic Collision Alert System** (M) Procedure to deactivate and secure system. **Pull 5 amp, TCAS, circuit breaker on co-pilot's circuit breaker and tag and tie wrap.**
34-12	**EGPWS (System Functions)** (O) Procedure to check operation of system functions. **Refer to EASA MMEL Supplement "REMARKS OR EXCEPTIONS".**
34-12	**EGPWS (AVAD)** **(O) Procedure to check operation of radio altimeter. Refer to EASA MMEL Supplement "REMARKS OR EXCEPTIONS".**

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GUIDELINES FOR (O) & (M) PROCEDURES
(Continued)

34-12 **EGPWS (Aural Annunciations)**

(O) Procedure to check non-aural annunciations.

When the aural alerting function of the EGPWS is inoperative, the associated caution and warning lights should be closely monitored. The following checks should be accomplished prior to takeoff to ensure the visual cautions and warnings are functional.

1. **Conduct a FIRE DETECT test.**
   a. **Confirm the FIRE lights on both master warning panels illuminate.**
   b. **Confirm the FIRE #1 ENG, FIRE APU, and FIRE #2 ENG lights illuminate on the fire warning panel.**
   c. **Confirm the SMOKE IN BAGGAGE warning is displayed on the EICAS page.**
2. **Conduct a PB LAMP test.**
   a. **Confirm the LOW ROTOR warning lights on both master warning panels illuminate.**
   b. **Confirm the three green LANDING GEAR lights remain illuminated.**
   c. **Confirm the red GEAR UNSAFE light illuminates.**
3. **Prior to engine start confirm the following:**
   a. **The #1 ENG OUT light is illuminated on the master warning panel (six pack) and a red X is displayed over the #1 engine pod on the EICAS page.**
   b. **The #2 ENG OUT light is illuminated on the master warning panel (six pack) and a red X is displayed over the #2 engine pod on the EICAS page.**
4. **With power on the aircraft, confirm that a CHECK BMS light is not illuminated. If illuminated, ensure the swashplate temperature sensor is not at fault.**
5. **Prior to engine start, select SHOW OBE on EICAS page and ensure the red MGB OIL PRES warning is illuminated.**
6. **Confirm VNE range is displayed on the airspeed gauge.**
7. **Confirm the MINIMUMS bug can be adjusted on the barometric altimeter.**

The following aural advisories will not be available.

CHECK ALTITUDE
ALTITUDE
DECOUPLE
100 FEET

Refer to EASA MMEL Supplement "REMARKS OR EXCEPTIONS" for additional guidance.

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GUIDELINES FOR (O) & (M) PROCEDURES
(Continued)

34-17 **Flight Management System**
(O) Alternate procedure to use current Aeronautical Charts for navigation. **Refer to FAA MMEL "REMARKS OR EXCEPTIONS".**

34-19 **Electronic Flight Bag**
(O) Alternate procedure to use current Aeronautical Charts for navigation. **Refer to FAA MMEL "REMARKS OR EXCEPTIONS".**

44-1, 2 and 3 **Passenger Notification**
(O) Alternate procedures to notify passengers. Refer to EASA MMEL "REMARKS OR EXCEPTIONS".

50-3 and 4 **Cargo Ramp System and Warning**
(O) Alternate procedures to determine doors are closed and latched prior to flight. **Refer to FAA MMEL "REMARKS OR EXCEPTIONS".**

52-1 **Door Warning System**
(O) Alternate procedure to determine that doors are closed and latched prior to flight. **Refer to FAA MMEL "REMARKS OR EXCEPTIONS".**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
21 Air Conditioning				
21-4 Cockpit Heat ***	C	1	0	May be inoperative provided heated air is not required for defrosting/defogging AND **The windshield heater system is operative.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
22 Auto Flight				
22-1 Flight Control Computer	B	2	1	May be inoperative for VFR operations only. One PSAS and the same side AP must be operational **and operations are conducted in accordance with the Flight Manual.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
23 Communications				
23-1 Communications Systems (FM, HF, UHF, VHF, etc.)	-	-	-	**As required by Operating Requirements.**
23-5 HF Com	-	-	-	**As required by Operating Requirements.**
23-6 ATC Transponders and Automatic Altitude Reporting Systems	-	-	-	**As required by Operating Requirements.**
23-13 Cockpit Voice Recorder (CVR) (Combined CVR/FDR Unit)	-	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
24 Electrical Power				
24-1 Generators, A. C.	B	2	1	**(O)** (M) May be inoperative for VFR operations only provided: a) Generator is deactivated and secured. b) Conditions do not require rotor ice protection, and c) APU Generator is operational and ON.

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
25 Equipment/Furnishings				
25-1 *** Observer Seats (including associated equipment)	**D**	-	**0**	**May be inoperative provided the seat is not required and is correctly stowed.**

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AIRCRAFT **Sikorsky S-92**	REVISION NO: **REVISION 3** DATE: **5 November 2009**	PAGE **S30-1**

(1) System & Sequence Numbers Item		(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30 Ice and Rain Protection					
30-2	Pitot Tube Heaters	B	3	0	May be inoperative provided **operations are carried out in day VFR only and** known and forecast conditions for flight are at ambient temperatures above +4.5 degrees C (40 degrees F)
		B	3	2	May be inoperative provided known and forecast conditions for flight are at ambient temperatures above +4.5 degrees C (40 degrees F) OR No visible moisture.
30-6 ***	**Main and/or Tail Rotor** Blade De-ice System	D	1	0	System may be inoperative provided aircraft is not flown into known or forecast icing conditions.
		D	**1**	**0**	**May be inoperative when the operator is permitted to follow the limited icing clearance and the ambient conditions permit.** **(Refer to Flight Manual Supplement E-03)**
30-7 ***	Ice Detection System (to include ice rate meters)	C	2	1	
		D	2	0	System may be inoperative provided aircraft is not flown into known or forecast icing conditions.
		D	**2**	**1**	**One may be inoperative when the operator is permitted to follow the limited icing clearance and the ambient conditions permit.** **(Refer to Flight Manual Supplement E-03)**
30-8 ***	Droop Stop Heating System	D	1	0	System may be inoperative provided aircraft is not flown into known or forecast icing conditions.
		D	**1**	**0**	**May be inoperative when the operator is permitted to follow the limited icing clearance and the ambient conditions permit.** **(Refer to Flight Manual Supplement E-03)**

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AIRCRAFT **Sikorsky S-92**	REVISION NO: **REVISION 3** DATE: **5 November 2009**	PAGE **S30-2**

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
30 Ice and Rain Protection				
30-9 *** Rotor Ice Protection System (RIPS) Controllers	**A**	2	1	**One may be inoperative for a flight or series of flights to a location where repairs will be made provided the reported and forecast weather permits the aircraft to exit icing conditions, and subsequently continue flight in non-icing conditions, to a landing at:** **(a) The planned destination aerodrome, or** **(b) A suitable alternate aerodrome.** **Note: This allows the crew to comply with Flight Manual emergency procedures that require the aircraft to exit icing conditions in the event that the second RIPS controller fails.**
	A	**2**	**1**	**One may be inoperative for ferry (without passengers) to a location where repairs will be made.**
	D	2	0	System may be inoperative provided aircraft is not flown into known or forecast icing conditions.
	D	**2**	**1**	**One may be inoperative when the operator is permitted to follow the limited icing clearance and the ambient conditions permit.** **(Refer to Flight Manual Supplement E-03)**
30-11 *** Main Rotor Deice Slip Ring Bearing	A	2	1	**One may be inoperative for ferry (without passengers) to a location where repairs will be made.**
	D	2	0	**May be inoperative when the operator is permitted to follow the limited icing clearance and the ambient conditions permit.** **(Refer to Flight Manual Supplement E-03)**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
31 Indicating / Recording Systems				
31-3 Flight Data Recorder (FDR)(Combined CVR/FDR Unit)	-	-	-	**As required by Operating Requirements.**
31-4 Data Concentrator Unit	-	2	**2**	

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AIRCRAFT **Sikorsky S-92**	REVISION NO: **REVISION 3** DATE: **5 November 2009**	PAGE **S33-1**

(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
33 Lights				
33-1 Cockpit lights	C	-	0	**As required by Operating Requirements.**
33-4 Cabin lights	**C**	-	-	**As required by Operating Requirements.**
33-17 *** Helicopter Emergency Egress Lighting System (HEELS)	-	-	-	**As required by Operating Requirements.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
34 Navigation				
34-5 Radio Altimeter System	A	-	-	**As required by Operating Requirements.**
34-12 Enhanced Ground Proximity Warning System (EGPWS)	B	1	0	(O) EGPWS function may be inoperative provided the Aural Warning **and Radio Altimeter functions are** confirmed to be operative.
(1) **Radio Altimeter function (including AVAD)**	**A**	-	-	**(O) Radio Altimeter is considered inoperative – refer to item 34-5.**
(2) Aural Warning **Generator Functions**	A	-	-	(O) May be inoperative provided : a) Both Master Warning Panels are operative, b) The visual warnings and cautions associated with the defined inoperative aural warnings and annunciations are assessed by the pilot prior to departure, and c) **The aircraft only departs on a flight or series of flights for the purpose of returning directly to a base where repairs can be made.**
34-20 Radio Tuning Unit (RTU)	C	2	1	**Refer to item 23-10.**

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(1) System & Sequence Numbers Item	(2) Rectification Interval	(3) Number installed	(4) Number required for dispatch	(5) Remarks or Exceptions
44 Cabin Systems				
44-1 Public Address System				
(1) Passenger Configuration	**B**	**-**	**0**	**(O) May be inoperative provided:** **a) Alternate normal and emergency procedures and/or operating restrictions are established and used, and** **b) The flight crew compartment / cabin interphone system (including chime system) is operative.**
(2) Cargo Configuration	**D**	**-**	**0**	**(O) May be inoperative provided alternate normal and emergency procedures and/or operating restrictions are established and used,**