

Parça Listesi	
ATA CHAPTER: 21 Air conditioning	PAGE: 21-x
(1) System & sequence numbers item	(2) Rectification interval
	(3) Number installed
	(4) Number required for dispatch
	(5) Remarks or exceptions
21-20-1 Fresh air ventilation outlets	
21-20-1A (ALL)	C - 1 Any in excess of one may be inoperative.
21-30-1 Pressurisation controller	
21-30-1A (CAT)	C - 0 (O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with. (O) Procedures must be established to ensure the aeroplane is operated unpressurised.
21-30-1B (NCO/SPO)	D - 0 (O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with. (O) Procedures must be established to ensure the aeroplane is operated unpressurised.
(continued)	



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	(5) Remarks or exceptions		
(continued)			
21-30-2 Outflow/safety valves			
21-30-2A (CAT)	C	-	-
			<p>(M)(O) May be inoperative provided:</p> <p>(a) affected valve(s) is (are) secured OPEN or removed,</p> <p>(b) flight is conducted unpressurised, and</p> <p>(c) the regulations requiring oxygen use are complied with.</p> <p><i>(M) Procedures must be established to secure the valve(s) open or remove it (them).</i></p> <p><i>(O) Procedures must be established to ensure the aeroplane is operated unpressurised.</i></p>
21-30-2B (NCO/SPO)	D	-	-
			<p>(M)(O) May be inoperative provided:</p> <p>(a) affected valve(s) is(are) secured OPEN or removed,</p> <p>(b) flight is conducted unpressurised, and</p> <p>(c) the regulations requiring oxygen use are complied with.</p> <p><i>(M) Procedures must be established to secure the valve(s) open or remove it(them).</i></p> <p><i>(O) Procedures must be established to ensure the aeroplane is operated unpressurised.</i></p>
(continued)			



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21-30-3 Cabin altitude Indicator			
21-30-3A (ALL)	D	1	0
			(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with. <i>(O) Procedures must be established to ensure the aeroplane is operated unpressurised.</i>
21-30-4 Cabin altitude warning system			
21-30-4A (ALL)	C	1	0
			May be inoperative provided the flight is conducted at or below cabin altitude warning limit, but not above 10 000 feet MSL.
21-30-4B (ALL)	D	1	0
			(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with. <i>(O) Procedures must be established to ensure the aeroplane is operated unpressurised.</i>
(continued)			



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	(5) Remarks or exceptions			
(continued)				
21-30-5 Cabin rate of climb indicator				
21-30-5A (ALL)	D	1	0	(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with. <i>(O) Procedures must be established to ensure the aeroplane is operated unpressurised.</i>
21-30-6 Differential pressure indicator				
21-30-6A (ALL)	D	1	0	(O) May be inoperative provided: (a) the flight is conducted unpressurised, and (b) the regulations requiring oxygen use are complied with. <i>(O) Procedures must be established to ensure the aeroplane is operated unpressurised.</i>
21-40-1 Heating system				
21-40-1A (CAT/SPO)	C	-	0	May be inoperative.
21-40-1B (NCO)	D	-	0	May be inoperative.
(continued)				



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	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
(continued)				
21-50-1 Air conditioning system				
21-50-1A (CAT/SPO)	C	1	0	(M) May be inoperative. <i>(M) Procedures must be established to ensure the inoperative air conditioning system does not have any adverse effect on engine operation, pressurisation or instruments cooling.</i>
21-50-1B (NCO)	D	1	0	(M) May be inoperative. <i>(M) Procedures must be established to ensure the inoperative air conditioning system does not have any adverse effect on engine operation, pressurisation or instruments cooling.</i>

Additional considerations:

- **21-20-1A Fresh air ventilation outlets:** Cockpit and cabin compartments must be suitably ventilated through an adequate supply of fresh air.
- For unpressurised flights, the (O) procedure should indicate that when oxygen on-board is not sufficient or oxygen is not used, the flight shall be performed at or below 10 000 ft Mean Sea Level (MSL).



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(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
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	(5) Remarks or exceptions		
22-10-1 Autopilot			
22-10-1A (SPO/NCO)	D	-	0
			<p>(M)(O) May be inoperative provided:</p> <p>(a) autopilot is deactivated as applicable,</p> <p>(b) AFM limitations are observed, and</p> <p>(c) operations do not depend upon its use.</p> <p><i>(M) Procedures must be established to ensure the autopilot will not engage during the flight.</i></p> <p><i>(O) Procedures must establish any applicable restrictions (e.g. approach and landing minima, en-route operations, etc.).</i></p>
22-10-1B (CAT)	B	-	0
			<p>(M)(O) May be inoperative provided:</p> <p>(a) autopilot is deactivated as applicable,</p> <p>(b) the flight is conducted under VFR for single pilot operations,</p> <p>(c) AFM limitations are observed, and</p> <p>(d) operations do not depend upon its use.</p> <p><i>(M) Procedures must be established to ensure the autopilot will not engage during the flight.</i></p>
(continued)			



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	(3) Number installed			
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	(5) Remarks or exceptions			
(continued)				
22-10-2 Autopilot disconnect functions – Quick release controls				
22-10-2A (ALL)	C	-	1	(O) Any in excess of one may be inoperative provided: (a) the operative one is on the pilot flying side, and (b) approach and landing minima do not require use of the autopilot. (O) Procedures must establish any applicable restrictions (e.g. approach and landing minima, en-route operations, etc.).
22-10-2B (ALL)	B	-	0	May be inoperative provided autopilot is not used (refer to item 22-10-1).
(continued)				



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	(3) Number installed		(4) Number required for dispatch
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(continued)			
22-10-4 Yaw damper			
22-10-4A (ALL)	C	1	0
			(M) May be inoperative provided yaw damper is independent and unrelated to autopilot operation. (M) Procedures must be established to ensure no electrical or mechanical fault exists that would have an adverse effect on any flight control system.
22-10-4B (ALL)	-	1	0
			May be inoperative provided autopilot is not used (refer to item 22-10-1).

Additional considerations:

- **22-10-1 Autopilot:** Any increase in crew workload has to be considered for the intended operations. Any additional limitations, such as flight duration, may result from this consideration.
- **22-10-1B Autopilot:** Depending upon the use of the autopilot in routine procedures, single pilot CAT operations may be restricted to day VMC only.
- **22-10-4 Yaw damper:** AFM limitations must be complied with, if any.



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(1) System & sequence numbers item	(2) Rectification interval			
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	(5) Remarks or exceptions			
23-10-1 Headsets				
23-10-1A (NCO)	D	-	0	May be inoperative or missing provided procedures do not depend upon its use.
23-10-1B (ALL)	D	-	-	Any in excess of one for each flight crew member may be inoperative or missing. <u>Note:</u> A headset consists of a communication device which includes two earphones to receive and a microphone to transmit audio signals to the aeroplane's communication system.
23-10-2 Audio selector panels				
23-10-2A (ALL)	D	-	-	Any in excess of one for each flight crew member may be inoperative or missing.
23-10-2B (ALL)	D	-	0	(O) May be inoperative provided: (a) the flight is conducted under VFR, and (b) alternate procedures are established and used for ensuring required communication.
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		(4) Number required for dispatch
			(5) Remarks or exceptions
(continued)			<i>(O) Procedures must be established to ensure required communication.</i>
23-10-3 Flight crew compartment speakers			
23-10-3A (SPO/NCO)	C	- 0	<i>(O) May be inoperative provided alternate means are available and used for ensuring the required communication.</i> <i>(O) Procedures must be established to ensure required communication</i>
23-10-3B (CAT)	C	- 0	May be inoperative provided: (a) one headset is operative and used by each flight crew member, and (b) a spare operative headset is readily available in the flight crew compartment.
23-10-4 Handheld microphones			
23-10-4A (SPO/NCO)	C	- 0	May be inoperative provided one headset is operative and used by each flight crew member.
23-10-4B (CAT)	C	- 0	May be inoperative provided: (a) one headset is operative and used by each flight crew member, and (b) a spare operative headset is readily available in the flight crew compartment.
(continued)			



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(5) Remarks or exceptions
	(4) Number required for dispatch			
(continued)				
23-10-5 Stick/yoke mounted push-to-talk switches				
23-10-5A (NCO)	D	-	0	May be inoperative provided associated handheld microphone is operative.
23-10-5B (SPO/CAT)	D	-	0	May be inoperative provided: (a) the flight is conducted under day VFR, and (b) associated handheld microphone is operative.
23-11-1 Long range communication systems				
23-11-1A (ALL)	D	-	-	Any in excess of those required may be inoperative.
23-12-1 VHF communication systems				
23-12-1A (ALL)	D	-	-	Any in excess of those required may be inoperative.
23-20-1 Datalink				
23-20-1A (ALL)	D	-	0	May be inoperative provided that procedures do not require its use.
(continued)				



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			(5) Remarks or exceptions	
(continued)				
23-30-1 Public address system				
23-30-1A (ALL)	D	1	0	May be inoperative provided procedures do not depend upon its use.
23-30-1B (ALL)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. (O) Procedures must be established to provide alternate means for communication between the flight crew compartment and the cabin, in normal and emergency situations.
23-40-1 Flight crew interphone system				
23-40-1 (ALL)	D	-	-	Any in excess of those required may be inoperative.

Additional considerations:

- **23-10-2 Audio selection panels:** There may be components of the audio control panel inoperative; however, the panel is still adequate for flight. The item does not address sub-components, and it is considered the pilot-in-command's decision to dispatch with necessary equipment operative.
- **23-10-3 Flight crew compartment speakers:** It should be ensured that the affected flight crew compartment speaker is not used for crew intercommunication when smoke masks are used unless single pilot operations are conducted. Indeed, with smoke masks on, a typical installation has the pilot talking through the co-pilot's speaker and the co-pilot through the pilot's speaker. If there are emergency procedures (e.g. smoke) which require the crew to establish communication, then relief for both cannot be granted, but depending on flight test results relief for one may be possible.



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All aural alerts, messages and other communication which are normally routed through the flight crew compartment speakers should remain audible through the headsets.

- **23-30-1 Public address system:** 23-30-1B: The alternate procedures will have to be developed to account for any procedures based on the use of the public address system, particularly in areas such as lavatories.

ATA CHAPTER: 24 Electrical				PAGE: 24-x	
(1) System & sequence numbers item	(2) Rectification interval				
	(3) Number installed				
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	(5) Remarks or exceptions				
24-40-1 External power system					
28-40-1A (ALL)	D	1	0	May be inoperative.	



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			(5) Remarks or exceptions
25-11-1 Flight crew compartment seats			
25-11-1-1 Power adjustments			
25-11-1-1A (ALL)	D	- 0	May be inoperative.
25-11-1-2 Manual adjustments			
25-11-1-2-1 Horizontal			
25-11-1-2-1A (ALL)	C	- 0	(M) May be inoperative provided: (a) the affected seat is secured and locked, (b) the position is acceptable to the flight crew member, and (c) the seat position when the seat is used allows a full travel of the flight controls. <i>(M) Procedures must be established to secure the seat position.</i>
25-11-1-2-2 Vertical			
25-11-1-2-2A (ALL)	C	- 0	May be inoperative provided the associated power adjustment of the affected seat is operative.
(continued)			



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(continued)				
25-11-1-2- 2B (ALL)	C	-	0	(M) May be inoperative provided: (a) the affected seat is secured or locked, and (b) the position is acceptable to the flight crew member. <i>(M) Procedures must be established to secure the seat position.</i>
25-11-1-3 Other adjustments except horizontal and vertical adjustments				
25-11-1-3A (ALL)	C	-	0	(M) May be inoperative provided: (a) the affected seat is secured or locked, and (b) the position is acceptable to the flight crew member. <u>Note:</u> If an inoperative armrest hinders an emergency evacuation or any other flight crew compartment duties, it should be removed. <i>(M) Procedures must be established to secure the seat position.</i>
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(continued)			
25-11-1-4 Safety harnesses			
25-11-1-4A (ALL)	C	-	1
			Any in excess of one may be inoperative provided:
			(a) the flight is conducted in single pilot operations, and
			(b) the affected seat is not occupied.
25-11-1-5 Crew seat armrest			
25-11-1-5A (ALL)	C	-	0
			(M) May be inoperative provided:
			(a) it doesn't hinder emergency egress, and
			(b) it doesn't block access to the flight controls or restrict any other flight deck duties.
			<i>(M) Procedures must be established to remove an inoperative armrest if it may harm the crew member.</i>
25-21-1 Passenger seats			
25-21-1A (ALL)	D	-	-
			(M) May be inoperative provided:
			(a) inoperative seat does not block an emergency exit,
			(b) inoperative seat does not restrict any passenger from access to the main aeroplane aisle, and
			(c) affected seat(s) are blocked and placarded 'DO NOT OCCUPY'.
(continued)			



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(continued)	(3) Number installed			
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	(5) Remarks or exceptions			
	25-21-1-1 Recline functions 25-21-1-1A (ALL)	D	-	-
25-21-1-1B (ALL)	C	-	-	<p>May be inoperative provided the seat back is immovable in the take-off and landing position.</p>
25-21-1-2 Under seat baggage restraining bars (continued)				



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(continued)				
25-21-1-2A (ALL)	D	-	-	<p>May be inoperative or missing provided:</p> <p>(a) baggage is not stowed under associated seat, and</p> <p>(b) associated seat is placarded 'DO NOT STOW BAGGAGE UNDER THIS SEAT'.</p>
25-21-1-3 Passenger seat armrests with recline control mechanism				
25-21-1-3A (ALL)	D	-	-	<p>(M) May be inoperative, damaged or missing, provided that:</p> <p>(a) armrest does not block an emergency exit,</p> <p>(b) armrest is not in such a position that it restricts any passengers from accessing the aeroplane's aisle, and</p> <p>(c) if the armrest is missing, associated seat is secured in full upright position.</p> <p><i>(M) Procedures must be established to provide a practical means of securing the associated seat in the full upright position.</i></p> <p><i>(M) Procedures must be established to remove any damaged armrest which may harm the passenger.</i></p>
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			(5) Remarks or exceptions
(continued)			
25-21-1-4 Passenger seat armrests without recline control mechanism			
25-21-1-4A (ALL)	D	-	-
			(M) May be inoperative, damaged or missing, provided that: (a) armrest does not block an emergency exit, and (b) armrest is not in such a position that it restricts any passengers from accessing the aeroplane's aisle. (M) Procedures must be established to remove any damaged armrest which may harm the passenger.
25-21-1-5 Swivel/travel mechanisms			
25-21-1-5A (ALL)	D	-	-
			(M) May be inoperative provided: (a) associated seat is secured in the take-off and landing position, and (b) associated seat does not restrict emergency egress. (M) Procedures must be established to provide a practical means of securing the associated seat in the take-off and landing position.
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25-21-1-5B (ALL)	C	-	-	May be inoperative provided the associated seat is immovable in the take-off and landing position.
25-60-1 Electrical torches/flashlights (incl. holders)				
25-60-1A (SPO/NCO)	D	-	0	May be inoperative or missing for daylight operations.
25-60-1B (ALL)	C	-	-	Any in excess of those required for the intended flight may be inoperative or missing.
25-60-2 Life rafts				
25-60-2A (ALL)	D	-	-	(M) Any in excess of those required for the intended flight may be inoperative or missing provided the inoperative unit is removed from the aeroplane, and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed location are placarded inoperative. (M) Procedures must be established to: — provide instructions to placard the inoperative unit and its installed location, and — secure the inoperative unit in an out-of-sight location if possible.
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			(5) Remarks or exceptions	
(continued)				
25-60-3 Survival equipment				
25-60-A (ALL)	D	-	-	<p>(M) Any in excess of those required for the intended flight may be inoperative or missing provided the inoperative unit is removed from the aeroplane and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed location are placarded inoperative.</p> <p>(M) Procedures must be established to:</p> <ul style="list-style-type: none"> - provide instructions to placard the inoperative unit and its installed location, and - secure the inoperative unit in an out-of-sight location.
25-61-1 Crash axes and crowbars				
25-61-1A (ALL)	D	-	-	Any in excess of those required may be inoperative or missing.
25-62-1 First-aid kits				
25-62-1A (ALL)	D	-	1	Any in excess of one may be incomplete or missing.
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25-63	Emergency locator transmitters				
25-63-1	Automatic emergency locator transmitters ELT(AF)/ELT(AP)/ ELT(AD)				
25-63-1A	(ALL)	D	-	-	Any in excess of those required may be inoperative.
25-63-1B	(ALL)	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
25-63-2	Survival emergency locator transmitters ELT(S)				
25-63-2A	(NCO)	D	-	0	Any in excess of those required may be inoperative or missing.
25-63-2B	(CAT/SPO)	D	-	-	(M) Any in excess of those required for the intended flight may be inoperative or missing provided the inoperative unit is removed from the aeroplane and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed location are placarded inoperative. (M) Procedures must be established to: — provide instructions to placard the inoperative unit and its installed location, — secure the inoperative unit in an out-of-sight location.
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25-63-2C	(NCO)	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
25-63-3	Personal locator beacons (PLB)				
25-63-3A	(NCO)	D	-	-	Any in excess of those required may be inoperative or missing.
25-63-3A	(NCO)	A	-	0	May be inoperative for a maximum of 6 flights or 25 flight hours, whichever occurs first.
25-64-1	Life jackets (or equivalent individual floatation devices)				
25-64-1A	(ALL)	D	-	-	(M) Any in excess of those required for the intended flight may be inoperative or missing provided: (a) required distribution of operative units is maintained throughout the aeroplane, and (b) the inoperative unit is removed from the aeroplane and its installed location is placarded inoperative; or removed from the installed location, secured out of sight, and the inoperative unit and its installed location are placarded inoperative. (M) Procedures must be established to: — provide instructions to placard the inoperative unit and its installed location, and — secure the inoperative unit in an out-of-sight location.

Additional considerations:

- **25-11-1-4 Flight crew compartment seats – Safety harnesses:** Padding may be part of the ETSO/TSO and, therefore, required.
- **25-21-1 Passenger seats:**
 - 25-21-1A:

Any damage to passenger seats and components must not be detrimental to passenger safety.

This item and associated sub-items do not include tray tables that may, if inoperative in the non-stowed position, render the seat by itself or the seat row (behind the seat to which the tray table is attached) inoperative. A tray table inoperative in the stowed position is considered as a passenger convenience item.

For single aisle configurations, the affected seat(s) may include the seat behind and/or the adjacent outboard seats.
 - 25-21-1-1:

Any damage to passenger seats and components must not be detrimental to passenger safety.

The seat recline position can be failed in the take-off and landing position other than the full upright position, when the seat has been certified to this alternate position.
 - 25-21-1-2:

Any damage to passenger seats and components must not be detrimental to passenger safety.

The certification basis of the seat or seat assembly will need to be verified to determine whether an inoperative or missing under seat baggage restraining bar affects the integrity of the seat.
 - 25-21-1-3/4/5:

Any damage to passenger seats and components must not be detrimental to passenger safety.
- **25-63-1 Automatic emergency locator transmitters ELT(AF)/ELT(AP)/ELT(AD) and**
25-63-2 Survival Emergency Locator Transmitters ELT(S):

An emergency locator transmitter (ELT) is a generic term describing equipment which broadcasts distinctive signals on designated frequencies and, depending on the application, may be activated by impact or manually. An ELT is one of the following:

Automatic fixed (ELT(AF)): an automatically activated ELT which is permanently attached to an aeroplane;

Automatic portable (ELT(AP)): an automatically activated ELT which is rigidly attached to an aeroplane but readily removable from the aeroplane;

Automatic deployable (ELT(AD)): an ELT which is rigidly attached to the aeroplane and which is automatically deployed and activated by impact and, in some cases, also by hydrostatic sensors. Manual deployment is also provided; and



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Survival ELT (ELT(S)): an ELT which is removable from an aeroplane, stowed so as to facilitate its ready use in an emergency, and manually activated by survivors.

An ELT(S) may be activated manually or automatically (e.g. by water activation). It should be designed to be attached to a life raft or a survivor.



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ATA CHAPTER: 26 Fire protection		PAGE: 26-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
26-24-1 Hand fire extinguishers				
26-24-1A (ALL)	D	-	-	Any in excess of those required by the operating rules may be inoperative or missing.
25-60-1 Protective breathing equipment (PBE)				
25-60-1A (ALL)	D	-	-	Any in excess of those required may be inoperative or missing provided that the inoperative PBE is placarded inoperative and removed. <u>Note:</u> Inoperative PBE units may be subject to dangerous goods requirements.



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ATA CHAPTER: 27 Flight controls				PAGE: 27-x
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
27-10-1 Aileron trim tab position indication				
27-10-1A (ALL)	C	1	0	(O) May be inoperative provided: (a) tab is visually checked for full range of operation, (b) tab operation is not restricted, and (c) tab is positioned to NEUTRAL (or recommended AFM setting) and appropriate setting is verified by visual inspection prior to each departure.
27-20-1 Rudder trim tab position indication				
27-20-1A (ALL)	C	1	0	(O) May be inoperative provided: (a) tab is visually checked for full range of operation, (b) tab operation is not restricted, and (c) tab is positioned to NEUTRAL (or recommended AFM setting), and appropriate setting is verified by visual inspection prior to each departure.
(continued)				



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ATA CHAPTER: 27 Flight controls		PAGE: 27-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
(continued)				
27-30-1 Elevator trim tab position indication				
27-30-1A (ALL)	C	1	0	<p>(O) May be inoperative provided:</p> <p>(a) tab is visually checked for full range of operation,</p> <p>(b) tab operation is not restricted, and</p> <p>(c) tab is positioned to NEUTRAL (or recommended AFM setting), and appropriate setting is verified by visual inspection prior to each departure.</p>
27-31-1 Electric elevator trim system				
27-31-1A (ALL)	C	1	0	<p>(M) May be inoperative provided:</p> <p>(a) manual trim is checked operative, and</p> <p>(b) electric trim is deactivated.</p> <p><i>(M) Procedures must be established to:</i></p> <ul style="list-style-type: none"> – deactivate the electric trim system, and – ensure manual trim is not affected.
(continued)				



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ATA CHAPTER: 27 Flight controls		PAGE: 27-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed		(4) Number required for dispatch	
			(5) Remarks or exceptions	
(continued)				
27-50-1 Flaps position Indication				
27-50-1A (ALL)	C	1	0	(O) May be inoperative provided: (a) prior to each flight, flaps are visually checked for full travel, (b) flaps operation is not restricted, and (c) flaps are visually checked for proper setting prior to each departure.
27-70-1 Gust lock				
27-70-1A (ALL)	C	1	0	(M) May be inoperative provided gust lock is secured unlocked. (M) Procedures must be established to secure the gust lock unlocked.

Additional considerations:

- **27-31-1 Electric elevator trim system:** Autopilot, if installed, may have to be disconnected.
- **27-50-1 Flaps position indication:** Crew should be able to visually check the flaps position without having to leave the flight deck.
- **27-70-1 Gust lock:** AFM limitations, if any, must be respected with inoperative gust lock. Any other systems impacted by the gust lock failed in the locked position need to be considered.



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ATA CHAPTER: 28 Fuel		PAGE: 28-x	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
28-40-1 Fuel quantity indication 28-40-1A (ALL)	C	-	1 (O) Any in excess of one may be inoperative provided a reliable means is established to determine that fuel quantity on board meets the regulatory requirements for flight. <i>(O) Procedures must be established to determine that fuel quantity on board meets the regulatory requirements for flight.</i>

Additional considerations:

- **28-40-1 Fuel quantity indication:** This proposal is made for tanks with interconnected outlets functioning as a single tank, such that individual tanks cannot be isolated. Fuel migration from one wing to the other needs also to be considered.



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ATA CHAPTER: 30 Ice & rain protection		PAGE: 30-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
30-00-1 Inertial separators – Position indicating system				
30-00-1A (CAT/SPO)	B	–	0	May be inoperative provided operations are not conducted in known or forecasted icing conditions.
30-00-1A (NCO)	C	–	0	May be inoperative provided operations are not conducted in known or forecasted icing conditions.
30-10-1 Airframe aerodynamic surface ice protection				
30-10-1A (CAT/SPO)	B	–	0	One or more may be inoperative provided operations are not conducted in known or forecasted icing conditions.
30-10-1B (NCO)	C	–	0	One or more may be inoperative provided operations are not conducted in known or forecasted icing conditions.
(continued)				



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ATA CHAPTER: 30 Ice & rain protection		PAGE: 30-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
30-31-1 Pitot heating system				
30-31-1A (CAT)	B	-	1	<p>(O) Any in excess of one may be inoperative provided:</p> <p>(a) operations are conducted under day VMC,</p> <p>(b) operations are not conducted in visible moisture or into known or forecasted icing conditions, and</p> <p>(c) the operative pitot heater is verified operative prior to each flight.</p> <p><i>(O) Procedures must be established for required pre-flight check.</i></p>
30-31-1B (CAT)	B	-	0	<p>One or more may be inoperative provided:</p> <p>(a) operations are conducted under day VFR, and</p> <p>(b) operations are not conducted in visible moisture or into known or forecasted icing conditions.</p>
30-31-1C (NCO/SPO)	B	-	0	<p>May be inoperative provided:</p> <p>(a) operations are conducted under VFR, and</p> <p>(b) operations are not conducted in visible moisture or into known or forecasted icing conditions.</p>
(continued)				



ATA CHAPTER: 30 Ice & rain protection		PAGE: 30-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
30-31-3 Static port heating system				
30-31-3A (CAT)	C	-	0	<p>May be inoperative provided:</p> <p>(a) operations are conducted under day VFR, and</p> <p>(b) operations are not conducted in known or forecasted icing conditions.</p>
30-31-3B (CAT)	B	-	1	<p>(O) Any in excess of one may be inoperative provided:</p> <p>(a) operations are conducted under day VMC,</p> <p>(b) operations are not conducted in visible moisture or into known or forecasted icing conditions, and</p> <p>(c) the operative static port heater is verified operative prior to each flight.</p> <p><i>(O) Procedures must be established for required pre-flight check.</i></p>
30-31-3C (NCO/SPO)	C	-	0	<p>One or more may be inoperative provided:</p> <p>(a) operations are conducted under day VFR, and</p> <p>(b) operations are not conducted in known or forecasted icing conditions.</p>
(continued)				



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ATA CHAPTER: 30 Ice & rain protection		PAGE: 30-x	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		(4) Number required for dispatch
			(5) Remarks or exceptions
(continued)			
30-32-1 Stall warning mounting plate heater			
30-32-1A (ALL)	B	- 0	One or more may be inoperative provided: (a) operations are conducted under day VMC, and (b) operations are not conducted in known or forecasted icing conditions.
30-41-1 Windshield heating/De-icing system			
30-41-1A (ALL)	C	- 0	May be inoperative provided operations are not conducted in known or forecasted icing conditions.
30-61-1 Propeller de-ice/anti-ice system			
30-61-1A (CAT/SPO)	B	- 0	One or more may be inoperative provided operations are not conducted in known or forecasted icing conditions.
30-61-1B (NCO)	C	- 0	One or more may be inoperative provided operations are not conducted in known or forecasted icing conditions.

Additional considerations:

- Relief for the above-mentioned items should be further restricted or removed when the loss of the heating/anti-icing system would impact other systems which are integrated with the considered item.



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ATA CHAPTER: 31 Indicating/Recording systems		PAGE: 31-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
31-21-1 Clock 31-21-1A (ALL)	C	-	0	May be inoperative provided an accurate timepiece is operative on the flight crew compartment indicating the time in hours, minutes and seconds. Note: On the basis that the timepiece required does not need to be approved, an accurate pilot's wristwatch which indicates hours, minutes and seconds is acceptable.
31-22-1 Hour meter 31-22-1A (ALL)	D	1	0	(O) May be inoperative provided a procedure is established to record flight time. <i>(O) Procedures must be established to record flight time.</i>



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ATA CHAPTER: 32 Landing gear		PAGE: 32-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
32-40-1 Parking brake 32-40-1A (ALL)	C	1	0	(O) May be inoperative provided a procedure is established to prevent movement of the aeroplane when stopped or parked. <i>(O) Procedures must be established to prevent movement of the aeroplane when stopped or parked.</i>

Additional considerations:

- **32-40-1 Parking brake:** This item is only applicable to aeroplanes for which the parking brake is not required by certification.



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
33-10-1 Flight crew compartment lighting (Excluding internally lighted buttons/switches, emergency lights and annunciations)				
33-10-1A (ALL)	C	-	0	May be inoperative for daylight operations.
33-10-1B (ALL)	C	-	-	Individual lights may be inoperative provided: (a) sufficient lighting is operative to make each required instrument control and other device for which it is provided easily readable, and (b) lighting configuration at dispatch is acceptable to the flight crew.
33-20-1 Passenger compartment lighting				
33-20-1A (ALL)	D	-	0	May be inoperative provided passengers are not carried when operating at night.
33-20-1B (ALL)	C	-	-	Individual lights may be inoperative provided lighting configuration at dispatch is acceptable to the flight crew.
(continued)				



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ATA CHAPTER: 33 Lights		PAGE: 33-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
33-20-2 Cabin signs (Fasten seat belt/No smoking)				
33-20-2A (ALL)	C	-	0	(O) May be inoperative provided alternate procedures are established and used for briefing passengers.
33-20-2B (ALL)	D	-	0	May be inoperative provided no passenger is carried.
33-41-1 Navigation/ Position lights				
33-41-1A (ALL)	C	-	0	One or more may be inoperative for daylight operations.
33-41-1B (ALL)	C	-	-	Any in excess of those required may be inoperative for night operations.
33-42-1 Anti-collision light system				
33-42-1A (CAT)	C	-	1	Any in excess of one may be inoperative.
33-42-1B (NCO/SPO)	C	-	0	One or more may be inoperative for daylight operations.
(continued)				



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ATA CHAPTER: 33 Lights				PAGE: 33-x	
(1) System & sequence numbers item		(2) Rectification interval			
		(3) Number installed			(5) Remarks or exceptions
		(4) Number required for dispatch			
(continued)					
33-43-1	Wing illumination light				
33-43-1A	(ALL)	D	1	0	May be inoperative for daylight operations.
33-43-1B	(ALL)	C	1	0	May be inoperative provided operations are not conducted at night into known or forecast icing conditions.
33-44-1	Landing lights				
33-44-1A	(CAT)	B	-	-	50 % of landing lights may be inoperative for night operations.
33-44-1B	(NCO/SPO)	C	-	1	Any in excess of one may be inoperative for night operation.
33-44-1C	(ALL)	C	-	0	One or more may be inoperative for daylight operations.

Additional considerations:

- **33-10-1B Flight deck lighting:** Emergency lighting might need to be taken into consideration.
- **33-20-1C Passenger compartment lighting:** No reference available for the level of required illumination in the cabin.
- **33-20-2 Cabin signs:** A passenger address system might have to be considered.
- **33-42-1 Anti-collision light system:** Strobe lights can be considered as anti-collision lights only if granted by certification.
- **33-44-1 Landing lights:** Alternate dispatch conditions may be proposed based on the use of taxi lights if adequate for the intent of purpose.



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- **Additional optional lights:** Additional dispatch relief could be given for optional lights (external courtesy/utility lights, tail logo light, recognition lights).
- **Lighted switches/buttons:** Additional relief could be given on a case-by-case basis in a dedicated item.

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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
34-10-1 Primary airspeed indication				
34-10-1A (CAT)	C	-	-	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> (a) a primary independent airspeed indication is available at each required pilot's station. (b) a standby airspeed indication is available.
34-10-1B (NCO/SPO)	C	-	1	Any in excess of one available at pilot's station may be inoperative, provided it is not associated with emergency procedures.
34-10-2 Primary altitude indication				
34-10-2A (CAT)	B	-	-	<p><u>Note:</u> A secondary/standby altitude indication is not considered as a primary altitude indication.</p> <p>May be inoperative provided:</p> <ul style="list-style-type: none"> (a) flight is conducted under VFR, (b) an independent altitude indication is available at each required pilot's station, and (c) an additional independent altitude indication is operative for single pilot operations. <p><u>Note:</u> For single pilot operations a secondary/standby or off-side indication may satisfy condition (b) or (c) if visibility requirements are met.</p>
(continued)				



ATA CHAPTER: 34 Navigation		PAGE: 34-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
34-10-2B (CAT)	B	-	-	May be inoperative provided: (a) flight is conducted under VFR in sight of the surface, and (b) a primary altitude indication is available at each required pilot's station.
34-10-2C (NCO/SPO)	C	-	-	May be inoperative provided: (a) flight is conducted under VFR, and (b) an altitude indication is available at each required pilot's station. <u>Note:</u> For single pilot operations a secondary/standby or off-side indication may satisfy condition (b) if visibility requirements are met.
34-10-3 Turn and slip indicator				
34-10-3-1 Turn indication				
34-10-3-1A (CAT)	B	-	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.
34-10-3-1B (ALL)	C	-	0	May be inoperative for single pilot operations provided standby attitude indication is operative.
34-10-3-1C (NCO/SPO)	C	-	0	May be inoperative for single pilot operations provided operations are conducted under day VFR.
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-10-3-1D (ALL)	C	-	1	Any in excess of one may be inoperative provided: (a) the operative turn indication is on the pilot flying side, and (b) primary attitude indications are operative at each required pilot's station.
34-10-3-1E (ALL)	B	-	1	Any in excess of one may be inoperative provided: (a) operations are conducted under day VMC, and (b) primary attitude indications are operative at each required pilot's station.
34-10-3-2 Slip Indicator				
34-10-3-2A (ALL)	C	-	1	Any in excess of one may be inoperative provided the operative slip indicator is on the pilot flying side.
34-10-3-2B (NCO/SPO)	D	-	0	May be inoperative provided operations are conducted under day VFR.
34-10-4 Vertical speed Indicator				
34-10-4A (CAT)	C	-	1	Any in excess of one may be inoperative provided the operative VSI is on the pilot flying side.
34-10-4B (NCO/SPO)	C	-	0	May be inoperative for day VFR operation.
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
(continued)			
34-10-5 Outside Air Temperature (OAT) Indicator			
34-10-5A (ALL)	C	-	0
			(O) May be inoperative provided another air temperature indication is operative that is convertible to OAT. (O) Procedures must be established to provide guidance to the crew to convert the alternate temperature indication in OAT.
34-10-5B (ALL)	C	-	0
			May be inoperative provided: (a) operations are conducted under VFR, (b) operations are not conducted in known or forecasted icing conditions, and (c) weather reports indicate that at any point of the route intended to be flown, the OAT is within the aeroplane's operating temperature limitations.
34-15-1 Altitude alerting system			
34-15-1A (ALL)	C	-	0
			(O) May be inoperative provided the altitude alerting system is not part of the equipment required for intended operation. (O) Procedures must be established to specify any applicable restriction for operations requiring a specific approval.
(continued)			



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-15-2 Radio altimeter				
34-15-2A (ALL)	C	-	0	May be inoperative provided approach minima or operating procedures are not dependent upon its use.
34-20-1 Stabilised direction Indication				
34-20-1A (CAT)	C	-	1	Any in excess of one may be inoperative for single pilot operations provided: (a) a stabilised direction indication is operative on the pilot flying side, and (b) magnetic/standby compass is operative.
34-20-1B (CAT)	B	-	1	(O) Any in excess of one may be inoperative provided: (a) operations are conducted under day VFR, (b) the stabilised direction indication is displayed at each required pilot's station, and (c) magnetic/standby compass is operative. (O) Procedures must be established to ensure adequate configuration of the displays in accordance with the above condition (b).
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-20-1C (NCO/SPO)	C	-	1	Any in excess of one may be inoperative provided a stabilised direction indication is operative on the pilot flying side.
34-20-1D (NCO/SPO)	C	-	0	May be inoperative on the pilot flying side for day VFR operations, in sight of the surface with adequate external attitude reference.
34-20-2 Primary attitude indication				<u>Note:</u> A secondary/standby attitude indication is not considered as a primary indication.
34-20-2A (CAT)	C	-	1	Any in excess of one may be inoperative for single pilot operations provided the primary attitude indication is operative on the pilot flying side.
34-20-2B (CAT)	B	-	1	(O) Any in excess of one may be inoperative provided: (a) operations are conducted under VFR, (b) the primary attitude indication is displayed on both pilots' station, and (c) standby attitude indication is working. <i>(O) Procedures must be established to ensure adequate configuration of the displays in accordance with the above condition (b).</i>
(continued)				



ATA CHAPTER: 34 Navigation		PAGE: 34-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
34-20-2C (NCO/SPO)	C	-	1	Any in excess of one may be inoperative for single pilot operations provided the primary attitude indication is operative on the pilot flying side.
34-20-2D (NCO/SPO)	B	-	0	May be inoperative provided: (a) operations are conducted under VFR, and (b) standby attitude indication is operative.
34-20-2E (CAT)	B	-	0	May be inoperative for single pilot operations provided: (a) operations are conducted under day VFR in sight of surface with adequate external attitude reference, and (b) a standby attitude indication is operative.
34-20-2F (NCO/SPO)	C	-	0	May be inoperative for single pilot operations provided operations are conducted under day VFR and in sight of the surface with adequate external attitude reference.
34-20-3 Standby attitude indication				
34-20-3A (ALL)	C	-	0	May be inoperative provided the primary attitude indication is not provided through an electronic display indicator.
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
(continued)			
34-22-1 Magnetic/Standby compass			
34-22-1A (ALL)	B	-	0
			May be inoperative for single pilot operations provided: (a) a stabilised direction indication is operative on the pilot flying side, and (b) another source of magnetic heading is available and visible by the pilot flying.
34-22-1B (ALL)	B	-	0
			May be inoperative provided: (a) operations are conducted under day VFR, and (b) two independent stabilised direction indications are operative.
34-22-1C (ALL)	B	-	0
			May be inoperative provided: (a) two independent stabilised direction indications are operative, and (b) another source of magnetic heading is available and visible by the pilot flying.
34-31-1 Marker beacon			
34-31-1A (ALL)	C	-	0
			May be inoperative under IFR operations provided approach procedures do not require marker fixes.
34-31-1B (ALL)	D	-	0
			May be inoperative under VFR operations.
(continued)			



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-32-1 Approach aids (e.g. ILS, Satellite-Based Augmentation System (SBAS))				
34-32-1A (ALL)	B	-	0	May be inoperative under IFR operations provided approaches and missed approaches where navigation is based on the affected item, are not included in the flight plan.
34-32-1B (ALL)	D	-	0	May be inoperative under VFR operations.
34-40-1 Airborne collision avoidance system (ACAS)				
34-40-1A (CAT)	C	-	0	(O)(M) May be inoperative provided: (a) ACAS is deactivated, and (b) operating procedures do not require its use. (O) Procedures must be established to provide alternate crew procedures, as applicable. (M) Procedures must be established to deactivate ACAS.
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-40-1B (NCO/SPO)	D	-	0	(O)(M) May be inoperative provided: (a) ACAS is deactivated, and (b) operations are not conducted in an airspace where ACAS is required. (M) Procedures must be established to deactivate ACAS.
34-41-1 Weather detection system (Antenna, transceiver, controllers, displays)				
34-41-1A (CAT unpressurised aeroplanes/SPO unpressurised aeroplanes/NCO)	D	-	0	May be inoperative.
34-41-1B (CAT pressurised aeroplanes/SPO pressurised aeroplanes)	C	-	0	May be inoperative provided operations are conducted in day VMC.
34-41-1C (CAT pressurised aeroplanes/SPO pressurised aeroplanes)	C	-	0	May be inoperative provided no thunderstorm or other potentially hazardous weather conditions, regarded as detectable with the airborne weather detection system, are forecasted along the intended flight route.
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(5) Remarks or exceptions
	(4) Number required for dispatch			
(continued)				
34-41-1-1 Wind shear detection/Warning system predictive function				
34-41-1-1A (ALL)	C	-	0	May be inoperative.
34-43-1 Terrain awareness warning system (Class B TAWS)				
34-43-1A (ALL)	D	-	0	May be inoperative.
34-43-1-1 Modes 1 and 3				
34-43-1-1A (ALL)	C	-	0	One or more modes may be inoperative provided forward looking terrain avoidance (FLTA) and premature descent alert (PDA) functions are operative.
34-43-1-2 Glideslope deviation (Mode 5)				
34-43-1-2A (ALL)	B	-	0	May be inoperative.
34-43-1-2B (ALL)	C	-	0	May be inoperative for day VMC only.
34-43-1-3 FLTA and PDA functions				
(continued)				



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(1) System & sequence numbers item	(2) Rectification interval		
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	(5) Remarks or exceptions		
(continued)			
34-43-1-3A (ALL)	B	-	0
			May be inoperative provided: (a) modes 1 and 3 are operative, and (b) approaches procedures do not require its use.
34-43-1-4 Advisory call-outs			
34-43-1-4A (ALL)	C	-	0
			(O) May be inoperative provided: (a) low visibility approaches requiring the use of affected call-outs are not performed, and (b) alternate procedures are established and used. <u>Note:</u> Check flight manual limitations for approach minima. (O) Procedures must be established to provide alternate crew procedures, as applicable.
(continued)			



ATA CHAPTER: 34 Navigation		PAGE: 34-x	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		(4) Number required for dispatch
			(5) Remarks or exceptions
(continued)			
34-51-1 Navigation systems (based on VOR, DME, ADF, Global Navigation Satellite System, Inertial Navigation System)			
34-51-1A (CAT)	C	-	<p>(O) One or more may be inoperative provided:</p> <p>(a) the navigation systems required for each segment of the intended flight route are operative, and</p> <p>(b) alternate procedures are established and used, where applicable.</p> <p><i>(O) Procedures must be established to give alternate procedures in case existing operational procedures are affected.</i></p>
34-51-1B (NCO/SPO)	D	-	<p>(O) One or more may be inoperative provided:</p> <p>(a) the navigation systems required for each segment of the intended flight route are operative, and</p> <p>(b) alternate procedures are established and used, where applicable.</p> <p><i>(O) Procedures must be established to give alternate procedures in case existing operational procedures are affected.</i></p>
(continued)			



ATA CHAPTER: 34 Navigation		PAGE: 34-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
(continued)				
34-54-1 Secondary Surveillance Radar (SSR) transponder mode A/C				
34-54-1A (ALL)	D	-	-	Any in excess of those required by the airspace may be inoperative.
34-54-2 SSR transponder mode S				
34-54-2A (ALL)	D	-	-	Any in excess of those required for the intended flight route may be inoperative.
				<u>Note</u> : An SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, elementary surveillance capability.
34-54-2B (ALL)	C	-	0	One or more may be inoperative provided permission is obtained from the Air Navigation Service Provider(s) when required for the intended flight route.
(continued)				



ATA CHAPTER: 34 Navigation		PAGE: 34-x
(1) System & sequence numbers item	(2) Rectification interval	
(continued)	(3) Number installed	
	(4) Number required for dispatch	
	(5) Remarks or exceptions	
	<p><u>Note 1:</u> An SSR transponder with an operative mode S function is defined as a transponder which can provide, at least, elementary surveillance capability.</p> <p><u>Note 2:</u> Elementary surveillance (ELS) capability (mode S including aeroplane identification and pressure altitude reporting) is required in European mode S designated airspace.</p> <p><u>Note 3:</u> Altitude reporting, provided by an SSR transponder mode S function, is required for ACAS II operation. Refer to item 34-40-1 for flight with ACAS II inoperative.</p> <p><u>Note 4:</u> Altitude reporting, provided by an SSR transponder mode S function, is required for flight into RVSM airspace.</p>	
(continued)		



ATA CHAPTER: 34 Navigation		PAGE: 34-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
34-54-2-1 Enhanced surveillance functions				
34-54-2-1A (ALL)	D	-	0	One or more downlinked aircraft parameters (DAPs) which provide enhanced surveillance may be inoperative when not required for the intended flight route.
34-54-2-1B (ALL)	C	-	0	One or more downlinked aircraft parameters (DAPs) which provide enhanced surveillance may be inoperative when required for the intended flight route. <u>Note:</u> Enhanced surveillance capability is required in mode S enhanced notified airspace.
34-54-2-2 Extended squitter (ADS-B out) transmissions				
34-54-2-2A (ALL)	D	-	0	One or more extended squitter transmissions may be inoperative when not required for the intended flight route.
(continued)				



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ATA CHAPTER: 34 Navigation		PAGE: 34-x	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
(continued) 34-54-2-2B (ALL)	C	-	0 One or more extended squitter transmissions may be inoperative when required for the intended flight route.

Additional considerations:

- **34-10-5 OAT indicator:** This item applies to reciprocating engine-powered aeroplanes of more than 2 722 kg (6 000 lbs) maximum weight and turbine engine-powered aeroplanes.
- **34-20-2A Primary attitude indication:** For electronic cockpits the standby horizon must be operative.
- **34-51-1 Navigation systems:** The listed items are applicable to simple avionics architecture. In case of more complex or more integrated architecture, the dispatch conditions need to be adapted accordingly.



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ATA CHAPTER: 35 Oxygen		PAGE: 35-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			(4) Number required for dispatch
				(5) Remarks or exceptions
35-00-1 Supplemental oxygen system Non-pressurised aeroplanes				
35-00-1A (ALL)	D	-	-	Any in excess of those required may be inoperative.
35-10-1 Flight crew fixed oxygen system (Supplemental)				
35-10-1-1 Flight deck pressure indications				
35-10-1-1A (ALL)	C	-	-	(O)(M) One or more may be inoperative provided a procedure is used to ensure the oxygen supply is above the minimum for the intended flight. <i>(O)/(M) Procedures must be established to provide an alternate means to compute the available oxygen quantity, e.g. using the pressure gauge located on the bottle.</i>
(continued)				



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ATA CHAPTER: 35 Oxygen		PAGE: 35-x	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
(continued)			
35-10-1-2 Bottle gauges			
35-10-1-2A (ALL)	C	-	0
35-10-1-3 Additional oxygen masks (e.g. supernumerary)			
35-10-1-3A (ALL)	D	-	-
35-20-1 Passenger oxygen system (Supplemental oxygen)			
35-20-1A (ALL)	C	-	0
35-20-1B (ALL)	D	-	0

Additional considerations:

- **35-20-1 Passenger oxygen system:** Fresh air is non-recirculated air.



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ATA CHAPTER: 38 Water/Waste		PAGE: 38-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
38-30-1 Lavatory waste system				
38-30-1A (ALL)	D	1	0	<p>(M) May be inoperative provided:</p> <p>(a) waste is drained and system is inspected for leakage,</p> <p>(b) system components are deactivated, and</p> <p>(c) lavatory access, if applicable, is closed and placarded 'INOPERATIVE — DO NOT USE' or affected lavatory system is placarded 'INOP — DO NOT USE'.</p> <p><i>(M) Procedures must be established to drain, inspect and deactivate the system.</i></p>
38-30-2 Pilot relief tube				
38-30-2A (ALL)	D	-	0	May be missing or inoperative provided it is not used.



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ATA CHAPTER: 46 Information systems		PAGE: 46-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
46-20-1 Electronic flight bag (EFB) systems				
46-20-1A (ALL)	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used where operating procedures require the use of the affected EFB.
46-20-2 Class 2 EFB				
46-20-2-1 Mounting device				
46-20-2-1A (ALL)	C	-	1	(M)(O) Any in excess of one may be inoperative provided the affected EFB is secured by an alternative means.
46-20-2-1B (ALL)	C	-	0	(M)(O) May be inoperative provided: (a) the associated EFB is used in accordance with class 1 EFB storage criteria, and (b) alternate procedures are established and used where operating procedures require the use of the affected EFB.
46-20-2-2 Data connectivity				
46-20-2-2A (ALL)	C	-	1	(M)(O) Any in excess of one may be inoperative provided an alternate means of data connectivity is used.
46-20-2-2B (ALL)	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used where operating procedures are dependent upon the use of the affected EFB.
(continued)				



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ATA CHAPTER: 46 Information systems		PAGE: 46-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
(continued)				
46-20-3 Power connection for class 1 and class 2 EFB				
46-20-3A (ALL)	C	-	1	(M)(O) Any in excess of one may be inoperative provided an alternative power source is available and can be used for the planned duration of use of the affected EFB.
46-20-3B (ALL)	C	-	0	(M)(O) May be inoperative provided alternate procedures are established and used.
				<p><i>For all entries in ATA 46:</i></p> <p><i>(M) Procedures must be established to give guidance reference for deactivation of affected item, as appropriate, and provide alternate means, as applicable.</i></p> <p><i>(O) Procedures must be established to provide instructions to the crew for alternate procedures to be used.</i></p>

Additional considerations:

- The purpose of entry 46-20-1 is not to require inclusion of class 1 & 2 EFBs in an operator's MEL, but it is a means of controlling inoperative EFB equipment. Other means may also be agreed with the National Aviation Authority (NAA).
Any EFB function which operates normally may be used.



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ATA CHAPTER: 52 Doors		PAGE: 52-x	
(1) System & sequence numbers item	(2) Rectification interval		
	(3) Number installed		
	(4) Number required for dispatch		
	(5) Remarks or exceptions		
52-10-1 Door key locks			
52-10-1 (ALL)	D	-	-
			(M) May be inoperative provided the lock is secured in the UNLOCKED position. (M) Procedures must be established to secure the lock in the unlocked position.
52-70-1 Cabin door warning light			
52-70-1A (ALL)	C	1	0
			(O) May be inoperative provided: (a) a flight crew member confirms by visual inspection that all doors are properly closed and locked prior to each departure, (b) the doors are not reopened again prior to departure, (c) 'Fasten Seat Belt' sign remains ON, and (d) the passengers are briefed prior to each departure to have their seat belts fastened during the entire flight. (O) Procedures must be established to brief the passengers prior to each departure.



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ATA CHAPTER: 61 Propellers		PAGE: 61-x		
(1) System & sequence numbers item	(2) Rectification interval			
	(3) Number installed			
	(4) Number required for dispatch			
	(5) Remarks or exceptions			
61-20-1 Propeller synchrophasing system				
61-20-1A (ALL)	C	1	0	May be inoperative.