



U.S. Department of Transportation  
Federal Aviation Administration  
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# Master Minimum Equipment List (MMEL)

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Revision: 6  
Date: 11/23/2018

## **AIRBUS HELICOPTERS EC130 B4, EC130 T2 (TCDS H9EU)**

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REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. I

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE OF CONTENTS AND CONTROL PAGE**

SYSTEM NO.	SYSTEM	PAGE NO.	REV NO.	DATE
--	Cover Page	--	6	11/23/2018
--	Table of Contents and Control Page	I	6	11/23/2018
--	Log of Revisions	II	6	11/23/2018
--	Highlights of Change	III thru VIII	6	11/23/2018
--	Definitions and Preamble	IX	6	11/23/2018
--	Guidelines for (M) and (O) Procedures	X thru XVIII	6	11/23/2018
18	Helicopter Vibration	18-1	6	11/23/2018
21	Air Conditioning	21-1 thru 3	6	11/23/2018
22	Autoflight	22-1	6	11/23/2018
23	Communications	23-1 thru 3	6	11/23/2018
24	Electrical Power	24-1	6	11/23/2018
25	Equipment/Furnishings	25-1 thru 4	6	11/23/2018
26	Fire Protection	26-1	6	11/23/2018
28	Fuel	28-1	6	11/23/2018
29	Hydraulic Power	29-1	6	11/23/2018
30	Ice and Rain Protection	30-1	5	05/24/2017
31	Instruments	31-1 thru 4	6	11/23/2018
32	Landing Gear	32-1	6	11/23/2018
33	Lights	33-1	5	05/24/2017
33	Lights	33-2 thru 3	6	11/23/2018
34	Navigation	34-1 thru 10	6	11/23/2018
35	Oxygen	35-1	6	11/23/2018
45	Central Maintenance System	45-1	6	11/23/2018
52	Doors	52-1	5a	07/10/2018
63	Main Rotor Drive	63-1	6	11/23/2018
65	Tail Rotor Drive	65-1	6	11/23/2018
71	Powerplant	71-1	5	05/24/2017
77	Engine Indicating	77-1	6	11/23/2018

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. II

AIRCRAFT:  
 EC130 B4, EC130 T2

**LOG OF REVISIONS**

REV NO.	DATE	PAGE NO.
Original	11/03/1997	Original.
1	08/30/2002	Highlights of Change, Definitions.
1a	11/12/2002	Highlights of Change, Definitions.
2	06/15/2006	Highlights of Change, Definitions.
2a	05/24/2007	Highlights of Change, Definitions.
3	10/28/2013	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters.
4	04/03/2014	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Additional Global Change (GC) Policy Letters.
5	05/24/2017	Cover Page, Table of Contents, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines, 18-1, 21-1, 21-2, 21-3, 21-4, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 26-1, 28-1, 29-1, 30-1, 31-1, 31-2, 31-3, 32-1, 33-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-8, 34-9, 35-1, 45-1, 52-1, 62-1, 63-1, 65-1, 71-1, 72-1, 77-1.
5a	07/10/2018	Cover Page, Table of Contents, Log of Revisions, Highlights of Change, 22-1, and 52-1
6	11/23/2018	Cover Page, Table of Contents, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines, 18-1, 21-1, 21-2, 21-3, 22-1, 23-1, 23-2, 23-3, 24-1, 25-1, 25-2, 25-3, 25-4, 26-1, 28-1, 29-1, 31-1, 31-2, 31-3, 31-4, 32-1, 33-2, 33-3, 34-1, 34-2, 34-3, 34-4, 34-7, 34-8, 34-9, 34-10, 35-1, 45-1, 63-1, 65-1, 77-1.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. III

AIRCRAFT:  
 EC130 B4, EC130 T2

**HIGHLIGHTS OF CHANGE**

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

(<http://av-info.faa.gov/sdrx/references.aspx>).

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

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

The following changes are the Highlights of Changes for **Revision 6**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on 03/09/2018.

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
ALL	ALL	New MMEL format
-	-	Updated Cover Page to reflect revision 6.
I	-	Updated Table of Contents and Control Page to reflect revision 6.
II		Updated Log of Revisions pages to reflect revision 6.
III thru VIII	-	Updated the Highlights of Change pages reflect revisions 6.
X-XVI	-	Added Guidelines for (M) and (O) Procedures.
<b>NOTE</b>	ALL pages	This revision realigns the FAA MMEL with the EASA approved Airbus (AB) MMEL, revision 6, dated 3/3/2017.
18-1	1800-01	Added (M) procedure for par 1) and 2) & revised description of par 7).
21-1	2100-01	Added relief for Air Comm Communication System (STC SR00543DE) IAW PL-109.
21-1	2100-02	Added relief for Integrated Flight Systems Air Conditioning System (STC SH3509SW) IAW PL-109.
21-1	2140-01	Changed number installed to “1”; changed number required for dispatch to “0” & reworded proviso par a).
21-1	2140-02	Reworded proviso par a) & added c).

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. IV

AIRCRAFT:  
 EC130 B4, EC130 T2

**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
21-2	2160-02	Removed P2 manual procedure from 2 <sup>nd</sup> C relief & reworded NOTE; removed "or demisting" from 3 <sup>rd</sup> C relief & reworded NOTE; and, removed (O) procedure from 4 <sup>th</sup> C relief & reworded NOTE.
22-1	2210-02	Added relief for S-TEC HeliSAS Autopilot (STC SR02345LA) IAW PL-109.
23-1	2300-01	Reworded proviso for C relief.
23-2	2312-02	Revised proviso.
23-2	2312-03	Added relief for FM Radio Communication System (i.e., TFM, TDFM) (STC SR00689DE) IAW PL-109.
23-2	2340-02	Added (M) procedure.
23-3	2350-01	Changed number required for dispatch from to "(-)".
23-3	2370-01	Revised relief format IAW PL-29.
24-1	2432-01	Reworded proviso par a) to match 2432-02 description.
24-1	2432-02	Revised description (to match 2432-01 proviso par a)).
25-1	2500-03	Revised proviso (removed "or removed).
25-1	2500-04	Revised relief for Helicopter Air Ambulance (HAA) Equipment (added STC SR09586RC) IAW PL-109.
25-1	2500-05	Revised proviso (removed "or removed).
25-1	2500-06	Revised proviso (removed "or removed).
25-2	2500-08	<b>MOVED</b> relief for Flashlight(s) to item 3350-01.
25-2	2510-01	Revised proviso since required by 14 CFR.
25-2	2520-01	Revised Passenger Seats IAW PL-79, rev. 9, 12/5/2017.
25-2	2520-02	<b>MOVED</b> relief to Item 2520-01.
25-2	2550-01	Removed (M) procedure, deleted NOTE & revised proviso.
25-3	2560-01	Changed relief from D to C, since required by certain CFRs.
25-3	2560-02	Changed relief from D to C, since required by certain CFRs.
25-3	2562-01	Revised relief for ELT IAW PL-120, rev. 2, 12/4/2017.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. V

AIRCRAFT:  
 EC130 B4, EC130 T2

**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
25-4	2562-03	<b>MOVED</b> relief for ELT remote switch to 2562-01 (IAW PL-120).
26-1	2622-01	Revised relief for Portable Fire Extinguisher IAW PL-75.
28-1	2844-03	<b>DELETED</b> relief for Fuel Quantity Indicator since required by 14 CFR 91.205 (b) 9.
29-1	2912-01	<b>DELETED</b> relief for Dual Hydraulic System Clogging Indicator, since supplemental kit not available.
31-1	3100-01	Added relief for GDU620 PFD.
31-2	3100-02	Added relief for GDU620 Mission and Navigation MFD.
31-2	3100-03	<b>DELETED</b> relief for Garmin G500H Flight Display System since relief incorporated with Items 3100-01, 02, 06, 3140-01 & 3422-03.
31-2	3100-04	Added STC for AEG control in accordance with the PL-109 process (previously removed); changed relief from D to C, since may be required by CFR & revised provisos to include 14 CFR.
31-2	3100-06	Revised description (changed "System" to "Technology" and added "on GDU620) & changed number installed to "1".
31-2	3110-01	<b>DELETED</b> relief for Electronic Flight Bag Systems (EFBs) IAW PL-121, since relief contrary to AC 102-76D.
31-3	3120-02	Changed number required for dispatch from "0" & revised proviso.
31-4	3140-01	Added relief for GSU75 ADAHRS.
32-4	3246-01	Added (O) & (M) procedures & revised proviso (changed skis to skids).
32-4	3246-02	Added (O) & (M) procedures.
33-3	3310-04	<b>DELETED</b> relief for Supplemental Lighting System, since created prior to NVIS relief and no longer required.
33-3	3320-01	<b>DELETED</b> relief for Equipment Relief Without Passengers, since relief already included with Item 2500-08 (duplicate).
33-3	3330-01	<b>DELETED</b> relief for Baggage Compartment Lights, since supplemental kit not available.
33-3	3340-01	Changed number installed to "3"; changed number required for dispatch from to "1" & revised proviso.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. VI

AIRCRAFT:  
 EC130 B4, EC130 T2

**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
33-3	3340-02	Changed number installed to "3"; changed number required for dispatch from to "1" & revised proviso.
33-3	3340-03	Revised description (added "s"); added additional C relief for adjustable landing light installation; changed number installed to "2" & revised proviso for 2 <sup>nd</sup> C relief.
33-3	3340-04	Added relief for Auxiliary Landing Lights (STC SR09587RC) IAW PL-109.
33-3	3340-05	Added relief for Controllable Search Light (STC SR09587RC) IAW PL-109.
33-3	3350-01	Changed relief C since required by certain CFRs; changed number required for dispatch to "(-)" & revised proviso.
34-1	3413-01	Revised description (added Single Pilot Operations); changed number installed to "1"; revised proviso for C relief & added B relief.
34-1	3413-02	Added relief for VSI Two Pilot Operations.
34-1	3414-01	Added relief for Airspeed Indicator (Single Pilot Operations), which was removed with revision 5 in error.
34-1	3414-02	Added relief for Airspeed Indicator (Two Pilot Operations), which was removed with revision 5 in error.
34-1	3416-01	Changed relief to C since required by certain CFRs.
34-2	3421-01	Revised description (added "Before G500H) & Deleted D relief.
34-2	3422-01	Deleted D relief.
34-2	3422-02	Added relief for Standby Magnetic Compass.
34-2	3422-03	Added relief for G500 Magnetometer (GMU44).
34-2	3424-01	Changed proviso to may be inoperative, since not required by CFR.
34-2	3424-02	Deleted D relief.
34-2	3431-01	Revised description (added ILS for MMEL standardization).
34-2	3432-01	Revised description (added ILS for MMEL standardization).
34-2	3434-01	Changed proviso to may be inoperative, since not required by CFR.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. VII

AIRCRAFT:  
 EC130 B4, EC130 T2

**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-3	3444-01	Moved (***) to D relief; changed category of relief to from C to A; changed # required for dispatch to "0"; added (O)(M) procedures; updated provisos & added (Part 91 Only) to D relief, to eliminate confusion.
34-3	3444-02	Added relief for Radio Altimeter (With an Audio Warning Installed), which was removed with revision 5 in error.
34-4	3444-03	Added relief for Altimeters (VFR operations other than night), which was removed with revision 5 in error.
34-4	3444-04	Added relief for Altimeters (VFR night operations).
34-4	3444-05	Revised description (added definition of HTAWS); changed category of relief from D to C (correction); changed number required for dispatch to "0" since only required for HAA; added D relief for (Part 91 Only) & moved (***) from C to D relief.
34-5	3445-01	Revised TCAS I/II relief IAW PL-32 & added (O) procedures for en route or approach procedures (FOEB decision).
34-6	3446-01	Added relief for XM Weather (STC SR00689DE and SR09502RC) IAW PL-109.
34-7	3452-01	Revised relief for ATC transponders IAW PL-76, rev. 7, 12/4/2017.
34-7	3452-02	Revised relief for ADS-B IAW PL-105, rev. 2, 12/4/2017.
34-9	3454-01	Changed relief to C, since required by certain CFRs, if used for primary means of navigation.
34-9	3455-01	Changed relief to C, since required by certain CFRs, if used for primary means of navigation.
34-9	3457-01	Changed relief to C, since required by certain CFRs, if used for primary means of navigation.
34-9	3457-02	<b>DELETED</b> relief for GPS Terminal Procedures Databased IAW PL-98, rev. 1.
34-9	3457-03	<b>DELETED</b> relief for GPS Aviation Database IAW PL-98, rev. 1.
34-9	3457-04	<b>DELETED</b> relief for GPS Obstacle Database IAW PL-98, rev. 1.
34-9	3457-05	<b>DELETED</b> relief for GPS Airport Information Database IAW PL-98, rev. 1.
34-9	3457-06	<b>DELETED</b> relief for GPS Navigational Database IAW PL-98, rev. 1.



REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. VIII

AIRCRAFT:  
 EC130 B4, EC130 T2

**HIGHLIGHTS OF CHANGE**

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-10	3457-08	Changed relief to C, since required by certain CFRs, if used for primary means of navigation.
34-10	3457-10	Revised proviso since not required by CFR.
34-10	3461-01	Revised relief for Navigation Database IAW PL-98, rev. 1, (no date IAW PL-132).
35-1	3510-01	Deleted D relief.
45-1	4500-02	Added relief for Flight Data Monitoring System for the new HAA rule, effective 4/23/18.
63-1	6300-01	Revised description (changed "r" to "R"); updated proviso par a) to match description & revised par b) to include "for a flight."
63-1	6321-01	Added (O) procedure for par c) and d) (correction).
65-1	6520-01	Changed (O) procedure to (M) procedure (correction).
77-1	7722-01	Revised proviso par a) (changed to RFM) & added "for a flight" to par b).

REVISION NO. 6  
DATE: 11/23/2018

PAGE NO. IX

AIRCRAFT:  
EC130 B4, EC130 T2

**DEFINITIONS AND PREAMBLE**

### **DEFINITIONS**

The Definitions must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-25.

The 14 CFR Regulatory requirements applicable to specific MMEL chapters can be found in PL-25, Appendix A. Regulatory requirements must be incorporated into specific MEL relief by the MEL user in accordance with the kinds of operations being conducted by the user.

### **PREAMBLE**

The applicable Preamble must be inserted here in each Minimum Equipment List (MEL) from current FAA MMEL Policy Letter PL-34, MMEL AND MEL PREAMBLE, or FAA MMEL Policy Letter PL-36, 14 CFR Part 91 MEL APPROVAL.

Current Policy Letters may be found online at <http://fsims.avs.faa.gov>.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. X

AIRCRAFT:  
 EC130 B4, EC130 T2

**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 those 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
<p><b>1800-01</b>                      Active Vibration Control System (AVCS) (EC130 T2 only)                      Accelerometer (ACC)</p> <p>Actuators (AVCA)</p> <p>Controller and Power Amplifier (AVCCPA)</p> <p>Pushbutton (On Console)</p> <p>OFF Indicator Light (On Pushbutton)</p>	<p><b>(O)</b> Procedure for crew to ensure (AVCS) pushbutton is OFF.</p> <p><b>(O)</b> Procedure for crew to ensure (AVCS) pushbutton is OFF.</p> <p><b>(O)</b> Procedure for crew to ensure (AVCS) pushbutton is OFF.</p> <p><b>(M)</b> Procedure for maintenance to ensure the system is deactivated and the AVCS breaker in the cargo compartment is OFF.</p> <p><b>(O)</b> Procedure for crew to ensure (AVCS) pushbutton is OFF.</p>
<p><b>2100-01</b>                      Air Comm Corporation Air Conditioning System (STC SR00543DE)</p>	<p><b>(M)</b> Procedure for maintenance to pull and secure circuit breaker.</p>
<p><b>2100-02</b>                      Integrated Flight Systems Air Conditioning System (STC SH3509SW)</p>	<p><b>(M)</b> Procedure for maintenance to pull and secure circuit breaker.</p>

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. XI

AIRCRAFT:  
 EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<b>2140-01</b> Heating Circuit (EC130 T2)	<b>(O)</b> Procedure for crew to ensure the heating control valve is in closed position, and demisting is verified operative.
<b>2140-02</b> Demisting Circuit (EC130 T2)	<b>(O)</b> Procedure for crew to ensure the demisting control is in closed position, no visible moisture and OAT above +5 degrees C (41 degrees F), and according to the mission foreseen, the known meteorological conditions do not require its use.
<b>2140-03</b> Mechanical Ventilation and Air Conditioning System (EC130 B4 only)	<b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.
<b>2160-01</b> Environmental Control System (ECS)	<b>(O)</b> Procedure for crew to ensure no visible moisture and OAT above +5 degrees C (41 degrees F), according to the mission foreseen, the known meteorological conditions do not require heating or demisting, P2 manual valve is closed, and bad weather window is opened, if necessary.  NOTE: Procedures vary for each ECS control panel message.
<b>2160-02</b> P2 OVHT Caution Light on the CWP	<b>(O)</b> Procedure for crew to ensure no visible moisture and OAT above +5 degrees C (41 degrees F); according to the mission foreseen the known meteorological conditions do not require heating or demisting, P2 manual valve is closed, and bad weather window is opened, if necessary.
<b>2210-02</b> S-TEC HeliSAS Augmentation System and Autopilot (STC# SR02345LA)  Pitch/Roll SAS	<b>(M)</b> Procedure for maintenance to ensure AFCS is deactivated and secured, and AFCS control panel is placarded.  <b>(O)</b> Procedure for crew to ensure RFM procedures are followed.  <b>(M)</b> Procedure for maintenance to ensure AFCS is deactivated and secured, and AFCS control panel is placarded.  <b>(O)</b> Procedure for crew to ensure RFM procedures are followed.
<b>2300-01</b> Cabin ICS	<b>(O)</b> One or more may be inoperative provided an alternative means of communication is established and used with passengers.
<b>2310-01</b> High Frequency Communications System (HF) (PL-106)	<b>(O)</b> Procedure necessary for crew if two LRCS required.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. XII

AIRCRAFT:  
 EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p><b>2312-03</b>                      FM Radio                      Communication                      System (i.e.,                      TFM, TDFM)                      (STC                      SR00689DE)</p>	<p><b>(M)</b> Procedure for maintenance to ensure if removed, cap is stow and wires and install a blanking plate. Affix placard to the blanking plate "FM Radio Removed", and adjust weight and balance if required, ref. AMMS 050-0543.</p>
<p><b>2340-01</b>                      Passenger                      Address System                      (PA) (PL-9)</p>	<p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used.</p>
<p><b>2340-02</b>                      External                      Loudspeaker</p>	<p><b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.</p>
<p><b>2432-01</b>                      Battery</p>	<p><b>(M)</b> Procedure for maintenance to ensure Cold Weather Starting Kit Battery is installed and operative, and inoperative battery connector is disconnected and stowed.</p>
<p><b>2432-02</b>                      Cold Weather                      Starting Kit                      Battery</p>	<p><b>(M)</b> Procedure for maintenance to ensure kit battery remains installed, disconnected, and electrical cables are secured.</p> <p><b>(M)</b> Procedure for maintenance to ensure kit battery is removed, appropriate ballast is installed, and electrical cables are secured.</p> <p><b>(M)</b> Procedure for maintenance to ensure kit battery is removed, electrical cables are secured, and weight and balance is revised.</p>
<p><b>2500-01</b>                      Passenger                      Convenience/                      NEF Items</p>	<p><b>(M)(O)</b> Procedures for maintenance/crew to ensure, if required, is available to the flightcrew and included in the operator's appropriate document.</p>
<p><b>2500-02</b>                      Electronic News                      Gathering (ENG)                      Equipment</p>	<p><b>(M)</b> Procedure for maintenance to ensure system is deactivated, removed, or secured.</p>
<p><b>2500-03</b>                      Tail Rotor                      Camera</p>	<p><b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.</p>

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. XIII

AIRCRAFT:  
 EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<b>2500-04</b> Helicopter Air Ambulance (HAA) Equipment (STC SR09586RC	<b>(M)(O)</b> Procedures, if required, must be available to maintenance/crew and included in the operator's appropriate document.
<b>2500-05</b> Forward Looking Infrared (FLIR) System	<b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.
<b>2500-06</b> Sonic Underwater Locator Beacon (ULB)	<b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.
<b>2500-07</b> Printed Supplemental Safety Information (PL-125)	<b>(O)</b> Procedure for crew to ensure that no passengers are carried, and alternate procedures are established and used.
<b>2520-01</b> Passenger Seats (Includes all Configurations and Locations)  Seat Belt Required by 14 CFR	<b>(M)</b> Procedure for maintenance to ensure Seat does not restrict access to any emergency exit, egress route, or main aisle, and the affected seat(s) is blocked and placarded "DO NOT OCCUPY".  <b>(O)</b> Procedure for crew to ensure the affected seat is not blocked and placarded "DO NOT OCCUPY".
<b>2550-02</b> Hoist System	<b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.
<b>2562-01</b> Emergency Locator Transmitter (ELT) Fixed ELTs (PL-120)	<b>(M)</b> Procedure for maintenance to ensure System is deactivated, repairs are made within 90 consecutive calendar days, and placard stating "ELT not installed" is placed in view of the pilot.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. XIV

AIRCRAFT:  
 EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<b>3030-02</b> Pitot Heating Warning Light "PITOT"	<b>(M)</b> Procedure for maintenance to ensure the heater is verified to be operative prior to each flight.
<b>3120-03</b> Hour Meter	<b>(O)</b> Procedure for crew to ensure alternative means are utilized for recording time in service.
<b>3130-02</b> VEMD Screens (EC130 VMD Only)	<b>(O)</b> Procedure for crew to ensure the RFM procedures (VEMD screens failure) are complied with.
<b>3140-01</b> GSU75 Air Data Computer and Heading Reference System (ADAHRS) Sensor	<b>(O)</b> Procedure for crew to ensure the flight is conducted under VFR other than night conditions, over routes navigated by reference to visual landmarks, and that the standby magnetic compass is used.  <b>(M)</b> Procedure for maintenance to ensure the backup anemometer, altimeter, attitude instrument, is installed and operative, and another temperature indicator is operative and convertible to OAT.
<b>3246-01</b> Snow Skids	<b>(M)</b> Procedure for maintenance to ensure equipment is secured or both snow skids are removed.  <b>(O)</b> Procedure for crew to ensure landings on soft surfaces (i.e., mud or snow) not conducted.
<b>3246-02</b> Settling Protectors	<b>(M)</b> Procedure for maintenance to ensure equipment is secured or both Settling Protectors are removed.  <b>(O)</b> Procedure for crew to ensure landings on soft surfaces (i.e., mud or snow) not conducted.
<b>3320-02</b> Passenger Lighted Information Sign "FASTEN SEAT BELTS/ NO SMOKING" (PL-123)	<b>(O)</b> May be inoperative provided alternate procedures are established and used to notify cabin occupants.

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. XV

AIRCRAFT:  
 EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p><b>3320-03</b>                      "FASTEN SEAT BELTS/                      NO SMOKING"                      Light (Cockpit)</p>	<p><b>(O)</b> Procedure for crew to ensure the FASTEN SEAT BELTS and NO SMOKING sign in the cabin is operative, or a procedure is used to notify passengers when the seat belts must be fastened and smoking is not allowed.</p>
<p><b>3340-04</b>                      Auxiliary Landing Lights (STC SR09587RC)</p>	<p><b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.</p>
<p><b>3340-05</b>                      Controllable Search Light (STC SR09587RC)</p>	<p><b>(M)</b> Procedure for maintenance to ensure system is deactivated and secured.</p>
<p><b>3444-01</b>                      Radio Altimeter System</p>	<p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used, night operations is not performed with NVGs; no night off-airport landings or landings at un-improved areas; 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 feet; flight at night is not conducted over water or terrain without surface lights, and pilot is aware of potential degraded AP performance on ILS GS or LPV vertical.</p> <p><b>(M)</b> Procedure for maintenance to ensure repairs are made within 10 flight days and system is deactivated, secured and placarded.</p>



REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. XVI

AIRCRAFT:  
 EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p><b>3445-01</b>                      Traffic Alert and Collision Avoidance Systems (TCAS I/II)                      (PL-32)</p> <p>Resolution Advisory (RA) Display System(s)</p> <p>Traffic Alert Display System(s)</p>	<p>TCAS I</p> <p><b>(M)</b> Procedure for maintenance to ensure system is deactivated, secured.</p> <p><b>(O)</b> Procedure for crew to ensure en route or approach procedures do not require its use.</p> <p><b>(M)</b> Procedure for maintenance to ensure system is deactivated, secured.</p> <p><b>(O)</b> Procedure for crew to ensure not required by 14 CFR, and en route or approach procedures do not require its use.</p> <p>TCAS II</p> <p><b>(M)</b> Procedure for maintenance to ensure system is deactivated, secured.</p> <p><b>(O)</b> Procedure for crew to ensure en route or approach procedures do not require its use.</p> <p><b>(M)</b> Procedure for maintenance to ensure system is deactivated, secured.</p> <p><b>(O)</b> Procedure for crew to ensure not required by 14 CFR, and en route or approach procedures do not require its use.</p> <p><b>(O)</b> Procedure for crew to ensure the TA visual display and audio functions are operative, TA mode is selected and en route or approach procedures do not require its use.</p> <p><b>(O)</b> Procedure for crew ensure the RA visual display and audio functions are operative and en route or approach procedures do not require its use.</p>

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. XVII

AIRCRAFT:  
 EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<p><b>3452-02</b>                      Automatic                      Dependent                      Surveillance-                      Broadcast                      (ADS-B) System</p> <p>ADS-B OUT                      Extended                      Squitter                      Transmissions</p> <p>ADS-B OUT UAT                      Transmissions</p> <p>ADS-B In                      Transmissions</p>	<p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used.</p> <p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used, authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and not required by 14 CFR.</p> <p><b>(O)</b> Procedure for crew to ensure alternate procedures are established and used, authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and not required by 14 CFR.</p> <p><b>(O)</b> Procedure for crew to ensure May be inoperative provided alternate procedures are established and used.</p>
<p><b>5210-01</b>                      Pneumatic Door                      Opening System</p>	<p><b>(M)</b> Procedure for maintenance to ensure the door retention system is installed.</p>
<p><b>5270-01</b>                      Door Caution/                      Warning System</p>	<p><b>(O)</b> Procedure for crew to ensure a visual check verifies that the door(s) are closed and latched prior to flight.</p>
<p><b>6320-01</b>                      Main Gear Box                      Chip Detection                      Warning System</p>	<p><b>(M)</b> Procedure for maintenance to ensure system is disabled to prevent erroneous cockpit indications, and Magnetic plug is checked for particles before first flight of the day.</p>
<p><b>6321-01</b>                      Rotor Brake                      System</p>	<p><b>(M)</b> Procedure for maintenance to ensure a check is performed to determine the rotor brake disk is free, rotor brake system is deactivated and secured.</p> <p><b>(O)</b> Procedure for crew to ensure for rotor stopping, aircraft should be directed with a headwind below 30 knots, and wait for full rotor shutdown before exiting the aircraft.</p>
<p><b>6520-01</b>                      Tail Rotor                      Gearbox Chip                      Detection                      Warning Light</p>	<p><b>(M)</b> Procedure for maintenance to ensure system is disabled to prevent erroneous cockpit indications, and magnetic plug is checked for particles before first flight of the day.</p>

REVISION NO. 6  
DATE: 11/23/2018

PAGE NO. XVIII

AIRCRAFT:  
EC130 B4, EC130 T2

**GUIDELINES FOR (M) AND (O) PROCEDURES**

SEQUENCE NO.	PROCEDURE
<b>7700-01</b> Engine Data Recorder (EDR) (Ariel 2D Engine Only)	<b>(O)</b> Procedure for crew to ensure engine cycles and usage have to be reported manually in the engine log book, not to exceed 200 hours.
<b>7722-01</b> Digital NF Indication	<b>(O)</b> Procedure for crew to ensure the RFM procedures (Digital NF indication failure) are respected, and that the aircraft does not takeoff for a flight unless the purpose is to join directly to a base where repairs or replacements can be made.

REVISION NO. 6

PAGE NO. 18-1

DATE: 11/23/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**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
<b>1800-01</b>	Active Vibration Control System (AVCS) (EC130 T2 only)					
	<b>1) Accelerometer (ACC)</b>	<b>C</b>	<b>5</b>	<b>0</b>	<b>(O)</b> One or more may be inoperative provided the system is deactivated by setting the (AVCS) pushbutton to the OFF position.	
	<b>2) Actuators (AVCA)</b>	<b>C</b>	<b>4</b>	<b>0</b>	<b>(O)</b> One or more may be inoperative provided the system is deactivated by setting the (AVCS) pushbutton to the OFF position.	
	<b>3) Controller and Power Amplifier (AVCCPA)</b>	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided (AVCS) pushbutton is OFF.	
	<b>4) Maintenance Box</b>	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	
	<b>5) Pushbutton (On Console)</b>	<b>C</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided that the system is deactivated and the AVCS breaker located on the 31/32a breaker panel in the cargo compartment is OFF.	
	<b>6) OFF Indicator Light (On Pushbutton)</b>	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided (AVCS) pushbutton is OFF.	
	<b>7) FAIL Indicator Light (On Pushbutton)</b>	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2100-01</b> ***	Air Comm Corporation Air Conditioning System (STC SR00543DE)	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated.	
<b>2100-02</b> ***	Integrated Flight Systems Air Conditioning System (STC SH3509SW)	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated.	
<b>2140-01</b>	Heating Circuit (EC130 T2 Refer to Item 2160-02, ECS NOTE)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Heating control valve is in CLOSED position, and <b>b)</b> Demisting is verified operative.	
<b>2140-02</b>	Demisting Circuit (EC130 T2 Refer to Item 2160-02, ECS NOTE)	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Demisting Control is in CLOSED position, <b>b)</b> No visible moisture and OAT above +5 degrees C (41 degrees F), and <b>c)</b> According to the mission foreseen, the known meteorological conditions do not require its use.	
<b>2140-03</b> ***	Mechanical Ventilation and Air Conditioning System (EC130 B4 only)	<b>D</b>	<b>1</b>	<b>0</b>	<b>(M)</b> May be inoperative provided: <b>a)</b> Ventilation is used as dynamic ventilation, if necessary, and <b>b)</b> System is deactivated and secured.	
<b>2150-01</b>	Cabin-Cockpit Dynamic Ventilation Light Circuits (EC130 T2 Refer to Item 2160-02, ECS NOTE)					
	1) Cabin	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	
	2) Cockpit	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative.	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 21-2

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 9. REPAIR CATEGORY 10. NO. INSTALLED 11. NO. REQUIRED FOR DISPATCH 12. REMARKS OR EXCEPTIONS
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**21. Air Conditioning**

Sequence No.	Item	1	2	3	4	Change Bar
2160-01 ***	Environmental Control System (ECS)  <b>NOTE:</b> When ECS is Installed, it replaces Items 2140-02, -03, and 2150-01 (EC130 T2 only)	C	1	0	(O) May be inoperative when ECS control panel message (HE) or no message (--) is displayed provided: a) No visible moisture and OAT above +5 degrees C (41 degrees F), b) According to the mission foreseen, the known meteorological conditions do not require heating or demisting, c) P2 manual valve is CLOSED, and d) Bad weather window is opened, if necessary.  <b>NOTE:</b> Loss of heating occurs, and demisting may be inoperative or degraded.	
		C	1	0	(O) May be inoperative when ECS control panel message (--) or (F1) is displayed provided: a) No visible moisture and OAT above +5 degrees C (41 degrees F), b) According to the mission foreseen, the known meteorological conditions do not require heating or demisting, and c) Bad weather window is opened, if necessary.  <b>NOTE:</b> Loss of heating and demisting.	
(Continued)						

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 21-3

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 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
2160-01 (Cont'd)	Environmental Control System (ECS) (Cont'd)	C	1	0	(O) May be inoperative when ECS control panel message (EE) is displayed provided the mission foreseen and known meteorological conditions do not require heating.	
		C	1	0	NOTE: Loss of heating and demisting remains operational.	
2160-01 (Cont'd)	Environmental Control System (ECS) (Cont'd)	C	1	0	May be inoperative with ECS control panel messages (CO) or (C2) or (PO) or (F2).	
					NOTE: Demisting and Heating remains operational.	
2160-02	P2 OVHT Caution Light on the CWP	C	1	0	(O) May be inoperative provided: a) No visible moisture and OAT above +5 degrees C (41 degrees F), and b) According to the mission foreseen, the known meteorological conditions do not require heating or demisting, c) P2 manual valve is CLOSED, and d) Bad weather window is opened, if necessary.  NOTE: Loss of heating occurs, and demisting may be inoperative or degraded.	

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 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
<b>2210-01</b> ***	Non-Transport Category Aircraft	<b>C</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>2210-02</b> ***	S-TEC HeliSAS Stability Augmentation System and Autopilot (STC SR02345LA)	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for VFR flight provided: a) RFM procedures are followed, b) AFCS is deactivated and secured, and c) Control panel is placarded	
	1) Pitch/Roll SAS	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative for VFR flight provided: a) RFM procedures are followed, b) SAS is deactivated and secured, and c) Control panel is placarded.  <b>NOTE:</b> In the event of a GPS failure, the HeliSAS operates normally in all modes, with the exclusion of Navigation steering and IFR approach functions.	



AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2300-01</b>	Cockpit Intercom System (ICS)	<b>C</b>	-	<b>1</b>	May be inoperative for single pilot operations only.	
***	Cabin ICS	<b>D</b>	-	-	<b>(O)</b> One or more may be inoperative provided an alternative means of communication is established and used with passengers.	
<b>2310-01</b>	High Frequency Communications System (HF)	<b>D</b>	-	-	As in excess of those required by 14 CFR may be inoperative.	
*** (PL-106)		<b>C</b>	-	<b>1</b>	<b>(O)</b> May be inoperative while conducting operations that require two LRCS provided: <ol style="list-style-type: none"> <li>a) Aircraft SATVOICE system operates normally,</li> <li>b) SATVOICE services are available as an LRCS over the intended route of flight,</li> <li>c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and</li> <li>d) Alternate procedures are established.</li> </ol>	
<b>2310-03</b>	Sky Connect Satellite Tracking System (STC SR00689DE)	<b>D</b>	-	<b>0</b>	May be inoperative.	
***						
<b>2311-01</b>	Communications Systems (UHF)	<b>D</b>	-	-	Any in excess of those required by 14 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.	
*** (PL-95)						

AIRCRAFT:  
EC130 B4, EC130 T2

**TABLE KEY**

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

**23. Communications**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2312-01</b> *** (PL-95)	Communications Systems (VHF)  1) VHF Communication Control Panels  a) Frequency Transfers Light  b) Frequency Transfer Switch  c) Frequency Selector Knob  d) Frequency Indication	<b>D</b>	-	-	Any in excess of those required by 14 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.	
<b>2312-02</b> ***	Communications Systems (FM)	<b>D</b>	-	-	May be inoperative.	
<b>2312-03</b> ***	FM Radio Communication System (i.e., TFM, TDFM) (STC SR00689DE)	<b>D</b>	-	<b>0</b>	May be inoperative or missing.	
<b>2340-01</b> *** (PL-9)	Passenger Address System (PA)	<b>C</b>  <b>D</b>	-  -	<b>0</b>  <b>0</b>	<b>(O)</b> May be inoperative provide alternate procedures are established and used.  May be inoperative provided procedures do not require its use.	
<b>2340-02</b> ***	External Loudspeaker	<b>D</b>	-	-	<b>(M)</b> May be inoperative provided system is deactivated and secured.	

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 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
<b>2350-01</b>	Headset	<b>C</b>	-	-	Any in excess of those required by RFM may be inoperative.	
<b>2350-02</b>	Audio Selector Panel	<b>C</b>	-	-	May be inoperative.	
<b>2370-01</b> (PL-29)	Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) Installed					
	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within 3 flight days.	
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		
	Cockpit Voice Recorder (CVR) Without a Flight Data Recorder (FDR) Installed					
	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made within 3 flight days.	
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		
	Cockpit Voice Recorder (CVR) for an Operator Other Than a Holder of an Air Carrier or Commercial Operator Certificate					
	Cockpit Voice Recorder (CVR)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided repairs are made in accordance with applicable 14 CFRs.	
***	Independent Power Source	<b>C</b>	<b>1</b>	<b>0</b>		

REVISION NO. 6

PAGE NO. 24-1

DATE: 11/23/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**24. Electrical Power**

Sequence No.	Item	1	2	3	4	Change Bar
2410-01	Generator Caution System	B	1	0	May be inoperative provided the ammeter is operative.	
2425-01	AC Voltage Indication	C	-	0	May be inoperative.	
2432-01	Battery	B	1	0	(M) Main battery may be inoperative provided: a) Cold Weather Starting Kit Battery is installed and operative, and b) Inoperative battery connector is disconnected and stowed.	
2432-02 ***	Cold Weather Starting Kit Battery	C	-	0	(M) May be inoperative provided kit battery remains installed, disconnected, and electrical cables are secured.	
		C	-	0	(M) May be inoperative provided kit battery is removed, appropriate ballast is installed, and electrical cables are secured.	
		C	-	0	(M) May be inoperative provided kit battery is removed, electrical cables are secured, and weight and balance is revised.	

REVISION NO. 6

PAGE NO. 25-1

DATE: 11/23/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2500-01</b> ***	Passenger Convenience/ NEF Items	<b>D</b>	-	<b>0</b>	May be inoperative, damaged, or missing provided that the item(s) is/are deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual.  <b>(M)(O)</b> Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
<b>2500-02</b> ***	Electronic News Gathering (ENG) Equipment	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated, removed, or secured.	
<b>2500-03</b> ***	Tail Rotor Camera	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2500-04</b> ***	Helicopter Air Ambulance (HAA) Equipment (STC# SR09586RC)	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative or missing provided equipment is deactivated, secured or removed, and weight and balance is adjusted, if required.  <b>(O)</b> Procedures may be required and included in the operator's appropriate document.	
<b>2500-05</b> ***	Forward Looking Infrared (FLIR) System	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	
<b>2500-06</b> ***	Sonic Underwater Locator Beacon (ULB)	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided system is deactivated and secured.	

AIRCRAFT:  
EC130 B4, EC130 T2

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2500-07</b> *** (PL-125)	Printed Supplemental Safety Information	<b>C</b>	-	<b>0</b>	( <b>O</b> ) May be missing or inoperative provided: <ol style="list-style-type: none"> <li>a) No passengers are carried, and</li> <li>b) Alternate procedures are established and used.</li> </ol>	
<b>2500-08</b> ***	Flashlight(s)				<b>MOVED to 3350-01, Rev. 6</b>	
<b>2510-01</b>	Crewmember Shoulder Harness	<b>B</b>	-	<b>1</b>	As required by 14 CFR.	
<b>2520-01</b> *** (PL-79)	Passenger Seats  1) Passenger Seats (Includes all Configurations and Locations)  2) Seat Belt Required by 14 CFR	<b>D</b>  <b>C</b>	-  -	<b>0</b>  -	( <b>M</b> ) May be inoperative provided: <ol style="list-style-type: none"> <li>a) Seat does not restrict access to any emergency exit, egress route, or main aisle, and</li> <li>b) The affected seat(s) is blocked and placarded "DO NOT OCCUPY".</li> </ol> <b>NOTE 1:</b> A seat with an inoperative seat belt or shoulder harness is considered inoperative.  <b>NOTE 2:</b> Affected seat(s) may include the seat(s) behind and/or adjacent outboard seats.  ( <b>O</b> ) May be inoperative provided affected seat is blocked and placarded "DO NOT OCCUPY".	             
<b>2520-02</b>	Passenger Seat Belts and/or Shoulder Harnesses				<b>MOVED to 2520-01, Rev. 6.</b>	
<b>2550-01</b> ***	Cargo Sling Load Indicator	<b>D</b>	-	<b>0</b>	May be inoperative provided another accurate means of weighing the sling load is available.	   

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2550-02</b> ***	Hoist System	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided system is deactivated and secured.	
<b>2550-03</b> *** (PL-100)	Cargo Restraint Systems	<b>C</b>	-	-	May be inoperative or missing provided cargo compartment remains empty.	
<b>2560-01</b> ***	Flotation Equipment	<b>C</b>	-	-	As required by 14 CFR.	
<b>2560-02</b> ***	Survival Equipment	<b>C</b>	-	-	As required by 14 CFR.	
<b>2560-03</b> *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
<b>2562-01</b> (PL-120) ***	Emergency Locator Transmitter (ELT)					
***	Survival Type ELTs	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELTs	<b>A</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 consecutive calendar days, and c) Placard stating "ELT not installed" is placed in view of the pilot.	
		<b>A</b>	-	<b>0</b>	May be missing provided: a) Repairs are made within 90 consecutive calendar days, and b) Placard stating "ELT not installed" is placed in view of the pilot.	

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**25. Equipment/Furnishings**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2562-01</b> (PL-120) (Cont'd)		<b>D</b>	-	-	<b>(M)</b> May be inoperative provided: <b>a)</b> Any in excess of those required by 14 CFR may be inoperative provided system is deactivated, and <b>b)</b> Placard stating "ELT not installed" is placed in view of the pilot.	
***	Remote ELT Switch	<b>D</b>	-	<b>0</b>	May be inoperative provided: <b>a)</b> Remote ELT Switch is deactivated, and <b>b)</b> ELT Switch is placed in ARMED mode.	
***	ELT Indicator Light	<b>D</b>	-	<b>0</b>		
***	ELT Aural Alarm	<b>D</b>	-	<b>0</b>		
<b>2562-02</b> ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>2562-03</b> ***	ELT Remote Switch				<b>MOVED to 2562-01, Rev. 6</b>	



REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 26-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**26. Fire Protection**

Sequence No.	Item	1	2	3	4	Change Bar
<b>2622-01</b> (PL-75)	Portable Fire Extinguisher	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	 

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 28-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

<b>28. Fuel</b>						
Sequence No.	Item	1	2	3	4	Change Bar
<b>2841-01</b> ***	Fuel Flow Meter	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>2841-02</b>	FUEL (COMB) Low Fuel Level Warning Light	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative provided: <b>a)</b> Fuel quantity indicator is operative, <b>b)</b> Aircraft departs with the maximum quantity of fuel, and <b>c)</b> Flight duration not more than 1 hour 50 minutes.	
<b>2844-03</b>	Fuel Quantity Indication				<b>DELETED, Revision 6</b>	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 29-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

29. Hydraulic Power						
Sequence No.	Item	1	2	3	4	Change Bar
2912-01	Dual Hydraulic System Clogging Indicator				DELETED, Rev. 6	

REVISION NO. 5  
 DATE: 05/24/2017

PAGE NO. 30-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

**30. Ice and Rain Protection**

Sequence No.	Item	1	2	3	4	Change Bar
3030-01	Pitot Heating System	C	1	0	May be inoperative for VFR flight provided: a) OAT greater than +5 degrees C (41 degrees F), and b) There is no visible moisture.	
3030-02	Pitot Heating Warning Light "PITOT"	C	1	0	(M) May be inoperative for VFR flight provided the heater is verified to be operative prior to each flight.	
		C	1	0	May be inoperative for VFR flight provided: a) OAT greater than +5 degrees C (41 degrees F), and b) There is no visible moisture.	
3040-01	Anti-Ice Airframe Fuel Filter Warning Light	C	-	0	May be inoperative provided known and forecasted conditions for flight are OAT greater than +5 degrees C (41 degrees F).	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 31-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3100-01</b> ***	GDU620 Primary Flight Display (PFD)	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative for a maximum of five flights provided that operations are not required by 14 CFR, and if: <ul style="list-style-type: none"> <li><b>a)</b> Flight is conducted other than night under VFR condition,</li> <li><b>b)</b> Over routes navigated by reference to visual landmarks, and</li> <li><b>c)</b> Backup anemometer is installed and operative,</li> <li><b>d)</b> Backup altimeter is installed and operative, and</li> <li><b>e)</b> Backup attitude instrument is installed and operative,</li> <li><b>f)</b> Another temperature indicator is operative and convertible to OAT, and</li> <li><b>g)</b> Another clock indicator is operative, and</li> <li><b>h)</b> Standby magnetic compass is operative and used.</li> </ul> <p><b>NOTE:</b> If the PFD is inoperative (black screen), the following primary flight data will not be available:</p> <ul style="list-style-type: none"> <li>• Attitude/Horizon data,</li> <li>• Air speed,</li> <li>• Wind,</li> <li>• OAT,</li> <li>• HSI,</li> <li>• Ground speed,</li> <li>• Altitude and pressure settings,</li> <li>• Vertical speed,</li> <li>• Heading,</li> <li>• Navigation source data,</li> <li>• SVT,</li> <li>• RA (if configured), and</li> <li>• Time.</li> </ul>	

REVISION NO. 6

PAGE NO. 31-2

DATE: 11/23/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3100-02</b> ***	GDU620 Mission and Navigation Multi-Function Display (MFD)	<b>B</b>	<b>1</b>	<b>0</b>	May be inoperative for VFR flight.  <b>NOTE:</b> In case of MFD failure, the following navigation data will not be available: <ul style="list-style-type: none"> <li>• Maps,</li> <li>• Database navigation (airports, obstacles, VOR beacons, DME beacons, etc.), and</li> <li>• Geographic data (border, cities, etc.).</li> </ul>	
<b>3100-03</b> ***	Garmin G500H Flight Display System				<b>DELETED, Rev. 6</b>	
<b>3100-04</b> ***	ESI-2000 Electronic Standby Indicator (STC SR09500RC)	<b>C</b>	-	<b>0</b>	May be inoperative provided: <ol style="list-style-type: none"> <li>a) Not required by 14 CFR, and</li> <li>b) Operations do not require its use.</li> </ol>	
<b>3100-05</b> ***	Enhanced Vision System (EVS)	<b>D</b>	-	<b>0</b>	May be inoperative provided operation does not require its use.	
<b>3100-06</b> ***	Synthetic Vision Technology (SVS) on GDU620	<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative provided operation does not require its use.	
<b>3110-01</b> *** (PL-121)	Electronic Flight Bag Systems (EFBs)				<b>DELETED, Rev. 6</b>	
<b>3120-01</b>	Clock	<b>C</b>	-	-	As required by 14 CFR.	

REVISION NO. 6

PAGE NO. 31-3

DATE: 11/23/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
3120-02	OAT Indicator	C	-	0	May be inoperative provided another air temperature indicator is operative that is convertible to OAT.	
3120-03 ***	Hour Meter	D	-	-	(O) May be inoperative provided alternative means are utilized for recording time in service.	
3130-01 *** (PL-87)	Flight Data recorder Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR Function of Combined Voice and Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 3 flight days.	
	Flight Data recorder Installed for Other than a Holder of an Air Carrier or Commercial Operator Certificate					
	FDR Recording Parameters Required by 14 CFR	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
3130-02	VEMD Screens (EC130 VMD Only)	B	2	1	(O) One may be inoperative provided the RFM procedures (VEMD screens failure) are complied with.	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 31-4

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

**31. Instruments**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3140-01</b> ***	GSU75 Air Data Computer and Heading Reference System (ADAHRS) Sensor	<b>A</b>	<b>1</b>	<b>0</b>	<p><b>(O)(M)</b> May be inoperative for a maximum of five flights, provided that operations not required by 14 CFR:</p> <ul style="list-style-type: none"> <li><b>a)</b> Flight is conducted under VFR other than night conditions over routes navigated by reference to visual landmarks,</li> <li><b>b)</b> Backup anemometer is installed and operative,</li> <li><b>c)</b> Backup altimeter is installed and operative,</li> <li><b>d)</b> Backup attitude instrument is installed and operative,</li> <li><b>e)</b> Another temperature indicator is operative and convertible to OAT, and</li> <li><b>f)</b> Standby magnetic compass is operative and used.</li> </ul> <p><b>NOTE:</b> If the GSU75 sensor is inoperative, the following data will not be available:</p> <ul style="list-style-type: none"> <li>• Attitude/Horizon data,</li> <li>• Air speed,</li> <li>• OAT,</li> <li>• HSI,</li> <li>• Altitude and pressure settings,</li> <li>• Vertical speed,</li> <li>• Heading,</li> <li>• SVT.</li> </ul>	



REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 32-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

**32. Landing Gear**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3212-01</b> ***	Emergency Flotation System	<b>C</b>	-	-	As required by 14 CFR.	
<b>3246-01</b> ***	Snow Skids	<b>C</b>	-	-	(O)(M) May be inoperative provided equipment is secured or both snow skids removed and landings on soft surfaces (i.e., mud or snow) are not conducted.	 
<b>3246-02</b> ***	Settling Protectors	<b>C</b>	-	-	(O)(M) May be inoperative provided equipment is secured or both settling protectors are removed and landings on soft surfaces (i.e., mud or snow) are not conducted.	

REVISION NO. 5  
 DATE: 05/24/2017

PAGE NO. 33-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

**33. Lights**

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

REVISION NO. 6

PAGE NO. 33-2

DATE: 11/23/2018

AIRCRAFT:  
EC130 B4, EC130 T2

**TABLE KEY**

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

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3310-02</b>	Cabin Lighting System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3310-03</b>	Cockpit Utility Light	<b>C</b>	<b>1</b>	<b>0</b>	May be inoperative for night provided: <b>a)</b> All normal flight deck lights are operative, and <b>b)</b> One flashlight as required by 14 CFR is readily available.	
		<b>D</b>	<b>1</b>	<b>0</b>	May be inoperative for other than night.	
<b>3310-04</b> ***	Supplemental Lighting System				<b>DELETED, Rev. 6</b>	
<b>3320-01</b> *** (PL-125)	Equipment Relief Without Passengers				<b>DELETED, Rev. 6</b>	
<b>3320-02</b> *** (PL-123)	Passenger Lighted Information Sign "FASTEN SEAT BELTS/ NO SMOKING"	<b>C</b>	-	-	<b>(O)</b> May be inoperative provided alternate procedures are established and used to notify cabin occupants.	
<b>3320-03</b> ***	"FASTEN SEAT BELTS/ NO SMOKING" Light (Cockpit)	<b>C</b>	-	<b>0</b>	<b>(O)</b> One or more may be inoperative provided it is verified that the FASTEN SEAT BELTS and NO SMOKING sign in the cabin is operative or a procedure is used to notify passengers when the seat belts must be fastened and smoking is not allowed.	
<b>3330-01</b> ***	Baggage Compartment Lights				<b>DELETED, Rev. 6</b>	

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
---------------------------------	--

**33. Lights**

Sequence No.	Item	1	2	3	4	Change Bar
<b>3340-01</b>	Position Light System	<b>C</b>	<b>3</b>	<b>1</b>	Any in excess to those required by 14 CFR may be inoperative.	
<b>3340-02</b>	Anti-Collision Light System	<b>C</b>	-	<b>1</b>	Any in excess to those required by 14 CFR may be inoperative.	
<b>3340-03</b>	Landing Lights	<b>C</b>	<b>2</b>	<b>1</b>	One may be inoperative provided an adjustable landing light is installed and operative.	
		<b>C</b>	<b>2</b>	<b>0</b>	Both may be inoperative for other than night operations.	
<b>3340-04</b> ***	Auxiliary Landing Lights (STC SR09587RC)	<b>D</b>	<b>2</b>	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured; and b) Operations do not require its use.	
<b>3340-05</b> ***	Controllable Search Light (STC SR09587RC)	<b>D</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is deactivated and secured; and b) Operations do not require its use.	
<b>3340-06</b> ***	Strobe Light System	<b>C</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>3340-07</b> ***	Pulse Lights	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	
<b>3340-08</b> ***	Storm Light System	<b>D</b>	-	<b>0</b>	May be inoperative provided thunderstorms/potentially hazardous weather conditions are unlikely to be encountered on the intended route of flight.	
<b>3350-01</b> ***	Flashlight(s)	<b>C</b>	-	-	Any in excess to those required by 14 CFR may be inoperative.	

AIRCRAFT:  
EC130 B4, EC130 T2

**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
<b>3413-01</b>	Vertical Speed Indicator (VSI) (Single Pilot Operations)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative provided the operative VSI is on the Pilot's Flying (PF) side.	
		<b>B</b>	-	<b>0</b>	May be inoperative provided the flight is conducted under VFR other than night, over routes navigated by reference to visual landmarks.	
<b>3413-02</b>	Vertical Speed Indicator (VSI) (Two Pilot Operations)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative provided the operative VSI is on the Pilot's Flying (PF) side.	
		<b>B</b>	-	<b>0</b>	May be inoperative provided the flight is conducted under VFR other than night, over routes navigated by reference to visual landmarks.	
<b>3414-01</b>	Airspeed Indicators (Single Pilot Operations)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative provided the operative airspeed indicator is on the pilot's flying (PF) side.	
<b>3414-02</b>	Airspeed Indicators (Two Pilot Operations)	<b>C</b>	-	<b>2</b>	Any in excess of two may be inoperative provided the operative airspeed indicators are at each pilot's station.	
		<b>B</b>	-	<b>1</b>	Any in excess of one may be inoperative provided: <ol style="list-style-type: none"> <li>a) The operative airspeed indicator is on the pilot's flying (PF) side, and</li> <li>b) Flight is conducted under VFR other than night, over routes navigated by reference to visual landmarks.</li> </ol>	
<b>3416-01</b> ***	Altitude Encoding System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3416-02</b> *** (PL-39)	Altitude Alerting System	<b>C</b>	-	<b>0</b>	May be inoperative provide enroute operations, i.e., RVSM, do not require its use.	

REVISION NO. 6

PAGE NO. 34-2

DATE: 11/23/2018

AIRCRAFT:  
EC130 B4, EC130 T2

**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
3421-01 ***	Pitch and Bank Indicators (Before G500H)	C	-	0	As required by 14 CFR.	
3422-01 ***	Direction Indicator	C	-	0	As required by 14 CFR.	
3422-02 ***	Standby Magnetic Compass	D	-	0	May be inoperative.	
3422-03 ***	G500 Magnetometer (GMU44)	A	1	0	May be inoperative for a maximum of five flights provided: <ol style="list-style-type: none"> <li>a) Flight is conducted under VFR other than night,</li> <li>b) Flight is not conducted over water out of sight of land or with a visibility less than 1500 meters (1 mile), and</li> <li>c) Standby magnetic compass is operative and used.</li> </ol>	
3424-01 ***	Rate of Turn Indicator	D	-	0	May be inoperative.	
3424-02 ***	Slip Skid Indicator	C	-	0	As required by 14 CFR.	
3425-01 ***	Flight Director	D	-	0	May be inoperative.	
3431-01 ***	ILS/Localizer System	D	-	0	As required by 14 CFR.	
3432-01 ***	ILS/Glideslope System	D	-	0	As required by 14 CFR.	
3434-01 ***	Marker Beacon	D	-	0	May be inoperative.	

AIRCRAFT:  
 EC130 B4, EC130 T2

**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
<b>3444-01</b>	Radar Altimeter System	<b>A</b>	-	<b>0</b>	<p><b>(M)(O)</b> May be inoperative for VFR provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Alternate procedures are established and used,</li> <li><b>b)</b> Night operation is not performed with NVGs,</li> <li><b>c)</b> No night off-airport landings or landings at un-improved areas,</li> <li><b>d)</b> 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 feet,</li> <li><b>e)</b> Flight at night is not conducted over water or terrain without surface lights,</li> <li><b>f)</b> Repairs are made within 10 flight days,</li> <li><b>g)</b> Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical, and</li> <li><b>h)</b> System is deactivated, secured and placarded.</li> </ul>	
***	(Part 91 Only)	<b>D</b>	-	<b>0</b>	<p>May be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Pilot is aware of potential degraded AP performance on ILS GS or LPV vertical,</li> <li><b>b)</b> Night operation is not performed with NVGs, and</li> <li><b>c)</b> Operating requirements do not require its use.</li> </ul>	
<b>3444-02</b>	Radio Altimeter (With an Audio Warning Installed)	<b>C</b>	-	<b>0</b>	May be inoperative.	

REVISION NO. 6

PAGE NO. 34-4

DATE: 11/23/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**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
<b>3444-03</b>	Altimeters (VFR operations other than night)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative provided: a) Flight is conducted over routes navigated by reference to visual landmarks, and b) The operative altimeter indicator is on the pilot's flying (PF) side.	
<b>3444-04</b>	Altimeters (VFR night operations)	<b>C</b>	-	<b>1</b>	Any in excess of one may be inoperative provided: a) Flight is conducted over routes navigated by reference to visual landmarks, b) The radio altimeter is installed and operative, and c) The operative altimeter indicator is on the pilot's flying (PF) side.	
<b>3444-05</b>	Helicopter Terrain Awareness and Warning System (HTAWS) Equipment	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
***	(Part 91 Only)	<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	



AIRCRAFT:  
 EC130 B4, EC130 T2

**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
<b>3445-01</b> *** (PL-32)	Traffic Alert and Collision Avoidance Systems (TCAS I)	<b>B</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, and <b>b)</b> Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, and <b>c)</b> Enroute or approach procedures do not require its use.	
	Traffic Alert and Collision Avoidance System (TCAS II)	<b>B</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> System is deactivated and secured, and <b>b)</b> Enroute or approach procedures do not require its use.	
		<b>C</b>	-	<b>0</b>	<b>(M)(O)</b> May be inoperative provided: <b>a)</b> Not required by 14 CFR, <b>b)</b> System is deactivated and secured, and <b>c)</b> Enroute or approach procedures do not require its use.	
	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side provided: <b>a)</b> TA and RA visual display is operative on flying pilot side, and <b>b)</b> TA and RA audio function is operative on flying pilot side.	
2) Resolution Advisory (RA) Display System(s)	<b>C</b>	<b>2</b>	<b>1</b>	May be inoperative on the non-flying pilot side.		
(Continued)						

REVISION NO. 6

PAGE NO. 34-6

DATE: 11/23/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**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 ***	Traffic Alert and Collision Avoidance System (TCAS II) (Cont'd)	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided: <b>a)</b> Traffic Alert (TA) visual display and audio functions are operative, <b>b)</b> TA only mode is selected by the crew, and <b>c)</b> En route or approach procedures do not require its use.  <b>(O)</b> May be inoperative provided: <b>a)</b> RA visual display and audio functions are operative, and <b>b)</b> En route or approach procedures do not require its use.  May be inoperative provided en route or approach procedures do not require use of TCAS.		
	3) Traffic Alert Display System(s)	<b>C</b>	-	<b>0</b>			
	4) Audio Functions	<b>B</b>	<b>1</b>	<b>0</b>			
	***	5) Airspace Selection Function	<b>C</b>	-		<b>0</b>	
	3446-01 ***	Satellite Weather Receivers/Radios (i.e., XM Weather) (STC SR00689DE) (STC SR09502RC)	<b>D</b>	-		<b>0</b>	May be inoperative.
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	<b>D</b>	-	-	Any in excess of those required by 14 CFR may be inoperative.		

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 34-7

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 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
<b>3452-01</b> (PL-76)	ATC Transponders and Automatic Altitude Reporting Systems	<b>B</b>	-	<b>0</b>	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.	
		<b>D</b>	-	<b>1</b>	Any in excess of those required by 14 CFR may be inoperative.	
	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters Not Required by 14 CFR	<b>A</b>	-	<b>0</b>	May be inoperative provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
<b>3452-02</b> (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR.  <b>NOTE:</b> If ADS-B function that operates normally may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR.  <b>NOTE:</b> If ADS-B function that operates normally may be used.	
		<b>C</b>	-	<b>1</b>	One may be inoperative as required by 14 CFR.  <b>NOTE:</b> If ADS-B function that operates normally may be used.	
(Continued)						

AIRCRAFT:  
 EC130 B4, EC130 T2

**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
<b>3452-02</b> (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS B) System (Cont'd)					
***	ADS-B OUT Extended Squitter Transmissions	<b>C</b>	-	<b>0</b>	<p><b>(O)</b> May be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Alternate procedures are established and used,</li> <li><b>b)</b> Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and</li> <li><b>c)</b> It is not required by 14 CFR.</li> </ul> <p><b>NOTE:</b> If ADS-B function that operates normally may be used.</p>	
		<b>C</b>	-	<b>1</b>	<p>One may be inoperative as required by 14 CFR.</p> <p><b>NOTE:</b> If ADS-B function that operates normally may be used.</p>	
***	ADS-B OUT UAT Transmissions	<b>C</b>	-	<b>0</b>	<p><b>(O)</b> May be inoperative provided:</p> <ul style="list-style-type: none"> <li><b>a)</b> Alternate procedures are established and used,</li> <li><b>b)</b> Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and</li> <li><b>c)</b> It is not required by 14 CFR.</li> </ul> <p><b>NOTE:</b> If ADS-B function that operates normally may be used.</p>	
		<b>C</b>	-	<b>1</b>	<p>One may be inoperative as required by 14 CFR.</p> <p><b>NOTE:</b> If ADS-B function that operates normally may be used.</p>	

AIRCRAFT:  
 EC130 B4, EC130 T2

**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
<b>3452-02</b> *** (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS B) System (Cont'd)					
***	ADS-B In Transmissions	<b>C</b>	-	<b>0</b>	<b>(O)</b> May be inoperative provided alternate procedures are established and used.  <b>NOTE:</b> If ADS-B function that operates normally may be used.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.  <b>NOTE:</b> If ADS-B function that operates normally may be used.	
<b>3454-01</b> ***	VOR System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3455-01</b> ***	ADF System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3457-01</b> ***	Global Positioning System (GPS)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3457-02</b> ***	GPS Terminal Procedures Database (i.e., Garmin's Chartview)				<b>DELETED, Rev. 6</b>	
<b>3457-03</b> ***	GPS Aviation Database				<b>DELETED, Rev. 6</b>	
<b>3457-04</b> ***	GPS Obstacle Database				<b>DELETED, Rev. 6</b>	
<b>3457-05</b> ***	GPS Airport information Database (i.e., Garmin's SafeTaxi)				<b>DELETED, Rev. 6</b>	
<b>3457-06</b> ***	GPS Navigation Database				<b>DELETED, Rev. 6</b>	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 34-10

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 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
<b>3457-07</b> ***	Garmin GTN (GPS) 6XX/7XX Navigation System	<b>D</b>	-	<b>0</b>	May be inoperative provide en route operations do not require its use.	
<b>3457-08</b> ***	RNAV System	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
<b>3457-09</b> ***	XM Weather	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>3457-10</b> ***	Weather Radar/ Thunderstorm Detection Equipment	<b>D</b>	-	<b>0</b>	May be inoperative.	
<b>3461-01</b> *** (PL-98)	Navigation Database	<b>A</b>	-	<b>0</b>	May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> Operations do not require its use,</li> <li><b>b)</b> It is not used in a primary navigation system required by 14 CFR,</li> <li><b>c)</b> Alternate procedures are developed and used,</li> <li><b>d)</b> The ICAO Flight Plan is updated (as required) to notify ATC of the navigation equipment status of the aircraft, and</li> <li><b>e)</b> Is repaired within ten flight days.</li> </ul> <p><b>NOTE:</b> An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 35-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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<b>35. Oxygen</b>						
Sequence No.	Item	1	2	3	4	Change Bar
<b>3510-01</b> ***	Oxygen System and Masks (Crew and Passengers)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 45-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**45. Central Maintenance System**

Sequence No.	Item	1	2	3	4	Change Bar
<b>4500-01</b> ***	Health and Usage Monitoring System (HUMS)	<b>C</b>	-	<b>0</b>	May be inoperative.	
<b>4500-02</b> ***	Flight Data Monitoring System (FDMS)  (Part 91 Only)	<b>C</b>	-	<b>0</b>	As required by 14 CFR.	
		<b>D</b>	-	<b>0</b>	May be inoperative provided operations do not require its use.	



REVISION NO. 5a

PAGE NO. 52-1

DATE: 07/10/2018

AIRCRAFT:  
 EC130 B4, EC130 T2

**TABLE KEY**

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

**52. Doors**

Sequence No.	Item	1	2	3	4	Change Bar
<b>5210-01</b> ***	Pneumatic Door Opening System	<b>D</b>	-	<b>0</b>	<b>(M)</b> May be inoperative or missing provided the door retention system is installed.	
<b>5270-01</b> ***	Door Caution/Warning System	<b>C</b>	<b>1</b>	<b>0</b>	<b>(O)</b> May be inoperative provided a visual check verifies that the door(s) are closed and latched prior to flight.	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 63-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 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
6300-01	Digital NR Indication	<b>A</b>	<b>1</b>	<b>0</b>	May be inoperative provided: a) Analog NR indication is operative, and b) The aircraft does not takeoff for a flight unless the purpose is to return directly to a base where repairs or replacements can be made.	
6320-01 ***	Main Gear Box Chip Detection Warning System	<b>C</b>	-	<b>0</b>	(M) May be inoperative provided: a) System is disabled to prevent erroneous cockpit indications, and b) Magnetic plug is checked for particles before first flight of the day.	
6321-01	Rotor Brake System	<b>C</b>	<b>1</b>	<b>0</b>	(M)(O) May be inoperative provided: a) A check is performed to determine the rotor brake disk is free, b) Rotor brake system is deactivated and secured, c) For rotor stopping, aircraft should be directed with a headwind below 30 knots, and d) Wait for full rotor shutdown before exiting the aircraft.	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 65-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**65. Tail Rotor Drive**

Sequence No.	Item	1	2	3	4	Change Bar
<b>6520-01</b> ***	Tail Rotor Gearbox Chip Detection Warning Light	<b>C</b>	-	<b>0</b>	<b>(M)</b> May be inoperative provided: <ul style="list-style-type: none"> <li><b>a)</b> System is disabled to prevent erroneous cockpit indications, and</li> <li><b>b)</b> Magnetic plug is checked for particles before first flight of the day.</li> </ul>	

REVISION NO. 5  
 DATE: 05/24/2017

PAGE NO. 71-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**71. Powerplant**

Sequence No.	Item	1	2	3	4	Change Bar
<b>7160-01</b> ***	Engine Air Sand Filter System	<b>D</b>	-	<b>0</b>	May be inoperative provided the flight is not conducted in sand-laden atmosphere.	

REVISION NO. 6  
 DATE: 11/23/2018

PAGE NO. 77-1

AIRCRAFT: EC130 B4, EC130 T2	<b>TABLE KEY</b> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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**77. Engine Indicating**

Sequence No.	Item	1	2	3	4	Change Bar
<b>7700-01</b>	Engine Data Recorder (EDR) (Ariel 2D Engine Only)	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative for 200 flight hours provided engine cycles and usage have to be reported manually in the engine log book.	
<b>7722-01</b>	Digital NF Indication	<b>A</b>	<b>1</b>	<b>0</b>	(O) May be inoperative provided: a) The RFM procedures (Digital NF indication failure) are respected, and b) The aircraft does not takeoff for a flight unless the purpose is to join directly to a base where repairs or replacements can be made.	