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Federal Aviation Administration
Washington, D.C.

Master Minimum Equipment List (MMEL)

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Date: 05/12/2015

AIRBUS HELICOPTERS DEUTSCHLAND GmbH (AHD)

**EC135 P1, EC135 P2, EC135 P2+
EC135 T1, EC135 T2, EC135 T2+
(TCDS H88EU)**

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**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. I
-------------------------------------------------------------------------------------	------------------------------------	---------------

TABLE OF CONTENTS

JASC System	Title	Page No.
	Cover Page	
	Table of Contents	I
	Log of Revisions	II
	Control Page	III
	Highlights of Change	IV
	Definitions	V
	Preamble	VI
	Guidelines for (M) & (O) Procedures	VII, thru VIII
21	Air Conditioning	21-1 thru 4
22	Auto Flight	22-1 thru 12
23	Communications	23-1 thru 2
24	Electrical Power	24-1 thru 2
25	Equipment/Furnishings	25-1 thru 2
26	Fire Protection	26-1
28	Fuel	28-1 thru 2
30	Ice and Rain Protection	30-1
31	Instruments	31-1 thru 6
32	Landing Gear	32-1
33	Lights	33-1 thru 3
34	Navigation	34-1 thru 10
63	Main Rotor Drive	63-1
67	Rotors Flight Control	67-1
71	Powerplant	71-1
76	Engine Controls	76-1
77	Engine Indicating	77-1 thru 3
79	Engine Oil	79-1

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. III	
CONTROL PAGE			
Section/JASC System	Page No.	Rev. No.	Current Date
Cover Page		5	05/12/2015
Table of Contents	I	5	05/12/2015
Log of Revisions	II	5	05/12/2015
Control Page	III	5	05/12/2015
Highlights of Change	IV	5	05/12/2015
Definitions	V	5	05/12/2015
Preamble	VI	5	05/12/2015
Guidelines for (M) & (O) Procedures	VII thru VIII	5	05/12/2015
21	21-1 thru 4	5	05/12/2015
22	22-1 thru 12	5	05/12/2015
23	23-1 thru 2	5	05/12/2015
24	24-1 thru 2	5	05/12/2015
25	25-1 thru 2	5	05/12/2015
26	26-1	5	05/12/2015
28	28-1 thru 2	5	05/12/2015
30	30-1	5	05/12/2015
31	31-1 thru 6	5	05/12/2015
32	32-1	5	05/12/2015
33	33-1 thru 3	5	05/12/2015
34	34-1 thru 10	5	05/12/2015
63	63-1	5	05/12/2015
67	67-1	5	05/12/2015
71	71-1	5	05/12/2015
76	76-1	5	05/12/2015
77	77-1 thru 3	5	05/12/2015
79	79-1	5	05/12/2015

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. IV
-------------------------------------------------------------------------------------	------------------------------------	----------------

HIGHLIGHTS OF CHANGE

JASC	Item	Explanation	
		<p>This Master Minimum Equipment List (MMEL) has been reformatted in compliance with the Federal Aviation Administration, Joint Aircraft System/Component (JASC) Code Table, and is available for download or viewing at: http://av-info.faa.gov/sdrx/references.aspx.</p> <p>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 is the Component Code which defines the specific component. The item number is a sequential number given for additional Components with the same JASC Code.</p>	
2310	-01	Added Policy letter 106, Rev 5. June 6, 2014 (HF)	
2311	-01	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)	
2312	-01	Added Policy letter 95, Rev 2. January 15, 2012 (VHF & UHF)	
2370	-01	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)	
2370	-02	Added Policy Letter 29, Rev. 5, August 10, 2010 (CVR)	
2500	-01	Added Policy Letter 116, Rev. 3, December 17, 2012 (NEF)	
2562	-01	Added Policy Letter 120, Rev. 1, January 20, 2009 (ELT)	
3130	-02	Added Policy Letter 87 Rev. 10, August 10, 2010 (FDR)	
3130	-03	Added Policy Letter 87, Rev. 10, August 10, 2010 (CVR/FDR)	
3300	-01	Added Policy Letter 127, Rev. 0, June 7, 2010 (NVIS)	
3444	-04	Added Policy Letter 54, Rev. 10, October 31, 2005 (TAWS)	
3445	-01	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS I)	
3445	-02	Added Policy Letter 32, Rev. 7, July 7, 2006 (TCAS II)	
3452	-01	Added Policy Letter 76, Rev. 5, March 24, 2008 (Transponders & AARS)	
3452	-02	Added Policy Letter 105, Rev. 1, January 20, 2009 (ADSB)	
3461	-01	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Flight Management System (FMS)	
3461	-02	Added Policy Letter 98, Rev. 0, January 20, 1999 (Navigation Databases) Navigation Management System (NMS)	

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. V
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.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. VI
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.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. VII
-------------------------------------------------------------------------------------	------------------------------------	-----------------

GUIDELINES FOR (M) & (O) PROCEDURES

JASC	Item	Explanation
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The FOEB has identified a need for certain procedures to provide an adequate level of safety while providing relief for some items. These procedures must be established by the operator and may be based on the aircraft manufacturer's recommended procedures, Supplemental Type Certificate modifier's recommended procedures, or equivalent operator procedures. When recommended procedures are published the operator should comply with these procedures. If recommended procedures are not published, the following guidelines delineate the aspects to be considered by the operator in the development of required procedures:

2100	-03	(M) Procedure to deactivate and secure system.	
2100	-04	(M) Procedure to deactivate and secure system.	
2120	-01	(M) Procedure to deactivate and secure system.	
2140	-01	(M) Procedure to deactivate and secure system.	
2215	-01	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS, and pitch damper.	
2215	-02	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS, and pitch damper.	
2215	-03	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS, and pitch damper.	
2215	-04	(O) Procedure to re-engage pitch & roll SAS, and Yaw SAS.	
2215	-05	(O) Procedure to re-engage yaw SAS. (M) Procedure to deactivate and secure system.	
2215	-06	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS, and pitch damper.	
2215	-07	(M) Procedure to deactivate and secure system.	
2215	-08	(M) Procedure to deactivate and secure system.	
2215	-10	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS, and pitch damper.	
2215	-11	(M) Procedure to deactivate and secure system.	
2215	-12	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS.	
2215	-13	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS, and pitch damper.	
2215	-14	(M) Procedure to deactivate and secure system.	
2215	-16	(O) Procedure to re-engage pitch & roll SAS, and pitch damper.	
2215	-17	(O) Procedure to re-engage pitch & roll SAS, Yaw SAS.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT:		REVISION NO. 5	PAGE NO.
EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		DATE: 05/12/2015	VIII
GUIDELINES FOR (M) & (O) PROCEDURES (Cont'd)			
JASC	Item	Explanation	
2435	-01	(M) Procedure to deactivate and secure system.	
2510	-01	(O) Procedure to block and placard seat.	
2520	-01	(O) Procedure to block and placard seat.	
2520	-02	(O) Procedure to block and placard seat.	
2520	-03	(M) Procedure to block and placard seat.	
2562	-01	(M) May be inoperative provided: a) System is deactivated, b) Repairs are made within 90 days. (M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
2620	-01	(M) Procedure to deactivate and secure system.	
2622	-01	(M) Procedure to placard and remove.	
2824	-01	(O) Procedure to calculate fuel volume in case of inoperative transfer pump.	
3030	-04	(O) Procedure to activate alternate static ports.	
3100	-02	(M)(O) Alternate procedure to record operating hours.	
3212	-01	(M) Procedure to deactivate and secure system.	
3444	-04	(O) May be inoperative provided: Alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	
3445	-01	(M) Procedure to deactivate and secure system.	
3445	-02	(M) Procedure to deactivate and secure system.	
3461	-01	(O) Procedure to verify status and suitability of navigation facilities.	
3461	-02	(O) Procedure to verify status and suitability of navigation facilities.	
6321	-01	(M) Procedure to deactivate and secure system. (O) A check is performed to determine rotor brake disc is free.	
6330	-01	(O) Procedure to check ARIS.	
6330	-02	(O) Procedure for flight with inoperative mast moment system.	
7600	-01	(O) Procedure for flight with inoperative engine trim systems.	
7600	-04	(O) Alternate procedure to record engine cycles.	
7710	-01	(O) Alternate procedure to indicate real time FADEC parameters.	
7710	-03	(O) Alternate procedure to indicate real time FADEC parameters.	
7722	-01	(O) Alternate procedure to indicate real time FADEC parameters.	
7722	-03	(O) Alternate procedure to indicate real time FADEC parameters.	
7900	-01	(O) Procedure for flight with inoperative fuzz burner.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 21-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING						
2100-01	Cockpit Ventilation System Adjustable Air Outlet in Instrument Panel (AECMA 21-21)	C	2	1	Co-pilot's adjustable air outlet in instrument panel may be inoperative.	
2100-02	Adjustable Air Outlet in Forward Cockpit Frame (AECMA 21-01)	D	-	0	May be inoperative.	
2100-03	Cockpit Ventilation Blower (AECMA 21-21)	C	1	0	<p>(M) May be inoperative, provided:</p> <ul style="list-style-type: none"> a) Bleed air heating system is not required for defrosting/defogging, b) Flight is not conducted in visible moisture, c) System is deactivated and secured, d) RFM Limitations are followed. <p><u>Deactivation Procedure:</u></p> <p>1) Pull circuit breaker VENT SYS PWR (5HB) circuit breaker panel 22VE (cargo compartment right side) secure with ty rap,</p> <p>2) Pull circuit breaker VENT PWR (17HB) and VENT CONT (1HB) on the overhead panel 12VE and secure with ty rap,</p> <p>S/N 0005 through 0120. Pull circuit breakers VENT SYST (1HB, 2HB) on overhead panel 12VE and secure with ty rap.</p>	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 21-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING (Cont'd)						
2100-04 ***	Air Condition System (AECMA 21-01)	D	-	0	<p>(M) May be inoperative, provided:</p> <ul style="list-style-type: none"> a) At OAT $\geq 30^{\circ}\text{C}$ ram air inlets are open (fresh air knob pulled), b) System is deactivated and secured. <p><u>Deactivation Procedures:</u></p> <p>S/N's 0005 through 0120.</p> <ul style="list-style-type: none"> a) Pull circuit breaker AIR COND and secure with ty rap, b) Mark switches AIR COND (13HB) on overhead panel 12VE as inoperative. <p>S/N's 0121 through 0869, except S/N's 0831 and 0864.</p> <ul style="list-style-type: none"> a) Pull circuit breaker AIR COND and secure with ty rap, b) Mark switch AIR COND (4HB) on overhead panel 12VE as inoperative. <p>S/N 0831, 0864, 0870 and subsequent.</p> <ul style="list-style-type: none"> a) Pull circuit breakers COND FAN I, COND FAN II and CTR ACS in circuit breaker panel 22VE (cargo compartment right side) and secure with ty rap, b) To ensure that pax ventilation fan is working the switch AIR COND (4HB) on the overhead panel 12VE has to be operative. 	I

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 21-3
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING (Cont'd)						
2120-01	Passenger Ventilation System (AECMA 21-01/22)	D	1	0	<p>(M) May be inoperative, provided:</p> <p>a) Cockpit ventilation system is operative,</p> <p>b) System is deactivated and secured. <u>Deactivation Procedure without Air Conditioning System:</u></p> <p>1) Pull circuit breaker PAX BLW (1HP) on overhead panel 12VE and secure with ty rap,</p> <p>2) Mark switch PAX BLW (2HP) on overhead panel 12VE as inoperative.</p> <p><u>Deactivation Procedure with air Conditioning System. 2nd Blower:</u> S/N 0057 through 0869, except S/N 0831 & S/N 0864.</p> <p>1) Pull circuit breaker PAX BLW (23HB) on overhead panel 12VE and secure with ty rap,</p> <p>2) Mark switch PAX BLW (24HB) on overhead panel 12VE as inoperative.</p>	I

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 21-4
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

21. AIR CONDITIONING (Cont'd)						
2120-01 (Cont'd)					<p><u>Deactivation Procedure with air Conditioning System. Pax Blower (aircon):</u> S/N 0831, 0864, 0870 and subsequent. 1) Pull circuit breaker PAX BLW (39HB) in circuit breaker panel 22VE (cargo compartment right side) and secure with ty rap, 2) Mark switch PAX BLW (44HB) on overhead panel 12VE and poti PAX BLW (33HB) in pax ceiling panel as inoperative.</p>	
2140-01	Bleed Air Heating System (AECMA 21-41/42)	D	-	0	<p>(M) May be inoperative, provided: a) Bleed air heating system is not required for defrosting/defogging, b) Flight is not conducted in visible moisture, c) System is deactivated and secured. <u>Deactivation Procedures:</u> S/N 0005-0012. Pull circuit breakers CONT HTG (1HA) and VALVE HTG (19HA) on overhead panel 12VE and secure with ty rap. S/N 0013 and subsequent. Pull circuit breakers HTG MOTOR (1HA) and HTG CONT (11HA) on overhead panel 12VE and secure with ty rap.</p>	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT						
2215-01	Auto Pilot Module (CPDS Helicopters only) (Caution: (AUTOPILOT, PFD: OFF, APMS: AP OFF) (AECMA 22-11)	C	1	0	(O) May be inoperative for VFR only. Engagement Sequence for SAS Operation: a) Disengage SAS and AP via SAS/AP CUT button on cyclic b) Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic NOTE: If available, Pitch & Roll SAS, Yaw SAS, and Pitch Damper may be operated IAW RFM 9.2-5. OR (O) May be inoperative for Dual Pilot IFR provided: a) Pitch & Roll SAS, Yaw SAS, and b) Pitch Damper are engaged, c) Keep your hands and feet on controls, c) SAS operation is conducted in accordance with RFM 9.2-44.	
		C	1	0		
2215-02	AP-Mode Selector (CPDS helicopters only) (AECMA 22-11)	C	1	0	(O) May be inoperative for VFR only. NOTE: If available, Pitch & Roll SAS, Yaw SAS, and Pitch Damper may be operated in accordance with RFM 9.2-5, OR (O) May be inoperative for Dual Pilot IFR provided: a) Pitch & Roll SAS, Yaw SAS, and b) Pitch Damper are engaged, c) Keep your hands and feet on controls, d) c) SAS operation is conducted in accordance with RFM 9.2-5.	
		C	1	0		

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-2
-------------------------------------------------------------------------------------	------------------------------------	------------------

JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

22. AUTO FLIGHT (Cont'd)					
2215-03	Collective Link (CPDS helicopters only)	C	1	0	(O) May be inoperative for VFR only. NOTE: If available, Pitch & Roll SAS, Yaw SAS, and Pitch Damper may be operated in accordance with RFM 9.2-5. OR (O) May be inoperative for Dual Pilot IFR provided: a) Pitch & Roll SAS, Yaw SAS, and b) Pitch Damper are engaged, c) Keep your hands and feet on controls, d) SAS operation is conducted in accordance with RFM 9.2-44.
	(PFD: COLL LINK) (AECMA 22-11)	C	1	0	
2215-04	Pitch SEMA (CPDS Helicopters Only) (Caution: ACTUATION + P DAMP, PFD: P amber) (AECMA 22-11)	C	1	0	(O) May be inoperative for VFR only. Selectable dispatch configurations are: a) AS (without Pitch Damper), or b) AP with A. TRIM OFF.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-3
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)				
2215-04 (Cont'd)				<p><u>Engagement Sequence for SAS Operation:</u></p> <ul style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP b) CUT button on cyclic c) Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic <p><u>Engagement Sequence for AP with A.TRIM OFF Operation:</u></p> <ul style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic b) Re-engage Yaw SAS, P&R SAS via P&R/PD/YRST switch on cyclic c) Engage AP via APMS button AP, d) If A. TRIM on, disengage via APMS button A. TRIM. <p>NOTE: AP pre-flight test ends with caution TRIM + ACTUATION and inhibits A. TRIM use as consequence of inoperative actuator.</p>

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-4
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-05 ***	Pitch & Roll SAS (AFCS or Stand Alone) (CPDS Helicopters Only) (Caution: P/R SAS) (AECMA 22-11/17)	C	1	0	<p>(O) Selectable dispatch are:</p> <ul style="list-style-type: none"> a) Yaw SAS or, b) AP with A. TRIM OFF (if installed). <u>Engagement Sequence for Yaw SAS Operation:</u> a) Disengage SAS and AP via b) SAS/AP CUT button on cyclic stick, c) Re-engage Yaw SAS only via P&R/PD/YRST switch on cyclic stick. <p><u>Engagement Sequence for AP with A.TRIM OFF Operation:</u></p> <ul style="list-style-type: none"> a) Disengage SAS and AP via b) SAS/AP CUT button on cyclic stick, c) Re-engage Yaw SAS only via P&R/PD/YRST switch on cyclic stick, d) Reset AP via circuit breakers AP1 e) and AP2 after caution AUTOPILOT f) + P/R SAS appeared at the end of pre-flight test, g) Engage AP via APMS button AP. <p>(M) May be inoperative for VFR only, provided Pitch & Roll SAS is deactivated by pulling circuit breakers P/R SAS (1CD), P/SAS (200CD) & R/SAS (100CD) on overhead panel 12VE.</p>	I

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-5
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-06	Roll SEMA (CPDS Helicopters Only) (Caution: ACTUATION, PFD: R amber) (AECMA 22-11)	C	1	0	(O) May be inoperative for VFR only OR (O) May be inoperative for Dual Pilot IFR provided: a) Autopilot is reset after caution TRIM b) & ACTUATION appeared at end of pre-flight test, c) After the next autopilot failure, keep your hands and feet on controls. (O) Selectable dispatch are: a) SAS or, b) AP. <u>Engagement Sequence for SAS:</u> a) Disengage SAS and AP via b) SAS/AP CUT button on cyclic c) Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic <u>Engagement Sequence for AP with A.TRIM OFF Operation:</u> a) Disengage SAS and AP via SAS/AP CUT button on cyclic b) Re-engage Yaw SAS and P&R SAS via P&R/PD/YRST switch on cyclic c) Reset AP via circuit breaker AP1 and AP2 after caution TRIM + ACTUATION appeared at the end of pre-flight test, d) Engage AP via APMS button AP.	
		B	1	0		

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-6
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-07	SAS DCPL or SAS/AP Push Button on cyclic sticks (Single Control System) (AECMA 22- 11/16/17)	C	1	0	<p>(M) May be inoperative for VFR only provided the yaw SAS, and if installed, the Pitch & Roll SAS, Pitch Damper, and autopilot, are deactivated by pulling and securing the respective circuit breaker.</p> <p><u>YAW SAS:</u></p> <ul style="list-style-type: none"> a) Pull circuit breaker YAW (20CD) on overhead panel 12VE and secure with ty rap, b) Mark SAS DCPL or SAS/AP push button on cyclic as inoperative. <p><u>YAW SAS, P/R SAS:</u></p> <ul style="list-style-type: none"> a) Pull circuit breakers YAW (20CD), P/R SAS (1CD), P/SAS (200CD) & R/SAS (100CD) on overhead panel b) 12VE & secure with ty rap, c) Mark SAS DCPL- or SAS/AP- push button on cyclic as inoperative. <p><u>Single Pilot IFR:</u></p> <ul style="list-style-type: none"> a) Pull circuit breakers YAW (20CD), P/R SAS (1CD), P/SAS (200CD) & R/SAS (100CD), P/DAMP (21CA), AP1 (10CA), AP2 (20CA), ROLL SEMA (31CA), YAW SEMA (38CA) b) & APMS/DTS (if installed) on overhead panel 12VE & secure with ty rap, c) Mark SAS DCPL or SAS/AP push button on cyclic as inoperative. 	I

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-7
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-08	SAS DCPL or SAS/AP Push Button on cyclic sticks (Dual Control System) (AECMA 22- 11/16/17)	C	2	0	<p>(M) One or both may be inoperative for VFR only provided the Yaw SAS, and if installed, the Pitch & Roll SAS, Pitch Damper, and autopilot, are deactivated by pulling and securing the respective circuit breaker.</p> <p><u>YAW SAS:</u></p> <ul style="list-style-type: none"> a) Pull circuit breaker YAW (20CD) on overhead panel 12VE and secure with ty rap, b) Mark SAS DCPL or SAS/AP push button on instrument panel as inoperative. <p><u>YAW SAS, P/R SAS:</u></p> <ul style="list-style-type: none"> a) Pull circuit breakers YAW (20CD), P/R SAS (1CD), P/SAS (200CD) & R/SAS (100CD) on overhead panel b) 12VE & secured, c) Mark SAS DCPL or SAS/AP push button on instrument panel as inoperative. <p><u>Dual Pilot IFR:</u></p> <ul style="list-style-type: none"> a) Pull circuit breakers YAW (20CD), P/R SAS (1CD), P/SAS (200CD) & R/SAS (100CD) & P/DAMP (21CD) on overhead panel 12VE & secured b) Mark SAS DCPL or SAS/AP push button on cyclic as inoperative. 	I

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-8
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-09	Yaw Rate Gyro (CPDS Helicopters Only)	C	1	0	May be inoperative for VFR only, OR	
	(Caution: GYRO & YAW SAS) (AECMA 22-11)	B	1	0	May be inoperative for Dual Pilot IFR provided: a) AP and A. TRIM are engaged by pressing AP button on APMS, b) After the next auto pilot failure, keep your hands & feet on controls.	
2215-10	Yaw SEMA 1 or 2 (CPDS Helicopters Only)	C	2	0	(O) One or both may be inoperative for VFR only, OR	
	(Caution for YAW SEMA 1: ACTUATION + YAW SAS, PFD: Y amber Caution for YAW SEMA 2: ACTUATION, PFD: Y amber) (AECMA 22-11)	B	2	1	(O) May be inoperative for Dual Pilot IFR provided: a) Autopilot is reset after caution TRIM b) + ACTUATION appeared at end of pre-flight test, c) After the next autopilot failure, Keep your hands & feet on controls.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-9
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)				
2215-10 (Cont'd)				<p><u>Selectable Dispatch Configurations are:</u></p> <ul style="list-style-type: none"> a) SAS, if Yaw SEMA 1 operative, b) AP. <p><u>Engagement Sequence for SAS Operation with Yaw SEMA 1 operative:</u></p> <ul style="list-style-type: none"> a) Disengage SAS and AP via b) SAS/AP CUT button on cyclic c) Re-engage Yaw SAS,P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic <p><u>Engagement Sequence for AP Operation:</u></p> <ul style="list-style-type: none"> a) Disengage SA and AP via b) SAS/AP CUT button on cyclic c) Re-engage Yaw SAS,P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic d) Reset AP via circuit breakers AP1 and AP2 after caution TRIM + ACTUATION appeared at the end of pre-flight test, e) Engage AP via APMS button AP.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-10
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-11	EHA (Pitch and/or Roll) (CPDS Helicopters only) (Caution after Pre-flight test: AUTOPILOT + P/R SAS) (AECMA 22-17)	C	2	0	(M) One or both may be inoperative for VFR only, provided Pitch & Roll SAS is deactivated by pulling circuit breakers P/R SAS (1CD), P/SAS (200CD) & R/SAS (100CD) on overhead panel 12VE & secure with ty rap.	
2215-12	Pitch Rate Gyro (AFCS) (CPDS helicopters only) (Caution: GYRO + P DAMPER) (AECMA 22-17)	C	1	0	(O) May be inoperative for VFR only. NOTE: If available, autopilot must be operated in A. TRIM OFF . <u>Selectable Dispatch Configurations are:</u> a) SAS, (without Pitch Damper) or, b) AP with A. TRIM OFF <u>Engagement Sequence for SAS Operation:</u> a) Disengage SAS and AP via SAS/AP CUT button on cyclic. b) Re-engage Yaw SAS, P&R SAS via P&R/PD/YRST switch on cyclic.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-11
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-12 (Cont'd)					<p><u>Engagement Sequence for AP with A. TRIM OFF Operation:</u></p> <p>a) Disengage SAS and AP via b) SAS/AP CUT button on cyclic stick, c) Re-engage Yaw SAS and P&R SAS via P&R/PD/YRST switch on cyclic. d) Engage AP via APMS button AP, e) Disengage A. TRIM via AMPS Button A. TRIM.</p>	
2215-13	Auto Trim in Pitch/Roll (CPDS helicopters only)	C	1	0	<p>(O) May be inoperative for VFR only.</p> <p>NOTE: If available, Pitch & Roll SAS, yaw SAS, and Pitch Damper, may be operated in accordance with RFM 9.2-5, OR</p> <p>a) (O) May be inoperative for Dual Pilot IFR, provided: a) Pitch & Roll SAS, Yaw SAS, and b) Pitch Damper, are engaged, c) Keep your hands & feet on controls, d) SAS operation is conducted in accordance with RFM 9.2-44.</p>	
	(Caution: TRIM, APMS: A. TRIM OFF, PFD: R P amber) (AECMA 22-21)	C	1	0		

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 22-12
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

22. AUTO FLIGHT (Cont'd)						
2215-14	4-Way Beep Trim System (AECMA 67-04)	B	1	0	(M) May be inoperative for VFR only, provided: a) FTR system is operative, b) System is deactivated and secured.	
2215-15	Force Trim Release (FTR) System (AECMA 67-04)	B	1	0	May be inoperative for VFR, provided: a) 4-way beep trim system is operative, b) Autopilot and back-up SAS have been disengaged by SAS/AP c/o push button on cyclic prior to landing.	
2215-16	Yaw SAS (Stand Alone) (Caution: YAW SAS) (AECMA-22-16)	C	1	0	(O) May be inoperative for VFR only. a) Disengage SAS and AP via b) SAS/AP CUT button on cyclic stick, c) Re-engage P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic.	
2215-17	Pitch Damper (Stand Alone) (Caution: P Damper (CPDS) or PITCH DAMPER (CDS)) (AECMA-22-16)	C	1	0	(O) May be inoperative for VFR only. a) Disengage SAS and AP via b) SAS/AP CUT button on cyclic, c) Re-engage Yaw SAS and P&R SAS via P&R/PD/YRST switch on cyclic. NOTE: If available, Pitch & Roll SAS, and Yaw SAS, may be operated in accordance with RFM 9.2-5.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 23-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

23. COMMUNICATIONS						
2300-01	ICS Cockpit	D	-	1	Co-pilot's station may be inoperative for Single Pilot VFR only.	
	Cabin	D	-	0	May be inoperative provided, only flight crew, medical passengers, and injured persons are in the cabin.	
2310-01 *** (PL-106)	High Frequency (HF) Communications System	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	
2311-01 (PL-95)	Communications Systems (UHF)	D	-	-	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.	
2312-01 (PL-95)	Radio-Communication (VHF) Transmitters and Receivers.	B	-	-	As required by 14 CFR.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 23-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

23. COMMUNICATIONS						
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) (Aircraft <i>Without</i> a Flight Data Recorder installed in the aircraft.) NOTE: See Item 3130-01 for aircraft equipped with both CVR and FDR.	A	1	0	May be inoperative provided repairs are made within three flight days.	
2370-02 *** (PL-29)	Cockpit Voice Recorder (CVR) (For an operator other than a holder of an air carrier or commercial operator certificate)	A	1	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 24-1
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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

24. ELECTRICAL POWER						
2400-01	CDS (or CPDS) Ammeter Indication (AECMA 24-25/35)	D	2	1	One may be inoperative provided voltmeter indication and respective generator are both operative and bus ties are closed.	
2400-02	CDS (or CPDS) Voltmeter Indication (AECMA 24-25/35)	D	2	1	One may be inoperative provided ammeter indication and respective generator are both operative and bus ties are closed.	
2400-03	CAD Power Source (CPDS helicopters only) (AECMA 24-32)	A	2	1	One may be inoperative for three consecutive calendar days for VFR only.	
2400-04	VEMD Power Source (CPDS helicopters only) (AECMA 24-32)	B	2	1	One may be inoperative for VFR only.	
2400-05	CDS Power Source (CDS helicopters only) (AECMA 24-32)	B	2	1	One may be inoperative for VFR only.	
2400-06 ***	Emergency Battery Pack of Standby Attitude Indicator (AECMA 24-33)	C	-	0	As required by 14 CFR	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 24-2
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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

24. ELECTRICAL POWER (Cont'd)						
2400-07 ***	STDBY HOR (Warning Light) or HOR BAT (Caution)	D	-	0	As required by 14 CFR	
2422-01 ***	Inverter 1 & 2 (Caution: INVERTER 1 & 2) (ACMA 24-21)	C	2	0	One or both may be inoperative for VFR only. NOTE: Pitch-/Roll-SAS shall be considered inoperative (refer to item 2215-05).	
2432-01	BAT DISCH (Warning Light) (ACMA 24-36)	C	1	0	May be inoperative for VFR only, provided generators, ammeter, and voltmeter indications are operative.	
2435-01	Generator (Caution: GEN DISCON 1 or 2) (ACMA 24-10)	B	2	1	(M) Procedure to deactivate and secure.	
2435-02	GEN DISCON 1 & 2 (Caution) (ACMA 24-10)	B	2	0	One or both may be inoperative, provided ammeter and voltmeter indications are operative.	
2440-01	EXT Power (Caution) (ACMA 24-42/43)	C	1	0	May be inoperative provided EPU DOOR caution is available, and EPU disconnection is verified prior to flight.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 25-1
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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

25. EQUIPMENT/FURNISHINGS						
2500-01 (PL-116)	NEF Items	-	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual. (M) & (O) Procedures, if required, must be available to the flight crew and included in the operator's appropriate document.	
2510-01	Co-Pilot Seat (AECMA 25-12)	D	1	0	(O) May be inoperative for single pilot operation, provided: a) Seat is not occupied, and b) Seat is blocked and placarded.	
2520-01 ***	Passenger Seat (AECMA 25-22)	D	-	0	(O) May be inoperative, provided: a) Seat(s) is (are) not occupied, and b) Seat(s) is (are) blocked and placarded.	
2520-02	Passenger Shoulder Harness (AECMA 25-22)	C	-	0	(O) May be inoperative or missing, provided: a) Seat(s) is (are) not occupied, and b) Seat(s) is (are) blocked and placarded.	
2520-03 ***	EMS Equipment Special/Mission Equipment (e.g. Cargo Hook, Rescue Hoist, Loud- speaker, EMS Equipment, etc.)	C C	- -	0 -	(M) May be inoperative provided system is deactivated and secured. May be inoperative provided the inoperative system is deactivated, secured and placarded. NOTE: Appropriate maintenance action has to be developed by the operator.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 25-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

25. EQUIPMENT/FURNISHINGS (Cont'd)						
2562-01 *** (PL-120)	Emergency Locator Transmitter (ELT) Survival Type ELTs Fixed ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing. (M) May be inoperative, provided: a) System is deactivated b) Repairs are made within 90 days. May be missing, provided repairs are made within 90 days. (M) Any in excess of those required by 14 CFR, may be inoperative, provided system is deactivated.	
		A	-	0		
		A	-	0		
		D	-	-		
		D	-	-		
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (AECMA 25-63)	D	-	-		

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 26-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

26. FIRE PROTECTION						
2610-01 ***	Cargo/Baggage Smoke Detector System (AECMA 26-10)	D	-	0	May be inoperative, provided cabin/cargo compartment separation wall/quilted mats is/are removed.	
2620-01	Fire Extinguishing System	C	-	0	(M) May be inoperative, for other than Category A Operation, provided the inoperative system is deactivated and secured.	
2622-01 ***	Portable Fire Extinguisher	D	-	-	(M) Any in excess of those required by 14 CFR, may be inoperative or missing, provided the inoperative fire extinguisher is placarded inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit and required distribution is maintained.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 28-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

28. FUEL						
2820-01	CDS or CPDS Fuel SPLY I Indication (AECMA 28-43)	B	1	0	May be inoperative provided: a) All other CDS or CPDS fuel system indications are operative, b) LOW FUEL warnings (2) on warning unit are operative.	
2820-02	CDS or CPDS or Fuel SPLY II Indication (AECMA 28-43)	B	1	0	May be inoperative provided: a) All other CDS or CPDS fuel system indications are operative, b) LOW FUEL warnings (2) on warning unit are operative.	
2820-03	CDS or CPDS Main Fuel Tank Quantity Indication (AECMA 28-43)	B	1	0	May be inoperative for VFR provided: a) All other CDS or CPDS fuel system indications are operative, b) LOW FUEL warnings (2) on warning unit are operative, c) Landing within 15 minutes is possible from any point enroute.	
2820-04	CDS LOW Fuel Indications of Supply Tanks I/II (CDS helicopters only) (AECMA 28-43)	D	-	0	May be inoperative, provided: a) All other CDS fuel system indications are operative, b) LOW FUEL warning (2) on warning unit are operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 28-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

28. FUEL (Cont'd)						
2822-01	Prime Fuel Pump (AECMA 28-21)	B	2	0	One or both may be inoperative.	
2824-01	Fuel Transfer Pump (FWD or AFT) (Caution: F PUMP FWD or F PUMP AFT) (AECMA 28-21)	C	2	1	(O) One may be inoperative for VFR provided: a) Flight is planned under consideration of the increased max. unusable fuel quantity as stated in the RFM, b) Landing within 15 minutes is possible from any point enroute.	
2841-01 ***	Auxiliary Fuel Tank System (AECMA 28-17)	D	-	0	May be inoperative provided flight is not predicated upon use of the system.	
2841-02 ***	Auxiliary Fuel Indication (AECMA 28-17)	D	-	0	May be inoperative provided flight is not predicated upon use of the system.	
2841-03 ***	Fuel Flow Meter	D	-	0	May be inoperative.	
2841-04	Main Fuel Tank Sensor System (Caution: F QTY DEGR) (AECMA 28-43)	C	2	1	One may be inoperative for VFR provided: a) All other CDS or CPDS fuel system indications are operative, b) LOW FUEL warnings (2) on warning unit are operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 30-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

30. ICE AND RAIN PROTECTION						
3030-01 ***	Pitot Tube Heater - Co-Pilot (Caution: PITOT HTR) (AECMA 30-31)	D	-	0	May be inoperative for VFR provided the helicopter is not operated at any time in known or forecast conditions of visible moisture, or precipitation, when the OAT is above 5° or no visible moisture is present below 5°C (41°F).	
3030-02	Pitot Tube Heater Pilot (Caution: PITOT HTR) (AECMA 30-31)	C	1	0	May be inoperative for VFR provided the helicopter is not operated at any time in known or forecast conditions of visible moisture, or precipitation, when the OAT is above 5° or no visible moisture is present below 5°C (41°F).	
3030-03 ***	Static Port Heater Co-pilot (Caution: PITOT HTR) (AECMA 30-32)	D	-	0	May be inoperative for VFR provided the helicopter is not operated at any time in known or forecast conditions of visible moisture, or precipitation, when the OAT is above 5° or no visible moisture is present below 5°C (41°F).	
3030-04	Static Port Heater Pilot (Caution: PITOT HTR) (AECMA 30-32)	D	1	0	(O) May be inoperative for Day VFR, provided: <ul style="list-style-type: none"> a) Alternate static ports which can be activated by means of SELECTION b) VALVE ALTERNATE SOURCE c) switch in the cabin are operative, d) May be inoperative for VFR provided the helicopter is not operated at any time in known or forecast conditions of visible moisture, or precipitation, when the OAT is above 5° or no visible moisture is present below 5°C (41°F). 	
3040-01 ***	Windshield Wiper/Washing System (AECMA 30-42/43)	D	-	0	May be inoperative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 31-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

31. INSTRUMENTS						
3100-01	Elapsed Timer (AECMA 31-22)	D	-	0	May be inoperative provided clock is operative.	
3100-02	Hour Meter (AECMA 31-22)	C	-	0	(O) & (M) May be inoperative provided approved alternate procedure is used for recording	
3110-01	CDS or CPDS OAT Indication (AECMA 31-23)	D	-	0	May be inoperative provided another OAT indication is installed and operative.	
3110-02	Instrument Control Panel (ICP) (AECMA 31-61)	B	2	1	One may be inoperative.	
3110-03	Reconfiguration Unit (AECMA 31-61)	B	1	0	May be inoperative for VFR, provided all required primary flight and navigation data are available on the handling pilot's side.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 31-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

31. INSTRUMENTS (Cont'd)						
3110-04 ***	Electronic Flight Instrumentation System (AECMA 31-61)	C	-	0		
	1) EFS 40 (Electronic Flight Instrumentation System)	C	-	0	May be inoperative for VFR only, provided affected flight and navigation data are considered inoperative. NOTE: Refer to items:	
					<ul style="list-style-type: none"> • 3400-01 (Airspeed Indicator), • 3422-01 (Gyroscopic Bank and Pitch Indicator), • 3422-02 (Gyroscopic Direction Indicator), • 3424-01 (Slip Indicator), • 3425-01 (Horizontal Situation Indicator), • 3431-01 (ILS) • 3442-01 (Weather Radar System), as applicable. • 3444-03 (Radio Altimeter), and • 3454-01 (Navigation Systems (VOR)) • 3455-01 (ADF) • 3457-01 (GPS) 	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 31-3
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

31. INSTRUMENTS (Cont'd)						
3110-04 (Cont'd)	2) FCDS (Flight Control and Display System) (B/P-RNAV Equipment) (2 x SMD45, 2 x SMD45 + SMD68, 4 x SMD45)	C	-	1	Any in excess of one may be inoperative for VFR only provided: a) Operative display is on the handling pilot's side, b) Stand-by instruments are operative, OR For IFR with 4 x SMD45 one display on co-pilot's side may be inoperative. NOTE: Remaining display on co-pilot's side provides back-up information (CDI and DME).	1
3120-01	Clock (AECMA 30-21)	C	-	0	May be inoperative provided an additional operative clock displaying hours, minutes, and seconds, is available in a position that makes it visible and usable by the pilot and co-pilot.	1

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 31-4
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

31. INSTRUMENTS (Cont'd)

3130-01	CPDS (CPDS helicopters only) (AECMA 31-63) 1) CAD	B	1	0	May be inoperative, provided: a) Both VEMD lanes and VEMD cooler fan are operative, b) Tank is filled to capacity, c) Flight time allows at least a planned extra 30 minutes endurance on landing, d) LOW FUEL warning (2) on warning unit is operative.		
		C	1	0			May be inoperative, provided: a) OAT is below +30°C (86°F), b) Cabin air intakes are open (PULL FOR AIR, knob pulled). NOTE: Be prepared for CPDS OVHT caution,
		C	1	0			OR May be inoperative provided: 1) Cabin air intakes are open (PULL FOR AIR, knob pulled), 2) Operating time on ground is limited to 30 min. NOTE: Be prepared for CPDS OVHT caution.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 31-5
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

31. INSTRUMENTS (Cont'd)						
3130-01 (Cont'd)	3) VEMD	B	2	1	One may be inoperative for VFR only, provided CAD and CAD cooler fan are operative. May be inoperative, provided: a) OAT is below +30°C (86°F), b) Cabin air intakes are open (PULL FOR AIR , knob pulled). NOTE: Be prepared for CPDS OVHT caution, OR May be inoperative provided: a) Cabin air intakes are open (PULL FOR AIR knob pulled), b) Operating time on ground is limited to 30 min. NOTE: Be prepared for CPDS OVHT caution.	
	4) VEMD Cooler FAN (CPDS Helicopter Only) (Caution: VEMD FAN)	C	1	0		
		C	1	0		
3130-02 (PL- 87)	FDR Recording Parameters <i>not required</i> by 14 CFR	A	-	-	May be inoperative provided repairs are made prior to the completion of the next scheduled maintenance visit.	
3130-03 (PL-87)	FDR installed for an operator other than a holder of an air carrier or commercial operator certificate.	C	-	1	Any in excess of those required by 14 CFR may be inoperative.	
		A	-	0	May be inoperative provided repairs are made in accordance with applicable 14 CFR.	
3130-04	CDS VNE Indication (CDS Helicopters Only) (AECMA 31-63)	C	-	0	May be inoperative, provided the VNE information is obtained from the VNE Table (placard) and CDS OAT indication is operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 31-6
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

31. INSTRUMENTS (Cont'd)						
3130-05	CDS OPT 1/2 Indication (CDS Helicopters only) (AECMA 31-63)	D	-	0	May be inoperative. NOTE: Position OPT 1/2 of the display select switch on the CDS provides additional information as stated in the RFM.	
3130-06	CDS Weight Push Button (CDS Helicopters only) (AECMA 31-63)	C	1	0	May be inoperative for VFR only, provided the magnetic direction indicator is operative.	
3130-07 ***	UMS (Without Maintenance Credits) (AECMA 31-71)	D	-	-	As required by operating requirements provided system is deactivated via master switch.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 32-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

32. LANDING GEAR						
3200-01 ***	Snow Skids (AECMA 32-72)	D	-	0	May be inoperative.	
3200-02 ***	Settling Protector (AECMA 32-72)	D	-	0	May be inoperative.	
3212-01 ***	Emergency Floatation System (AECMA 32-14)	D	-	-	(M) As required by 14 CFR, provided system is deactivated and secured.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 33-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

33. LIGHTS						
3300-01 *** (PL-127)	NVG Compatible Lighting System	C	-	-	<p>a) Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental (M & O) lights; cracked or missing filters; provided the remaining lights are: Sufficient to clearly illuminate all</p> <p>b) required instruments, controls, and other devices for which they are provided,</p> <p>c) Positioned so that direct rays are shielded from flight crew-members eyes</p> <p>d) Lighting configuration and intensity is acceptable to the flight crew.</p>	
3310-01 ***	Fasten Seatbelt and No Smoking Indication (Cockpit) (AECMA 33-24)	D	-	0	<p>May be inoperative provided it is verified that the "FASTEN SEAT BELTS/NO SMOKING" light(s) in the cabin is/are operative when activated or a procedure is used to notify passengers when seat belts must be fastened and smoking is not allowed,</p> <p align="center">OR</p> <p>May be inoperative provided passengers are not carried.</p>	
		D	-	0		

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 33-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

33. LIGHTS (Cont'd)						
3310-02 ***	Cockpit Instrument Panel and Console Lighting System	C	-	0	Individual Lights may be inoperative provided the remaining Lighting system lights are: <ul style="list-style-type: none"> a) Sufficient to clearly illuminate all required instruments, controls and other devices for which it is provided b) Positioned so that direct rays are shielded from flight crewmembers eyes, and c) Lighting configuration and intensity is acceptable to flight crew. 	
3320-01 ***	"FASTEN SEAT BELTS/NO SMOKING" Light (Cabin) (AECMA 33-24)	D	-	0	May be inoperative and the affected passenger seat(s) may be occupied provided a procedure is used to notify passengers when seat belts must be fastened and smoking is not allowed, OR May be inoperative provided passengers are not carried.	
3320-02	Cabin Lighting System (AECMA 33-21/22/31)	D	-	0	May be inoperative for day operation, OR D - 0 May be inoperative provided passengers are not carried, OR D - 0 May be inoperative provided alternate cabin lighting source is operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 33-3
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

33. LIGHTS (Cont'd)						
3330-01	Utility Light (AECMA 33-18)	D	1	0	May be inoperative for VFR provided flash light is available.	
3340-01	Position Light (AECMA 33-41)	C	1	0	May be inoperative for VFR day operation, OR As required by 14 CFR.	
3340-02	Anti-Collision Light (AECMA 33-41)	B	1	0	May be inoperative for VFR day operation, OR As required by 14 CFR.	
3340-03 ***	Landing Light/Search & Landing Light (AECMA 33-43/46)	C	-	0	May be inoperative for VFR day.	
3340-04 ***	Search Light SX-16 (AECMA 33-46)	D	-	0	May be inoperative.	
3340-05 ***	Strobe Light (AECMA 33-48)	D	-	0	May be inoperative.	
3340-06 ***	Step Light (AECMA 33-53)	D	-	0	May be inoperative.	
3350-01 ***	Emergency Exit Light (AECMA 33-52/53)	D	-	-	As required by 14 CFR.	
3350-02 ***	HEELS (AECMA 33-53)	D	-	-	As required by 14 CFR.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION						
3400-01	Airspeed Indicator (AECMA 34-11) 1) Single Pilot Operation	D	-	1	Any in excess of one may be inoperative for VFR only, provided: a) Category A operation is not performed, b) Operative airspeed indicator is on the handling pilot's side.	
		D	-	2		
		B	-	1		
	2) Dual Pilot Operation				Any in excess of two may be inoperative provided the operative airspeed indicators are at each pilot's station, OR May be inoperative for VFR only, provided: a) Category A operation is not preformed. b) Operative airspeed indicator is on the handling pilot's side.	
3400-02	Standby Airspeed Indicator (Equipped with FCDS only) (AECMA 34-11)	C	-	0	May be inoperative for VFR only.	
3400-03	Alternate Static Pressure Source (AECMA 34-11)	C	1	0	May be inoperative for VFR only provided static port heater on pilot's side is operative, OR As required by 14 CFR.	
3400-04 ***	(DMAP) Digital Map System	D	-	0	May be inoperative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3412-01	Total Temperature Probe Unit (Equipped with FCDS only) (AECMA 34-14)	C	-	1	Any in excess of one may be inoperative for VFR only provided the ADC associated to the operative total temperature probe unit is operative.	
3413-01	Vertical Speed Indicator	C	-	1	Any in excess of one may be inoperative for VFR only provided operative indicator is on the handling pilot's side,	
		B	-	0	OR May be inoperative for VFR only routes navigated by ground reference.	
3417-01	ADC1 or ADC2 (Equipped with FCDS only) (Caution: ADC1 or 2) (AECMA 34-14)	C	-	1	Any in excess of one may be inoperative for VFR only provided pitot tube heater associated to the operative ADC is operative,	
		C	-	1	OR Any in excess of one may be inoperative for VFR only provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C (41°F).	
3417-02	ADC2 (T2+/P2+ Helicopters without FCDS only) (Caution: ADC2) (AECMA 34-14)	C	1	0	May be inoperative provided the HIGH NR mode is manually activated and deactivated by the pilot.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-3			
JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS & EXCEPTIONS				
34. NAVIGATION (Cont'd)						
3417-03	AHRS (PFD/ND: AHRS1 or AHRS2) (AECMA 34-24)	D	-	1	Any in excess of one may be inoperative for VFR only, OR	
		C	-	0	May be inoperative for VFR only, other than Category A operation, provided operation is not conducted over a water when out of sight of the land or when visibility is less than 1500 m (1 Mile), OR	
		C	-	0	May be inoperative for VFR only, other than Category A operation, provided the standby attitude indicator is operative.	
3417-04 ***	Navigation Management System (B-RNAV equipment) (AECMA 34-63)	C	-	-	As required by 14 CFR.	
3421-01	Standby Altitude Indicator (Equipped with FCDS only) (AECMA 34-12)	C	-	0	As required by 14 CFR.	
3421-02 ***	Standby Attitude Indicator (AECMA 34-25)	C	-	0	May be inoperative for VFR only OR May be inoperative for Night VFR only provided both AHRS are operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-4						
JASC SYSTEM & TITLE		1. REPAIR CATEGORY							
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED							
		3. NUMBER REQUIRED FOR DISPATCH							
		4. REMARKS & EXCEPTIONS							
34. NAVIGATION (Cont'd)									
3422-01	Gyroscopic Bank and Pitch Indicator (AECMA 34-21)	D	-	1	Any in excess of one may be inoperative for VFR only provided the operative indicator is on handling pilot's side, OR C	-	0	May be inoperative for VFR only provided operation is not conducted over water when out of sight of the land or when visibility is less than 1500m (1 Mile).	
3422-02	Gyroscopic Direction Indicator (AECMA 34-21)	D	-	1	Any in excess of one may be inoperative for VFR only provided the operative indicator is on the handling pilot's side, OR C	-	0	May be inoperative for VFR only provided operation is not conducted over water when out of sight of the land or when visibility is less than 1500m (1 Mile).	
3423-01	Magnetic Direction Indicator (AECMA 34-23)	C	1	0	May be inoperative for VFR only provided gyroscopic direction indicator and flux valve on the handling pilot's side are operative.				
3424-01	Slip Indicator (AECMA 34-21)	D	-	1	Any in excess of one may be inoperative for VFR only provided the operative indicator is on the handling pilot's side, OR C	-	0	May be inoperative for VFR only.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-5
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3425-01 ***	HSI (Horizontal Situation Indicator)	C	-	0	May be inoperative for VFR only provided the magnetic direction indicator is operative, OR As required by 14 CFR.	
3431-01	(ILS) (AECMA 34-32/52)	D	-	0	May be inoperative for VFR only over routes navigated by ground reference, OR As required by 14 CFR.	
3434-01 ***	Marker (AECMA 34-55)	D	-	-	As required by 14 CFR.	
3442-01 ***	Weather Radar System (AECMA 34-43)	D	-	-	As required by 14 CFR.	
3444-02	Altimeter (AECMA 34-12)	C	-	1	Any in excess of one may be inoperative for VFR only provided the operative altimeter is on the handling pilot's side.	
3444-03 ***	Radio Altimeter (AECMA 34-41)	D	-	0	May be inoperative provided: a) Autopilot GS-mode is not used, b) Category A operation is not performed, c) VFR Night only operation is NOT performed with NVG, d) Operating requirements do not require its use.	
3444-04 *** (PL-54)	Terrain Awareness and Warning System (TAWS) (EGPWS)	C	1	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any mode that operates normally may be used.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-6
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3445-01 *** (PL-32)	Traffic Alert and Collision Avoidance System (TCAS I)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use.	
		C	-	0		
3445-02 (PL-32)	Traffic Alert and Collision Avoidance System (TCAS II)	B	-	0	(M) May be inoperative provided: a) System is deactivated and secured, b) Enroute or approach procedures do not require its use.	
		C	-	0		

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-7		
JASC SYSTEM & TITLE		1. REPAIR CATEGORY			
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED			
		3. NUMBER REQUIRED FOR DISPATCH			
		4. REMARKS & EXCEPTIONS			
34. NAVIGATION (Cont'd)					
3445-02 (Cont'd)	1) Combined Traffic Alert (TA) and Resolution Advisory (RA) Dual Display System(s)	C	2	1	May be inoperative on the non-flying pilot side provided: a) TA and RA visual display is operative on flying pilot side, b) TA and RA audio function is operative on flying pilot side. May be inoperative on the non-flying pilot side. (O) May be inoperative provided: a) Traffic Alert (TA) visual display and audio functions are operative, b) TA only mode is selected by the crew, c) Enroute or approach procedures do not require its use. (O) May be inoperative provided: a) RA visual display and audio functions are operative, b) Enroute or approach procedures do not require its use. May be inoperative provided enroute or approach procedures do not require use of TCAS.
	2) Resolution Advisory (RA) Display System(s)	C	2	1	
		C	-	0	
	3) Traffic Alert Display System(s)	C	-	0	
	4) Audio Functions	B	1	0	
5) Airspace Selection Function	C	-	0		
3451-01 ***	DME	C	-	-	As required by 14 CFR.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-8
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3452-01 (PL-76)	Transponders & Automatic Altitude Reporting Systems	B	-	0	May be inoperative, provided: a) Operations do not require its use, b) Prior to flight, approval is obtained from ATC facilities having c) jurisdiction over the planned route of flight.	1
***	1) Elementary and Enhanced Downlink Aircraft Reportable Parameters not required by 14 CFR	A	-	0	Any in excess of those required by 14 CFR may be inoperative. May be inoperative, provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.	
***	2) ADS-B Squitter Transmission	A	-	0	May be inoperative provided: a) Operations do not require its use, b) Repairs are made prior to completion of next scheduled maintenance visit.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-9
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3452-02 (PL-105)	Automatic Dependent Surveillance- Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR. NOTE: If ADS-B is installed in lieu of or as a replacement for 14 CFR required equipment, repair category in the operator's MEL will be same as that of 14 CFR required equipment. NOTE:	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	Cockpit Display Traffic of Information (CDTI) display of data from other aircraft systems may be used.	
	2) CDTI Control Panel	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flight crew.	
	3) Data Link Transmitter(s)	D	-	0	NOTE: In some aircraft the Data Link transmission is an integral part of transponder and relief is provided in that section.	
	4) Data Link Receivers	D	-	0		
5) ADS-B Applications	D	-	0			
3454-01	VOR (AECMA 34-32/52)	D	-	0	May be inoperative for VFR only over routes navigated by ground reference, OR As required by 14 CFR.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 34-10
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

34. NAVIGATION (Cont'd)						
3455-01	ADF (AECMA 34-32/52)	D	-	0	As required by 14 CFR.	
3461-01 *** (PL-98)	Flight Management System (FMS)	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified.	
3461-02 *** (PL-98)	Navigation Management System (NMS)	C	-	-	(O) May be out of currency provided: a) Current Aeronautical Charts are used to verify Navigation Fixes prior to dispatch, b) Procedures are established and used to verify status and suitability of Navigation Facilities used to define route of flight, c) Approach Navigation Radios are manually tuned and identified.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 63-1			
JASC SYSTEM & TITLE		1. REPAIR CATEGORY				
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED				
		3. NUMBER REQUIRED FOR DISPATCH				
		4. REMARKS & EXCEPTIONS				
63. MAIN ROTOR DRIVE						
6321-01 ***	Rotor Brake System (AECMA 63-51)	D	-	0	May be inoperative provided: (O) A check is performed to determine rotor brake disc is free, (M) System is deactivated and secured.	
6330-01	ARIS Damper (Anti-resonance Rotor isolation System) (AECMA 63-32)	A	4	2	(O) Helicopter may be operated for up to 10 flight hours with one or two ARIS dampers inoperative provided: a) Max. airspeed of 100 KIAS is observed, b) A pre-flight check of the ARIS elements has been performed.	
6330-02 ***	Mast Moment Indicating system (AECMA 63-44)	D	-	0	(O) May be inoperative provided limitations for slope landings according to RFM are observed.	
6340-01	XMSN Oil Pressure Indicating System (AECMA 63-42)	B	1	0	May be inoperative provided: a) OAT is above 0°C (32°F), b) Warning light “ XMSN OIL P ” is operative, c) Transmission oil temperature indicating systems are operative.	
6340-02	XMSN Oil Temperature Indicating System (AECMA 63-42)	B	1	0	May be inoperative provided: a) OAT is above 0°C (32°F), CDS or CPDS caution b) “ XMSN OIL T ” is operative, c) Transmission oil pressure indicating system is operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 67-1
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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

67. ROTORS FLIGHT CONTROL						
6700-01	Collective Pitch Lock (AECMA 31-13)	D	1	0	May be inoperative provided: a) Collective pitch is in lowest position during rotor start and run down, b) Transponder is activated and its mode is checked after take-off or switched to standby via transponder unit on ground.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 71-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		
71. POWERPLANT				
7160-01 ***	Sand Filter System (AECMA 71-61)	D	- 0	May be inoperative provided system is deactivated.

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 76-1
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

76. ENGINE CONTROLS						
7600-01	Engine Trim System (AECMA 76-11)	D	-	0	(O) May be inoperative provided: a) Pilot verifies torque difference in hover is not more than 10%, Gross mass decrement of -15kg per %-torque difference is applied to the RFM performance charts for hover.	
7600-02	HIGH NR-Mode (P2+/T2+ helicopters only (AECMA 67-13)	D	1	0	May be inoperative for flights with a gross mass lower than or equal to 2835 kg or for other than Category A operations.	
7600-03	CAT A Switch (P2/T2 helicopters only) (AECMA 67-13)	D	1	0	May be inoperative for other than Category A operations.	
7600-04	Engine Cycle Counter (AECMA 67-16)	D	2	0	(O) One or both may be inoperative provided approved alternate procedure is used to record engine cycles.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 77-1
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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

77. ENGINE INDICATING						
7710-01	Conventional Dual N1/ Δ N1 Indicator (CDS helicopters only) (AECMA 77-11)	C	1	0	(O) May be inoperative provided: a) CDS N1 indication is operative and selected, b) Respective triple tachometer, TOT and torque indicators are operative c) Select "P" with display select switch & call up to the respective parameters by means of scroll buttons.	
7710-02	CDS N1 Indication (P1 CDS helicopters only) (AECMA 77-11)	D	2	0	One or both may be inoperative provided: a) Engine N1 indicators are operative, b) Respective triple tachometer, TOT and torque indicators are operative.	
7710-03	Conventional Dual Torque Indicator (CDS helicopters only) (AECMA 77-12)	C	1	0	(O) May be inoperative provided: a) Respective CDS torque indications are operative and selected, b) Respective triple tachometer, TOT and N1 or Delta N1 indicators are operative, c) Select "P" with display select switch & call up to the respective parameters by means of	
7710-04	CDS Torque Indication (CDS helicopters only) (AECMA 77-12)	D	2	0	One or both may be inoperative provided: a) Conventional torque indicator is operative, b) Respective triple tachometer, TOT and N1 or Delta N1 are operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 77-2
JASC SYSTEM & TITLE		1. REPAIR CATEGORY	
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED	
		3. NUMBER REQUIRED FOR DISPATCH	
		4. REMARKS & EXCEPTIONS	

77. ENGINE INDICATING (Cont'd)						
7722-01	Conventional Triple Tachometer Indicator (CDS helicopters only) (AECMA 77-14)	D	1	-	(O) One N2 indicator may be inoperative provided: a) Respective CDS N2 indication is operative and selected, b) Respective N1 or Delta N1, TOT and engine torque indicators are operative, c) Select " P " with display select switch & call up to the respective parameters by means of scroll buttons.	
7722-02	Conventional Triple Tachometer Indicator (CPDS helicopters only) (AECMA 77-14)	D	1	-	One or two N2 indicators may be inoperative provided: a) N2 indication on CPDS system status page is operative and selected, b) " Rotor RPM " warning is operative.	
7722-03	Conventional TOT indicator (CDS helicopters only) (AECMA 77-21)	C	1	0	(O) May be inoperative provided: a) CDS TOT indications are operative and selected, b) Respective triple tachometer, N1 and torque indicators are operative, c) Select " P " with display select switch & call up to the respective parameters by means of scroll buttons.	
7722-04	CDS TOT Indication (CPDS helicopters only) (AECMA 77-21)	D	2	0	One or both may be inoperative provided: a) Conventional or Digital TOT indicator is operative, b) Respective triple tachometer, torque and N1 or Delta N1 is operative.	

**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+	REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 77-3
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JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		

77. ENGINE INDICATING (Cont'd)

7722-05	Engine Oil Pressure Gauge (AECMA 77-31)	C	1	0	May be inoperative provided respective CDS or CPDS caution " ENG OIL P " and engine oil temperature indications are operative.	
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**U.S. DEPARTMENT OF TRANSPORTATION
FEDERAL AVIATION ADMINISTRATION
MASTER MINIMUM EQUIPMENT LIST**

AIRCRAFT: EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+		REVISION NO. 5 DATE: 05/12/2015	PAGE NO. 79-1	
JASC SYSTEM & TITLE		1. REPAIR CATEGORY		
JASC CODE & ITEM NO.	COMPONENT DESCRIPTION	2. NUMBER INSTALLED		
		3. NUMBER REQUIRED FOR DISPATCH		
		4. REMARKS & EXCEPTIONS		
79. ENGINE OIL				
7900-01 ***	Fuzz Burner	D	- 0	(O) May be inoperative provided RFM emergency procedure for engine chip caution is observed.