



U.S. Department of Transportation
Federal Aviation Administration
Washington, DC

Master Minimum Equipment List (MMEL)

Revision: 7
Date: 04/05/2018

**AIRBUS HELICOPTERS DEUTSCHLAND GmbH
(AHD)
EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2,
EC135T2+, EC135T3
(TCDS H88EU)**

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AIRCRAFT:

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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	10/29/2013	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation of Global Change (GC) Policy Letters.
4	04/02/2014	Conversion to Joint Aircraft System/Component (JASC) Coding.
5	05/12/2015	Conversion to Joint Aircraft System/Component (JASC) Coding, Incorporation additional of Policy Letters.
6	03/08/2017	All Pages. Removed Page VII titled "Incorporated Policy Letters". Added JASC 45. Added EC-135 P3 and EC-135 T3. Revised formatting for compliance with Section 508 of the Rehabilitation Act of 1973. Modified relief and removed AECMA references.
7	04/05/2018	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Guidelines, 21-1, 22-1, 22-2, 22-3, 22-4, 22-5, 22-6, 22-7, 22-8, 22-9, 22-10, 22-11, 23-1, 23-2, 23-3, 24-1, 24-2, 24-3, 25-1, 25-2, 25-3, 25-4, 26-1, 28-1, 28-2, 30-1, 30-2, 31-1, 31-2, 31-3, 31-4, 31-5, 31-6, 31-7, 31-9, 32-1, 33-1, 33-2, 33-3, 33-4, 33-5, 34-1, 34-2, 34-3, 34-4, 34-5, 34-6, 34-7, 34-9, 34-10, 34-11, 45-1, 52-1, 63-1, 63-2, 65-1, 67-1, 71-1, 76-1, 77-1, 77-2, 79-1.

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FEDERAL AVIATION ADMINISTRATION			
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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:

[Joint Aircraft System/Component \(JASC\) Code Table, and Definitions.](#)

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.

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

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
--	--	Updated Cover Page to reflect Revision 7. Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars.
I	--	Combined Table of Contents & Control Page to reflect Revision 7; Removed Note that all pages are changed; DELETED 52 Doors, since not requested by the Manufacturer.
II	--	Updated Log of Revisions to reflect Revision 7.
III-IX	--	Updated Highlights of Change to reflect Revision 7.
X-XXVII	--	Added Guidelines for (M) and (O) Procedures to reflect Revision 7, since not published by the manufacturer (added Item to JASC CODE).
--	ALL pages	This revision realigns the FAA MMEL with the EASA approved Airbus MMEL, revision 4.1, dated 12/15/2015.
21-1	2100-02	Revised proviso (added “one or more”).
21-1	2100-03	Revised description (added Fan); added (O) procedure & revised provisos.
21-1	2140-01	Changed relief to category C (correction); changed number installed to (1) & added (O) procedure.
--	ALL 2200	NOTE: Provisos requiring the flight controls to be guarded has been changed to comply with the RFM.
22-1	2215-01	Added (**); revised description (added caution indications) & revised proviso.

NOTE: This MMEL also incorporates relief for Part 91 operations.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
22-1	2215-02	Added (***) & revised provisos.
22-2	2215-03	Updated provisos for 2 nd C relief.
22-2	2215-04	Revised description (added "equipped with") & updated provisos.
22-3	2215-05	Revised description (added PFD indication) & updated provisos for 2 nd C relief
22-3	2215-06	Revised description (added PFD indication) & updated provisos (added SAS to par. a)).
22-4	2215-07	Revised description (added caution & PFD indications) & updated provisos
22-4	2215-08	Revised description (added caution indication) & updated (M) & (O) procedures.
22-5	2215-09	Revised description (added caution & PDF indication), changed relief to category A (correction), and updated provisos
22-5	2215-10	Revised description (added (***) to SAS/AP CUT) below description, since autopilot is optional & revised provisos IAW the AB MMEL.
22-6	2215-11	Revised description (added (***) to SAS/AP CUT) below description, since autopilot is optional; added (O) procedure & updated provisos.
22-6	2215-12	Revised description (added (***) to SAS/AP CUT) below description, since autopilot is optional & updated (M) procedure.
22-6	2215-13	Revised description (added (***) to SAS/AP CUT) below description, since autopilot is optional, updated provisos & added (O) procedure VFR restriction, and a) & b) provisos.
22-7	2215-14	Revised description (added caution indication); changed 2 nd relief to category A (correction), & updated provisos.
22-7	2215-15	Revised description (added caution indication) & changed 2 nd relief to category A (correction).
22-8	2215-16	Revised description (added caution & PFD indications) & changed 2 nd relief to A (correction).
22-9	2215-17	Revised description (added caution & PFD indications); changed relief to category A (correction) & updated provisos.
22-10	2215-18	Revised description (added caution indication) & added (O) procedure.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
22-10	2215-19	Revised description (added caution indication).
22-10	2215-20	Revised description (added caution & PFD indications); changed number installed to (1) & (0) for dispatch.
22-11	2215-21	Changed relief to category A (correction) & updated provisos.
22-11	2215-22	Changed relief to category A (correction) & updated provisos.
22-11	2215-23	Revised description (added caution indication).
22-11	2215-24	Revised description (added caution indication).
22-11	2215-25	Revised description (added caution indication).
23-1	2300-01	Revised description (removed ICS from Cabin); updated proviso for 1 st D relief & added additional 3 rd D relief.
23-1	2300-02	Revised relief (added cockpit); revised Cabin (removed headset & passengers) & updated proviso.
23-1	2300-03	Added relief for Press-to-Transmit (PTT) Switch.
23-2	2310-01	Added relief for HF Communication IAW PL-106.
23-2	2310-02	Added relief for Satellite Tracking or Satellite Phone System(s).
23-2	2310-03	Added relief for Tactical Radio.
23-3	2340-01	Updated proviso.
24-1	2400-03	Revised description & proviso.
24-1	2400-04	Revised description; changed relief to category A (correction) & updated proviso.
24-1	2400-05	Revised description (added CPDS) & updated proviso.
24-1	2400-06	Revised description (added conventional instruments) & updated provisos.
24-1	2400-07	Revised description (changed caution to warning & added CDS); changed relief to category C (correction) & updated provisos.
24-2	2400-08	Added relief for Emergency Battery Pack equipped with FCDS.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
24-2	2400-09	Added relief for STDBY HOR Warning & Caution Light.
24-2	2422-01	Revised description (added caution indication); DELETED C relief, since not requested by the manufacturer & updated remaining proviso & NOTE.
24-2	2432-01	Updated remarks.
24-2	2435-01	Revised description (added caution indication); changed relief to category A (MMEL correction), updated provisos & added (O) procedure for c) proviso.
24-3	2435-02	Changed relief to category A (correction) & updated proviso.
24-3	2440-01	Revised description (added Light).
25-1	2500-01	DELETED relief for NEF items, since already incorporated into the 8900.1.
25-1	2500-02	Added relief for Vision 1000 Cockpit Camera.
25-1	2500-03	Added relief for FLIR.
25-1	2510-02	Added relief for Compartment Separation Wall/Quilted Mats.
25-2	2520-02	Revised description (added Seatbelt and/or) & updated provisos.
25-3	2520-04	Added relief for Survival Equipment.
25-3	2550-05	Added (M) procedure to C relief & updated provisos; and removed 2 nd (M) procedure.
25-3	2550-06	Updated proviso & added (M) procedure.
25-4	2560-02	Added relief for Emergency Hammer/Axe.
25-4	2562-01	Revised ELT relief IAW PL-120.
25-4	2562-02	Revised description (added ADELTA) & changed number required for dispatch to (0).
26-1	2610-01	Changed relief to category D (correction), since optional & updated proviso.
26-1	2620-01	Added relief for Single or Dual Fire Extinguishing System
28-1	2820-01	Changed relief to category A (correction) & updated provisos.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
28-1	2820-02	Changed relief to category A (correction) & updated provisos.
28-1	2820-03	Changed relief to category A (correction) & updated provisos.
28-1	2820-04	Revised description & par. b) proviso (reworded).
28-1	2822-01	Changed relief to category A (correction) & updated provisos.
28-2	2824-01	Revised description (added caution indication).
28-2	2841-04	Updated proviso for par. b) (reworded).
30-1	3030-01	Revised description (added caution indication) & updated proviso.
30-1	3030-02	Revised description (added caution indication); changed relief to category C (correction); changed number installed to (1) & updated proviso.
30-1	3030-03	Revised description (added caution indication) & updated proviso.
30-1	3030-04	Revised description (added caution indication); changed number installed to (1) & number required for dispatch to (0).
30-1	3040-01	Revised description (removed Washer); update 1 st D proviso & DELETED 2 nd .
30-2	3040-02	Added relief for Ice Detection System.
31-1	3110-01	Revised description (added Indication).
31-1	3110-02	Added relief for Master Caution Light.
31-1	3110-03	DELETED 1 st D relief (error); revised description (#1): added EFS); added (O) procedure; updated 3422-01/02 note (removed Gyroscopic); added 3110-03/4 note; updated 3454-01 (replaced with VOR); added 3455-01 (ADF); added 3347-01 (GPS); added (#2); added (M) procedure; DELETED par. b); added (O) procedure to par. c) for d) proviso; changed par. d) relief to category A (MMEL correction – moved from 3110-02); added (O) procedure for A & B reliefs & updated provisos; changed par. e) relief to category A (MMEL correction – moved from 3110-03) & updated proviso; and, added par. f).
31-5	3110-04	Added relief for EHSI.
31-5	3110-05	Added (M) procedure, DELETED C relief & added NOTE; moved from 3425-01.
31-6	3110-06	Added relief for EADI.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
31-6	3130-01	Revised description (added equipped with equipped with) & changed relief to category A (MMEL correction); added (O) procedure & added "Fuel" to b) proviso; (#2): revised description (added caution indication & removed CPDS note) & revised cabin air provisos; (#3): added VEMD definition, changed relief to category A (MMEL correction) & updated proviso; (#4): revised description (added caution indication & removed CPDS note) & revised cabin air provisos.
31-9	3130-03	Added relief for CDS or CPDS Brightness Toggle Switch.
31-9	3130-04	Revised description (added equipped with CDS).
31-9	3130-05	Added relief for CDS VNE Indication for P3/T3.
31-9	3130-06	Revised description (added equipped CDS).
31-9	3130-07	Revised description (added equipped CDS) & changed relief to category D & removed VFR limitation (correction).
32-1	3211-01	Revised description (added "s") & added (M)(O) procedures.
32-1	3211-02	Revised description (added "s") & added (M)(O) procedures.
32-1	3212-01	Updated proviso.
32-1	3212-02	Added relief for External Life Raft.
33-1	3300-01	MOVED Electro-optical System to 2500-03.
33-1	3310-01	Revised description (cockpit indication) & updated (O) procedure & 2 nd D relief proviso (changed to one or more).
33-2	3320-01	DELETED
33-2	3320-02	Updated proviso for C relief (added /cabin occupants).
33-2	3320-03	Updated proviso for 1 st D relief & DELETED 3 rd .
33-3	3330-01	Updated proviso.
33-3	3340-01	Updated proviso.
33-3	3340-02	Updated proviso.
33-3	3340-03	Updated B proviso & DELETED C relief.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
33-3	3340-04	Removed (***) ; revised description (MOVED Search and Landing Light relief to 3340-05 & Search and Landing Light (retractable) to 3340-06); changed number installed to (-) for 1 st C relief & added 2 nd .
33-4	3340-05	Change number required for dispatch to (0) & updated proviso for 1 st C relief & added 2 nd & 3 rd .
33-4	3340-06	Revised description (added VIS/IR & removed Function); revised proviso (added IR Mode) & added NOTE.
33-4	3340-07	Added relief for Additional Landing Light.
33-4	3340-08	Added relief for Fixed Landing Light (Cross Tube).
33-5	3340-09	Added relief for Formation Light System.
33-5	3340-10	Revised description (added High Intensity & e.g., Trakka, etc.); updated proviso & added (O) procedure.
33-5	3340-11	Added relief for SX-5 Nightsun Searchlight (STC SR09431RC).
33-5	3340-12	Updated proviso.
33-5	3340-13	Added proviso.
33-5	3350-01	Added relief for Flashlight(s).
33-5	3350-02	Updated provisos (added 2 nd D relief).
33-5	3350-03	Revised description (Added Helicopter & removed H/C) & updated provisos (added A & B relief).
34-1	3411-01	Revised proviso (changed handling to pilot flying (PF) side).
34-1	3412-01	Revised description (added H/C).
34-1	3413-01	Revised proviso for C relief (changed handling to pilot flying (PF) side) & updated proviso for B relief.
34-1	3414-01	Updated provisos & changed handling to pilot flying (PF) side.
34-2	3414-02	Revised description (added H/C).
34-2	3416-01	Revised proviso (changed handling to pilot flying (PF) side).
34-2	3416-02	Added relief for Standby Altimeter (equipped with FCDS).

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-2	3416-03	Added relief for Altitude Encoding System.
34-2	3417-01	Revised description (reworded ADC1&2 & added H/C and caution indication).
34-3	3417-03	Revised description (added PFD/ND indications) & updated proviso for C reliefs.
34-3	3421-01	Added (**); revised description (equipped with FCDS) & updated provisos.
34-3	3421-02	Added relief for Standby Attitude Indicator (conventional instruments).
34-4	3422-01	Revised description (removed gyroscopic) & updated provisos.
34-4	3422-02	Revised description (removed gyroscopic); added (O) procedure & updated provisos.
34-4	3423-01	Revised description (added Standby Compass) & updated provisos.
34-4	3424-01	Revised description (added Skid) & revised provisos.
34-5	3424-02	Added relief for Rate of Turn Indicator.
34-5	3425-01	MOVED HSI relief to 3110-04.
34-5	3431-01	Revised description (added /Localizer System) & removed VFR over routes navigated by ground reference (correction).
34-5	3432-01	Added relief for ILS/Glideslope System.
34-5	3444-02	Added relief for Non Radar Weather System – Satellite Weather Receivers/Radios (XM Weather) (STC SR00632DE-D).
34-6	3444-01	Added C relief; updated provisos for D relief & added NOTE.
34-6	3444-02	Added relief for Radio Altimeter Aural Alert Generator.
34-6	3444-03	DELETED relief for TAWS.
34-6	3444-04	Added relief for HTAWS.
34-6	3445-01	Updated proviso.
34-6	3445-02	Added relief for Obstacle Warning System.
34-7	3445-03	Added relief for Traffic Alert/Advisory Systems.

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-7	3445-04	Revised PL-32 (added (O) procedure for en route or approach procedures).
34-9	3452-01	DELETED D relief for VFR over routes navigated by ground reference (correction & updated proviso).
34-10	3452-02	Updated proviso.
34-11	3457-01	Added relief for GPS Systems (B-or-P RNAV Equipment).
34-11	3461-02	Updated relief for Navigation Databases IAW PL-98 (more restrictive).
45-1	4500-01	Revised description (changed HUMS to UMS (without Maintenance Credits – MMEL correction).
45-1	4500-02	Added relief for Flight Data Monitoring System, in preparation of new HEMS rule, effective 4/23/18.
52-1	5210-01	DELETED relief for External Door Indicating System.
63-1	6321-01	Reworded provisos (combined O & M procedures).
63-1	6330-01	Added C relief & updated A relief provisos.
63-1	6330-02	Revised provisos & (M) procedure (removed five (5) flight maximum (correction)).
63-1	6340-01	Changed relief to A (correction).
63-1	6340-02	Revised description (added caution indication) & changed relief to category A (correction).
63-2	6340-03	Removed (***) & revised description (added caution indication).
65-1	6540-01	Removed (***) & revised description (added caution indication).
67-1	6700-01	Added relief for 4-Way Beep Trim System.
67-1	6700-02	Added relief for Force Trim Release (FTR) System.
67-1	6700-03	Added relief for Co-pilot Cyclic Trim System.
67-1	6700-04	Added relief for Co-pilot Manual Controls.
71-1	7160-01	Changed relief to category D & updated proviso.
71-1	7160-02	Revised description (added caution indications); changed both D reliefs to category A (correction); added NOTE to 1 st A relief; updated provisos; added (M) procedure for 2 nd A relief & changed par. b) "closed" to: "CLOSED".

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HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
76-1	7600-02	Updated proviso.
76-1	7600-03	Updated provisos.
76-1	7600-04	Updated provisos.
76-1	7600-05	Added (M) procedure since maintenance also responsible.
77-1	7710-01	Revised description (added Δ symbol & H/C equipped).
77-1	7710-02	Revised description (added H/C equipped).
77-1	7710-03	Revised description (added H/C equipped) & changed relief to category C (correction).
77-1	7710-04	Revised description (added H/C equipped).
77-2	7722-01	Revised description (added H/C equipped); changed relief to category A (correction) & updated proviso (added other than night flight & only for the purpose of...).
77-2	7722-02	Revised description (added H/C equipped); changed relief to category A (correction); added (O) procedure & updated proviso (added other than night flight & only for the purpose of...).
77-2	7722-03	Revised description (added H/C equipped) & changed relief to category C (correction).
77-2	7722-04	Revised description (added H/C equipped).
79-1	7930-01	Updated proviso & NOTE.
79-1	7931-01	DELETED relief for Engine Oil Pressure Gauge IAW PL-79.

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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 on the Flight Standards Information Management System (FSIMS) website.

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 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:

JASC CODE	PROCEDURE
2100-03 Cockpit Ventilation Blower/Fan	<p>(O) Procedure for crew to ensure RFM limitations are followed.</p> <p>(M) In case of inoperative cockpit ventilation blower proceed as follows: Pull circuit breaker on the circuit breaker panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>ALL: Appropriately identify the system as inoperative.</p>
2100-04 Air Conditioning System	<p>(M) In case of inoperative air condition system proceed as follows:</p> <p>Appropriately identify the switch on the overhead panel as inoperative. Pull circuit breaker on the pallet and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>Appropriately identify the switch on the overhead panel as inoperative. Pull circuit breaker on the pallet and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>Pull circuit breakers in circuit breaker panel (cargo compartment right side) and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. To ensure that the pax ventilation fan is working, the switch on the overhead panel has to be operative.</p> <p>ALL: Appropriately identify the system as inoperative.</p>

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EC135T1, EC135T2, EC135T2+, EC135T3

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JASC CODE	PROCEDURE
2120-01 Passenger Ventilation System	<p>(M) In case of inoperative passenger ventilation system proceed as follows:</p> <p>Without Air Conditioning System: Pull circuit breaker on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>Air Conditioning System, 2nd Blower: Pull circuit breaker on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>Air Conditioning System, Pax Blower (aircon): Pull circuit breaker in circuit breaker panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>ALL: Appropriately identify the system as inoperative.</p>
2140-01 Bleed Air Heating System	<p>(O) Procedure for crew to ensure flight is not conducted in visible moisture.</p> <p>(M) In case of inoperative bleed air heating system proceed as follows:</p> <p>Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>ALL: Appropriately identify the system as inoperative.</p>
2215-01 Auto Pilot Module (for H/C except P3/T3 equipped with CPDS only)	<p>(O) Procedure for crew to ensure that flight is restricted to VFR, and if available, pitch & roll SAS, yaw SAS and pitch damper may be operated in accordance with RFM; Or, for IFR flight using dual pilots: Pitch & roll SAS, yaw SAS, and the pitch damper are engaged; and, RFM procedures are followed.</p>
2215-02 Auto Pilot Module (for P3/T3 H/C equipped with CPDS only)	<p>(O) Engagement sequence for SAS operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick;</p> <p>If available: Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick;</p> <p>Dual pilot IFR: SAS operation in acc. with FMS 9.2–44.</p> <p>NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 120 KIAS for cruising flight and lower than 100 KTS for ILS approach is recommended.</p>

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JASC CODE	PROCEDURE
2215-03 AP-Mode Selector (for H/C except P3/T3 equipped with CPDS only)	(O) Same operational procedure as for 2215-01 Auto Pilot Module*** (AFCS) NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 120 KIAS for cruising flight and lower than 100 KTS for ILS approach is recommended.
2215-04 AP-Mode Selector (for P3/T3 H/C equipped with CPDS only)	(O) Same operational procedure as for 2215-01 Auto Pilot Module*** (AFCS) NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 100 KIAS for ILS approach is recommended.
2215-05 Collective Link Light (for H/C except P3/T3 equipped with CPDS only)	(O) Same operational procedure as for 2215-01 Auto Pilot Module*** (AFCS) NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 120 KIAS for cruising flight and lower than 100 KTS for ILS approach is recommended.
2215-06 Collective Link Light (for P3/T3 H/C equipped with CPDS only)	(O) Same operational procedure as for 2215-01 Auto Pilot Module*** (AFCS) NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 100 KTS for ILS approach is recommended.
2215-07 Pitch SEMA (for H/C equipped with CPDS Only)	(O) Selectable dispatch configuration is: SAS (without Pitch Damper) or AP with A.TRIM OFF Engagement sequence for SAS operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS and P&R SAS via P&R / PD / YRST switch on cyclic stick. Engagement sequence for AP with A.TRIM OFF operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, re-engage Yaw SAS and P&R SAS via P&R / PD / YRST switch on cyclic stick, engage AP via APMS button AP, and if A.TRIM on, disengage via APMS button A.TRIM. NOTE: AP pre-flight test ends with caution TRIM + ACTUATION and inhibits A.TRIM use as consequence of inoperative actuator.

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JASC CODE	PROCEDURE
<p>2215-08 Pitch & Roll SAS (AFCS or Stand Alone) (for H/C equipped with CPDS Only)</p>	<p>(M) Selectable dispatch configuration is: Yaw SAS or AP with A.TRIM OFF (if installed).</p> <p>Engagement sequence for Yaw SAS operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS only via P&R / PD / YRST switch on cyclic stick.</p> <p>Engagement sequence for AP with A.TRIM OFF operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, re-engage Yaw SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick, reset AP via circuit breakers after caution AUTOPILOT + P/R SAS appeared at the end of pre-flight test, and engage AP via APMS button AP.</p>
<p>2215-09 Roll SEMA (for H/C equipped with CPDS only)</p>	<p>(O) Selectable dispatch configuration is: SAS or AP.</p> <p>Engagement sequence for SAS: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick.</p> <p>Engagement sequence for AP: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick, reset AP via circuit breakers after caution TRIM + ACTUATION appeared at the end of pre-flight test, and engage AP via APMS button AP.</p> <p>NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 120 KIAS for cruising flight and lower than 100 KTS for ILS approach is recommended.</p>
<p>2215-10 SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (Single Control System) (for H/C except P3/T3 only)</p>	<p>(M) Same maintenance procedure as 2215-11 SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (Single Control System)(for P3/T3 H/C only)</p>

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JASC CODE	PROCEDURE
<p>2215-11 SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (Single Control System) (for P3/T3 H/C only)</p>	<p>(O) Procedure for crew to ensure flight is restricted to VFR, the Max operating speed is limited to 120 KIAS or VNE whichever is less, and the max bank angle is 20°.</p> <p>(M) In case of inoperative SAS DCPL- or SAS/AP CUT push button on cyclic stick (single control system) proceed as follows:</p> <p>YAW SAS: Pull circuit breaker on the overhead panel and secure with ty-rap (or other suitable measure) to inhibit reactivation. If applicable, identify the SAS DCPL- or SAS/AP CUT push button on the cyclic stick as inoperative. Appropriately identify the SAS DCPL- or SAS/AP CUT push button on the instrument panel as inoperative.</p> <p>YAW SAS, P/R SAS: Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to inhibit reactivation. If applicable, identify the SAS DCPL- or SAS/AP CUT push button on the cyclic stick as inoperative. Appropriately identify the SAS DCPL- or SAS/AP CUT push button on the instrument panel as inoperative.</p> <p>Single Pilot IFR: Pull circuit breakers (if installed) on the overhead panel and secure with ty-rap (or other suitable measure) to inhibit reactivation. If applicable, identify the SAS DCPL- or SAS/AP CUT push button on the cyclic stick as inoperative. Appropriately identify the SAS DCPL- or SAS/AP CUT push button on the instrument panel as inoperative.</p>
<p>2215-12 SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (Dual Control System) (for H/C except P3/T3 only)</p>	<p>(M) Same maintenance procedure as 2215-13 SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (Dual Control System) (for P3/T3 only).</p>

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JASC CODE	PROCEDURE
<p>2215-13 SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (Dual Control System) (for P3/T3 H/C only)</p>	<p>(O) Procedure for crew to ensure flight is restricted to VFR, the max operating speed is limited to 120 KIAS or VNE whichever is less, and the max bank angle is 20°.</p> <p>(M) In case of inoperative SAS DCPL- or SAS/AP CUT push button on cyclic sticks (dual control system) proceed as follows:</p> <p>YAW SAS: Pull circuit breaker on the overhead panel and secure with ty-rap (or other suitable measure) to inhibit reactivation. If applicable, identify the SAS DCPL- or SAS/AP CUT push button on the cyclic sticks as inoperative. Appropriately identify the SAS DCPL- or SAS/AP CUT push button on the instrument panel as inoperative.</p> <p>YAW SAS, P/R SAS: Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. If applicable, identify the SAS DCPL- or SAS/AP CUT push button on the cyclic sticks as inoperative. Appropriately identify the SAS DCPL- or SAS/AP CUT push button on the instrument panel as inoperative.</p> <p>Dual Pilot IFR: Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. If applicable, identify the SAS DCPL- or SAS/AP CUT push button on the cyclic sticks as inoperative.</p> <p>Appropriately identify the SAS DCPL- or SAS/AP CUT push button on the instrument panel as inoperative.</p>
<p>2215-14 Yaw Rate Gyro (for H/C except P3/T3 equipped with CPDS only)</p>	<p>(O) NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 120 KIAS for cruising flight and lower than 100 KTS for ILS approach is recommended.</p>
<p>2215-15 Yaw Rate Gyro (for P3/T3 H/C equipped with CPDS only)</p>	<p>(O) NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 100 KTS for ILS approach is recommended.</p>

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JASC CODE	PROCEDURE
<p>2215-16 Yaw SEMA 1 or 2 (for H/C except P3/T3 equipped with CPDS only)</p>	<p>(O) Selectable dispatch configuration is: SAS, if Yaw SEMA 1 operative, and AP.</p> <p>Engagement sequence for SAS operation with Yaw SEMA 1 operative: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick.</p> <p>Engagement sequence for AP operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick, reset AP via circuit breakers AP1 and AP2 after caution TRIM + ACTUATION appeared at the end of pre-flight test, and engage AP via APMS button AP.</p> <p>NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 120 KIAS for cruising flight and lower than 100 KTS for ILS approach is recommended.</p>
<p>2215-17 Yaw SEMA 1 or 2 (for P3/T3 equipped with CPDS only)</p>	<p>(O) Selectable dispatch configuration is: SAS, if Yaw SEMA 1 operative, and AP.</p> <p>Engagement sequence for SAS operation with Yaw SEMA 1 operative: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick.</p> <p>Engagement sequence for AP operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick, reset AP via circuit breakers AP1 and AP2 after caution TRIM + ACTUATION appeared at the end of pre-flight test, and engage AP via APMS button AP.</p> <p>NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 100 KTS for ILS approach is recommended.</p>
<p>2215-18 EHA (Pitch and/or Roll) (for H/C equipped with CPDS only)</p>	<p>(O) Same operational procedure as for 2215-08 Pitch & Roll SAS.</p> <p>(M) In case of inoperative EHA (pitch and/or roll) proceed as follows: Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. If applicable, identify the switch P&R/P-D/YRST on the cyclic stick grip as inoperative.</p>

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JASC CODE	PROCEDURE
2215-19 Pitch Rate Gyro (AFCS) (for H/C equipped with CPDS only)	(O) Selectable dispatch configuration is: SAS (without Pitch Damper) or AP with A.TRIM OFF. Engagement sequence for SAS operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS and P&R SAS via P&R / PD / YRST switch on cyclic stick. Engagement sequence for AP with A.TRIM OFF operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, re-engage Yaw SAS and P&R SAS via P&R / PD / YRST switch on cyclic stick, engage AP via APMS button AP, and Disengage A.TRIM via APMS button A.TRIM.
2215-20 Auto Trim in Pitch/Roll (for H/C equipped CPDS only)	(O) Same operational procedure as for 2215-01 Auto Pilot Module*** (AFCS) NOTE: A malfunction of the AFCS in IMC may increase the pilot's workload. In this case an airspeed lower than 120 KIAS for cruising flight and lower than 100 KTS for ILS approach is recommended.
2215-21 4-Way Beep Trim System	(M) In case of inoperative 4-way beep trim system proceed as follows: Pull circuit breaker on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
2215-22 Force Trim Release (FTR) System	(O) Procedure for crew to ensure flight is restricted to VFR, 4-way beep trim system is operative, autopilot and back-up SAS have been disengaged by SAS DCPL or SAS/AP CUT, prior to landing.
2215-23 Yaw SAS (stand alone, no AP installed) (for H/C except P3/T3 only)	(O) Sequence for SAS operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick.
2215-24 Yaw SAS (stand alone, no AP installed) (for P3/T3 H/C only)	(O) Engagement sequence for SAS operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage P&R SAS and Pitch Damper via P&R / PD / YRST switch on cyclic stick.
2215-25 Pitch Damper (stand alone, no autopilot installed)	(O) Engagement sequence for SAS operation: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS and P&R SAS via P&R / PD / YRST switch on cyclic stick.

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
2300-01 Cockpit Intercom System (ICS) Cabin	(O) Procedure for crew to ensure alternative means of communication are established and used with passengers.
2300-02 Cockpit Headsets/ Helmets Cabin	(O) Procedure for crew to ensure passengers are notified.
2310-01 High Frequency Communications System (HF) (PL-106)	(O) Procedure for crew to ensure with two LRCS: Aircraft SATVOICE system operates normally, SATVOICE services are available as a LRCS over the intended route of flight, the ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and alternate procedures are established.
2340-01 External Loudspeaker System	(M) In case of inoperative external loudspeaker system proceed as follows: Switch the POWER switch on control panel to OFF position. Pull circuit breakers on the circuit breaker panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
2422-01 Inverter 1/2	(O) Procedure for crew to ensure flight is restricted to VFR.
2435-01 Generator	(M) In case of inoperative generator proceed as follows: Set the switch of the inoperative generator GEN I or GEN II on the switch unit to OFF. Appropriately identify the system as inoperative. (O) Procedure for crew to ensure flight is restricted to VFR and landing within 30 minutes is possible for any point en route.
2440-01 EXT power	(O) Procedure for crew to ensure the EPU DOOR caution is available, and EPU disconnection is verified prior to flight.
2500-02 Vision 1000 Cockpit Camera	(M) In case of inoperative vision 1000 cockpit camera system proceed as follows: Pull circuit breaker on overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
2500-03 Electro-Optical System (e.g. FLIR Enhanced Vision System, etc.)	(M) In case of inoperative EO/IR camera system proceed as follows: Pull circuit breaker on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative. In case of inoperative EVS camera system proceed as follows: Pull circuit breaker on the circuit breaker panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
2510-01 Co-Pilot Seat	(O) During a mission: Pilot should instruct the passengers that the respective seat must not be used, and on a base where maintenance is available: Seat must be placarded and blocked.
2520-02 Passenger Seatbelt and/or Shoulder Harness	(O) During a mission: Pilot should instruct the passengers/attendants that the respective seat with the inoperative passenger seatbelt and/or shoulder harness must not be used, and on a base where maintenance is available: Seat must be placarded and blocked.
2520-03 Helicopter Air Ambulance (HAA) Equipment	(M) Procedure for maintenance to ensure installation is deactivated and secured or removed.
2550-02 (Dual) External Cargo Load Hook System	(M) In case of inoperative (dual) external cargo hook proceed as follows: Pull circuit breakers (as installed) on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
2550-03 Cargo Hook Mirror System (Including Heating System and Positioning System)	(M) In case of inoperative external mirror system (incl. heating system and positioning system) proceed as follows: Pull circuit breakers on the circuit breaker panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
2550-04 Fixed Provisions for Bambi Bucket	(M) In case of inoperative bambi bucket dump function proceed as follows: Pull circuit breakers on the circuit breaker panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the relevant switches as inoperative.

GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
2550-05 External Hoist System (LH/RH)	<p>(M) In case of inoperative external hoist system (LH/RH) proceed as follows: Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Disconnect pendant. Appropriately identify the system as inoperative.</p> <p>(O) Procedure for crew to ensure speed limits according to the RFM supplement are observed.</p>
2550-06 Wire Strike Protection System	<p>(M) In case of inoperative wire strike protection system as follows: Remove wire strike protection system completely or partly according to AMM.</p>
2562-01 Emergency Locator Transmitter (ELT) Fixed ELTs (PL-120)	<p>(M) Procedure for maintenance to ensure system is deactivated, repairs are made within 90 consecutive calendar days, and not required by 14 CFR.</p>
2620-01 Single or Dual Fire Extinguishing System	<p>(M) In case of inoperative fire extinguishing system proceed as follows: Pull circuit breakers and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.</p>
2824-01 Fuel Transfer Pump (FWD or AFT)	<p>(O) In case of inoperative fuel transfer pump, the fuel calculation for the flight must be performed under the assumption that the unusable fuel is 71 kg.</p>
3030-04 Static Port Heater Pilot up to S/N 336)	<p>(O) Proceed as follows to check the alternate static ports in the cabin: Static pressure switch to position SELECTION VALVE ALTERNATE SOURCE, and check correct baro pressure indication.</p>
3040-02 Ice Detection System	<p>(M) In case of inoperative ice detection system proceed as follows: Switch the ICE DET switch on overhead panel to OFF position. Pull circuit breakers ICE on overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation.</p> <p>Disable ice detection system in CPDS config. page.</p>
3100-03 Hour Meter	<p>(M) In case of inoperative hour meter proceed as follows: Note manually the operating hours. Appropriately identify the hour meter as inoperative.</p> <p>(O) Record the flight time in the helicopter logbook. The flight time is the time between takeoff and landing.</p>

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
<p>3110-03 Electronic Flight Instrumentation System EFS 40 FCDM1</p> <p>SMD45 and/or SMD68 (2 x SMD45, 2 x SMD45 + SMD68, 4 x SMD45)</p>	<p>(O) Procedure for crew to ensure flight is restricted to VFR and affected flight and navigation data are considered inoperative.</p> <p>(M) Operative FCDM must be FCDM2 in pelican rack. If necessary, install operative FCDM in slot 2 of pelican rack and perform test according to AMM 31-61-00, 5-1. In case of inoperative FCDM1 proceed as follows: Pull circuit breaker on overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the FCDM1 as inoperative.</p> <p>(O) Procedure for crew to ensure flight is restricted to VFR and the operating display is on the pilot flying (PF) side, standby instruments are operative, the affected indications are not required by 14 CFR, and the affected display(s) is/are switched off.</p> <p>(O) Procedure for crew to ensure for IFR flight using dual pilot with 4 x SMD45: One display on co-pilot's side may be inoperative provided affected display is switched off.</p> <p>(O) Procedure for IFR flight using a single pilot: All displays on co-pilot's side may be inoperative, FCDM1 and FCDM2 are operative, affected display(s) is/are switched off, Garmin GNS430, GNS430A, GNS430W or GTN750 is operative, the planned alternate must have, at least, a published GPS approach procedure, the operating display is on the pilot flying (PF) side, the standby instruments are operative, the affected indications are not required by 14 CFR, and the affected display(s) is/are switched off.</p> <p>(M) In case of inoperative SMDs proceed as follows: Pull circuit breakers (if installed) on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the P&R SAS, pitch damper and AP as inoperative.</p> <p>(O) Procedure for crew to ensure flight is restricted to VFR, flight is conducted over routes navigated by reference to visual landmarks, and RFM procedures are followed.</p>
<p>3110-04 Electronic Horizontal Situation Indicator (EHSI)</p>	<p>(M) In case of case of loss of all EHSI indications or misleading EHSI indications proceed as follows: Pull circuit breaker on overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.</p>
<p>3110-05 Horizontal Situation Indicator (HSI)</p>	<p>(M) Procedure for maintenance to the magnetic direction indicator is operative.</p>

GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
3110-06 Electronic Attitude and Direction Indicator (EADI)	(M) In case of loss of all EADI indications or misleading EADI indications proceed as follows: Pull circuit breaker on overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
3130-01 Central Panel display System (CPDS) (for H/C equipped with CPDS only) CAD	(O) Procedure for crew to ensure flight is restricted to VFR for the purpose of finishing the mission and returning to base where repairs can be made, and: Both VEMD lanes and VEMD cooler fan are operative, the fuel tank is filled to capacity, flight time allows at least a planned extra 30 minutes endurance on landing, and both warnings LOW FUEL, on warning unit are operative.
3211-01 Snow Skids	(M) Procedure for maintenance to ensure equipment is secured or both snow skids removed. (O) Procedure for crew to ensure landings on soft surface (i.e., mud or snow) are not conducted.
3211-02 Settling Protectors	(M) Procedure for maintenance to ensure equipment is secured or both settling protectors are removed. (O) Procedure for crew to ensure landings on soft surface (i.e., mud or snow) are not conducted.
3212-01 Emergency Flotation System	(M) In case of inoperative emergency floatation system proceed as follows: Pull circuit breakers on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
3212-02 External Life Raft	(M) In case of inoperative electrical release system of the external life raft system proceed as follows: Pull circuit breakers on overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Appropriately identify the system as inoperative.
3310-01 "FASTEN SEATBELTS / NO SMOKING" Light (Cockpit)	(O) Procedure for crew to verify 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 the seat belts must be fastened and smoking is not allowed.

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
3320-01 Equipment Relief without Passengers (PL-125)	(O) Procedure for crew to ensure no passengers are carried, and alternate procedures are established and used.
3320-02 "FASTEN SEAT BELTS /NO SMOKING" Light (Cabin)	(O) Procedure for crew to ensure passengers/cabin occupants are notified when the seatbelts must be fastened and smoking not allowed.
3422-02 Direction Indicator	(O) Procedure for crew to ensure flight is limited to VFR other than night provided operation is not conducted over water when out of sight of the land or when visibility is less than 1500m (1 Mile).
3340-10 High Intensity Search Light (SX-16/Trakka)	(O) Procedure for crew to ensure the search light switch is turned off.
3340-11 SX-5 Nightsun Searchlight	(M) May be removed to facilitate repair provided weight and balance is updated. Refer to Metro Aviation Report No. IC00539 Section 7.6.
3417-02 ADC2 (for T2+/P2+ H/C without FCDS only)	(O) Procedure for crew to ensure the HIGH NR mode is manually activated and deactivated.
3424-02 Rate of Turn Indicator (for H/C equipped with conventional instruments only)	(M) Procedure for maintenance to ensure the alternate approved slip skid indicator is installed and functional.

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
3445-04 Traffic Alert Collision Avoidance Systems (TCAS I) Traffic Alert Collision Avoidance System (TCAS II) Resolution Advisory (RA) Display System(s) Traffic Alert Display System(s) (PL-32)	<p>(M) Procedure for maintenance to ensure the system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure not required by 14 CFR, and en route or approach procedures do not require its use.</p> <p>(M) Procedure for maintenance to ensure system is deactivated and secured.</p> <p>(O) Procedure for crew to ensure not required by 14 CFR, and en route or approach procedures do not require its use.</p> <p>(O) Procedure for crew to ensure the Traffic Alert (TA) visual display and audio functions are operative, TA only mode is selected, and en route or approach procedures do not require its use.</p> <p>(O) Procedure for crew to ensure RA visual display and audio functions are operative, and en route or approach procedures do not require its use.</p>
3452-01 ATC Transponders & Automatic Altitude Reporting (PL-76)	<p>(O) Procedure for crew to ensure alternate procedures are established and used.</p>
6321-01 Rotor Brake System	<p>(M) In case of inoperative rotor brake system proceed as follows: Deactivate the rotor brake system by removing all rotor brake fluid according to AMM. After removal of the rotor brake fluid verify that both brake pads are not in contact with the rotor brake disc. Appropriately identify the system as inoperative.</p> <p>(O) NOTE: The check to determine if the rotor brake disc is free requires two persons! Procedure: One person turns the rotor while the other person listens to abnormal noises near the rotor brake disc.</p>
6330-01 ARIS Damper (Anti-resonance Rotor-isolation System)	<p>(O) In case of failure of one element, perform a preflight check to ensure that the other ARIS elements are in proper operating condition. This check is only possible for H/C with S/N 337 and subsequent or if the SB EC135-63-007 has been performed. Check that at least 2 of 4 are free of visible viscosity fluid and that the pendulum is visible.</p>

GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
6330-02 Mast Moment Indicating System	<p>(M) In case of failure of the Mast Moment Indicating System, record time of failure and observe inspection procedure as stated in the maintenance manual.</p> <p>(O) Procedure for crew to ensure the limitations for slope landings according to the RFM are obeyed.</p>
6340-03 MGB Chip Detector System	<p>(M) In case of inoperative MGB chip detector system proceed as follows: Verify according to AMM that magnetic plug of the main transmission is free of metal particles prior to each flight. Appropriately identify the system as inoperative.</p> <p>(O) Procedure for crew to ensure that flight is only for the purpose of finishing a mission and subsequently returning directly to a base where repairs or replacements can be made, provided the magnetic plug is verified free of metal particles prior to each flight.</p>
6540-01 TRGB Chip Detector System	<p>(M)(O) Procedure for maintenance/crew to ensure that flight is only for the purpose of finishing a mission and subsequently returning directly to a base where repairs or replacements can be made provided magnetic plug is verified free of metal particles prior to each flight.</p>
6700-01 4-Way Beep Trim System	<p>(M) Procedure for maintenance to ensure the FTR system is operative, and system is deactivated and secured.</p>
6700-02 Force Trim Release (FTR) System	<p>(O) Procedure for crew to ensure flight is restricted to VFR, 4-way beep trim system is operative, and auto pilot and back-up SAS has been disengaged by SAS DCPL- or SAS/AP CUT-push button on cyclic stick prior to landing.</p>
7160-01 Sand Filter System	<p>(M) Procedure for maintenance to ensure system is deactivated.</p>
7160-02 Inlet Barrier Filter System 1/2	<p>(M) In case of inoperative inlet barrier filter system 1 or/and 2 proceed as follows: Pull circuit breaker(s) on the overhead panel and secure with ty-rap (or other suitable measure) to prevent unintended reactivation. Verify that at least one bypass door is in closed position. Appropriately identify the system as inoperative.</p>
7600-01 Engine Trim System	<p>(O) In case of inoperative engine trim system, proceed as follows: Hover flight: Perform, and Torque: Check torque split < 10% and record the value</p> <p>For determination of the maximum gross mass for HIGE/HOGE, subtract 15 kg per %–torque from the result obtained from the respective gross mass calculation in section 5.</p> <p>EXAMPLE: Torque split = 4%, Max. gross mass = 2520 kg (result from section 5), The resulting max. gross mass = 2520 – (4 x 15) = 2460 kg</p>

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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GUIDELINES FOR (M) AND (O) PROCEDURES

JASC CODE	PROCEDURE
7600-05 Engine Cycle Counter	(M)(O) In case of inoperative cycle counter, an approved method, generated by the engine manufacturer must be used.
7710-01 Conventional Dual N1/ Δ Delta N1 Indicator (for H/C equipped with CDS only)	(O) Procedure for crew to ensure the CDS N1 indication is operative and selected, and the respective triple tachometer, TOT and torque indicators are operative.
7710-03 Conventional Dual Torque Indicator (for H/C equipped with CDS only)	(O) NOTE: The CDS provides real time FADEC parameters which can be sequentially selected by means of the display select switch and the scroll buttons on the CDS. In case of an inoperative conventional indicator, described on the left side, select "P" with the display select switch and call up to the respective parameter by means of the scroll buttons.
7722-01 Conventional Triple Tachometer Indicator (for H/C equipped with CDS only)	(O) NOTE: The CDS provides real time FADEC parameters which can be sequentially selected by means of the display select switch and the scroll buttons on the CDS. In case of an inoperative conventional indicator, described on the left side, select "P" with the display select switch and call up to the respective parameter by means of the scroll buttons.
7722-02 Conventional Triple Tachometer Indicator (for H/C equipped with CPDS only)	(O) Procedure for crew to ensure flight is limited to one flight day, for VFR other than night flights, only for the purpose of finishing the mission and subsequently returning directly to a base where repairs can be made, provided: N2 indication on CPDS system status page is operative and selected, and Rotor RPM warning is operative.
7722-03 Conventional TOT Indicator (for H/C equipped with CDS only)	(O) NOTE: The CDS provides real time FADEC parameters which can be sequentially selected by means of the display select switch and the scroll buttons on the CDS. In case of an inoperative conventional indicator, described on the left side, select "P" with the display select switch and call up to the respective parameter by means of the scroll buttons.
7930-01 Fuzz Burner	(O) Procedure for crew to ensure if an engine chip is detected, apply RFM procedure.

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

21. AIR CONDITIONING

JASC Code	Item	1	2	3	4	Change Bar
2100-01 ***	Cockpit Ventilation System Adjustable Air Outlet in Instrument Panel	C	2	1	Copilot's adjustable air outlet in instrument panel may be inoperative.	
2100-02 ***	Adjustable Air Outlet in Forward Cockpit Frame	D	-	0	One or more may be inoperative.	
2100-03	Cockpit Ventilation Blower/Fan	C	1	0	(M)(O) May be inoperative, provided: a) System is deactivated and secured, and b) RFM Limitations are followed.	
2100-04 ***	Air Conditioning System	D	-	0	(M) May be inoperative, provided: a) At OAT $\geq 30^{\circ}\text{C}$ ram air inlets are open (fresh air knob pulled), and b) System is deactivated and secured.	
2120-01	Passenger Ventilation System	D	1	0	(M) May be inoperative, provided: a) Cockpit ventilation system is operative, and b) System is deactivated and secured.	
2140-01	Bleed Air Heating System	C	1	0	(M)(O) May be inoperative, provided: a) Bleed air heating system is not required for defrosting/defogging, b) Flight is not conducted in visible moisture, and c) System is deactivated and secured.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 22-1
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		4.	REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-01 ***	Auto Pilot Module (for H/C except P3/T3 equipped with CPDS only) (Caution: AUTOPILOT, PFD: OFF, APMS: AP OFF)	C	1	0	(O) May be inoperative for VFR. NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper may be operated in accordance with RFM.	
		C	1	0	(O) May be inoperative for dual pilot IFR provided: a) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, b) RFM procedures are followed, and c) SAS operation is conducted in accordance with RFM.	
2215-02 ***	Auto Pilot Module (for P3/T3 H/C equipped with CPDS only)	C	1	0	(O) May be inoperative for VFR provided at least yaw SAS is engaged. NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper may be operated in accordance with RFM.	
		C	1	0	(O) May be inoperative for dual pilot IFR provided: a) All other SAS related equipment is operational, b) Maximum airspeed is 120 KIAS or V _{NE} , whichever is less, c) Maximum bank angle is 20°. d) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, e) RFM procedures are followed, and f) SAS operation is conducted in accordance with RFM	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-03 ***	AP-Mode Selector (for H/C except P3/T3 equipped with CPDS only)	C	1	0	(O) May be inoperative for VFR.	
		C	1	0	<p>NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper may be operated in accordance with RFM.</p> <p>(O) Both may be inoperative for dual pilot IFR provided:</p> <ul style="list-style-type: none"> a) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, b) RFM procedures are followed, c) SAS operation is conducted in accordance with RFM. 	
2215-04 ***	AP-Mode Selector (for P3/T3 H/C equipped with CPDS only)	C	1	0	(O) May be inoperative for VFR.	
		C	1	0	<p>NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper may be operated in accordance with RFM.</p> <p>(O) Both may be inoperative for dual pilot IFR provided:</p> <ul style="list-style-type: none"> a) All other SAS related equipment is operational, b) Maximum airspeed is 120 KIAS or V_{NE}, whichever is less, c) Maximum bank angle is 20°, d) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, e) RFM procedures are followed, and f) SAS operation is conducted in accordance with RFM. 	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-05	Collective Link Light (for H/C except P3/T3 equipped with CPDS only) (PFD: COLL LINK)	C	1	0	(O) May be inoperative for VFR.	
		C	1	0	<p>NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper may be operated in accordance with RFM.</p> <p>(O) May be inoperative for dual pilot IFR provided:</p> <ul style="list-style-type: none"> a) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, b) RFM procedures are followed, and c) SAS operation is conducted in accordance with RFM. 	
2215-06	Collective Link Light (for P3/T3 H/C equipped with CPDS only) (PFD: COLL LINK)	C	1	0	(O) May be inoperative for VFR provided at least the Yaw SAS is engaged.	
		C	1	0	<p>NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper may be operated in accordance with RFM.</p> <p>(O) May be inoperative for dual pilot IFR provided:</p> <ul style="list-style-type: none"> a) All other SAS related equipment is operational, b) Maximum airspeed is 120 KIAS or V_{NE}, whichever is less, c) Maximum bank angle is 20°, d) Pitch & roll SAS, yaw SAS and pitch damper are engaged, e) RFM procedures are followed, and f) SAS operation is conducted in accordance with RFM. 	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-09	Roll SEMA (for H/C equipped with CPDS only) (Caution: ACTUATION, PDF: R amber)	C	1	0	(O) May be inoperative for VFR.	
		A	1	0	(O) May be inoperative for three consecutive calendar days for dual pilot IFR provided: a) Autopilot is reset after caution TRIM & ACTUATION appeared at end of pre-flight test, and b) After the next autopilot failure, RFM procedures are followed.	
2215-10	SAS DCPL or SAS/AP CUT*** Push Button on Cyclic Stick (Single Control System) (for H/C except P3/T3 only)	C	1	0	(M) May be inoperative for VFR provided the yaw SAS if installed, the pitch & roll SAS, pitch damper, and autopilot, are deactivated and the respective circuit breaker is secured.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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MMEL TABLE KEY

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-11	SAS DCPL or SAS/AP CUT*** Push Button on Cyclic Stick (Single Control System) (for P3/T3 H/C only)	C	1	0	(M)(O) May be inoperative for VFR provided: <ul style="list-style-type: none"> a) The yaw SAS, if installed, the pitch & roll SAS, pitch damper, and autopilot have been deactivated and secured, b) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less, and c) Maximum bank angle is 20°. 	
2215-12	SAS DCPL or SAS/AP CUT*** Push Button on Cyclic Stick (Dual Control System) (for H/C except P3/T3 only)	C	2	0	(M) May be inoperative for VFR provided yaw SAS and, if installed, pitch & roll SAS, pitch damper and auto pilot have been deactivated and secured.	
2215-13	SAS DCPL or SAS/AP CUT*** Push Button on Cyclic Stick (Dual Control System) (for P3/T3 H/C only)	C	2	0	(M)(O) May be inoperative for VFR provided: <ul style="list-style-type: none"> a) Yaw SAS and, if installed, pitch & roll SAS, pitch damper and autopilot have been deactivated and secured. b) Maximum operating speed is 120 KIAS or V_{NE}, whichever is less, and c) Maximum bank angle is 20°. 	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-14	Yaw Rate Gyro (for H/C except P3/T3 equipped with CPDS only) (Caution: GYRO + YAW SAS)	C	1	0	(O) May be inoperative for VFR.	
		A	1	0	(O) May be inoperative for three consecutive calendar days for dual pilot IFR provided: a) AP and A.TRIM are engaged by the AP button on APMS, and b) After the next autopilot failure, RFM procedures are followed.	
2215-15	Yaw Rate Gyro (for P3/T3 H/C equipped with CPDS only) (Caution: GYRO + YAW SAS)	C	1	0	(O) May be inoperative for VFR provided: a) All other SAS and AFCS related equipment is operational, b) Maximum operating speed is 120 KIAS or V _{NE} , whichever is less, and c) Maximum bank angle is 20°.	
		A	1	0	(O) May be inoperative for three consecutive calendar days for dual pilot IFR provided: a) All other SAS and AFCS related equipment is operational, b) AP and AP TRIM are engaged by the AP button on APMS, c) After the next AP failure flight, RFM procedures are followed, d) Maximum operating speed is 120 KIAS or V _{NE} , whichever is less, and e) Maximum bank angle is 20°.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-16	Yaw SEMA 1 or 2 (for H/C except P3/T3 equipped with CPDS only) (Caution (for YAW SEMA 1): ACTUATION + YAW SAS, PFD: Y amber; Caution (for YAW SEMA 2): ACTUATION, PFD: Y amber)	C	2	0	(O) One or both may be inoperative for VFR.	
		A	2	1	(O) May be inoperative for three consecutive calendar days for dual pilot IFR provided: a) Autopilot is reset after caution TRIM + ACTUATION appeared at end of pre-flight test, and b) After the next autopilot failure, RFM procedures are followed.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-17	Yaw SEMA 1 or 2 (for P3/T3 equipped with CPDS only) (Caution (for YAW SEMA 1): ACTUATION + YAW SAS, PFD: Y amber; Caution (for YAW SEMA 2): ACTUATION, PFD: Y amber)	C	2	0	(O) One or both may be inoperative for VFR provided: a) All other SAS and AFCS related equipment is operational, b) Maximum operating speed is 120 KIAS or V _{NE} , whichever is less, and c) Maximum bank angle is 20°.	
		A	2	1	(O) One may be inoperative for three consecutive calendar days for dual pilot IFR provided: a) All other SAS and AFCS related equipment is operational, b) Autopilot is reset after caution TRIM + ACTUATION appeared at end of pre-flight test, c) Maximum operating speed is 120 KIAS or V _{NE} , whichever is less, d) Maximum bank angle is 20°, and e) After the next autopilot failure, RFM procedures are followed.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-18	EHA (Pitch and/or Roll) (for H/C equipped with CPDS only) (Caution after Pre-Flight Test: AUTOPILOT + P/R SAS)	C	2	0	(M)(O) One or both may be inoperative for VFR provided pitch & roll SAS is deactivated and secured.	
2215-19	Pitch Rate Gyro (AFCS) (for H/C equipped with CPDS only) (Caution: GYRO + P DAMPER)	C	1	0	(O) May be inoperative for VFR. NOTE: If available, autopilot must be operated in A.TRIM OFF	
2215-20	Auto Trim in Pitch/Roll (for H/C equipped CPDS only) (Caution: TRIM, APMS: A.TRIM OFF, PFD: R P amber)	C	1	0	(O) May be inoperative for VFR. NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper, may be operated in accordance with RFM.	
		C	1	0	(O) May be inoperative for dual pilot IFR provided: <ul style="list-style-type: none"> a) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, b) RFM procedures are followed, and c) SAS operation is conducted in accordance with RFM. 	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

22. AUTOFLIGHT

JASC Code	Item	1	2	3	4	Change Bar
2215-21	4-Way Beep Trim System	A	1	0	(M) May be inoperative for three consecutive calendar days for VFR provided: a) FTR system is operative, and b) System is deactivated and secured.	
2215-22	Force Trim Release (FTR) System	A	1	0	(O) May be inoperative (excluding case of permanent cancelled trim forces) for three consecutive calendar days for VFR provided: a) 4-way beep trim system is operative, and b) Autopilot and back-up SAS have been disengaged by SAS DCPL or SAS/AP CUT, prior to landing.	
2215-23	Yaw SAS (stand alone, no AP installed) (for H/C except P3/T3 only) (Caution: YAW SAS)	C	1	0	(O) May be inoperative for VFR.	
2215-24	Yaw SAS (stand alone, no AP installed) (for P3/T3 H/C only) (Caution: YAW SAS)	C	1	0	(O) May be inoperative for VFR provided: a) Maximum operating speed is 120 KIAS or V_{NE} , whichever is less, and b) Maximum bank angle is 20°.	
2215-25	Pitch Damper (stand alone, no autopilot installed) (Caution: P DAMPER (CPDS) or PITCH DAMPER (CPDS))	C	1	0	(O) May be inoperative for VFR. NOTE: Pitch & roll SAS and yaw SAS may be operated in accordance with RFM.	

AIRCRAFT:
 EC135P1, EC135P2, EC135P2+, EC135P3,
 EC135T1, EC135T2, EC135T2+, EC135T3

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code	Item	1	2	3	4	Change Bar
2300-01	Cockpit Intercom System (ICS)	D	-	1	Co-pilots ICS may be inoperative for single pilot (SP).	
	Cabin	D	-	-	(O) One or more may be inoperative provided an alternative means of communication is established and used with passengers.	
		D	-	-	One or more may be inoperative provided passengers are not carried.	
2300-02	Cockpit Headsets/Helmets	C	-	1	Any in excess of one headset for each required crew member may be inoperative or missing. NOTE: Spare headset/helmet must be available and operative for SP IFR	
	Cabin	D	-	0	(O) One or more may be inoperative providing a procedure is used to notify passengers.	
2300-03	Press-to-Transmit (PTT) Switch	C	-	2	Any in excess of one for each flight crew member may be inoperative for dual pilot operation provided operative PTT switch is associated to an operative communication system.	
		C	-	1	Any in excess of the PTT switch located on the cyclic grip on the pilot flight (PF) side may be inoperative for SP operation provided operative PTT switch associated to an operative communication system.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code	Item	1	2	3	4	Change Bar
2310-01 *** (PL-106)	High Frequency Communications System (HF)	D	-	0	Any in excess of those required by 14 CFR may be inoperative.	
		C	-	1	(O) May be inoperative while conducting operations that require two LRCS provided: <ul style="list-style-type: none"> a) Aircraft SATVOICE system operates normally, b) SATVOICE services are available as a LRCS over the intended route of flight, c) The ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and d) Alternate procedures are established. 	
2310-02 ***	Satellite Tracking or Satellite Phone System(s)	D	-	-	May be inoperative.	
2310-03 ***	Tactical Radio	D	-	-	May be inoperative provided operations do not require its use.	
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.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

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4. REMARKS OR EXCEPTIONS

23. COMMUNICATIONS

JASC Code	Item	1	2	3	4	Change Bar
2312-01 *** (PL-95)	Communications Systems (VHF)	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.	
	1) VHF Communication Control Panels					
	a) Frequency Transfers Light	C	-	0		
	b) Frequency Transfer Switch	C	-	0		
	c) Frequency Selector Knob	C	-	-		
d) Frequency Indication	C	-	-			
2340-01 ***	External Loudspeaker System	D	-	0	(M) May be inoperative provided the system is deactivated, secured, and placarded.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

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23. COMMUNICATIONS

JASC Code	Item	1	2	3	4	Change Bar
2370-01 *** (PL-29)	Cockpit Voice Recorder (CVR) With a Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided: a) Flight Data Recorder (FDR) operates normally, and b) Repairs are made within three flight days	
***	Independent Power Source	C	1	0		
	Cockpit Voice Recorder (CVR) Without a Flight Data Recorder (FDR) installed	A	1	0	May be inoperative provided repairs are made within three flight days.	
***	Independent Power Source	C	1	0		
	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 CFRs.	
***	Independent Power Source	C	1	0		

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

JASC Code	Item	1	2	3	4	Change Bar
2400-01	CDS (or CPDS) Ammeter Indication	D	2	1	One may be inoperative provided voltmeter indication and respective generator are both operative and bus tie are closed.	
2400-02	CDS (or CPDS) Voltmeter Indication	D	2	1	One may be inoperative provided ammeter indication and respective generator are both operative and bus tie are closed.	
2400-03	CAD Power Source (for H/C equipped with CPDS only)	A	2	1	One may be inoperative for three consecutive calendar days for VFR.	
2400-04	VEMD Power Source (for H/C equipped with CPDS only)	A	2	1	One may be inoperative for three consecutive calendar days for VFR.	
2400-05	CDS Power Source (for H/C equipped with CPDS only)	A	2	1	One may be inoperative for three consecutive calendar days for VFR.	
2400-06 ***	Emergency Battery Pack for Standby Attitude Indicator (for H/C equipped with conventional instruments only)	C	-	0	May be inoperative for VFR, other than night.	
		C	-	0	May be inoperative for VFR night provided both analogue pitch and bank indicators are operative.	
2400-07 ***	STDBY HOR (Warning Light) (for H/C equipped CDS only)	C	-	0	May be inoperative for VFR other than night.	
		D	-	0	May be inoperative for VFR night provided both analogue pitch and bank indicators are operative.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

JASC Code	Item	1	2	3	4	Change Bar
2400-08 ***	Emergency Battery Pack for Standby Attitude Indicator (for H/C equipped with FCDS only)	C	-	0	May be inoperative for VFR, other than night.	
		C	-	0	May be inoperative for VFR night provided both AHRS are operative.	
2400-09 ***	STDBY HOR (Warning Light) (for H/C equipped CPDS only)	D	-	0	May be inoperative for VFR, other than night.	
	OR HOR BAT (Caution) (for H/C equipped with CPDS only)	D	-	0	May be inoperative for VFR night provided both AHRS are operative.	
2422-01 ***	Inverter 1/2 (Caution: INVERTER 1/2)	C	2	1	DELETED, Rev. 7.	
		C	-	0	(O) One or both may be inoperative for VFR. NOTE: Pitch-/Roll-SAS is no longer available.	
2432-01 ***	BAT DISCH (Warning Light)	C	1	0	May be inoperative for VFR provided generators and ammeter indications and voltmeter indications are operative.	
2435-01	Generator (Caution: GEN DISCON 1 or 2)	A	2	1	(M)(O) One may be inoperative for three consecutive calendar days for VFR other than night, provided: <ul style="list-style-type: none"> a) The electrical load is reduced to single generator capacity, b) The inoperative generator is deactivated, and c) Landing within 30 minutes is possible for any point en route. 	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

24. ELECTRICAL POWER

JASC Code	Item	1	2	3	4	Change Bar
2435-02	GEN DISCON ½ (Caution Light)	A	2	0	One or both may be inoperative for three consecutive calendar days provided ammeter and voltmeter indications are operative.	
2440-01	EXT power (Caution Light)	C	1	0	(O) May be inoperative provided EPU DOOR caution is available, and EPU disconnection is verified prior to flight.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2500-01 ***	Passenger Convenience/NEF Items	D	-	0	DELETED, Rev. 7.	
2500-02 ***	Vision 1000 Cockpit Camera	D	-	-	(M) May be inoperative provided system is deactivated and secured.	
2500-03 ***	Electro-Optical System (e.g. FLIR Enhanced Vision System, etc.)	D	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured and placarded.	
2510-01	Co-Pilot Seat	D	1	0	(O) May be inoperative for single pilot operation, provided: a) Seat is not occupied, and b) Seat is blocked and placarded.	
2510-02 ***	Compartment Separation Wall/Quilted Mats	D	-	-	May be inoperative or removed.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2520-01 *** (PL-79)	Passenger Seat	D	-	-	May be inoperative provided: a) Seat does not block an Emergency Exit, b) Seat does not restrict any passenger from access to the main aircraft aisle, and c) The affected seat(s) are blocked and placarded DO NOT OCCUPY. NOTE 1: A seat with an inoperative seat belt is considered inoperative. NOTE 2: A seat with an inoperative or missing occupant restraint system (seat belt, shoulder harness, etc.), is considered inoperative.	
2520-02	Passenger Seatbelt and/or Shoulder Harness	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.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2520-03 ***	Helicopter Air Ambulance (HAA) Equipment	C	-	0	(M) May be inoperative or missing provided the installation is deactivated and secured or removed.	
2520-04 ***	Survival Equipment	D	-	-	Any in excess to those required by 14 CFR may be inoperative.	
2550-01 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2550-02 ***	(Dual) External Cargo Load Hook System	C	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded. NOTE: Excluding Human External Cargo (HEC).	
2550-03 ***	Cargo Hook Mirror System (Including Heating System and Positioning System)	D	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured, and placarded.	
2550-04 ***	Fixed Provisions for Bambi Bucket	D	-	0	(M) May be inoperative provided the inoperative system is secured and placarded.	
2550-05 ***	External Hoist System (LH/RH)	C	-	0	(M)(O) May be inoperative provided: a) Speed limits according to the RFM supplement are observed, and b) The inoperative system is deactivated, secured, and placarded.	
2550-06 ***	Wire Strike Protection System	D	-	0	(M) May be inoperative or missing (partial or completely).	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

25. EQUIPMENT/FURNISHINGS

JASC Code	Item	1	2	3	4	Change Bar
2560-01 *** (PL-73)	First Aid Kit (FAK) and/or Associated Equipment	D	-	-	Any in excess of those required by 14 CFR may be incomplete, missing, or inoperative.	
2560-02 ***	Emergency Hammer/Axe	D	-	0	May be inoperative or missing.	
2562-01 (PL-120)	Emergency Locator Transmitter (ELT)	D	-	-	DELETED, Rev. 7.	
***	Survival Type ELTs	D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
***	Fixed ELTs	A	-	0	(M) May be inoperative provided: a) System is deactivated, and b) Repairs are made within 90 consecutive calendar days.	
		A	-	0	May be missing provided repairs are made within 90 consecutive calendar days.	
		D	-	-	(M) Any in excess of those required by 14 CFR may be inoperative provided system is deactivated.	
		D	-	-	Any in excess of those required by 14 CFR may be inoperative or missing.	
2562-02 ***	Automatically Deployable Emergency Locator Transmitter (ADELT)	D	-	0	As required by 14 CFR.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

26. FIRE PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
2610-01 ***	Cargo/Baggage Compartment Smoke Detector System	D	-	0	May be inoperative provided cabin/cargo compartment separation wall/quilted mats is/are removed.	
2620-01 ***	Single or Dual Fire Extinguishing System	C	-	0	(M) May be inoperative provided: a) The system is not required for the intended operation, and b) The system is deactivated, secured. NOTE: Single and Dual Extinguishing Systems are optional for Part 27.	
2622-01 *** (PL-75)	Portable Fire Extinguisher	D	-	-	Any in excess of those required 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.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

28. FUEL

JASC Code	Item	1	2	3	4	Change Bar
2820-01	CDS or CPDS Fuel SPLY I Indication	A	1	0	May be inoperative for three consecutive calendar days provided: a) All other CDS or CPDS fuel system indications are operative, and b) Both LOW FUEL, on warning unit are operative.	
2820-02	CDS or CPDS or Fuel SPLY II Indication	A	1	0	May be inoperative for three consecutive calendar days provided: a) All other CDS or CPDS fuel system indications are operative, and b) Both LOW FUEL, on warning unit are operative.	
2820-03	CDS or CPDS Main Fuel Tank Quantity Indication	A	1	0	May be inoperative for three consecutive calendar days for VFR provided: a) All other CDS or CPDS fuel system indications are operative, b) Both warnings LOW FUEL, on warning unit are operative, and c) Landing within 15 minutes is possible any point en route.	
2820-04	CDS LOW Fuel Indications of Supply Tanks I/II (for H/C equipped with CDS only)	D	-	0	May be inoperative provided: a) All other CDS fuel system indications are operative, and b) Both warnings LOW FUEL, on warning unit are operative.	
2822-01	Prime Fuel Pump	A	2	0	One or both may be inoperative for three consecutive calendar days provided start of engine(s) does not rely on prime pump(s).	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

28. FUEL

JASC Code	Item	1	2	3	4	Change Bar
2824-01	Fuel Transfer Pump (FWD or AFT) (Caution: F PUMP FWD or F PUMP AFT)	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, and b) Landing within 15 minutes is possible from any point en route.	
2841-01 ***	Auxiliary Fuel Tank System	D	-	0	May be inoperative provided flight is not predicated upon use of the system.	
2841-02 ***	Auxiliary Fuel Indication	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	C	2	1	One may be inoperative for VFR provided: a) All other CDS or CPDS fuel system indications are operative, and b) Both warnings LOW FUEL, on warning unit are operative.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
3030-01 ***	Pitot Tube Heater Co-Pilot (Caution: PITOT HTR)	D	-	0	May be inoperative for VFR other than night.	
3030-02	Pitot Tube Heater Pilot (Caution: PITOT HTR)	C	1	0	May be inoperative for VFR other than night, provided not operated at any time in known or forecast conditions of visible moisture or precipitation, when OAT is below +5° (41°F).	
3030-03 ***	Static Port Heater Co-Pilot (Caution: PITOT HTR)	D	-	0	May be inoperative for VFR other than night, provided static port heater on pilot flight (PF) side is operative.	
3030-04 ***	Static Port Heater Pilot (Caution: PITOT HTR) (Optional equipment only up to S/N 336)	D	1	0	(O) May be inoperative for other than night VFR, provided: <ul style="list-style-type: none"> a) Alternate static ports which can be activated by means of SELECTION VALVE b) ALTERNATE SOURCE switch in the cabin is operative, and c) 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 System	D	-	0	May be inoperative.	
		D	-	0	DELETED, Rev. 7.	

AIRCRAFT:
 EC135P1, EC135P2, EC135P2+, EC135P3,
 EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

30. ICE AND RAIN PROTECTION

JASC Code	Item	1	2	3	4	Change Bar
3040-02 ***	Ice Detection System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3100-01	Clock	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.	
3100-02	Elapsed Timer	D	-	0	May be inoperative provided clock is operative.	
3100-03	Hour Meter	C	-	0	(M)(O) May be inoperative provided approved alternate procedure is used for recording operating hours.	
3110-01	CDS or CPDS OAT Indication	D	-	0	May be inoperative provided another OAT indication is installed and operative.	
3110-02	Master Caution Light (Amber)	B	-	0	One or both may be inoperative provided all amber cautions are operative.	
3110-03 ***	Electronic Flight Instrumentation System 1) EFS 40 (Electronic Flight Instrumentation System) (For H/C equipped with EFS only)	C C	- -	0 0	DELETED, Rev. 7. (O) May be inoperative for VFR 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 (Pitch and Bank Indicator), • 3422-02 (Direction Indicator), • 3424-01 (Slip Skid Indicator), • 3110-03/04 (EHSI/HSI), • 3431-01 (ILS), 	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3110-03 *** (Cont'd)					<ul style="list-style-type: none"> • 3442-01 (Weather Radar System), • 3444-03 (Radio Altimeter), • 3454-01 (VOR), • 3455-01 (ADF), • 3347-01 (GPS), as applicable.	
	2) Flight Control and Display System (FCDS) (B/P-RNAV Equipment) (for H/C equipped with FCDS only)					
	a. FCDM1 (PFD and ND: FCDM1)	C	-	1	(M) FCDM1 may be inoperative for VFR only provided: <ul style="list-style-type: none"> a) FCDS is reconfigured to operative FCDM2, b) Inoperative FCDM1 is deactivated and secured, c) All SMDs on the pilot flying (PF) side are operative, and d) Standby instruments are operative. 	
	b. Display Screen Configuration	B	4	3	DELETED, Rev. 7.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3110-03 *** (Cont'd)	c. SMD45 and/or SMD68 (2 x SMD45, 2 x SMD45 + SMD68, 4 x SMD45)	C	-	1	Any in excess of one may be inoperative for VFR provided:	
					a) The operative display is on the Pilot Flying (PF) side, b) Standby instruments are operative, c) The affected indications are not required by 14 CFR, and d) Affected display(s) is/are switched off.	
		B	4	3	(O) For Dual Pilot (DP) IFR with 4 x SMD45, one display on co-pilot's side may be inoperative provided affected display is switched off. NOTE: Remaining display on co-pilot's side provides back-up information (CDI).	
		B	-	2	(O) For Single Pilot (SP) IFR all displays on co-pilot's side may be inoperative provided: a) FCDM1 and FCDM2 are operative, b) Affected display(s) is/are switched off, c) Garmin GNS430, GNS430A, GNS430W or GTN750 is operative, d) The planned alternate must have, at least, a published GPS approach procedure, e) The operating display is on the pilot flying (PF) side, f) Standby instruments are operative, and g) The affected indications are not required by 14 CFR.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3110-03 *** (Cont'd)		A	-	0	(M)(O) One or more may be inoperative for one flight day under VFR other than night, only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> a) Standby instruments are operative, b) Affected display(s) is/are switched off, c) The intended operation does not require category A certification, d) Flight is conducted over routes navigated by reference to visual landmarks, e) The affected indications are not required by 14 CFR, f) Pitch & roll SAS, pitch damper and auto pilot have been deactivated, g) If available, YAW SAS is re-engaged via P&R/P-D/Y RST switch on cyclic stick, and h) RFM procedures are followed. 	
	d. Instrument Control Panel (ICP)	A	2	1	One may be inoperative for three consecutive calendar days for VFR	
	e. Reconfiguration Unit	A	1	0	May be inoperative for three consecutive calendar days for VFR provided all required primary flight and navigation data are available on the pilot flying (PF) side.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3110-03 *** (Cont'd)	f. Video Radar Unit (VRU)	D	-	-	As required by 14 CFR NOTE: Weather, moving map and EOS image not available in case of VRU inoperative.	
3110-04 ***	Electronic Horizontal Situation Indicator (EHSI)	D	1	0	(M) May be inoperative for VFR provided: a) The affected EHSI indication(s) is/are considered inoperative, and b) Indicator is deactivated and secured in case of loss of all indications or misleading indications. NOTE: Refer to items: <ul style="list-style-type: none"> • 3110-04 (HSI) • 3431-01 (ILS) • 3454-01 (VOR) • 3455-01 (ADF) • 3457-01 (GPS) 	
3110-05 ***	Horizontal Situation Indicator (HSI)	D	1	0	(M) May be inoperative for VFR other than night, provided: a) The Magnetic Direction Indicator is operative, and b) Not required by 14 CFR.	
		C	-	0	DELETED, Rev. 7.	
3110-06 ***	Electronic Attitude and Direction Indicator (EADI)	D	1	0	(M) May be inoperative for VFR other than night, provided: a) The affected EADI indication(s) is/are considered inoperative, and b) Indicator is deactivated and secured in case of loss of all indications or misleading indications.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3110-06 *** (Cont'd)					<p>NOTE: Refer to items:</p> <ul style="list-style-type: none"> • 3422-01 (Pitch and Bank Indicator), • 3424-01 (Slip Indicator), • 3444-03 (Radio Altimeter) (only if analogue indicator is not installed), and • 3454-01 (VOR) • 3455-01 (ADF) • 3347-01 (GPS) 	
3130-01 ***	Central Panel display System (CPDS) (for H/C equipped with CPDS only)	A	1	0	<p>(O) May be inoperative for one flight day under VFR for the purpose of finishing the mission and returning to base where repairs can be made.</p> <ul style="list-style-type: none"> a) Both VEMD lanes and VEMD cooler fan are operative, b) Fuel tank is filled to capacity, c) Flight time allows at least a planned extra 30 minutes endurance on landing, and d) Both warnings LOW FUEL, on warning unit are operative. <p>NOTE: Master Caution light(s) may be inoperative.</p>	
	1) CAD					
	2) CAD Cooler Fan (Caution: CAD FAN)	C	1	0	<p>May be inoperative, provided:</p> <ul style="list-style-type: none"> a) OAT is below +30°C (86°F), and b) Cabin air intakes are open (PULL FOR AIR knob pulled) <p>NOTE: Be prepared for CPDS OVHT Caution.</p> <p>May be inoperative provided:</p> <ul style="list-style-type: none"> a) Cabin air intakes are open (PULL FOR AIR knob pulled), and b) Operating time on ground is limited to 30 minutes. <p>NOTE: Be prepared for CPDS OVHT Caution.</p>	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3130-01 *** (Cont'd)	3) Vehicle and Engine Management Display (VEMD)	A	2	1	One may be inoperative for three consecutive calendar days for VFR, provided CAD and CAD cooler fan are operative.	
	4) VEMD Cooler FAN (Caution: VEMD FAN)	C	1	0	May be inoperative provided: a) OAT is below +30°C (86°F), and b) Cabin air intakes are open (PULL FOR AIR knob pulled)	
		C	1	0	May be inoperative provided: a) Cabin air intakes are open (PULL FOR AIR knob pulled), and b) Operating time on ground is limited to 30 minutes. NOTE: Be prepared for CPDS OVHT caution.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3130-02 *** (PL-87)	Flight Data Recorder (FDR) Installed for a Holder of an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder System (FDR)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
	Includes FDR function of Combined Voice Flight Data Recorder (CVFDR)	A	-	0	May be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within three flight days.	
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three recording parameters may be inoperative provided: a) Cockpit Voice Recorder (CVR) operates normally, and b) Repairs are made within 20 calendar-days.	
	Flight Data Recorder (FDR) Installed for Other than an Air Carrier or Commercial Operator Certificate					
	Flight Data Recorder (FDR) System	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 CFRs.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

31. INDICATING/RECORDING SYSTEMS

JASC Code	Item	1	2	3	4	Change Bar
3130-03	CDS or CPDS Brightness Toggle Switch	C	2	0	One or both may be inoperative provided brightness is acceptable to the pilot as appropriate for day/night operations.	
3130-04	CDS V_{NE} Indication (for H/C equipped with CDS only)	C	-	0	May be inoperative provided V_{NE} information is obtained from the V_{NE} table (placard) and CDS OAT indication is operative.	
3130-05	CDS V_{NE} Indication (for P3/T3 only)	C	-	0	May be inoperative provided V_{NE} information is obtained from the V_{NE} table (placard) and CDS OAT indication is operative.	
3130-06	CDS OPT 1/2 Indication (for H/C equipped with CDS only)	D	-	0	One or more may be inoperative. NOTE: Position OPT 1/2 of the display select switch on the CDS provides additional information as stated in the RFM.	
3130-07	CDS Weight Push Button (for H/C equipped with CDS only)	D	1	0	May be inoperative provided V_{NE} information is obtained from the V_{NE} table (placard).	

AIRCRAFT:
 EC135P1, EC135P2, EC135P2+, EC135P3,
 EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

32. LANDING GEAR

JASC Code	Item	1	2	3	4	Change Bar
3211-01 ***	Snow Skids	D	-	0	(M)(O) May be inoperative provided equipment is secured or both Snow Skids are removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
3211-02 ***	Settling Protectors	D	-	0	(M)(O) May be inoperative provided equipment is secured or both Settling Protectors are removed, and landings on soft surface (i.e., mud or snow) are not conducted.	
3212-01 ***	Emergency Flotation System	D	-	-	(M) May be inoperative provided system is not required by 14 CFR, and system is deactivated and secured.	
3212-02 ***	External Life Raft	C	-	-	As required by 14 CFR.	
	1) Release	D	-	-	(M) Electrical release system may be inoperative provided electrical release system is deactivated and secured.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3300-01	Electro-optical System	D	-	0	MOVED to 2500-03.	
3300-02 *** (PL-127)	NVG Compatible Lighting System	C	-	-	Unaided operation (without NVG's) may be permitted with inoperative NVG supplemental lights; cracked or missing filters; provided the remaining lights are: a) Sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided. b) Positioned so that direct rays are shielded from flight crew-members' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew.	
3310-01	"FASTEN SEATBELTS/ NO SMOKING" Light (Cockpit)	D	-	0	(O) 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 the seat belts must be fastened and smoking is not allowed.	
		D	-	0	One or more may be inoperative provided passengers are not carried.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3310-02 *** (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: <ul style="list-style-type: none"> a) Remaining lighting system(s) are sufficient to clearly illuminate all required instruments, controls, and other devices for which they are provided, b) Remaining lighting system(s) are positioned so that direct rays are shielded from flight crew-members' eyes, and c) Lighting configuration and intensity is acceptable to the flight crew. 	
		D	1	0	NOTE 1: Individual button/switch lights and/or annunciations / indications are excluded from this relief. NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.	
3320-01 *** (PL-125)	Equipment Relief without Passengers 1) Interior Emergency Lighting 2) Exterior Emergency Lighting 3) Exit Markings	C	-	0	DELETED, Rev. 7.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3320-02 ***	"FASTEN SEAT BELTS/ NO SMOKING" Light (Cabin)	C	-	0	(O) One or more may be inoperative provided a procedure is used to notify passengers/cabin occupants, when the seatbelts must be fastened and smoking not allowed.	
		D	-	0	May be inoperative provided passengers are not carried.	
3320-03 ***	Cabin Lighting System	D	-	0	May be inoperative for other than night.	
		D	-	0	May be inoperative provided passengers are not carried.	
		D	-	0	DELETED, Rev. 7.	
3330-01	Utility Light	D	1	0	May be inoperative for VFR provided a flashlight is available.	
3340-01	Position Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-02 ***	Position Light System IR (IR Flasher)	D	1	0	May be inoperative provided it is not required for intended operation.	
3340-03	Anti-Collision Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
		C	1	0	DELETED, Rev. 7.	
3340-04	Landing Lights (fixed)	C	-	1	As required by 14 CFR.	
		C	1	0	May be inoperative for VFR night and IFR provided: a) The search and landing light is operative, and b) The intended operation does not require category A certification.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 33-4
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33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3340-05 ***	Search and Landing Light (retractable)	C	-	0	One or more may be inoperative for VFR other than night.	
		C	-	0	One or more may be inoperative for VFR night and IFR, provided: a) One landing (nose cover or cross tube mounted) is operative, and b) The intended operation does not require category A certification.	
		C	-	1	Any in excess of one may be inoperative for VFR night and IFR provided the intended operation does not require category A certification.	
3340-06 ***	Search and Landing Light (retractable) VIS/IR	D	-	0	IR mode may be inoperative provided it is not required for the intended operation. NOTE: For VIS mode, refer to search and landing light retractable).	
3340-07 ***	Additional Landing Light	D	4	0	One or more may be inoperative.	
3340-08 ***	Fixed Landing Light (Cross Tube)	C	-	0	One or more may be inoperative for VFR other than night.	
		C	-	0	One or more may be inoperative for VFR night and IFR provided: a) The search and landing light is operative, and b) The intended operation does not require category A certification.	
		C	-	1	Any in excess of one may be inoperative for VFR night and IFR provided the intended operation does not require category A certification.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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33. LIGHTS

JASC Code	Item	1	2	3	4	Change Bar
3340-08 *** (Cont'd)		C	1		Any in excess of one may be inoperative for operation requiring category A certification provided the search and landing light is operative.	
3340-09 ***	Formation Light System	D	1	0	May be inoperative provided it is not required for the intended operation.	
3340-10 ***	High Intensity Search Light (e.g., SX-16, Trakka, etc.)	D	-	0	(O) May be inoperative provided system is switched to OFF position.	
3340-11 ***	SX-5 Nightsun Searchlight (STC #SR09431RC)	D	-	0	(M) May be inoperative provided system is switched to OFF position.	
3340-12 ***	Strobe Light	D	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-13 ***	Step Light	D	-	0	One or more may be inoperative.	
3350-01 ***	Flashlight(s)	D	-	-	Any in excess to those required by 14 CFR may be inoperative or missing.	
3350-02 ***	Emergency Exit Light	D	-	0	One or more may be inoperative for other than night operation, provided not required by 14 CFR.	
		D	-	0	One or more may be inoperative provided passengers are not carried.	
3350-03 ***	Helicopter Emergency Egress Lighting System (HEELS)	A	-	-	One element on each side of the passenger compartment and/or cockpit may be inoperative for three consecutive calendar days.	
		B	-	0	May be inoperative for overwater Operations, not requiring the helicopter to be certified for ditching.	
		D	-	0	May be inoperative provided not required by 14 CFR.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 34-1
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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3411-01	Alternate Static Pressure Source	C	1	0	May be inoperative for VFR provided static port heater on the pilot flying (PF) side is operative.	
3412-01	Total Temperature Probe Unit (for H/C equipped with FCDS only)	C	-	1	Any in excess of one may be inoperative for VFR 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 provided operative indicator is on the pilot flying (PF) side.	
		B	-	0	May be inoperative for VFR other than night routes navigated by visual landmarks.	
3414-01	Airspeed Indicator 1) Single Pilot Operation 2) Dual Pilot Operation	D	-	1	Any in excess of one may be inoperative for VFR only, provided: a) The intended operation does not require category certification, and b) Operative airspeed indicator is on the pilot flying (PF) side.	
		D	-	2	Any in excess of two may be inoperative provided the operative airspeed indicators are at each pilot's station.	
		B	-	1	Any in excess to one may be inoperative for VFR other than night, provided: a) The intended operation does not require category certification, and b) Operative airspeed indicator is on the pilot flying (PF) side.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3414-02	Standby Airspeed Indicator (for H/C equipped with FCDS only)	C	-	0	May be inoperative for VFR.	
3416-01	Altimeter	C	-	1	Any in excess of one may be inoperative for VFR provided the operative altimeter is on the pilot flying (PF) side.	
3416-02	Standby Altimeter (for H/C equipped with FCDS only)	C	-	0	May be inoperative for VFR.	
3416-03 ***	Altitude Encoding System	D	-	0	May be inoperative provided procedures do not require its use.	
3417-01	ADC1/2 (for H/C equipped with FCDS only) (Caution: ADC 1/2)	C	-	1	Any in excess of one may be inoperative for VFR provided pitot tube heater associated to the operative ADC is operative.	
		C	-	1	Any in excess of one may be inoperative for VFR provided 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 (for T2+/P2+ H/C without FCDS only)	C	1	0	(O) May be inoperative provided the HIGH NR mode is manually activated and deactivated by the pilot.	

AIRCRAFT:
EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3417-03	AHRS (PFD/ND: AHRS1 and/or AHRS2)	D	-	1	Any in excess of one may be inoperative for VFR.	
		C	-	0	One or both may be inoperative for VFR other than night provided: a) The intended operation does not require category A-certification, and b) The operation is not conducted over water when out of sight of the land or when visibility is less than 1,500 m (1 Mile).	
		C	-	0	One or both may be inoperative for VFR other than night provided: a) The intended operation does not require category A certification, and b) The standby attitude indicator is operative.	
3421-01 ***	Standby Attitude Indicator (for H/C equipped with FCDS only)	C	-	0	May be inoperative for VFR other than night, unless required by 14 CFR	
		C	-	0	May be inoperative for VFR night provided both AHRS are operative	
3421-02 ***	Standby Attitude Indicator (for H/C equipped with conventional instruments only)	C	-	0	May be inoperative for VFR other than night.	
		C	-	0	May be inoperative for VFR night provided both pitch and bank indicators (analogue vertical gyro indications or gyro horizons) are operative.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3422-01 ***	Pitch and Bank Indicator	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on pilot flying (PF) side.	
		C	-	0	May be inoperative for VFR other than night provided operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile).	
3422-02	Direction Indicator	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on pilot flying (PF) side.	
		C	-	0	(O) May be inoperative for VFR other than night provided operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile).	
3423-01	Magnetic Direction Indicator (Standby Compass)	C	1	0	May be inoperative for VFR provided direction indicator and flux valve on pilot flying (PF) side.	
3424-01	Slip Skid Indicator	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on pilot flying (PF) side.	
		C	-	0	May be inoperative for VFR other than night.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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1. REPAIR CATEGORY

2. NUMBER INSTALLED

3. NUMBER REQUIRED FOR DISPATCH

4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3424-02 ***	Rate of Turn Indicator (for H/C equipped with conventional instruments only)	C	-	1	One or more may be inoperative for VFR other than night, provided an operative pitch and bank indicator is on the pilot flying (PF) side. (M) Slip Skid Indicator may be inoperative provided an alternate approved indicator is installed and functional.	
3425-01 ***	HSI (Horizontal Situation Indication)	D	-	0	MOVED to 3110-04.	
3431-01	ILS/Localizer System	C	-	0	As required by 14 CFR.	
3432-01	ILS/Glideslope System	C	-	0	As required by 14 CFR.	
3434-01 ***	Marker Beacon	D	-	-	As required by 14 CFR	
3442-01 ***	Weather Radar System	D	-	-	As required by 14 CFR	
3442-02 ***	Non Radar Weather System – Satellite Weather Receivers/ Radios (XM Weather) (STC SR00632DE-D)	D	-	0	May be inoperative provided operations do not require its use.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3444-01 ***	Radio Altimeter	C	-	1	As required by 14 CFR.	
		D	-	0	One or more may be inoperative provided: <ul style="list-style-type: none"> a) Autopilot GS-mode is not used, b) Category A procedures that require use of Rad-Alt are not conducted (procedures using Baro-Alt only are permitted), c) VFR night only operation is not performed with NVG, and d) Operating regulations do not require its use. <p>NOTE: Ground protection/automatic level-off function of all vertical modes (IAS, V/S, ALT.A, and GS) not available.</p>	
3444-02 ***	Radio Altimeter Aural Alert Generator	D	-	-	May be inoperative unless required by 14 CFR.	
3444-03 *** (PL-54)	Class C TAWS Equipment Required	A	1	0	DELETED, Rev. 7.	
3444-04 ***	Helicopter Terrain Avoidance Warning System (HTAWS) (e.g. EGPWS Subsystem of DMAP, etc.)	C	-	1	As required by 14 CFR.	
		D	-	0	May be inoperative provided operations do not require its use.	
3445-01 ***	(DMAP) Digital Map System	D	-	-	One or more may be inoperative.	
3445-02 ***	Obstacle Warning System (e.g. HELLAS, etc.)	D	-	-	May be inoperative provided not required by 14 CFR.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3445-03 ***	Traffic Alert/Advisory Systems (e.g. ACAS/TCAD/TAS/FLARM, etc.)	D	-	0	May be inoperative provided it is not required for the intended operation.	
3445-04 *** (PL-32)	Traffic Alert Collision Avoidance Systems (TCAS I)	B	-	0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) En route or Approach procedures do not require its use.	
	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M)(O) May be inoperative, provided: a) System is deactivated and secured, and b) En route or approach procedures do not require its use.	
		C	-	0	(M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) En route or approach procedures do not require its use.	
	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, and b) TA and RA audio function is operative on flying pilot side.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 34-8
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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3445-04 *** (PL-32) (Cont'd)	2) Resolution Advisory (RA) Display System(s)	C	2	1	May be inoperative on the non-flying pilot side.	
		C	-	0	(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, and c) En route or approach procedures do not require its use.	
	3) Traffic Alert Display System(s)	C	-	0	(O) May be inoperative provided: a) RA visual display and audio functions are operative, and b) En route or approach procedures do not require its use.	
	4) Audio Function	B	1	0	May be inoperative provided enroute or approach procedures do not require use of TCAS.	
	*** 5) Airspeed Selection Function	C	-	0		
3451-01 *** (PL-03)	Distance Measuring Equipment (DME) Systems	D	-	-	Any in excess of those required by 14 CFR may be inoperative.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 34-9
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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3452-01 (PL-76)	ATC Transponders & Automatic Altitude Reporting Systems	B	-	0	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.	
		D	-	1	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 ***	A	-	0	May be inoperative, provided: a) Operations do not require its use, and b) Repairs are made prior to completion of next scheduled maintenance visit.	
	2) ADS-B Squitter Transmission ***	D	-	0	May be inoperative provided operations do not require its use.	
		C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS-B Out function that operates normally may be used.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 34-10
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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3452-02 (PL-105)	Automatic Dependent Surveillance-Broadcast (ADS-B) System	D	-	0	May be inoperative provided it is not required by 14 CFR.	
	1) Cockpit Display and Traffic Information (CDTI)	D	-	0	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 the same as that of 14 CFR required equipment.	
	2) CDTI Control Panel	D	-	0	NOTE: Cockpit Display and Traffic Information (CDTI) display of data from other aircraft systems may be used.	
	3) Data Link Transmitter(s)	D	-	0	May be inoperative provided: a) Flight ID can be set, and b) Screen display is acceptable to the flightcrew.	
	4) Data Link Receivers	D	-	0	NOTE: In some aircraft, the Data Link transmission is an integral part of transponder and relief is provided in that section.	
	5) ADS-B Applications	D	-	0		

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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34. NAVIGATION

JASC Code	Item	1	2	3	4	Change Bar
3454-01	VOR Systems	C	-	-	As required by 14 CFR.	
3455-01	ADF Systems	C	-	-	As required by 14 CFR.	
3457-01	GPS Systems (B-or-P-RNAV Equipment)	D	-	-	As required by 14 CFR.	
3461-01 *** (PL-98)	Navigation Databases	A	-	0	May be inoperative provided: <ul style="list-style-type: none"> a) Operations do not require its use, b) It is not used in a primary navigation system used by CFR, c) Alternate procedures are developed and used, d) The ICAO flight plan is updated (as required) to notify ATC of the navigational equipment status of the aircraft, and e) Is repaired within 10 flight days. <p>NOTE: An out-of-currency or out-of-date navigation database is not authorized MMEL relief per 14 CFR.</p>	

AIRCRAFT:
 EC135P1, EC135P2, EC135P2+, EC135P3,
 EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

35. OXYGEN

JASC Code	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	D	-	0	As required by 14 CFR.	

AIRCRAFT:
 EC135P1, EC135P2, EC135P2+, EC135P3,
 EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

45. CENTRAL MAINTENANCE SYSTEM

JASC Code	Item	1	2	3	4	Change Bar
4500-01	UMS (without Maintenance Credits)	D	-	-	May be inoperative provided not required by 14 CFR.	
4500-02 ***	Flight Data Monitoring System	C	-	1	As required by 14 CFR.	
		D	-	0	May be inoperative provided operations do not require its use.	

AIRCRAFT:
 EC135P1, EC135P2, EC135P2+, EC135P3,
 EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

52. DOORS

JASC Code	Item	1	2	3	4	Change Bar
5210-01	External Door Indicating System	C	1	0	DELETED, Rev. 7.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 63-1
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63. MAIN ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6321-01 ***	Rotor Brake System	C	1	0	(M)(O) May be inoperative provided: <ul style="list-style-type: none"> a) A check is performed to determine rotor brake disc is free, and b) System is deactivated and secured. 	
6330-01	ARIS Damper (Anti-resonance Rotor-isolation System)	C	4	3	(O) One may be inoperative provided a pre-flight check of the ARIS elements has been performed.	
		A	4	2	(O) Two may be inoperative for up to 10 flight hours provided: <ul style="list-style-type: none"> a) Maximum airspeed of 100 KIAS is observed, and b) A pre-flight check of the ARIS elements has been performed. 	
6330-02 ***	Mast Moment Indicating System	D	1	0	(M) May be inoperative provided the AMM maintenance procedures are obeyed. (O) May be inoperative provided limitations for slope landings according to the RFM are obeyed.	
6340-01	XMSN Oil Pressure Indicating System	A	1	0	May be inoperative for three consecutive calendar days provided: <ul style="list-style-type: none"> a) OAT is above 0°C (32°F), b) Warning XMSN OIL P is operative, and c) Transmission oil temperature indicating systems are operative. 	

AIRCRAFT:
EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

63. MAIN ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6340-02	XMSN Oil Temperature Indicating System (Caution: XMSN OT CT)	A	1	0	May be inoperative for three consecutive calendar days provided: a) OAT is above 0°C (32°F), b) CDS or CPDS caution XMSN OIL T is operative, and c) Transmission oil pressure indicating system is operative.	
6340-03	MGB Chip Detector System (Caution: XMSN CHIP CT)	A	1	0	(M)(O) May be inoperative for one flight day for the purpose of finishing a mission and subsequently returning directly to a base where repairs or replacements can be made provided magnetic plug is verified free of metal particles prior to each flight.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 65-1
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65. TAIL ROTOR DRIVE

JASC Code	Item	1	2	3	4	Change Bar
6540-01	TRGB Chip Detector System (Caution: TRGB CHP CT)	A	1	0	(M)(O) May be inoperative for one flight day for the purpose of finishing a mission and subsequently returning directly to a base where repairs or replacements can be made provided magnetic plug is verified free of metal particles prior to each flight.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

67. ROTOR FLIGHT CONTROLS

JASC Code	Item	1	2	3	4	Change Bar
6700-01	4-Way Beep Trim System	A	1	0	(M) May be inoperative for three consecutive calendar days for VFR other than night, provided: a) FTR system is operative, and b) System is deactivated and secured.	
6700-02	Force Trim Release (FTR) System	A	1	0	(O) May be inoperative (excluding case of permanently cancelled trim forces) for three consecutive calendar days for VFR provided: a) 4-way beep trim system is operative, and b) Auto pilot and back-up SAS has been disengaged by SAS DCPL- or SAS/AP CUT-push button on cyclic stick prior to landing.	
6700-03 ***	Co-pilot Cyclic Trim System	D	-	0	May be inoperative for operation not requiring a co-pilot.	
6700-04 ***	Co-pilots Manual Controls	D	-	0	May be inoperative provided dual control system is not installed.	
6700-05	Collective Pitch Lock	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.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

71. POWERPLANT

JASC Code	Item	1	2	3	4	Change Bar
7160-01 ***	Sand Filter System	D	-	0	(M) May be inoperative provided the system is deactivated.	
7160-02 ***	Inlet Barrier Filter System 1/2 (Caution: SAND FILT on the CAD; Caution: FAULT on the IBF Control Panel)	A	-	0	May be inoperative for one flight day only for the purpose of returning directly to base where repairs or replacements can be made provided: <ul style="list-style-type: none"> a) Intended operation does not require category A certification. b) Takeoff and flight is not conducted in contaminated air, and c) Known last filter condition is less than 6 bars indicated. <p>NOTE: 1-5 bars means, as annunciated on the IBF Control Panel, indicates partial filter contamination for which no immediate maintenance action is required.</p>	
		A	-	0	(M) May be inoperative for one flight day only for the purpose of returning directly to base where repairs or replacements can be made provided: <ul style="list-style-type: none"> a) Clean filter elements are installed b) At least one bypass door is verified to be in the CLOSED position and, c) System is deactivated and secured. 	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

76. ENGINE CONTROLS

JASC Code	Item	1	2	3	4	Change Bar
7600-01	Engine Trim System	D	-	0	(O) May be inoperative provided: a) Pilot verifies torque difference in hover is not more than 10%, and b) Gross mass decrement of -15 kg (33 lbs.) per %-torque difference is applied to the RFM performance charts for hover.	
7600-02	CAT A Switch (for P2/T2 H/C only)	D	1	0	May be inoperative provided intended operation does not require category A certification.	
7600-03	HIGH NR-Switch (for P2+/T2+ H/C only)	D	1	0	May be inoperative provided: a) Gross mass lower than or equal to 2835 kg (6,250 lbs.), and b) Intended operation does not require category A certification.	
7600-04	HIGH NR-Mode (for P3/T3 only H/C only)	D	1	0	May be inoperative provided: a) Gross mass lower than or equal to 2850 kg (6,283 lbs.), and b) Intended operation does not require category A certification.	
7600-05	Engine Cycle Counter	D	2	0	(M)(O) One or both may be inoperative provided approved alternate procedure is used to record engine cycles.	

AIRCRAFT:

EC135P1, EC135P2, EC135P2+, EC135P3,
EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

77. ENGINE INDICATING

JASC Code	Item	1	2	3	4	Change Bar
7710-01	Conventional Dual N1/ Δ Delta N1 Indicator (for H/C equipped with CDS only)	C	1	0	(O) May be inoperative provided: a) CDS N1 indication is operative and selected, and b) Respective triple tachometer, TOT and torque indicators are operative.	
7710-02	CDS N1 Indication (for P1 H/C equipped with CDS only)	D	2	0	One or both may be inoperative provided: a) Engine N1 indicators are operative, and b) Respective triple tachometer, TOT and torque indicators are operative.	
7710-03	Conventional Dual Torque Indicator (for H/C equipped with CDS only)	C	1	0	(O) May be inoperative provided: a) Respective CDS torque indications are operative and selected, and b) Respective triple tachometer, TOT and N1 or Delta N1 indicators are operative	
7710-04	CDS Torque Indication (for H/C equipped with CDS only)	D	2	0	One or both may be inoperative provided: a) Conventional torque indicator is operative, and b) Respective triple tachometer, TOT and N1 or Delta N1 are operative.	

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	REVISION NO. 7 DATE: 04/05/2018	PAGE NO. 77-2
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77. ENGINE INDICATING

JASC Code	Item	1	2	3	4	Change Bar
7722-01	Conventional Triple Tachometer Indicator (for H/C equipped with CDS only)	A	1	-	(O) One N2 indicator may be inoperative for one flight day for VFR, for the purpose of returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> a) Respective CDS N2 indication is operative and selected, and b) Respective N1 or Delta N1, TOT and engine torque indicators are operative. 	
7722-02	Conventional Triple Tachometer Indicator (for H/C equipped with CPDS only)	A	1	-	One or two N2 indicators may be inoperative for one flight day, for VFR other than night flights, only for the purpose of finishing the mission and subsequently returning directly to a base where repairs can be made, provided: <ul style="list-style-type: none"> a) N2 indication on CPDS system status page is operative and selected, and b) Rotor RPM warning is operative. 	
7722-03	Conventional TOT Indicator (for H/C equipped with CDS only)	C	1	-	(O) May be inoperative provided: <ul style="list-style-type: none"> a) CDS TOT indications are operative and selected, and b) Respective triple tachometer, N1 and torque indicators are operative. 	
7722-04	CDS TOT Indication (for H/C equipped with CPDS only)	D	2	0	One or both may be inoperative provided: <ul style="list-style-type: none"> a) Conventional or Digital TOT indicator is operative, and b) Respective triple tachometer, torque and N1 or Delta N1 is operative. 	

AIRCRAFT:
 EC135P1, EC135P2, EC135P2+, EC135P3,
 EC135T1, EC135T2, EC135T2+, EC135T3

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4. REMARKS OR EXCEPTIONS

79. ENGINE OIL

JASC Code	Item	1	2	3	4	Change Bar
7930-01 ***	Fuzz Burner	D	-	0	(O) One or more may be inoperative. NOTE: If an engine chip is detected, apply RFM procedure.	
7931-01 (PL-79)	Engine Oil Pressure Gauge (14 CFR Part 91 Operations Only)	C	1	0	DELETED, rev. 7.	