



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

Master Minimum Equipment List (MMEL)

Revision: 8
Date: 01/28/2021

**Airbus Helicopters Deutschland GmbH (AHD)
EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2,
EC135T2+, EC135T3
(TCDS H88EU)**

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AIRCRAFT:

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

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 EC135T1, EC135T2, EC135T2+, EC135T3

CONTROL PAGE

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21. Air Conditioning	21-1	8	01/28/2021
	21-2	7	04/05/2018
22. Autoflight	22-1 thru 24	8	01/28/2021
23. Communications	23-1 thru 3	8	01/28/2021
	23-4	7	04/05/2018
24. Electrical Power	24-1 thru 6	8	01/28/2021
25. Equipment/Furnishings	25-1 thru 5	8	01/28/2021
26. Fire Protection	26-1	8	01/28/2021
28. Fuel	28-1 thru 2	8	01/28/2021
29. Hydraulic Power	29-1	8	01/28/2021
30. Ice and Rain Protection	30-1 thru 2	8	01/28/2021
31. Instruments	31-1 thru 14	8	01/28/2021
32. Landing Gear	32-1	8	01/28/2021
33. Lights	33-1 thru 5	8	01/28/2021
34. Navigation	34-1 thru 10	8	01/28/2021
	34-11	7	04/05/2018
	34-12 thru 18	8	01/28/2021
35. Oxygen	35-1	8	01/28/2021
45. Central Maintenance System	45-1	8	01/28/2021
62. Main Rotor	62-1	8	01/28/2021
63. Main Rotor Drive	63-1 thru 2	8	01/28/2021
65. Tail Rotor Drive	65-1	8	01/28/2021
67. Rotor Flight Controls	67-1 thru 3	8	01/28/2021
71. Powerplant	71-1	8	01/28/2021
76. Engine Controls	76-1	8	01/28/2021
77. Engine Indicating	77-1 thru 2	8	01/28/2021
79. Engine Oil	79-1	7	04/05/2018

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 EC135T1, EC135T2, EC135T2+, EC135T3

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	04/05/2018	All Pages. Removed Page VII titled "Incorporated Policy Letters". Added JASC 45. Added EC135P3 and EC135T3. 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 thru 11, 23-1 thru 3, 24-1 thru 3, 25-1 thru 4, 26-1, 28-1 thru 2, 30-1 thru 2, 31-1 thru 9, 32-1, 33-1 thru 5, 34-1 thru 11, 45-1, 52-1, 63-1 thru 2, 65-1, 67-1, 71-1, 76-1, 77-1 thru 2, 79-1.
8	01/28/2021	Cover Page, Table of Contents and Control Page, Log of Revisions, Highlights of Change, Definitions and Preamble, Guidelines for (M) and (O) Procedures, 21-1, 22-1 thru 24, 23-1 thru 3, 24-1 thru 6, 25-1 thru 5, 26-1, 28-1 thru 2, 29-1, 30-1 thru 2, 31-1 thru 14, 32-1, 33-1 thru 5, 34-1 thru 10, 34-12 thru 18, 35-1, 45-1, 62-1, 63-1 thru 2, 65-1, 67-1 thru 3, 71-1, 76-1, 77-1 thru 2.

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 EC135T1, EC135T2, EC135T2+, EC135T3

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.

The following changes are the Highlights of Changes for **Revision 8**. It is the result of a public Flight Operations Evaluation Board (FOEB) meeting held on **08/15/2019 and 09/26/2019**.

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
--	General	Minor editorial corrections were made throughout the document that do not affect the reliefs and are not indicated with change bars. These editorial corrections may be adopted in Minimum Equipment Lists (MEL) at the operator’s discretion.
--	--	Updated Cover Page to reflect Revision 8.
I	--	Updated Table of Contents & Control Page (added page II), to reflect Revision 8.
II	--	Updated Log of Revisions to reflect Revision 8.
III-XX	--	Updated Highlights of Change to reflect Revision 8.
XXI	--	Added FSIMS link to Definitions and Preamble.
XXII-LXII	--	Updated Guidelines to reflect Revision 8 (removed guidance associated with “as operative” and “as required by 14 CFR”, as defined by PL-25).
--	ALL PAGES	This revision incorporates the Airbus MMEL, revision 5, dated 11/28/2017.
--	ALL PAGES	Revised Item descriptions: Added “Display” to Caution, and “Indication” to acronyms for CAD, PFD, etc.).

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

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AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
21-1	2100-01, 1)	Revised description (separated Cockpit Ventilation and Air Outlet); changed number installed to "0" & revised proviso.
21-1	2100-01, 2)	Reformat: Changed 2100-02 to par 2).
21-1	2100-01, 3)	Reformat: Changed 2100-03 to par 3); revised description (removed Fan) & revised proviso a).
21-1	2100-02	Revised proviso (added °F reference and capitalized PULLED).
21-1	2100-03	Added relief for Air Conditioning System (STC SR09163RC), IAW PL-109.
21-1	2100-04	Added relief for Air Conditioning System (STC SR00565DE), IAW PL-109.
22-1	2200-01	Added Autopilot for Non-Transport Category Aircraft relief IAW PL-101, to provide partial STC relief.
22-1	2200-02	Added relief for Yaw SAS (for H/C equipped with YAW SAS only).
22-1	2200-02, 1)	Added relief for Yaw SAS (for all variants except P3/T3 H/C and subsequent).
22-1	2200-02, 2)	Added relief for Yaw SAS (for P3/T3 H/C only).
22-2	2200-02, 3)	Revised description & proviso; moved from 2215-10.
22-2	2200-02, 4)	Revised description & provisos; moved from 2215-11.
22-2	2200-02, 5)	MOVED relief for 4-Way Beep Trim System to 6700-01; moved from 2215-21.
22-2	2200-02, 6)	MOVED relief for Force Trim Release (FTR) System to 6700-02; moved from 2215-22.
22-2	2210-01	Added relief for 3-Axis SAS (for H/C equipped with Pitch & Roll SAS VFR or Pitch & Roll SAS IFR only).
22-2	2210-01, 1)	Revised description; revised caution indication; added CAD & revised proviso; moved from 2215-23.
22-2	2210-01, 2)	Revised description & provisos; moved from 2215-24.
22-3	2210-01, 3)	Added relief for Pitch & Roll SAS.

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 EC135T1, EC135T2, EC135T2+, EC135T3

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
22-3	2210-01, 4)	Revised description; revised caution; added CAD; updated proviso & removed NOTE; moved from 2215-25.
22-3	2210-01, 5)	Revised description & provisos; moved from 2215-12.
22-4	2210-01, 6)	Revised description & provisos; moved from 2215-13.
22-4	2210-01, 7)	Added 4-Way Beep Trim System reference.
22-5	2210-02	Added relief for 3-Axis AFCS (for H/C equipped with CPDS only).
22-5	2210-02, 1)	Revised description & provisos; replaced caution with CAD; moved from 2215-01.
22-5 & 6	2210-02, 2)	Revised description; replaced caution with CAD; revised NOTE & provisos; moved from 2215-02.
22-6	2210-02, 3)	Revised description & provisos; moved from 2215-03.
22-7	2210-02, 4)	Revised description; revised NOTE & provisos; moved from 2215-04.
22-7	2210-02, 5)	Revised description & provisos; moved from 2215-05.
22-8	2210-02, 6)	Revised description; revised NOTE & proviso; moved from 2215-06.
22-8	2210-02, 7)	Revised description; replaced caution with CAD & revised proviso; moved from 2215-07.
22-8	2210-02,8)	Revised description; replaced caution with CAD; added (O) procedure & revised provisos; moved from 2215-08.
22-9	2210-02, 9)	Revised description & and provisos; replaced caution with CAD; moved from 2215-09.
22-9	2210-02, 10)	Added relief for SAS/AP CUT Push Button on Cyclic Stick (for all variants except P3/T3 H/C and subsequent).
22-9	2210-02, 11)	Added relief for SAS/AP CUT Push Button on Cyclic Stick (for P3/T3 H/C only) & revised provisos.
22-10	2210-02, 12)	Revised description; replaced caution for CAD & revised provisos; moved from 2215-14.
22-10	2210-02, 13)	Revised description; replaced caution for CAD & moved from 2215-15 & revised provisos.

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 EC135T1, EC135T2, EC135T2+, EC135T3

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
22-11	2210-02, 14)	Revised description; replaced caution for CAD; changed number installed to 1 & revised provisos; moved from 2215-16.
22-12	2210-02, 15)	Revised description; replaced caution for CAD; changed number installed to 1 & revised provisos; moved from 2215-17.
22-12	2210-02, 16)	Added relief for Yaw SEMA2 (for all variants except P3/T3 H/C and subsequent).
22-13	2210-02, 17)	Added relief for Yaw SEMA2 (for P3/T3 H/C only).
22-13	2210-02, 18)	Revised description; replaced caution for CAD & revised provisos; moved from 2215-18.
22-13	2210-02, 19)	Revised description; replaced caution for CAD & revised provisos; moved from 2215-19.
22-14	2210-02, 20)	Revised description; replaced caution for CAD & revised provisos; moved from 2215-20.
22-14	2210-02, 21)	Added reference for 4-Way Beep Trim System.
22-14	2210-02, 22)	Added reference for Force Trim Release (FTR) System.
22-15	2210-03	Added relief for 4-Axis AFCS (for P3H/T3H H/C only).
22-15	2210-03, 1)	Added relief for Autopilot 1 and Autopilot2.
22-16	2210-03, 2)	Added relief for Autopilot 1 and Autopilot2 BACKUP SAS (IESI) or Autopilot1 and Autopilot2 and Pitch, Roll or Yaw SEMA1 Failure.
22-17	2210-03, 3)	Added relief for Autopilot 1 and Autopilot2 BACKUP SAS (IESI) or Autopilot 1 and Autopilot 2 and Pitch, Roll or Yaw SEMA 1 Failure.
22-18	2210-03, 4)	Added relief for Auto Pilot 1 or Auto Pilot 2.
22-18	2210-03, 5)	Added relief for AP Control Panel.
22-19	2210-03, 6)	Added relief for Collective Link Annunciator.
22-20	2210-03, 7)	Added relief for AP/BKUP CUT Push Button on Cyclic Stick.
22-20	2210-03, 8)	Added relief for Backup SAS Integrated Electronic Standby Indicator (IESI).

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 EC135T1, EC135T2, EC135T2+, EC135T3

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
22-21	2210-03, 9)	Added relief for Auto Trim System in Pitch and Roll.
22-21	2210-03, 10)	Added relief for Auto Trim System in Yaw.
22-21	2210-03, 11)	Added relief for Auto Trim System in Collective.
22-22	2210-03, 12)	Added relief for Pitch/Roll Series Actuators (SEMA or EHA).
22-22	2210-03, 13)	Added relief for Yaw Series Actuator (SEMA).
22-22	2210-03, 14)	Added relief for Collective Series Actuator (SEMA).
22-23	2210-03, 15)	Added relief for AP1/2 Interface to Multi-Functional Displays (MFDs)
22-23	2210-03, 16)	Added relief for AP UM OFF Push Button on Cyclic Stick.
22-24	2210-03, 17)	Added relief for GA Push Button on Collective Lever.
22-24	2210-03, 18)	Added relief for AP/BKUP ON 4-way Switch on Cyclic Stick.
22-24	2210-03, 19)	Added 4-Way Beep Trim Switch on Cyclic Grip reference.
22-24	2210-03, 20)	Added 4-Way Beep Trim Switch on Collective Grip reference.
22-24	2210-03, 21)	Added Force Trim Release Switch/System on Cyclic Controls reference.
22-24	2210-03, 22)	Added Force Trim Release System/Switch on Collective Grip reference.
23-1	2300-01	Revised description (separated cockpit and cabin relief) & revised provisos.
23-1	2300-02	Revised description (separated cockpit and cabin relief) & revised provisos.
23-1	2300-03	Revised provisos (added VHF).
23-2	2310-01	Revised relief for HF IAW PL-106.
23-2	2310-02	Revised description (added Sat Com).
23-2	2310-03	Revised description (added Communication System).
23-2	2310-04	Added relief for Communications Systems: FM Radios, Tactical/Mission Specific (TFM/TDFM/XTL Series) (STC SR00632DE) IAW PL-109.

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EC135T1, EC135T2, EC135T2+, EC135T3

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
23-3	2340-01	Revised proviso (removed placarded).
23-3	2350-01	Added Radio/Radar Altimeter Aural Generator reference.
24-1	2400-01	Revised description (added (H/C equipped with CDS or CPDS only)).
24-1	2400-02	Revised description (added (H/C equipped with CDS or CPDS only)).
24-1	2400-03	Added relief for Bus Voltage Indication (for P3H/T3H only).
24-1	2400-06	Revised description (changed CPDS to CDS).
24-1	2400-07	Revised description (changed CDS to FCDS) & revised proviso for D relief.
24-2	2400-08	Removed "OR" IAW PL-31.
24-2	2400-09	Revised description (added Light for standardization); split from 2400-08.
24-2	2422-01	Revised description (added P3H/T3H); revised caution; deleted (O) procedure & revised NOTE.
24-2	2422-02	Added relief for Inverter (for P3H/T3H only).
24-2	2432-01	Revised proviso for 2 nd C relief; moved from 2400-06.
24-3	2432-02	Moved from 2400-08.
24-3	2432-03	Added relief for Standby Battery (Emergency Power Supply Unit (EPSU) for IESI and Emergency Lighting (for P3H/T3H only).
24-3	2432-04	Added relief for Battery Temperature Sensor (for P3H/T3H only).
24-3	2432-05	Revised proviso (removed "and" before ammeter, and indications).
24-4	2435-01	Revised description & provisos.
24-4	2435-02	Added relief for Starter-Generator (for P3H/T3H H/C only).
24-5	3435-03	Revised description (changed ½ to 1/2 & added (for H/C equipped with CDS or CPDS only)).
24-5	2435-04	Added relief for GEN1/2 DISCONNECTED Caution Display (for P3H H/C only).
24-5	2435-05	Added relief for Generator Current (for P3H/T3H H/C only).

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 EC135T1, EC135T2, EC135T2+, EC135T3

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
24-5	2440-01	Revised description (added (H/C equipped with CDS or CPDS)).
24-5	2440-02	Added relief for EPU Connected Caution System (for P3H/T3H only).
24-5	2440-03	Added relief for EPU Door Caution System (for P3H/T3H only).
24-5	2440-04	Added relief for Power Socket (28VDC, 14VDC, 5DC USB, 230VAC).
24-6	2440-05	Added relief for Ground Power Switch.
25-1	2500-01	Added relief for Non-Essential Equipment and Furnishings (NEF) Items, since not incorporated into 8900.1 when PL-116 was archived; deleted with Rev. 7.
25-1	2500-02	MOVED relief for Vision 1000 Cockpit Camera to 4500-04.
25-1	2500-03	Revised description (removed "e.g., and etc.," since relief cannot be open ended, and added "/" after FLIR, since Enhanced Vision is a different system).
25-2	2520-01	Revised relief for Passenger Seats IAW PL-79.
25-2	2520-02	MOVED relief for Passenger Seatbelt and/or Shoulder Harness to 2520-01, since already included with PL-79.
25-3	2520-03	MOVED relief for HAA equipment to 2560-01, since already included with PL-73.
25-3	2520-05	Revised description (added (for all variants except P3H/T3H H/C)) & removed par 1) Release, since already included in proviso; moved from 3212-02.
25-3	2550-02	Revised description (removed Load and added Single/) & revised proviso b) (removed placarded).
25-3	2550-03	Revised description (added external & removed cargo hook) & revised proviso.
25-3	2550-04	Revised proviso.
25-3	2550-05	Revised proviso.
25-4	2560-01	Revised relief for FAK (added Medical Kit and/or Associated Equipment) IAW PL-73; added NOTE for HAA.
25-4 & 5	2562-01	Revised relief for ELTs IAW PL-120.
25-5	2562-02	Change relief to C (correction).

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 EC135T1, EC135T2, EC135T2+, EC135T3

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
26-1	2620-01	Revised description (replaced or with (/) and moved Single/Dual to end); added (P3H/T3H) to Master List Indication & revised proviso.
26-1	2622-01	Revised relief for Portable Fire Extinguisher IAW PL-75.
28-1	2820-01	DELETED. Relief for fuel tank quantity indication is contrary to 14 CFR 91.205(b)(9).
28-1	2820-02	DELETED. Relief for fuel tank quantity indication is contrary to 14 CFR 91.205(b)(9).
28-1	2820-03	DELETED relief for CDS or CPDS Main Fuel Tank Quantity Indication, since required by 91.205(b)(9) (correction).
28-1	2820-04	Revised description & proviso b).
28-1	2820-05	DELETED relief for Prime Fuel Pump by request of Airbus Helicopters.
28-1	2824-01	Revised caution; added CAD and Master List.
28-2	2841-04	DELETED. Relief for fuel tank quantity indication is contrary to 14 CFR 91.205(b)(9).
29-1	2900-01	Added relief for Hydraulic Shut-off Test Function.
30-1	3030-01	Revised description; replaced caution with CAD; changed relief to C & revised proviso.
30-1	3030-02	Revised description; replaced caution with CAD & revised proviso.
30-1	3030-03	Added relief for Pitot Tube Heater 1/2 (for P3H/T3H H/C only).
30-1	3030-04	Revised description; replaced caution with CAD & revised proviso changed relief to C & revised proviso.
30-2	3030-05	Revised description (replaced caution with CAD); deleted (O) procedure & revised proviso.
30-2	3030-06	Added relief for Static Port Heater 1/2 (for P3H/T3H H/C only).
30-2	3040-01	Added (***) and revised proviso.

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EC135T1, EC135T2, EC135T2+, EC135T3

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
31-1	3100-01	Revised description (added all variants except P3H/T3H); change number installed to 1 and revised proviso.
31-1	3100-02	Added (***) & revised description (added (all variants except P3H/T3H)).
31-1	3100-03	Added (***) & revised description (added (all variants except P3H/T3H)).
31-1	3100-04	Added relief for Collective Lever Lock (for all variants except P3H/T3H H/C).
31-1	3100-05	Added relief for Ground Detection Circuit (for P3H/T3H H/C only).
31-2	3110-01	Revised description (added (all variants except P3H/T3H)).
31-2	3110-02	Revised description (added (all variants except P3H/T3H)).
31-2	3110-03	Added relief for Reset Push Button on Cyclic Stick.
31-2	3110-04, 1)	Changed item description from "EFS 40" to "EFIS 40." Revised NOTE (added HSI; added Gyroscopic to 3422-01 & 02; deleted EHSI/HSI; and added (***) to 3431-01).
31-2	3110-04, 1)	Revised NOTE (added (***) to all; deleted as applicable from 3442-01 and 3447-01 & added Radar/ to 3444-03).
31-3	3110-04, 2)	Added (***) & corrected proviso.
31-3	3110-04, 2), a)	Revised description, added Indication.
31-3	3110-04, 2), b)	Added (O) procedure for proviso b) crew action.
31-4	3110-04, 2), b)	Deleted proviso (e-g) for B relief & revised provisos for A relief.
31-5	3110-04, 2), e)	Revised proviso.
31-5	3110-05	Revised NOTE (added (***) to all refer items).
31-6	3110-06	Revised description (added (all variants except P3H/T3H)); changed number installed to (-); deleted (M) procedure & revised proviso (removed other than night).
31-6	3110-07	Revised description (added (all variants except P3H/T3H)) & revised NOTE (added Gyroscopic to 3422-01, Skid to 3424-01, Radar/ to 3444-03, and (***) to 3454 thru 3457-01).

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PAGE NO. XIII

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AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
31-6	3110-08	Added relief for Garmin GMX MFD (STC SR00632DE) IAW PL-109.
31-7 thru 10	3110-09	Added relief for Multi-Functional Display (MFD) (for P3H/T3H only).
31-10	3110-10	Added relief for Cockpit Control Panel (CCP) (for P3H/T3H only).
31-10	3110-11	Added relief for Electronic Flight Bag (EFB) (for P3H/T3H only).
31-11	3110-12	Added relief for Data Transfer Device (DTD) (for P3H/T3H only).
31-11	3110-13	Added relief for Data Card (for P3H/T3H only).
31-12 & 13	3110-14	Revised description (added definition of CAD); added (O) procedure for proviso b) & c) crew action; revised relief (changed one day to three flights) & deleted NOTE.
31-13	3110-15	Revised description (added or (H/C equipped with CDS or CPDS only)).
31-14	3130-01	Revised relief for FDR IAW PL-87.
31-14	3130-02	Added reference for UMS relief.
32-1	3212-01	Reformatted provisos.
32-1	3212-02	MOVED External Life Raft to 2520-05 per JASC.
33-1	3310-01	Revised relief for Cockpit Lighting IAW PL-77.
33-2	3310-03	Changed relief to C (correction); revised C proviso to match PL-123 & added 2 nd D relief to match 3320-02.
33-2	3320-01	Added relief for Passenger Lighted Information Sign IAW PL-123.
33-2	3320-02	Revised 1 st D relief proviso (replaced passengers with occupants).
33-2	3340-01	Added relief for Exterior Scene Lights (STC SR00440DE-D) IAW PL-109.
33-2	3340-02	Added relief for Tail Rotor Floodlights and Loading Lights (STC SR09209RC) IAW PL-109.
33-3	3340-06	Added relief for Dual Color Anti-collision Light System.
33-3	3340-07	Changed number required for dispatch to (-) and proviso to reflect (same as 3340-03 and 05).

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PAGE NO. XIV

DATE: 01/28/2021

AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
33-3	3340-08	Revised description (added VIS).
33-4	3340-09	Revised description (added VIS/IR) & revised proviso (removed VFR other than night restriction).
33-4	3340-10	Revised description (added (for all variants except P3H/T3H H/C)).
33-4	3340-11	Revised No. Installed and No. Required for Dispatch.
33-4	3340-12	Added relief for IR Formation Light System (for P3H/T3H H/C only).
33-4	3340-13	Revised description (added (for all variants except P3H/T3H H/C)).
33-5	3340-14	Revised description (added HISL and System & removed "e.g., & etc.," since relief cannot be open ended).
33-5	3340-15	Replaced (M) with (O) procedure to match 3340-14.
33-5	3340-16	Changed relief from D to C and revised proviso to reflect (anti-collision backup system cannot be less restrictive).
33-5	3350-01	Added NOTE by request of aircraft OEM.
33-5	3350-02	Revised provisos since not required by CFR (replaced passenger with occupants).
33-5	3350-03	Changed D relief to C, per MMEL policy.
34-1	3411-01	Added "other than night" restriction to proviso.
34-1	3413-01	Revised description (added (for all variants except P3H/T3H H/C)) & added "over" to B relief proviso.
34-1	3414-01	Revised description (added for all variants except P3H/T3H H/C); revised single pilot D proviso (added "other than night" restriction & "A" to proviso a) & revised dual pilot B proviso (added "A" to proviso a)).
34-2	3416-01	Revised description (added (for all variants except P3H/T3H H/C)).
34-2	3416-03	Revised description (added (for H/C not equipped with FCDS only)); changed relief from D to C as a result of CFR proviso change.
34-2	3417-01	Revised description (added definition of ADC).
34-2	3417-02	Revised description (added definition of ADC; added "2"; added "equipped with Conventional Instruments" & CAD) & added (M) procedure as a result of proviso b).

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PAGE NO. XV

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AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-3	3417-03	Added relief for Air Data Computer (ADC) 2 (for T2+/P2+ H/C equipped with Sandel Instruments only).
34-3	3417-04	Revised description (added definition of AHRS; added 1/2 & for added H/C equipped with FCDS); added (M) procedure for D relief proviso & added (O) procedure for C relief proviso b) (correction) and (M) procedure for proviso c).
34-4	3417-05	Added relief for Attitude and Heading Reference System (AHRS) 2 (for H/C equipped with Sandel Instruments only).
34-4 & 5	3417-06	Added relief for Attitude and Heading Reference System (AHRS) 1/2 (for P3H/T3H H/C only).
34-5	3417-07	Added relief for ARINC Lane between AHRS1/2 and AMC1/2 (for P3H/T3H H/C only).
34-6	3417-08	Added relief for Magnetic Aircraft Sensor (MAS) 1/2 (for P3H/T3H H/C only).
34-6	3421-01	Revised C relief proviso (removed CFR).
34-6	3421-02	Revised 2 nd C relief proviso.
34-7	3422-01	Revised description (added Gyroscopic and (for all variants except P3H/T3H H/C)) & (O) procedure for C relief (correction).
34-7	3422-02	Revised description (added Gyroscopic).
34-7	3423-01	Revised description (added (for all variants except P3H/T3H H/C)) & revised proviso (added gyroscopic and "are operative").
34-7	3423-02	Added relief for Magnetic Direction Indicator (Standby Compass) (for P3H/T3H H/C only)
34-8	3424-01	Revised description (added (for all variants except P3H/T3H H/C)) & reworded C relief.
34-8	3424-02	Changed number required for dispatch to "0"; revised proviso (added gyroscopic) & deleted (M) procedure.
34-8	3431-01	Added (**); revised description (added (for all variants except P3H/T3H H/C)) & revised proviso.
34-8	3432-01	Added (**); revised description (added (for all variants except P3H/T3H H/C)) & revised proviso.

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AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
34-8	3434-01	Changed relief to C for proviso a); changed number required for dispatch to "0" and revised provisos.
34-8	3442-01	Changed relief to C (correction) & number required for dispatch to "0".
34-8	3442-02	Changed relief from D to C (weather backup system cannot be less restrictive).
34-9	3444-01	Revised relief for Radar (Radio) Altimeter System IAW PL-131.
34-10	3444-02	Revised description (added Radar/) & revised proviso.
34-10	3444-03	Revised description (added – function to sub & removed "e.g., & etc.," since relief cannot be open ended); changed number required for dispatch to "0" since not required for all CFRs & added (***) and "Other than Helicopter Air Ambulance (HAA) Operations" to D relief.
34-10	3445-01	Revised description (added definition to DMAP and removed System).
34-10	3445-02	Revised description (removed etc., since relief cannot be open ended) & revised proviso.
34-10	3445-03	Revised description (removed etc., since relief cannot be open ended).
34-12	3452-01	Revised ATC Transponders relief IAW PL-76.
34-13 & 14	3452-02	Revised ADS-B relief IAW PL-105.
34-14	3454-01	Revised description (for all variants except P3H/T3H H/C) & changed number required for dispatch to 0.
34-15	3455-01	Changed number required for dispatch to 0; added (M) procedures; added D relief & revised provisos.
34-15	3457-01	Revised description (for all variants except P3H/T3H H/C); changed relief to C (correction) & revised proviso.
34-16	3461-01	Revised relief for Navigational Databases IAW PL-98 & revised description (added B-RNAV Equipment) (for all variants except P3H/T3H H/C).
34-16 thru 18	3461-02	Added relief for Flight Management System (FMS) Garmin GTN-650/750.
35-1	3510-01	Changed number required for dispatch to (-) and revised the proviso.

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AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
45-1	4500-01	Revised description (added definition and (for all variants except P3H/T3H H/C)) & changed relief from D to C per the proviso.
45-1	4500-02	Added relief for UMS (without Maintenance Credits) (for P3H/T3H H/C only).
45-1	4500-03	Added relief for Health Monitoring System (HMS) (without Maintenance Credits) (for P3H/T3H H/C only).
45-1	4500-04	Revised description (added System) & revised proviso (added "or removed"); moved from 2500-02.
45-1	4500-05	Changed number required for dispatch to "0" since not required for all CFRs & added (***) and "Other than Helicopter Air Ambulance (HAA) Operations" to D relief.
62-1	6200-01	Added relief for Discrete Line from Warning Unit to AMC2 (for P3H/T3H H/C only).
63-1	6330-01	Revised A relief proviso a) (added "or V _{NE} limitation).
63-1	6330-02	Revised description (added (Master List: (for P3H/T3H H/C only): MM SENSOR); changed number installed to "1" & revised (M)(O) procedures (changed obeyed to followed).
63-1	6340-01	Revised description (added definition & (for all variants except P3H/T3H H/C)) & revised proviso a) and c).
63-2	6340-02	Revised description (added (CAD: XMSN OT CT (for H/C equipped with CPDS only) & revised proviso b).
63-2	6340-03	DELETED. As per PL 63, the FOEB Chairman "...must ensure MMELs do not provide relief to instrument and equipment items that are required to accomplish emergency procedures."
63-2	6340-04	Added relief for MGB HIGH TEMP Caution Indication (for P3H/T3H H/C only).
65-1	6540-01	DELETED. As per PL 63, the FOEB Chairman "...must ensure MMELs do not provide relief to instrument and equipment items that are required to accomplish emergency procedures."

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AIRCRAFT:

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

HIGHLIGHTS OF CHANGE

PAGE NO.	JASC ITEM	EXPLANATION OF CHANGE
67-1	6700-01	Revised description (added (for all variants except P3H/T3H H/C)) & added proviso c).
67-1	6700-02	Added relief for 4-Way Beep Trim System (for P3H/T3H H/C only).
67-2	6700-03	Revised description (added (for all variants except P3H/T3H H/C)) & added proviso c).
67-2 & 3	6700-04	Added relief for Force Trim Release (FTR) System (for P3H/T3H H/C only).
67-3	6700-06	Revised description (added (when dual system installed); added (M) procedure & revised provisos (moved dual control system to description and added single pilot operation and removal of item).
67-3	6700-07	Revised description (changed "Pitch" to "Lever") & changed repair category from "D" to "B". Match to 3100-04.
71-1	7160-02	Revised description (removed caution indication); revised A relief proviso (removed "day" since contrary to proviso); removed NOTE from 1 st A relief & revised provisos (changed one flight day to three flights).
76-1	7600-04	Revised description (replaced Mode with Switch and added (and P3H/T3H H/C)).
77-1	7722-01	Amended proviso: replaced the word "indicator" with "needle" and changed one flight day to three flights. Removed "day" since contrary to proviso.
77-2	7722-02	Revised proviso: replaced "one or two" with "one or both" & CAP Rotor for match warning indication, changed the word "indicators" to "needles," and changed one flight day to three flights.
77-2	7722-03	Changed number required for dispatch to (0).
77-2	7722-04	Revised proviso a) (removed "or Digital").

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

DEFINITIONS AND PREAMBLE

DEFINITIONS

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

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

PREAMBLE

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

Current Policy Letters may be found on the Flight Standards Information Management System (FSIMS) website.

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

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AIRCRAFT:

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

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:

SEQUENCE NO.	PROCEDURE
2100-01 Cockpit Ventilation Blower 3) Cockpit Ventilation Blower	(M) Procedure for maintenance as follows: 1) PULL circuit breaker VENT SYS PWR on the circuit breaker panel, 2) PULL circuit breakers VENT PWR and VENT CONT on the overhead panel, and 3) S/N 0005–0120: Pull circuit breakers VENT SYST on the overhead panel, 4) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure RFM limitations are followed.
2100-02 Air Conditioning System	(M) Procedure for maintenance as follows: 1) S/N 0005–0120: Appropriately identify the switch AIR COND on the overhead panel as inoperative, 2) PULL circuit breaker AIR COND on the pallet, 3) S/N 0121–0869, without S/N 0831 and S/N 0864: Appropriately identify the switch AIR COND on the overhead panel as inoperative, 4) PULL circuit breaker AIR COND on the pallet, 5) S/N 0831, S/N 0864 and S/N 0870 onwards: PULL circuit breakers COND FAN I, COND FAN II and CTR ACS in circuit breaker panel (cargo compartment right side), 6) To ensure that the pax ventilation fan is working, the switch AIR COND on the overhead panel has to be operative, and 7) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2100-03 Air Conditioning System (STC SR09163RC)	(M) Procedure for maintenance to ensure system is deactivated and secured.
2100-04 Air Conditioning System (STC SR00565DE)	(M) Procedure for maintenance to ensure system is deactivated and secured.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2120-01 Passenger Ventilation System	(M) Procedure for maintenance as follows: <ol style="list-style-type: none"> 1) Without Air Conditioning System: PULL circuit breaker PAX BLW on the overhead panel, 2) Air Conditioning System, 2nd Blower (S/N 0057–0869, without S/N 0831 and S/N 0864): PULL circuit breaker PAX BLW on the overhead panel, 3) Air Conditioning System, Pax Blower (aircon) (S/N 0831, S/N 0864 and S/N 0870 onwards): PULL circuit breaker PAX BLW in circuit breaker panel, and 4) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2140-01 Bleed Air Heating System	(M) Procedure for maintenance as follows: <ol style="list-style-type: none"> 1) S/N 0005 - 0012: PULL circuit breakers CONT HTG and VALVE HTG on the overhead panel, 2) S/N 0013 onwards: PULL circuit breakers HTG MOTOR and HTG CONT on the overhead panel, and 3) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2200-02 Yaw SAS (for H/C equipped with YAW SAS only) 2) Yaw SAS (for P3/T3 H/C only) 3) SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (for all variants except P3/T3 H/C and subsequent only) 4) SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (for P3/T3 H/C only)	(O) Procedure for crew to ensure RFM procedures are followed. (M) Procedure for maintenance in case of inoperative SAS DCPL or SAS/AP CUT push button on cyclic stick (single control system) proceed as follows: <ol style="list-style-type: none"> 1) YAW SAS: PULL circuit breaker YAW on the overhead panel, and 2) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (M) Procedure for maintenance in case of inoperative SAS DCPL or SAS/AP CUT push button on cyclic stick (single control system) proceed as follows: <ol style="list-style-type: none"> 1) YAW SAS: PULL circuit breaker YAW on the overhead panel, and 2) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure RFM procedures are followed.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
<p>2210-01 3-Axis SAS (for H/C equipped with Pitch & Roll SAS VFR or Pitch & Roll SAS IFR only)</p> <p>1) Yaw SAS (for all variants except P3/T3 H/C and subsequent)</p> <p>2) Yaw SAS (for P3/T3 H/C only)</p> <p>3) Pitch & Roll SAS</p>	<p>(O) Procedure for crew to ensure engagement sequence for SAS:</p> <ol style="list-style-type: none"> 1) Disengage SAS via SAS/AP CUT button on cyclic stick, and 2) Re-engage P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick. <p>(O) Procedure for crew to ensure engagement sequence for SAS:</p> <ol style="list-style-type: none"> 1) RFM procedures are followed, 2) Disengage SAS via SAS/AP CUT button on cyclic stick, and 3) Re-engage P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick. <p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) PULL circuit breakers P/R SAS, P/SAS and R/SAS on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. <p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) Selectable dispatch configuration: Yaw SAS or AP with A.TRIM OFF (if installed), 2) Engagement sequence for Yaw SAS operation: Disengage SAS and AP (if installed) via SAS/AP CUT button on cyclic stick, and 3) Engagement sequence for AP (if installed) with A.TRIM OFF operation: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, b) Re-engage Yaw SAS and Pitch Damper vis P&R/PD/YRST switch on cyclic stick, c) Reset AP via circuit breakers AP 1 and AP 2 after caution AUTOPILOT + P/R SAS appeared at the end of pre-flight test, and d) Engage AP via APMS button AP.

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DATE: 01/28/2021

AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3) AP-Mode Selector (for all variants except P3/T3 H/C and subsequent)	(O) Procedure for crew to ensure engage sequence for SAS operation: 1) Disengage SAS and AP vis SAS/AP CUT button on cyclic stick, and 2) If available, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick, and 3) RFM procedures are followed.
4) AP-Mode Selector (for P3/T3 H/C only)	(O) Procedure for crew to ensure engage sequence for SAS operation: 1) Disengage SAS and AP vis SAS/AP CUT button on cyclic stick, and 2) If available, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick, and 3) RFM procedures are followed.
5) Collective Link Annunciator (for all variants except P3/T3 H/C and subsequent)	(O) Procedure for crew to ensure engage sequence for SAS operation: 1) Disengage SAS and AP vis SAS/AP CUT button on cyclic stick, 2) If available, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick, and 3) RFM procedures are followed.
6) Collective Link Annunciator (for P3/T3 H/C only)	(O) Procedure for crew to ensure engage sequence for SAS operation: 1) Disengage SAS and AP vis SAS/AP CUT button on cyclic stick, and 2) If available, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick. 3) RFM procedures are followed.
7) Pitch SEMA	(O) Procedure for crew to ensure: 1) Selectable dispatch configuration are: SAS (without Pitch Damper) or AP with A.TRIM OFF, 2) Engagement sequence for SAS operation: a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and b) re-engage Yaw SAS and P&R SAS vis P&R/PD/YRST switch on cyclic stick, and 3) Engagement sequence for AP with A.TRIM OFF operation: a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick; b) Re-engage Yaw SAS and P&R SAS vis P&R/PD/YRST switch on cyclic stick; c) Engage AP via APMS button AP, and d) If A.TRIM on, disengage via APMS button A.TRIM.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
8) Pitch & Roll SAS	<p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) PULL circuit breakers P/R SAS, P/SAS and R/SAS on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. <p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) Selectable dispatch configuration: Yaw SAS or AP with A.TRIM OFF (if installed), 2) Engagement sequence for Yaw SAS operation: Disengage SAS and AP (if installed) via SAS/AP CUT button on cyclic stick, and 3) Engagement sequence for AP (if installed) with A.TRIM OFF operation: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, b) Re-engage Yaw SAS and Pitch Damper vis P&R/PD/YRST switch on cyclic stick, c) Reset AP via circuit breakers AP1 and AP2 after caution AUTOPILOT + P/R SAS appeared at the end of pre-flight test, and d) Engage AP via APMS button AP.
9) Roll SEMA	<p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) Selectable dispatch configuration are: SAS or AP, 2) 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, 3) Engagement sequence for AP: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, b) re-engage Yaw SAS and Pitch Damper vis P&R/PD/YRST switch on cyclic stick, and c) 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. 4) RFM procedures are followed.
10) SAS/AP CUT Push Button on Cyclic Stick (for all variants except P3/T3 H/C and subsequent)	<p>(M) Procedure for maintenance in case of inoperative SAS DCPL or SAS/AP CUT push button on cyclic stick (single control system), proceed as follows:</p> <ol style="list-style-type: none"> 1) YAW SAS: PULL circuit breaker YAW on the overhead panel, 2) P/R SAS: PULL circuit breakers P/R SAS, P/SAS and R/SAS on the overhead panel, 3) Pitch Damper: PULL circuit breaker PITCH DAMP or P/DAMP on the overhead panel, 4) Autopilot: PULL circuit breakers AP 1, AP 2, ROLL SEMA, YAW SEMA and APMS/DTS on the overhead panel, and 5) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
11) SAS/AP CUT Push Button on Cyclic Stick (for P3/T3 H/C only)	(M) Procedure for maintenance in case of inoperative SAS DCPL or SAS/AP CUT push button on cyclic stick (single control system), proceed as follows: <ol style="list-style-type: none"> 1) YAW SAS: PULL circuit breaker YAW on the overhead panel, 2) P/R SAS: Pull circuit breakers P/R SAS, P/SAS and R/SAS on the overhead panel, 3) Pitch Damper: PULL circuit breaker PITCH DAMP or P/DAMP on the overhead panel, 4) Autopilot: PULL circuit breakers AP 1, AP 2, ROLL SEMA, YAW SEMA and APMS/DTS on the overhead panel, 5) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation, and 6) If applicable, identify the SAS/AP CUT-push button on the cyclic stick as inoperative. (O) Procedure for crew to ensure RFM procedures are followed.
12) Yaw Rate Gyro (for all variants except P3/T3 H/C and subsequent)	(O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) AP and A.TRIM are engaged by pressing the AP button on APMS, and 2) RFM procedures are followed.
13) Yaw Rate Gyro (for P3/T3 H/C only)	(O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) AP and A.TRIM are engaged by pressing the AP button on APMS, and 2) RFM procedures are followed.
14) Yaw SEMA 1 (for all variants except P3/T3 H/C and subsequent)	(O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) Selectable dispatch configuration is: AP, if Yaw SEMA 2 operative, 2) Engagement sequence for AP: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, 3) Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick, 4) reset AP via circuit breakers AP 1 and AP 2 after caution TRIM + ACTUATION appeared at the end of pre-flight test; and, engage AP via APMS button AP, and 5) RFM procedures are followed.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
15) Yaw SEMA 1 (for P3/T3 equipped only)	(O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) Selectable dispatch configuration is: AP, if Yaw SEMA 2 operative, 2) Engagement sequence for AP: Disengage SAS and AP via SAS/AP CUT button on cyclic stick, 3) Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick, 4) Reset AP via circuit breakers AP 1 and AP 2 after caution TRIM + ACTUATION appeared at the end of pre-flight test, 5) Engage AP via APMS button AP, and 6) RFM procedures are followed.
16) Yaw SEMA 2 (for all variants except P3/T3 H/C and subsequent)	(M) Procedure for maintenance as follows: <ol style="list-style-type: none"> 1) PULL circuit breakers YAW SEMA, AP 1 and AP 2 on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) Selectable dispatch configuration is: SAS, if Yaw SAS SEMA 1 operative, and 2) Engagement sequence for SAS operation with Yaw SEMA 1 operative: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and b) Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick.
17) Yaw SEMA2 (for P3/T3 H/C only)	(M) Procedure for maintenance as follows: <ol style="list-style-type: none"> 1) PULL circuit breakers YAW SEMA, AP 1 and AP 2 on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1. Selectable dispatch configuration is: SAS, if Yaw SAS SEMA 1 operative, and 2. Engagement sequence for SAS operation with Yaw SEMA 1 operative: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and b) Re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick.

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DATE: 01/28/2021

AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
18) EHA (Pitch and/or Roll)	<p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) PULL circuit breakers P/R SAS, P/SAS and R/SAS on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. <p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) Selectable dispatch configuration is: Yaw SAS or AP with A.TRIM OFF (if installed), 2) Engagement sequence for Yaw SAS operation: Disengage SAS and AP (if installed) via SAS/AP CUT button on cyclic stick, and re-engage Yaw SAS only via P&R/PD/YRST switch on cyclic stick, and 3) Engagement sequence AP (if installed) with A.TRIM OFF operation: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, b) Re-engage Yaw SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick, c) Reset AP via circuit breakers AP 1 and AP 2 after caution AUTOPILOT + P/R SAS appeared at the end of the pre-flight test, and d) Engage AP via APMS button AP.
19) Pitch Rate Gyro	<p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) Selectable dispatch configuration is: SAS (without Pitch Damper) or AP with A.TRIM OFF, 2) 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, and 3) Engagement sequence AP with A.TRIM OFF operation: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, b) Re-engage Yaw SAS and P&R SAS via P&R/PD/YRST switch on cyclic stick, and c) Engage AP via APMS button AP, and disengage A.TRIM via APMS button A.TRIM.
20) Auto Trim in Pitch/Roll	<p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) Engagement sequence for SAS operation: <ol style="list-style-type: none"> a) Disengage SAS and AP via SAS/AP CUT button on cyclic stick, and b) If available, re-engage Yaw SAS, P&R SAS and Pitch Damper via P&R/PD/YRST switch on cyclic stick. 2) Dual pilot IFR: SAS operation in accordance with the FMS.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2210-03 4-Axis AFCS (for P3/H/T3H H/C only)	
1) Autopilot 1 and Autopilot 2	(O) Procedure for crew to ensure:
	1) APs are disengaged via AP/BKUP CUT push button on cyclic stick or, AP 1/2 push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, 2) Backup SAS (IESI) is engaged via BKUP push button on APCP prior to each take-off, and 3) RFM procedures are followed.
2) Autopilot1 and Autopilot 2 BACKUP SAS (IESI)	(O) Procedure for crew to ensure:
	1) APs are disengaged via AP/BKUP CUT push button on cyclic stick or, AP 1/2 push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, and 2) RFM procedures are followed.
3) Autopilot 1 and Autopilot 2 and Pitch, Roll or Yaw SEMA 1 Failure	(O) Procedure for crew to ensure:
	1) APs are disengaged via AP/BKUP CUT push button on cyclic stick or, AP 1/2 push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, and 2) RFM procedures are followed.
4) Auto Pilot 1 or Auto Pilot 2	(O) Procedure for crew to ensure:
	1) Inoperative AP is disengaged via AP 1/2 push button on APCP prior to each take-off and remains disengaged during flight, 2) Remaining AP is engaged via AP 1/2 push button on APCP, and 3) Backup SAS (IESI) is engaged via BKUP push button on APCP.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
5) AP Control Panel (APCP)	<p>(M) In case of inoperative control panel, no further action required. In case of spurious disturbance of AFCS function, disconnect the APCP connectors according to AMM.</p> <p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) For Backup SAS and AP1&2 (ATT mode): <ol style="list-style-type: none"> a) Engage using AP/BKUP ON button (single forward press) or alternatively left and right press, b) Disengage AP 1&2 using AP/BKUP CUT (single press), and c) Disengage Backup SAS using AP/BKUP CUT after AP 1 & 2 disengagement. 2) For ALT, TRK and IAS modes: <ol style="list-style-type: none"> a) Engage using AP/BKUP ON button (double forward press), b) Disengage using AP UM OFF button on cyclic grip, and c) Change references using cyclic or collective beeps.
6) Collective Link Annunciator	<p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) Check which position sensor is defect: Switch ON both APs separately and observe which one triggers the COLL LINK message, 2) Check with maintenance mode: <ol style="list-style-type: none"> a) Pre-condition: on ground, engine running, collective down, APs OFF, b) PRESS A.TRIM for > 3s, c) Engage AP not triggering the COLL LINK message, d) PRESS CRHT to display collective stick position feedback, e) PUSH collective stick fully down to mechanical end stop. Check position feedback is $-34.5^{\circ} \pm 2^{\circ}$, and f) PRESS A.TRIM for > 6 s to exit maintenance mode. 3) If the failure cannot be clearly localized or check fails, refer to MMEL item "AP1 and AP2". <p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) AP associated to the operative collective stick position measurement is engaged via AP 1/2 push button on APCP, 2) Backup SAS (IESI) is engaged via BKUP push button on APCP, 3) Other AP is disengaged via AP 1/2 push button on APCP prior to each take-off and remains disengaged during flight, and 4) Procedure according to FLM: "Collective lever position sensor failure" is obeyed.

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
7) AP/BKUP CUT Push Button on Cyclic Stick	<p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) PULL circuit breakers P SEMA, R EHA, Y1 SEMA, P EHA, R SEMA, Y2 SEMA, APCP on overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. <p>(O) Procedure for crew to ensure Both APs and the backup SAS (IESI) are disengaged via AP 1/2 and BKUP push buttons on APCP prior to each take-off and remain disengaged during flight, and RFM procedures are followed.</p>
8) Backup SAS Integrated Electronic Standby Indicator (IESI)	<p>(O) Procedure for crew to ensure RFM procedures are followed, after subsequent loss of one AP or failure of one AHRS.</p>
9) Auto Trim System in Pitch and Roll	<p>(O) Procedure for crew to ensure RFM procedures are followed.</p>
10) Auto Trim System in Yaw	<p>(O) Procedure for crew to ensure RFM procedures are followed and TRIM push button on APCP is not displaying OFF.</p>
11) Auto Trim in Collective	<p>(O) Procedure for crew to perform all collective adjustments manually.</p>
13) Collective Series Actuator (SEMA)	<p>(O) Procedure for crew to ensure crew performs all collective adjustments manually and upper modes are disengaged by pressing AP UP OFF button on cyclic stick.</p>
14) Collective Series Actuator (SEMA)	<p>(O) Procedure for crew to perform all collective adjustments manually.</p>
15) AP 1/2 Interface to Multi-Functional Displays (MFDs)	<p>(O) Procedure for crew to ensure:</p> <ol style="list-style-type: none"> 1) AP with the failed interface has been disengaged via AP 1/2 push button on APCP and is not engaged in-flight, 2) Non-degraded AP and backup SAS (IESI) remain engaged, and 3) Procedure according to RFM "Degraded reliability of displayed AFCS data" is followed.
16) AP UM OFF Push Button on Cyclic Stick	<p>(O) Procedure for crew to ensure AP upper modes are disengaged via corresponding push buttons on APCP/MFD, and GTC and GTC.H modes are not used.</p>

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
18) AP/BKUP ON 4-way Switch on Cyclic Stick	(O) Procedure for crew to ensure AP upper modes, APs and backup SAS (IESI) are engaged individually via corresponding push buttons on APCP.
2300-01 Intercom System (ICS) 2) Cabin	(O) Procedure for crew to notify cabin occupants.
2300-02 Headsets/ Helmets 2) Cabin	(O) Procedure for crew to notify cabin occupants. (O) Procedure for crew to ensure cabin occupants are notified as needed.
2310-01 High Frequency (HF) Communications System (PL106)	(O) Procedure for crew if two LRCS installed: 1) Aircraft SATVOICE system operates normally, 2) SATVOICE services are available as a LRCS over the intended route of flight, 3) ICAO Flight Plan is updated (as required) to notify ATC of the communications equipment status of the aircraft, and 4) Alternate procedures are established and used.
2310-04 Communications Systems: FM Radios, Tactical/Mission Specific (TFM/TDFM/XTL Series (STC SR00632DE)	(M) Procedure for maintenance in case of inoperative communications systems (or if removed): 1) Cap and stow wires and install a blanking plate, 2) Affix placard to the blanking plate "FM Radio Removed", and 3) Adjust W&B if required. Ref AMMS.
2340-01 External Loudspeaker System	(M) Procedure for maintenance as follows: 1) Switch the POWER switch on control panel to OFF position, 2) Pull circuit breakers LDSPKR CONT and LDSPKR PWR on the circuit breaker panel, and 3) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2422-02 Inverter (for P3H/T3H H/C only)	(M) Procedure for maintenance as follows: 1) Set the switch INV on the overhead panel to OFF position, 2) Pull circuit breaker INV on the overhead panel, and 3) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2432-03 Standby Battery (Emergency Power Supply Unit (EPSU) for IESI and Emergency Lighting (for P3H/T3H only)	(M) Procedure for maintenance in case of an inoperative emergency battery proceed as follows: <ol style="list-style-type: none"> 1) Pull circuit breaker IESIBAT on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2435-01 Starter-Generator (for H/C equipped with CDS or CPDS)	(M) Procedure for maintenance to ensure in case of inoperative generator 1 or generator 2, proceed as follows: <ol style="list-style-type: none"> 1) Generator 1: Set switch of generator 1 GEN 1 on the overhead panel to OFF position, and 2) Generator 2: Set the switch of generator 2 GEN 2 on the overhead panel to OFF position. (O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) For engine re-start: <ol style="list-style-type: none"> a) The switch of the inoperative generator GEN 1 or GEN 2 on the overhead panel must be set to NORM position for starting the related engine, and b) After the engine restart, the switch of the inoperative generator GEN 1 or GEN 2 on the overhead panel, must be set to OFF position again. 2) RFM procedures are followed, and 3) Landing within 30 minutes is possible from any point enroute for over water operation.
2435-02 Starter-Generator (for P3/T3H H/C only)	(M) Procedure for maintenance to ensure in case of inoperative generator 1 or generator 2, proceed as follows: <ol style="list-style-type: none"> 1) Generator 1: Set switch of generator 1 GEN 1 on the overhead panel to OFF position, and 2) Generator 2: Set the switch of generator 2 GEN 2 on the overhead panel to OFF position. (O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) For engine re-start: <ol style="list-style-type: none"> a) The switch of the inoperative generator GEN 1 or GEN 2 on the overhead panel must be set to NORM position for starting the related engine, and b) After the engine restart, the switch of the inoperative generator GEN 1 or GEN 2 on the overhead panel, shall be set to OFF position again. 2) RFM procedures are followed, and Landing within 30 minutes is possible from any point enroute for over water operation.

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2440-01 EXT Power Caution Light (for H/C equipped with CDS or CPDS)	(O) Procedure for crew to ensure EPU disconnection is verified prior to flight.
2440-02 EPU Connected Caution System (for P3H/T3H only)	(O) Procedure for crew to ensure EPU disconnection is verified prior to flight.
2440-03 EPU Door Caution System (for P3H/T3H only)	(O) Procedure for crew to do a visual check to ensure the EPU door is closed and locked.
2440-04 Power Socket (28 VDC, 14 VDC, 5 DC USB, 230 VAC)	(M) Procedure for maintenance as follows: 1) Pull its dedicated circuit breaker(s) according to AVM and/or AMM, 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation, and 3) In case the affected electrical power receptacle is protected by a fuse, remove the fuse.
2440-05 Ground Power Switch	(M) Procedure for maintenance as follows: 1) Pull circuit breakers GND PWR and GND CTRL on overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2500-01 Non-Essential Equipment and Furnishings (NEF) Items	(M)(O) Procedure for maintenance/crew, if required, must be available to the appropriate personnel, and included in the operator's appropriate document.
2500-03 Electro-Optical System (FLIR, Enhanced Vision System)	(M) Procedure for maintenance in case of inoperative EO/IR camera system proceed as follows: 1) Pull circuit breaker FLIR CONT on the overhead panel, secure with ty-rap (or other suitable measure) to prevent unintended reactivation, and 2) In case of inoperative EVS camera system proceed as follows: a) Pull circuit breaker FLIR on the circuit breaker panel, and b) Secure circuit breakers(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2510-01 Co-Pilot Seat	(O) Procedure for crew to ensure seat is not occupied, and seat is blocked and placarded.
2520-01 Passenger Seats (Includes all Configurations and Locations) (PL-79) b) Seat Belt/Air Bags Not Required by 14 CFR	(M) Procedure for maintenance to ensure seat belt operates normally.
2520-05 External Life Raft (for all variants except P3H/T3H H/C)	(M) Procedure for maintenance as follows: 1) Pull circuit breakers ELRS 1 and ELRS 2 on overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2550-02 External Cargo Load Hook System (Dual/Single)	(M) Procedure for maintenance as follows: 1) Pull circuit breakers HOOK 1 CONTROL, HOOK 2 CONTROL, HOOK 1 POWER and HOOK 2 POWER (as installed) on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. NOTE: Excluding Human External Cargo (HEC).
2550-03 External Mirror System (Including Heating System and Positioning System)	(M) Procedure for maintenance as follows: 1) Pull circuit breakers HOOK MIRROR on the circuit breaker panel and HOOK MIRROR on the circuit breaker panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
2550-04 Fixed Provisions for Bambi Bucket	(M) Procedure for maintenance as follows: 1) Pull circuit breakers CONT BAMBI BKT and PWR BAMBI BKT on the circuit breaker panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2550-05 External Hoist System (LH/RH)	(M) Procedure for maintenance as follows: 1) Pull circuit breakers WINCH BOOM CONT, CABLE CUT PILOT and CABLE CUT PENDANT on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure RFM procedures are followed.
2550-06 Wire Strike Protection System	(M) Procedure for maintenance as follows: Remove wire strike protection system completely or partially according to the AMM.
2562-01 Emergency Locator Transmitter (ELT) (PL-120) Fixed ELTs Remote ELT Switch	(M) Procedure for maintenance to ensure system is deactivated. (M) Procedure for maintenance to ensure system is deactivated. (M) Procedure for maintenance to ensure remote ELT Switch is deactivated, and ELT Switch is placed in the ARMED mode.
2620-01 Fire Extinguishing System (Single/Dual) (for P3H/T3H H/C only)	(M) Procedure for maintenance to ensure system is deactivated and secured.
2824-01 Fuel Transfer Pump (FWD or AFT)	(O) Procedure for crew perform fuel calculation for the flight under the assumption that the unusable fuel 71 kg (157 lb).

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2900-01 Hydraulic Shut-Off Test Function	(O) Procedure for crew to ensure Last functional test was performed successfully within the last day (24 hours), and that the test switch HYD TEST SYS I/II remains in the NORM position (both hydraulic systems pressurized).
3040-02 Ice Detection System	(M) Procedure for maintenance as follows: 1) Switch the ICE DET switch on overhead panel to OFF position, 2) Pull circuit breakers ICE DET and ICE DET on overhead panel, 3) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation, and 4) Disable ice detection system in CPDS configuration page.
3100-03 Hour Meter (for all variants, except P3H/T3H H/C)	(M)(O) Procedure for maintenance/crew to ensure alternate procedure is used for recording operating hours.

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3100-05 Ground Detection Circuit (for P3H/T3H H/C only)	<p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) MFD 1: If operational procedure has revealed that MFD 1 has not started in long power up mode proceed as follows: Pull circuit breaker MFD CP on overhead panel, 2) MFD 2: If operational procedure has revealed that MFD 2 has not started in long power up mode proceed as follows: Pull circuit breaker MFD PLT on overhead panel, 3) MFD 4: If operational procedure has revealed that MFD 4 has not started in long power up mode proceed as follows: Pull circuit breaker MFD CTR on overhead panel, and 4) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. <p>(O) Procedure for crew to check that both AMCs have started in long power-up mode:</p> <ol style="list-style-type: none"> 1) After system power-up, go to the MFD maintenance page (accessible via soft keys VMS → SYST → MAINT → FAIL MGMT), and 2) Check for all AMC channels that the following entry is not shown: "Maintenance Format not available for the selected CIRM due to: Short power-up.

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AIRCRAFT:

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 EC135T1, EC135T2, EC135T2+, EC135T3

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
<p>3110-04 Electronic Flight Instrumentation System</p> <p>2) Flight Control and Display System (FCDS) (B/P-RNAV Equipment) (for H/C equipped with FCDS only)</p> <p>a) FCDM1 (PFD and ND: FCDM1)</p> <p>b) SMD 45 and/or SMD 68 (2 x SMD 45, 2 x SMD 45 + SMD 68, 4 x SMD 45) (for H/C equipped with FCDS only)</p>	<p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) Operative FCDM must be FCDM 2 in pelican rack. If necessary, install operative FCDM in slot 2 of pelican rack and perform test according to AMM, 2) Pull circuit breaker FCDM1 on overhead panel, and 3) Secure circuit breaker with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. <p>(O) Procedure for crew for VFR and Dual Pilot IFR, to ensure affected display(s) is/are switched OFF.</p> <p>(O) Procedure for Single Pilot (SP) IFR, for crew to ensure affected display(s) is/are switched OFF, and the planned alternate to have at least a published GPS approach procedures.</p> <p>(O) Procedure for crew for VFR other than night, to ensure affected display(s) is/are switched OFF, flight is conducted over routes navigated by reference to visual landmarks, and RFM procedures are followed.</p> <p>(M) Procedure for maintenance in case of inoperative SMDs proceed as follows:</p> <ol style="list-style-type: none"> 1) Pull circuit breakers P/R SAS, P/SAS, R/SAS, P/DAMP, AP 1 and AP 2 (if installed) on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3110-05 Electronic Horizontal Situation Indicator (EHSI)	(M) Procedure for maintenance in case of case of loss of all EHSI indications or misleading EHSI indications proceed as follows: <ol style="list-style-type: none"> 1) Pull circuit breaker EHSI 2 on overhead panel, and 2) Secure circuit breaker with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
3110-07 Electronic Attitude and Direction Indicator (EADI) (for all variants except P3H/T3H H/C)	(M) Procedure for maintenance in case of loss of all EADI indications or misleading EADI indications proceed as follows: <ol style="list-style-type: none"> 1) Pull circuit breaker EADI 2 on overhead panel, and 2) Secure circuit breaker with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
3110-09 Multi-Functional Display (MFD) (for P3H/T3H only) 1) MFD 1 and MFD 2 2) MFD 1 and MFD 4	(M) Procedure for maintenance in case of inoperative MFD 1/2/4 proceed as follows: <ol style="list-style-type: none"> 1) MFD 1: Pull circuit breaker MFD CP on overhead panel, 2) MFD 2: Pull circuit breaker MFD PLT on overhead panel, 3) MFD 4: Pull circuit breaker MFD CTR on overhead panel, 4) Appropriately placard the system as inoperative, and 5) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure VMD format is selected for engine start up, engine shut down and if required by RFM. (M) Procedure for maintenance in case of inoperative MFD 1/2/4 proceed as follows: <ol style="list-style-type: none"> 1) MFD 1: Pull circuit breaker MFD CP on overhead panel, 2) MFD 2: Pull circuit breaker MFD PLT on overhead panel, 3) MFD 4: Pull circuit breaker MFD CTR on overhead panel, and 4) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure VMD format is selected for engine start up, engine shut down and if required by RFM.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3) MFD 2 and MFD 4	<p>(M) In case of inoperative MFD 1/2/4 proceed as follows:</p> <ol style="list-style-type: none"> 1) MFD 1: Pull circuit breaker MFD CP on overhead panel, 2) MFD 2: Pull circuit breaker MFD PLT on overhead panel, 3) MFD 4: Pull circuit breaker MFD CTR on overhead panel, and 4) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. <p>(O) Procedure for crew to ensure VMD format is selected for engine start up, engine shut down and if required by RFM.</p>
4) MFD 1	<p>(M) Procedure for maintenance in case of inoperative MFD 1/2/4 proceed as follows:</p> <ol style="list-style-type: none"> 1) MFD 1: Pull circuit breaker MFD CP on overhead panel, 2) MFD 2: Pull circuit breaker MFD PLT on overhead panel, 3) MFD 4: Pull circuit breaker MFD CTR on overhead panel, and 4) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
5) MFD 2	<p>(M) Procedure for maintenance in case of inoperative MFD 1/2/4 proceed as follows:</p> <ol style="list-style-type: none"> 1) MFD 1: Pull circuit breaker MFD CP on overhead panel, 2) MFD 2: Pull circuit breaker MFD PLT on overhead panel, 3) MFD 4: Pull circuit breaker MFD CTR on overhead panel, and 4) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
6) MFD 4	<p>(M) Procedure for maintenance in case of inoperative MFD 1/2/4 proceed as follows:</p> <ol style="list-style-type: none"> 1) MFD 1: Pull circuit breaker MFD CP on overhead panel, 2) MFD 2: Pull circuit breaker MFD PLT on overhead panel, 3) MFD 4: Pull circuit breaker MFD CTR on overhead panel, and 4) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
<p>3110-10 Cockpit Control Panel (CCP) (for P3H/T3H only)</p> <p>3) Event Marker</p>	<p>(O) Procedure for crew to ensure alternate procedures are used to track events.</p>

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3110-11 Electronic Flight Bag (EFB) (for P3H/T3H only)	(O) Procedure for crew to ensure alternate operational procedures are used.
3110-14 Central Panel display System (CPDS) (for H/C equipped with CPDS only) 1) Caution and Advisory Display (CAD) 2) CAD Cooler Fan 3) Vehicle and Engine Management Display (VEMD) 4) VEMD Cooler FAN	(O) Procedure for crew to ensure fuel tank is filled to capacity and flight time allows at least a planned extra 30 minutes endurance on landing. (O) Procedure for crew to ensure Cabin air intakes are open. (O) Procedure for crew to ensure Cabin air intakes are open. (O) Procedure for crew to ensure Cabin air intakes are open.
3211-01 Snow Skids	(M) Procedure for maintenance to ensure equipment is secured or both Snow Skids are removed. (O) Procedure for crew to ensure landings on soft surface (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 (mud or snow) are not conducted.
3212-01 Emergency Flotation System	(M) Procedure to deactivate and secure system.

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3310-03 Fasten Seatbelt and No Smoking Indication (Cockpit)	(O) Procedure for crew to ensure alternate procedures are established and used to notify cabin occupants.
3320-02 Fasten Seatbelt and No Smoking Indication (PL-123)	(O) Procedure for crew to ensure alternate procedures are established and used to notify cabin occupants.
3340-06 Dual Color Anti-collision Light System	(M) Procedure for maintenance in case inoperative dual color anti-collision light system (white and read mode) proceed as follows: 1) Pull circuit breaker ACOL or ANTI-COLL on the overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
3340-12 IR Formation Light System (for P3H/T3H H/C only)	(M) Procedure for maintenance as follows: 1) Pull circuit breaker FORM on the overhead panel, 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
3340-14 High Intensity Search Light (HISL) System (SX-16/Trakka)	(O) Procedure for crew to ensure system is switched to OFF position.
3340-15 SX-5 Nightsun Searchlight (STC #SR09431RC)	(O) Procedure for crew to ensure system is switched to OFF position.
3417-02 Air Data Computer (ADC) 2 (for T2+/P2+ H/C equipped with Conventional Instruments only)	(M) Procedure for maintenance as follows: 1) Pull circuit breaker ADC 2 on overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure to manually activate and deactivate the HIGH NR mode.

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3417-03 Air Data Computer (ADC) 2 (for T2+/P2+ H/C equipped with Sandel Instruments only)	(M) Procedure for maintenance as follows: 1) Pull circuit breaker ADC 2 on overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure to manually activate and deactivate the HIGH NR mode.
3417-04 Attitude and Heading Reference System (AHRS) 1/2 (for H/C equipped with FCDS)	(M) Procedure for maintenance in case of inoperative AHRS 1 and/or AHRS 2 proceed as follows: 1) AHRS 1: Pull circuit breakers AHRS 1 on overhead panel, 2) AHRS 2: Pull circuit breaker AHRS 2 on overhead panel, and 3) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure the operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile).
3417-05 Attitude and Heading Reference System (AHRS) 2 (for H/C equipped with Sandel Instruments only)	(M) Procedure for maintenance as follows: 1) Pull circuit breaker AHRS 2 on overhead panel, and 2) Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure the operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile).
3417-06 Attitude and Heading Reference System (AHRS) 1/2 (for P3H/T3H H/C only)	(M) Procedure for maintenance in case of inoperative AHRS 1 and/or AHRS 2 proceed as follows: 1) AHRS 1: Pull circuit breakers AHRS 1 on overhead panel, 2) AHRS 2: Pull circuit breakers AHRS 2 on overhead panel, and 3) ALL: Secure circuit breakers with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation. (O) Procedure for crew to ensure the operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile).

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
3422-01 Gyroscopic Pitch and Bank Indicator (for all variants except P3H/T3H H/C)	(O) Procedure for crew to ensure 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 Gyroscopic Direction Indicator	(O) Procedure for crew to ensure 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).
3444-01 Radar (Radio) Altimeter System (PL-131) 14 CFR Part 135 Operations Other Than 14 CFR Part 135 Operations	(M) Procedure for maintenance to ensure affected system is deactivated. (M) Procedure for maintenance to ensure affected system is deactivated.
3445-04 Traffic Alert Collision Avoidance Systems (PL-32) (TCAS I) (TCAS II)	(M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use. (M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use. (M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use. (M) Procedure for maintenance to ensure system is deactivated and secured. (O) Procedure for crew to ensure enroute or approach procedures do not require its use.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
2) Resolution Advisory (RA) Display System(s)	(O) Procedure for crew to ensure TA only mode is selected by the crew, and enroute or approach procedures do not require its use.
3) Traffic Alert Display System(s)	(O) Procedure for crew to ensure enroute or approach procedures do not require its use.
3452-02 Automatic Dependent Surveillance-Broadcast (ADS-B) System (PL-105) 2) ADS-B Squitter Transmission ADS-B Out Extended Squitter Transmissions ADS-B Out UAT Transmissions ADS-B In Transmissions	(O) Procedure for crew to ensure alternate procedures are established and used. (O) Procedure for crew to ensure alternate procedures are established and used, and authorization is obtained from ATC facilities having jurisdiction over planned route of flight. (O) Procedure for crew to ensure enroute operations do not require its use, and authorization is obtained from ATC facilities having jurisdiction over planned route of flight. (O) Procedure for crew to ensure May be inoperative provided alternate procedures are established and used.
3455-01 ADF System	(M) Procedure for maintenance as follows: 1) Pull circuit breaker ADF on overhead panel, and 2) Secure circuit breaker with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation.
4500-04 Vision 1000 Cockpit Camera System	(M) Procedure for maintenance as follows: 1) Pull circuit breaker COCKPIT CAMERA on overhead panel, 2) Secure circuit breaker with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation, and 3) Remove inoperative vision 1000 cockpit camera system according to AVM and/or AMM.

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AIRCRAFT:

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
6321-01 Rotor Brake System	<p>(M) Procedure for maintenance as follows:</p> <ol style="list-style-type: none"> 1) Deactivate the rotor brake system by removing all rotor brake fluid according to the AMM procedures, and 2) After removal of the rotor brake fluid, verify that both brake pads are not in contact with the rotor brake disc. <p>(O) In case of inoperative rotor brake system, proceed as follows: One person turns the rotor, while the other person listens to abnormal noises near the rotor brake disc.</p> <p>NOTE: The check to determine if the rotor brake disc is free, requires 2 persons (mechanic or crewmember).</p>
6330-01 ARIS Damper (Anti resonance Rotor isolation System)	<p>(O) Procedure for maintenance 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.</p> <p>NOTE: Check that at least 2 of 4 are free and visible viscosity fluid and that the pendulum is visible.</p>
6330-02 Mast Moment Indicating System	<p>(M) Procedure to ensure AMM maintenance procedures are followed.</p> <p>(O) Procedure for crew to ensure limitations for slope landings according to the RFM are followed.</p> <p>NOTE: In case of failure of Mast Moment Indicating System, record time of failure and observe inspection procedure as stated in the maintenance manual.</p>

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
6700-01 4-Way Beep Trim System (for all variants except P3H/T3H H/C)	(M) Procedure for maintenance to ensure system is deactivated and secured.
6700-02 4-Way Beep Trim System (for P3H/T3H H/C only) 1) Switch on Cyclic Stick 2) Switch on Collective Lever	(O) Procedure for crew in case of unexpected beep trim behavior: Conduct hands-on and feet-on control permanently, and push cyclic FTR or beep in opposite direction. Refer to RFM: "Trim Actuator Runaway or Stuck Beep Trim." (O) Procedure for crew to ensure: <ol style="list-style-type: none"> 1) For collective BEEP TRIM Co-pilot side switch: In case of beep trim behavior, conduct hands-on and feet-on control permanently, and push cyclic FTR or beep in opposite direction. Refer to RFM: "Trim Actuator Runaway or Stuck Beep Trim," and/or 2) For collective BEEP TRM on pilot or both side switches: In case of unexpected beep trim behavior, conduct hands-on and feet-on control permanently, and push cyclic FTR or beep in opposite direction. Refer to RFM: "Trim Actuator Runaway or Stuck Beep Trim."

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
6700-03 Force Trim Release (FTR) System (for all variants except P3H/T3H H/C)	(O) Procedure for crew to ensure auto pilot and back-up SAS has been disengaged by SAS DCPL or SAS/AP CUT push button on cyclic stick prior to landing.
6700-04 Force Trim Release (FTR) System (for P3H/T3H H/C only)	(O) Procedure for crew to ensure RFM procedures are followed.
6700-06 Co-pilots Manual Controls (when dual system installed)	(M) Procedure for maintenance to remove item according to AMM.
7160-01 Sand Filter System	(M) Procedure for maintenance to ensure system is deactivated.
7160-02 Inlet Barrier Filter System 1/2	(M) Procedure for maintenance to in case of inoperative inlet barrier filter system 1 or/and inlet barrier filter system 2 proceed as follows: 1) IBF1: Pull circuit breaker IBF 1 on the overhead panel, 2) IBF2: Pull circuit breaker IBF 2 on the overhead panel. 3) ALL: Secure circuit breaker(s) with ty-rap (or other suitable measure) as soon as practicable to prevent unintended reactivation, and 4) Verify that at least one bypass door is in closed position.
7600-01 Engine Trim System	(O) Procedure for crew as follows: 1) Hover Flight: Perform, 2) Torque: Check torque split (<10% and record the value), and 3) For determination of the Maximum Gross Mass (MGM) for HIGE/HOGE, subtract 15kg per % torque from the result obtained from the respective gross mass calculation in RFM. Example: Torque split = 4% MGM = 2520 kg (result from RFM) The resultant MGM = 2520 – (4 x 15) = 2460 kg

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

GUIDELINES FOR (M) AND (O) PROCEDURES

SEQUENCE NO.	PROCEDURE
7600-05 Engine Cycle Counter	(M)(O) Procedure for maintenance/crew to ensure an approved method generated by the engine manufacturer is used.
7710-01 Conventional Dual N1/Δ (Delta) N1 Indicator (for H/C equipped with CDS only)	(O) Procedure for crew in case of inoperative conventional indicator: Select "P" with the display select switch and call up the respective parameter by means of scroll buttons. 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.
7710-03 Conventional Dual Torque Indicator (for H/C equipped with CDS only)	(O) Procedure for crew in case of inoperative conventional indicator: Select "P" with the display select switch and call up the respective parameter by means of scroll buttons. 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.
7722-01 Conventional Triple Tachometer Indicator (for H/C equipped with CDS only)	(O) Procedure for crew in case of inoperative conventional indicator: Select "P" with the display select switch and call up the respective parameter by means of scroll buttons. 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.
7722-03 Conventional TOT Indicator (for H/C equipped with CDS only)	(O) Procedure for crew in case of inoperative conventional indicator: Select "P" with the display select switch and call up the respective parameter by means of scroll buttons. 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.
7930-01 Fuzz Burner	(O) Procedure for crew to ensure if an engine chip is detected the RFM procedures are followed.

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

TABLE KEY

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

21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
2100-01 ***	Cockpit Ventilation System					
	1) Adjustable Air Outlet in Instrument Panel	C	2	0	One or both may be inoperative.	
	2) Adjustable Air Outlet in Forward Cockpit Frame	D	-	0	One or more may be inoperative.	
	3) Cockpit Ventilation Blower	C	1	0	(M)(O) May be inoperative, provided: a) Bleed air heating system is operative for flight in visible moisture, b) System is deactivated and secured, and c) RFM Limitations are followed.	
2100-02 ***	Air Conditioning System	D	-	0	(M) May be inoperative, provided: a) At OAT ≥ 30 °C (86 °F), ram air inlets are open (fresh air knob PULLED), and b) System is deactivated and secured.	
2100-03 ***	Air Conditioning System (STC SR09163RC)	D	-	0	(M) May be inoperative provided: a) Switch is in the OFF position, b) At OAT ≥ 30 °C (86 °F), ram air inlets are open (fresh air knob PULLED), and c) System is deactivated and secured.	
2100-04 ***	Air Conditioning System (STC SR00565DE)	D	-	0	(M) May be inoperative provided: a) Switch is in the OFF position, b) At OAT ≥ 30 °C (86 °F), ram air inlets are open (fresh air knob PULLED), and c) System is deactivated and secured.	

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AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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21. Air Conditioning

Sequence No.	Item	1	2	3	4	Change Bar
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) 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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2200-01 (PL-101)	Autopilot for Non-Transport Category Aircraft	C	-	0	May be inoperative provided operations do not require its use.	
2200-02 ***	Yaw SAS (for H/C equipped with YAW SAS only)					
	Yaw SAS (for all variants, except P3/T3 H/C and subsequent) (Caution Display: YAW SAS (for H/C equipped with CDS only) (CAD Indication yellow: YAW SAS (for H/C equipped with CPDS only)	C	1	0	May be inoperative for VFR.	
	1) Yaw SAS (for P3/T3 H/C only) (CAD Indication yellow: YAW SAS (for H/C equipped with CPDS only)	C	1	0	(O) May be inoperative for VFR provided RFM procedures are followed.	
	2) SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (for all variants, except P3/T3 H/C and subsequent only)	C	1	0	(M) May be inoperative for VFR provided the yaw SAS has been deactivated by pulling the respective circuit breaker.	
(Continued)						

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DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2200-02 ***	Yaw SAS (for H/C equipped with YAW SAS only) (Cont'd)					
	3) SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (for P3/T3 H/C only)	C	1	0	(M)(O) May be inoperative for VFR provided: a) Yaw SAS has been deactivated by pulling the respective circuit breaker, and b) RFM procedures are followed.	
	4) 4-Way Beep Trim System				MOVED to 6700-01, Revision 8.	
	5) Force Trim Release (FTR) System				MOVED to 6700-02, Revision 8.	
2210-01 ***	3-Axis SAS (for H/C equipped with Pitch & Roll SAS VFR or Pitch & Roll SAS IFR only)					
	1) Yaw SAS (for all variants, except P3/T3 H/C and subsequent) (Caution Display: YAW SAS) (for H/C equipped with CPDS only): CAD Indication yellow: YAW SAS	C	1	0	(O) May be inoperative for VFR provided NVIS operation is not conducted.	
	2) Yaw SAS (for P3/T3 H/C only) (for H/C equipped with CPDS only): Caution Display: YAW SAS)	C	1	0	(O) May be inoperative for VFR provided: a) RFM procedures are followed, and b) NVIS operation is not conducted.	
(Continued)						

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PAGE NO. 22-3

DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-01 ***	3-Axis SAS (for H/C equipped with Pitch & Roll SAS VFR or Pitch & Roll SAS IFR only) (Cont'd)					
	3) Pitch & Roll SAS (for H/C equipped with CPDS only): CAD Indication yellow: P/R SAS)	C	-	0	(M)(O) May be inoperative for VFR provided: a) Pitch & roll SAS has been deactivated by pulling and securing the respective circuit breaker, and b) NVIS operation is not conducted.	
	4) Pitch Damper (for H/C equipped with CPDS only) (Caution Display: PITCH DAMPER) (for H/C equipped with CPDS only: CAD Indication yellow: P DAMPER)	C	1	0	(O) May be inoperative for VFR provided NVIS is not conducted.	
***	5) SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (for all variants, except P3/T3 H/C and subsequent)	C	2	0	(M) One or both may be inoperative for VFR provided: a) Yaw SAS (if installed), pitch & roll SAS, and pitch damper has been deactivated by pulling the respective circuit breaker, and b) NVIS operation is not conducted.	
(Continued)						

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PAGE NO. 22-4

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-01 ***	3-Axis SAS (for H/C equipped with Pitch & Roll SAS VFR or Pitch & Roll SAS IFR only) (Cont'd)					
***	6) SAS DCPL or SAS/AP CUT Push Button on Cyclic Stick (for P3/T3 H/C only)	C	2	0	(M)(O) One or both may be inoperative for VFR provided: a) Yaw SAS (if installed), pitch & roll SAS, and pitch damper has been deactivated by pulling the respective circuit breaker, b) RFM procedures are followed, and c) NVIS operation is not conducted.	
	7) 4-Way Beep Trim System	-	-	-	Refer to 6700-1.	

AIRCRAFT:

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only)					
	1) Auto Pilot Module (for all variants, except P3/T3 H/C and subsequent) (CAD Indication yellow: AUTOPILOT, PFD: OFF, APMS: AP OFF)	C	1	0	(O) May be inoperative for VFR provided NVIS operation is not conducted. 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 (refer to JASC 22, 34, and 67) is operative, b) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, c) RFM procedures are followed, and d) SAS operation is conducted in accordance with RFM.	
	2) Auto Pilot Module (for P3/T3 H/C only) (CAD Indication yellow: AUTOPILOT, PFD: OFF, APMS: AP OFF)	C	1	0	(O) May be inoperative for VFR provided: a) At least yaw SAS is engaged, and b) NVIS operation is not conducted. NOTE: If available, pitch & roll SAS, and pitch damper may be operated in accordance with RFM.	
(Continued)						

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PAGE NO. 22-6

DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	2) Auto Pilot Module (for P3/T3 H/C only) (CAD Indication yellow: AUTOPILOT, PFD: OFF, APMS: AP OFF) (Cont'd)	C	1	0	(O) May be inoperative for dual pilot IFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, and c) RFM procedures are followed.	
	3) AP-Mode Selector (for all variants, except P3/T3 H/C and subsequent)	C	1	0	(O) May be inoperative for VFR provided NVIS operation is not conducted. 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 (refer to JASC 22, 34, and 67) is operative, b) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, and c) RFM procedures are followed.	
(Continued)						

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	4) AP-Mode Selector (for P3/T3 H/C only)	C	1	0	(O) May be inoperative for VFR provided at least yaw SAS is engaged NVIS operation is not conducted. NOTE: If available, pitch & roll 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 (refer to JASC 22, 34, and 67) is operative, b) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, and c) RFM procedures are followed.	
	5) Collective Link Annunciator (for all variants, except P3/T3 H/C and subsequent) (PFD Indication: COLL LINK)	C	1	0	(O) May be inoperative for VFR provided NVIS operation not conducted. NOTE: If available, pitch & roll SAS, yaw SAS, and pitch damper may be operated in accordance with RFM. (O) May be inoperative for dual pilot IFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) Pitch & roll SAS, yaw SAS, and pitch damper are engaged, and c) RFM procedures are followed.	
(Continued)						

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PAGE NO. 22-8

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	6) Collective Link Annunciator (for P3/T3 H/C only) (PFD Indication: COLL LINK)	C	1	0	(O) May be inoperative for VFR provided at least the Yaw SAS is engaged. NOTE: If available, pitch & roll SAS, and pitch damper may be operated in accordance with RFM.	
	7) Pitch SEMA Indications: (CAD yellow: ACTUATION + P DAMPER) (PFD: P amber)	C	1	0	(O) May be inoperative for dual pilot IFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) Pitch & roll SAS, yaw SAS and pitch damper are engaged, and c) RFM procedures are followed.	
	8) Pitch & Roll SAS (CAD Indication yellow: P/R SAS)	C	-	0	(O)(M) May be inoperative for VFR provided: a) Pitch & roll SAS has been deactivated by the respective circuit breaker, and b) NVIS operation is not conducted.	
(Continued)						

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	9) Roll SEMA Indications: (CAD yellow: ACTUATION) (PDF: R amber)	C	1	0	(O) May be inoperative for VFR provided NVIS operation is not conducted.	
		A	1	0	(O) May be inoperative for 3 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) RFM procedures are followed.	
	10) SAS/AP CUT Push Button on Cyclic Stick (for all variants except P3/T3 H/C and subsequent)	C	2	0	(M) One or both may be inoperative for VFR provided: a) Yaw SAS, pitch & roll SAS, pitch damper and autopilot has been deactivated by pulling the respective circuit breaker, and b) NVIS operation is not conducted.	
	11) SAS/AP CUT Push Button on Cyclic Stick (for P3/T3 H/C only)	C	2	0	(M)(O) One or both may be inoperative for VFR provided: a) Yaw SAS, pitch & roll SAS, pitch damper and autopilot has been deactivated by pulling the respective circuit breaker, b) RFM procedures are followed, and c) NVIS operation is not conducted.	
(Continued)						

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PAGE NO. 22-10

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	12) Yaw Rate Gyro (for all variants except P3/T3 H/C and subsequent) (CAD Indication yellow: GYRO + YAW SAS)	C	1	0	(O) May be inoperative for VFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, and b) NVIS operation is not conducted.	
	13) Yaw Rate Gyro (for P3/T3 H/C only) (CAD Indication yellow: GYRO + YAW SAS)	C	1	0	(O) May be inoperative for 3 consecutive calendar-days for dual pilot IFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) AP and A.TRIM are engaged by pressing the AP button on APMS, and c) RFM procedures are followed.	
		A	1	0	(O) May be inoperative for 3 consecutive calendar-days for dual pilot IFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) AP and AP TRIM are engaged by the AP button on APMS, and c) RFM procedures are followed.	
(Continued)						

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PAGE NO. 22-11

DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	14) Yaw SEMA 1 (for all variants except P3/T3 H/C and subsequent) Indications: (CAD yellow: ACTUATION + YAW SAS) (PFD: Y amber)	C	1	0	(O) May be inoperative for VFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, and b) NVIS operation is not conducted.	
		A	1	1	(O) May be inoperative for 3 consecutive calendar-days for dual pilot IFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) Autopilot is reset after caution TRIM + ACTUATION appeared at end of pre-flight test, c) RFM procedures are followed, and d) Yaw SEMA 2 is operative.	
(Continued)						

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	15) Yaw SEMA 1 (for P3/T3 equipped only) Indications: (CAD yellow: ACTUATION + YAW SAS) (PFD: Y amber)	C	1	0	(O) May be inoperative for VFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) RFM procedures are followed, and c) NVIS operation is not conducted.	
		A	1	1	(O) May be inoperative for 3 consecutive calendar-days for dual pilot IFR provided: a) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, b) Autopilot is reset after caution TRIM + ACTUATION appeared at end of pre-flight test, and c) RFM procedures are followed.	
	16) Yaw SEMA 2 (for all variants except P3/T3 H/C and subsequent) Indications: (CAD yellow: ACTUATION + YAW SAS) (PFD: Y amber)	A	1	0	(M)(O) May be inoperative for 3 consecutive calendar-days for VFR and dual pilot IFR provided: a) Autopilot has been disengaged, b) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, c) Pitch & Roll SAS, yaw SAS and pitch damper are engaged, and d) NVIS operation is not conducted.	
(Continued)						

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	17) Yaw SEMA 2 (for P3/T3 H/C only) Indications: (CAD yellow: ACTUATION) (PFD: Y amber)	A	1	0	(M)(O) May be inoperative for 3 consecutive calendar-days for VFR and dual pilot IFR provided: a) Autopilot has been disengaged, b) All other SAS related equipment (refer to JASC 22, 34, and 67) is operative, c) Pitch & Roll SAS, yaw SAS and pitch damper are engaged, d) RFM procedures are followed, and e) NVIS operation is not conducted.	
	18) EHA (Pitch and/or Roll) (CAD Indication yellow: (after Pre- Flight Test): AUTOPILOT + P/R SAS)	C	2	0	(M)(O) One or both may be inoperative for VFR provided: a) Pitch & Roll SAS is deactivated by pulling the respected circuit breaker, and b) NVIS operation is not conducted.	
	19) Pitch Rate Gyro (CAD Indication yellow: GYRO + P DAMPER)	C	1	0	(O) May be inoperative for VFR provided NVIS operation is not conducted. NOTE: If available, autopilot must be operated in A.TRIM OFF.	
(Continued)						

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PAGE NO. 22-14

DATE: 01/28/2021

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

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-02 ***	3-Axis AFCS (for H/C equipped with CPDS only) (Cont'd)					
	20) Auto Trim in Pitch/ Roll Indications: (CAD yellow: TRIM) (PFD: R P; APMS: A.TRIM OFF amber)	C	1	0	(O) May be inoperative for VFR provided NVIS is not conducted. 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, and b) RFM procedures are followed.	
	21) 4-Way Beep Trim System	-	-	-	Refer to 6700-1.	
	22) Force Trim Release (FTR) System	-	-	-	Refer to 6700-2.	

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PAGE NO. 22-15

DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only)					
	1) Autopilot 1 and Autopilot 2 Indications: (Master List: AUTOPILOT) (AFCS Strip on FND: SAS, SAS, AFCS DISENGAGED) (Warning Unit (10 sec steady): AP) (VMS System Page: AP 1 and AP 2 red or grey)	A	2	0	(O) Both may be inoperative for three flights under VFR only for the purpose of returning directly to a base where repairs or replacements can be made, provided: a) Pitch, roll and yaw SEMA (see marking in red on the left on VMS system page) and backup SAS (IESI) are operative, b) APs are disengaged via AP/BKUP CUT push button on cyclic stick or, AP 1/2 push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, c) Backup SAS (IESI) is engaged via BKUP push button on APCP prior to each take-off, d) At least two MFDs are operative, e) RFM procedures are followed, and f) NVIS operation is not conducted.	
(Continued)						

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	2) Autopilot 1 and Autopilot 2 and BACKUP SAS (IESI) Indications: (Master List: AUTOPILOT + BACKUP SAS) (Warning Unit (10 sec steady): AP + AFCS Strip on FND: SAS, SAS, AFCS DISENGAGED)	A	2	0	(O) Both Autopilots and backup SAS may be inoperative for three flights under VFR other than night only for the purpose of returning directly to a base where repairs or replacements can be made, provided: a) Intended operations does not require Category A certification, b) APs are disengaged via AP/BKUP CUT push button on cyclic stick or, AP 1/2 push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, c) RFM procedures are followed, and d) At least two MFDs are operative. NOTE: For extended flight (>30 minutes), dual crew is recommended.	
(Continued)						

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	3) Autopilot 1 and Autopilot 2 and Pitch, Roll or Yaw SEMA 1 Failure Indications: (Master List: AUTOPILOT + AP ACTUATOR; Warning Unit (10 sec steady): AP) (VMS Systems Page: One or more SEMAs controlled by the IESI are inoperative (e.g., pitch)	A	2	0	(O) Both Autopilots and Pitch, Roll or Yaw SEMA 1 Failure may be inoperative for three flights under VFR other than night only for the purpose of returning directly to a base where repairs or replacements can be made, provided: a) Intended operations does not require Category A certification, b) APs are disengaged via AP/BKUP CUT push button on cyclic stick or, AP 1/2 push buttons on APCP after each AMC power up and prior to each take-off and remain disengaged during flight, c) RFM procedures are followed, and d) At least two MFDs are operative.	
					NOTE: For extended flight (>30 minutes), dual crew is recommended.	
					(Continued)	

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	4) Autopilot 1 or Autopilot 2 (Master List Indication: AP REDUNDANCY)	B	2	1	(O) One may be inoperative for VFR and Dual Pilot IFR provided: a) All other AFCS related equipment (refer to JASC 22, 34, and 67) is operative, b) Inoperative AP is disengaged via AP 1/2 push button on APCP prior to each take-off and remains disengaged during flight, c) Remaining AP is engaged via AP 1/2 push button on APCP, and d) Backup SAS (IESI) is engaged via BKUP push button on APCP. NOTE: Loss of AP redundancy. Auto pilot is fully functional in hands-off mode.	
	5) AP Control Panel (APCP) Indications: (Master List: AP CONTROL) (VMS System Page: Refer to RFM/FLM)	B	1	0	(M)(O) May be inoperative in passive failed condition (pushing/rotating buttons are without effect) provided: a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, b) Backup SAS (IESI) is operative, c) Operation does not require d) CRHT, ALTA, FPA, VS or HDG mode, e) Operation does not require A.TRIM mode to be engaged or disengaged via APCP, and f) RFM procedures are followed.	
(Continued)						

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd) 6) Collective Link Annunciator (AFCS Strip on FND Indication: COLL LINK)	B	2	1	(M)(O) May be inoperative for VFR and Dual Pilot IFR provided: a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, b) AP associated to the operative collective stick position measurement is engaged via AP 1/2 push button on APCP, c) Backup SAS (IESI) is engaged via BKUP push button on APCP, d) Other AP is disengaged via AP 1/2 push button on APCP prior to each take-off and remains disengaged during flight, e) Procedure according to FLM: "collective lever position sensor failure" is obeyed, and f) After next COLL LINK failure, AP is disengaged and flight continued with backup SAS (IESI).	-----
(Continued)						

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PAGE NO. 22-20

DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	7) AP/BKUP CUT Push Button on Cyclic Stick	A	-	0	(M)(O) One or both may be inoperative (permanently pressed) for three flights under VFR other than night only for the purpose of returning directly to a 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) Both APs and the backup SAS (IESI) are disengaged via AP 1/2 and BKUP push buttons on APCP prior to each take-off and remain disengaged during flight, c) RFM procedures are followed, and d) At least two MFDs are operative. NOTE: For extended flights (>30 minutes), dual crew is recommended.	
	8) Backup SAS Integrated Electronic Standby Indicator (IESI) (Master List Indication: BACKUP SAS)	C	1	0	(O) May be inoperative for VFR provided: <ul style="list-style-type: none"> a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, and b) After subsequent loss of one AP or failure of one AHRS RFM procedures are followed. 	
(Continued)						

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	9) Auto Trim System in Pitch and Roll Indications: (Master List: AP TRIM OFF) (VMS Systems Page: See RFM)	C	2	0	(O) One or both may be inoperative for VFR provided: a) RFM procedures are followed, and b) NVIS operation is not conducted.	
	10) Auto Trim System in Yaw Indications: (Master List: AP TRIM OFF) (VMS Systems Page: See RFM)	C	1	0	(O) May be inoperative for VFR provided: a) RFM procedures are followed, and b) NVIS operation is not conducted.	
		C	1	0	(O) May be inoperative for Dual Pilot IFR provided: a) RFM procedures are followed, and b) TRIM push button on APCP is not displaying OFF.	
	11) Auto Trim System in Collective Indications: (Master List: AP TRIM OFF) (VMS Systems Page: See RFM)	C	1	0	(O) May be inoperative provided crew performs all collective adjustments manually. NOTE: Three axis autopilot functions will be available; fourth axis autopilot functions will be inoperative.	
(Continued)						

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	12) Pitch/Roll Series Actuators (SEMA or EHA)	B	2	1	One per axis may be inoperative for VFR and Dual Pilot IFR provided all other AFCS related equipment (refer to JASC 22, 34 and 67) is operative. NOTE 1: AFCS performance is reduced in the corresponding axis. NOTE 2: If the SEMA is failed (left actuator on system page), upon AP disengagement with the AP/BKUP CUT button the corresponding axis may not be stabilized. NOTE 3: Two per axis installed and One per axis required for dispatch.	
	13) Yaw Series Actuator (SEMA) Indications: (Master List: AP ACTUATOR) (VMS System Page: Failed series actuator in red, and Yaw Axis in amber)	C	2	1	(O) One may be inoperative for VFR provided: a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, b) NVIS operation is not conducted, c) RFM procedures are followed, and d) Upper modes are disengaged by pressing AP UP OFF button on cyclic stick.	
	14) Collective Series Actuator (SEMA) (Master List Indication: AP ACTUATOR) (VMS Systems Page: See RFM)	C	1	0	(O) May be inoperative provided crew performs all collective adjustments manually. NOTE: Four axis autopilot functions will be inoperative.	
(Continued)						

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PAGE NO. 22-23

DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	15) AP 1/2 Interface to Multi-Functional Displays (MFDs) (AFCS Strip on FND: See RFM)	B	2	1	(O) One may be inoperative for VFR and Dual Pilot IFR provided: a) AP with the failed interface has been disengaged via AP 1/2 push button on APCP and is not engaged in-flight, b) Non-degraded AP and backup SAS (IESI) remain engaged, c) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, d) IESI is operative, and e) Procedure according to RFM "Degraded reliability of displayed AFCS data" is followed.	
	16) 1AP UM OFF Push Button on Cyclic Stick	C	-	1	Any in excess of one may be inoperative provided the AP UM OFF push button on the pilot-flying side is operative.	
		C	-	0	(O) One or both may be inoperative provided: a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, b) AP upper modes are disengaged via corresponding push buttons on APCP/MFD, and c) GTC and GTC.H modes are not used.	
(Continued)						

REVISION NO. 8

PAGE NO. 22-24

DATE: 01/28/2021

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

TABLE KEY

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

22. Autoflight

Sequence No.	Item	1	2	3	4	Change Bar
2210-03 ***	4-Axis AFCS (for P3H/T3H H/C only) (Cont'd)					
	17) GA Push Button on Collective Lever	C	-	1	Any in excess of one may be inoperative provided the GA push button on the pilot-flying side is operative.	
		C	-	0	One or both may be inoperative provided: a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, and b) GA maneuver is conducted Manually.	
	18) AP/BKUP ON 4-way Switch on Cyclic Stick	C	-	0	(O) One or both may be inoperative provided: a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, and b) AP upper modes, APs and backup SAS (IESI) are engaged individually via corresponding push buttons on APCP.	
	19) 4-Way Beep Trim Switch on Cyclic Grip	-	-	-	Refer to item 6700-01.	
	20) 4-Way Beep Trim Switch on Collective Grip	-	-	-	Refer to item 6700-01.	
	21) Force Trim Release Switch/System on Cyclic Controls	-	-	-	Refer to item 6700-02.	
	22) Force Trim Release System/Switch on Collective Grip	-	-	-	Refer to item 6700-02.	

REVISION NO. 8

PAGE NO. 23-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2300-01	Intercom System (ICS)					
	1) Cockpit	D	-	1	Co-pilots ICS may be inoperative for single pilot (SP) operations.	
	2) Cabin	D	-	-	(O) One or more may be inoperative provided a procedure is used to notify cabin occupants.	
		D	-	-	One or more may be inoperative provided cabin occupants are not carried.	
2300-02	Headsets/Helmets					
	1) Cockpit	C	-	1	Any in excess of one headset/helmet for each required crew member may be inoperative or missing. NOTE: Spare headset/helmet must be available and operative for single pilot (SP) IFR.	
	2) Cabin	D	-	0	(O) One or more may be inoperative providing a procedure is used to notify cabin occupants.	
2300-03	Press-to-Transmit (PTT) Switch	C	-	2	Any in excess of one for each flight crewmember may be inoperative for dual pilot operation provided operative PTT switch is associated to an operative communication system (VHF/AM).	
		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 (VHF/AM).	

REVISION NO. 8

PAGE NO. 23-3

DATE: 01/28/2021

AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3	TABLE KEY 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
--	--

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
2312-01 *** (PL-95)	Communications Systems (VHF) 1) VHF Communication Control Panels a) Frequency Transfers Light b) Frequency Transfer Switch c) Frequency Selector Knob d) Frequency Indication	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.	
2340-01 ***	External Loudspeaker System	D	-	0	(M) May be inoperative provided the system is deactivated and secured.	
2350-01 ***	Radio/Radar Altimeter Aural Generator	-	-	-	Refer to item 3444-02.	

REVISION NO. 7

PAGE NO. 23-4

DATE: 04/05/2018

AIRCRAFT:

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

TABLE KEY

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

23. Communications

Sequence No.	Item	1	2	3	4	Change Bar
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 3 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 3 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		

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PAGE NO. 24-1

DATE: 01/28/2021

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

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2400-01	CDS or CPDS Ammeter Indication (for H/C equipped with CDS or CPDS only)	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 (for H/C equipped with CDS or CPDS only)	D	2	1	One may be inoperative provided ammeter indication and respective generator are both operative and bus tie are closed.	
2400-03	Bus Voltage Indication (for P3H/T3H only)	C	2	1	One may be inoperative provided all other indications of the DC power system is operative.	
2400-04	CAD Power Source (for H/C equipped with CPDS only)	A	2	1	One may be inoperative for 3 consecutive calendar-days for VFR.	
2400-05	VEMD Power Source (for H/C equipped with CPDS only)	A	2	1	One may be inoperative for 3 consecutive calendar-days for VFR.	
2400-06	CDS Power Source (for H/C equipped with CDS only)	A	2	1	One may be inoperative for 3 consecutive calendar-days for VFR.	
2400-07 ***	STDBY HOR (Warning Light) (for H/C equipped FCDS only)	C	-	0	May be inoperative for VFR other than night.	
		D	-	0	May be inoperative for VFR night provided two artificial horizons are operative.	

REVISION NO. 8

PAGE NO. 24-2

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2400-08 ***	STDBY HOR (Warning Light) (for H/C equipped CPDS only)	D	-	0	May be inoperative for VFR other than night.	
2400-09 ***	HOR BAT (Caution Light) (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 (for all variants except P3H/T3H H/C) (Caution Display: INVERTER 1 or INVERTER 2) (for H/C equipped with CPDS: CAD Indication yellow: INVERTER 1 and/or Inverter 1)	C	-	0	One or both may be inoperative for VFR. NOTE: Pitch-/Roll-SAS (JASC 2210-03 and 2210-15) is no longer available.	
2422-02 ***	Inverter (for P3H/T3H H/C only) (Master List Indication: INVERTER FAIL)	C	-	0	(M) May be inoperative for VFR provided: a) Weather radar (item 3442-01) is considered inoperative, and b) Inverter is switched off, deactivated and secured.	
2432-01 ***	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 vertical gyros or both gyro horizons are operative.	

REVISION NO. 8

PAGE NO. 24-3

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2432-02 ***	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.	
2432-03 ***	Standby Battery (Emergency Power Supply Unit (EPSU) for IESI and Emergency Lighting (for P3H/T3H only) (Master List Indication: STBY BAT FAIL)	C	-	0	(M) May be inoperative for VFR provided: a) Emergency battery switch "STBY BAT" on the overhead panel is set to the "OFF" position, and b) Item is deactivated and secured.	
2432-04	Battery Temperature Sensor (for P3H/T3H only) (Master List Indication: BAT OVHT SENSOR)	A	1	0	May be inoperative for three flights under VFR only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made, provided: a) BAT MSTR switch is set to the "OFF" position (except for engine start/re-start), b) Both generators are operative, and c) Battery is fully charged.	
2432-05 ***	BAT DISCH (Warning Light)	C	1	0	May be inoperative for VFR provided generators, ammeter, and voltmeter indications are operative.	

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

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2435-01	Starter-Generator (for H/C equipped with CDS or CPDS) (for H/C equipped with CDS only): Caution Display: GEN DISCON 1 or GEN DISCON 2) (for H/C equipped with CPDS only): CAD Indication yellow: GEN DISCON 1 or DISCON 2)	A	2	1	(M)(O) One may be inoperative for three flights 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: <ol style="list-style-type: none"> a) Electrical load is reduced to single generator capacity, b) Inoperative generator is switched off after engine (re-)start, after subsequent loss of one remaining power source (generator or main battery), c) RFM procedures are followed, and d) Landing within 30 minutes is possible from any point enroute for over water operation. 	
2435-02	Starter-Generator (for P3H/T3H H/C only) (Master List Indication: GEN 1 DISCONNECTED or DISCONNECTED GEN 2)	A	2	1	(M)(O) One may be inoperative for three flights under VFR only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: <ol style="list-style-type: none"> a) Electrical load is reduced to single generator capacity, b) Inoperative generator is switched off after engine (re-)start, after subsequent loss of one remaining power source (generator or main battery), c) RFM procedures are followed, and d) Landing within 30 minutes is possible from any point enroute for over water operation or VFR night operation. 	

REVISION NO. 8

PAGE NO. 24-5

DATE: 01/28/2021

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

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2435-03	GEN DISCON 1/2 Caution Display (for H/C equipped with CDS or CPDS only)	A	2	0	One or both may be inoperative for 3 consecutive calendar-days provided ammeter and voltmeter indications are operative.	
2435-04	GEN 1/2 DISCONNECTED Caution Display (for P3H H/C only) (Master List Indication (on ground): GEN 1 DISC SENSOR and/or DISC SENSOR GEN 2)	B	2	0	One or both may be inoperative.	
2435-05	Generator Current (for P3H/T3H H/C only)	C	2	1	One may be inoperative provided all other indications of the DC power system are operative.	
2440-01	EXT Power Caution Display (for H/C equipped with CDS or CPDS)	C	1	0	(O) May be inoperative provided: a) EPU DOOR caution is available, and b) EPU disconnection is verified prior to flight.	
2440-02	EPU Connected Caution System (for P3H/T3H only)	C	1	0	(O) May be inoperative provided EPU disconnection is verified prior to flight.	
2440-03	EPU Door Caution System (for P3H/T3H only)	C	1	0	(O) May be inoperative provide it is determined through visual check that EPU door is closed and locked.	
2440-04 ***	Power Socket (28 VDC/14 VDC/5 DC USB/230 VAC)	D	-	0	(M) One or more may be inoperative provided: a) Item is not required for the intended mission, and b) Item is deactivated and secured.	

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PAGE NO. 24-6

DATE: 01/28/2021

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

TABLE KEY

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

24. Electrical Power

Sequence No.	Item	1	2	3	4	Change Bar
2440-05 ***	Ground Power Switch	D	1	0	(M) May be inoperative provided a) Switch is not required for the intended mission, b) Switch is set to the "OFF" position, and c) Switch is deactivated and secured.	

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PAGE NO. 25-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2500-01 ***	Non-Essential Equipment and Furnishings (NEF) Items	D	-	0	May be inoperative, damaged, or missing provided that the item(s) is/are deferred in accordance with the NEF deferral program. NEF program, procedures and processes are outlined in the operator's manual. (M)(O) Procedures, if required, must be available to the flightcrew and included in the operator's appropriate document.	
2500-02 ***	Vision 1000 Cockpit Camera	D	-	-	MOVED to 4500-04, Revision 8.	
2500-03 ***	Electro-Optical System (FLIR/Enhanced Vision System)	D	-	0	(M) May be inoperative provided the inoperative system is deactivated, secured.	
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.	
2510-02 ***	Compartment Separation Wall/Quilted Mats	D	-	-	May be inoperative or removed.	

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PAGE NO. 25-3

DATE: 01/28/2021

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

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2520-03 ***	Helicopter Air Ambulance (HAA) Equipment				MOVED to 2560-01, Revision 8.	
2520-04 ***	Survival Equipment	D	-	-	Any in excess to those required by 14 CFR may be inoperative.	
2520-05 ***	External Life Raft (for all variants except P3H/T3H H/C)	C D	- -	- -	As required by 14 CFR. (M) Electrical release system may be inoperative provided electrical release system is deactivated and secured.	
2550-01 *** (PL-100)	Cargo Restraint Systems	C	-	-	May be inoperative or missing provided cargo compartment remains empty.	
2550-02 ***	External Cargo Hook System (Single/Dual)	C	-	0	(M) May be inoperative provided: a) No load is carried, and b) System is deactivated and secured. NOTE: Excluding Human External Cargo (HEC).	
2550-03 ***	External Mirror System (Including Heating System and Positioning System)	D	-	0	(M) May be inoperative provided the system is deactivated and secured.	
2550-04 ***	Fixed Provisions for Bambi Bucket	D	-	0	(M) May be inoperative provided the system is deactivated and secured.	
2550-05 ***	External Hoist System (LH/RH)	C	-	0	(M)(O) May be inoperative provided: a) Speed limits according to the RFM supplement are followed, and b) System is deactivated and secured.	

REVISION NO. 8

PAGE NO. 25-4

DATE: 01/28/2021

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

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2550-06 ***	Wire Strike Protection System	D	-	0	(M) May be inoperative or missing (partial or completely).	
2560-01 *** (PL-73)	Emergency Medical Kit (EMK) and/or Associated Equipment	D	-	-	Any in excess to those required by CFR may be incomplete, missing, or inoperative.	
	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)					
***	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: a) Placard stating "ELT not installed" is placed in view of the pilot, and b) Repairs are made within 90 consecutive calendar-days.	

(Continued)

REVISION NO. 8

PAGE NO. 25-5

DATE: 01/28/2021

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

TABLE KEY

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

25. Equipment/Furnishings

Sequence No.	Item	1	2	3	4	Change Bar
2562-01 (PL-120)	Emergency Locator Transmitter (ELT) (Cont'd)	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 missing.	
***	Remote ELT Switch	D	-	0	(M) May be inoperative provided: a) Remote ELT Switch is deactivated, and b) ELT Switch is placed in the ARMED mode.	
***	ELT Indicator Light	D	-	0		
***	ELT Aural Alarm	D	-	0		
2562-02 ***	Automatic Deployable Emergency Locator Transmitter (ADELT)	C	-	0	As required by 14 CFR.	

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PAGE NO. 26-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

26. Fire Protection

Sequence No.	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 ***	Fire Extinguishing System (Single/Dual) (for P3H/T3H H/C only): Master List Indication: FIRE BOT USED	C	-	0	(M) May be inoperative provided: a) Intended operation does not require Category A certification, and b) System is deactivated and 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 by 14 CFR may be inoperative or missing provided: a) Inoperative fire extinguisher is tagged inoperative, removed from installed location, and placed out of sight so it cannot be mistaken for a functional unit, and b) Required distribution is maintained.	

REVISION NO. 8

PAGE NO. 28-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
2820-01	CDS or CPDS Fuel SPLY I Indication				DELETED, Revision 8.	
2820-02	CDS or CPDS or Fuel SPLY II Indication				DELETED, Revision 8.	
2820-03	CDS or CPDS Main Fuel Tank Quantity Indication				DELETED, Revision 8.	
2820-04	CDS LOW Fuel Indications of Supply Tanks 1/2 (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 LOW FUEL warnings on warning unit are operative.	
2822-01	Prime Fuel Pump				DELETED, Revision 8.	
2824-01	Fuel Transfer Pump (FWD or AFT) (for H/C equipped with CDS only): Caution Display F PUMP FWD or F PUMP AFT) Indications: (for H/C equipped with CPDS only) CAD yellow: F PUMP FWD or F PUMP AFT) (P3H/T3H H/C only): Master List (for: FWD FUEL PUMP or AFT FUEL PUMP)	C	2	1	(O) One may be inoperative for VFR provided: a) Flight is planned under consideration of the increased maximum unusable fuel quantity as stated in the RFM, and b) Landing within 15 minutes is possible from any point enroute.	

REVISION NO. 8

PAGE NO. 28-2

DATE: 01/28/2021

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

TABLE KEY

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

28. Fuel

Sequence No.	Item	1	2	3	4	Change Bar
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				DELETED, Revision 8.	

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PAGE NO. 29-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

29. Hydraulic Power

Sequence No.	Item	1	2	3	4	Change Bar
2900-01 ***	Hydraulic Shut-off Test Function	A	1	0	(O) May be electrically inoperative for three flights only for the purpose of finishing the mission and subsequently returning directly to a base where repairs or replacements can be made provided: <ol style="list-style-type: none"> a) Last functional test was performed successfully within the last day (24 hours), b) Test switch HYD TEST SYSI/II must remain in NORM position (both hydraulic systems pressurized), and c) Hydraulic pressure monitoring by pressure switch and related hydraulic indications on VEMD/VMS display are both operative. 	

REVISION NO. 8

PAGE NO. 30-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3030-01 ***	Pitot Tube Heater 1 (LH/ Co-pilot) (for all variants except P3H/T3H H/C) (for H/C equipped with CPDS only): CAD yellow Indication: PITOT HTR)	C	-	0	May be inoperative for VFR and IFR in VMC provided operations are not conducted in known or forecast conditions of visible moisture or precipitation when the OAT is below +5 °C (41 °F).	
3030-02	Pitot Tube Heater 2 (RH/Pilot) (for all variants except P3H/T3H H/C) (for H/C equipped with CPDS only): CAD yellow Indication: PITOT HTR)	C	1	0	May be inoperative for VFR and IFR in VMC provided operations are not conducted in known or forecast conditions of visible moisture or precipitation when OAT is below +5 °C (41 °F).	
3030-03	Pitot Tube Heater 1/2 (for P3H/T3H H/C only) (Master List Indication: PITOT1 HEATER FAIL and/or HEATER FAIL PITOT2)	C	2	0	May be inoperative for VFR and IFR in VMC provided not operated at any time in known or forecast conditions of visible moisture or precipitation, when OAT is below +5 °C (41 °F).	
3030-04 ***	Static Port Heater 1 (LH/Co-pilot) (for H/C equipped with CPDS only) (CAD yellow Indication: PITOT HTR)	C	-	0	May be inoperative for VFR and IFR in VMC provided not operated at any time in known or forecast conditions of visible moisture or precipitation, when OAT is below +5 °C (41 °F).	

REVISION NO. 8

PAGE NO. 30-2

DATE: 01/28/2021

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

TABLE KEY

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

30. Ice and Rain Protection

Sequence No.	Item	1	2	3	4	Change Bar
3030-05 ***	Static Port Heater Pilot 2 (RH/Pilot) (for all variant except P3/T3H H/C) (optional equipment only up to S/N 336) (for H/C equipped with CPDS only): CAD Indication yellow PITOT HTR)	D	1	0	May be inoperative VFR and IFR in VMC provided operations are not operated in known or forecast conditions of visible moisture, or precipitation when the OAT is below +5 °C (41 °F).	
3030-06	Static Port Heater 1/2 (for P3H/T3H H/C only) (Master List Indication: PITOT 1 STAT HTR FAIL and/or STAT HTR FAIL PITOT 2)	C	2	0	May be inoperative for VFR and IFR in VMC provided not operated at any time in known or forecast conditions of visible moisture or precipitation, when OAT is below +5 °C (41 °F).	
3040-01 ***	Windshield Wiper System	D	-	0	May be inoperative provided operations do not requires it use.	
3040-02 ***	Ice Detection System	D	-	0	(M) May be inoperative provided system is deactivated and secured.	

REVISION NO. 8

PAGE NO. 31-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3100-01	Clock (for all variants, except P3H/T3H H/C)	C	1	0	As required by 14 CFR.	
3100-02 ***	Elapsed Timer (for all variants, except P3H/T3H H/C)	D	-	0	May be inoperative provided clock is operative.	
3100-03 ***	Hour Meter (for all variants, except P3H/T3H H/C)	C	-	0	(M)(O) May be inoperative provided approved alternate procedure are is used for recording operating hours.	
3100-04	Collective Lever Lock (for all variants, except P3H/T3H H/C)	B	1	0	May be inoperative provided: a) Collective lever is in lowest position during rotor start and run down, and b) Transponder is activated and its mode is checked after take-off or switched to standby via transponder unit on ground.	
3100-05	Ground Detection Circuit (for P3H/T3H H/C only) (Master List Indication: GND/FLT SENSOR)	B	1	0	(M)(O) May be inoperative provided: a) All AMC platforms and at least one MFD platform have started in long power-up mode, as determined by the operational procedure, and b) MFDs that have not started in long power-up mode, as determined by the operational procedure, and c) Deactivated according to MFD1/2/4 (M) procedure.	

AIRCRAFT:

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-01	CDS or CPDS OAT Indication (for all variants except P3H/T3H H/C)	D	-	0	May be inoperative provided another OAT indication is installed and operative.	
3110-02	Master Caution Light (Amber) (for all variants except P3H/T3H H/C)	B	-	0	One or both may be inoperative provided all amber cautions are operative.	
3110-03	Reset Push Button on Cyclic Stick	C	-	0	One or both may be inoperative in failed open mode (button not pushed) provided ACK bezel key is operative on at least on operative MFD.	
3110-04 ***	Electronic Flight Instrumentation System (EFIS) 1) EFIS 40 (Electronic Flight Instrumentation System) (For H/C equipped with EFS only)	C	-	0	May be inoperative for VFR provided affected flight and navigation data are considered inoperative. NOTE: Refer to items: <ul style="list-style-type: none"> • 3110-05 (Horizontal Situation Indicator (HSI)***, • 3400-01 (Airspeed Indicator), • 3422-01 (Gyroscopic Pitch and Bank Indicator), • 3422-02 (Gyroscopic Direction Indicator), • 3424-01 (Slip Skid Indicator), • 3431-01 (ILS)***, • 3442-01(Weather Radar System)***, • 3444-03 (Radar/Radio Altimeter)***, • 3454-01 (VOR)***, • 3455-01 (ADF)***, and • 3447-01 (GPS)***. 	

(Continued)

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-04 ***	Electronic Flight Instrumentation System (EFIS) (Cont'd)					
***	2) Flight Control and Display System (FCDS) (B/P-RNAV Equipment) (for H/C equipped with FCDS only)					
	a) FCDM 1 (PFD and ND Indication: FCDM 1)	C	-	1	(M) FCDM 1 may be inoperative for VFR only provided: a) FCDS is reconfigured to operative FCDM 2, b) Inoperative FCDM 1 is deactivated and secured, c) All SMDs on the pilot's flying (PF) side are operative, and d) Standby instruments are operative.	
	b) SMD 45 and/or SMD 68 (2 x SMD 45, 2 x SMD 45 + SMD 68, 4 x SMD 45)	C	-	1	(O) Any in excess of one may be inoperative for VFR provided: a) Operative display is on the pilot's flying (PF) side, b) Standby instruments are operative, c) 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 SMD 45, 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).	
(Continued)						

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-04 ***	Electronic Flight Instrumentation System (EFIS) (Cont'd)					
	b) SMD 45 and/or SMD 68 (2 x SMD 45, 2 x SMD 45 + SMD 68, 4 x SMD 45) (Cont'd)	B	-	2	(O) For Single Pilot (SP) IFR all displays on Co-pilot's side may be inoperative provided: a) FCDMI 1 and FCDM 2 are operative, b) Affected display(s) is/are switched OFF, c) Garmin GNS 430, GNS 430A, GNS 430W or GTN 750 is operative, and d) Planned alternate must have, at least, a published GPS approach procedure.	
		A	-	0	(M)(O) One or more may be inoperative for three flights 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: a) Standby instruments are operative, b) Affected display(s) is/are switched OFF, c) Intended operation does not require Category A certification, d) Flight is conducted over routes navigated by reference to visual landmarks, e) Affected indications are not required by 14 CFR, f) Pitch & roll SAS, pitch damper and autopilot have been deactivated by pulling the respective circuit breaker,	
(Continued)						

AIRCRAFT:

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-04 ***	Electronic Flight Instrumentation System (EFIS) (Cont'd)					
	b) SMD 45 and/or SMD 68 (2 x SMD 45, 2 x SMD 45 + SMD 68, 4 x SMD 45) (Cont'd)	B	-	2	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.	
	c) Instrument Control Panel (ICP)	A	2	1	One may be inoperative for 3 consecutive calendar-days for VFR.	
	d) Reconfiguration Unit	A	1	0	May be inoperative for 3 consecutive calendar-days for VFR provided all required primary flight and navigation data are available on the pilot's flying (PF) side.	
	e) Video Radar Unit (VRU)	D	-	-	May be inoperative provided not required by 14 CFR.	
					NOTE: Weather, moving map, and EOS image not available in case of VRU inoperative.	
3110-05 ***	Electronic Horizontal Situation Indicator (EHSI)	D	1	0	(M) May be inoperative for VFR provided: a) 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: • 3110-05 (HSI)***, • 3431-01 (ILS)***, • 3454-01 (VOR)***, • 3455-01 (ADF)***, and • 3457-01 (GPS)***.	

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PAGE NO. 31-6

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-06 ***	Horizontal Situation Indicator (HSI) (for all variants except P3H/T3H H/C)	D	-	0	May be inoperative for VFR provided: a) Magnetic Direction Indicator is operative, and b) Not required by 14 CFR.	
3110-07 ***	Electronic Attitude and Direction Indicator (EADI) (for all variants except P3H/T3H H/C)	D	1	0	(M) May be inoperative for VFR other than night, provided: a) 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. NOTE: Refer to items: <ul style="list-style-type: none"> • 3422-01 (Gyroscopic Pitch and Bank Indicator), • 3424-01 (Slip Skid Indicator), • 3444-03 (Radar/Radio Altimeter)***, (only if analogue indicator is not installed), • 3454-01 (VOR)***, • 3455-01 (ADF)***, and • 3457-01 (GPS)***. 	
3110-08 ***	Garmin GMX MFD (STC SR00632DE)	C	-	0	May be inoperative for VFR provided standby instruments required by 14 CFR are operative.	

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-09	Multi-Functional Display (MFD) (for P3H/T3H only)					
	1) MFD 1 and MFD 2	A	2	0	(M)(O) May be inoperative for three flights 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: <ol style="list-style-type: none"> a) MFD 4 is operative, b) Intended operation does not require Category A certification, c) IESI is operative, d) VMD format is selected for engine start up, engine shut down and if required by RFM, e) FND format is selected during all other flight phases, and f) Inoperative MFDs are deactivated and secured. 	
	2) MFD 1 and MFD 4	A	2	0	(M)(O) May be inoperative for three flights 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: <ol style="list-style-type: none"> a) MFD 2 is operative, b) Intended operation does not require Category A certification, c) IESI is operative, d) VMD format is selected for engine start up, engine shut down and if required by RFM, e) FND format is selected during all other flight phases, and f) Inoperative MFDs are deactivated and secured. 	

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-09	Multi-Functional Display (MFD) (for P3H/T3H only) (Cont'd)					
	3) MFD 2 and MFD 4	A	2	0	(M)(O) May be inoperative for three flights 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) MFD 1 is operative, b) Intended operation does not require Category A certification, c) IESI is operative, d) MFD COPILOT (MFD 1) switch on CCP is operative, e) VMD format is selected for engine start up, engine shut down and if required by RFM, f) FND format is selected during all other flight phases, and g) Inoperative MFDs are deactivated and secured. 	
	4) MFD 1	B	1	0	(M) May be inoperative for VFR provided: <ul style="list-style-type: none"> a) MFD 2 and MFD 4 are operative, b) FMS 2 is operative, c) If required, the weather radar is controlled via MFD 2, and d) MFD 1 is deactivated and secured. 	
(Continued)						

AIRCRAFT:

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-09	Multi-Functional Display (MFD) (for P3H/T3H only) (Cont'd)					
	5) MFD 2	B	1	0	(M) May be inoperative for VFR provided: a) MFD1 and MFD 4 are operative, b) MFD COPILOT (MFD 1) switch on CCP is operative, c) FMS 1 is operative, d) If the weather radar is required, a qualified crew member occupies the left-hand crew seat and controls the weather radar via MFD 1, and e) MFD 2 is deactivated and secured.	
	6) MFD 4	B	1	0	(M) May be inoperative for VFR provided: a) MFD 1 and MFD 2 are operative, b) MFD COPILOT (MFD 1) switch on CCP is operative, c) ACAS is considered inoperative, and d) MFD 4 is deactivated and secured. NOTE 1: Since access to the weight page is no longer available, the aircraft weight will be automatically set to MTOW at take-off. This will give a conservative VNE. If higher VNE is required, the backup tables from the flight manual shall be used. NOTE 2: Weather radar performances (if installed) will be degraded.	
(Continued)						

REVISION NO. 8

PAGE NO. 31-10

DATE: 01/28/2021

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-09	Multi-Functional Display (MFD) (for P3H/T3H only) (Cont'd)					
	7) Luminance (LUM) Bezel Key	C	3	-	One or more may be inoperative provided luminance is acceptable to the pilot as appropriate for other than night and/or night operation.	
3110-10	Cockpit Control Panel (CCP) (for P3H/T3H only)					
	1) DG Button	D	2	0	One or both may be inoperative in failed open mode (button not pushed) provided approach and take-off to metallic platforms/structure is not conducted.	
	2) MFD COPILOT (MFD 1) Switch	D	1	0	May be inoperative for dual pilot operations provided the FND format is displayed on MFD 1 or MFD 4.	
		B	1	0	May be inoperative for single pilot VFR provided MFD 1 is not used or inoperative.	
					NOTE: The switch shall be set to NORM position.	
	3) Event Marker	D	1	0	(O) May be inoperative provided alternate procedures are used to track events.	
3110-11	Electronic Flight Bag (EFB) (for P3H/T3H only)	D	-	0	May be inoperative provided operational procedures do not require its use.	
		C	-	0	(O) May be inoperative provided alternate operational procedures are used.	

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PAGE NO. 31-11

DATE: 01/28/2021

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-12	Data Transfer Device (DTD) (for P3H/T3H only) (Master List Indication: DATA CARD)	A	1	0	May be inoperative for 17 flights maximum provided: a) FMS 1 or FMS 2 is operative or an accurate timepiece displaying hours, minutes and seconds is operative in the flightcrew compartment, and b) UMS data are downloaded manually as soon as the inoperative DTD is replaced. NOTE 1: EFB, HTAWS and DMAP data bases cannot be updated. NOTE 2: UMS data are not downloaded automatically. Flight report data must be recorded manually after each flight. NOTE 3: After replacing the DTD, an UMS data download of the missed flights must be performed.	
3110-13	Data Card (for P3H/T3H only) (Master List Indication: DATA CARD or DATA CARD FULL)	D A	- 1	- 0	Data card memory may be full provided FDCR is not required by 14 CFR. Data card memory may be full for maximum 15 FH provided FDCR data are downloaded manually in AMC maintenance mode. NOTE: After replacing the DTD and/or CF data card, missing data (UMS) are not automatically downloaded. They must be manually downloaded in AMC maintenance mode if required.	

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-14 ***	Central Panel display System (CPDS) (for H/C equipped with CPDS only)					
	1) Caution and Advisory Display (CAD)	A	1	0	(O) May be inoperative for three flights under VFR for the purpose of finishing the mission and returning to base where repairs can be made: 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 LOW FUEL warnings on warning unit are operative.	
	2) CAD Cooler Fan (Caution Display: CAD FAN)	C	1	0	(O) May be inoperative, provided: a) OAT is below +30 °C (86 °F), and b) Cabin air intakes are open (PULL FOR AIR knob pulled). NOTE: Be prepared for CPDS OVHT Caution.	
		C	1	0	(O) 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.	
	3) Vehicle and Engine Management Display (VEMD)	A	2	1	One may be inoperative for 3 consecutive calendar-days for VFR provided CAD and CAD cooler fan are operative.	
(Continued)						

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-14 ***	Central Panel display System (CPDS) (for H/C equipped with CPDS only) (Cont'd)					
	4) VEMD Cooler FAN (Caution Display: VEMD FAN)	C	1	0	(O) May be inoperative provided: a) OAT is below +30 °C (86 °F), and b) Cabin air intakes are open (PULL FOR AIR knob pulled). NOTE: Be prepared for CPDS OVHT caution.	
		C	1	0	(O) 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.	
3110-15	CDS or CPDS Brightness Toggle Switch (for H/C equipped with CDS or CPDS only)	C	2	0	One or both may be inoperative provided brightness is acceptable to the pilot as appropriate for day/night operations.	
3110-16	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.	
3110-17	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.	
3110-18	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.	

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PAGE NO. 31-14

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

31. Instruments

Sequence No.	Item	1	2	3	4	Change Bar
3110-19	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).	
3130-01 *** (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 3 flight-days.	
	FDR Recording Parameters required by 14 CFR	A	-	-	Up to three (3) 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.	
3130-02 ***	UMS (without Maintenance Credits) (for all variants except P3H/T3H H/C)	-	-	-	Refer to Item 4500-01.	

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PAGE NO. 32-1

DATE: 01/28/2021

<p>AIRCRAFT: EC135P1, EC135P2, EC135P2+, EC135P3, EC135T1, EC135T2, EC135T2+, EC135T3</p>	<p>TABLE KEY</p> <ol style="list-style-type: none"> 1. REPAIR CATEGORY 2. NO. INSTALLED 3. NO. REQUIRED FOR DISPATCH 4. REMARKS OR EXCEPTIONS
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32. Landing Gear

Sequence No.	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: a) Not required by 14 CFR, and b) System is deactivated and secured.	
3212-02 ***	External Life Raft (for all variants except P3H/T3H H/C)	C	-	-	MOVED to 2520-05, Revision 8.	

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

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3300-01 *** (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: <ol style="list-style-type: none"> 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 crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. 	
3310-01 (PL-77)	Cockpit/Flight Compartment and Instrument Lighting System(s)	C	-	-	Individual lights may be inoperative provided: <ol 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 crewmembers' eyes, and c) Lighting configuration and intensity is acceptable to the flightcrew. <p>NOTE 1: Individual button/switch lights and/or annunciations/ indications are excluded from this relief.</p> <p>NOTE 2: Unaided operation (without NVGs) may be permitted with inoperative NVG supplemental lights; cracked or missing filters.</p>	

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DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3310-02	Utility Light	D	1	0	May be inoperative for VFR provided a flashlight is available.	
3310-03 ***	Fasten Seatbelt and No Smoking Indication (Cockpit)	C	-	0	(O) May be inoperative provided alternate procedures are established to notify cabin occupants.	
		D	-	0	May be inoperative provided cabin occupants are not carried.	
		D	-	0	May be inoperative for other than night.	
3320-01 *** (PL-123)	Passenger Notice System (Lighted Information Sign) (e.g., "No Smoking/ "Fasten Seat Belts")	C	-	-	(O) May be inoperative provided alternate procedures are established and used to notify cabin occupants. DELETED, Revision 8.	
3320-02 ***	Cabin Lighting System	D	-	0	May be inoperative provided cabin occupants are not carried.	
		D	-	0	May be inoperative for other than night.	
3340-01 ***	Exterior Scene Lights (STC SR00440DE-D)	D	-	0	May be inoperative.	
3340-02 ***	Tail Rotor Floodlights and Loading Lights (STC SR09209RC)	D	-	0	May be inoperative.	
3340-03	Position Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	
3340-04 ***	Position Light System IR (IR Flasher)	D	1	0	May be inoperative provided it is not required for intended operation.	
3340-05	Anti-Collision Light System	C	-	-	Any in excess to those required by 14 CFR may be inoperative.	

AIRCRAFT:

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

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3340-06	Dual Color Anti-collision Light System	C	-	0	(M) Any in excess of those required by 14 CFR may be inoperative provided: a) System is switched OFF via ACOL/A-COLL switch, and b) System is deactivated and secured.	
	White Mode	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided mode is not turned on.	
	Red Mode	D	-	0	Any in excess of those required by 14 CFR may be inoperative provided mode is not turned on.	
3340-07	Landing Lights (Fixed)	C	-	-	Any in excess of those required by 14 CFR may be inoperative.	
		C	1	0	May be inoperative for VFR night and IFR provided: a) Search and landing light is operative, and b) Intended operation does not require Category A certification.	
3340-08 ***	Search and Landing Light (Retractable) VIS	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) 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.	

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PAGE NO. 33-4

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3340-09 ***	Search and Landing Light (Retractable) VIS/IR	C	-	0	IR mode may be inoperative provided not required for the intended operations. NOTE: For VIS mode, refer to search and landing light (retractable).	
3340-10 ***	Additional Landing Light (for all variants except P3H/T3H H/C)	D	4	0	One or more may be inoperative.	
3340-11 ***	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) Search and landing light is operative, and b) 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.	
3340-11 ***	Fixed Landing Light (Cross Tube)	C	-	1	Any in excess of one may be inoperative for operation requiring Category A certification provided the search and landing light is operative.	
3340-12 ***	IR Formation Light System (for P3H/T3H H/C only)	D	-	0	(M) May be inoperative provided a) It is not required for the intended operation, and b) System is deactivated and secured.	
3340-13 ***	Formation Light System (for all variants except P3H/T3H H/C)	D	1	0	May be inoperative provided it is not required for the intended operation.	

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PAGE NO. 33-5

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

33. Lights

Sequence No.	Item	1	2	3	4	Change Bar
3340-14 ***	High Intensity Search Light (HISL) System (SX-16/Trakka)	D	-	0	(O) May be inoperative provided system is switched to OFF position.	
3340-15 ***	SX-5 Nightsun Searchlight (STC #SR09431RC)	D	-	0	(O) May be inoperative provided system is switched to OFF position.	
3340-16 ***	Strobe Light	C	-	0	May be inoperative provided operations do not required it use.	
3340-17 ***	Step Light	D	-	0	One or more may be inoperative.	
3340-18 ***	Additional Landing Light	D	4	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. NOTE: For NVIS operation only NVIS compatible independent portable light(s) shall be used.	
3350-02 ***	Emergency Exit Light	D	-	0	One or more may be inoperative for other than night operation.	
		D	-	0	One or more may be inoperative provided cabin occupants 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 3 consecutive calendar-days.	
		B	-	0	May be inoperative for overwater operations not requiring the helicopter to be certified for ditching.	
		C	-	0	May be inoperative provided not required by 14 CFR.	

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3411-01	Alternate Static Pressure Source	C	1	0	May be inoperative for VFR other than night provided static port heater on the pilot-flying 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 (for all variants except P3H/T3H H/C)	C	-	1	Any in excess of one may be inoperative for VFR provided operative indicator is on the pilot-flying side.	
		B	-	0	May be inoperative for VFR other than night over routes navigated by visual landmarks.	
3414-01	Airspeed Indicator (for all variants except P3H/T3H H/C)					
	1) Single Pilot Operation	D	-	1	Any in excess of one may be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, and b) Operative airspeed indicator is on the pilot-flying side.	
	2) Dual Pilot Operation	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 of one may be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, and b) Operative airspeed indicator is on the pilot-flying side.	

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PAGE NO. 34-2

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3414-02	Standby Airspeed Indicator (for H/C equipped with FCDS only)	C	-	0	May be inoperative for VFR.	
3416-01	Altimeter (for all variants except P3H/T3H H/C)	C	-	1	Any in excess of one may be inoperative for VFR provided the operative altimeter is on the pilot-flying side.	
3416-02	Standby Altimeter (for H/C equipped with FCDS only)	C	-	0	May be inoperative for VFR.	
3416-03 ***	Altitude Encoding System (for H/C not equipped with FCDS only)	C	-	0	As required by 14 CFR.	
3417-01	Air Data Computer (ADC) 1/2 (for H/C equipped with FCDS only) (Caution Display: 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	Air Data Computer (ADC) 2 (for T2+/P2+ H/C equipped with Conventional Instruments only) (CAD Indication yellow: ADC2)	C	1	0	(M)(O) May be inoperative provided: a) HIGH NR mode is manually activated and deactivated by the pilot, and b) ADC 2 is deactivated and secured.	

AIRCRAFT:

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3417-03	Air Data Computer (ADC) 2 (for T2+/P2+ H/C equipped with Sandel Instruments only) (CAD Indication yellow: ADC2)	C	1	0	(M)(O) May be inoperative for VFR other than night provided: a) HIGH NR mode is manually activated and deactivated by the pilot, and b) ADC 2 is deactivated and secured.	
3417-04	Attitude and Heading Reference System (AHRS) 1/2 (for H/C equipped with FCDS) (PFD/ND Indication: AHRS1 and/or AHRS2)	D	-	1	(M) Any in excess of one may be inoperative for VFR provided the inoperative AHRS is deactivated and secured.	
		C	-	0	(M)(O) One or both may be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, and b) Operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile), and c) Inoperative AHRS is deactivated and secured.	
		C	-	0	(M) One or both may be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, b) Standby attitude indicator is operative, and c) Inoperative AHRS is deactivated and secured.	

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PAGE NO. 34-4

DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3417-05	Attitude and Heading Reference System (AHRS) 2 (for H/C equipped with Sandel Instruments only) Indication: (EADI: ATTITUDE) (EHSI: GYRO INVALID)	C	-	0	(M)(O) May be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, b) Operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile), and c) Inoperative AHRS is deactivated and secured.	
		C	-	0	(M) May be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, b) Standby attitude indicator is operative, and c) Inoperative AHRS is deactivated and secured	
3417-06	Attitude and Heading Reference System (AHRS) 1/2 (for P3H/T3H H/C only) (Master List Indication: ATT 1 FAIL and/or FAIL ATT 2) (and/or (during P-FLT test): ATT REDUNDANCY)	D	2	1	(M) One may be inoperative for VFR provided: a) Magnetic heading indicator (standby compass) is operative, b) IESI is operative, and c) Inoperative AHRS is deactivated and secured.	

(Continued)

AIRCRAFT:

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3417-06	Attitude and Heading Reference System (AHRS) 1/2 (for P3H/T3H H/C only) (Master List Indication: ATT 1 FAIL and/or FAIL ATT 2) (and/or (during P-FLT test): ATT REDUNDANCY) (Cont'd)	D	2	0	(M)(O) One or both may be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, b) Operation is not conducted over water when out of sight of the land or when visibility is less than 1500 m (1 Mile), c) Magnetic heading indicator (standby compass) is operative, and d) Inoperative AHRS is deactivated and secured.	
		C	2	0	(M) One or both may be inoperative for VFR other than night provided: a) Intended operation does not require Category A certification, b) Magnetic heading indicator (standby compass) is operative, c) IESI is operative, and d) Inoperative AHRS is deactivated and secured.	
3417-07	ARINC Lane between AHRS1/2 and AMC1/2 (for P3H/T3H H/C only) (Master List Indication (during P-FLT test): ATT1 REDUNDANCY and/or REDUNDANCY ATT2)	C	2	1	One lane of AHRS 1 or AHRS 2 may be inoperative provided magnetic heading indicator (standby compass) and IESI are operative. NOTE: 2 per AHRS installed and 1 of 1 AHRS required for dispatch.	
		C	2	1	One lane of AHRS 1 and AHRS 2 may be inoperative for VFR provided magnetic heading indicator (standby compass) and IESI are operative. NOTE: 2 per AHRS installed and 1 per AHRS required for dispatch.	

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3417-08	Magnetic Aircraft Sensor (MAS) 1/2 (for P3H/T3H H/C only) (Master List Indication: HDG1 MAG HDG1 FAIL and/or MAG HDG FAIL HDG2)	C	2	1	One may be inoperative for VFR provided: a) Affected AHRS is operated in DG mode, b) Heading from the remaining AHRS/MAS source is available, and c) Magnetic direction indicator (standby compass) is operative.	
		C	2	0	Both may be inoperative for VFR provided: a) Intended operation does not require Category A certification, b) Both AHRS are operated in DG mode, c) Heading from AHRS source is available, and d) Magnetic direction indicator (standby compass) is operative.	
3421-01 ***	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.	
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 two horizons are operative.	

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DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3422-01 ***	Gyroscopic Pitch and Bank Indicator (for all variants except P3H/T3H H/C)	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on pilot-flying 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).	
3422-02	Gyroscopic Direction Indicator	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on pilot-flying 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) (for all variants except P3H/T3H H/C)	C	1	0	May be inoperative for VFR provided gyroscopic direction indicator and flux valve on the pilot-flying side are operative.	
3423-02	Magnetic Direction Indicator (Standby Compass) (for P3H/T3H H/C only)	C	1	0	May be inoperative for VFR provided AHRS 1/MAS 1 or AHRS 2/MAS 2 is operative (i.e. heading is indicated).	

AIRCRAFT:

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3424-01	Slip Skid Indicator (for all variants except P3H/T3H H/C)	D	-	1	Any in excess of one may be inoperative for VFR provided the operative indicator is on pilot-flying side.	
		C	-	0	One or more may be inoperative for VFR other than night.	
3424-02 ***	Rate of Turn Indicator (for H/C equipped with Conventional Instruments only)	C	-	0	One or more may be inoperative for VFR other than night, provided an operative gyroscopic pitch and bank indicator is on the pilot-flying side. DELETED, Revision 8.	
3431-01 ***	ILS/Localizer System (for all variants except P3H/T3H H/C)	C	-	0	As required by 14 CFR.	
3432-01 ***	ILS/Glideslope System (for all variants except P3H/T3H H/C)	C	-	0	As required by 14 CFR.	
3434-01 ***	Marker Beacon	C	-	0	May be inoperative provided: a) Not required by 14 CFR, and b) Item is deactivated and secured.	
3442-01 ***	Weather Radar System	C	-	0	As required by 14 CFR.	
3442-02 ***	Non-Radar Weather System – Satellite Weather Receivers/ Radios (XM Weather) (STC SR00632DE-D)	C	-	0	May be inoperative provided operations do not require its use.	

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-01 (PL-131)	Radar (Radio) Altimeter System					
	14 CFR Part 135 Operations	C	-	0	(M) May be inoperative for VFR provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Night off-airport landings or night landings at un-improved areas are not conducted, d) For flight at night, the pilot must evaluate terrain and obstacles along the route and fly at such an altitude so as to ensure all terrain and obstacles along the route of flight are cleared vertically by no less than 500 ft., e) VFR flight at night is not conducted without adequate visual surface light reference, f) Pilot is aware of potential degraded AP performance, on ILS glideslope, or LPV, and g) Category A operations which require the use of the radar (radio) altimeter are not performed.	
***	Other Than 14 CFR Part 135 Operations	D	-	0	(M) May be inoperative provided: a) Affected system is deactivated, b) Night operation is not performed with NVGs, c) Flightcrew is aware of potential degraded autopilot performance on ILS glideslope, or LPV, d) Category A operations which require the use of the radar (radio) altimeter are not performed, and e) Operations do not require its use.	

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PAGE NO. 34-10

DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3444-02 ***	Radar/Radio Altimeter Aural Alert Generator	D	-	-	May be inoperative provided operations do not required its use.	
3444-03 ***	Helicopter Terrain Avoidance Warning System (HTAWS) (EGPWS Sub-function of DMAP)	C	-	0	As required by 14 CFR.	
***	Other than Helicopter Air Ambulance (HAA) Operations	D	-	0	May be inoperative provided operations do not require its use.	
3445-01 ***	Digital Map (DMAP)	D	-	0	One or more may be inoperative.	
3445-02 ***	Obstacle Warning System (e.g. HELLAS)	D	-	-	May be inoperative provided operations do not required its use, and not required by 14 CFR.	
3445-03 ***	Traffic Alert/Advisory Systems (e.g. ACAS/ TCAD/TAS/FLARM)	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 C	- -	0 0	(M)(O) May be inoperative provided: a) System is deactivated and secured, and b) Enroute or approach procedures do not require its use. (M)(O) May be inoperative provided: a) Not required by 14 CFR, b) System is deactivated and secured, and c) Enroute or Approach procedures do not require its use.	

(Continued)

REVISION NO. 7

PAGE NO. 34-11

DATE: 04/05/2018

AIRCRAFT:

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-04 *** (PL-32) (Cont'd)	Traffic Alert Collision Avoidance System (TCAS II)	B	-	0	(M)(O) May be inoperative, provided: a) System is deactivated and secured, and b) Enroute 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) Enroute 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.	
	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) Enroute 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) Enroute or approach procedures do not require its use.	
(Continued)						

REVISION NO. 8

PAGE NO. 34-12

DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3445-04 *** (PL-32)	Traffic Alert Collision Avoidance System (TCAS II) (Cont'd)					
	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.	
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.	

REVISION NO. 8

PAGE NO. 34-13

DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105) ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, and b) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		D	-	0	May be inoperative provided: a) Enroute operations do not require its use, and b) It is not required by 14 CFR. NOTE: Any ADS B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
***	ADS-B Out Extended Squitter Transmissions	C	-	0	(O) May be inoperative provided: a) Alternate procedures are established and used, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	

(Continued)

REVISION NO. 8

PAGE NO. 34-14

DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3452-02 (PL-105) ***	Automatic Dependent Surveillance-Broadcast (ADS-B) System (Cont'd)					
***	ADS-B Out UAT Transmissions	C	-	0	(O) May be inoperative provided: a) Enroute operations do not require its use, b) Authorization is obtained from ATC facilities having jurisdiction over planned route of flight, and c) It is not required by 14 CFR. NOTE: Any ADS-B Out function that operates normally may be used.	
		C	-	1	One must be operative as required by 14 CFR. NOTE: Any ADS-B function that operates normally may be used.	
	ADS-B In Transmissions	C	-	0	(O) May be inoperative provided alternate procedures are established and used. NOTE: Any ADS B function that operates normally may be used.	
		D	-	0	May be inoperative provided operations do not require its use. NOTE: Any ADS B function that operates normally may be used.	
3454-01	VOR System (for all variants except P3H/T3H H/C)	C	-	0	As required by 14 CFR.	

REVISION NO. 8

PAGE NO. 34-15

DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3455-01	ADF System	C	-	0	(M) May be inoperative for VFR provided: a) Not required by 14 CFR, and b) Item is deactivated and secured.	
		D	-	0	(M) May be inoperative for VFR night provided: a) One VOR/ILS or one RNAV (GPS) is installed and operative, b) Not required by 14 CFR, and c) Item is deactivated and secured.	
		D	-	0	(M) May be inoperative for conventional radio navigation under IFR provided: a) Two VOR/ILS are installed and operative, b) Not required by 14 CFR, and c) Item is deactivated and secured.	
3457-01	GPS System (B or P-RNAV Equipment) (for all variants except P3H/T3H H/C)	C	-	0	May be inoperative provided not required by 14 CFR.	

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PAGE NO. 34-17

DATE: 01/28/2021

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

TABLE KEY

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

34. Navigation

Sequence No.	Item	1	2	3	4	Change Bar
3461-02 ***	Flight Management System (FMS) Garmin GTN-650/750 (Cont'd)					
	1) FMS-COM Partition	-	-	-	Refer to Communication System (VHF) (item 2312-01).	
	2) FMS - NAV Partition	C	-	0	One or both may be inoperative for VFR other than night provided: a) Applicable airspace requirements are complied with, and b) Item not required by 14 CFR.	
		C	-	1	Any in excess of one may be inoperative for VFR night provided item is not required by 14 CFR.	
		C	-	1	Any in excess of one may be inoperative for IFR provided: a) One VOR/ILS and one ADF are installed and operative, and b) Item not required by 14 CFR.	
	3) FMS – GPS Partition	C	-	0	One or both may be inoperative for VFR provided item not required by 14 CFR.	
		C	-	1	Any in excess of one may be inoperative for RNAV (GPS) under IFR provided Item not required by 14 CFR.	
(Continued)						

REVISION NO. 8

PAGE NO. 35-1

DATE: 01/28/2021

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

TABLE KEY

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

35. Oxygen

Sequence No.	Item	1	2	3	4	Change Bar
3510-01 ***	Oxygen System and Masks (Crew and Passengers)	D	-	-	Any in excess to those required by 14 CFR may be inoperative or missing.	

REVISION NO. 8

PAGE NO. 45-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

45. Central Maintenance System

Sequence No.	Item	1	2	3	4	Change Bar
4500-01	Usage Monitoring System (UMS) (without Maintenance Credits) (for all variants except P3H/T3H H/C)	C	-	-	May be inoperative provided not required by 14 CFR.	
4500-02	UMS (without Maintenance Credits) (for P3H/T3H H/C only) (Master List Indication: DOWNLOAD FAIL or DATA CARD)	C	-	-	May be inoperative provided: a) Not required by 14 CFR, and b) Flight report page is available.	
		A	1	0	May be inoperative for 320 flights maximum/ground runs provided: a) UMS data are downloaded manually in AMC maintenance mode, and b) The flight report page is available. NOTE: After replacing the DTD and/or CF data card, missing data (UMS) are not automatically downloaded. They must be manually downloaded in AMC maintenance mode if required.	
4500-03 ***	Health Monitoring System (HMS) (without Maintenance Credits) (for P3H/T3H H/C only)	C	-	-	May be inoperative provided not required by 14 CFR.	
4500-04 ***	Vision 1000 Cockpit Camera System	D	-	-	(M) May be inoperative or removed provided system is deactivated and secured.	
4500-05 ***	Flight Data Monitoring System	C	-	0	As required by 14 CFR.	
***	Other than Helicopter Air Ambulance (HAA) Operations	D	-	0	May be inoperative provided operations do not require its use.	

REVISION NO. 8

PAGE NO. 62-1

DATE: 01/28/2021

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

TABLE KEY

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

62. Main Rotor

Sequence No.	Item	1	2	3	4	Change Bar
6200-01	Discrete Line from Warning Unit to AMC 2 (for P3H/T3H H/C only) (Master List Indication: NR SENSOR)	C	2	0	May be inoperative provided rotor speed is properly indicated on the pilot-flying primary FND(s).	

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PAGE NO. 63-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

63. Main Rotor Drive

Sequence No.	Item	1	2	3	4	Change Bar
6321-01 ***	Rotor Brake System	C	1	0	(M)(O) May be inoperative provided: 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: a) Maximum airspeed of 100 KIAS or V _{NE} whichever is less, and b) A pre-flight check of the ARIS elements has been performed.	
6330-02 ***	Mast Moment Indicating System (for P3H/T3H H/C only): Master List Indication: MM SENSOR)	D	-	0	(M) May be inoperative provided the AMM maintenance procedures are followed. (O) May be inoperative provided limitations for slope landings according to the RFM are followed.	
6340-01	Transmission (XMSN) Oil Pressure Indicating System (for all variants except P3H/T3H H/C)	A	1	0	May be inoperative for 3 consecutive calendar-days provided: a) Transmission oil temperature indicating system is operative, b) Transmission oil temperature is above 0 °C (32 °F), and c) Warning XMSN is operative.	

REVISION NO. 8

PAGE NO. 63-2

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

63. Main Rotor Drive

Sequence No.	Item	1	2	3	4	Change Bar
6340-02	XMSN Oil Temperature Indicating System (Caution Display: XMSN OT CT) (for H/C equipped with CPDS only: CAD Indication yellow: XMSN OT CT)	A	1	0	May be inoperative for 3 consecutive calendar-days provided: a) OAT is above 0 °C (32 °F), b) XMSN OIL T caution is operative, and c) Transmission oil pressure indicating system is operative.	
6340-03	Main Gearbox Chip Detector System (Caution: XMSN CHIP CT)				DELETED, Revision 8.	
6340-04	MGB HIGH TEMP Caution Indication (for P3H/T3H H/C only) (Master List Indication: MGB TEMP SENSOR)	A	1	0	May be inoperative for 3 consecutive calendar-days provided: a) Transmission oil temperature indicating system is operative, and b) Transmission oil pressure indicating systems are operative.	

REVISION NO. 8

PAGE NO. 65-1

DATE: 01/28/2021

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

TABLE KEY

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

65. Tail Rotor Drive

Sequence No.	Item	1	2	3	4	Change Bar
6540-01	TRGB Chip Detector System (Caution: TRGB CHP CT)				DELETED, Revision 8.	

REVISION NO. 8

PAGE NO. 67-1

DATE: 01/28/2021

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

TABLE KEY

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

67. Rotor Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
6700-01	4-Way Beep Trim System (for all variants except P3H/T3H H/C)	A	1	0	(M) May be inoperative for 3 consecutive calendar-days for VFR other than night, provided: a) FTR system is operative, b) System is deactivated and secured, and c) NVIS operation is not conducted.	
6700-02	4-Way Beep Trim System (for P3H/T3H H/C only)					
	1) Switch on Cyclic Stick (Master List Indication: AP CONTROL) (VMS Systems Page: See RFM)	C	-	1	(O) Co-pilot switch may be inoperative in passive failure mode (no beep inputs made) provided: a) Switch on pilot-flying side is operative, b) Cyclic FTR on the pilot-flying side is operative, c) Upper mode references are closely monitored, and d) RFM procedures are followed.	
	2) Switch on Collective Lever (Master List Indication: AP CONTROL) (VMS Systems Page: See RFM)	C	-	1	(O) Co-pilot switch may be inoperative in passive failure mode (no beep inputs made) provided: a) Switch on pilot-flying side is operative, b) Upper mode references are closely monitored, and c) RFM procedures are followed.	

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

TABLE KEY

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

67. Rotor Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
6700-03	Force Trim Release (FTR) System (for all variants except P3H/T3H H/C)	A	1	0	(O) May be inoperative (excluding case of permanently cancelled trim forces) for 3 consecutive calendar-days for VFR provided: <ul style="list-style-type: none"> a) 4-way beep trim system is operative, 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, and c) NVIS operation is not conducted. 	
6700-04	Force Trim Release (FTR) System (for P3H/T3H H/C only) 1) Switch on Cyclic Stick (Master List Indication: AP CONTROL) (VMS Systems Page: See RFM)	C	-	1	Co-pilot's switch may be inoperative (force trim not released) provided: <ul style="list-style-type: none"> a) Switch on the pilot's flying (PF) side is operative, and b) Cyclic beep on the pilot's flying (PF) side is operative. 	
		A	-	0	(O) One or both may be inoperative (force trim permanently released) for three flights under VFR only for the purpose of returning directly to a base where repairs or replacements can be made provided: <ul style="list-style-type: none"> a) All other AFCS related equipment (refer to JASC 22, 34 and 67) is operative, b) RFM procedures are followed, and c) NVIS operation is not conducted. 	
(Continued)						

REVISION NO. 8

PAGE NO. 67-3

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

67. Rotor Flight Controls

Sequence No.	Item	1	2	3	4	Change Bar
6700-04	Force Trim Release (FTR) System (for P3H/T3H H/C only) (Cont'd)					
	2) Switch on Collective Lever (Master List Indication: AP CONTROL) (VMS Systems Page: See RFM)	C	-	1	Co-pilot switch may be inoperative (force trim not released) provided the switch on pilot-flying side is operative.	
		B	-	0	One or both may be inoperative (force trim not released) provided all other AFCS related equipment (refer to JASC 22, 34 and 67) is operative.	
6700-05 ***	Co-pilot Cyclic Trim System	D	-	0	May be inoperative operation not requiring a co-pilot.	
6700-06 ***	Co-pilots Manual Controls (when dual system installed)	D	-	0	(M) May be inoperative provided: a) Item is removed, and b) Single pilot (SP) operation is conducted.	
6700-07	Collective Lever Lock	B	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.	

REVISION NO. 8

PAGE NO. 71-1

DATE: 01/28/2021

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

TABLE KEY

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

71. Powerplant

Sequence No.	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	A	-	0	One or both may be inoperative for three flights only for the purpose of returning directly to base where repairs or replacements can be made provided: 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.	
		A	-	0	(M) One or both may be inoperative for three flights only for the purpose of returning directly to base where repairs or replacements can be made provided: 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.	

REVISION NO. 8

PAGE NO. 76-1

DATE: 01/28/2021

AIRCRAFT:

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

TABLE KEY

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

76. Engine Control

Sequence No.	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 Switch (for P3/T3 H/C and P3H/T3H 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.	
7600-05	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

TABLE KEY

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

77. Engine Indicating

Sequence No.	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.	
7722-01	Conventional Triple Tachometer Indicator (for H/C equipped with CDS only)	A	1	-	(O) One N2 needle may be inoperative for three flights under VFR, for the purpose of returning directly to a base where repairs or replacements can be made provided: a) Respective CDS N2 indication is operative and selected, and b) Respective N1 or Delta N1, TOT and engine torque indicators are operative.	

REVISION NO. 8

PAGE NO. 77-2

DATE: 01/28/2021

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

TABLE KEY

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

77. Engine Indicating

Sequence No.	Item	1	2	3	4	Change Bar
7722-02	Conventional Triple Tachometer Indicator (for H/C equipped with CPDS only)	A	-	-	One or both N2 needles may be inoperative for three flights under VFR other than night only for the purpose of finishing the mission and subsequently returning directly to a base where repairs can be made, provided: 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	0	(O) May be inoperative provided: 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 CPD only)	D	2	0	One or both may be inoperative provided: a) Conventional TOT indicator is operative, and b) Respective triple tachometer, torque and N1 or Delta N1 is operative.	

REVISION NO. 7
 DATE: 04/05/2018

PAGE NO. 79-1

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

TABLE KEY

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

79. Engine Oil

Sequence No.	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.	