
Type Acceptance Report

TAR 99/13 – Revision 3

Eurocopter EC 135

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Executive Summary

New Zealand Type Acceptance has been granted to the Eurocopter EC 135 Series based on validation of EASA Type Certificate R.009. There are no special requirements for import.

Applicability is currently limited to the Models and serial numbers detailed in Appendix 1, which are now eligible for the issue of an Airworthiness Certificate in the Standard Category in accordance with CAR §21.177, subject to any outstanding New Zealand operational requirements being met. (see Section 5 of this report for a review of compliance of the basic type design with the operating Rules.) Additional variants or serial numbers approved under the foreign type certificate can become type accepted after supply of the applicable documentation, in accordance with the provisions of CAR §21.43(2).

1. Introduction

This report details the basis on which Type Acceptance Certificate No.99/13 was granted in the Standard Category in accordance with NZCAR Part 21 Subpart B.

Specifically the report aims to:

- (a) Specify the foreign type certificate and associated airworthiness design standard used for type acceptance of the model(s) in New Zealand; and
- (b) Identify any special conditions for import applicable to any model(s) covered by the Type Acceptance Certificate; and
- (c) Identify any additional requirements which must be complied with prior to the issue of a NZ Airworthiness Certificate or for any subsequent operations.

2. Foreign Type Certificate Details

Manufacturer:	Eurocopter Deutschland GmbH
Model(s):	EC135 P1, EC135 P2, EC135 P2+ EC135 T1, EC135 T2, EC135 T2+
Type Certificate:	R.009
Issued by:	European Aviation Safety Agency
MCTOW	2910 kg (6415 lb) – EC135T2+/P2+ 2835 kg (6250 lb) – EC135T2/P2 or EC135T1/P1with S/B EC135-11-003 inc. 2720 kg (5996 lb) – EC135T1/P1
No. of Seats:	7 (8 with approved seatbench kit)
Noise Category:	ICAO Annex 16 Volume 1 – 3 rd Edition Chapter VIII or XI, depending on the MCTOW

Engines: Pratt and Whitney Canada PW 206 B [EC135 P1]
Pratt and Whitney Canada PW 206 B2 [EC135 P2, EC135 P2+]

Type Certificate: Number E-23
Issued by: Transport Canada

Engines: Turbomeca Arrius 2B1/2B1A/2B1A_1 [EC135 T1]
Turbomeca Arrius 2B2 [EC135 T2, EC135 T2+]

Type Certificate: Certificat de Type Moteur Numero M20
Issued by: Direction Generale de L'Aviation Civile

3. Type Acceptance Certificate

The original application for New Zealand type acceptance was from the manufacturer's Australian representatives, Eurocopter International Pacific Ltd, dated 21 October 1998. The first-of-type example was an EC135P1 serial number 58, registered ZK-HGF. The EC135 Series is a seven-seat twin-engined light turbine helicopter fitted with a bearingless four-blade main rotor system, fenestron tail rotor and a composite fuselage.

Type Acceptance Certificate Number 99/13 was granted on 25 November 1998 to the Eurocopter Models EC 135 P1 and T1 based on validation of LBA Type Certificate 3061, and includes both the PW 206B engine based on Transport Canada Type Certificate E-23 and the Turbomeca Arrius 2B based on DGAC Type Certificate M20. There are no special requirements for import into New Zealand.

This type acceptance report was raised to Revision 1 to include the application from the manufacturer dated 21 April 1999 to validate the increase in MAUW to 2835 kg for the EC135P1. The application was initially processed under CAA Work Request number 99/21B/36, although that was subsequently cancelled and the time added to the original type acceptance. The certification basis for the gross weight increase is the same as for the original helicopter, except that Category A performance has not been established.

The Models EC135P1/T1 have been type certificated by both the LBA and FAA and the manufacturer has advised that there are no differences between the models under either Type Certificate. The Flight Manuals are approved jointly by both authorities. However the FAA had not approved the weight increase, which exceeded FAR 27 limits at the time.

This report was further raised to Revision 2 to include the application dated 3 November 2004 from the manufacturer to include the EC135 T2 (CPDS). The opportunity was also taken to consolidate all EC 135 type acceptances in the same report and update to the latest format. (The EC135P2 [CPDS version] and the CPDS versions of the P1 and T1 were type accepted in 2002.) The Central Panel Display System (CPDS) consists of the vehicle and engine multifunction display (VEMD) and the caution and advisory display (CAD) and is based on digital data transfers. It can be combined with dual-EFIS Flight Control Display System (FCDS), which is then marketed as the "Avionique Nouvelle" new generation glass cockpit. It is called MEGHAS by the equipment manufacturer, Thales. (Individual type acceptance is required because EC135 models with CPDS have a separate Flight Manual.)

The EC135P2 (and T2) are the current production models, using the latest PW206B2 and Arrius 2B2 engines, respectively. The new engine variants are updated versions to provide better OEI performance with a new 30 sec./2.0 min rating configuration. They are fully interchangeable, meaning that overall dimensions, CoG and mechanical interfaces are identical. (The Arrius 2B2 version has a new HP turbine (different material), modified turbine air cooling system, and revised centrifugal impellor.) However in the case of the PW206B2 it is marginally heavier, and there are differences in the electrical and functional connections. The EC 135T1 can be converted to the EC 135T2 version by embodiment of Service Bulletin EC135-71-023, using Retrofit kit EC135-71-023-2.C, while the EC 135P1 can be upgraded to the EC 135P2 using SB EC135-71-017. In addition Service Bulletin EC135-71-022 is available to convert the EC 135T1 to the EC 135P2 configuration.

This report was raised to Revision 3 to include the application for type acceptance of the latest EC135P2+ and T2+ variants, after application from the manufacturer dated 13 July 2006. This revision also records the change in type certificate responsibility to EASA. The P2+/T2+ are the latest production versions and have a MCTOW Upgrade along with new power ratings. Earlier models can be upgraded via SB 135-71-033. The main changes are replacement of the parameter values in the VEMD and CAD displays along with a FADEC software upgrade, changes to some component lives and a change in the main transmission lubricating oil.

4. Type Data

The type data requirements of NZCAR Part 21B Para §21.43 have been satisfied by supply of the following documents:

(1) Type certificate:

EASA Type Certificate Data Sheet Number EASA R.009 Issue 02: 06 Dec 2006

- Model EC135 P1 approved 14 June 1996
- Model EC135 P1(CPDS) approved 6 November 1998
- Model EC135 P2(CPDS) approved 10 July 2001
- Model EC135 P2+ approved 21 February 2006
- Model EC135 T1 approved 14 June 1996
- Model EC135 T1(CPDS) approved 26 May 1999
- Model EC135 T2(CPDS) approved 09 August 2002
- Model EC135 T2+ approved 21 February 2006

LBA Type Certificates Nr.3061 for EC135 P1, P2, T1, and T2

LBA Helicopter TCDS No.3061 for EC135 P1 at Issue 10 - 20.01.2000

LBA Helicopter TCDS No.3061 for EC135 T1 at Issue 11 - 20.01.2000

LBA Helicopter TCDS No.3061 for EC135 P2 at Issue 1 dated 10.07.2001

LBA Helicopter TCDS No.3061 for EC135 T2 at Issue 7 dated 04.06.2003
(LBA TCDS superseded by EASA TCDS.)

Transport Canada Type Certificate E-23 dated June 4, 2001

TCDS No. E-23 at Revision 20 – Model PW206B2 Approved June 4, 2001

FAA TCDS No. E42NE at Revision 5 dated July 16, 2001

Fiche de Caracteristiques Moteur N^o. M 20 – Edition N^o.10 October 2003

DGAC Certificat de Type Moteur Numero M20 for Arrius 2B/2B1

JAR-E Engine Data Sheet No. JAA/E/96-014 Arrius 2B, 2B1 Issue 6

(2) Airworthiness design requirements:

The EASA certification basis of the EC135 is JAR 27, first issue dated 06.09.1993, plus JAR 27 Appendix B for operation under IFR, plus JAR 27 Appendix C for Category A engine isolation requirements defined in CRI No. A-1. Compliance was also shown with special conditions number SC1 to SC4 defined in CRI No. C-2, E-04, F-7 and F-8. For the increased weight an exemption against JAR 27.1(a), was granted by the LBA in anticipation of a Rule change, which was subsequently introduced (See CRI No. A-3). Two equivalent safety findings were made during IFR certification and approval of the CPDS electronic cockpit displays, which were reviewed and found acceptable in accordance with §21.41(3).

This is an acceptable certification basis in accordance with NZCAR Part 21B Para §21.41, as JAR 27 is equivalent to FAR Part 27, which is the basic standard for Normal Category Rotorcraft called up under Appendix C. There are no non-compliances and no additional special conditions have been prescribed by the Director under §21.23. (The FAA certification basis of the EC 135 is FAR Part 27, including Amendment 31, and FAR Part 29, including Amendment 37, for engine isolation requirements, plus Special Conditions defined in Issue paper G-1.)

The certification basis of the PW 206B is the Canadian equivalent of FAR Part 33, at Amendment 14 dated August 10, 1990, plus Additional Airworthiness Requirements 533.101 "Electronic Engine Control Systems". For the PW 206B2 FAR 33 Amendment 18 for 2 min./30 sec. OEI Rating was added. These are acceptable design standards as FAR 33 is the basic standard for aircraft engines called up under Part 21 Appendix C.

The certification basis of the Turbomeca Arrius 2B is JAR-E Change 8 of 4 May 1990, plus "Orange Papers" E/91/1 dated 27 May 1991 and E/93/1 dated 17 May 1993, and NPA-E-17. For the 2B1 variant Orange Paper E/96/1 dated 8 August 1996 was added. The certification basis of the Arrius 2B2 is JAR-E at Change 10 dated 15 August 1999. These are acceptable design standards for an engine as JAR are accepted as equivalent to the FAR called up under Part 21 Appendix C, per Advisory Circular 21-1A.

(3) Environmental Certification:

LBA Noise Type Certificate Nr.310.3/4/3061/1- EC135 - 30.03.1998
 Lärmzulassungsschein (Noise Cert.) Nr. 310.3/4/3061/3 EC135P2 issued 30.07.01
 Lärmzulassungsschein (Noise Cert.) Nr. 310.3/4/3061/5 EC135T2 issued 09.10.02

EASA TCDS for Noise – TCDSN.R.009 at Issue 2 dated 8 December, 2006

(4) Certification compliance listing:

Certification program (Issue G dated 11.06.96) for EC 135 Basic Helicopters
 - T1, Drwg.No.L000M0001 051 - P1, Drwg.No.L000M0002 051 – Document No.
 CPL 000M0899 E01 G – Section 5 lists the required Compliance Documents

Certification Review Item CRI A-1 Issue 4, 2/5/95 – Renewal of the type certification to harmonise FAA and LBA application dates. Included Category A engine isolation to allow establishing a one-engine-inoperative height-velocity envelope. LBA issued Special Condition 1 covering "Primary structures designed with Composite Materials" per JAR 21.16.

Certification Review Item CRI E-04 Issue 02, 20/3/96 – Special Condition No.4 was issued for "Protection of Air Intake of EC 135 against Ingestion of Foreign Objects (Rain and Hail/Bird Strike), per JAR-E 790(c) and JAR-E 800."

Certification Review Item CRI F-7 Issue 5, 10/6/96 – LBA issued Special Condition No.2 for "Protection of Electrical and Electronic Systems from high Intensity Radiated Fields." ECD position based on JAR-25 NPRM Interim HIRF paper (INT/POL/25/2 dated 10.02.1992).

Certification Review Item CRI F-8 Issue 4, 25/5/96 – Special Condition No.3 covered the Electronic Display Instrument Systems, specifically the EC135 engine dual and triple gauges.

EC135 Supplemental Type Investigation - LBA RDS No.3061 – STI Report No.71
 Certification Program EC135 – Gross Mass Increase to 2835 kg – March 1, 1999

Certification Review Item CRI A-3 Issue 1, 20/11/99 – JAR 27.1(a) limits max. gross weight to 2730 kg. An increase to 2835 kg was approved by the LBA on the basis that regulatory initiatives were under way to extend the Rule(s) limit, and other exemptions had already been given.

Certification Program – EC135P2 (CPDS) - 30 sec/2 min OEI Rating Upgrade (RE)

Supplementary Type Investigation – STI Report No.121 – 30 sec/2 min OEI Rating Upgrade (Restricted Envelope) for Type EC135P2 (CPDS) - Kit L710M0013054 *

Certification Program – EC135P2 (CPDS) – Category A Operations with 30 sec/2 min OEI Rating Upgrade (Restricted Envelope) – Kit No. L710M00113055

Supplementary Type Investigation LBA RDS No.3061 – STI Report No.122 – Category A Operations with 30 sec/2 min OEI Rating Upgrade (RE) for Type EC135P2 (CPDS) *

CRI A-4 – Equivalent Safety Item for Dual Pilot IFR Static Longitudinal Stability JAR-27 Appendix B, Para IV c) – The requirements were not literally met but an equivalent safety finding was accepted based on positive stability at critical weight and c.g. conditions in cruise flight, and the high control power and ease of use of the rotor system. Pilot workload was considered acceptable for dual pilot IFR certification.

CRI A-5 – Equivalent Safety Item for the VEMD JAR-27.1549(b) – The powerplant instruments are not marked with a normal green arc or line. ESF made on the basis the VEMD attention-getting devices (underlining in yellow or flashing red) were as effective as classical instrument markings.

Certification Program – EC135T2 (CPDS) New Model T2 (with Arrius 2B2 Engine) Supplementary Type Investigation – STI Report Number 174 – New Model T2 (with Arrius 2B2 Engine) for Helicopter Type EC 135 T2 (CPDS) – Kit No. TKZ L710M0012054 *

Certification Program – EC135 T2 (CPDS) – Category A Operations with 30 sec/2 min OEI Rating Upgrade

Supplementary Type Investigation LBA Rotorcraft Data Sheet No.3061 – STI Report No.175 – Category A Operations with 30 sec/2 min OEI Rating Upgrade for Type EC135 T2 (CPDS) *

Certification Program E647 – MTOW 2910 Kg, Basic for EC 135, P2(CPDS) T2(CPDS) (Designated as new variants EC135P2+ and EC135T2+) – Rev.C dated 15.12.2005

EC135 Supplementary Type Investigation LBA-RDS No.3061 – STI Report No.647 – EC135 P2(CPDS) and T2(CPDS) MTOW Upgrade to 2910 kg (Designated as variant EC135P2+ and EC135T2) *

Certification Program E664 – CPDS software upgrade V2005 for EC135P1(CPDS), P2+, T1(CPDS), T2+ - Rev.A dated 16.12.05

EC135 Supplementary Type Investigation LBA-RDS No.3061 – STI Report No.664 – CPDS Upgrade V2005 – Dwg.No.L316M1315051, L316M1316051 *

Note: * These STI Reports contain a List of Compliance Documents

- (5) Flight manual: EC 135 P1 LBA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2641
(Includes EC135 P1 LBA-Approved RFM Supplement 9.1-3: Flights with Gross Mass Above 2720 kg and Up to 2835 kg.)
- EC 135 T1 LBA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2642
(Includes EC135 T1 LBA-Approved RFM Supplement 9.1-3: Flights with Gross Mass Above 2720 kg and Up to 2835 kg.)

EC 135 P1 (CPDS) LBA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2767

EC 135 T1 (CPDS) LBA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2768

EC 135 P2 (CPDS) LBA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2769

EC 135 T2 (CPDS) LBA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2907

EC 135 P2+ EASA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2996

EC 135 T2+ EASA-Approved Rotorcraft Flight Manual
CAA Accepted as AIR 2997

(6) Illustrated Parts Catalogue:

EC135 IPC – L004MC011E01 Volumes 1 and 2

Model PW206B IPC (Build Spec. 778) Manual P/N 3039734 issued 06 May 1996
Pratt & Whitney Model PW206B2 (BS 1028) IPC – Manual Part No. 3054928

Arrius 2B Maintenance Spare Parts Catalogue – X319 L5 700 2
Arrius 2B1 Spare Parts Catalogue – X319 L5 701 2
Arrius 2B2 Maintenance Spare Parts Catalogue – X319N37002

(7) Maintenance manual and service data for aircraft and engine:

EC 135 Airplane Maintenance Manual - L004MC001E01 Volumes 1 through 5
EC135 Wiring Diagram Manual – L004MC021-E01
EC135 Service Bulletins – L004MC04E01
EC135 Service Information – L004MC031E01

Arrius 2B-2B1 Maintenance Manual – X319 L5 301 2
Arrius 2B-2B1 Installation/Operating Manual – X319 L5 001 2
Arrius 2B and 2B1 Service Letters – X319 L5 951 2 and X319 L5 955 2
Arrius 2B-2B1 Service Bulletins – X319 L5 952 2
Arrius 2B-2B1 Modification Index – X319 L5 950 2
Arrius 2B Maintenance Tools Catalogue – X319 L5 801 2
Arrius 2B1 Tools Catalogue – X319 L5 802 2

Arrius 2 B2 Maintenance Manual – X319 N3 451 2
Arrius 2B2 Performance Brochure – X319 N3 0022
Arrius 2B2 Installation/Operating Manual – X319 N3 0012
Arrius 2 B2 Service Bulletins

MM – Turboshaft Engine Model PW206B [incl.B2] (BS778) P/N 3039732
Service Bulletins for Engine Model PW206B (BS778) reissued 31 July 1998
Spare Parts Bulletins Model PW206B (BS778) reissued 31 July 1998

(8) Agreement from manufacturer to supply updates of data in (5), (6) and (7):

CAA 2171 form from General Manager Eurocopter Int. Pacific dated 27/10/98
CAA 2171 form from Turbomeca Head of Airworthiness dated 26/10/98
Letter dated 27.10.98 from PWC Publications Customer Services (01CA4)

CAA 2171 form from Eurocopter Certification and Airworthiness dated 15.03.02.
CAA 2171 from P & W Senior Project Engineer PW200 Engines dated 11.04.02

(9) Other information:

FAA Import Type Certificate No.H88EU EC135 issued July 31, 1996
FAA TCDS No.88EU EC135 at Revision 7 dated January 24, 2007

DGAC TC Pour Importation No.IM 240 EC135 T1/P1 02 July 1996

EC 135 Technical Data Booklet – EC 135 18.101.01 E
EC135 List of Applicable Publications – L004MC051E01
EC135 Series Master Minimum Equipment List – LBA Rev.0
Arrius 2B and 2B1 Performance Brochures – X319 L5 002/5 2

135.02.101.01.E – EC135 Technical Data (Includes Standard Aircraft Definition
and Optional Equipment List)

ECD-PN-D/CT22-01/01 – Technical Note: PW206B2 Engine Upgrade for EC135
PWC Engineering Report 4978 – Installation Manual PW206B2 Turboshaft Engine

5. Additional New Zealand Requirements

Compliance with the retrospective airworthiness requirements of NZCAR Part 26 is a prerequisite for the grant of a type acceptance certificate.

Civil Aviation Rules Part 26

Subpart B - Additional Airworthiness Requirements

Appendix B - All Aircraft

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
B.1	Marking of Doors and Emergency Exits	JAR §27.783(b) – See FM Section 2-19 Placards
B.2	Crew Protection Requirements - Agricultural Aircraft	CAM 8 Appendix B Section .35 – N/A

Appendix E - Helicopters

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
E.1	Doors/Exits – (1) Operable inside and out, (2) unobstructed; (3) prevent inadvertent operation, indicates if not closed	JAR §27.783 and JAR §27.807(b)(2) - Complies - Handle position indicates whether door is locked
E.2.1	Emergency Exit Marking – Identity and Location; operation	JAR §27.807(b)(3)

Compliance with the following additional NZ operating requirements has been reviewed and were found to be covered by either the original certification requirements or the basic build standard of the aircraft, except as noted:

Civil Aviation Rules Part 91

Subpart F - Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
91.505	Shoulder Harness if Aerobatic; >10 pax; Flight Training	JAR 27.785(b)
91.507	Pax Information Signs - Smoking, safety belts fastened	Not Applicable – Less than ten passenger capacity
91.509 Min. VFR	(1) ASI JAR §27.1303(a) – Fitted as Std – See 135.02.101.01.E (2) Machmeter N/A – No Mach limitations (3) Altimeter JAR §27.1303(b) – Fitted as Std – See 135.02.101.01.E (4) Magnetic Compass JAR §27.1303(c) See FM Figure.7-1 Item 13 (5) Fuel Contents JAR §27.1305(d) Displayed by CPDS – *See FM §7-10	(6) Engine RPM JAR §27.1305(k) – CPDS* (7) Oil Pressure JAR §27.1305(h) – CPDS* (8) Coolant Temp N/A – Turbine engine (9) Oil Temperature JAR §27.1305(j) – CPDS* (10) Manifold Pressure N/A – Turbine engine (11) Cylinder Head Temp. N/A – Turbine engine (12) Flap Position N/A – Helicopter (13) U/c Position N/A – Fixed undercarriage (14) Ammeter/Voltmeter JAR §27.1351(d) – CPDS*
91511 Night	(1) Turn and Slip (2) Position Lights	EFIS; Slip ball fitted as std Fitted as Standard – See EC135 Maintenance Manual 33-41-00 (3) Anti-collision Lights Strobe lights fitted per Modification L334M4803051 (4) Instrument Lighting Fitted Std – See MM 33-14-00
91.513	VFR Navigation and Communication Equipment	Operational Requirement – Compliance as applicable
91.517 IFR	(1) Gyroscopic AH (2) Gyroscopic DI (3) Gyro Power Supply (4) Sensitive Altimeter (5) OAT	Dual EFIS fitted as part of the MEGHAS installation Integral with Instrument Fitted as Standard Integrated with CPDS – See MM 31-23-00 (6) Time in hr/min/sec Chronograph fitted as standard – See MM 31-11-00 (7) ASI/Heated Pitot Dual heated pitot fitted as std – See MM 30-31-00 (8) Rate of Climb/Descent VSI fitted as standard – See 135.02.101.01.E
91.519	IFR Communication and Navigation Equipment	EC135 is IFR approved when suitably equipped Full range of IFR equipment available as an option – See 135.02.101.01.E
91.523	Emergency Equipment (a) More Than 9 pax - First Aid Kits per Table 7 - Fire Extinguishers per Table 8 (b) More than 20 pax - Axe readily accessible to crew (c) More than 61 pax - Portable Megaphones per Table 9	First Aid Kit available under Option L2562-001-00 Portable fire extinguisher fitted as std – See 135.02.101.01.E Not Applicable – Less than 20 passengers Not Applicable – Less than 61 passengers
91.529	ELT - TSO C91a after 1/4/97 (or replacement)	Artex ELT 110-406 can be fitted iaw Mod. L256M3821051
91.531	Oxygen Indicators - Volume/Pressure/Delivery	Operational Requirement – Compliance as applicable
91.533	Oxygen for Non-Pressurised Aircraft >30 min above FL100 - Supplemental for crew, 10% Pax - Therapeutic for 3% of Pax Above FL100 - Supplemental for all Crew, Pax - Therapeutic for 1% Pax; - 120l PBE for each crew member	Not fitted as standard No listed factory option in 135.02.101.01.E No Supplement listed in Section 9 of the Flight Manual (Maximum altitude specified in Flight Manual is 20,000 ft.)
91.541	SSR Transponder and Altitude Reporting Equipment	Operational Requirement – Compliance as applicable

91.543	Altitude Alerting Device - Turbojet or Turbofan	Not Applicable – Not turbo jet or turbofan powered
91.545	Assigned Altitude Indicator	Operational Requirement – Compliance as applicable
A.15	ELT Installation Requirements	To be determined on an individual aircraft basis

Civil Aviation Rules Part 135

Subpart F - Instrument and Equipment Requirements

PARA:	REQUIREMENT:	MEANS OF COMPLIANCE:
135.355	Seating and Restraints	Pilot's seats fitted with 4-point safety belts with automatic locking system a standard – See 135.02.101.01.E
135.357	Additional Instruments (Powerplant and Propeller)	EC 135 has the instruments specified under FAR §29.1305
135.359	Night Flight	Landing light, Pax compartment
135.361	IFR Operations	Speed, Alt, spare bulbs/fuses
135.363	Emergency Equipment (Part 91.523 (a) and (b))	Fitted as Standard – See EC135 18.101.01 E page 9
135.365	Passenger Address System, Intercom	Operational Requirement – Compliance as applicable
135.366	Cockpit Voice Recorder	Operational Requirement – Compliance as applicable
135.367	Flight Data Recorder	Not Applicable – Less than 10 passenger seats
135.369		Not Applicable – Less than 10 passenger seats
	Note: JAR OPS III compliant CVFDR available to be fitted in accordance with Modification L313M2839051	
135.371	Additional Attitude Indicator	Not Applicable – Not turbo jet powered
135.373	Weather Radar	Not Applicable – MCTOW less than 5700 kg.
135.375	Ground Proximity Warning System	N/A – Less than 10 pax seats and MCTOW under 5700 kg.

Attachments

The following documents form attachments to this report:

Photographs First-of-Type example EC135P1 s/n 0058 ZK-HGF

Three-view drawing Eurocopter Model EC 135

Copy of EASA Type Certificate Data Sheet number EASA R.009

Sign off

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David Gill
Team Leader Airworthiness

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Checked – AWE Chris Thomson
Date: 14 March 2007

Appendix 1

List of Type Accepted Variants:

Model:	Applicant:	CAA Work Request:	Date Granted:
EC 135 P1	Eurocopter International Pacific Ltd	99/21B/13	25 November 1998
EC 135 T1	Eurocopter Deutschland GmbH	0/21B/17	21 February 2000
EC 135 P1 (CPDS)	Eurocopter Deutschland GmbH	2/21B/9	28 June 2002
EC 135 T1 (CPDS)	Eurocopter Deutschland GmbH	2/21B/9	28 June 2002
EC 135 P2 (CPDS)	Eurocopter Deutschland GmbH	2/21B/9	28 June 2002
EC 135 T2 (CPDS)	Eurocopter Deutschland GmbH	5/21B/15	14 April 2005
EC 135 P2+	Eurocopter Deutschland GmbH	7/21B/3	14 March 2007
EC 135 T2+	Eurocopter Deutschland GmbH	7/21B/3	14 March 2007