



Transport  
Canada

Transports  
Canada

**TRANSPORT CANADA**  
**MMEL SUPPLEMENT**

**TO**

**AIRBUS HELICOPTERS DEUTSCHLAND GmbH**  
**EC135 SERIES**

**MASTER MINIMUM EQUIPMENT LIST**

**Chief, Flight Test**  
**National Aircraft Certification**  
**for Minister of Transport**

**May 11, 2020**  
**Revision: 01**

**Canada**

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**Log of Revisions**

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<b>Revision No.</b>	<b>Date</b>	<b>Page Number</b>	<b>Initials</b>
Original	Oct. 16, 2013	All	
Revision 01	May 11, 2020	All	

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**Reasons for Changes**

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- |                          |   |
|--------------------------|---|
| <b>General</b>           | <ul style="list-style-type: none"><li>➤ Alignment with:<ul style="list-style-type: none"><li>– EASA MMEL Revision 6</li><li>– TC Guidance Book (GB) Revision 7</li><li>– TC MMEL Global Change (GC) 11</li></ul></li><li>➤ Formatting and layout changes.</li><li>➤ Replaced Eurocopter with Airbus Helicopters Deutschland GmbH throughout the document.</li></ul> |
| <b>23-1</b>              | Deleted. Refer to EASA MMEL.  |
| <b>23-3</b>              | Renumbered from 23-2. Revised item title as per EASA MMEL.  |
| <b>23-4</b>              | Renumbered from 23-5. Added "(AECMA 23-00)" to item title as per EASA MMEL. Reformatted 4.2 relief conditions (editorial changes only).   |
| <b>23-5</b>              | Renumbered from 23-3. Added "(AECMA 23-00)" to item title as per EASA MMEL.   |
| <b>23-6</b>              | Renumbered from 23-4. Added "(AECMA 23-00)" to item title as per EASA MMEL.   |
| <b>24-7</b>              | Renumbered from 24-4 and deleted. Refer to EASA MMEL.   |
| <b>24-9</b>              | Renumbered from 24-5 and deleted. Refer to EASA MMEL.   |
| <b>24-14</b>             | Renumbered from 24-9 and deleted. Refer to EASA MMEL.   |
| <b>25-4</b>              | New item with Repair Interval Category as per GB item 25-20-3.  |
| <b>25-7</b>              | New item as per GB item 25-60-2.  |
| <b>25-10</b>             | Renumbered from 25-4 and revised as per GB item 25-60-1.  |
| <b>25-11</b>             | Renumbered from 25-5 and deleted. Refer to EASA MMEL.   |
| <b>25-15</b>             | New item as per GB item 25-20-1.  |
| <b>30-1</b>              | New item with Repair Interval Category and day VMC restriction as per GB item 30-30-1.  |
| <b>30-2</b>              | New item with Repair Interval Category and day VMC restriction as per GB item 30-30-1.  |
| <b>30-3</b>              | New item with Repair Interval Category and day VMC restriction as per GB item 30-30-1.  |
| <b>30-3<br/>(former)</b> | Replaced by new 30-4, 30-5, and 30-6.   |
| <b>30-4</b>              | New item with Repair Interval Category as per GB item 30-30-3.  |
| <b>30-5</b>              | New item with Repair Interval Category as per GB item 30-30-3.  |

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- 30-6** New item with Repair Interval Category as per GB item 30-30-3.
- 30-7** Renumbered from 30-5 and revised item title as per EASA MMEL.
- 31-2** Repair Interval Category and Number Required as per TCCA Flight Test assessment during validation activities. Dispatch conditions address failure leading to single MFD inoperative only.
- 31-7** Renumbered from 31-6 and revised item title as per EASA MMEL. Editorial changes throughout item.
- 31-10** New item to indicate former 9.1 (renumbered as 10.1) and 9.2 (renumbered as 10.2.2) as deleted. Refer to EASA MMEL.
- 31-11** New item restricted to VFR DAY.
- 31-12** Renumbered from 31-15 and revised item title as per EASA MMEL. Revised dispatch conditions to indicate provisos a) and b) as per EASA MMEL.
- 31-20** Renumbered from 31-16 and deleted. Refer to EASA MMEL.
- 32-1** Deleted. Refer to EASA MMEL.
- 33-1** Revised item title as per EASA MMEL. Revised first and second relief cases to indicate "No change from EASA MMEL". Revised third relief as per GB item 33-10-1.
- 33-3** Deleted. Refer to EASA MMEL.
- 33-6** Deleted VFR restriction. Relief as per GB item 33-40-3.
- 33-8** Renumbered from 33-7 as per EASA MMEL.
- 33-9** New item. Repair Interval Category of first relief as well as 9.2 as per GB item 33-40-2.
- 33-10** New item as per GB item 33-40-1.
- 33-19** Renumbered from 33-11. Reformatted to indicate "No change from EASA MMEL" in relief conditions. Deleted third relief.
- 33-20** Renumbered from 33-12, revised item title, and deleted. Refer to EASA MMEL.
- 34-1** Deleted. Refer to EASA MMEL.
- 34-3** Deleted. Refer to EASA MMEL.
- 34-5** Renumbered from 34-4 as per EASA MMEL. Minor editorial change in dispatch conditions to match EASA MMEL wording.
- 34-8** Renumbered from 34-6 as per EASA MMEL.

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<b>34-16</b>	Renumbered from 34-10 as per EASA MMEL. Revised first relief to indicate "No change from EASA MMEL". Added second relief for day VFR operations.
<b>34-17</b>	New item to indicate Repair Interval Category C for first relief.
<b>34-19</b>	Renumbered from 34-12 as per EASA MMEL. Deleted sub-items 1) and 2).
<b>34-22</b>	Renumbered from 34-14 and revised item title as per EASA MMEL. Deleted. Refer to EASA MMEL.
<b>34-29</b>	Renumbered from 34-16 and revised item title as per EASA MMEL.
<b>34-30</b>	New item as per TC MMEL Global Change 11.
<b>34-31</b>	Renumbered from 34-17 and revised item title as per EASA MMEL.
<b>34-32</b>	Renumbered from 34-19 and revised item title as per EASA MMEL. Revised dispatch conditions and added second relief as per GB 34-50-1.
<b>34-33</b>	Renumbered from 34-20 and deleted. Refer to EASA MMEL.
<b>34-34</b>	Renumbered from 34-21 and revised item title as per EASA MMEL. Deleted. Refer to EASA MMEL.
<b>34-35</b>	Renumbered from 34-22 and deleted. Refer to EASA MMEL.
<b>34-36</b>	Renumbered from 34-23 and deleted. Refer to EASA MMEL.
<b>34-44</b>	Renumbered from 34-24 and revised item title as per EASA MMEL.
<b>63-9</b>	Renumbered from 63-4 and deleted. Refer to EASA MMEL.
<b>71-1</b>	Deleted. Refer to EASA MMEL.

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## **Introduction**

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This Transport Canada MMEL Supplement constitutes a mandatory change to the EASA Approved MMEL for the Airbus Helicopters Deutschland GmbH EC135 Series.

This MMEL Supplement must be used in conjunction with the EASA Approved MMEL (Revision 6 or later applicable revision).

The information contained herein supersedes the existing EASA MMEL only for those items listed herein. For items not contained in this supplement, consult the EASA Approved MMEL.

Operating and/or maintenance procedures referred to in this supplement are the same as those supporting the EASA MMEL unless otherwise indicated. Procedures not indicated in the EASA Approved MMEL must be provided by the operator.

The EASA MMEL has entries where the "Remarks or Exceptions" column makes reference to applicable operational regulation. Unless such an entry is superseded by an item in this supplement, all references should be made to the applicable Canadian Aviation Regulations (CARs).

This MMEL supplement uses the same format, definitions and symbols as the EASA MMEL.

Comments and inquiries should be directed to:

Transport Canada  
Chief, Flight Test - AARDC  
National Aircraft Certification



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			3.	Number Required for Dispatch	
				4.	Remarks or Exceptions
23	COMMUNICATIONS				
1.	Communication System (HF) *** (AECMA 23-00)				Deleted in Revision 1 Refer to EASA MMEL
3.	Communication System (VHF AM) (AECMA 23-00)	C	-	-	Any in excess of those required by regulation and not powered by a standby or emergency bus and not required for emergency procedures may be inoperative.
4.	ICS (AECMA 23-00)				
4.1	Cockpit	D	-	1	No change from EASA MMEL
4.2	Cabin	C	-	1	(O) One or more may be inoperative provided: a) Only (flight) crew, medical passenger and injured persons are in the cabin, b) Alternate procedures are established and used, and c) Required standard safety briefings are given to medical passengers.
	4.3 to 4.7				No change from EASA MMEL
5.	ATC Transponder (AECMA 23-00)	C	-	0	As required by regulations.
6.	Radio Altimeter Aural Alert Generator *** (AECMA 23-00)	D	-	0	May be inoperative provided approach minimums or operating procedures are not dependent on its use.

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24			ELECTRICAL POWER
7.			CDS or CPDS Ammeter Indication
9.			CDS or CPDS Voltmeter Indication
14.			Emergency Battery Pack of Standby Attitude Indicator
			Deleted in Revision 1 Refer to EASA MMEL
			Deleted in Revision 1 Refer to EASA MMEL
			Deleted in Revision 1 Refer to EASA MMEL

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25	EQUIPMENT/ FURNISHINGS				
4.	Passenger Seatbelt and/or Shoulder Harness (AECMA 25-21)	D	-	0	No change from EASA MMEL
7.	First Aid Kit (AECMA 25-60)	D	-	-	(O) Any kit or items contained in the kit in excess of those required by regulations may be incomplete or missing provided: <ul style="list-style-type: none"> <li>a) Required distribution is maintained, and</li> <li>b) Procedures are established and used to alert crew members of missing or incomplete kits.</li> </ul>
10.	Emergency Locator Transmitter (ELT) *** (AECMA 25-63)				
1)	Survival Type ELT	D	-	-	Any in excess of those required by regulations may be inoperative or missing.
2)	Fixed ELT	A	-	-	(M) May be inoperative provided: <ul style="list-style-type: none"> <li>a) Placard is displayed in the flight deck indicating the date the ELT has been removed, and</li> <li>b) Repair or replacement is made within the time interval prescribed by regulations.</li> </ul>

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25	EQUIPMENT/ FURNISHINGS			
11.	Automatically Deployable Emergency Locator Transmitter *** (AECMA 25-63)			Deleted in Revision 1 Refer to EASA MMEL
15.	Passenger Convenience Items / NEF Items ***			NOTES: 1. Operators are to select either Passenger Convenience Items or NEF (Non-Essential Equipment and Furnishings) in their MELs. 2. For operators with NEF defect rectification and control procedures, refer to sub-item 2) (NEF) only.
	1) Passenger Convenience Items	-	0	Passenger convenience items as expressed in this MMEL are those related to passenger convenience comfort or entertainment. Items addressed elsewhere in this document shall not be included. (M) and (O) procedures may be required and included in the MEL.
	2) Non-Essential Equipment and Furnishings (NEF)	-	0	May be inoperative, damaged or missing provided that the item(s) is deferred in accordance with the operator's defect rectification and control procedures. The NEF policies are outlined in the operator's Maintenance Control Manual. (M) and (O) procedures, if required, must be available to the flight crew and included in the operator's appropriate document.

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					4. Remarks or Exceptions
30	ICE AND RAIN PROTECTION				
1.	Pitot Tube Heater1 *** (for all variants, except P3H/T3H H/C) (AECMA 30-31)	B	-	0	May be inoperative for day VMC provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C.
2.	Pitot Tube Heater2 *** (for all variants, except P3H/T3H H/C) (AECMA 30-31)	B	1	0	May be inoperative for day VMC provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C.
3.	Pitot Tube Heater1/2 (for P3H/T3H H/C only) (AECMA 30-31)	B	2	0	May be inoperative for day VMC provided the helicopter is not operated at any time in known or forecast conditions of visible moisture or precipitation, when the OAT is below +5°C.
4.	Static Port Heater1 *** (for all variants, except P3H/T3H H/C) (AECMA 30-31)	B	-	0	No change from EASA MMEL
5.	Static Port Heater2 *** (for all variants, except P3H/T3H H/C) (AECMA 30-31)	B	-	0	No change from EASA MMEL

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30					ICE AND RAIN PROTECTION
6.		B	2	0	No change from EASA MMEL
					(for P3H/T3H H/C only) (AECMA 30-31)
7.		D	2	0	One or both may be inoperative provided flight is not conducted in precipitation within five nautical miles of the airport of take-off or intended landing.
					(WWS) *** (AECMA 30-42)
		D	2	1	Co-pilot's windshield wiper may be inoperative for single pilot operation.

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31	INDICATING/ RECORDING SYSTEMS				
2.	Ground Detection Circuit connection to MFD (for P3H/T3H H/C only) (AECMA 31-13/67-12)	B	3	2	(O)(M) One connection may be inoperative provided: a) All AMC platforms and two MFD platforms have started in long power-up mode as determined by the operational procedure (refer to MMEL), and b) The MFD that has not started in long power-up mode as determined by the operational procedure is deactivated and considered inoperative (refer to chapter 42.)
7.	Cockpit Voice and Flight Data Recorder (CVFDR) *** (AECMA 31-32)				
	1) CVR and FDR required by regulations	A	1	0	CVR function may be inoperative provided: a) Flight Data Recorder (FDR) function is operative, and b) Repairs are made within three flight days.
		A	1	0	FDR function may be inoperative provided: a) Cockpit Voice Recorder (CVR) function is operative, and b) Repairs are made within three flight days.

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31 INDICATING/ RECORDING SYSTEMS					
7. Cockpit Voice and Flight Data Recorder (CVFDR) *** (AECMA 31-32) (cont'd)					
2) CVR only required by regulations	A	1	0	CVR function may be inoperative provided repairs are made within three flight days.	
3) FDR only required by regulations	A	1	0	FDR function may be inoperative provided repairs are made within three flight days.	
4) CVR not required by regulations	D	1	0	CVR function may be inoperative.	
5) FDR not required by regulations	D	1	0	FDR function may be inoperative.	
6) Digital FDR Recording Parameters required by regulations	A	-	-	Up to three digital recording parameters may be inoperative provided: a) CVR function is operative, and b) Repairs are made within twenty calendar days.	
7) Digital FDR Recording Parameters not required by regulations	A	-	-	May be inoperative provided repairs are made before the completion of the next heavy maintenance visit.	



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31 INDICATING/ RECORDING SYSTEMS					
10. Electronic Flight Instrumentation System (AECMA 31-61)					
10.1 EFS 40 ***					Deleted in Revision 1 Refer to EASA MMEL
10.2 Flight Control and Display System (FCDS) ***					
10.2.1. FCDM1 (PFD and ND: FCDM1)					No change from EASA MMEL
10.2.2. SMD45 and/or SMD68 (2 x SMD45, 2 x SMD45 + SMD68, 4 x SMD45)					Deleted in Revision 1 Refer to EASA MMEL
10.2.3. Instrument Control Panel (ICP)					No change from EASA MMEL
10.2.4. Reconfiguration Unit					No change from EASA MMEL
10.2.5. Video Radar Unit (VRU) *** (AECMA 31-61)					No change from EASA MMEL
11. Electronic Horizontal Situation Indicator (EHSI) *** (AECMA 31-61)	C	1	0	(M)	May be inoperative for VFR DAY provided a) No change from EASA MMEL, and b) No change from EASA MMEL Note: No change from EASA MMEL

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				4. Remarks or Exceptions
31 INDICATING/ RECORDING SYSTEMS				
12. Horizontal Situation Indicator (HSI) *** (AECMA 31-61)	C	-	0	May be inoperative for VFR DAY provided a) No change from EASA MMEL, and b) No change from EASA MMEL
20. UMS *** (without Maintenance Credits) (AECMA 31-71)				Deleted in Revision 1 Refer to EASA MMEL

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32			
1.	LANDING GEAR  Emergency Floatation System *** (AECMA 32-15)		Deleted in Revision 1 Refer to EASA MMEL

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				Number Installed	Number Required for Dispatch
					Remarks or Exceptions
33	LIGHTS				
1.	Instrument Lighting System (including NVG compatible Parts ***) (AECMA 33-14)	C	-	-	No change from EASA MMEL
		D	-	0	No change from EASA MMEL
		D	-	0	May be inoperative for day operations.
3.	Cabin Lighting System (AECMA 33-21/22/31)				Deleted in Revision 1 Refer to EASA MMEL
6.	Position Light System (AECMA 33-41)	C	1	0	May be inoperative for day operations.
8.	Anti-Collision Light System (AECMA 33-42)	C	1	0	May be inoperative for day operations.
9.	Dual Color Anti-Collision Light System *** (AECMA 33-42)	C	-	0	No change from EASA MMEL
9.1	White Mode	D	-	0	No change from EASA MMEL
9.2	Red Mode	C	-	0	No change from EASA MMEL
10.	Landing Light (fixed) (AECMA 33-43)	C	1	0	May be inoperative for day operations.
19.	Emergency Exit Light *** (AECMA 33-53)	C	-	0	No change from EASA MMEL
		C	-	0	No change from EASA MMEL

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<p>33     LIGHTS</p> <p>20.    Helicopter Emergency Egress Lighting System (HEELS) *** (AECMA 33-53)</p>			<p>Deleted in Revision 1 Refer to EASA MMEL</p>

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34	NAVIGATION				
1.	Airspeed Indicator (AECMA 34-11)				Deleted in Revision 1 Refer to EASA MMEL
3.	Alternate Static Pressure Source (AECMA 34-11)				Deleted in Revision 1 Refer to EASA MMEL
5.	Altimeter (AECMA 34-11)	C	-	1	Any in excess of one may be inoperative for VFR DAY provided the operative altimeter is on the pilot flying's side.
8.	Vertical Speed Indicator (AECMA 34-11)	C	-	1	No change from EASA MMEL
		C	-	0	May be inoperative for VFR DAY operations.
16.	Gyroscopic Bank and Pitch Indicator (AECMA 34-22)	C	-	1	No change from EASA MMEL
		C	-	0	May be inoperative for VFR DAY operations.
17.	Slip Indicator (AECMA 34-22)	C	-	1	No change from EASA MMEL
		C	-	0	No change from EASA MMEL

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<b>Aircraft:</b> <b>EC135</b>		<b>Revision No. 01</b> <b>Date: May 11, 2020</b>			<b>Page:</b> <b>34-2</b>
System & Sequence Numbers		1.	2.	Number Installed	
				3.	Number Required for Dispatch
				4.	Remarks or Exceptions
34	NAVIGATION				
19.	Gyroscopic Direction Indicator (AECMA 34-22)	C	-	1	Copilot's indicator may be inoperative for single pilot VFR operations.
22.	AHRS1/2 (AECMA 34-22)				Deleted in Revision 1 Refer to EASA MMEL
29.	Navigation System (VOR, ILS) (AECMA 34-00)	C	-	-	Any in excess of those required by regulations and not powered by an emergency or standby electrical bus may be inoperative.
30.	Navigation System (ADF) (AECMA 34-00)	D	-	-	Any in excess of those required by regulations may be inoperative.
31.	Traffic Alert/Advisory System *** (ACAS/TCAS, TCAD, TAS, FLARM, etc.) (AECMA 34-44)	C	-	0	(M) May be inoperative provided the system is deactivated and secured.
32.	Navigation System *** (GPS) (AECMA 34-00)	C	-	-	(O) Except where enroute operations require its use, may be inoperative provided alternate procedures are established and used.
		D	-	-	May be inoperative provided procedures do not require its use.

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<b>Aircraft:</b> <b>EC135</b>		<b>Revision No. 01</b> <b>Date: May 11, 2020</b>		<b>Page:</b> <b>34-3</b>
System & Sequence Numbers	1.	2.	Number Installed	3. Number Required for Dispatch
				4. Remarks or Exceptions
34				NAVIGATION
33.				Weather Radar System *** (AECMA 34-00)
34.				Distance Measuring Equipment (DME) *** (AECMA 34-00)
35.				Marker Beacon *** (AECMA 34-00)
36.				Navigation Management System *** (AECMA 34-63)
44.		C	-	0 (M)
				Helicopter Terrain Alert and Warning System (HTAWS) *** (AECMA 34-00)
				Deleted in Revision 1 Refer to EASA MMEL
				Deleted in Revision 1 Refer to EASA MMEL
				Deleted in Revision 1 Refer to EASA MMEL
				Deleted in Revision 1 Refer to EASA MMEL
				May be inoperative provided the system is deactivated and secured.



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System & Sequence Numbers	1.	2.	Number Installed
			3. Number Required for Dispatch
			4. Remarks or Exceptions
<p>63     MAIN ROTOR DRIVE</p> <p>9.     Mast Moment Indicating System ***          (AECMA 62-44)</p>			<p>Deleted in Revision 1          Refer to EASA MMEL</p>

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System & Sequence Numbers	1.	2.	Number Installed
		3.	Number Required for Dispatch
		4.	Remarks or Exceptions
71	POWERPLANT		
1.	Sand Filter System *** (AECMA 71-61)		Deleted in Revision 1 Refer to EASA MMEL