Civil Aviation Administration of China (CAAC)

Aircraft Evaluation Group (AEG)

Aircraft Evaluation Report

For

EC135

EC135 P3(CPDS), EC135 T3(CPDS)

EC135 P3H, EC135 T3H

Initial **Date: 26/October/2017**

Manufacturer: Airbus Helicopters Deutschland GmbH

Revision Record & Approval

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Prepared by:

Zhang Lingzhi
Deputy Chief, Aircraft Evaluation Division
Flight Standards Department of Civil Aviation Administration of China

Li Xiaolei
Engineer, AEG Office
Civil Aviation Safety and Technology Center, Civil Aviation Administration of China

Reviewed by:

Xue Shijun
Director, Aircraft Evaluation Division
Flight Standards Department of Civil Aviation Administration of China

Approved by:

Hu Zhenjiang
Director General
Flight Standards Department of Civil Aviation Administration of China

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Foreword

Airbus Helicopters Deutschland GmbH EC135 series helicopters include following models/variants under the same TC:

- EC135 P1(CDS), EC135 P1(CPDS), EC135 P2(CPDS), EC135P2+, EC135 P3(CPDS), EC135 P3H installed two Pratt & Whitney PW 206 series engines.
- EC135 T1(CDS), EC135 T1(CPDS), EC135 T2(CPDS), EC135 T2+, EC135 T3(CPDS), EC135 T3H installed two Turbomeca Arrius 2 series engines.
- EC635 P2+, EC635 P3(CPDS), EC635 P3H, EC635 T1(CPDS), EC635 T2+, EC635 T3(CPDS), EC635 T3H for military configuration.

Note 1: EC135 *P1, P2, P3 and EC135 T1, T2, T3 difference is due to the engine configuration.*

Note 2: For identified the cockpit instrument difference, CDS means Cockpit Display System, CPDS means Central Panel Display System, H means HELIONIX avionics without any analogue instrument.

"H135" is used as marketing designation for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters, which are the current models for EC135 series helicopters in production.

EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CPDS), EC135 T2(CPDS), EC135 T2+, EC135 T3(CPDS) already have CAAC airworthiness validation. EC135 P3(CPDS), EC135 P3H and EC135 T3H are in process of CAAC airworthiness validation.

CAAC AEG evaluation for EC135 series helicopters was initially conducted for EC135 P3(CPDS), EC135 T3(CPDS) in May 2016, and then EC135 P3H, EC135 T3H evaluation was conducted in March 2017. The initial version of this report was formalized on the base of the above evaluations.

For EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CPDS), EC135 T2(CPDS), and EC135 T2+ helicopters, as they are not in production any more, they are not included in this report, and operators may keep their current operation approval.

Section 1: Pilot Type Rating and Qualification Specification

1.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Flight Standardization Board (FSB) evaluation of EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters based on the EASA Operation Suitability Data (OSD) process and determination for flight crew, which specifies the pilot type rating, training, checking, and currency specifications for flight crews.

Hereby, the provisions in this section can be used as the basis for Chinese operators to develop their pilot qualification and training program for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters.

Alternate means of compliance to the requirements of CCAR 61, 91 and 135, other than specified in the provisions of this section, must be approved by Flight Standards Department of the CAAC. If an alternate means of compliance is sought, operators will be required to show the CAAC that the proposed alternate means of compliance will provide an equivalent level of safety to the provisions of this section. This may be accomplished by submitting analysis, demonstrations, proof of concept testing, differences in documentation, and other supporting evidences to the CAAC.

Find EASA Approved OSD:
The EC135 Operational Suitability Data (OSD) for Flight Crew is published on Airbus Helicopter TIPI website. For further questions, Airbus Helicopters may be contacted via:

http://information.osd-airbushelicopters.ahd@airbus.com

1.2 Pilot Type Rating and Licence Endorsement

Upon the FSB evaluation, the Pilot Type Rating for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters is listed as follows:

Manufacturer	Aircraft Type/Model	Pilot Type Rating
Airbus Helicopters Deutschland GmbH	EC135 P3(CPDS)	None
	EC135 T3(CPDS)	
	EC135 P3H	
	EC135 T3H	

Note 1: *As the maximum takeoff weight less than 3180kg, there is no type rating requirement for the above helicopters according to CCARs, but type training is required for pilots as specified in Section 1.4.*

Note 2: *EASA requires pilot type rating for EC135 helicopters due to its regulation requirements, and determined the type rating as "EC135/635" for all EC135 family helicopters which include the above helicopters.*

License endorsement and Checking record:

Not required, but "EC135" may be used for checking records for any EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H Helicopters.

1.3 ODR and MDR

Not applicable.

1.4 Specification for Training

The Type Rating Training Courses proposed by Airbus Helicopters Deutschland GmbH for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters are as follows and they have to be considered as the basis when developing pilot training program.

- EC135 P3/T3(CPDS) and P3H/T3H Pilot Training Syllabus (Document number: L0000M03CHN)

Note 1: *Following training courses included in the above training syllabus:*

- *Transition training course EC135/635 T3/P3 (CPDS/MEGHAS)*
- *Transition training course EC135/635 T3H/P3H (Helionix)*
- *Instrument Type Rating Course*
- *EC135/635 T3/P3 CPDS to EC135/635 T3/P3 Helionix® Differences Course*

Note 2: *If a pilot only completes VFR type training course, he/she is limited for VFR operation and should clearly identified "VFR Only" in personal logbook and checking record.*

Note 3: *In addition to type training, the following specific training syllabus also proposed by Airbus Helicopters Deutschland GmbH, and should be referenced for training before conducting the corresponding operations:*

- *CAT A Operation Training syllabus*
- *Rescue hoist Operation Training syllabus*
- *External load hook Operation Training syllabus*

Note 4: *As for EC135 P1(CPDS), EC135 P2(CPDS), EC135 P2+, EC135 T1(CPDS), EC135 T2(CPDS), EC135 T2+ helicopters, since they are not in production any more, the training specification is not included in this report. If pilots who have the flight qualification of those models seek for training credit for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H, they may ask POI approval case by case depending on the practical cockpit configuration.*

Note 5: *The above training courses syllabus are available by request from Airbus Helicopters Deutschland GmbH.*

Specifications for particular emphasis elements during training are as follows:

a) General

The following items must receive special emphasis during initial and recurrent training:

- The correct use of manual engine operations.
- OEI training and limitations, WAT chart and correct take-off/landing profiles.

For the FCDS/AFCS cockpit, as it is considered as high level of automation, to pay particular attention to the correct use of:

- ICP (Instrument Control Panel)
- FCDS displays, settings and emergencies
- AFCS operation, especially upper modes and limitations
- VFR/IFR approach procedures and limitations
- GA procedures

b) For EC135 P3/T3(CPDS)

- Differences in dimensions
- Cockpit layout
- Use of CPDS
- Main rotor system and Fenestron®.
- Mast Moment indication system
- Flight control system
- IBF system, if installed
- AEO performance
- OEI performance calculation and training
- Use of training mode

- Use of High NR switch
- FADEC procedures
- Use of AFCS and FCDS, if installed

c) For EC135 P3H/T3H
- In addition to P3/T3 – cockpit layout with HELIONIX
- FLI design
- High altitude TQ matching
- Training mode

d) For Engine Difference
- Engine design
- Fuel control system
- FADEC control, including NR law differences
- FADEC indications, cautions, warning and Emergency procedures
- IBF (from T3 to P3 only)

1.5 Specification for Checking

As required by CCAR Part 61 and 135.

1.6 Specification for Currency

As required by CCAR Part 61 and 135.

1.7 Specification for Flight Simulation Training Devices

When this report is finalized, the Flight Simulation Training Devices are not available for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters.

Section 2: Maintenance License and Training Specification

2.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Maintenance Training Evaluation (MTE) for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters based on the documentation provided by Airbus Helicopters Deutschland GmbH .

Thus, the provisions in this section can be used as the basis for Chinese operators to develop their maintenance personnel qualification and training program for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters.

Alternate means of compliance other than specified in the provisions of this section must be approved by Flight Standards Department of the CAAC.

2.2 Maintenance License Endorsement

Upon the MTE evaluation, the maintenance license endorsement for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters is listed as follows:

Manufacturer	Aircraft Type/Model	License Endorsement
Airbus Helicopters Deutschland GmbH	EC135 P3(CPDS)	EC135
	EC135 P3H	
	EC135 T3(CPDS)	
	EC135 T3H	

2.3 Specification for Training

The maintenance training standard course curriculum proposed by Airbus Helicopters Deutschland GmbH for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters is as follows. Operators and maintenance training providers should consider these courses as a baseline when developing maintenance training program:

- EC135 P3/T3(CPDS) and P3H/T3H Maintenance Training Syllabus (Document number: L0000M04CHN)

Note 1: *The following training courses are included in the above training syllabus:*

Type Training Course *(Theoretical and Practical)*

- *ME on CDS/CPDS version*
- *AV on CDS/CPDS version*

- *ME on Helionix version*
- *AV on Helionix version*
- *Engine module for ME – all versions*

Difference Training Course *(Theoretical and Practical)*

- *ME EC135 CDS/CPDS to Helionix version*

Note 2: *For the helicopter options, it is the operator's responsibility to compare the detail differences based on their actual configurations; and the differences training may be conducted by operator or its contracted maintenance organization.*

Note 3: *The above training courses syllabus are available by request to Airbus Helicopters Deutschland GmbH.*

Section 3: Master Minimum Equipment List

3.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted Flight Operation Evaluation Board (FOEB) evaluation for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters based on the EC135/635 T AND EC135/635 P MASTER MINIMUM EQUIPMENT LIST (MMEL) approved by EASA which outlines the items of equipment that may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations.

Note: *MMEL items for EC135 T3H/P3H not yet incorporated into the above MMEL, operator should check the availability of EC135 T3H/P3H MMEL items before entry into service.*

Hereby, the MMEL and its future revisions approved by EASA (including DOA delegation) can be used as a basis for operators to develop their Minimum Equipment List (MEL) for the above stated EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters.

Find EASA Approved MMEL:
The above MMEL distributed by Airbus Helicopters on KeyCopter website, and EASA approval reference is available by request to Airbus Helicopters Deutschland GmbH.

3.2 CAAC Supplemental

Not applicable.

Section 4: Scheduled Maintenance Requirements

4.1 Statement and Explanation

There is no EASA approved MRBR for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters, but following schedule maintenance requirements recommended by Airbus Helicopters Deutschland GmbH should be followed by Chinese operator or referenced to developing their own maintenance or inspection program:

- Master Service Manual (MSM) EC135 P1, P2, P3, T1, T2, T3
- Master Service Manual (MSM) EC135 P3H, T3H

Note 1: *Master Servicing Manual (MSM) including Airworthiness Limitations Section (ALS) and Time Limitation/Inspection which considered as Chapter 04 and 05 of Aircraft Maintenance Manual (AMM).*

Note 2: *There are some detailed maintenance procedures included in MSMs other than maintenance tasks, for example Chapter "Ground Check Run and Functional Check Flight – Inspection".*

4.2 CAAC Supplemental

Not applicable.

Section 5: Operational and Continued Airworthiness Instructions

5.1 Statement and Explanation:

This section is the formal notification that CAAC AEG has conducted evaluation of the operational and continued airworthiness instructions for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters and the related Airbus Helicopters Deutschland GmbH policies and procedures.

Hereby, the Operational and Continued Airworthiness Instructions documents listed below were found acceptable by the CAAC AEG that they give the necessary guidance for operating and maintaining the EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters within the approved operating conditions and limitations.

This acceptance does not assure the accuracy and applicability of the content in each document. It is the responsibility of the owner or the operator to report any defect or discrepancy in these documents to the aircraft manufacturer or CAAC AEG by mail box: aeg@caac.gov.cn.

Operational & Continued Airworthiness Instructions distribution:
Flight Manuals are distributed by AH Keycopter website or hard copies, other manuals are distributed by AH Keycopter website, ORION USB, or hard copies.

5.2 List of Operational and Continued Airworthiness Instructions for EC135 P3/T3(CPDS)

Manual	Doc. No.	Description	Revision/Date
FLM	--	EC 135P3 (CPDS) Approved Rotorcraft Flight manual	As revised
	--	EC 135T3 (CPDS) Approved Rotorcraft Flight manual	As revised
PCL	--	EC 135P3 (CPDS) Pilot's Checklists	As revised
	--	EC 135T3 (CPDS) Pilot's Checklists	As revised
AMM	--	EC135 P1,P2,P3,T1,T2,T3 Aircraft Maintenance Manual	As revised
SDS	--	EC135 P1,P2,P3,T1,T2,T3 System Description Section	As revised
MSM	--	EC135 P1,P2,P3,T1,T2,T3 Master Service Manual	As revised
WDM	--	EC135 P1,P2,P3,T1,T2,T3 Wiring Diagram Manual	As revised
IPC	--	EC135 P1,P2,P3,T1,T2,T3 Illustrated Parts Catalog	As revised
CECG	--	EC135 P1,P2,P3,T1,T2,T3 The Corrosion and Erosion Control Guide	As revised
SRM	--	EC135 P1,P2,P3,T1,T2,T3 Structural Repair Manual	As revised
SPM	--	Standard Practices Manual	As revised

5.3 List of Operational and Continued Airworthiness Instructions for EC135 P3H/T3H

Manual	Doc. No.	Description	Revision/Date
FLM	--	EC135 P3H Approved Rotorcraft Flight manual	As revised
	--	EC135 T3H Approved Rotorcraft Flight manual	As revised
PCL	--	EC135P3H Pilot's Checklists	As revised
	--	EC135T3H Pilot's Checklists	As revised
AMM	--	EC135 P3H,T3H Aircraft Maintenance Manual	As revised
SDS	--	EC135 P3H,T3H System Description Section	As revised
MSM	--	EC135 P3H,T3H Master Service Manual	As revised
WDM	--	EC135 P3H,T3H Wiring Diagram Manual	As revised
IPC	--	EC135 P3H,T3H Illustrated Parts Catalog	As revised
CECG	--	EC135 P3H,T3H The Corrosion and Erosion Control Guide	As revised
SRM	--	EC135 P3H,T3H Structural Repair Manual	As revised
SPM	--	Standard Practices Manual	As revised

(The following notes are applicable for both 5.2 and 5.3)

Note 1: *Airbus Helicopters publish EC135/EC135H LOAP (List of Applicable Publications) provide list of all publications for EC135/EC135H, including:*

- *Part I: EC135 Aircrew Publications*
- *Part II: EC135 Maintenance Publications*
- *Part III: EC135 Vendor Publications.*

Note 2: *Airbus Helicopters issues SB/ASB/EASB by AH TIPI website as the need arises to quickly transmit technical and operational information.*

Note 3: *The Engine manuals are developed and distributed by the engine manufacturer, but Airbus*

Helicopters provides the following information of Engine Manufacturers Publications:

- P&W Canada: Status Report for Pratt & Whitney Canada Technical Manuals

- Turbomeca: Engine Maintenance Manuals Index

Note 4: *Electronic Component Maintenance Manual provided by vendors can be found in the Airbus Helicopters Keycopter website.*

Note 5: *In addition to normal maintenance, Airbus Helicopters also publishes EC135 E-Repair Booklet for the approved repair scheme collection outside above manuals which normally called "DER Repair" or equivalent.*

Section 6: CCARs Compliance Checklist

6.1 Statement and Explanation:

This section is the formal notification that CAAC AEG has developed the compliance checklist for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters based on the following aircraft configuration documents:

- EASA Type Certificate Data Sheet No. EASA.R.009 (Issue 12)
- EC135 T3(CPDS) Approved Rotorcraft Flight Manual (Original Issue - OCT 17, 2014)
- EC135 P3(CPDS) Approved Rotorcraft Flight Manual (Original Issue - MAR 18, 2015)
- EC135 P3H Approved Rotorcraft Flight Manual (Original Issue - NOV 15, 2016)
- EC135 T3H Approved Rotorcraft Flight Manual (Original Issue - NOV 15, 2016)

The checklist is provided as an aid to identify those specific operational requirements for which compliance has already been demonstrated by the type design. The checklist also notes requirements which require operator action or demonstration for compliance.

When the aircraft configuration differs from the above stated aircraft configuration, it is the responsibility of the operator and its CAAC Principal Inspector (PI) to evaluate those differences and develop compliance with the relevant requirements.

It also remains the responsibility of the operator and their PI to evaluate the corrective actions for those items in the compliance checklist that do not satisfactorily address compliance prior to approval of the appropriate operation.

6.2 CCAR-91R2 and CCAR-135 Compliance Checklist for EC135 P3(CPDS), EC135 T3(CPDS), EC135 P3H and EC135 T3H helicopters

(1) Basic Information

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
1.1 Aircraft Category	--	--	Type certified as Small Rotorcraft (Normal Category Helicopter)
	§135.45	N/A	
1.2 Minimum Flight Crew	--	--	1 pilot on the right seat
	§135.103	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	Single or Dual Pilot IFR operation is permitted for EC135 P3(CPDS)/T3(CPDS) when Single Pilot/Dual Pilot IFR Operation Kit installed.
		Complies for EC135 P3H/T3H	
1.3 Noise limitation	§91.401	Complies	Reference to EASA Noise Certificate TCDSN.R.009. Compliance to be further referenced to TCDS of CAAC VTC
1.4 Fuel Venting and Exhaust Emissions	§91.401	Complies	Emission Requirements as type certification basis (Reference to EASA TCDS.R.009). Compliance to be further referenced to TCDS of CAAC VTC
1.5 Ditching	§121.157	--	
1.6 Full scale Emergency Evacuation Demonstration	§121.161	--	
1.7 Extended range operation with two engine airplanes (ETOPS)	§121 App H	--	

(2) Basic Flight Operation

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
2.1 Visual Flight Rules (VFR)	§91.403	Complies	The rotorcrafts is certified for VFR operations.

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
operation	§135.151		
2.2 Instrument Flight Rules (IFR) operation	§91.405 §91.409 §135.171	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	Single or Dual Pilot IFR operation is permitted for EC135 P3(CPDS)/T3(CPDS) when Single Pilot / Dual Pilot IFR Operation Kit installed.
		Complies for EC135 P3H/T3H	The rotorcrafts is certified for IFR operations.
2.3 Night and over-the-top operation	§91.407 §135.167	Complies	The rotorcrafts is certified for VFR Day and Night operations.
2.4 Operation in icing conditions	§91.425	Not Compliance	The rotorcrafts is not certified for operation in icing conditions.

(3) Emergency and life-saving equipment

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
3.1 Hand fire extinguishers	§91.415 §135.163	Complies	The rotorcrafts is equipped with one hand fire extinguisher as standard equipment, which is located between pilot seats, and also accessible from the cabin compartment.
3.2 Seat and Safety belt	§91.415 §135.177	Complies	The rotorcraft is equipped with the following standard equipment: • A pilot seat (L251M2872051 for non-height adjustable, L251M2874051 for height adjustable) • A co-pilot seat (L251M2873051 for non-height adjustable, L251M2875051 for height-adjustable) • 5 passenger seats (L252M2818051 3-PAX against flight direction and L252M2814051 2-PAX in flight direction) or alternatively 3 passenger seats (L252M2818051 3-PAX in flight direction) A seat belt for each seat, restraining belts for each berth, and shoulder harness for each flight crew seat as standard equipment.

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
3.3 Sign or Instruction	§91.415 §135.183 §135.197	Complies	Reference TDD for China (L0000M01CHN) showing the compliance of Chinese markings and placards.
3.4 Spare electrical fuses or Protective fuses	§91.415	N/A	The rotorcrafts is not equipped with replaceable fuses.
3.5 Marking of break-in points	§91.415	N/A	No area of fuselage is suitable for break-in by rescue crews in emergency.
3.6 Crash axe	§91.415 §135.183	N/A	7 passenger seat maximum.
3.7 Portable megaphone	§91.415	N/A	7 passenger seat maximum.
3.8 Public address systems	§135.153	N/A	7 passenger seat maximum.
3.9 Crewmember interphone system	§135.153	N/A	7 passenger seat maximum.
3.10 Life jacket or equivalent flotation device	§91.417 §91.419 §135.175	Not compliant	The rotorcraft is not equipped with life jacket.
3.11 Equipment for making the sound signals	§91.417	N/A	
3.12 Anchor	§91.417	N/A	
3.13 Life raft	§91.417 §91.419 §135.175	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with Emergency Floatation System as optional equipment according to the procedures and limitations of FMS 9.2-67 Emergency Floatation System/External Life Raft System.
		Not compliant for EC135 P3H/T3H	The EC135 P3H/T3H rotorcrafts is not equipped with life rafts.

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
3.14 Pyrotechnic signaling device	§91.417 §91.421	Not Compliant	The rotorcraft is not equipped with pyrotechnic signaling device.
3.15 Flotation equipment	§91.419	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with Emergency Floatation System as optional equipment according to the procedures and limitations of FMS 9.2-67 Emergency Floatation System/External Life Raft System.
		Not compliant for EC135 P3H/T3H	The EC135 P3H/T3H rotorcrafts is not equipped with Emergency Floatation System.
3.16 Life-saving equipment (including means of sustaining life)	§91.419 §91.421	Not Compliant	The rotorcraft is not equipped with life-saving equipment.
3.17 Oxygen equipment	§91.423 §135.165	Not Compliant	The rotorcraft is not equipped with built-in oxygen equipment. The Chinese operators are responsible for satisfying these CCAR requirements when operating at flight altitude above 3000m (10.000 feet) by provisioning portable oxygen as personal protective equipment for flight crews and passengers.
3.18 Emergency locator transmitter (ELT)	§91.435 §135.146	Optional Compliance	The rotorcraft is equipped with automatic portable and automatic fixed ELT Kannad INTEGRA AP-H (L256M3002101 & CS E256M269802) as optional equipment.
	§135.146 §135.175	Overwater operation optional Compliance for EC135 P3(CPDS)/T3(CPDS)	In addition to the automatic ELT, EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with the Survival Type ELT for the External Life Raft System as optional equipment.
		Overwater operation not compliant for EC135 P3H/T3H	The EC135 P3H/T3H rotorcrafts is not equipped with life rafts.
	§91.435	Complies	Above ELT transmits on 121.5MHz and 406MHz

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
3.19 Flashlight	§135.185	N/A	
3.20 Lavatory fire protection	§121.308	--	
3.21 Protective breathing equipment	§121.337	--	

(4) Communication, Navigation and Surveillance Equipment

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
4.1 Basic radio communication and navigation equipment	§91.411 §91.413	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with the following optional equipment: • 2 independent GARMIN GNS 430W/430AW/530WT or • 2 independent GTN750 or 2 independent GTN650 or independent GTN750 and GTN650 The equipment consists of a transmitter, a marker beacon receiver, an independent receiver for navigation, an independent receiver for communication, and is able to quickly activate VHF emergency frequency 121.5 MHz.
		Complies for EC135 P3H/T3H	The EC135 P3H/T3H rotorcraft equipped with "Helionix system" is including radio communication and electronic navigation. The system consists of a transmitter, a marker beacon receiver, an independent receiver for navigation, an independent receiver for communication, and is able to quickly activate VHF emergency frequency 121.5 MHz.
4.2 Radio communication and navigation equipment for CCAR-135 operation	§135.169 §135.173	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft equipped with 2 independent GARMIN GNS 430A/430W/430AW/530WT (with built-in transceiver) as optional equipment has demonstrated maximum transmission range of 44 miles.

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
			The EC135 P3(CPDS)/T3(CPDS) rotorcraft equipped with 2 independent GTN750 or GTN650 (with built-in transceiver) as optional equipment has demonstrated maximum transmission range of 32 miles.
		Complies for EC135 P3H/T3H	The EC135 P3H/T3H rotorcraft equipped with 2 independent GTN750 has demonstrated maximum transmission range of 42 miles.
4.3 Radio communication and navigation equipment for CCAR-121 operation	§121.345 §121.347	--	
	§121.345 §121.349 §121.351	--	
4.4 ATC transponder	§91.427	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with ATC transponder type mode A/C and S GTX 330 (L232M5092124) or GTX-33H with ES (L232M5006101) as optional equipment.
		Complies for EC135 P3H/T3H	The EC135 P3H/T3H rotorcraft is equipped with ATC transponder type mode A/C and S GTX-33H with ES.
4.5 Air ground two way data link communication system	§121.346	--	
4.6 Equipment for operations use specialized means of navigation	§121.355 §121 App. I	--	
4.7 Altitude holding and warning system	§91.429	N/A	
4.8 Airborne thunderstorm detection equipment	§135.179	N/A	7 passenger seat maximum.

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
4.9 Weather radar	§91.431 §135.181	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with Weather radar system RDR2000 (L344M3002101) as optional equipment according to the procedures and limitations of FMS 9.2-40.
		Not compliant for EC135 P3H/T3H	The rotorcraft is not equipped with Weather radar system. This rotorcraft is not compliant for these operations.
4.10 Terrain awareness and warning system（TAWS） Ground proximity warning / glide slope deviation alerting system	§91.437 §135.159 §135.161	N/A	
4.11 Traffic Alert and Collision Avoidance equipment	§91.439 §135.189	N/A	
4.12 Low altitude windshear system equipment	§121.358	N/A	
4.13 Radiation indicator	§91.441	N/A	
4.14 Required navigation performance	§91.413 AC-91-01R1 AC-91-5 AC-91-7 AC-91-8 AC-91-9 AC-91-12	N/A for RVSM	
		PBN Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with the following optional equipment: • GARMIN GNS 430W/430AW/530WT approved for IFR en-route (Basic RNAV/RNAV5), terminal (P-RNAV/RNAV1, RNP1), approach (RNP APCH) according to the procedures and limitations of FMS 9.2-73 or 9.2-81 • GTN750 or GTN650 approved for dual/single pilot IFR en-route (Basic

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
			RNAV/RNAV5), terminal (P-RNAV/RNAV1, RNP1), approach (RNP APCH) according to the procedures and limitations of FMS 9.2-111 and 9.2-112.
		PBN Complies for EC135 P3H/T3H	The EC135 P3H/T3H rotorcraft is equipped with GTN750 approved for dual/single pilot IFR en-route (Basic RNAV/RNAV5), terminal (P-RNAV/RNAV1, RNP1), approach (RNP APCH).
4.15 Low visibility operation	§91.413 §91 App B AC-91-18	CAT I optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with the following optional equipment: • GARMIN GNS 430W/430AW/530WT approved for ILS CAT I according to the procedures and limitations of FMS 9.2-81, or • GTN750 or GTN650 approved for ILS CAT I according to the procedures and limitations of FMS 9.2-111
		CAT I complies for EC135 P3H/T3H	The EC135 P3H/T3H rotorcraft is equipped with GTN750 approved for ILS CAT I operation.
	AC-91-03R1 AC-91-15 AC-91-16	N/A	The rotorcraft is not equipped with HUD and EVS.
4.16 ADS-B	AC-91-14	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with ATC transponder type mode A/C and S GTX-33H with ES (L232M5006101) with software modification (L232M5005881) as optional equipment.
		Complies for EC135 P3H/T3H	The ADS-B Out function is integrated on the EC135 P3H/T3H helicopter. ADS-B Out is a function of the Transponder Garmin GTX33H W/ES that periodically broadcasts own-ship position and velocity information.
4.17 SATCOM	AC-121-004R1	--	

(5) Record Equipment

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
5.1 Flight recorder	§91.433 §135.155 §135.157	Optional Compliance for EC135 P3(CPDS)/T3(CPDS)	The EC135 P3(CPDS)/T3(CPDS) rotorcraft is equipped with combined solid state Cockpit Voice and Flight Data Recorder (CVFDR) as optional equipment according to the procedures and limitations of FMS 9.2-58. • The FDR is capable of retaining the data recorded during the last 25 hours • The CVR is capable of retaining the data recorded during the last 2 hours The CVFDR records audio signals from the crew members' intercommunication system and also the aural noise and communications in the cockpit from a dedicated area microphone.
		Complies for EC135 P3H/T3H	The CVFDR system uses the AMC capabilities for the acquisition of a determined list of flight parameters and of their formatting into an ARINC 717 frame that will be continuously transmitted for storage as the main input for the FDR part of the SSCVFDR.
	§91.433	N/A for data link information	
5.2 Quick Access Recorder or equivalent equipment	§121.344	--	

(6) Other Requirements

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
6.1 Forward Observer's seat	§135.75	Complies	The left seat may be used for one pilot operation, and the front passenger seat may be used for dual pilot operation.
6.2 Airspeed indicator	§121.301	--	--
6.3 Altitude indicator	§121.301	--	--
6.4 Flight deck door	§121.313	--	--

Item	CCAR Ref.	Compliant Status	Explanation/*Limitation*
6.5 Space of passenger seats	§121.213	--	--
6.6 Carriage of cargo in passenger compartments	§121.215	--	--
6.7 Carriage of cargo in cargo compartments	§121.217	--	--

Section 7: Other Evaluation Items

7.1 Forward Observer Seat

Not applicable.

7.2 Flight Crew Sleeping Quarters

Not applicable.

7.3 Electronic Flight Bag

Not applicable.

7. 4 Emergency Evacuation Demonstration

Not applicable.

Appendix: CAAC AEG Team and Point of Contact

A1: CAAC AEG Team for EC135 T3(CPDS) and P3(CPDS)

Zhang Lingzhi	Deputy Chief, AEG Division, Flight Standards Department
Li Xiaolei	Engineer, AEG Office, Civil Aviation Safety & Technology Center
Tan Yunfeng	Director, AEG Office, Shenyang Aircraft Airworthiness Certification Center

A2: CAAC AEG Team for EC135 T3H and P3H

Xue Shijun	Director, AEG Division, Flight Standards Department
Li Xiaolei	Engineer, AEG Office, Civil Aviation Safety & Technology Center
Tan Yunfeng	Director, AEG Office, Shenyang Aircraft Airworthiness Certification Center

B.1: Airbus Helicopters Point of Contact

Moustafa Mahmoud	Head of Authorities Relationship, Improvement and Standardization
Dandan Suriaganda	International Certification Manager