



AGÊNCIA NACIONAL DE AVIAÇÃO CIVIL - BRASIL

**TYPE CERTIFICATE DATA SHEET Nº ER-1999T05**

Type Certificate Holder:

**EUROCOPTER DEUTSCHLAND GmbH**  
D-81663 München and  
D-86603 Donauwörth  
**GERMANY**

ER-1999T05-03  
Sheet 01

**EUROCOPTER**  
EC 135 P1, EC 135 T1,  
EC 135 P2, EC 135 T2,  
EC 135 P2+,  
EC 135 T2+

October 2006

This data sheet, which is part of Type Certificate No. 1999T05, prescribes conditions and limitations under which the product, for which the Type Certificate was issued, meets the airworthiness requirements of the Brazilian Aeronautical Regulations.

**I - Model EC135P1 (Normal Category) Helicopter, approved 13 November 2000.**

**ENGINE** Two Pratt & Whitney Canada PW 206B.  
**FUEL** See Rotorcraft Flight Manual for fuel and additive specification.  
**ENGINE LIMITS** See Flight Manual for values for ignition and transients.

	Output Shaft Torque %	Gas Generator Speed N-1 % (rpm)	Output Shaft Speed N-2 % (rpm)	Measured Gas Temperature °C (°F)
Normal operation:				
- Takeoff power (5 min)	75	98.7 (57 250)	104 (6 134)	854 (1 569)
- Max. Continuous	69	7.4 (56 500)	104 (6 134)	820 (1 508)
One engine inoperative:				
- 2.5 min power	100	102.4 (59 400)	104 (6 134)	930 (1 706)
- Max. Continuous	86	100.4 (58 250)	104 (6 134)	885 (1 625)

<b>ROTOR LIMITS</b>		Power On %	Power Off %
Min. Continuous		95	80 up to 1 900 kg (4 189 lb) 85 above 1 900 kg (4 189 lb)
Max. Continuous		104	106%

See EC 135 P1 Flight Manual for transient values.

**AIRSPEED LIMITS (IAS)** Max. VNE : 155 kt  
For reduction of VNE with altitude and other speed limitations see the RFM.

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<b>C.G. RANGE</b>	<p>7.1. Longitudinal C.G. limits: Datum plane (DP): 2160 mm forward of the leveling point in the front door frame.</p> <p>max. forward limit:            4 180 mm aft of DP at 1 840 kg    4 219 mm aft of DP at 2 720 kg    4 224 mm aft of DP at 2 835 kg</p> <p>max. rearward limit:           4 570 mm aft of DP at 1 500 kg    4 380 mm aft of DP at 2 720 kg    4 369 mm aft of DP at 2 835 kg</p> <p>7.2 Lateral C.G. limits: Reference plane is fuselage median plane max. deviation, right/left: 100 mm.</p>	
<b>MAXIMUM WEIGHT</b>	2 835 kg (See Note 1)	
<b>MINIMUM CREW</b>	One pilot.	
<b>MAXIMUM PASSENGER</b>	6 (six passengers) (See Note 6)	
<b>MAXIMUM BAGGAGE</b>	Max permissible floor loading: 600kg/m <sup>2</sup> (123 lb/sq.ft) Max loading: 1130 kg (2941lb)	
<b>FUEL CAPACITY</b>	with standard fuel tank: total fuel:                    max. 680 l useable fuel:                   670.5 l	
	with self sealing fuel tank: total fuel:                    max. 673.4 l useable fuel:                   664 l	
<b>OIL CAPACITY</b>	Engine oil capacity: 4.5 liters (1.19 US gal.) included in minimum gross weight.	
<b>ALTITUDE LIMITS</b>	6 096 m (20 000 ft) (See Note 4)	
<b>ROTOR BLADE AND CONTROL MOVEMENTS</b>	For rigging information refer to the model EC135 Maintenance Manual, latest revision.	

## II – Model EC135T1 (Normal Category) Helicopter, approved 13 November 2000.

<b>ENGINE</b>	2 Turbomeca Arrius 2B1, 2B1A.
<b>FUEL</b>	See Rotorcraft Flight Manual for fuel and additive specification.
<b>ENGINE VARIANT</b>	<u>Turbomeca ARRIUS 2B1 (LBA Data Sheet No 7004)</u> See Flight Manual for values for ignition and transients.

	Output Shaft Torque %	Gas Generator Speed N-1 % (rpm)	Output Shaft Speed N-2 % (rpm)	Measured Gas Temperature °C (°F)
Normal operation:				
- Takeoff power (5 min)	75	99.4 (54 706)	104 (6 134)	895 (1 643)
- Max. Continuous	69	98.8 (53 406)	104 (6 134)	855 (1 571)
One engine inoperative:				
- 2.5 min power	100	102.2 (56 113)	104 (6 134)	945 (1 733)
- Max. Continuous	86	100.7 (54 706)	104 (6 134)	895 (1 643)

### Turbomeca ARRIUS 2B1A (LBA Data Sheet No 7004)

See Flight Manual for values for ignition and transients and FMS 9.2-57.

	Output Shaft Torque %	Gas Generator Speed N-1 % (rpm)	Output Shaft Speed N-2 % (rpm)	Measured Gas Temperature °C (°F)
Normal operation:				
- Takeoff power (5 min)	75	99.4 (54 706)	104 (6 134)	895 (1 643)
- Max. Continuous	69	98.8 (53 406)	104 (6 134)	855 (1 571)
One engine inoperative:				
- 2.5 min power	109.5	102.2 (56 113)	104 (6 134)	945 (1 733)
- Max. Continuous	86	100.7 (54 706)	104 (6 134)	895 (1 643)

### **ROTOR LIMITS**

	Power On %	Power Off %
Min. Continuous	95	80 up to 1 900 kg (4 189 lb) 85 above 1 900 kg (4 189 lb)
Max. Continuous	104	106%

See EC 135 P1 Flight Manual for transient values.

### **AIRSPPEED LIMITS (IAS)**

Max. permissible speed V<sub>NE</sub> : 155 kt  
For reduction of V<sub>NE</sub> with altitude and other speed limitations see the RFM.

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<b>C.G. RANGE</b>	Longitudinal C.G. limits: Datum plane (DP): 2160 mm forward of the leveling point in the front door frame. max. forward limit:           4 180 mm aft of DP at 1 840 kg 4 219 mm aft of DP at 2 720 kg 4 224 mm aft of DP at 2 835 kg max. rearward limit:       4 570 mm aft of DP at 1 500 kg 4 380 mm aft of DP at 2 720 kg 4 369 mm aft of DP at 2 835 kg  Lateral C.G. limits: Reference plane is fuselage median plane max. deviation, right/left:100 mm.
<b>MAXIMUM WEIGHT</b>	2 835 kg (See Note 1)
<b>MINIMUM CREW</b>	One pilot.
<b>MAXIMUM PASSENGER</b>	6 (six passengers) (See Note 6)
<b>MAXIMUM BAGGAGE</b>	Max permissible floor loading: 600kg/m <sup>2</sup> (123 lb/sq.ft) Max loading: 1130 kg (2941lb)
<b>FUEL CAPACITY</b>	with standard fuel tank: total fuel:           max. 680 liters useable fuel:         670.5 liters with modified fuel tank: total fuel:           max. 710.0 liters useable fuel:         700.5 liters with self sealing fuel tank: total fuel:           max. 673.4 liters useable fuel:         664 liters
<b>OIL CAPACITY</b>	Engine oil capacity: 4.85 liters (1.28 US gal.) included in minimum gross weight.
<b>ALTITUDE LIMITS</b>	6 096 m (20 000 ft)
<b>ROTOR BLADE AND CONTROL MOVEMENTS</b>	For rigging information refer to the model EC135T1 Maintenance Manual.

**III - Model EC135P2 (Small Rotorcraft Category A) Helicopter, approved 07 October 2002.****ENGINES** Two Pratt & Whitney Canada PW 206B2.**FUEL** See Rotorcraft Flight Manual for fuel and additive specification.

	Output Shaft Torque %	Gas Generator Speed N-1 % (rpm)	Output Shaft Speed N-2 % (rpm)	Measured Gas Temperature °C (°F)
Normal operation:				
- Takeoff power (5 min)	75	98.7 (57 250)	104 (6 165)	869 (1 596)
- Max. Continuous	69	97.4 (56 500)	104 (6 165)	835 (1 535)
One engine inoperative:				
- 30 sec. power	128	104.3 (60 500)	104 (6 165)	990 (1 814)
- 2.5 min power	125	102.6 (59 500)	104 (6 165)	950 (1 742)
- Max. Continuous	86	100.4 (58 250)	104 (6 165)	900 (1 652)

<b>ROTOR LIMITS</b>	Power On %	Power Off %
Min. Continuous	95	80 up to 1 900kg (4 189 lb) 85 above 1 900kg (4 189 lb)
Max. Continuous	104	106%

**AIRSPEED LIMITS (IAS)** Max.  $V_{NE}$   $V_{NE}$  : 155 kt  
For reduction of  $V_{NE}$  with altitude and other speed limitations see the RFM.

**C. G. RANGE** Longitudinal C.G. limits:  
Datum plane (DP) 2 160 mm (85 in) forward of the leveling.  
Point in the front door frame:  
max. forward limit : 4 180 mm aft of DP at 1 840 kg  
4 219 mm aft of DP at 2 720 kg  
4 224 mm aft of DP at 2 835 kg  
max. rearward limit: 4 570 mm aft of DP at 1 500 kg  
4 380 mm aft of DP at 2 835 kg  
4 369 mm aft of DP at 2 835 kg  
Lateral C.G. limits:  
Reference plane is fuselage median plane Max. deviation, right/left: 100 mm.

**MAXIMUM WEIGHT** 2 835 kg (6251 lb)**MINIMUM CREW** One pilot.**MAXIMUM PASSENGER** 6 (six passengers)  
(See Note 6)**MAXIMUM BAGGAGE** Max permissible floor loading: 600 kg/m<sup>2</sup> (123 lb/sq.ft)  
Max loading: 1 130 kg (2 491lb)

<b>FUEL CAPACITY</b>	<p>With standard fuel tank (up to S/N 249):  total: 680 liters (179.6 US gal.) max.  useable: 670.5 liters ( 177.1 US gal)</p> <p>With self sealing fuel tank (up to S/N 249):  total: 673.4 liters (177.8 US gal.) max.  useable: 664 liters (175.3 US gal)</p> <p>With modified fuel tank (from S/N 250):  total: 710.0 liters (187.6 US gal.) max.  useable: 700.5 liters (185.1 US gal.)</p> <p>With self sealing fuel tank (from S/N 250):  total: 710.0 liters (187.6 US gal.) max.  useable: 700.5 liters (185.1 US gal.)</p>
<b>OIL CAPACITY</b>	Engine oil: 4.5 liters (1.19 US gal)
<b>MAXIMUM OPERATING ALTITUDE</b>	6 096 m (20 000 ft)
<b>ROTOR BLADE AND CONTROL MOVEMENTS</b>	For rigging information refer to the model EC135P2 Maintenance Manual.

#### **IV. Model EC135 T2 (Normal Category) Helicopter, approved 03 May 2005.**

The Model EC 135 T2 is the same as the EC 135 T1 except for the installation of Turbomeca Arrius 2B2 engines which includes new OEI power ratings.

<b>ENGINE</b>	2 Turbomeca ARRIUS 2B2.			
<b>FUEL</b>	See Rotorcraft Flight Manual for other limitations including speed and temperature transients.			
	Output Shaft Torque %	Gas Generator Speed N-1 % (rpm)	Output Shaft Speed N-2 % (rpm)	Measured Gas Temperature C (F)
Normal Operation:				
- Takeoff power (5 min.)	75	100 (54 117)	104 (6 134)	897 (1 647)
- Max Continuous	69	99 (53 576)	104 (6 134)	879 (1 614)
One Engine Inoperative:				
- 30 second power	128	105 (56 823)	104 (6 134)	1024 (1 875)
- 2.5 min. power	125	103.5 (56 011)	104 (6 134)	994 (1 821)
- Max. Continuous	86	101.3 (54 821)	104 (6 134)	942 (1 728)
<b>ROTOR LIMITS</b>		Power On %	Power Off %	
Min. Continuous		97	80 up to 1900kg (4189 lb) 85 above 1900kg (4189 lb)	
Max. Continuous		104	106	
<b>AIRSPEED LIMITS (IAS)</b>	Max. $v_{NE}$ = 155 kts See RFM for airspeed limit decrease with outside air temperature and altitude.			

**C.G. RANGE.**

## Longitudinal C.G. Limits:

max. forward range: at 1840kg (4057 lb): 4180mm (164.6 in.) aft of datum  
at 2720kg (5996 lb): 4219mm (166.1 in.) aft of datum  
at 2835kg (6250 lb): 4224mm (166.3 in.) aft of datum  
max. rearward range: at 1500kg (3307 lb): 4570mm (179.9 in.) aft of datum  
at 2720kg (5996 lb): 4387mm (172.7 in.) aft of datum  
at 2835kg (6250 lb): 4369mm (172.0 in.) aft of datum

Straight line variation between points given.

## Lateral C.G. Limits:

Max. deviation 100mm (3.94 in.) left or right of the fuselage median plane

**EMPTY WEIGHT C.G. RANGE**

None.

**MAXIMUM WEIGHT**

2835 kg (6251 lb)

**MINIMUM CREW**

One Pilot.

**MAXIMUM PASSENGER**

6 (six passengers)  
(See Note 6)

**MAX. BAGGAGE**

Max. permissible floor loading: 600kg/m<sup>2</sup> (123 lb/sq. ft.)

**MAX. LOADING**

1 130kg (2 491 lb)

**FUEL CAPACITY**

With standard fuel tank up to S/N 249

Total: 680.0 liters (179.6 US gal.) max.

Usable: 670.5 liters (177.1 US gal)

With self sealing fuel tank up to S/N 249:

Total: 673.4 liters (177.8 US gal.) max.

Usable: 664.0 liters (175.3 US gal)

With modified tank system from S/N 250:

Total: 710.0 liters (187.6 US gal.) max.

Usable: 700.5 liters (185.1 US gal.)

With self sealing fuel tank from S/N 250:

Total: 701.0 liters (185.2 US gal.) max.

Usable: 691.6 liters (182.7 US gal)

**OIL CAPACITY**

Engine oil capacity: 4.85 liters (1.28 US gal.)

**MAXIMUM OPERATING ALTITUDE**

6 096m (20 000ft)

**ROTOR BLADE AND CONTROL MOVEMENTS**

For rigging information refer to the EC135 Maintenance Manual, latest revision.

**V - Model EC135P2+ (Small Rotorcraft Category A) Helicopter, approved 23 October 2006.**

<b>ENGINES</b>	Two Pratt & Whitney Canada PW 206B2.			
<b>FUEL</b>	See Rotorcraft Flight Manual for fuel and additive specification.			
	Output Shaft Torque %	Gas Generator Speed N-1 % (rpm)	Output Shaft Speed N-2 % (rpm)	Measured Gas Temperature °C (°F)
Normal operation:				
- Takeoff power (5 min)	78	98.7 (57 250)	104 (6 165)	869 (1 596)
- Max. Continuous	69	97.4 (56 500)	104 (6 165)	835 (1 535)
One engine inoperative:				
- 30 sec. power	128	104.3 (60 500)	104 (6 165)	990 (1 814)
- 2.5 min power	125	102.6 (59 500)	104 (6 165)	950 (1 742)
- Max. Continuous	89.5	100.4 (58 250)	104 (6 165)	900 (1 652)
<b>ROTOR LIMITS</b>		Power On %	Power Off %	
	Min. Continuous	97	80 up to 1 900kg (4 189 lb) 85 above 1 900kg (4 189 lb)	
	Max. Continuous	104	106%	
<b>AIRSPPEED LIMITS (IAS)</b>	Max. $V_{NE}$ $V_{NE}$ : 155 kt For reduction of $V_{NE}$ with altitude and other speed limitations see the RFM.			
<b>C. G. RANGE</b>	Longitudinal C.G. limits: Datum plane (DP) 2 160 mm (85 in) forward of the leveling Point in the front door frame max. forward limit : 4 180 mm aft of DP at 1 840 kg 4 227.3 mm aft of DP at 2 910 kg max. rearward limit: 4 570 mm aft of DP at 1 500 kg 4 369 mm aft of DP at 2 910 kg Lateral C.G. limits: Reference plane is fuselage median plane Max. deviation, right/left: 100 mm.			
<b>MAXIMUM WEIGHT</b>	2 910 kg (6 416 lb)			
<b>MINIMUM CREW</b>	One pilot.			
<b>MAXIMUM PASSENGER</b>	6 (six passengers) (See Note 6)			
<b>MAXIMUM BAGGAGE</b>	Max loading: 1 130 kg (2 491 lb) Max permissible floor loading: 600 kg/m <sup>2</sup> (123 lb/sq.ft)			



<b>FUEL CAPACITY</b>	<p>With standard fuel tank (up to S/N 249):  Total: 680.0 liters (179.6 US gal.)  Usable: 670.5 liters ( 177.1 US gal)</p> <p>With self sealing fuel tank (up to S/N 249):  Total: 673.4 liters (177.8 US gal.)  Usable: 664.0 liters (175.3 US gal)</p> <p>With modified fuel tank (from S/N 250):  Total: 710.0 liters (187.6 US gal.)  Usable: 700.5 liters (185.1 US gal.)</p> <p>With self sealing fuel tank (from S/N 250):  Total: 701.0 liters (185.2 US gal.)  Usable: 691.6 liters (182.7 US gal)</p>
<b>OIL CAPACITY</b>	Engine oil: 4.5 liters (1.19 US gal)
<b>MAXIMUM OPERATING ALTITUDE</b>	6 096 m (20 000 ft)
<b>ROTOR BLADE AND CONTROL MOVEMENTS</b>	For rigging information refer to the model EC135 Maintenance Manual, latest revision.

#### **VI. Model EC135 T2+ (Normal Category) Helicopter, approved 23 October 2006.**

<b>ENGINE</b>	2 Turbomeca ARRIUS 2B2.			
<b>FUEL</b>	See Rotorcraft Flight Manual for other limitations including speed and temperature transients.			
	Output Shaft Torque %	Gas Generator Speed N-1 % (rpm)	Output Shaft Speed N-2 % (rpm)	Measured Gas Temperature °C (°F)
Normal Operation:				
- Takeoff power (5 min.)	78	100 (54 117)	104 (6 134)	897 (1 647)
- Max Continuous	69	99 (53 576)	104 (6 134)	879 (1 614)
One Engine Inoperative:				
- 30 second power	128	105 (56 823)	104 (6 134)	1 024 (1 875)
- 2.5 min. power	125	103.5 (56 011)	104 (6 134)	994 (1 821)
- Max. Continuous	89.5	101.3 (54 821)	104 (6 134)	942 (1 728)
<b>ROTOR LIMITS</b>		Power On %	Power Off %	
	Min. Continuous	97	80 up to 1 900kg (4 189 lb)	
	Max. Continuous	104	85 above 1 900kg (4 189 lb)	
			106	
<b>AIRSPEED LIMITS (IAS)</b>	Max. $V_{NE}$ = 155 kts See RFM for airspeed limit decrease with outside air temperature and altitude.			

<b>C.G. RANGE.</b>	<p>Longitudinal C.G. Limits:  max. forward range: 4 180.0 mm aft of DP at 1 840 kg  4 227.3 mm aft of DP at 2 910 kg  max. rearward range: 4 570.0 mm aft of DP at 1 500 kg  4 369.0 mm aft of DP at 2 910 kg  Straight line variation between points given.</p> <p>Lateral C.G. Limits:  Max. deviation 100mm (3.94 in.) left or right of the fuselage median plane.</p>
<b>EMPTY WEIGHT C.G. RANGE</b>	None.
<b>MAXIMUM WEIGHT</b>	2 910kg (6 416 lb)
<b>MINIMUM CREW</b>	One Pilot.
<b>MAXIMUM PASSENGER</b>	6 (six passengers) (See Note 6)
<b>MAX. BAGGAGE</b>	Max. loading 1 130 kg (2 491 lb) Max. permissible floor loading: 600 kg/m <sup>2</sup> (123 lb/sq. ft.)
<b>FUEL CAPACITY</b>	With standard fuel tank (up to S/N 249): Total: 680.0 liters (179.6 US gal.) Usable: 670.5 liters ( 177.1 US gal) With self sealing fuel tank (up to S/N 249): Total: 673.4 liters (177.8 US gal.) Usable: 664.0 liters (175.3 US gal) With modified tank system (from S/N 250): Total: 710.0 liters (187.6 US gal.) Usable: 700.5 liters (185.1 US gal.) With self sealing fuel tank (from S/N 250): Total: 701.0 liters (185.2 US gal.) Usable: 691.6 liters (182.7 US gal)
<b>OIL CAPACITY</b>	Engine oil capacity: 4.5 liters (1.19 US gal.)
<b>MAXIMUM OPERATING ALTITUDE</b>	6 096m (20 000ft)
<b>ROTOR BLADE AND CONTROL MOVEMENTS</b>	For rigging information refer to the EC135 Maintenance Manual, latest revision.

**DATA PERTINENT TO ALL MODELS:**

<b>DATUM</b>	See C.G. Range.
<b>LEVELING MEANS</b>	See C.G. Range.

**S/N'S ELIGIBLE**

A Certificate of Airworthiness for Export endorsed as noted under "Import Requirements" must be submitted for each individual rotorcraft for which application for a Brazilian Certificate of Airworthiness is made.

**IMPORT ELIGIBILITY**

A Brazilian Certificate of Airworthiness may be issued on the basis of a LBA Export Certificate of Airworthiness (or a third country Export Certificate of Airworthiness, in case of used rotorcraft imported from such country), including the following statement:

"The rotorcraft covered by this certificate have been examined and found to be in conformity with the Brazilian approved type design as defined by the Brazilian Type Certificate N° 1999T05 and in condition of safe operation".

The ANAC Report H.10-1700-04, dated 23 October 2006, for rotorcraft models Eurocopter EC135P1, EC135P2, EC135P2+, EC135T1, EC 135T2 and EC135T2+ contains the Brazilian requirements for the acceptance of these rotorcraft.

**CERTIFICATION BASIS**

- RBHA 27 corresponding to FAR 27 through Amdt. 31, dated 28 December 1995; and RBHA/FAR 27 Appendix B.
- RBHA 29 corresponding to FAR 29 Amdt. 37, dated 28 December 1995.
- RBHA 36 corresponding to FAR 36 Noise Standards Appendix J amended by Amdt. 36-1 through the latest amendment in effect at time of certification (31 July /17 Sept. 1996).

**Additional Requirements:**

- RBHA 27.952 equivalent to FAR 27.952 as Amdt. 30, dated 02 October 1994.
- RBHA 27.967 equivalent to FAR 27.967 as Amdt. 30, dated 02 October 1994.
- Special Conditions for HIRF Protection to the FADEC System as published in the Federal Register 58FR5666, dated January 22 1993, Docket No. 93-ASW-2, Notice N°. SC-92-2-SW.
- Special Conditions for Critical Parts as stated in JAR 27X602.
- Special Conditions for Rotor Brake Controls as stated in JAR 27X1151.
- Special Conditions for Primary Structures Designed with Composite Material as stated in LBA SC 1.
- Special Conditions for Protection of Electrical and Electronic Systems from High Intensity Radiated Fields as stated in LBA SC 2.
- Special Conditions for Electronic Display Instrument Systems as stated in LBA SC 3.
- Special Conditions for Ingestion of Hail and Rain/Bird Strike as stated in LBA SC 4.

**REQUIRED EQUIPMENT**

The basic required equipment, as described in the applicable airworthiness regulations (see Certification Basis) must be installed in the rotorcraft for certification. In addition, the following items of equipment are required:

LBA-approved EC135 P1 Rotorcraft Flight Manual, Rev. 3 dated 30.Sept.98, EC135 P2 Rev.4 dated 06.Aug.2002, EC135 T1 Rev. 03 dated 10.Feb. 1998, and EC135 T2 Rotorcraft Flight Manual dated 09 Aug. 2002 or later approved revisions, as required.

**NOTES:**

- NOTE 1** Weight and balance. Current weight and balance report, including list of equipment included in the certificated empty weight and loading instructions, must be provided for each rotorcraft.  
The certificated empty weight and corresponding CG location must include undrainable oil of zero and unusable fuel.  
Operation of the rotorcraft EC135 P1 and T1 with MTOW between 2720 kg and 2835 kg is only permitted according to Flight Manual Supplement FMS 9.1-3 "Supplement For Flights With Gross Mass Above 2720 kg up to 2835 kg" and when S/B EC 135-11-003 is incorporated.
- NOTE 2** Markings and placards. All markings and placards for passenger information, external markings for emergency, and load limits in cargo/baggage compartments must be presented in Portuguese or bilingual. A list of these placards and the respective translations acceptable to ANAC is provided in the reports referred in the Import Requirements item.
- NOTE 3** Airworthiness Limitations: The times given in latest relevant LBA/CTA-approved revision of chapter 04 "Airworthiness Limitations" of the EC135 Maintenance Manual must not be exceeded .
- NOTE 4** The differences of the Brazilian airplanes in relation to the basic LBA type design are summarized below:  
1. The Brazilian Airplane Flight Manual.  
2. Markings and placards in the Portuguese language.
- NOTE 5** Flights in areas where there is a risk of icing are not permitted.
- NOTE 6** If the Kit, "Three Passenger Seatbench Forward Facing" P/N 135313-501 or "Utility Seatbench" P/N (L252M2820051; L252M2839051) is installed and operated in accordance with the LBA/CTA-approved FMS 9.2-31, the permitted number of occupants is 7.
- NOTE 7** EC135 P1 is certified for Dual-Pilot/Single-Pilot IFR Operation if it is equipped with the following specification:

**NOTE 7 (Cont.)**

Type	ECD Part No.	Designation	FLM-Suppl.
EC135 P1	L340M1805051	Dual pilot IFR with EFIS EFS 40	9.2-44
EC135 P1 (CPDS)	L340M1806051	Avionique Nouvelle Dual Pilot IFR	9.2-44
EC135 P1	L340M1812051	Dual Pilot IFR Operations with 3-Axis SAS with Damper and Conventional Instruments	9.2-44
EC135 P1 (CPDS)	L340M1809051 (SP/DPIFR Kit)	Single/Dual Pilot IFR with Avionique Nouvelle Displays	9.2-56
EC135 P1 (CPDS)	L340M1816051 (SPIFR Kit)	Single Pilot IFR with Avionique Nouvelle Displays	9.2-56
EC135 P1 (CDS)	L340M1807051 (SPIFR Kit)	Single Pilot IFR with EFIS EFS40	9.2-56

EC135P2 / P2+ are certified for Dual-Pilot/Single-Pilot IFR Operation if they are equipped with the following specification:

Type	ECD Part No.	Designation	RFM-Suppl.
EC135 P2 / P2+ (CPDS)	L340M18 06051	Avionique Nouvelle Dual Pilot	9.2-44
EC135 P2 / P2+ (CPDS)	L340M1809051 (SP/DPIFR kit)	IFR Single/ Dual Pilot IFR with Avionique Nouvelle Displays	9.2-56
EC135 P2 / P2+ (CPDS)	L340M1816051	Single Pilot IFR with Avionique Nouvelle Displays	9.2-56

EC135 T1 is certified for Dual-Pilot/Single-Pilot IFR Operation if it is equipped with the following specification:

Type	ECD Part No.	Designation	FLM-Suppl.
EC135 T1	L340M1805051	Dual pilot IFR with EFIS EFS 40	9.2-44
EC135 T1 (CPDS)	L340M1806051	Avionique Nouvelle Dual Pilot IFR	9.2-44
EC135 T1	L340M1812051	Dual Pilot IFR Operations with 3-Axis SAS with Damper and Conventional Instruments	9.2-44
EC135 T1 (CPDS)	L340M1809051 (SP/DPIFR Kit)	Single/Dual Pilot IFR with Avionique Nouvelle Displays	9.2-56
EC135 T1(CPDS)	L340M1816051 (SPIFR Kit)	Single Pilot IFR with Avionique Nouvelle Displays	9.2-56
EC135 T1 (CDS)	L340M1807051 (SPIFR Kit)	Single Pilot IFR with EFIS EFS40	9.2-56

**NOTE 7 (Cont.)** EC135 T2 / T2+ are certified for Dual-Pilot/Single Pilot IFR Operation if the below listed additional equipment is installed and operational and operated in accordance with the LBA-approved FLM Supplements:

Type	ECD Part No.	Designation	FLM-Suppl.
EC135 T2 / T2+ (CPDS)	L340M1806051	Avionique Nouvelle Dual Pilot IFR	9.2-44
EC135 T2 / T2+ (CPDS)	L340M1809051 (SP/DPIFR Kit)	Single/Dual Pilot IFR with Avionique Nouvelle Displays	9.2-56
EC135 T2 / T2+ (CPDS)	L340M1816051 (SPIFR Kit)	Single Pilot IFR with Avionique Nouvelle Displays	9.2-56

**NOTE 08** For each model the following apply:  
 EC135P1 - This certification is valid for serial numbers 006 and upward.  
 EC135T1 - This certification is valid for serial numbers 005 and upward.  
 EC135P2 - This certification is valid for serial numbers 006 and upward.  
 EC135T2 - This certification is valid for serial numbers 005 and upward.  
 EC135P2+ - This certification is valid for serial numbers 0505 and upward.  
 EC135T2+ - This certification is valid for serial numbers 0506 and upward.

**NOTE 09** CAT-A operation is permitted, if operation is performed in accordance with LBA/CTA approved RFM – Supplement 9.1-1.

**NOTE 10**

- Conversion of the EC135 Model T1 to EC135 Model T2 by Eurocopter EC135 Service Bulletin EC135-71-023 is permissible.
- Conversion of the EC135 Model P2 to EC135 Model P2+ by Eurocopter EC135 Service Bulletin EC135-71-033 is permissible.
- Conversion of the EC135 Model T2 to EC135 Model T2+ by Eurocopter EC135 Service Bulletin EC135-71-033 is permissible.



**CLÁUDIO PASSOS SIMÃO**  
 Gerente Geral, Certificação de Produtos Aeronáuticos  
 (Manager, Aeronautical Products Certification)