



European Aviation Safety Agency

EASA

**TYPE-CERTIFICATE
DATA SHEET**

No. R.010

**for
MBB BK117**

**Type Certificate Holder:
AIRBUS HELICOPTERS DEUTSCHLAND GmbH**

Industriestrasse 4
D-86609 Donauwörth

Germany

For Models: MBB-BK117 A-1
MBB-BK117 A-3
MBB-BK117 A-4
MBB-BK117 B-1
MBB-BK117 B-2
MBB-BK117 C-1
MBB-BK117 C-2
MBB-BK117 C-2e
MBB-BK117 D-2
MBB-BK117 D-2m



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TABLE OF CONTENTS

SECTION 1: MBB BK117 A-1	5
I. General	5
II. Certification Basis	5
III. Technical Characteristics and Operational Limitations	7
IV. Operating and Service Instructions	10
V. Operational Suitability Data (OSD)	11
VI. Notes	11
SECTION 2: MBB BK117 A-3	12
I. General	12
II. Certification Basis	12
III. Technical Characteristics and Operational Limitations	14
IV. Operating and Service Instructions	17
V. Operational Suitability Data (OSD)	18
VI. Notes	18
SECTION 3: MBB BK117 A-4	19
I. General	19
II. Certification Basis	20
III. Technical Characteristics and Operational Limitations	21
IV. Operating and Service Instructions	24
V. Operational Suitability Data (OSD)	25
VI. Notes	25
SECTION 4: MBB BK117 B-1	26
I. General	26
II. Certification Basis	26
III. Technical Characteristics and Operational Limitations	28
IV. Operating and Service Instructions	31
V. Operational Suitability Data (OSD)	32
VI. Notes	32
SECTION 5: MBB BK117 B-2	33
I. General	33
II. Certification Basis	33
III. Technical Characteristics and Operational Limitations	35
IV. Operating and Service Instructions	39
V. Operational Suitability Data (OSD)	39
VI. Notes	40
SECTION 6: MBB BK117 C-1	41
I. General	41
II. Certification Basis	41
III. Technical Characteristics and Operational Limitations	43
IV. Operating and Service Instructions	46
V. Operational Suitability Data (OSD)	47
VI. Notes	47
SECTION 7: MBB BK117 C-2	48
I. General	48
II. Certification Basis	48
III. Technical Characteristics and Operational Limitations	50
IV. Operating and Service Instructions	53
V. Operational Suitability Data (OSD)	54
VI. Notes	54
SECTION 8: MBB BK117 C-2e	56



SECTION 2: MBB BK117 A-1

I. General	56
II. Certification Basis	56
III. Technical Characteristics and Operational Limitations.....	58
IV. Operating and Service Instructions	61
V. Operational Suitability Data (OSD).....	62
VI. Notes	63
SECTION 9: MBB BK117 D-2	64
I. General	64
II. Certification Basis	64
III. Technical Characteristics and Operational Limitations.....	66
IV. Operating and Service Instructions	69
V. Operational Suitability Data (OSD).....	70
VI. Notes	70
SECTION 10: MBB BK117 D-2m	72
I. General	72
II. Certification Basis	72
III. Technical Characteristics and Operational Limitations.....	74
IV. Operating and Service Instructions	77
V. Operational Suitability Data (OSD).....	78
VI. Notes	78
SECTION: ADMINISTRATIVE	80
I. Acronyms and Abbreviations	80
II. Type Certificate Holder Record	80
III. Change Record	80



SECTION 1: MBB BK117 A-1

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	A-1
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

Luftfahrt-Bundesamt, Germany

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

[Reserved]

7. State of Design Authority Type Certificate Date

09 December 1982 (LBA TC No. 3049)

8. EASA Type Certification Date

[Reserved]

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

[Reserved]



SECTION 2: MBB BK117 A-1

2. Reference Date for determining the applicable operational suitability requirements
[Reserved]

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.
[Reserved]

4. State of Origin Airworthiness Authority Certification Basis
[Reserved]

5. EASA Airworthiness Requirements

FAR 29 amendments 29-1 through 29-16

5.1 Special Conditions

LBA Special Conditions for MBB-BK 117 helicopter dated 10 December 1979 and revised on 03 January 1980, consisting of:

- SC No. 1: Check Procedures
- SC No. 2: Engine Failure Warning System
- SC No. 3: Turbine Engine Bleed Air System
- SC No. 4: One Engine Inoperative Maximum Continuous Power
- SC No. 5: Lightning Protection of Structure and Occupants.

5.2. Exemptions

5.3. Deviations
[Reserved]

5.4. Equivalent Safety Findings

- FAR 29.175 (b) Demonstration of static longitudinal stability
- FAR 29.811 (h) (1) Emergency exit marking
- FAR 29.1151 (b) Rotor brake controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions



SECTION 2: MBB BK117 A-1

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Master List Drawing No. 117-A1-99

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	5,89 m
	Width	1,60 m
	Height	3,36 m
4.2 Main Rotor	4 blades, diameter	11,0 m
4.3 Tail Rotor	2 blades, diameter	1,956 m



SECTION 2: MBB BK117 A-1

5. Engine

5.1 Model Honeywell LTS 101-650B-1 Turbo shaft engines

5.2 Type Certificate EASA.IM.E.228

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm min ⁻¹ [%]	Power turbine rpm min ⁻¹ [%]	Temperature TOT °C
<i>All Engine Operation (AEO)</i>				
AEO-TOP (5 min)	2 x 71	49159 [102.7]	6120 [102]	782
AEO-MCP	2 x 71	49159 [102.7]	6120 [102]	763
<i>One Engine Inoperative (OEI)</i>				
2 ¹ / ₂ min OEI-TOP	1 x 100	50548 [105.6]	6120 [102]	832
30 min OEI-TOP	1 x 91.5	50169 [104.8]	6120 [102]	796
OEI-MCP	1 x 83	49159 [102.7]	6120 [102]	763

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

6.1 Fuel Refer to EASA approved Flight Manual, Section 2

6.2 Oil Refer to EASA approved Flight Manual, Section 2

6.3 Additives Refer to EASA approved Flight Manual, Section 2

7. Fluid Capacities

7.1 Fuel fuel tank capacity: 607,6 l
useable fuel: 598,0 l

7.2 Oil 4,33 l

7.3 Coolant system capacity n/a

8. Air Speeds Limitations

$V_{NE} = 150$ knots

refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations



SECTION 2: MBB BK117 A-1

refer to RFM for the approved seat configurations

18. Passenger Emergency Exit

two (one on each side of the passengers cabin)

19. Maximum Baggage/ Cargo Loads

1200 kg (250 kg in aft of rear seat bank) with maximum loading of 600 kg/m²

20. Rotor Blade control movement

For rigging information refer to the Maintenance Manual MBB-BK117 A/B

21. Auxiliary Power Unit (APU)

n/a

22. Life-Limited Parts

The periods specified in the latest revision of the Airworthiness Limitations section in Appendix A of the Maintenance Manual MBB-BK117 A/B must not be exceeded.

23. Wheels and Tires

Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual

BK117 A-1, firstly LBA approved on 09.12.1982, including the supplements for Special Operations and Optional Equipment, or subsequent approved issues

2. Maintenance Manual

a. Maintenance Manual MBB-BK117 A/B

b. Wiring Diagram Manual MBB-BK117

c. Engine documents as per Engine TCDS EASA.IM.E.228

3. Structural Repair Manual

Structural Repair Manual (SRM) BK117

4. Weight and Balance Manual

5. Illustrated Parts Catalogue

Illustrated Parts Catalogue BK117

6. Service Letters and Service Bulletins

Safety information notice (from October 2008 onwards, before: Alert Service Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.

7. Required Equipment

Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements Section 10 and 11



SECTION 2: MBB BK117 A-1

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

M MEL BK117 - SERIES (EXCEPT BK117 C-2 AND SUBSEQUENT)

2. Flight Crew Data

[Reserved]

3. Cabin Crew Data

n/a

4. SIM Data

[Reserved]

5. Maintenance Certifying Staff Data

[Reserved]

6. Other (e.g. EFB, special operations and special equipment, ...)

[Reserved]

VI. Notes

1. Eligible serial numbers: 7001 to 7006, 7008 to 7046, 7048 to 7054
2. Record of Manufacturer
Messerschmidt-Bölkow-Blohm GmbH, 8012
Ottobrunn
Eurocopter Hubschrauber GmbH, Postfach 1353,
W-8850 Donauwörth.
Eurocopter Deutschland GmbH, Postfach 1353,
W-8850 Donauwörth or 86603 Donauwörth or
86607 Donauwörth.
AIRBUS HELICOPTERS DEUTSCHLAND GmbH,
Industriestrasse 4, D-86609 Donauwörth



SECTION 2: MBB BK117 A-3

SECTION 2: MBB BK117 A-3

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	A-3
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

Luftfahrt-Bundesamt, Germany

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

[Reserved]

7. State of Design Authority Type Certificate Date

15 March 1985 (LBA TC No. 3049)

8. EASA Type Certification Date

[Reserved]

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

[Reserved]



SECTION 2: MBB BK117 A-3

2. Reference Date for determining the applicable operational suitability requirements
[Reserved]

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.
[Reserved]

4. State of Origin Airworthiness Authority Certification Basis
[Reserved]

5. EASA Airworthiness Requirements

FAR 29 amendments 29-1 through 29-16

5.1 Special Conditions

LBA Special Conditions for MBB-BK 117 helicopter dated 10 December 1979 and revised on 03 January 1980, consisting of:

- SC No. 1: Check Procedures
- SC No. 2: Engine Failure Warning System
- SC No. 3: Turbine Engine Bleed Air System
- SC No. 4: One Engine Inoperative Maximum Continuous Power
- SC No. 5: Lightning Protection of Structure and Occupants.

5.2. Exemptions

5.3. Deviations
[Reserved]

5.4. Equivalent Safety Findings

- FAR 29.175 (b) Demonstration of static longitudinal stability
- FAR 29.811 (h) (1) Emergency exit marking
- FAR 29.1151 (b) Rotor brake controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions



SECTION 2: MBB BK117 A-3

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Master List Drawing No. 117-A3-99

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	5,89 m
	Width	1,60 m
	Height	3,36 m
4.2 Main Rotor	4 blades, diameter	11,0 m
4.3 Tail Rotor	2 blades, diameter	1,956 m

5. Engine

5.1 Model Honeywell LTS 101-650B-1 Turbo shaft engines

5.2 Type Certificate EASA.IM.E.228



SECTION 2: MBB BK117 A-3

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm min ⁻¹ [%]	Power turbine rpm min ⁻¹ [%]	Temperature TOT °C
<i>All Engine Operation (AEO)</i>				
AEO-TOP (5 min)	2 x 71	49159 [102.7]	6120 [102]	782
AEO-MCP	2 x 71	49159 [102.7]	6120 [102]	763
<i>One Engine Inoperative (OEI)</i>				
2 ¹ / ₂ min OEI-TOP	1 x 100	50548 [105.6]	6120 [102]	832
30 min OEI-TOP	1 x 91.5	50169 [104.8]	6120 [102]	796
OEI-MCP	1 x 83	49159 [102.7]	6120 [102]	763

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

- | | |
|---------------|-------------------------------------------------|
| 6.1 Fuel | Refer to EASA approved Flight Manual, Section 2 |
| 6.2 Oil | Refer to EASA approved Flight Manual, Section 2 |
| 6.3 Additives | Refer to EASA approved Flight Manual, Section 2 |

7. Fluid Capacities

- | | |
|-----------------------------|------------------------------------------------------|
| 7.1 Fuel | fuel tank capacity: 607,6 l
useable fuel: 598,0 l |
| 7.2 Oil | 4,33 l |
| 7.3 Coolant system capacity | n/a |

8. Air Speeds Limitations

$V_{NE} = 150$ knots

refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations



SECTION 2: MBB BK117 A-3

9. Rotor Speeds Limitations

Power on:	maximum	102 %	(390.7 rpm)
	minimum	98 %	(375.3 rpm)
Power off:	maximum	104 %	(398.3 rpm)
	minimum	80 %	(306.4 rpm) up to 2000 kg
	minimum	85 %	(325.5 rpm) above 2000 kg
Transient:	refer to EASA approved Flight Manual		

10. Maximum Operating Altitude and Temperature

10.1 Altitude	4572 m [15,000 ft] up to 3000 kg
	3048 m [10,000 ft] above 3000 kg
	3658 m [12,000 ft] if OAT is below -30°C
	3353 m [11,000 ft DA] for TO, LDG and Hover in ground effect
10.2 Temperature	refer to EASA approved Flight Manual

11. Operating Limitations

VFR Day and Night, No flight into known icing condition
For IFR and for Cat A Operation refer to the EASA approved RFM
Additional limitations for take-off and landing: (see EASA approved RFM)

12. Maximum Masses

3200 Kg

13. Centre of Gravity Range

Longitudinal C.G Limits,

maximum forward limit:	4375 mm	aft of DP at 1700 kg
	4337 mm	aft of DP at 2000 kg
	4447 mm	aft of DP at 3200 kg
maximum rearward limit:	4670 mm	aft of DP at 1700 kg
	4533 mm	aft of DP at 3200 kg

Lateral C.G Limits,

maximum deviation on right / left:
100 mm up to 2850kg



SECTION 2: MBB BK117 A-3

80mm above 2850kg

14. Datum
 - Longitudinal: 4000 mm forward of the levelling point 4/5 on the cabin floor in the rear door aperture
 - Lateral: fuselage median plane
15. Levelling Means
refer to Maintenance Manual MBB-BK117 A/B, Appendix C
16. Minimum Flight Crew
one Pilot
17. Maximum Passengers Seating Capacity
seven (or ten if the kit described in FMS 10-8 is installed and operated)
refer to RFM for the approved seat configurations
18. Passenger Emergency Exit
two (one on each side of the passengers cabin)

19. Maximum Baggage/ Cargo Loads
1200 kg (250 kg in aft of rear seat bank) with maximum loading of 600 kg/m²
20. Rotor Blade control movement
For rigging information refer to the Maintenance Manual MBB-BK117 A/B
21. Auxiliary Power Unit (APU)
n/a
22. Life-Limited Parts
The periods specified in the latest revision of the Airworthiness Limitations section in Appendix A of the Maintenance Manual MBB-BK117 A/B must not be exceeded.
23. Wheels and Tires
Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual
BK117 A-3, firstly LBA approved on 15.03.1985, including the supplements for Special Operations and Optional Equipment, or subsequent approved issues
2. Maintenance Manual
 - a. Maintenance Manual MBB-BK117 A/B
 - b. Wiring Diagram Manual MBB-BK117
 - c. Engine documents as per Engine TCDS EASA.IM.E.228
3. Structural Repair Manual
Structural Repair Manual (SRM) BK117
4. Weight and Balance Manual



SECTION 2: MBB BK117 A-3

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5. Illustrated Parts Catalogue

Illustrated Parts Catalogue BK117

6. Service Letters and Service Bulletins

Safety information notice (from October 2008 onwards, before: Alert Service Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.

7. Required Equipment

Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements Section 10 and 11

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

MMEL BK117 - SERIES (EXCEPT BK117 C-2 AND SUBSEQUENT)

2. Flight Crew Data

[Reserved]

3. Cabin Crew Data

n/a

4. SIM Data

[Reserved]

5. Maintenance Certifying Staff Data

[Reserved]

6. Other (*e.g. EFB, special operations and special equipment, ...*)

[Reserved]

VI. Notes

1. Eligible serial numbers: 7055 to 7073, 7075 to 7099, 7101 to 7121
plus upgraded MBB-BK 117 A-1 model according to
SB-MBB-BK 117-10-4
2. Record of Manufacturer:
Messerschmidt-Bölkow-Blohm GmbH, 8012
Ottobrunn
Eurocopter Hubschrauber GmbH, Postfach 1353,
W-8850 Donauwörth.
Eurocopter Deutschland GmbH, Postfach 1353,
W-8850 Donauwörth or 86603 Donauwörth or



SECTION 2: MBB BK117 A-3

86607 Donauwörth.
AIRBUS HELICOPTERS DEUTSCHLAND GmbH,
Industriestrasse 4, D-86609 Donauwörth.

SECTION 3: MBB BK117 A-4

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	A-4
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

Luftfahrt-Bundesamt, Germany

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

[Reserved]

7. State of Design Authority Type Certificate Date

29 July 1986 (LBA TC No. 3049)

8. EASA Type Certification Date

[Reserved]



SECTION 3: MBB BK117 A-4

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

[Reserved]

2. Reference Date for determining the applicable operational suitability requirements

[Reserved]

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.

[Reserved]

4. State of Origin Airworthiness Authority Certification Basis

[Reserved]

5. EASA Airworthiness Requirements

FAR 29 amendments 29-1 through 29-16

5.1 Special Conditions

LBA Special Conditions for MBB-BK 117 helicopter dated 10 December 1979 and revised on 03 January 1980, consisting of:

- SC No. 1: Check Procedures
- SC No. 2: Engine Failure Warning System
- SC No. 3: Turbine Engine Bleed Air System
- SC No. 4: One Engine Inoperative Maximum Continuous Power
- SC No. 5: Lightning Protection of Structure and Occupants.

5.2. Exemptions

5.3. Deviations

[Reserved]

5.4. Equivalent Safety Findings

- FAR 29.175 (b) Demonstration of static longitudinal stability
- FAR 29.811 (h) (1) Emergency exit marking
- FAR 29.1151 (b) Rotor brake controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements



SECTION 3: MBB BK117 A-4

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Master List Drawing No. 117-A4-99

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	5,89 m
	Width	1,60 m
	Height	3,36 m
4.2 Main Rotor	4 blades, diameter	11,0 m
4.3 Tail Rotor	2 blades, diameter	1,956 m

5. Engine

5.1 Model Honeywell LTS 101-650B-1 Turbo shaft engines

5.2 Type Certificate EASA.IM.E.228



SECTION 3: MBB BK117 A-4

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm min ⁻¹ [%]	Power turbine rpm min ⁻¹ [%]	Temperature TOT °C
<i>All Engine Operation (AEO)</i>				
AEO-TOP (5 min)	2 x 83	49159 [102.7]	6120 [102]	782
AEO-MCP	2 x 71	49159 [102.7]	6120 [102]	763
<i>One Engine Inoperative (OEI)</i>				
2 ¹ / ₂ min OEI-TOP	1 x 100	50548 [105.6]	6120 [102]	832
30 min OEI-TOP	1 x 91.5	50169 [104.8]	6120 [102]	796
OEI-MCP	1 x 83	49159 [102.7]	6120 [102]	763

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

6.1 Fuel	Refer to EASA approved Flight Manual, Section 2
6.2 Oil	Refer to EASA approved Flight Manual, Section 2
6.3 Additives	Refer to EASA approved Flight Manual, Section 2

7. Fluid Capacities

7.1 Fuel	fuel tank capacity: 607,6 l useable fuel: 598,0 l
7.2 Oil	4,33 l
7.3 Coolant system capacity	n/a

8. Air Speeds Limitations

$V_{NE} = 150$ knots

refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations



SECTION 3: MBB BK117 A-4

9. Rotor Speeds Limitations

Power on:	maximum	102 %	(390.7 rpm)
	minimum	98 %	(375.3 rpm)
Power off:	maximum	104 %	(398.3 rpm)
	minimum	80 %	(306.4 rpm) up to 2000 kg
	minimum	85 %	(325.5 rpm) above 2000 kg
Transient:	refer to EASA approved Flight Manual		

10. Maximum Operating Altitude and Temperature

10.1 Altitude	4572 m [15,000 ft]	up to 3000 kg
	3048 m [10,000 ft]	above 3000 kg
	3658 m [12,000 ft]	if OAT is below -30°C
	3353 m [11,000 ft DA]	for TO, LDG and Hover in ground effect
10.2 Temperature	refer to EASA approved Flight Manual	

11. Operating Limitations

VFR Day and Night, No flight into known icing condition
For IFR and for Cat A Operation refer to the EASA approved RFM
Additional limitations for take-off and landing: (see EASA approved RFM)

12. Maximum Masses

3200 Kg

13. Centre of Gravity Range

Longitudinal C.G Limits,

maximum forward limit:	4375 mm	aft of DP at 1700 kg
	4337 mm	aft of DP at 2000 kg
	4447 mm	aft of DP at 3200 kg
maximum rearward limit:	4670 mm	aft of DP at 1700 kg
	4533 mm	aft of DP at 3200 kg

Lateral C.G Limits,

maximum deviation on right / left:

100 mm	up to 2850kg
80mm	above 2850kg

14. Datum



SECTION 3: MBB BK117 A-4

Longitudinal:	4000 mm forward of the levelling point 4/5 on the cabin floor in the rear door aperture
Lateral:	fuselage median plane

15. Levelling Means
refer to Maintenance Manual MBB-BK117 A/B, Appendix C
16. Minimum Flight Crew
one Pilot
17. Maximum Passengers Seating Capacity
seven (or ten if the kit described in FMS 10-8 is installed and operated)
refer to RFM for the approved seat configurations
18. Passenger Emergency Exit
two (one on each side of the passengers cabin)
19. Maximum Baggage/ Cargo Loads
1200 kg (250 kg in aft of rear seat bank) with maximum loading of 600 kg/m²
20. Rotor Blade control movement
For rigging information refer to the Maintenance Manual MBB-BK117 A/B
21. Auxiliary Power Unit (APU)
n/a
22. Life-Limited Parts
The periods specified in the latest revision of the Airworthiness Limitations section in Appendix A of the Maintenance Manual MBB-BK117 A/B must not be exceeded.
23. Wheels and Tires
Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual
BK117 A-4, firstly LBA approved on 29.07.1986, including the supplements for Special Operations and Optional Equipment, or subsequent approved issues
2. Maintenance Manual
 - a. Maintenance Manual MBB-BK117 A/B
 - b. Wiring Diagram Manual MBB-BK117
 - c. Engine documents as per Engine TCDS EASA.IM.E.228
3. Structural Repair Manual
Structural Repair Manual (SRM) BK117
4. Weight and Balance Manual
-
5. Illustrated Parts Catalogue



SECTION 3: MBB BK117 A-4

Illustrated Parts Catalogue BK117

6. Service Letters and Service Bulletins

Safety information notice (from October 2008 onwards, before: Alert Service Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.

7. Required Equipment

Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements Section 10 and 11

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

MMEL BK117 - SERIES (EXCEPT BK117 C-2 AND SUBSEQUENT).

2. Flight Crew Data

[Reserved]

3. Cabin Crew Data

n/a

4. SIM Data

[Reserved]

5. Maintenance Certifying Staff Data

[Reserved]

6. Other (e.g. EFB, special operations and special equipment, ...)

[Reserved]

VI. Notes

1. Eligible serial numbers: 7047, 7074, 7100, 7122 to 7139
plus upgraded MBB-BK 117 A-3 model according
to SB-MBB-BK 117-80-105
2. Record of Manufacturer:
Messerschmidt-Bölkow-Blohm GmbH, 8012
Ottobrunn
Eurocopter Hubschrauber GmbH, Postfach 1353,
W-8850 Donauwörth.
Eurocopter Deutschland GmbH, Postfach 1353,
W-8850 Donauwörth or 86603 Donauwörth or
86607 Donauwörth.
AIRBUS HELICOPTERS DEUTSCHLAND GmbH,



SECTION 3: MBB BK117 A-4

Industriestrasse 4, D-86609 Donauwörth.

SECTION 4: MBB BK117 B-1

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	B-1
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

Luftfahrt-Bundesamt, Germany

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

[Reserved]

7. State of Design Authority Type Certificate Date

10 December 1987 (LBA TC No. 3049)

8. EASA Type Certification Date

[Reserved]

II. Certification Basis



SECTION 4: MBB BK117 B-1

1. Reference Date for determining the applicable airworthiness requirements

[Reserved]

2. Reference Date for determining the applicable operational suitability requirements

[Reserved]

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.

[Reserved]

4. State of Origin Airworthiness Authority Certification Basis

[Reserved]

5. EASA Airworthiness Requirements

FAR 29 amendments 29-1 through 29-16

5.1 Special Conditions

LBA Special Conditions for MBB-BK 117 helicopter dated 10 December 1979 and revised on 03 January 1980, consisting of:

- SC No. 1: Check Procedures
- SC No. 2: Engine Failure Warning System
- SC No. 3: Turbine Engine Bleed Air System
- SC No. 4: One Engine Inoperative Maximum Continuous Power
- SC No. 5: Lightning Protection of Structure and Occupants.

5.2. Exemptions

5.3. Deviations

[Reserved]

5.4. Equivalent Safety Findings

- FAR 29.175 (b) Demonstration of static longitudinal stability
- FAR 29.811 (h) (1) Emergency exit marking
- FAR 29.1151 (b) Rotor brake controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL



SECTION 4: MBB BK117 B-1

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Master List Drawing No. 117-B1-99

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	5,89 m
	Width	1,60 m
	Height	3,36 m
4.2 Main Rotor	4 blades, diameter	11,0 m
4.3 Tail Rotor	2 blades, diameter	1,956 m

5. Engine

5.1 Model Honeywell LTS 101-750B-1 Turbo shaft engines

5.2 Type Certificate EASA.IM.E.228



SECTION 4: MBB BK117 B-1

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm min ⁻¹ [%]	Power turbine rpm min ⁻¹ [%]	Temperature TOT °C
<i>All Engine Operation (AEO)</i>				
AEO-TOP (5 min)	2 x 83	49159 [102.7]	6120 [102]	786
AEO-MCP	2 x 71	49159 [102.7]	6120 [102]	765
<i>One Engine Inoperative (OEI)</i>				
2 ¹ / ₂ min OEI-TOP	1 x 100	50548 [105.6]	6120 [102]	836
30 min OEI-TOP	1 x 91.5	50169 [104.8]	6120 [102]	800
OEI-MCP	1 x 83	49159 [102.7]	6120 [102]	765

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

- | | |
|---------------|-------------------------------------------------|
| 6.1 Fuel | Refer to EASA approved Flight Manual, Section 2 |
| 6.2 Oil | Refer to EASA approved Flight Manual, Section 2 |
| 6.3 Additives | Refer to EASA approved Flight Manual, Section 2 |

7. Fluid Capacities

- | | |
|-----------------------------|------------------------------------------------------|
| 7.1 Fuel | fuel tank capacity: 607,6 l
useable fuel: 598,0 l |
| 7.2 Oil | 4,33 l |
| 7.3 Coolant system capacity | n/a |

8. Air Speeds Limitations

$V_{NE} = 150$ knots

refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations



SECTION 4: MBB BK117 B-1

9. Rotor Speeds Limitations

Power on:	maximum	102 %	(390.7 rpm)	
	minimum	98 %	(375.3 rpm)	
Power off:	maximum	104 %	(398.3 rpm)	
	minimum	80 %	(306.4 rpm)	up to 2000 kg
	minimum	85 %	(325.5 rpm)	above 2000 kg
Transient:	refer to EASA approved Flight Manual			

10. Maximum Operating Altitude and Temperature

10.1 Altitude	4572 m [15,000 ft] up to 3000 kg
	3048 m [10,000 ft] above 3000 kg
	3658 m [12,000 ft] if OAT is below -30°C
	5182 m [17,000 ft DA] or 4572 m [15,000 ft PA] whichever is less for TO, LDG and Hover in ground effect
10.2 Temperature	refer to EASA approved Flight Manual

11. Operating Limitations

VFR Day and Night, No flight into known icing condition
For IFR and for Cat A Operation refer to the EASA approved
RFM
Additional limitations for take-off and landing: (see EASA
approved RFM)

12. Maximum Masses 3200 Kg

13. Centre of Gravity Range

Longitudinal C.G Limits, maximum forward limit:	4375 mm	aft of DP at 1700 kg
	4337 mm	aft of DP at 2000 kg
	4447 mm	aft of DP at 3200 kg
maximum rearward limit:	4670 mm	aft of DP at 1700 kg
	4533 mm	aft of DP at 3200 kg

Lateral C.G Limits,

maximum deviation on right / left:	100 mm	up to 2850kg
	80mm	above 2850kg

14. Datum

Longitudinal:	4000 mm forward of the levelling point 4/5 on the cabin floor in the rear door aperture
Lateral:	fuselage median plane



SECTION 4: MBB BK117 B-1

15. Levelling Means
refer to Maintenance Manual MBB-BK117 A/B, Appendix C
16. Minimum Flight Crew
one Pilot

17. Maximum Passengers Seating Capacity
seven (or ten if the kit described in FMS 10-8 is installed and operated)
refer to RFM for the approved seat configurations
18. Passenger Emergency Exit
two (one on each side of the passengers cabin)
19. Maximum Baggage/ Cargo Loads
1200 kg (250 kg in aft of rear seat bank) with maximum loading of 600 kg/m²
20. Rotor Blade control movement
For rigging information refer to the Maintenance Manual MBB-BK117 A/B
21. Auxiliary Power Unit (APU)
n/a
22. Life-Limited Parts
The periods specified in the latest revision of the Airworthiness Limitations section in Appendix A of the Maintenance Manual MBB-BK117 A/B must not be exceeded.

23. Wheels and Tires
Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual
BK117 B-1, firstly LBA approved on 10.12.1987, including the supplements for Special Operations and Optional Equipment, or subsequent approved issues
2. Maintenance Manual
 - a. Maintenance Manual MBB-BK117 A/B
 - b. Wiring Diagram Manual MBB-BK117
 - c. Engine documents as per Engine TCDS EASA.IM.E.228
3. Structural Repair Manual
Structural Repair Manual (SRM) BK117
4. Weight and Balance Manual
-
5. Illustrated Parts Catalogue
Illustrated Parts Catalogue BK117
6. Service Letters and Service Bulletins
Safety information notice (from October 2008 onwards, before: Alert Service



SECTION 4: MBB BK117 B-1

Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.

7. Required Equipment

Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements Section 10 and 11

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

a. MMEL BK117 - SERIES (EXCEPT BK117 C-2 AND SUBSEQUENT)

2. Flight Crew Data

[Reserved]

3. Cabin Crew Data

n/a

4. SIM Data

[Reserved]

5. Maintenance Certifying Staff Data

[Reserved]

6. Other (e.g. EFB, special operations and special equipment, ...)

[Reserved]

VI. Notes

1. Eligible serial numbers: 7140-7202, 7204-7243 plus upgraded MBB-BK 117 A-4 model according to the drawing 117 KM 80024-1.

2. Record of Manufacturer:

Messerschmidt-Bölkow-Blohm GmbH, 8012
Ottobrunn
Eurocopter Hubschrauber GmbH, Postfach 1353,
W-8850 Donauwörth.
Eurocopter Deutschland GmbH, Postfach 1353,
W-8850 Donauwörth or 86603 Donauwörth or
86607 Donauwörth.
AIRBUS HELICOPTERS DEUTSCHLAND GmbH,
Industriestrasse 4, D-86609 Donauwörth.



SECTION 5: MBB BK117 B-2

SECTION 5: MBB BK117 B-2

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	B-2
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

Lufffahrt-Bundesamt, Germany

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

[Reserved]

7. State of Design Authority Type Certificate Date

17 January 1992 (LBA TC No. 3049)

8. EASA Type Certification Date

[Reserved]

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements



SECTION 5: MBB BK117 B-2

[Reserved]

2. Reference Date for determining the applicable operational suitability requirements

[Reserved]

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.

[Reserved]

4. State of Origin Airworthiness Authority Certification Basis

[Reserved]

5. EASA Airworthiness Requirements

FAR 29 amendments 29-1 through 29-16, and including

FAR 29 Amendment 29-17 for:

- FAR 29.927

FAR 29 Amendment 29-21 for:

- FAR 29.1, FAR 29.1517

FAR 29 Amendment 29-24 for:

- FAR 29.143, FAR 29.672, FAR 29.1329, FAR 29.1587

FAR 29 Amendment 29-26 for:

- FAR 29.923

FAR 29 Amendment 29-32 for:

- FAR 29.2

JAR 29 (First Issue) for:

- JAR 29.45 to JAR 29.87

5.1 Special Conditions

LBA Special Conditions for MBB-BK 117 helicopter dated 10 December 1979 and revised on 03 January 1980, consisting of:

- SC No. 1: Check Procedures
- SC No. 2: Engine Failure Warning System
- SC No. 3: Turbine Engine Bleed Air System
- SC No. 4: One Engine Inoperative Maximum Continuous Power
- SC No. 5: Lightning Protection of Structure and Occupants.

5.2. Exemptions

5.3. Deviations

[Reserved]

5.4. Equivalent Safety Findings



SECTION 5: MBB BK117 B-2

- FAR 29.811 (h) (1) Emergency exit marking
- FAR 29.1151 (b) Rotor brake controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Master List Drawing No. 117-B2-99

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	5,89 m
	Width	1,60 m
	Height	3,36 m



SECTION 5: MBB BK117 B-2

- 4.2 Main Rotor 4 blades, diameter 11,0 m
4.3 Tail Rotor 2 blades, diameter 1,956 m

5. Engine

- 5.1 Model Honeywell LTS 101-750B-1 Turbo shaft engines
5.2 Type Certificate EASA.IM.E.228

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm min ⁻¹ [%]	Power turbine rpm %	Temperature TOT °C
<i>All Engine Operation</i>				
AEO-TOP (5 min)	2 x 83	49159 [102.7]	102	786
AEO-MCP	2 x 71	49159 [102.7]	102	765
<i>One Engine Inoperative (up to S/N 7252, if SB-MBB-BK117-60-113 is not installed)</i>				
2 ¹ / ₂ min OEI-TOP	1 x 100	50548 [105.6]	102	836
30 min OEI-TOP	1 x 91.5	50169 [104.8]	102	800
OEI-MCP	1 x 83	49159 [102.7]	102	765
<i>One Engine Inoperative (from S/N 7253, or if SB-MBB-BK117-60-113 is installed)</i>				
2 ¹ / ₂ min OEI-TOP	1 x 125	50548 [105.6]	102	836
30 min OEI-TOP	1 x 91.5	50169 [104.8]	102	800
OEI-MCP	1 x 91.5	49159 [102.7]	102	765

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

- 6.1 Fuel Refer to EASA approved Flight Manual, Section 2
6.2 Oil Refer to EASA approved Flight Manual, Section 2
6.3 Additives Refer to EASA approved Flight Manual, Section 2

7. Fluid Capacities

- 7.1 Fuel fuel tank capacity: 607,6 l
 useable fuel: 598,0 l
7.2 Oil 4,33 l



SECTION 5: MBB BK117 B-2

7.3 Coolant system capacity n/a

8. Air Speeds Limitations

$V_{NE} = 150$ knots

refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations

9. Rotor Speeds Limitations

Power on:	maximum	102 %	(390.7 rpm)
	minimum	98 %	(375.3 rpm)
	minimum	99 %	(after SB-MBB-BK117-60-110)

Power off:	maximum	104 %	(398.3 rpm)
	minimum	80 %	(306.4 rpm) up to 2000 kg
	minimum	85 %	(325.5 rpm) above 2000 kg

Transient: refer to EASA approved Flight Manual

10. Maximum Operating Altitude and Temperature

10.1 Altitude

Up to S/N 7252:

4572 m [15,000 ft] up to 3000 kg

3048 m [10,000 ft] above 3000 kg

3658 m [12,000 ft] if OAT is below -30°C

5182 m [17,000 ft DA] or 4572 m [15,000 ft PA]

whichever is less for TO, LDG and Hover in ground effect

From S/N 7253 or if SB-MBB-BK 117-80-111 is installed:

5486 m [18,000 ft] up to 3000 kg

3048 m [10,000 ft] above 3000 kg

3658 m [12,000 ft] if OAT is below -30°C

5182 m [17,000 ft DA] or 5486 m [18,000 ft PA]

whichever is less for TO, LDG and Hover in ground effect

10.2 Temperature

refer to EASA approved Flight Manual

11. Operating Limitations

VFR Day and Night, No flight into known icing condition

For IFR and for Cat A Operation refer to the EASA approved RFM

Additional limitations for take-off and landing: (see EASA



SECTION 5: MBB BK117 B-2

approved RFM)

12. Maximum Masses

3350 Kg

13. Centre of Gravity Range

Longitudinal C.G Limits,

maximum forward limit:	4375 mm	aft of DP at 1700 kg
	4337 mm	aft of DP at 2000 kg
	4400 mm	aft of DP at 3350 kg
maximum rearward limit:	4670 mm	aft of DP at 1700 kg
	4520 mm	aft of DP at 3350 kg

Lateral C.G Limits,

maximum deviation on right / left:

100 mm	up to 2850kg
80mm	above 2850kg

14. Datum

Longitudinal: 4000 mm forward of the levelling point 4/5 on the cabin floor in the rear door aperture

Lateral: fuselage median plane

15. Levelling Means

refer to Maintenance Manual MBB-BK117 A/B, Appendix C

16. Minimum Flight Crew

one Pilot

17. Maximum Passengers Seating Capacity

seven (or ten if the kit described in FMS 10-8 is installed and operated)

refer to RFM for the approved seat configurations

18. Passenger Emergency Exit

two (one on each side of the passengers cabin)

19. Maximum Baggage/ Cargo Loads

1200 kg (250 kg in aft of rear seat bank) with maximum loading of 600 kg/m²

20. Rotor Blade control movement

For rigging information refer to the Maintenance Manual MBB-BK117 A/B

21. Auxiliary Power Unit (APU)

n/a

22. Life-Limited Parts

The periods specified in the latest revision of the Airworthiness Limitations section in Appendix A of the Maintenance Manual MBB-BK117 A/B must not be exceeded.

23. Wheels and Tires

Skid type landing gear



SECTION 5: MBB BK117 B-2

IV. Operating and Service Instructions

1. Flight Manual
 - a. BK117 B-2, firstly LBA approved on 17.01.1992,
 - b. BK117 B-2-7203, firstly LBA approved on 21.04.1993, including the supplements for Special Operations and Optional Equipment, or subsequent approved issues
2. Maintenance Manual
 - a. Maintenance Manual MBB-BK117 A/B
 - b. Wiring Diagram Manual MBB-BK117
 - c. Engine documents as per Engine TCDS EASA.IM.E.228
3. Structural Repair Manual
Structural Repair Manual (SRM) BK117
4. Weight and Balance Manual
5. Illustrated Parts Catalogue
Illustrated Parts Catalogue BK117
6. Service Letters and Service Bulletins
Safety information notice (from October 2008 onwards, before: Alert Service Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.
7. Required Equipment
Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements Section 10 and 11

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

MMEL BK117 - SERIES (EXCEPT BK117 C-2 AND SUBSEQUENT)

2. Flight Crew Data
[Reserved]
3. Cabin Crew Data
n/a
4. SIM Data
[Reserved]
5. Maintenance Certifying Staff Data
[Reserved]
6. Other (*e.g. EFB, special operations and special equipment, ...*)
[Reserved]



SECTION 5: MBB BK117 B-2

VI. Notes

1. Eligible serial numbers: 7203, 7244 and upwards plus upgraded MBB-BK 117 B-1 model according to the drawing 117-800121.
2. Record of Manufacturer:
Messerschmidt-Bölkow-Blohm GmbH, 8012 Ottobrunn
Eurocopter Hubschrauber GmbH, Postfach 1353, W-8850 Donauwörth.
Eurocopter Deutschland GmbH, Postfach 1353, W-8850 Donauwörth or 86603 Donauwörth or 86607 Donauwörth.
AIRBUS HELICOPTERS DEUTSCHLAND GmbH, Industriestrasse 4, D-86609 Donauwörth.



SECTION 6: MBB BK117 C-1

SECTION 6: MBB BK117 C-1

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	C-1
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

Luftfahrt-Bundesamt, Germany

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

[Reserved]

7. State of Design Authority Type Certificate Date

02 October 1992 (LBA TC No. 3049)

8. EASA Type Certification Date

[Reserved]

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

[Reserved]



SECTION 6: MBB BK117 C-1

2. Reference Date for determining the applicable operational suitability requirements
[Reserved]

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.
[Reserved]

4. State of Origin Airworthiness Authority Certification Basis
[Reserved]

5. EASA Airworthiness Requirements

FAR 29 amendments 29-1 through 29-16, and including
FAR 29 Amendment 29-17 for:

- FAR 29.927, FAR 29.1091, FAR 29.1103, FAR 29.1195

FAR 29 Amendment 29-21 for:

- FAR 29.1, FAR 29.1517, FAR 29.1587

FAR 29 Amendment 29-24 for:

- FAR 29.143

FAR 29 Amendment 29-26 for:

- FAR 29.901, FAR 29.903, FAR 29.908, FAR 29.955, FAR 29.961
- FAR 29.1041, FAR 29.1043, FAR 29.1045, FAR 29.1047, FAR 29.1093

FAR 29 Amendment 29-32 for:

- FAR 29.2

JAR 29 (First Issue) for:

- JAR 29.45 to 29.87

5.1 Special Conditions

LBA Special Conditions for MBB-BK 117 helicopter dated 10 December 1979
and revised on 03 January 1980, consisting of:

- SC No. 1: Check Procedures
- SC No. 2: Engine Failure Warning System
- SC No. 3: Turbine Engine Bleed Air System
- SC No. 4: One Engine Inoperative Maximum Continuous Power
- SC No. 5: Lightning Protection of Structure and Occupants.

5.2. Exemptions

5.3. Deviations
[Reserved]

5.4. Equivalent Safety Findings



SECTION 6: MBB BK117 C-1

- FAR 29.811 (h) (1) Emergency exit marking
- FAR 29.1151 (b) Rotor brake controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Master List Drawing No. 117-C1-99

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	5,89 m
	Width	1,60 m
	Height	3,36 m



SECTION 6: MBB BK117 C-1

- 4.2 Main Rotor 4 blades, diameter 11,0 m
4.3 Tail Rotor 2 blades, diameter 1,956 m

5. Engine

- 5.1 Model Turbomeca Arriel 1E2 Turbo shaft engines
5.2 Type Certificate EASA.E.073

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm min ⁻¹ [%]	Power turbine rpm %	Temperature TOT °C
<i>All Engine Operation</i>				
AEO-TOP (5 min)	2 x 83	52111 [100.6]	102 *)	845
AEO-MCP	2 x 71	51800 [100.0]	102 *)	845
<i>One Engine Inoperative</i>				
2 ¹ / ₂ min OEI-TOP	1 x 125	53509 [103.3]	102	885
OEI-MCP	1 x 91.5	51955 [100.3]	102	845

*) Maximum power turbine rpm for pressure altitude > 8000 ft and v < 55 KIAS is 104%

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

- 6.1 Fuel Refer to EASA approved Flight Manual, Section 2
6.2 Oil Refer to EASA approved Flight Manual, Section 2
6.3 Additives Refer to EASA approved Flight Manual, Section 2

7. Fluid Capacities

- 7.1 Fuel fuel tank capacity: 707,6 l
 useable fuel: 697,4 l
7.2 Oil 4,33 l
7.3 Coolant system
capacity n/a

8. Air Speeds Limitations



SECTION 6: MBB BK117 C-1

refer to Maintenance Manual MBB-BK117 C-1, Appendix C

16. Minimum Flight Crew
one Pilot
17. Maximum Passengers Seating Capacity
seven (or ten if the kit described in FMS 10-8 is installed and operated)
refer to RFM for the approved seat configurations
18. Passenger Emergency Exit
two (one on each side of the passengers cabin)
19. Maximum Baggage/ Cargo Loads
1200 kg (250 kg in aft of rear seat bank) with maximum loading of 600 kg/m²
20. Rotor Blade control movement
For rigging information refer to the Maintenance Manual MBB-BK117 C-1
21. Auxiliary Power Unit (APU)
n/a
22. Life-Limited Parts
The periods specified in the latest revision of the Airworthiness Limitations section in Appendix A of the Maintenance Manual MBB-BK117 C-1 must not be exceeded.

23. Wheels and Tires
Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual
 - a. BK117 C-1, firstly LBA approved on 02.10.1992,
 - b. BK117 C-1C, firstly CAA-UK approved on 28.08.1995,
including the supplements for Special Operations and Optional Equipment, or subsequent approved issues
2. Maintenance Manual
 - a. Maintenance Manual MBB-BK117 C-1
 - b. Wiring Diagram Manual MBB-BK117
 - c. Engine documents as per Engine TCDS EASA.E.073
3. Structural Repair Manual
Structural Repair Manual (SRM) BK117
4. Weight and Balance Manual

5. Illustrated Parts Catalogue
Illustrated Parts Catalogue BK117
6. Service Letters and Service Bulletins
Safety information notice (from October 2008 onwards, before: Alert Service Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.
7. Required Equipment
Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements Section 10 and 11



SECTION 6: MBB BK117 C-1

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

MMEL BK117 - SERIES (EXCEPT BK117 C-2 AND SUBSEQUENT)

2. Flight Crew Data

[Reserved]

3. Cabin Crew Data

n/a

4. SIM Data

[Reserved]

5. Maintenance Certifying Staff Data

[Reserved]

6. Other (*e.g. EFB, special operations and special equipment, ...*)

[Reserved]

VI. Notes

1. Eligible serial numbers: 7007, 7500 and upwards.

2. Record of Manufacturer:

Messerschmidt-Bölkow-Blohm GmbH, 8012 Ottobrunn
Eurocopter Hubschrauber GmbH, Postfach 1353,
W-8850 Donauwörth.

Eurocopter Deutschland GmbH, Postfach 1353,
W-8850 Donauwörth or 86603 Donauwörth or
86607 Donauwörth.

AIRBUS HELICOPTERS DEUTSCHLAND GmbH,
Industriestrasse 4, D-86609 Donauwörth.



SECTION 7: MBB BK117 C-2

SECTION 7: MBB BK117 C-2

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	C-2
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

Luftfahrt-Bundesamt, Germany

4. Manufacturer

- a. AIRBUS HELICOPTERS DEUTSCHLAND GmbH
- b. AIRBUS HELICOPTERS INC. (USA)

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

[Reserved]

7. State of Design Authority Type Certificate Date

20 December 2000 (LBA TC No. 3049)

8. EASA Type Certification Date

[Reserved]

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements



SECTION 7: MBB BK117 C-2

02 October 1997

2. Reference Date for determining the applicable operational suitability requirements
[Reserved]
3. State of Origin Airworthiness Authority Type Certification Data Sheet No.
[Reserved]
4. State of Origin Airworthiness Authority Certification Basis
[Reserved]
5. EASA Airworthiness Requirements

FAR 29 amendments 29-1 through 29-40, including Appendix B

- FAR 29 amendment 26 for:
FAR 29.903 (see CRI No. E-4), FAR 29.923 (see CRI No. E-2)
- FAR 29 amendment 17 for:
FAR 29.927 (see CRI No. E-2)
- FAR 29 amendment 16 for:
FAR 29.547 (for unchanged parts), FAR 29.571 (see CRI No. C-1),
FAR 29.863 (see CRI No. D-6), FAR 29.901(c) (see CRI No. E-4)
FAR 29.917, FAR 29.1011, FAR 29.1019(a), FAR 29.1021, FAR 29.1163
FAR 29.1181, FAR 29.1183, FAR 29.1189
FAR 29.1309 (b), (d), (e) (see CRI No. F-2, F-4), FAR 29.1521

5.1 Special Conditions

- SC No. 3: BK117 (Turbine Engine Bleed Air System, if installed)
- SC No. 6: HIRF (JAA INT/POL/27&29/1, dated June 1, 1997), (CRI No. F-1)
- SC No. 7: BK117 C-2 Primary structures designed with composite material

5.2. Exemptions

- FAR 29.610(d)(4) for unchanged parts categorized as "Essential"- (CRI No. D-4)
- FAR 29.631 (CRI No. D-2)
- FAR 29.1027
- FAR 29.1305(a)(21) and (23)
- FAR 29.1337(e)

5.3. Deviations

[Reserved]

5.4. Equivalent Safety Findings

- FAR 29.807 (a)(4) Emergency exits (CRI No. D-1)
- FAR 29.1303 (a),(j) VNE indication (CRI No. F-3)
- FAR 29.1549 (b) Powerplant Instruments (CRI No. G-1)



SECTION 7: MBB BK117 C-2

- FAR 29.1151 (b) Rotor Brake Controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

Master List Drawing No. 117-C2-99

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	6,186 m
	Width	1,845 m
	Height	3,450 m
4.2 Main Rotor	4 blades, diameter	11,0 m



SECTION 7: MBB BK117 C-2

8. Air Speeds Limitations

$V_{NE} = 150$ knots

refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations

9. Rotor Speeds Limitations

Power on:	maximum	104 %
	minimum	96 %

Power off:	maximum	104 %
	minimum	80 % (up to 2000 kg)
	minimum	85 % (above 2000 kg)

Transient: (see EASA approved RFM)

10. Maximum Operating Altitude and Temperature

10.1 Altitude 5486 m [18,000 ft]

10.2 Temperature refer to EASA approved Flight Manual

11. Operating Limitations

VFR Day and Night, No flight into known icing condition

For IFR and for Cat A Operation refer to the EASA approved RFM

Additional limitations for take-off and landing: (see EASA approved RFM)

12. Maximum Masses

3585 Kg

13. Centre of Gravity Range

Longitudinal C.G Limits,

maximum forward limit:	4337 mm	aft of DP at 2000 kg
	4377 mm	aft of DP at 3585 kg

maximum rearward limit:	4667 mm	aft of DP at 1750 kg
	4544 mm	aft of DP at 3585 kg

Lateral C.G Limits,

maximum deviation on right / left:

100 mm	(up to 3000 kg)
80 mm	(above 3000 kg)

14. Datum

Longitudinal: 3950 mm forward of the levelling point in the aft door frame



SECTION 7: MBB BK117 C-2

Lateral: fuselage median plane

15. Levelling Means
refer to Maintenance Manual MBB-BK117 C-2, Chapter 08 and Levelling Procedure TS-B082M0101X02
16. Minimum Flight Crew
one Pilot
17. Maximum Passengers Seating Capacity
Nine (or ten if the kit described in FMS 9.2-27 is installed and operated)
Refer to RFM for the approved seat configurations
18. Passenger Emergency Exit
two (one on each side of the passengers cabin)
19. Maximum Baggage/ Cargo Loads
600 kg/m²
20. Rotor Blade control movement
For rigging information refer to the Maintenance Manual MBB-BK117 C-2
21. Auxiliary Power Unit (APU)
n/a
22. Life-Limited Parts
The periods specified in the latest revision of the Airworthiness Limitations section in Chapter 04 of the Master Servicing Manual MBB-BK117 C-2 must not be exceeded
23. Wheels and Tires
Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual
BK117 C-2, firstly LBA approved on 20.12.2000, including the supplements for Special Operations and Optional Equipment, or subsequent approved issues
2. Maintenance Manual
 - a. Aircraft Maintenance Manual (AMM) MBB-BK117 C-2
 - b. Wiring Diagram Manual (WDM) MBB-BK117 C-2
 - c. Engine documents as per Engine TCDS EASA.E.073
 - d. Master Servicing Manual (MSM) MBB-BK117 C-2
3. Structural Repair Manual
Structural Repair Manual (SRM) BK117
4. Weight and Balance Manual
5. Illustrated Parts Catalogue
Illustrated Parts Catalogue BK117
6. Service Letters and Service Bulletins
Safety information notice (from October 2008 onwards, before: Alert Service Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.
7. Required Equipment
Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements FMS 9.1 and FMS 9.2



SECTION 7: MBB BK117 C-2

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

MMEL BK117 C-2

2. Flight Crew Data

[Reserved]

3. Cabin Crew Data

n/a

4. SIM Data

[Reserved]

5. Maintenance Certifying Staff Data

[Reserved]

6. Other (e.g. EFB, special operations and special equipment, ...)

[Reserved]

VI. Notes

1. Eligible serial numbers: 9004 and upwards

2. Record of Manufacturer:

Until January 2014:

a)

Eurocopter Deutschland GmbH, Postfach 1353,
W-8850 Donauwörth or 86603 Donauwörth or
86607 Donauwörth.

b)

American Eurocopter LLC, Columbus, Mississippi 39701 USA.
January 2014 onwards:

a) AIRBUS HELICOPTERS DEUTSCHLAND GmbH,
Industriestrasse 4, D-86609 Donauwörth.

b) AIRBUS HELICOPTERS INC.(AHI), , Columbus,
Mississippi
39701, USA, Production Certificate No. 343CE.



SECTION 7: MBB BK117 C-2

3. Designation: EC145 and UH145 are used as marketing designation for MBB-BK117 C-2 helicopters.

4. Night Vision Goggles Operational Capability:

Night Vision Goggles aided operations are permitted according to Rotorcraft Flight Manual Supplement RFMS 9.2-48 in conjunction with a serial number specific Flight Manual Appendix FMA 11-x, when the rotorcraft is equipped accordingly and a competent authority has granted operational authorisation only. The helicopter configuration containing NVIS lighting components approved for the use with Night Vision Goggles is described in a serial number specific AHD NVIS Substantiation Report for operators having received an approval for their NVIS configuration.

5. Ditching:

The emergency floatation system according to Rotorcraft Flight Manual Supplement 9.2-9 is certified as ditching provision in accordance with FAR29.

The helicopter may be certified for ditching provided the following additional equipment are fitted and approved in accordance with the relevant airworthiness requirements:

- survival type emergency locator transmitter
- life raft installation
- life preserver.



SECTION 8: MBB BK117 C-2e

SECTION 8: MBB BK117 C-2e

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	C-2
1.3 Variant	e

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

EASA

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

31 October 2012

7. State of Design Authority Type Certificate Date

17 April 2015

8. EASA Type Certification Date

17 April 2015

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

31 October 2012



SECTION 8: MBB BK117 C-2e

2. Reference Date for determining the applicable operational suitability requirements
31 October 2012
3. State of Origin Airworthiness Authority Type Certification Data Sheet No.
[Reserved]
4. State of Origin Airworthiness Authority Certification Basis
[Reserved]
5. EASA Airworthiness Requirements

Elect to comply: CS 29, Amdt. 2 for newly installed equipment on BK117 C-2e

- CS 29.771
- CS 29.773
- CS 29.777
- CS 29.1301
- CS 29.1303, except VNE indication
- CS 29.1321
- CS 29.1353a
- CS 29.1381
- CS 29.1431
- CS 29.1581

FAR 29 amendments 29-1 through 29-40, including Appendix B

- FAR 29 amendment 26 for:
FAR 29.903 (see CRI No. E-4), FAR 29.923 (see CRI No. E-2)
- FAR 29 amendment 17 for:
FAR 29.927 (see CRI No. E-2)
- FAR 29 amendment 16 for:
FAR 29.547 (for unchanged parts), FAR 29.571 (see CRI No. C-1),
FAR 29.863 (see CRI No. D-6), FAR 29.901(c) (see CRI No. E-4)
FAR 29.917, FAR 29.1011, FAR 29.1019(a), FAR 29.1021, FAR 29.1163
FAR 29.1181, FAR 29.1183, FAR 29.1189
FAR 29.1309 (b), (d), (e) (see CRI No. F-2, F-4), FAR 29.1521.

5.1 Special Conditions

- SC No. 3: BK117 (Turbine Engine Bleed Air System, if installed)
- SC No. 6: HIRF (JAA INT/POL/27&29/1, dated June 1, 1997), (CRI No. F-1)
- SC No. 7: BK117 C-2 Primary structures designed with composite material

5.2. Exemptions

- FAR 29.610(d)(4) for unchanged parts categorized as "Essential"- (CRI No. D-4)
- FAR 29.631 (CRI No. D-2)
- FAR 29.1027



SECTION 8: MBB BK117 C-2e

- FAR 29.1305(a)(21) and (23)
- FAR 29.1337(e)

5.3. Deviations

[Reserved]

5.4. Equivalent Safety Findings

- FAR 29.807 (a)(4) Emergency exits (CRI No. D-1)
- FAR 29.1303 (a),(j) VNE indication (CRI No. F-3)
- FAR 29.1549 (b) Powerplant Instruments (CRI No. G-1)
- FAR 29.1151 (b) Rotor Brake Controls

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

TDD B0000M281120

2. Description

Rigid 4-bladed main rotor, twin-bladed tail rotor, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, fin and tail plane fitted with endplate fins, powered by 2 independent turbo shaft engines, skid-type landing gear

3. Equipment



SECTION 8: MBB BK117 C-2e

Basic equipment must be installed and operational prior to registration of the helicopter.

4. Dimensions

4.1 Fuselage	Length	6,186 m
	Width	1,845 m
	Height	3,450 m
4.2 Main Rotor	4 blades, diameter	11,0 m
4.3 Tail Rotor	2 blades, diameter	1,962 m

5. Engine

5.1 Model	Turbomeca Arriel 1E2 Turbo shaft engines
5.2 Type Certificate	EASA.E.073

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm min ⁻¹ [%]	Power turbine rpm %	Temperature TOT °C
<i>All Engine Operation</i>				
AEO-TOP (5 min)	2 x 88	52835 [101,9]	104	845
AEO-MCP	2 x 71	51955 [100,0]	104	845
<i>One Engine Inoperative</i>				
2 ¹ / ₂ min OEI-TOP	1 x 125,0	53509 [103,3]	104	885
OEI-MCP	1 x 91,5	52835 [101,9]	104	845

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

6.1 Fuel	Refer to EASA approved Flight Manual, Section 2
6.2 Oil	Refer to EASA approved Flight Manual, Section 2
6.3 Additives	Refer to EASA approved Flight Manual, Section 2

7. Fluid Capacities



SECTION 8: MBB BK117 C-2e

7.1 Fuel	Standard Fuel Tank: total fuel:	879,1 l
	usable fuel:	867,5 l
	self-sealing fuel tank: total fuel:	861.6 l
	useable fuel:	850.0 l
7.2 Oil		4,33 l
7.3 Coolant system capacity		n/a

8. Air Speeds Limitations

$V_{NE} = 150$ knots

refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations

9. Rotor Speeds Limitations

Power on: maximum 104 %
minimum 96 %

Power off: maximum 104 %
minimum 80 % (up to 2000 kg)
minimum 85 % (above 2000 kg)

Transient: (see EASA approved RFM)

10. Maximum Operating Altitude and Temperature

10.1 Altitude 5486 m [18,000 ft]

10.2 Temperature refer to EASA approved Flight Manual

11. Operating Limitations

VFR Day and Night, No flight into known icing condition

For IFR and for Cat A Operation refer to the EASA approved RFM

Additional limitations for take-off and landing: (see EASA approved RFM)

12. Maximum Masses

3585 Kg

13. Centre of Gravity Range

Longitudinal C.G Limits,

maximum forward limit: 4337 mm aft of DP at 2000 kg
4377 mm aft of DP at 3585 kg

maximum rearward limit: 4667 mm aft of DP at 1750 kg



SECTION 8: MBB BK117 C-2e

4544 mm aft of DP at 3585 kg

Lateral C.G Limits,
maximum deviation on right / left:

100 mm (up to 3000 kg)

80 mm (above 3000 kg)

14. Datum

Longitudinal: 3950 mm forward of the levelling point in the aft door
frame

Lateral: fuselage median plane

15. Levelling Means

refer to Maintenance Manual MBB-BK117 C-2, Chapter 08 and Levelling
Procedure TS-B082M0101X02

16. Minimum Flight Crew

one Pilot

17. Maximum Passengers Seating Capacity

Nine (or ten if the kit described in FMS 9.2-27 is installed and operated)

Refer to RFM for the approved seat configurations

18. Passenger Emergency Exit

two (one on each side of the passengers cabin)

19. Maximum Baggage/ Cargo Loads

600 kg/m²

20. Rotor Blade control movement

For rigging information refer to the Maintenance Manual MBB-BK117 C-2

21. Auxiliary Power Unit (APU)

n/a

22. Life-Limited Parts

The periods specified in the latest revision of the Airworthiness Limitations
section in Chapter 04 of the Master Servicing Manual MBB-BK117 C-2 must
not be exceeded

23. Wheels and Tires

Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual

BK117 C-2e, firstly EASA approved on 17.04.2015, including the supplements
for Special Operations and Optional Equipment, or subsequent approved
issues

2. Maintenance Manual

a. Aircraft Maintenance Manual (AMM) MBB-BK117 C-2



SECTION 8: MBB BK117 C-2e

- b. Wiring Diagram Manual (WDM) MBB-BK117 C-2
- c. Engine documents as per Engine TCDS EASA.E.073
- d. Master Servicing Manual (MSM) MBB-BK117 C-2
- 3. Structural Repair Manual
Structural Repair Manual (SRM) BK117
- 4. Weight and Balance Manual
- 5. Illustrated Parts Catalogue
Illustrated Parts Catalogue BK117
- 6. Service Letters and Service Bulletins
Safety information notice (from October 2008 onwards, before: Alert Service Information), information notice (from October 2008 onwards, before: Service Information), Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.
- 7. Required Equipment
Special equipment and kits necessary for intended kind of operations as defined in the approved Flight Manual Supplements FMS 9.1 and FMS 9.2

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

- 1. Master Minimum Equipment List
MMEL MBB BK 117 C-2
- 2. Flight Crew Data
[Reserved]
- 3. Cabin Crew Data
n/a
- 4. SIM Data
[Reserved]
- 5. Maintenance Certifying Staff Data
[Reserved]
- 6. Other (e.g. EFB, special operations and special equipment, ...)
[Reserved]



SECTION 8: MBB BK117 C-2e

VI. Notes

1. Eligible serial numbers: 9601 and upwards
2. Record of Manufacturer:
Until January 2014:
Eurocopter Deutschland GmbH, Postfach 1353,
W-8850 Donauwörth or 86603 Donauwörth or
86607 Donauwörth.

January 2014 onwards:
AIRBUS HELICOPTERS DEUTSCHLAND GmbH,
Industriestrasse 4, D-86609 Donauwörth.
3. Designation: EC145 is used as marketing designation for
MBB-BK117 C-2e helicopters.



SECTION 9: MBB BK117 D-2

SECTION 9: MBB BK117 D-2

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	D-2
1.3 Variant	n/a

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

EASA

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

[Reserved]

6. EASA Type Certification Application Date

27 February 2009

7. State of Design Authority Type Certificate Date

16 April 2014

8. EASA Type Certification Date

16 April 2014

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

01 February 2010



SECTION 9: MBB BK117 D-2

2. Reference Date for determining the applicable operational suitability requirements
01 February 2010

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.
[Reserved]

4. State of Origin Airworthiness Authority Certification Basis
[Reserved]

5. EASA Airworthiness Requirements

- CS-29, Amendment 2 for the requirements listed below:

CS 29.1	CS 29.81	CS 29.351	CS 29.1359
CS 29.25	CS 29.85	CS 29.602	CS 29.1457
CS 29.59	CS 29.143	CS 29.923	CS 29.1459
CS 29.62	CS 29.173	CS 29.1323	CS 29.1587
CS 29.67	CS 29.175	CS 29.1329	CS 29 Appendix B.V
CS 29.77	CS 29.177	CS 29.1351	CS 29 Appendix B.VII

- FAR 29 Amendment 43:

FAR 29.865 (External Loads)

- FAR 29 Amendment 16:

FAR 29.863 (for unaffected parts of BK117 C-1)

FAR 29.917 (for unaffected parts of BK117 C-1)

FAR 29.1309 (b), (d), (e) (for unaffected parts of BK117 C-1)

- FAR 29 effective Feb. 1, 1965 plus Amendments 29-1 through 29-40,
for all other requirements that are not listed in CS/FAR 29 requirements above

5.1 Special Conditions

- 30 min Extended Power Rating.(CRI E-05)

- Lithium Battery Installations (CRI F-09)

- High-intensity Radiated Fields (HIRF) Protection: JAA
INT/POL/27&29/1, Issue 3 (CRI F-01)

5.2. Exemptions

- -

5.3. Deviations

- FAR 29.631 for Cockpit Windows (for unaffected parts of BK117 C-2)

- FAR 29.1027 for Main Gear Box (for unaffected parts of BK117 A-1)

5.4. Equivalent Safety Findings

- FAR 29.807 (a)(4), (for emergency exit) (CRI D-01 and CRI D-07)

- FAR 29.1305, FAR 29.1321(e), FAR 29.1351(b)(6) , FAR 29.1435(a)(3), (for Part
Time Display of vehicle parameters) (CRI F-29)

- FAR 29.1545(b)(4), 29.1549(b), (for Airspeed & Powerplant indication green



SECTION 9: MBB BK117 D-2

marking) (CRI G-03)

- FAR 29.1305, 29.1309, 29.1549 (for OEI training mode) (CRI G-01)
- FAR 29.601, 29.603, 29.605(a), 29.865(a) (for hoist installation) (CRI D-08)
- FAR 29.1457(a), (c) (for CVR, communication during winch operation) (CRI F-10)

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

- JAR-MMEL Section 1 Subpart A&B at amendment 1 for retained items from MBB BK117 C-2 model.
- CS-MMEL Initial Issue for all other items.

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

TDD D0000M170200

2. Description

Rigid 4-bladed main rotor, fanned tail rotor with composite tail rotor blades, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, powered by 2 independent turbo shaft engines, engines controlled by a dual channel digital engine control, Integrated modular avionics suites, 4-axis dual duplex autopilot, skid-type landing gear

3. Equipment

As required by compliance with the Certification Basis and listed in the Type Design Definition Document.

4. Dimensions



SECTION 9: MBB BK117 D-2

4.1 Fuselage	Length	6,170 m
	Width	1,845 m
	Height	3,450 m
4.2 Main Rotor	4 blades, diameter	11,0 m
4.3 Tail Rotor	10 blades, diameter	1,150 m

5. Engine

5.1 Model	Turbomeca Arriel 2E Turbo shaft engines
5.2 Type Certificate	EASA.E.001

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm %	Power turbine rpm %	Temperature TOT °C
<i>All Engine Operation (AEO)</i>				
AEO-TOP (5 min)	2 x 95	100.6	108.3	918
AEO-MCP (unlimited)	2 x 74	89.5	108.3	901
Extended Power Rating (30 min)	2 x 95	100.6	108.3	918
<i>One Engine Inoperative (OEI)</i>				
30 seconds OEI-TOP	1 x 150	105.7	108.3	1006
2 minutes OEI-TOP	1 x 130	104.3	108.3	987
OEI-MCP	1 x 100	101.7	108.3	945

- In AEO, the torque of one engine is allowed to exceed the given MCP resp. TOP limit value by up to 3% as long as the average torque of both engines is below 74% resp. 95%.
- An AEO transient limit of 2x104.5% is available for unintended use below VY + 10 kts for a maximum duration of 12 sec.
- An AEO transient limit of 2x79% is available for unintended use above Vy + 10 kts for a maximum duration of 12 sec.

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)



SECTION 9: MBB BK117 D-2

- | | |
|---------------|-------------------------------------------------|
| 6.1 Fuel | Refer to EASA approved Flight Manual, Section 2 |
| 6.2 Oil | Refer to EASA approved Flight Manual, Section 2 |
| 6.3 Additives | Refer to EASA approved Flight Manual, Section 2 |
7. Fluid Capacities
- | | | | |
|-----------------------------|---------------------|--------------|---------|
| 7.1 Fuel | Standard Fuel Tank: | total fuel: | 915,8 l |
| | | usable fuel: | 903,8 l |
| 7.2 Oil | 5,5 l | | |
| 7.3 Coolant system capacity | n/a | | |
8. Air Speeds Limitations
- $V_{NE} = 150$ knots
- refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations
9. Rotor Speeds Limitations
- | | | |
|------------|-------------------------|----------------------|
| Power on: | maximum | 108,3 % |
| | minimum | 94 % |
| Power off: | maximum | 109 % |
| | minimum | 80 % (up to 2200 kg) |
| | minimum | 85 % (above 2200 kg) |
| Transient: | (see EASA approved RFM) | |
10. Maximum Operating Altitude and Temperature
- | | | |
|---------------|--------|------------------------------------------------------------------------------------------|
| 10.1 Altitude | 6095 m | [20,000 ft] |
| | 4877 m | [16,000 ft PA or DA whichever is less] for Hover in ground effect , take-off and landing |
- 10.2 Temperature refer to EASA approved Flight Manual
11. Operating Limitations
- VFR Day and Night, No flight into known icing condition
- For IFR and for Cat A Operation refer to the EASA approved RFM
- Additional limitations for take-off and landing: (see EASA approved RFM)
12. Maximum Masses
- 3700 Kg
13. Centre of Gravity Range
- Longitudinal C.G Limits,
- | | | |
|------------------------|---------|----------------------|
| maximum forward limit: | 4347 mm | aft of DP at 2400 kg |
| | 4379 mm | aft of DP at 3700 kg |



SECTION 9: MBB BK117 D-2

maximum rearward limit:	4700 mm	aft of DP at 2000 kg
	4540 mm	aft of DP at 3700 kg

Lateral C.G Limits,

maximum deviation on right / left:

100 mm	(up to 3000 kg)
80 mm	(above 3000 kg)

14. Datum

Longitudinal: 3950 mm forward of the levelling point in the aft door frame

Lateral: fuselage median plane

15. Levelling Means

refer to Maintenance Manual MBB-BK117 D-2m, Chapter 08

16. Minimum Flight Crew

one Pilot

17. Maximum Passengers Seating Capacity

Nine

Refer to RFM for the approved seat configurations

18. Passenger Emergency Exit

two (one on each side of the passengers cabin)

19. Maximum Baggage/ Cargo Loads

600 kg/m²

20. Rotor Blade control movement

For rigging information refer to the Maintenance Manual MBB-BK117 D-2m

21. Auxiliary Power Unit (APU)

n/a

22. Life-Limited Parts

EASA approved Airworthiness Limitation Section Chapter 04 of the Master Servicing Manual

23. Wheels and Tires

Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual

BK117 D-2, firstly EASA approved on 16 April 2014, including the supplements for Special Operations and Optional Equipment, or subsequent



SECTION 9: MBB BK117 D-2

- approved issues
- 2. Maintenance Manual
 - a. Aircraft Maintenance Manual (AMM) MBB-BK117 D-2
 - b. Wiring Diagram Manual (WDM) MBB-BK117 D-2
 - c. Engine documents as per Engine TCDS EASA.E.001
 - d. Master Servicing Manual (MSM) MBB-BK117 D-2
- 3. Structural Repair Manual
 - Structural Repair Manual (SRM) BK117
- 4. Weight and Balance Manual
- 5. Illustrated Parts Catalogue
 - Illustrated Parts Catalogue BK117
- 6. Service Letters and Service Bulletins
 - Safety information notice, Information Notice, Alert Service Bulletin, Service Bulletin Repair Design Approval Sheets.
- 7. Required Equipment
 - Refer to EASA Approved Rotorcraft Flight Manual and related supplements for other approved mandatory and optional equipment and Master Minimum Equipment List.

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List

MMEL MBB BK117 D-2

- 2. Flight Crew Data
 - [Reserved]
- 3. Cabin Crew Data
 - n/a
- 4. SIM Data
 - [Reserved]
- 5. Maintenance Certifying Staff Data
 - [Reserved]
- 6. Other (e.g. *EFB, special operations and special equipment, ...*)
 - [Reserved]

VI. Notes

- 1. Eligible serial numbers: 20003 and upwards
- 2. Record of Manufacturer: AIRBUS HELICOPTERS DEUTSCHLAND GmbH,



SECTION 9: MBB BK117 D-2

Industriestrasse 4, D-86609 Donauwörth.

3. Designation: H145 is used as marketing designation for MBB-BK117 D-2 helicopters.

4. Night Vision Goggles Operational Capability:

Night Vision Goggles aided operations are permitted according to Rotorcraft Flight Manual Supplement RFMS 9.2-11 in conjunction with a serial number specific Flight Manual Appendix FMA 11-x, when the rotorcraft is equipped accordingly and a competent authority has granted operational authorisation only. The helicopter configuration containing NVIS lighting components approved for the use with Night Vision Goggles is described in a serial number specific AHD NVIS Substantiation Report for operators having received an approval for their NVIS configuration.

5. Ditching:

The emergency floatation system according to Rotorcraft Flight Manual Supplement 9.2-9 is certified as ditching provision in accordance with FAR29.

The helicopter may be certified for ditching provided the following additional equipment are fitted and approved in accordance with the relevant airworthiness requirements:

- survival type emergency locator transmitter
- life raft installation
- life preserver.



SECTION 10: MBB BK117 D-2m

SECTION 10: MBB BK117 D-2m

I. General

1. Type/ Model/ Variant

1.1 Type	MBB-BK117
1.2 Model	D-2
1.3 Variant	m

2. Airworthiness Category

Large Rotorcraft, Category A and B

3. Certifying Authority

EASA

4. Manufacturer

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

5. State of Design Authority Certification Application Date

n/a

6. EASA Type Certification Application Date

06 May 2014

7. State of Design Authority Type Certificate Date

n/a

8. EASA Type Certification Date

08 May 2015

II. Certification Basis

1. Reference Date for determining the applicable airworthiness requirements

06 May 2014



SECTION 10: MBB BK117 D-2m

2. Reference Date for determining the applicable operational suitability requirements

[Reserved]

3. State of Origin Airworthiness Authority Type Certification Data Sheet No.

[Reserved]

4. State of Origin Airworthiness Authority Certification Basis

[Reserved]

5. EASA Airworthiness Requirements

- CS-29, Amendment 2 for the requirements listed below:

CS 29.1	CS 29.81	CS 29.351	CS 29.1359
CS 29.25	CS 29.85	CS 29.602	CS 29.1457
CS 29.59	CS 29.143	CS 29.923	CS 29.1459
CS 29.62	CS 29.173	CS 29.1323	CS 29.1587
CS 29.67	CS 29.175	CS 29.1329	CS 29 Appendix B.V
CS 29.77	CS 29.177	CS 29.1351	CS 29 Appendix B.VII

- FAR 29 Amendment 43:
FAR 29.865 (External Loads)
- FAR 29 Amendment 16:
FAR 29.863 (for unaffected parts of BK117 C-1)
FAR 29.917 (for unaffected parts of BK117 C-1)
FAR 29.1309 (b), (d), (e) (for unaffected parts of BK117 C-1)
- FAR 29 effective Feb. 1, 1965 plus Amendments 29-1 through 29-40,
for all other requirements that are not listed in CS/FAR 29 requirements above

5.1 Special Conditions

- 30 min Extended Power Rating.(CRI E-05)
- Lithium Battery Installations (CRI F-09)
- High-intensity Radiated Fields (HIRF) Protection: JAA
INT/POL/27&29/1, Issue 3 (CRI F-01)

5.2. Exemptions

- -

5.3. Deviations

- FAR 29.631 for Cockpit Windows (for unaffected parts of BK117 C-2)
- FAR 29.1027 for Main Gear Box (for unaffected parts of BK117 A-1)



SECTION 10: MBB BK117 D-2m

5.4. Equivalent Safety Findings

- FAR 29.807 (a)(4), (for emergency exit) (CRI D-01 and CRI D-07)
- FAR 29.1305, FAR 29.1321(e), FAR 29.1351(b)(6) , FAR 29.1435(a)(3), (for Part Time Display of vehicle parameters) (CRI F-29)
- FAR 29.1545(b)(4), 29.1549(b), (for Airspeed & Powerplant indication green marking) (CRI G-03)
- FAR 29.1305, 29.1309, 29.1549 (for OEI training mode) (CRI G-01)
- FAR 29.1457(a), (c) (for CVR, communication during winch operation) (CRI F-10)

5.5. Environmental Protection Requirements

See EASA Type Certificate Data Sheet for Noise: TCDSN.R.010

6. Operational Suitability Requirements

6.1 MMEL

[Reserved]

6.2. Special Conditions

[Reserved]

6.3. Exemptions

[Reserved]

6.4. Deviations

[Reserved]

6.5. Equivalent Safety Findings

[Reserved]

III. Technical Characteristics and Operational Limitations

1. Type Design Definition

TDD D0000M302300

2. Description

Rigid 4-bladed main rotor, fanned tail rotor with composite tail rotor blades, rotor blades made from fiber-reinforced plastic, semi-monocoque fuselage, powered by 2 independent turbo shaft engines, engines controlled by a dual channel digital engine control, Integrated modular avionics suites, 4-axis dual duplex autopilot, skid-type landing gear

3. Equipment

As required by compliance with the Certification Basis and listed in the Type Design Definition Document.

4. Dimensions



SECTION 10: MBB BK117 D-2m

4.1 Fuselage	Length	6,170 m
	Width	1,845 m
	Height	3,450 m
4.2 Main Rotor	4 blades, diameter	11,0 m
4.3 Tail Rotor	10 blades, diameter	1,150 m

5. Engine

5.1 Model	Turbomeca Arriel 2E Turbo shaft engines
5.2 Type Certificate	EASA.E.001

5.3 Limitations

5.3.1 Installed Engine Limits and Transmission Torque Limits

	Torque Limits %	Gas generator rpm %	Power turbine rpm %	Temperature TOT °C
<i>All Engine Operation (AEO)</i>				
AEO-TOP (5 min)	2 x 95	100.6	108.3	918
AEO-MCP (unlimited)	2 x 74	89.5	108.3	901
Extended Power Rating (30 min)	2 x 95	100.6	108.3	918
<i>One Engine Inoperative (OEI)</i>				
30 seconds OEI-TOP	1 x 150	105.7	108.3	1006
2 minutes OEI-TOP	1 x 130	104.3	108.3	987
OEI-MCP	1 x 100	101.7	108.3	945

- In AEO, the torque of one engine is allowed to exceed the given MCP resp. TOP limit value by up to 3% as long as the average torque of both engines is below 74% resp. 95%.
- An AEO transient limit of 2x104.5% is available for unintended use below VY + 10 kts for a maximum duration of 12 sec.
- An AEO transient limit of 2x79% is available for unintended use above Vy + 10 kts for a maximum duration of 12 sec.

5.3.2 Other Engine and Transmission Torque Limits

Refer to EASA approved Flight Manual

6. Fluids (Fuel/Oil/Additives)

6.1 Fuel Refer to EASA approved Flight Manual, Section 2



SECTION 10: MBB BK117 D-2m

- 6.2 Oil Refer to EASA approved Flight Manual, Section 2
- 6.3 Additives Refer to EASA approved Flight Manual, Section 2
7. Fluid Capacities
- 7.1 Fuel Standard Fuel Tank: total fuel: 915,8 l
usable fuel: 903,8 l
- 7.2 Oil 5,5 l
- 7.3 Coolant system capacity n/a
8. Air Speeds Limitations
 $V_{NE} = 150$ knots
refer to EASA approved Flight Manual for reduction in V_{NE} with altitude and other speed limitations
9. Rotor Speeds Limitations
- Power on: maximum 108,3 %
minimum 94 %
- Power off: maximum 109 %
minimum 80 % (up to 2200 kg)
minimum 85 % (above 2200 kg)
- Transient: (see EASA approved RFM)
10. Maximum Operating Altitude and Temperature
- 10.1 Altitude 6095 m [20,000 ft]
4877 m [16,000 ft PA or DA whichever is less] for Hover
in ground effect , take-off and landing
- 10.2 Temperature refer to EASA approved Flight Manual
11. Operating Limitations
VFR Day and Night, No flight into known icing condition
For IFR and for Cat A Operation refer to the EASA approved RFM
Additional limitations for take-off and landing: (see EASA approved RFM)
12. Maximum Masses
3700 Kg
13. Centre of Gravity Range
Longitudinal C.G Limits,
- maximum forward limit: 4347 mm aft of DP at 2400 kg
4379 mm aft of DP at 3700 kg
- maximum rearward limit: 4700 mm aft of DP at 2000 kg
4540 mm aft of DP at 3700 kg



SECTION 10: MBB BK117 D-2m

Lateral C.G Limits,

maximum deviation on right / left:

100 mm (up to 3000 kg)

80 mm (above 3000 kg)

14. Datum

Longitudinal: 3950 mm forward of the levelling point in the aft door frame

Lateral: fuselage median plane

15. Levelling Means

refer to Maintenance Manual MBB-BK117 D-2m, Chapter 08

16. Minimum Flight Crew

one Pilot

17. Maximum Passengers Seating Capacity

Nine

Refer to RFM for the approved seat configurations

18. Passenger Emergency Exit

two (one on each side of the passengers cabin)

19. Maximum Baggage/ Cargo Loads

600 kg/m²

20. Rotor Blade control movement

For rigging information refer to the Maintenance Manual MBB-BK117 D-2m

21. Auxiliary Power Unit (APU)

n/a

22. Life-Limited Parts

EASA approved Airworthiness Limitation Section Chapter 04 of the Master Servicing Manual

23. Wheels and Tires

Skid type landing gear

IV. Operating and Service Instructions

1. Flight Manual

BK117 D-2m, firstly EASA approved on 08.05. 2015, including the supplements for Special Operations and Optional Equipment, or subsequent approved issues

2. Maintenance Manual

a. Aircraft Maintenance Manual (AMM) MBB-BK117 D-2m

b. Wiring Diagram Manual (WDM) MBB-BK117 D-2m

c. Engine documents as per Engine TCDS EASA.E.001

d. Master Servicing Manual (MSM) MBB-BK117 D-2m

3. Structural Repair Manual



SECTION 10: MBB BK117 D-2m

Structural Repair Manual (SRM) BK117

4. Weight and Balance Manual
5. Illustrated Parts Catalogue
Illustrated Parts Catalogue BK117
6. Service Letters and Service Bulletins
Safety information notice, Information Notice, Alert Service Bulletin, Service Bulletin
Repair Design Approval Sheets.
7. Required Equipment
Refer to EASA Approved Rotorcraft Flight Manual and related supplements for other
approved mandatory and optional equipment and Master Minimum Equipment List.

V. Operational Suitability Data (OSD)

The Operational Suitability Data elements listed below are approved by the European Aviation Safety Agency under the EASA Type Certificate No. EASA.R.010 as per Commission Regulation (EU) 748/2012 as amended by Commission Regulation (EU) No 69/2014.

1. Master Minimum Equipment List
[Reserved]
2. Flight Crew Data
[Reserved]
3. Cabin Crew Data
n/a
4. SIM Data
[Reserved]
5. Maintenance Certifying Staff Data
[Reserved]
6. Other (e.g. *EFB, special operations and special equipment, ...*)
[Reserved]

VI. Notes

1. Eligible serial numbers: 20016 and upwards
2. Record of Manufacturer: AIRBUS HELICOPTERS DEUTSCHLAND GmbH,
Industriestrasse 4, D-86609 Donauwörth.
3. Designation: H145M is used as marketing designation for
MBB-BK117 D-2m helicopters.

4. Night Vision Goggles Operational Capability:

Night Vision Goggles aided operations are permitted according to Rotorcraft Flight Manual Supplement RFMS 9.2-11 in conjunction with a serial number specific Flight Manual Appendix FMA 11-x, when the rotorcraft is equipped accordingly and a competent authority has granted operational authorisation only. The helicopter



SECTION 10: MBB BK117 D-2m

configuration containing NVIS lighting components approved for the use with Night Vision Goggles is described in a serial number specific AHD NVIS Substantiation Report for operators having received an approval for their NVIS configuration.

5. Ditching:

The emergency floatation system according to Rotorcraft Flight Manual Supplement 9.2-9 is certified as ditching provision in accordance with FAR29.

The helicopter may be certified for ditching provided the following additional equipment are fitted and approved in accordance with the relevant airworthiness requirements:

- survival type emergency locator transmitter
- life raft installation
- life preserver.



SECTION: ADMINISTRATIVE

I. Acronyms and Abbreviations

AEO All Engines Operative
 AHD Airbus Helicopters Deutschland GmbH
 DA Density Altitude
 DP Datum Point
 ECD Eurocopter Deutschland GmbH
 IFR Instrument Flight Rules
 MBB Messerschmitt-Bölkow-Blohm GmbH
 MMEL Master Minimum Equipment List
 MCP Maximum Continuous Power
 OEI One Engine Inoperative
 OSD Operational Suitability Data
 PA Pressure Altitude
 RFM Rotorcraft Flight Manual
 TOP Take-Off Power
 VFR Visual Flight Rules

II. Type Certificate Holder Record

Name	Address	From	To
Messerschmitt-Bölkow-Blohm GmbH	85521 Ottobrunn	18.11.1969	01.04.1992
Eurocopter Hubschrauber GmbH	Prandtlstrasse, 85521 Ottobrunn	28.11.1991	05.05.1992
Eurocopter Deutschland GmbH	Industriestrasse 4, 86609 Donauwörth	05.05.1992	07.01.2014
AIRBUS HELICOPTERS DEUTSCHLAND GmbH	Industriestrasse 4, 86609 Donauwörth	07.01.2014	

III. Change Record

Issue	Date	Changes	TC issue
01	23 Mar 2007	Initial issue of EASA TCDS, based on the LBA TCDS 3049 at Issue 9 dated 21.04.1993.	EASA TC issued, 23 March 2007
02	05 Sep 2007	Addition of American Eurocopter as additional manufacturer for model MBB-BK117 C-2.	Re-issued, 17 April 2007
03	29 Nov 2010	Addition of new notes for NVIS and Ditching	-
04	07 Jan 2014	incorporation of new company name "AIRBUS HELICOPTERS DEUTSCHLAND" for TC-holder and Manufacturer..	Re-issued, 07 January 2014
05	05 May 2014	Incorporation of new model "MBB-BK117 D-2". New formatting	Re-issued, 16 April 2014.



SECTION 10: MBB BK117 D-2m

06	17 April 2015	New formatting. Incorporation of new model "MBB-BK117 C-2e".	Re-issued, 17 April 2015
07	08 May 2015	New formatting. Addition of OSD elements. Incorporation of new model "MBB-BK117 D-2m".	Re-issued, 08 May 2015

-END-

