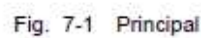
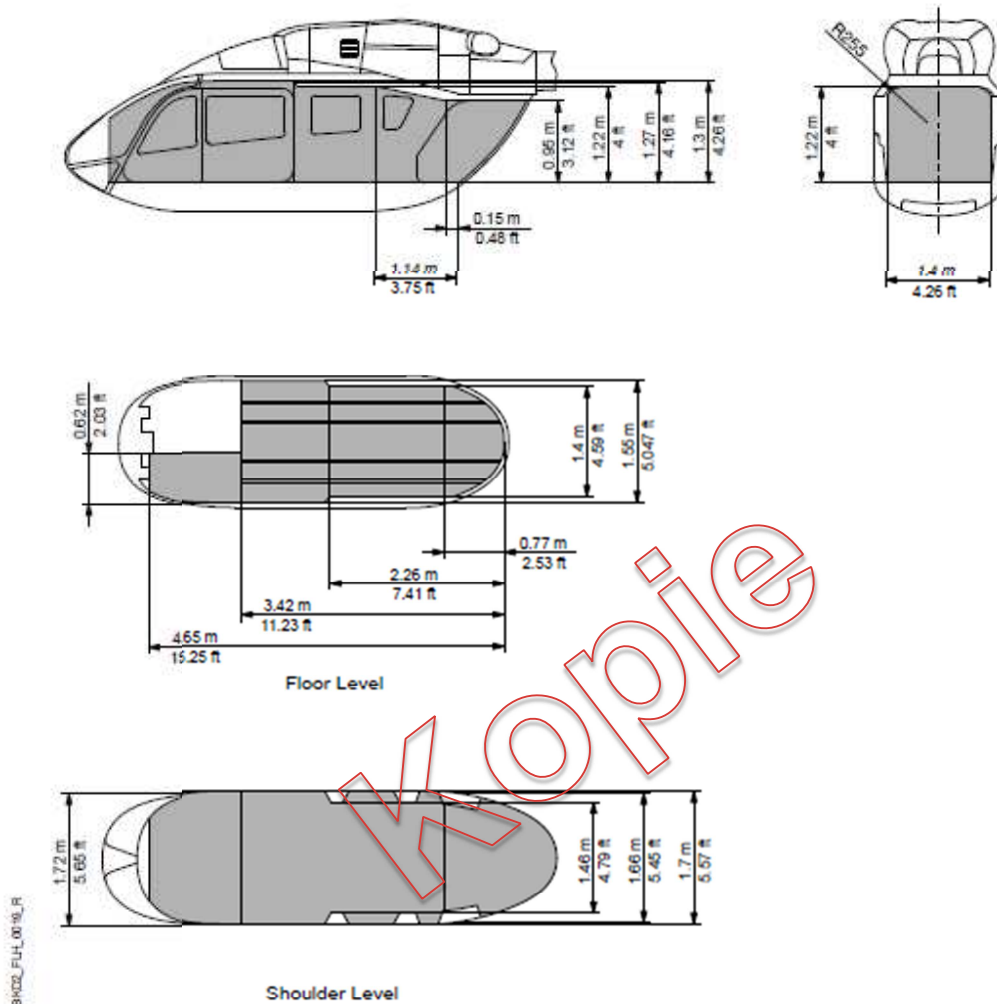


Angaben zum **Referenzhubschraubermuster H 145** (nach FM BK 117 D2)



Brandschutzkategorie



Angaben für Berechnungen
des SV zu

kritische Area
Löschmittelauswurf

Fig. 7-2 Cabin dimensions

2.13.3 Fuel quantities

TANK	USABLE FUEL		UNUSABLE FUEL		TOTAL FUEL	
	liters	kg*	liters	kg*	liters	kg*
Main	777,8	622,2	5,0	4,0	782,8	626,2
Supply LH	59,0	47,2	3,75	3,0	62,75	50,2
Supply RH	67,0	53,6	3,25	2,6	70,25	56,2
Total	903,8	723,0	12,0	9,6	915,8	732,6

* Fuel mass in kg calculated with a fuel density of 0,8kg/litre.

The usable fuel quantity is depleted when zero is indicated on the relevant fuel quantity gauge.

Angaben für Betrachtungen
des SV zu

Feuerlöschkategorie und
Entwässerung der Flächen

FLIGHT MANUAL BK 117 D-2

GENERAL

AIRBUS
HELICOPTERS

1.6 WIND COMPONENT CHART

NOTE Charts and calculating examples represented in this Flight Manual do not take into account wind speed factors. Apply any necessary factors as required by operational rules.

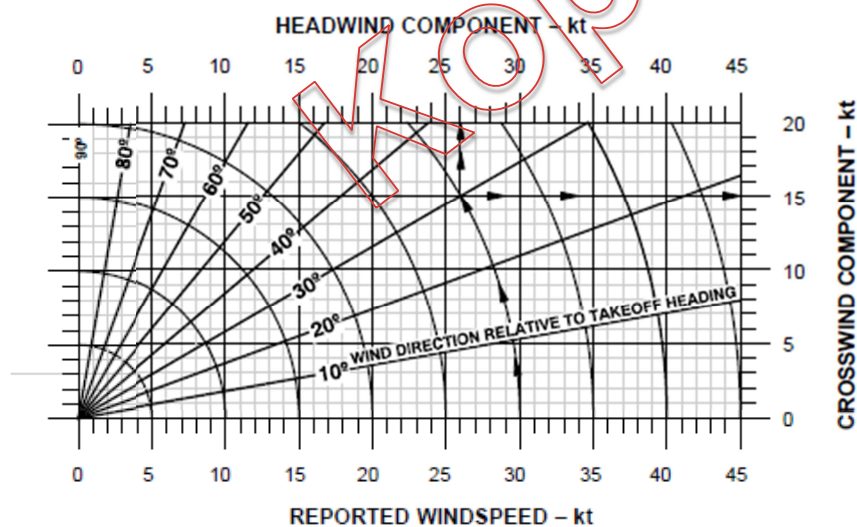


Fig. 1-7 Wind Component Chart

Angaben für Betrachtungen
des SV zu

flugbetrieblichen Verfahren
Landungen/Starts

C. VTOL (1) – SURFACE LEVEL OR ELEVATED HELIPORTS

C.1. GENERAL

C.1.1. DEFINITIONS

- Takeoff Decision Point TDP 130 ft
- Landing Decision Point LDP 130 ft/20 KIAS/
R/D ≤ 300 ft/min

For obstacle avoidance, the TDP/LDP can be increased up to 210 ft. See C.5.1.1. and C.5.2.1. for details

C.2. LIMITATIONS (IN ADDITION TO THE LIMITATIONS GIVEN IN PART A, "GENERAL", OF THIS SUPPLEMENT)

C.2.1. HELIPORT DIMENSIONS

For VTOL heliport operations, a heliport located on the ground, on water, or on a raised structure with the following characteristics must be available:

- The FATO shall have minimum dimensions of 15 m in diameter.
- The Safety Area (centered around the middle of the FATO) shall have minimum dimensions of 28 m in diameter. If takeoff and landing is limited to a specific direction, the Safety Area dimensions may be reduced to a width of 23 m in takeoff/landing direction (Fig C3).
- The FATO must have a solid surface to generate ground effect.

For obstacle clearance during takeoff and landing, see Fig C1 and Fig C2.

Angaben für Betrachtungen
des SV zu

flugbetrieblichen Verfahren
Landungen/Starts

Beurteilung Sicherheitsfläche

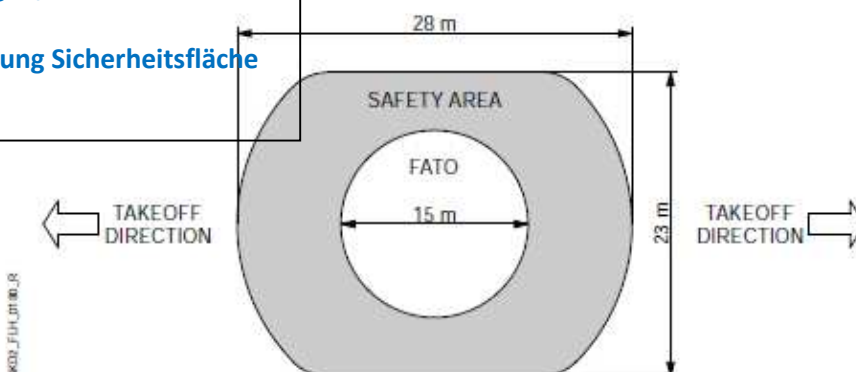


Fig. C3 Safety Area dimensions

LIMITATIONS

2.5 OPERATIONAL LIMITATIONS

2.5.1 Prohibited flight maneuvers

The following are prohibited:

- aerobatic maneuvers
- intentional full autorotation landings for training
- flight into icing conditions. In the case that icing the icing zone shall be left immediately

Angaben für Betrachtungen
des SV zu

flugbetrieblichen Verfahren
Landungen/Starts

Feuerlöschanlage
(Wurfweite Monitore)

2.5.2 Rotor starting and stopping in high wind

Starting and stopping the rotor is authorized with wind from any horizontal direction up to 50 kt.

2.5.3 Hover with wind

Maximum relative wind speed from any direction, except headwind ($\pm 10^\circ$) 30 kt

NOTE • Above 10000 ft density altitude, additional performance constraints may apply (see section 5).

- When flying with relative winds of more than 25 kt from the left, increased control activity and / or large pedal inputs may be required to maintain aircraft heading.

Angaben für Betrachtungen
des SV zu

Tragfähigkeit
Flugbetriebsfläche

FLIGHT MANUAL BK 117 D-2

LIMITATIONS

2.6 MASS AND LOAD LIMITS

2.6.1 Maximum gross mass

The maximum permissible takeoff and landing gross mass, as a function of the given atmospheric conditions (Pa, OAT), is to be derived from the relevant HOVER CEILING IN GROUND EFFECT (TAKEOFF POWER) performance chart in section 5 of this manual.

Maximum approved gross mass for flight is 3650 kg

2.6.2 Minimum gross mass

Minimum approved gross mass for flight is 2000 kg

2.6.3 Loading limits

Maximum allowable floor loading is 600 kg/m²

CAUTION CARGO, BAGGAGE AND LOOSE ITEMS MUST BE PROPERLY STOWED AND TIED DOWN IN ORDER TO MAKE IN-FLIGHT SHIFTING IMPOSSIBLE (SEE ALSO REMARKS IN SECTION 6).

2.6.4 Tie-down ring limits

Maximum allowable load per tie-down ring is 70 kg

C.5.1.2. Takeoff Flight Path

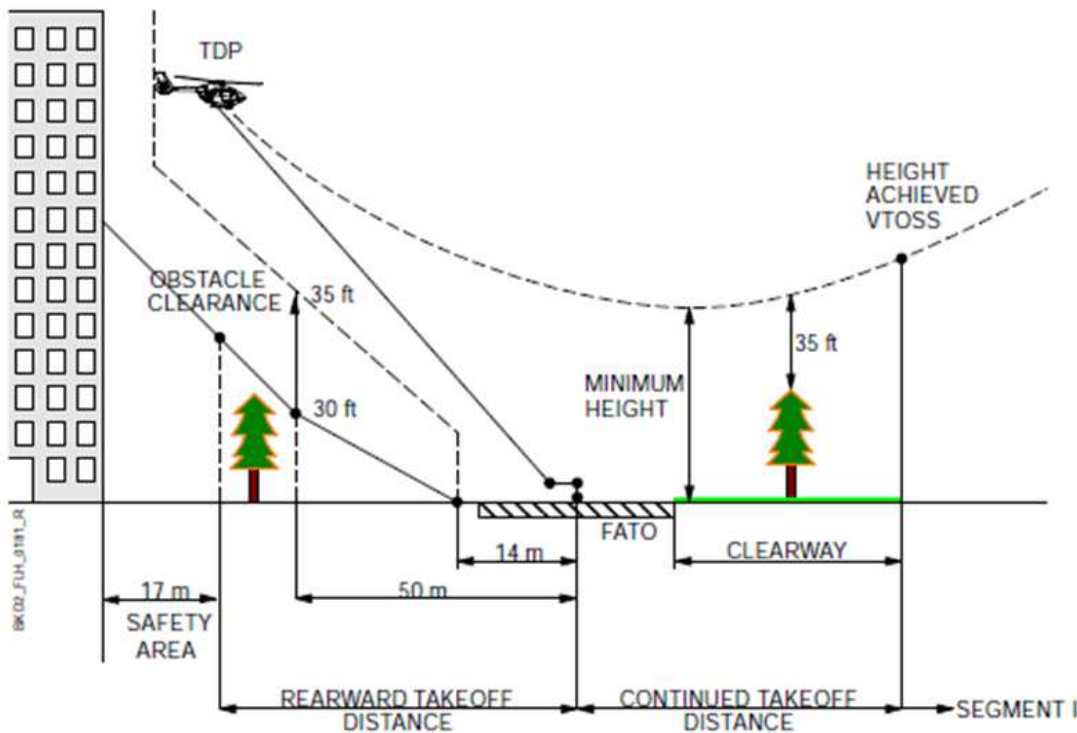


Fig. C16 Continued Takeoff Flight Path

Angaben für Betrachtungen
des SV zu

flugbetrieblichen Verfahren
Landungen/Starts