Civil Aviation Administration of China (CAAC)

Aircraft Evaluation Group (AEG)

Aircraft Evaluation Report

For

MBB-BK117 Series

(MBB-BK117 C-2, MBB-BK117 D-2, D-3)

Revision 2 **Date: February 21，2024**

Manufacturer: Airbus Helicopters Deutschland GmbH

Revision Record & Approval

Rev. No.	Section	Highlight	Date	Prepare	Review	Approve
Initial	All	Initial Evaluation for BK117 C-2	February 13, 2015	ZHANG Ling Zhi LIU Yun Lei	XUE Shi Jun	HU Zhen Jiang
1	All	Supplemental Evaluation for BK117 D-2 and re-organization of the report.	July 6, 2018	Li Xiao Lei	XUE Shi Jun	HU Zhen Jiang
2	ALL	Supplemental Evaluation for BK117 D-3	February 21, 2024	LI Xiao Lei	XUE Shi Jun	Han Guang Zu

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Foreword

Airbus Helicopters Deutschland GmbH MBB-BK117 (refer as BK117) series helicopters include following models under the same TC:

- BK117 C-2
- BK117 D-2
- BK117 D-3

BK117 C-2 helicopter is equipped with one rigid 4-blade main rotor, one 2-blade tail rotor, metal-composite structure fuselage, skid-type landing gear, and two Safran (former: Turbomeca) Arriel 1E2 engines.

BK117 D-2 is successor model of BK117 C-2 with engine change (Safran Arriel 2E) and avionic system upgrade avionic suite including HELIONIX.

"EC145" is used as marketing designation for both BK117 C-2, and "H145" is the marketing designation for BK117 D-2 and D-3.

CAAC AEG evaluation of MBB-BK117 series helicopters initial conducted for BK117 C-2 in February 2014 and initial version of this report published after the evaluation.

BK117 D-2 was evaluated in March 2017. Revision 1 of this report was formalized based on the evaluation.

BK117 D-3 was evaluated in June 2023. Revision 2 of this report was formalized based on the evaluation.

"MBB-BK-117 series" in this report stand for all models evaluated by CAAC which indicated in cover page of this report.

Section 1: Operational Information Related to Aircraft Type Design

1.1 Statement and Explanation:

This section includes the operation related information for BK117 helicopters mainly based on the following documents issued or approved by EASA and validated (or to be validated) by CAAC:

- EASA Type Certificate Data Sheet (TCDS) No. EASA.R.010, Issue 20.
- BK117 C-2 Approved Rotorcraft Flight Manual, Revision 24.
- BK117 D-2 (HELIONIX STEP 2) Approved Rotorcraft Flight Manual, Revision 0.
- BK117 D-3 Approved Rotorcraft Flight Manual, Revision 23

The information is provided as an aid to support operation approval but should not be considered operation approval. If operator is required to show compliance, it remains the responsibility of the Principal Inspector (PI) for operator to approve the appropriate operation.

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

1.2 BK117 C-2

(1) General Information

Item		Type Related Information	Reference
1.1	Category	Transport Rotorcraft *Category A and B*	TCDS
1.2	Dimensions	Length: 10.2 m Width hull: 3.12 m Height: 3.26 m Main rotor Diameter: 11 m Tail Rotor Diameter: 1.96 m	TCDS
1.3	Engines	Two Safran (former: Turbomeca) Arriel 1E2	TCDS
1.4	APU	Not applicable	
1.5	Propellers	Not applicable	
1.6	Maximum Operating Altitude	18 000 ft (5 486 m)	TCDS
1.7	Approach category	Not applicable	
1.8	Maximum Certified Weights	Maximum mass 3 585 kg	TCDS
1.9	Minimum Flight Crew	1 pilot (right seat)	TCDS
1.10.	Maximum Occupants	Maximum Passenger Seating Capacity 9 (or 10, if the kit described in RFMS 9.2-27 is installed and operated)	TCDS
1.11.	Baggage/ Cargo Compartment	Loading 600 kg/m²	TCDS
1.12	Serial Numbers Eligibility	S/N 9004 and subsequent	TCDS

(2) Kind of Operation

Item		Information	Reference
2.1	Visual Flight Rules(VFR)	Certified for VRF Day and Night.	TCDS
2.2	Instrument Flight Rules (IFR)	Certified for IFR operation according to the procedures and limitations of flight manual	TCDS/RFM
2.3	Night and over-the-top	Certified for VRF Day and Night.	TCDS

Item		Information	Reference
2.4	Icing conditions	Operation in icing conditions not certified	TCDS
2.5	Extended Overwater Operation	Not applicable	
2.6	Extended Range Operation	Not applicable	

(3) Communication, Navigation and Surveillance

Item		Information	Reference
3.1	ATC transponder	The rotorcraft has ATC transponder mode C/S which in turn covers the mode A capability	
3.2	Data Link Communication	Not applicable	
3.3	Satellite Communication (SATCOM)	Not applicable	
3.4	RVSM	Not applicable	
3.5	Performance Based Navigation	None	
3.6	Low visibility operation	None	
3.7	Weather radar	A weather radar kit is available as an option。	
3.8	Terrain awareness and warning system （TAWS）	Not applicable	
3.9	Traffic Alert and Collision Avoidance equipment	Not applicable	
3.10	Low altitude windshear system equipment	Not applicable	
3.11	ADS-B	None	
3.12	HUD	Not applicable	

(4) Recording Equipment

Item		Information	Reference
4.1	Flight recorder	CVFDR is available as an option	

Item		Information	Reference
4.2	Quick Access Recorder	Not applicable	

1.3 BK117 D-2

(1) General Information

Item		Type Related Information	Reference
1.1	Category	Transport Rotorcraft *Category A and B*	TCDS
1.2	Dimensions	Length: 11.69 m Width hull: 2.72 m Height: 3.95 m Main rotor Diameter: 11 m Tail Rotor Diameter: 1.15 m	TCDS
1.3	Engines	Two Safran (former: Turbomeca) Arriel 2E	TCDS
1.4	APU	Not applicable	
1.5	Propellers	Not applicable	
1.6	Maximum Operating Altitude	20 000 ft (6 095 m) *16 000 ft (4 877 m) PA or DA whichever is less for TO, LDG and HIGE*	TCDS
1.7	Approach category	Not applicable	
1.8	Maximum Certified Weights	Maximum gross mass 3 650 kg *3 700 kg in accordance with Major Change E-3811*	TCDS
1.9	Minimum Flight Crew	1 pilot (right seat)	TCDS
1.10.	Maximum Occupants	Maximum Passenger Seating Capacity 9	TCDS
1.11.	Baggage/ Cargo Compartment	Loading 600 kg/m²	TCDS
1.12	Serial Numbers Eligibility	S/N 20003 and subsequent	TCDS

(2) Kind of Operation

Item		Information	Reference
2.1	Visual Flight Rules(VFR)	Certified for VFR Day and Night.	TCDS
2.2	Instrument Flight Rules (IFR)	Certified for IFR operation according to the procedures and limitations of Helionix Step 2 flight manual	TCDS/RFM

Item		Information	Reference
2.3	Night and over-the-top	Certified for VFR Day and Night.	TCDS
2.4	Icing conditions	Operation in icing conditions not certified	TCDS
2.5	Extended Overwater Operation	Not applicable	
2.6	Extended Range Operation	Not applicable	

(3) Communication, Navigation and Surveillance

Item		Information	Reference
3.1	ATC transponder	Equipped with ATC transponder type mode A/C and S GTX-33 (D232M5009051) as optional equipment.	
3.2	Data Link Communication	Not applicable	
3.3	Satellite Communication (SATCOM)	Not applicable	
3.4	RVSM	Not applicable	
3.5	Performance Based Navigation	BK117 D-2 rotorcraft is equipped with GTN750 (as optional equipment) approved for dual/single pilot IFR en-route (Basic RNAV/RNAV5), terminal (P-RNAV/RNAV1, RNP1), approach (RNP APCH) according to the procedures and limitations of the Helionix Step 2 flight manual (or FMS 9.2-1 prior to Helionix Step 2).	
3.6	Low visibility operation	BK117 D-2 rotorcraft is equipped with GTN750 as optional equipment, and approved for ILS CAT I according to the procedures and limitations of the Helionix Step 2 flight manual (or FMS 9.2-1 prior to Helionix Step 2).	
3.7	Weather radar	BK117 D-2 rotorcraft is equipped with Weather radar RDR2000 (D344M3002051) as optional equipment	
3.8	Terrain awareness and warning system （TAWS）	Not applicable	
3.9	Traffic Alert and Collision Avoidance equipment	Not applicable	

Item		Information	Reference
3.10	Low altitude windshear system equipment	Not applicable	
3.11	ADS-B	BK117 D-2 rotorcraft is equipped with ATC transponder type mode A/C and S GTX-33H with ES (D232M5009051) as optional equipment (ADS-B function of GTX33H W/ES is enabled by software setting).	
3.12	HUD	Not applicable	

(4) Recording Equipment

Item		Information	Reference
4.1	Flight recorder	BK117 D-2 rotorcraft is equipped with combined solid state Cockpit Voice and Flight Data Recorder (D313M2017051) as optional equipment.	
4.2	Quick Access Recorder	Not applicable	

1.4 BK117 D-3

(1) General Information

Item		Type Related Information	Reference
1.1	Category	Large Rotorcraft Transport Rotorcraft *Category A and B*	TCDS
1.2	Dimensions	Length: 11.69 m Width hull: 2.73 m Height: 3.98 m Main rotor Diameter: 10.80 m Tail Rotor Diameter: 1.15 m	TCDS
1.3	Engines	Two Safran (former: Turbomeca) Arriel 2E	TCDS
1.4	APU	Not applicable	
1.5	Propellers	Not applicable	
1.6	Maximum Operating Altitude	20 000 ft (6 095 m) PA 20 000 ft (6 095 m) *PA or DA whichever is less for TO, LDG and HIGE*	TCDS
1.7	Approach category	Not applicable	
1.8	Maximum Certified	Maximum gross mass 3 800 kg	TCDS

Item		Type Related Information	Reference
	Weights		
1.9	Minimum Flight Crew	1 pilot (right seat)	TCDS
1.10.	Maximum Occupants	Maximum Passenger Seating Capacity 9	TCDS
1.11.	Baggage/ Cargo Compartment	Loading 600 kg/m²	TCDS
1.12	Serial Numbers Eligibility	S/N 21001 and subsequent	TCDS

(2) Kind of Operation

Item		Information	Reference
2.1	Visual Flight Rules (VFR)	Certified for VFR Day and Night.	TCDS
2.2	Instrument Flight Rules (IFR)	Its basic configuration is approved under Category B for day and night operation under Visual and Instrument Flight Rules (VFR and IFR) provided that the equipment required by operational regulations is installed and serviceable.	TCDS/RFM
2.3	Night and over-the-top	Certified for VFR Day and Night.	TCDS
2.4	Icing conditions	Non-icing conditions	TCDS
2.5	Extended Overwater Operation	Not applicable	
2.6	Extended Range Operation	Not applicable	

(3) Communication, Navigation and Surveillance

Item		Information	Reference
3.1	ATC transponder	Equipped with ATC transponder type mode A/C and S GTX-33 (D232M5009051) as optional equipment.	
3.2	Data Link Communication	Not applicable	
3.3	Satellite Communication (SATCOM)	Not applicable	
3.4	RVSM	Not applicable	
3.5	Performance Based Navigation	BK117 D-3 rotorcraft is equipped with GTN750 approved for dual/single pilot IFR en-route (Basic RNAV/RNAV5), terminal (P-RNAV/RNAV1, RNP1),	

Item		Information	Reference
		approach (RNP APCH) according to the procedures and limitations of the flight manual.	
3.6	Low visibility operation	BK117 D-3 rotorcraft is equipped with GTN750 and approved for ILS CAT I according to the procedures and limitations of the flight manual.	
3.7	Weather radar	BK117 D-3 rotorcraft is equipped with Weather radar RDR2000 (D344M3002051) as optional equipment	
3.8	Terrain awareness and warning system （TAWS）	BK117 D-3 rotocraft is equipped with Airborne Collision Avoidance System (ACAS) (Avidyne TAS 620A) as optional equipment	
3.9	Traffic Alert and Collision Avoidance equipment	BK117 D-3 rotorcraft is equipped with Helicopter Terrain Awareness System HTAWS (Optional)	
3.10	Low altitude windshear system equipment	Not applicable	
3.11	ADS-B	BK117 D-3 rotorcraft is equipped with ATC transponder type mode A/C and S GTX-33H with ES (D232M5009051) as optional equipment (ADS-B function of GTX33H W/ES is enabled by software setting).	
3.12	HUD	Not applicable	

(4) Recording Equipment

Item		Information	Reference
4.1	Flight recorder	BK117 D-3 rotorcraft is equipped with combined solid state Cockpit Voice and Flight Data Recorder (D313M2017051) as optional equipment.	
4.2	Quick Access Recorder	Not applicable	

Section 2: Pilot Qualification Specification

2.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Pilot Qualification Specification evaluation of BK117 C-2 and BK117 D-2, D-3 helicopters based on the EASA Operation Suitability Data (OSD) process and determination for flight crew, which specifies the pilot type rating, training, checking, and currency specifications for flight crews.

Hereby, the provisions in this section can be used as the basis for Chinese operators to develop their pilot qualification and training program for above Helicopters.

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

Find EASA Approved OSD here:

The "EC145(BK 117) Operational Suitability Data (OSD)" for Flight Crew is published by Airbus Helicopter TIPI.

2.2 Pilot Type Rating and Licence Endorsement

Upon the AEG evaluation, the Pilot Type Rating for BK117 C-2 and BK117 D-2, D-3 Helicopters is listed as follows:

Manufacturer	Aircraft Type/Model	Pilot Type Rating
Airbus Helicopters Deutschland GmbH	MBB-BK117 C-2	BK117
	MBB-BK117 D-2	
	MBB-BK117 D-3	

License endorsement:

"BK117" for getting a type rating from either BK117 C-2 or BK117 D-2, D-3 and checking records should also be shown for specific type.

2.3 ODR and MDR

Operator Differences Requirements (ODR) and Master Differences Requirements (MDR) tables for BK117 C-2 and BK117 D-2 helicopters have been given as follows:

- Delta 1: Base aircraft: C-2 / Difference aircraft: D-2
- Delta 4: Base aircraft: D-2 / Difference aircraft: C-2 or C2-e
- Delta 5: Base aircraft: D-2 / Difference aircraft: D-3

Note: The above ODR Tables are part of Appendix of "EC145(BK 117) Operational Suitability Data (OSD)"and are available by request to Airbus Helicopters Deutschland GmbH.

MDR Table

		FROM AIRCRAFT		
		C-2	**D-2**	**D-3**
TO AIRCRAFT	**C-2**	--	**D/B**	--
	D-2	**D/B**	--	--
	D-3	--	**A/A**	--

Note: *The main elements which require level "D" difference training are the different cockpit and flight instrumentation systems, the engine control and tail rotor control differences and the four axis autopilot which is new in function and control in regard to C-2 which result in different normal and emergency procedures.*

2.4 Specification for Training

The Type Rating Training Courses proposed by Airbus Helicopters Deutschland GmbH for BK117 C-2 and BK117 D-2, D-3 Helicopters are as follows and they have to be considered as the basis when developing pilot training program.

- BK117 Pilot Training Syllabus for CAAC Pilot Qualification，Rev.1，15/June/2023

Note 1: *Above training syllabus includes BK117 C-2/D-2, D-3 Type rating training courses, Instrument type rating course, differences course from BK117 C-2 to BK117 D-2, the proposed contents of familiarization from D-2 to D-3. The type rating and instrument type rating courses may be*

concluded with a combined VFR/IFR skill test. The differences course should include IFR procedures, if the pilot holds an instrument rating for this type.

Note 2: *The following operation NOT included in this Type Rating Program:*

- *Type Rating IFR MP Ops / SP Ops*
- *VFR night*
- *CAT A*
- *Rescue hoist*
- *External load hook*

Note 3: *The above training courses are available from Airbus Helicopters Deutschland GmbH.*

Note 4： *Particular emphasis elements during training refer to the Section 10.3.4 and Section 10.3.5 of "EC145(BK 117) Operational Suitability Data (OSD)".*

2.5 Specification for Checking

As required by CCAR Part 61 and 135.

Proficiency checks performed on any of BK117 C-2 or BK117 D-2, D-3 are valid for others, provided that the differences are addressed during recurrent training as per ODR tables.

2.6 Specification for Currency

As required by CCAR Part 61 and 135.

Pilots who have not flown such variants/engine versions for more than 24 months should be refreshed on these differences according to the relevant ODR tables.

2.7 Specification for Flight Simulation Training Devices

There is no any FSTD has been developed for BK117 C-2 and BK117 D-2, D-3 helicopters.

Section 3: Maintenance Personnel Qualification Specification

3.1 Statement and Explanation

This section is the formal notification that the CAAC AEG has conducted Maintenance Personnel Qualification Specification （MPQS）evaluation for MBB-BK117 series helicopters based on the documentation provided by Airbus Helicopters Deutschland GmbH.

Thus, the provisions in this section can be used as the basis for Chinese operators to develop their maintenance personnel qualification and training program for above helicopters.

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

3.2 Maintenance License Endorsement

Upon the AEG evaluation, the maintenance personnel license endorsement for MBB-BK117 series Helicopters is listed as follows:

Manufacturer	Aircraft Type/Model	License Endorsement
Airbus Helicopters Deutschland GmbH	MBB-BK117 C-2	BK117
	MBB-BK117 D-2	
	MBB- BK117 D-3	

License endorsement:

"BK117" is the type endorsement for either BK117 C-2 or BK117 D-2, D-3. CCAR-147 training certificate should show the specific model.

3.3 Specification for Training

The Maintenance Training Specification (MTS) proposed by Airbus Helicopters Deutschland GmbH for BK117 D-2, D-3 helicopters is as follows, and it has to be considered as baseline for operators and maintenance training providers in developing their maintenance training program:

- MBB-BK117 D-2, D-3 Type Endorsement and Maintenance Training Specification，Issue 3 and as revised.

Note 1: *The MTS of BK117 D2, D-3 covers type training course and difference training from BK117 D-2 to BK117 D-3, including both theoretical and practical training, as well as special emphasis items.*

Note 2: *The MTS of MBB-BK117 D2, D-3 also included the recurrent training course for type knowledge refresh needed to keep license validity.*

Note 3: *The supplement training required for design change are also included in the Annex of MTS document. It is the operator and training provider's responsibility to identify specific differences based on their actual configurations; and, the necessary supplement training may be conducted by the operator or its contracted maintenance organization.*

Note 4: *The above MTS document is available on request to Airbus Helicopters Deutschland GmbH.*

Section 4: Master Minimum Equipment List

4.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted evaluation of Master Minimum Equipment List (MMEL) for BK117 C-2 and BK117 D-2, D-3 Helicopters based on EASA approval process, and considering the following MMEL outlines the items of equipment that may be inoperative and yet maintain an acceptable level of safety by appropriate conditions and limitations.

- MASTER MINIMUM EQUIPMENT LIST/AIRBUS HELICOPTERS DEUTSCHLAND GMBH/BK117 C-2 - SERIES
- MASTER MINIMUM EQUIPMENT LIST/AIRBUS HELICOPTERS DEUTSCHLAND GMBH/BK117 D-2/BK117 D-2M SERIES and BK117 D-3/BK117 D-3M SERIES

Hereby, the MMEL and its future revisions approved by EASA process can be used as a basis for operators to develop their Minimum Equipment List (MEL) for the above helicopters.

Find EASA MMEL here:

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

4.2 CAAC Supplemental

Not applicable.

Section 5: Scheduled Maintenance Requirements

5.1 Statement and Explanation

This section is the formal notification that CAAC AEG has conducted schedule Maintenance Requirements (SMR) evaluation for MBB-BK117 series helicopters.

There is no EASA approved MRBR for MBB-BK117 C-2 and MBB-BK117 D-2, D-3 helicopters, but following schedule maintenance requirements recommended by Airbus Helicopters Deutschland GmbH should be followed by Chinese operator or referenced to developing their own maintenance or inspection program:

- MBB-BK117 C-2 Master Service Manual (MSM)
- MBB-BK117 D-2 Master Service Manual (MSM)
- MBB-BK117 D-3 Master Service Manual (MSM)

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

5.2 CAAC Supplemental

Not applicable.

Section 6: Operational and Continued Airworthiness Instructions

6.1 Statement and Explanation:

This section is the formal notification that CAAC AEG has conducted evaluation of the operational and continued airworthiness instructions for BK117 C-2 and BK117 D-2, D-3 helicopter and the related Airbus Helicopters Deutschland GmbH policies and procedures.

Hereby, the Operational and Continued Airworthiness Instructions documents listed below were found acceptable by the CAAC AEG that they give the necessary guidance for operating and maintaining the above helicopter within the approved operating conditions and limitations.

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

Operational & Continued Airworthiness Instructions distribution:

All of Manuals are distributed by AH Airbusworld website.

6.2 List of Operational and Continued Airworthiness Instructions for BK117 C-2

Manual	Doc. No.	Description	Revision/Date
FLM	--	BK117 C-2 Approved Rotorcraft Flight Manual	As revised
PCL	--	BK117 C-2 Pilot's Checklists	As revised
AMM	--	MBB-BK117 C-2 Aircraft Maintenance Manual	As revised
MSM	--	MBB-BK117 C-2 Master Servicing Manual	As revised
SDS	--	MBB-BK117 C-2 System Description Section	As revised
WDM	--	MBB-BK117 C-2 Wiring Diagram Manual	As revised
IPC	--	MBB-BK117 C-2 Illustrated Parts Catalog	As revised
SRM	--	MBB-BK117 -AB, C1, C2, C2E, D2, D2M, D3 Structural Repair Manual	As revised
CECG	--	MBB-BK117 -AB, C1, C2, C2E, D2, D2M, D3 Corrosion and Erosion Control Guide	As revised
MTC	--	All Standard Practices Manual	As revised

6.2 List of Operational and Continued Airworthiness Instructions for BK117 D-2, D-3

Manual	Doc. No.	Description	Revision/Date
FLM	--	BK117 D-2 (HELIONIX STEP 2) Approved Rotorcraft Flight Manual	As revised
FLM		BK117 D-3 Approved Rotorcraft Flight Manual	As revised
PCL	--	BK 117 D-2 (HELIONIX STEP 2) Pilot's Checklists	As revised
PCL	--	BK 117 D-3 Pilot's Checklists	As revised
AMM	--	MBB-BK117 D-2, D-3 Aircraft Maintenance Manual	As revised
MSM	--	MBB-BK117 D-2 Master Servicing Manual	As revised
MSM	--	MBB-BK117 D-2 Master Servicing Manual	As revised
SDS	--	MBB-BK117 D-2, D-3 System Description Section	As revised
WDM	--	MBB-BK117 D-2, D-3 Wiring Diagram Manual	As revised
IPC	--	MBB-BK117 D-2 Illustrated Parts Catalog	As revised
IPC	--	MBB-BK117 D-3 Illustrated Parts Catalog	As revised
SRM	--	MBB BK117-AB, C1, C2, C2E, D2, D2M, D3 Structural Repair Manual	As revised
CECG	--	MBB BK117-AB, C1, C2, C2E, D2, D2M, D3 Corrosion and Erosion Control Guide	As revised
MTC	--	All Standard Practices Manual	As revised

Note 1: *Airbus Helicopters Deutschland GmbH publish BK117 LOAP (List of Applicable Publications) provide list of all publications for BK117 (all version), including:*

- *Part I:Aircrew Publications*
- *Part II:Maintenance Documentation*
- *Part III:Vendor Documents referred in the BK117 maintenance documentation*

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

Note 3: *The Engine manuals are developed and distributed by the engine manufacturer, but Airbus Helicopters Deutschland GmbH provides the following information of Engine Manufacturers Publications:*

- *Turbomeca: Engine Maintenance Manuals Index*

Note 4: *Electronic Component Maintenance Manual provided by vendors can also be found in the Airbusworld website.*

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

Section 7: Other Evaluation Items

7.1 Forward Observer Seat

Not applicable.

7.2 Flight Crew Sleeping Quarters

Not applicable.

7.3 Electronic Flight Bag

Not applicable.

7. 4 Emergency Evacuation Demonstration

Not applicable.

Section 8: OEM Product Support Information

8.1 Flight Training

AHD offers an array of integrated and standalone pilot services throughout a global network of campuses on six continents, including Type Rating, Qualification & Recurrent Training, Pilot Development Programs, Line Operations, and Web-Managed Training.

AHD provides flight training at its training campuses across the globe, including Miami, Gatwick, Singapore, Shanghai, and other locations.

8.2 Maintenance Training

AHD offers the most comprehensive and flexible maintenance training programs around the world. The training programs are designed with AHD expertise and can be tailored to an airline's exact specifications. Maximum airplane knowledge transfer to technicians can be delivered at any suitable location worldwide or offered on a per-seat basis throughout AHD's global network of training campuses.

AHD provides maintenance training with instructor teams based in Miami, Gatwick, and Singapore.

8.3 Technical Publication

AHD provides customers with Maintenance and Flight Operations documents necessary to safely operate and maintain their aircraft. Most documents are available on MyAHDFleet website.

8.5 Maintenance Support

The AHD Company has established a Maintenance Repair Organization (MRO) in China that is a .

Appendix: CAAC AEG Team and Point of Contact

A1: CAAC AEG Team for BK117 C-2 Evaluation

Zhang Ling Zhi	Deputy Chief, AEG Division, Flight Standards Department
Liu Yun Lei	Engineer, AEG Office, Civil Aviation Safety & Technology Center
Liao Wei Qiang	Inspector, Airworthiness Division, CAAC Shenzhen Safety Oversight Bureau

A2: CAAC AEG Team for BK117 D-2 Evaluation

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

A3: CAAC AEG Team for BK117 D-3 Evaluation

WANG Jin	Deputy Chief, AEG Division, Flight Standards Department
Li Xiaolei	Engineer, AEG Office, Civil Aviation Safety & Technology Center

B1: Airbus Helicopters Point of Contact

Mr. DANDAN SURIAGANDA	International Certification Engineer (ICE)

B2&B3: Airbus Helicopters Point of Contact

Ludovic VIGNAROLI	International Certification Engineer (ICE)
LI Sheng (Jason)	Airworthiness Manager, Airbus Helicopters China