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# TYPE-CERTIFICATE DATA SHEET FOR NOISE

**No. EASA.R.010**

**for**

**MBB-BK 117**

**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 D-2,  
MBB-BK117 D-3, MBB-BK117 D-3m

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Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117A-1**

Engine Manufacturer<sup>1</sup>      **Lycoming**      Engine Type Designation<sup>1</sup>      **LTS101-650-B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D199	<b>2,850</b>	<b>2,850</b>	<b>89.0</b>	<b>94.6</b>	<b>92.7</b>	<b>93.6</b>	<b>90.4</b>	<b>95.6</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder <sup>1</sup>	<b>Airbus Helicopters Deutschland GmbH</b>	Aircraft Type Designation <sup>1</sup>	<b>MBB-BK117A-3</b>
Engine Manufacturer <sup>1</sup>	<b>Lycoming</b>	Engine Type Designation <sup>1</sup>	<b>LTS101-650-B1</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>None</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	Chapter <sup>1</sup> <b>8 (8.4.1)</b>

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D200	<b>3,200</b>	<b>3,200</b>	<b>90.7</b>	<b>95.1</b>	<b>92.9</b>	<b>94.1</b>	<b>91.8</b>	<b>96.1</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder <sup>1</sup>	<b>Airbus Helicopters Deutschland GmbH</b>	Aircraft Type Designation <sup>1</sup>	<b>MBB-BK117A-4</b>
Engine Manufacturer <sup>1</sup>	<b>Lycoming</b>	Engine Type Designation <sup>1</sup>	<b>LTS101-650-B1</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>None</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	Chapter <sup>1</sup> <b>8 (8.4.1)</b>

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D201	<b>3,200</b>	<b>3,200</b>	<b>89.9</b>	<b>95.1</b>	<b>92.6</b>	<b>94.1</b>	<b>91.8</b>	<b>96.1</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder <sup>1</sup>	<b>Airbus Helicopters Deutschland GmbH</b>	Aircraft Type Designation <sup>1</sup>	<b>MBB-BK117B-1</b>
Engine Manufacturer <sup>1</sup>	<b>Lycoming</b>	Engine Type Designation <sup>1</sup>	<b>LTS101-750-B1</b>
Additional modifications essential to meet the requirements or needed to attain the certificated noise levels <sup>1</sup>		<b>None</b>	
Noise Certification Basis	<b>ICAO Annex 16, Volume I</b>	Edition / Amendment	Chapter <sup>1</sup> <b>8 (8.4.1)</b>

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D202	<b>3,200</b>	<b>3,200</b>	<b>89.8</b>	<b>95.1</b>	<b>91.3</b>	<b>94.1</b>	<b>95.8</b>	<b>96.1</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117B-2**

Engine Manufacturer<sup>1</sup>      **Lycoming**      Engine Type Designation<sup>1</sup>      **LTS101-750-B1**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D93	<b>3,350</b>	<b>3,350</b>	<b>89.9</b>	<b>95.3</b>	<b>91.3</b>	<b>94.3</b>	<b>95.8</b>	<b>96.3</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117C-1**

Engine Manufacturer<sup>1</sup>      **Turbomeca**      Engine Type Designation<sup>1</sup>      **Arriel 1E2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D204	<b>3,350</b>	<b>3,350</b>	<b>90.0</b>	<b>95.3</b>	<b>90.1</b>	<b>94.3</b>	<b>95.8</b>	<b>96.3</b>	-
D397	<b>3,170</b>	<b>3,170</b>	<b>90.0</b>	<b>95.0</b>	<b>90.1</b>	<b>94.0</b>	<b>95.8</b>	<b>96.0</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117C-2**

Engine Manufacturer<sup>1</sup>      **Turbomeca**      Engine Type Designation<sup>1</sup>      **Arriel 1E2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D97	<b>3,585</b>	<b>3,585</b>	<b>88.0</b>	<b>95.6</b>	<b>87.2</b>	<b>94.6</b>	<b>91.3</b>	<b>96.6</b>	-
D96	<b>3,550</b>	<b>3,550</b>	<b>88.0</b>	<b>95.5</b>	<b>87.2</b>	<b>94.5</b>	<b>91.3</b>	<b>96.5</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117C-2e**

Engine Manufacturer<sup>1</sup>      **Turbomeca**      Engine Type Designation<sup>1</sup>      **Arriel 1E2**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **6 Edition / Amendment 10**      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D390	<b>3,585</b>	<b>3,585</b>	<b>88.0</b>	<b>95.6</b>	<b>87.2</b>	<b>94.6</b>	<b>91.3</b>	<b>96.6</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117D-2**

Engine Manufacturer<sup>1</sup>      **Turbomeca**      Engine Type Designation<sup>1</sup>      **Arriel 2E**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **5 Edition / Amendment 9**      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D472	<b>3,800</b>	<b>3,800</b>	<b>87.1</b>	<b>95.8</b>	<b>84.7</b>	<b>94.8</b>	<b>90.3</b>	<b>96.8</b>	-
D398	<b>3,700</b>	<b>3,700</b>	<b>86.5</b>	<b>95.7</b>	<b>84.7</b>	<b>94.7</b>	<b>90.3</b>	<b>96.7</b>	-
D376	<b>3,650</b>	<b>3,650</b>	<b>86.5</b>	<b>95.6</b>	<b>84.7</b>	<b>94.6</b>	<b>90.3</b>	<b>96.6</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117D-2m**

Engine Manufacturer<sup>1</sup>      **Turbomeca**      Engine Type Designation<sup>1</sup>      **Arriel 2E**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **7 Edition / Amendment 11- B**      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D430	<b>3,800</b>	<b>3,800</b>	<b>87.1</b>	<b>95.8</b>	<b>84.7</b>	<b>94.8</b>	<b>90.3</b>	<b>96.8</b>	-
D393	<b>3,700</b>	<b>3,700</b>	<b>86.5</b>	<b>95.7</b>	<b>84.7</b>	<b>94.7</b>	<b>90.3</b>	<b>96.7</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117D-3**

Engine Manufacturer<sup>1</sup>      **Turbomeca**      Engine Type Designation<sup>1</sup>      **Arriel 2E**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **8 Edition / Amendment 12**      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D473	<b>3,800</b>	<b>3,800</b>	<b>88.8</b>	<b>95.8</b>	<b>85.7</b>	<b>94.8</b>	<b>91.4</b>	<b>96.8</b>	-

<sup>1</sup> See Note 1.



Type Certificate Holder<sup>1</sup>      **Airbus Helicopters Deutschland GmbH**      Aircraft Type Designation<sup>1</sup>      **MBB-BK117D-3m**

Engine Manufacturer<sup>1</sup>      **Turbomeca**      Engine Type Designation<sup>1</sup>      **Arriel 2E**

Additional modifications essential to meet the requirements or needed to attain the certified noise levels<sup>1</sup>      **None**

Noise Certification Basis      **ICAO Annex 16, Volume I**      Edition / Amendment      **8 Edition / Amendment 12**      Chapter<sup>1</sup>      **8 (8.4.1)**

EASA Record No.	Maximum Mass		Take-Off EPNL		Overflight EPNL		Approach EPNL		See Note
	Take-off <sup>1</sup> (kg)	Landing (kg)	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	Level <sup>1</sup>	Limit	
D474	<b>3,800</b>	<b>3,800</b>	<b>88.8</b>	<b>95.8</b>	<b>85.7</b>	<b>94.8</b>	<b>91.4</b>	<b>96.8</b>	-

<sup>1</sup> See Note 1.



**CS-36 Amendment level**

ICAO, Annex 16, Volume 1 Amendment level	7	8	9	10	11-B	12
Corresponding CS-36 Amendment level	Initial	1	2	3	4	5

**TCDSN EASA.R.010 Notes**

1. Items so marked shall be included on EASA Form 45.

### **Change Record**

<b>Issue</b>	<b>Date</b>	<b>Changes</b>
Issue 1	30 April 2007	Initial Issue
Issue 2	07 January 2014	TC holder revised
Issue 3	05 May 2014	Model BK117D2 added.
Issue 4	17 April 2015	Model BK117 C-2e (Record D390) added.
Issue 5	08 May 2015	Model BK117 D-2m (Record D393) added.
Issue 6	14 December 2015	Records D397 and D398 added.
Issue 7	21 June 2016	Record D376 added; Type designations revised
Issue 8	18 May 2017	Record D430 added.
Issue 9	19 June 2020	Record D472 added; Model MBB-BK117D-3 (Record D473) and Model MBB-BK117D-3m (Record D474) added

-END-

