

To: All holders of
Flight Manual BK 117 D-3

CHANGE INSTRUCTIONS

FLIGHT MANUAL BK 117 D-3

Temporary Revision No. 1; DEC 20, 2021

Change procedure:

1. Remove/insert all pages affected by this revision in accordance with the attached filing list.
Pages having an entry in the EFFECTIVITY column may exist in two or more different versions. The EFFECTIVITY feature on the page heading/footer indicates which page applies to your particular helicopter configuration. Check the EFFECTIVITY features of each sheet (front **and** back page) and determine which sheet applies to your helicopter. Insert that sheet in the binder. Discard only those sheets which do not apply.

NOTE Do not discard pages having an effectivity statement, e.g. "After SB ...-..." that **at present** may not apply to the helicopter unless however, it is absolutely certain that the stated Service Bulletin will never be incorporated, or any other stated condition will never apply.
2. Confirm the completion in the RECORD OF TEMPORARY REVISIONS (page ROTR -1) by entering the date and your signature.

Revision Highlights:

NOTE The content of the Flight Manual Revision must be brought to the attention of the flight crews.

Section	Para & Title	Description of Change
LOTR	–	Changed to reflect this temporary revision
LETRP	–	Changed to reflect this temporary revision, (marked with R or N or D)
9.2	FMS 9.2–5 Inlet barrier filter system Temporary Revision 1 DEC 20, 2021	2.1 ENVIRONMENTAL CONDITIONS Warning text update 3.3 INADVERTENT ENTRY IN SNOW OR ICING CONDITIONS Procedure changed

FILING LIST

Sheets to be inserted	Temp.Rev.No.	Effectivity	Place of insertion
PRELIMINARY PAGES			
LOTR-1 / (LOTR-2 blank)	1/-	–	after LOR
LETRP-1 / (LETRP-2 blank)	1/-	–	after LEP
Section 9.2–5			
page 9.2-5 -8	1	–	after page 9.2-5 -8
page 9.2-5 -13	1	–	before page 9.2-5 -13

LOG OF TEMPORARY REVISIONS

FIRST ISSUE

TEMP. REV 1 (see entry below)

TEMPORARY REVISION 1

EASA approved

Date: DEC 20, 2021

EASA approval no.: 10078019

APPROVED

Temp. Rev. 1

LOTR - 1/(LOTR - 2 blank)

Temporary Revision

LIST OF EFFECTIVE TEMPORARY REVISION PAGES

NOTE **N**, **R**, or **D** indicate pages which are New, Revised or Deleted respectively. Remove and dispose of superseded pages, insert the latest temporary revision pages and complete the Record of Temporary Revisions as necessary.

The column "Approved by" which is only shown for approved pages shows either the approving authority (e.g. EASA) or, in case of minor changes according to DOA ref. EASA.21J.700, "DOA".

Page	Appr. by	Temp Rev No.	Remarks/ Effectivity	Page	Appr. by	Temp Rev No.	Remarks/ Effectivity
N LOTR 1	EASA	1	Log of Temp. Revisions	Section 9			
N LETRP 1	EASA	1	List of Effective Temp. Rev. Pages	N 9.2-5 -8	EASA	1	
				N 9.2-5 -13	EASA	1	

Temporary Revision

1 GENERAL

The information contained herein supplements the information in the basic Flight Manual. For limitations, procedures, and performance data not contained in this Supplement, refer to the basic Flight Manual.

1.1 DEFINITION OF TERMS

CLEAN BYPASS CLOSED:

- Both bypass doors closed and both clogging indications below 40%

CLOG TREND BYPASS CLOSED:

- One or both bypass doors closed and one or both clogging indicators equal or above 40% (white advisory IBF CLOG TREND indicated on FND ML)

BYPASS OPEN:

- Both bypass doors open
- In case of OEI, both bypass doors open automatically

ALL IBF OPERATING STATES:

- Applies to CLEAN BYPASS CLOSED, CLOG TREND BYPASS CLOSED and BYPASS OPEN

2 LIMITATIONS

2.1 ENVIRONMENTAL CONDITIONS

Flight in the following environmental conditions is prohibited:

- Flight in falling snow or sleet with visibility due to snow/sleet less than 1500 m;
- Hover or flight in blowing snow for longer than 1 minute;
- Flight in fog/clouds when visibility is less than 800 m and OAT is $\leq 5^{\circ}\text{C}$;
- Flight in icing or ice crystals conditions.

The IBF shall be selected to NORM before engine start, when falling or blowing snow/sleet is possible, latest if falling/blowing snow/sleet conditions are entered.

- NOTE**
- Icing of the IBF may occur before other signs of icing are visible on the aircraft.
 - Blowing snow is snow that is lifted up by the rotorcraft downwash or wind and that is ingested by the engines.
 - Takeoff and landing in blowing snow conditions are possible, when the maneuver can be completed within 1 minute.

2.2 ALTITUDE AND ENVIRONMENTAL OPERATING LIMITATIONS

2.2.1 OAT

Maximum air temperature (all IBF operating states) **ISA + 35°C**
(max. + 50°C)

Minimum air temperature (one or both bypass door(s) closed) **– 25°C**

Minimum air temperature (both bypass doors open) **– 45°C**

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3.2 WHITE ADVISORIES**IBF CLOG TREND****Conditions/Indications**

- The IBF CLOG TREND advisory will appear when the pressure threshold of 40% clogging is exceeded for at least one IBF.

Procedure

1. Performance charts for a degraded filter ("CLOG TREND BYPASS CLOSED") shall be used.
2. Continue flight

3.3 INADVERTENT ENTRY IN ICING CONDITIONS OR FALLING SNOW/SLEET < 1500 M VISIBILITY**Conditions/Indications**

- Icing conditions are entered inadvertently, or
- visibility in falling snow/sleet reduces below 1500 m.

NOTE Do not open the IBF bypass unless the **IBF CLOGGED** caution appears.

Procedure

1. Icing conditions or falling snow/sleet <1500 m visibility
 - Vacate without delay