KAWASAKI BK117 B-2 Model Guide

KAWASAKI BK117 B-2 is a twin-engine helicopter from the BK 117 family. The only source here is its EASA-approved Flight Manual, Rev. 22 (Nov 26, 2015). The inputs give no variant-specific performance, so this guide covers inspection, start-up and procedure points. Family-level maxima are context only.

KEY TAKEAWAYS

- The Flight Manual is EASA approved at Rev. 22 (Nov 26, 2015), first issued Jan 17, 1992. Confirm the aircraft's copy is current.
- Procedures differ by serial number (up to S/N 7183 vs S/N 7184 and later). Confirm which applies before using the checklists.
- BK 117 family maxima, not B-2 figures: up to 13 passengers, 135 kt cruise, 350 nm range, 18000 ft ceiling, 3800 kg MTOW.
- Two engines, each with its own power lever and fuel prime pump. Either engine may be started first.

PREFLIGHT WALK-AROUND

The exterior check starts at the pilot's door and goes clockwise to the tail boom, the left side and the nose. It covers hydraulic, transmission, main rotor head, tail rotor gearbox and intermediate gearbox oil levels. It also covers fire extinguisher pressure, battery condition and fuel tank draining. Starred items are checked before every flight.

ENGINE START POINTS

Abort the start if TOT rises abnormally fast above 800 °C toward 899 °C. The starting transient is 836 °C to 899 °C for a maximum of 12 seconds. Also abort for no positive engine or transmission oil pressure at ground idle, or for N2 and rotor RPM needles that do not match. If TOT limits were not exceeded, wait 15 seconds before restarting.

WHAT TO CHECK WHEN BUYING

Check the Record of Modifications, the Log of Supplements and the revision status in the manual. Optional equipment such as YAW CSAS, DAFCS, trim actuator types and the jettisonable sliding door has its own checks or supplements. Confirm the serial number against the effectivity pages.

SAFETY NOTES

- Before carrying a passenger in the copilot seat, remove the copilot cyclic and collective, set the pedals fully forward and fit the dual control covers.
- Suspect a blade strike on the vertical stabilizers after an unusual noise or bang at runup. The risk is higher in gusty wind with rotor RPM below 25%. Maintenance action is required.
- Use an external power unit for ground operations, especially in cold weather, to avoid draining the battery.

AI-aggregated guide for the KAWASAKI BK117 B-2 · sources: FLIGHT MANUAL BK117 B-2 (#102884) · generated 2026-11-26 · Reference only, not for flight. Check the original documents before relying on this guide.