Hubschraubermuster, die auf den geplanten Flugbetriebsflächen am Neubau UMG Berücksichtigung finden.
In den Planzeichnungen ist ein „fiktives Hubschraubermuster“ mit den Angaben

- Länge über Alles = 14,00 m
- Rotordurchmesser = 12,00 m

angegeben.

Die Aufstellung zeigt Auszüge (Kopien) aus den Flughandbüchern der Hubschraubermuster.
Die maßgeblichen Daten für sachverständige Beurteilungen sind hier farbig hervorgehoben.

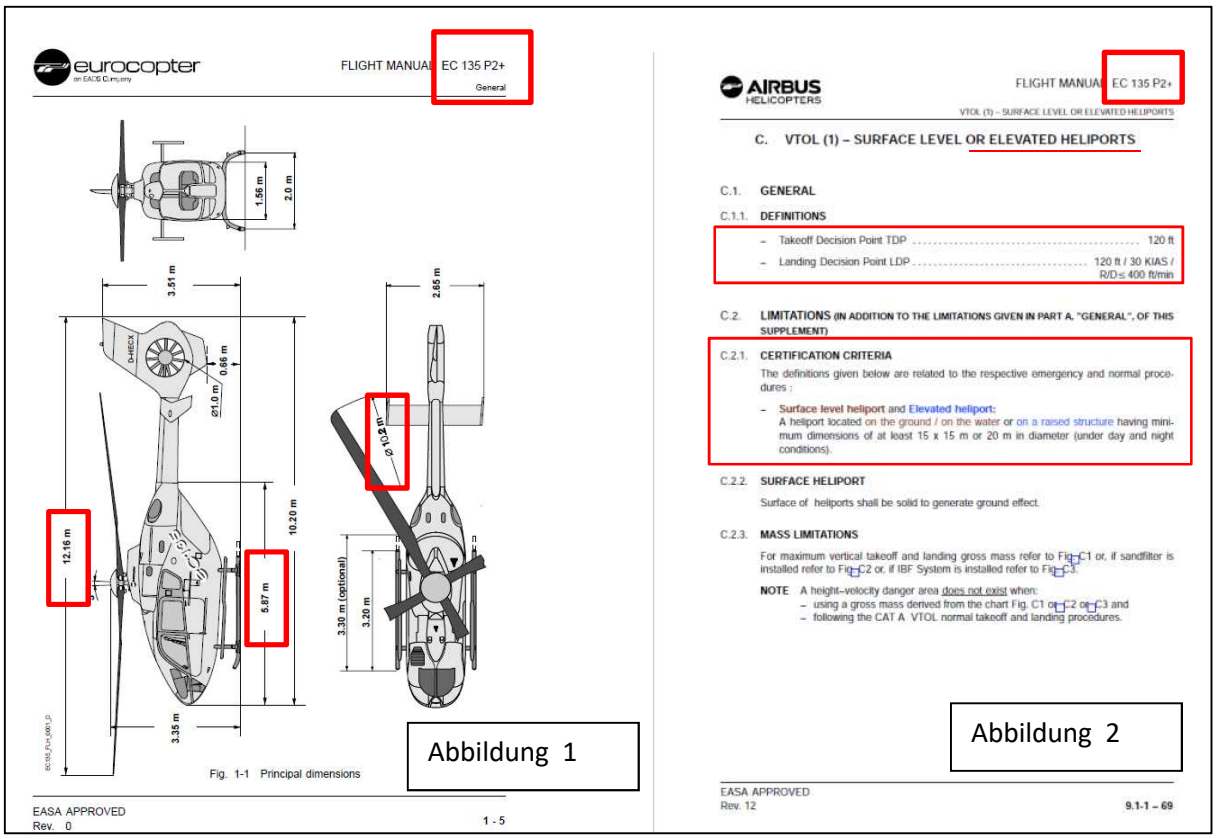


Abbildung 1

Abbildung 2

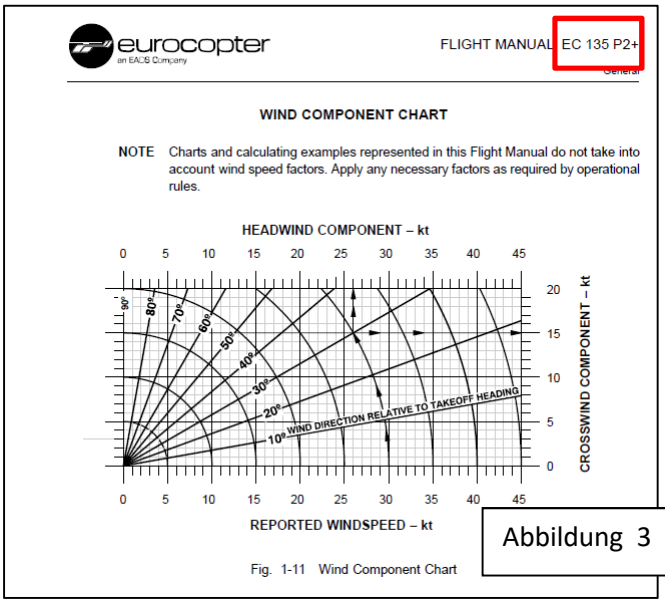


Abbildung 3

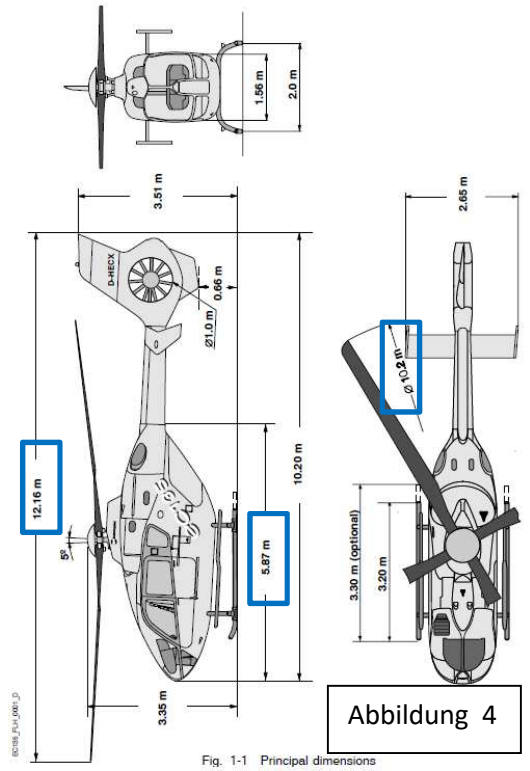


Fig. 1-1 Principal dimensions

Abbildung 4

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

C.1. GENERAL

C.1.1. DEFINITIONS

- Takeoff Decision Point TDP ..... 120 ft
- Landing Decision Point LDP ..... 120 ft / 30 KIAS / R/D ≤ 400 ft/min

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

C.2.1. CERTIFICATION CRITERIA

The definitions given below are related to the respective emergency and normal procedures:

- Surface level heliport and Elevated heliport:
  A heliport located on the ground / on the water or on a raised structure having minimum dimensions of at least 15 x 15 m or 20 m in diameter (under day and night conditions)

C.2.2. SURFACE HELIPORT

Surface of heliports shall be solid to generate ground effect.

C.2.3. MASS LIMITATIONS

For maximum vertical takeoff and landing gross mass refer to Fig C1 or, if sandfilter is installed refer to Fig C2.

NOTE A height–velocity danger area does not exist when:
- using a gross mass derived from the chart Fig. C1 or C2 and
- following the CAT A VTOL normal takeoff and landing procedures.

Abbildung 5

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.

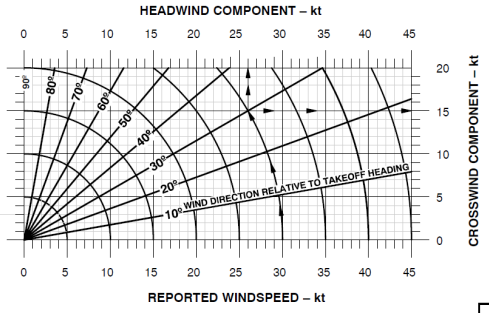


Fig. 1-11 Wind Component Chart

Abbildung 6

FLIGHT MANUAL BK 117 D-2

DESCRIPTION OF SYSTEMS

AIRBUS HELICOPTERS

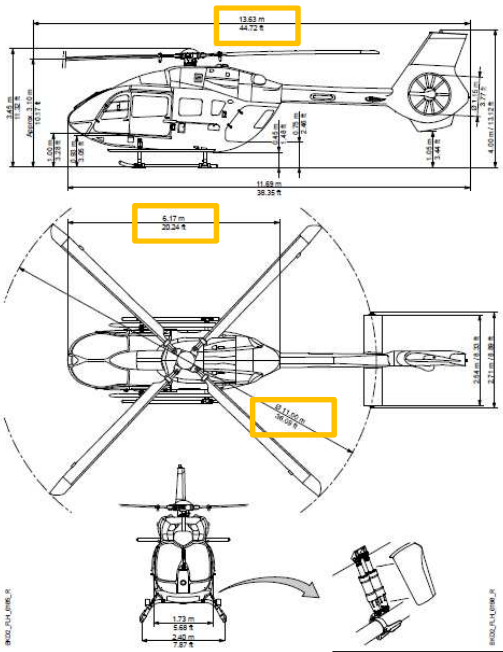


Fig. 7-1 Principal dimensions

Abbildung 7

AIRBUS HELICOPTERS

FLIGHT MANUAL BK 117 D-2 (HELIONIX STEP 2)

VTOL (1) – SURFACE LEVEL OR ELEVATED HELIPORTS

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

C.1. GENERAL

C.1.1. DEFINITIONS

– Takeoff Decision Point TDP:

Up to 12000 ft DA or 12000 ft PA, whichever is less ..... 130 ft

Above 12000 ft DA or 12000 ft PA, and up to 16000 ft DA or 15000 ft PA, whichever is less ..... 140 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

NOTE In the following, the schematic flight profiles are shown for TDP 130 ft.

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 MTLS shall have minimum dimensions of 15 m in diameter.

– The MTLA (centered around the middle of the MTLS) shall have minimum dimensions of 28 m in diameter. If takeoff and landing is limited to a specific direction, the MTLA dimensions may be reduced to a width of 23 m in takeoff/landing direction (Fig. C3).

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

Abbildung 8

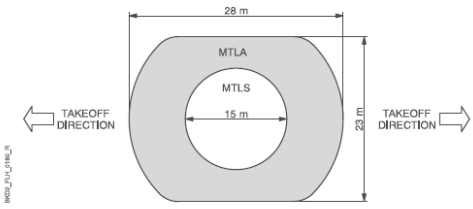


Fig. C3 Minimum Takeoff and Landing Area dimensions

Abbildung 9

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.

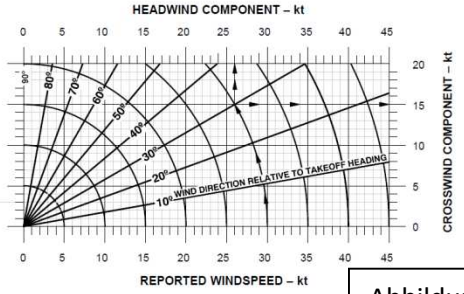
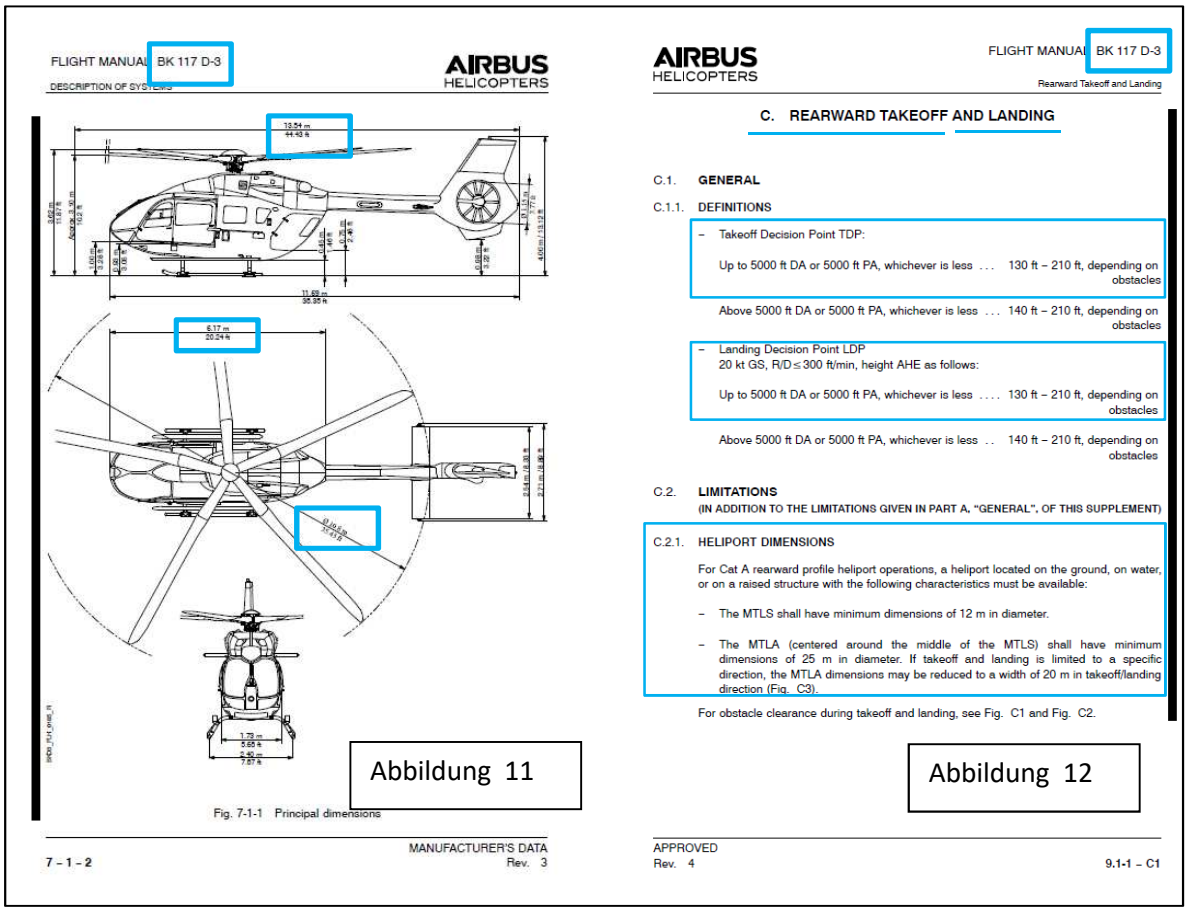


Fig. 1-7 Wind Component Chart

Abbildung 10



FLIGHT MANUAL BK 117 D-3

DESCRIPTION OF SYSTEMS

AIRBUS HELICOPTERS

Fig. 7-1-1 Principal dimensions

Abbildung 11

7 – 1 – 2

MANUFACTURER'S DATA
Rev. 3

AIRBUS HELICOPTERS

FLIGHT MANUAL BK 117 D-3

Rearward Takeoff and Landing

C. REARWARD TAKEOFF AND LANDING

C.1. **GENERAL**

C.1.1. **DEFINITIONS**

– Takeoff Decision Point TDP:

Up to 5000 ft DA or 5000 ft PA, whichever is less ... 130 ft – 210 ft, depending on obstacles

Above 5000 ft DA or 5000 ft PA, whichever is less ... 140 ft – 210 ft, depending on obstacles

– Landing Decision Point LDP
20 kt GS, R/D ≤ 300 ft/min, height AHE as follows:

Up to 5000 ft DA or 5000 ft PA, whichever is less .... 130 ft – 210 ft, depending on obstacles

Above 5000 ft DA or 5000 ft PA, whichever is less .. 140 ft – 210 ft, depending on obstacles

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

C.2.1. **HELIPORT DIMENSIONS**

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

– The MTLS shall have minimum dimensions of 12 m in diameter.

– The MTLA (centered around the middle of the MTLS) shall have minimum dimensions of 25 m in diameter. If takeoff and landing is limited to a specific direction, the MTLA dimensions may be reduced to a width of 20 m in takeoff/landing direction (Fig. C3).

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

Abbildung 12

APPROVED
Rev. 4

9.1-1 – C1

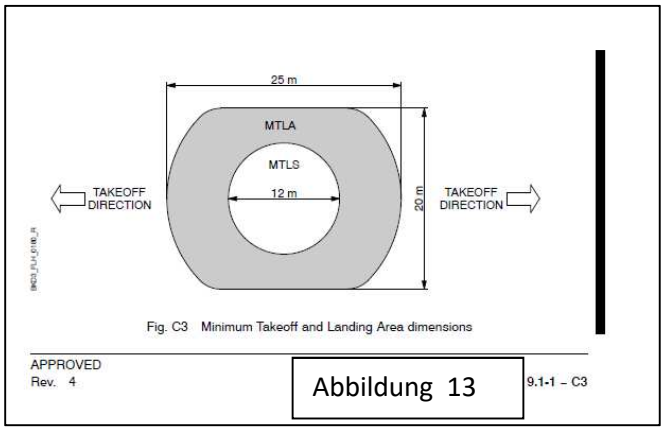


Fig. C3 Minimum Takeoff and Landing Area dimensions

APPROVED
Rev. 4

Abbildung 13

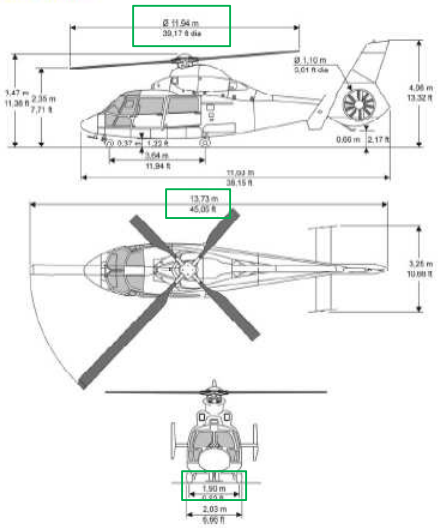
9.1-1 – C3

- MTLS entspricht Minimum Takeoff and Landing Surface
- MTLA entspricht Minimum Takeoff and Landing Area

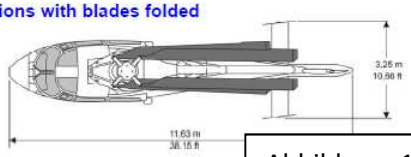
eurocopter
an EADS Company

EUROCOPTER AS365 N3
Technical Data

Main dimensions



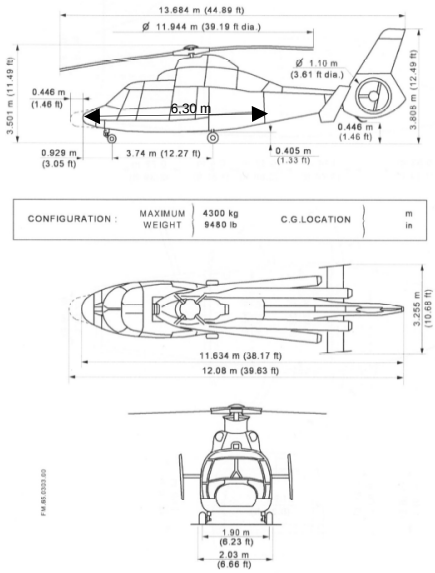
Dimensions with blades folded



The data set forth in this document are general in nature and for information purposes only.
For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

Abbildung 14

SECTION 7.1
MAIN DIMENSIONS - OVERALL DIMENSIONS
1 MAIN AIRCRAFT DIMENSIONS



AS 365 N3

Abbildung 15

2 LIMITATIONS

Irrespective of the special limitations provided below, the limitations relating to CATEGORY B operations, provided in SECTION 2 as well as those relating to the optional equipment fitted (refer to SUPPLEMENTS) remain applicable.

2.1 TYPE OF OPERATIONS APPROVED

The AS 365 N3 aircraft is approved for CATEGORY A operations from clear areas, from ground helipad with a diameter equal to or greater than 68 ft (20,8 m) and from elevated heliport with a diameter equal to or greater than 52,5 ft (16 m), in compliance with limitations and procedures provided in this supplement.

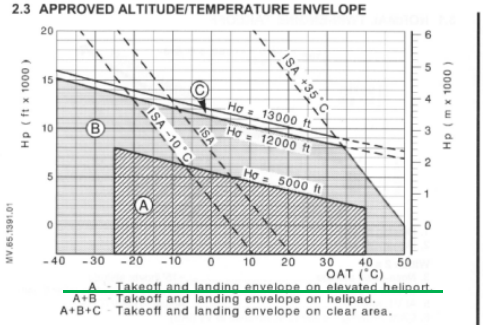
2.2 MAXIMUM TAKEOFF AND LANDING WEIGHTS

The maximum takeoff and landing weights according to the ambient conditions are provided:

- Takeoff from clear area § 3.
- PENDING § 4.
- Landing on clear area § 5.
- Takeoff from ground helipad § 6.
- Landing on ground helipad § 7.
- Takeoff from elevated heliport § 8.
- Landing on elevated heliport § 9.

Abbildung 16

2.3 APPROVED ALTITUDE/TEMPERATURE ENVELOPE



A : Takeoff and landing envelope on elevated heliport.
A+B : Takeoff and landing envelope on helipad.
A+B+C : Takeoff and landing envelope on clear area.

Figure 1 : Approved Altitude/Temperature envelope

EASA APPROVED AS 365 N3 SUP.1

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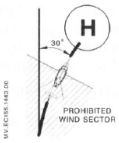
Abbildung 17

2.4 OPERATIONS IN WIND

- Maximum wind: identical to section 5.1 § 2.1: Side and tail wind envelope for hover flight.
- Takeoff and landing with tail winds are prohibited.
  For offset approach procedure on elevated Heliport arrange flight not to exceed wind sector ± 90° at landing.



- For performance, head wind velocity value must comply with applicable operational regulation. If no regulation exists, take half of laminar head wind value.

Abbildung 18

8 TAKEOFF FROM ELEVATED HELIPORT

8.1 NORMAL TWIN-ENGINE TAKEOFF

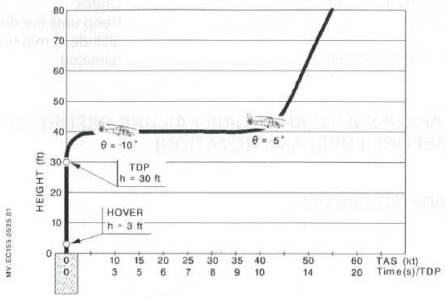


Figure 33: Elevated heliport normal AEO takeoff

Abbildung 19

7 LANDING ON HELIPAD

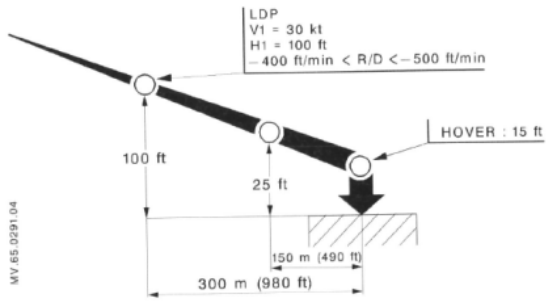


Figure 23 : Helipad landing

Abbildung 20

Tabellarische Übersicht zu den Angaben gem. FM der Hubschraubermuster

Hubschrauber-Muster	Rotor durch messer (RD)	Hubschrauber länge über Alles (LüA) Kabinenlänge	Abmaße TLOF/FATO gemäß Flughandbuch	Sicherheitsfläche , die FATO/TLOF allseitig umgebend a) gem. Verwaltungsvorschrift [weil im FM keine Angaben enthalten sind] b) gem. Angaben FM
EC 135 P2+	10,20 m	12,16 m 5,87 m	□ 15,00 x 15,00 m Ø 20,00 m	a) keine Nennung im FM jedoch gem. AVwV = 3,04 m allseitig
EC 135 T2+	10,20 m	12,16 m 5,87 m	□ 15,00 x 15,00 m Ø 20,00 m	a) keine Nennung im FM jedoch gem. AVwV = 3,04 m allseitig
BK 117 D2	11,00 m	13,63 m 6,17 m	MTLS 15,00 m Ø MTLA 23,00 m Breite x 28,00 m Länge „abgeplattet“	a) gem. AVwV = 3,40 m allseitig b) gem. FM aus Differenz MTLA /MTLS 4,00 m ↕ ; 6,50 m ↔ seitlich längs
BK 117 D3	10,80 m	13,54 m 6,17 m	MTLS 12,00 m Ø MTLA 20,00 m Breite x 25,00 m Länge „abgeplattet“	a) gem. AVwV = 3,38 m allseitig b) gem. FM aus Differenz MTLA /MTLS 3,00 m ↕ ; 6,50 m ↔ seitlich längs
AS 365 N3	11,95 m	13,73 m 6,30 m	Ø 16,00 m	a) berechnet gem. AVwV 3,43 m allseitig

Entsprechen die im jeweiligen Lageplan dargestellten Maße für

- FATO/TLOF 21,00 m x 21,00 m
- allseitige Sicherheitsfläche 3,50 m
- Anfangsbreite Sektor 28,00 m
- Endbreite Sektor 120,00 m

den Anforderungen, wie sie AVwV für die einzelnen Elemente vorsieht.

1. Alle Angaben der Flughandbücher bleiben unter den berechneten und dargestellten Maßen für FATO/TLOF.

2. Alle Angaben der Flughandbücher überschreiten das berechnete und die dargestellten Maße zur Sicherheitsfläche nicht.

3. Die Anfangsbreite des jeweiligen Sektors wird durch keine Angabe gem. Flughandbuch überschritten.

4. Zu Endbreiten für Sektoren macht kein Flughandbuch Angaben.

aufgestellt:
SV Becker
1. Ausfertigung vom 20.07.2024