

<b>Manufacturer</b>	<b>Eurocopter (formally MBB)</b>
<b>Model(s)</b>	<b>BK 117 and BO 105</b>
<b>Issue Date</b>	Feb 1993
<b>Issue Number</b>	1
<b>General</b>	<p>Maximum distance and altitude separation from noise-sensitive areas are the most effective means of noise abatement.</p> <p>Control movement should be gradual and smooth.</p> <p>Noise exposure is:</p> <ul style="list-style-type: none"> <li>• lower on the left side than on the right side of the helicopter</li> <li>• lower to the sides of the flight path than directly underneath</li> <li>• lower upwind than downwind of the helicopter</li> </ul>
<b>Ground Operations</b>	No Available Information.
<b>Hover Hover-Taxi Ground-Taxi</b>	No Available Information.
<b>Takeoff and Climb</b>	<p>Plan takeoff path away from noise-sensitive areas.</p> <p>Climb to cruise altitude at best rate of climb airspeed.</p>
<b>Enroute and Cruise Flyover</b>	<p>When crossing noise-sensitive areas, limit airspeed to 125 knots.</p> <p>Plan routes to keep noise-sensitive areas on the right side of the helicopter.</p> <p>Where possible, maintain a minimum altitude of 1,000 feet above ground level.</p>
<b>Turns</b>	No Available Information.
<b>Descent/ Approach and Landing</b>	<p>Near noise-sensitive areas, use a steep angle of descent—approximately 12-15°</p> <p>Land quickly after flaring; don't hover.</p> <p>Plan the approach and landing to keep noise-sensitive areas forward and to the right of the helicopter.</p> <p>Avoid descending directly over noise-sensitive areas.</p>
<b>Comments</b>	The aircraft is noisiest while hovering, just after flaring immediately before a landing, and immediately after taking off. Therefore, minimize the time spent in these positions.