



In caso di visibilità ridotta...
Il PBN aiuta

Quando la visibilità è al di sotto degli 800m, si deve stare al suolo...

...o volare IFR

PBN: à la carte capabilities

PBN

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Applicabilità agli elicotteri

Tutta la flotta
AH dell'ultimo
decennio:

- EC225
- EC155
- AS365
- BK117 C2
- EC135

RNAV
5/2/1

Buona parte
della flotta
dell'ultimo
decennio:
-LNAV / NPA

RNP
2/1

RNP
APCH

RNP
0.3

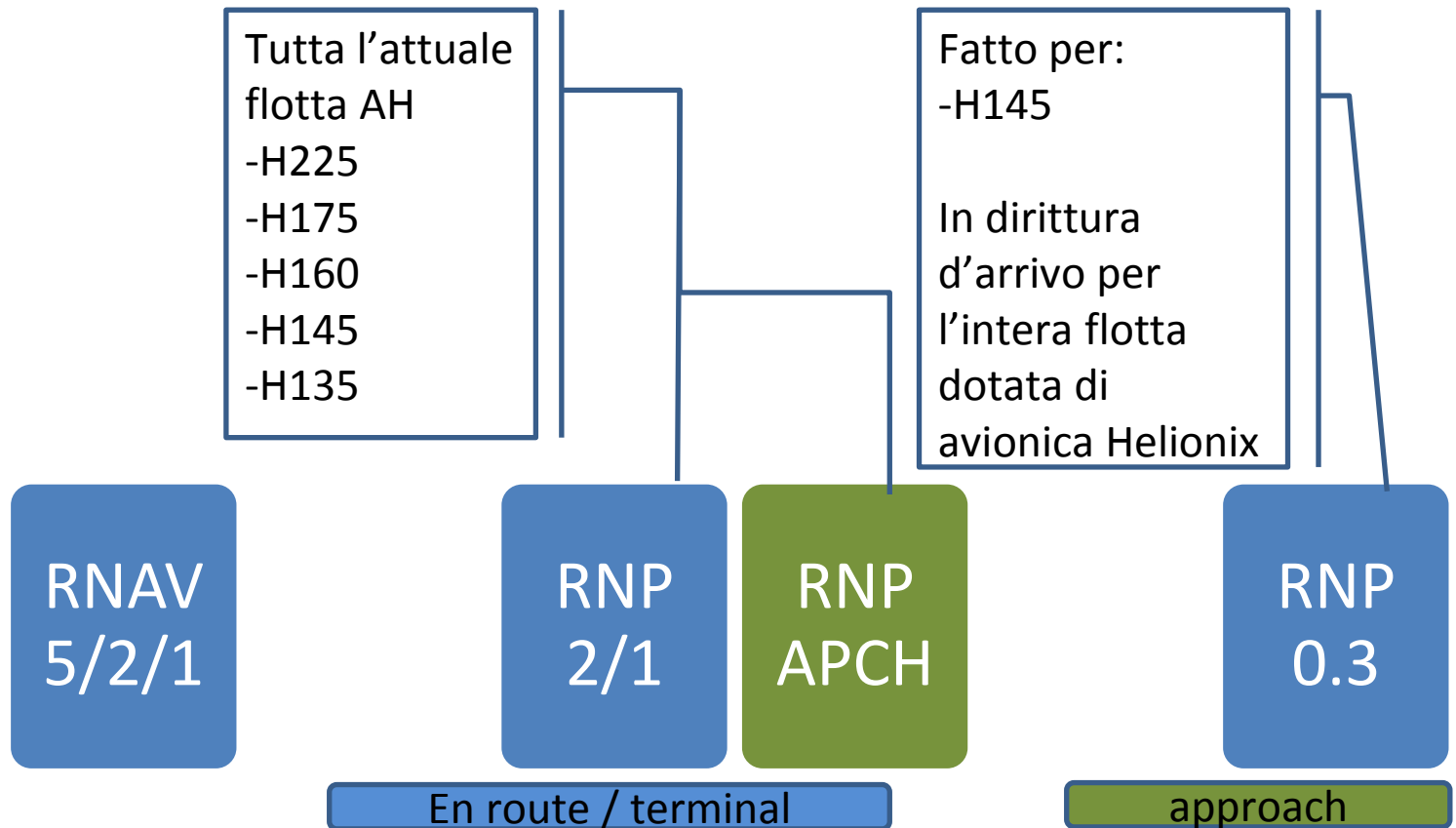
En route / terminal

approach



PBN: à la carte capabilities

Applicabilità agli elicotteri



This Major Change Approval is issued by EASA, acting in accordance with Regulation (EC) No. 216/2008 on behalf of the European Commission, its Member States and of the competent third countries that participate in the activities of EASA under Article 66 of that Regulation and in accordance with Commission Regulation (EU) No. 1831/2012.

AIRBUS HELICOPTERS DEUTSCHLAND GmbH

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and certifies that the change in the type design for the product listed below with the limitations and conditions specified meets the applicable Type Certification Basis and environmental protection requirements when operated within the conditions and limitations specified below.

Original Type Certificate Number: EASA.R.010

Type Certificate Holder: AIRBUS HELICOPTERS DEUTSCHLAND
Type: MBH-66 117
Model: MBH-66 117 D-2
MBH-66 117 D-2m

Description of Design Change:

Helicopters follow an installation Step2 as defined in CRO 00000447001 v3.4

EASA Certification Basis:

The Certification Basis (CB) for the original product rem

The requirements for environmental protection and the

the original product are unchanged and remain applica

The following equipment and functions are approved for IFR navigation:

VOR:

- En-route, terminal, and non-precision approach navigation.

ILS:

- Precision approach navigation.

GPS, SBAS not required:

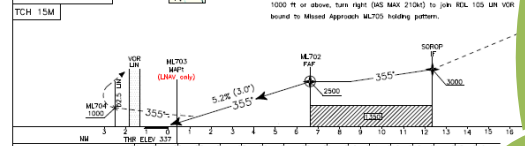
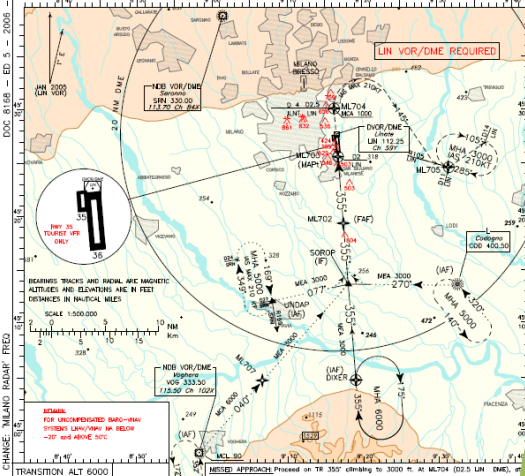
- Basic-RNAV (RNAV5) and RNAV2 for en-route navigation.
- RNP1 and Precision-RNAV (RNAV1) navigation, including Radius-to-Fix (RF) leg capability, for en-route, terminal, SIDs, STARs, initial and missed approach.
- RNP APCH intermediate and final approach (LNAV) navigation.

GPS, SBAS required:

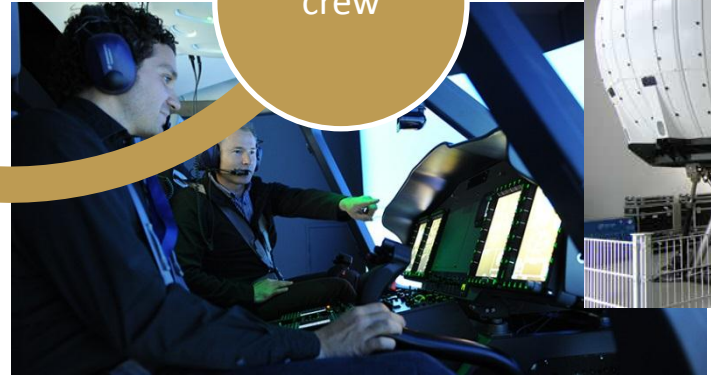
- RNP 0.3 navigation, including Radius-to-Fix (RF) leg capability, for enroute, terminal, SIDs, STARs, initial and missed approach.
- RNP APCH intermediate and final approach (LPV, LP) navigation down to LPV/LP minima.
- RNP APCH intermediate and final approach (LNAV/VNAV with vertical guidance) navigation down to LNAV/VNAV minima.
- RNP APCH intermediate and final approach (LNAV + V, LP+V with advisory vertical guidance only) navigation down to LNAV/LP minima.

ICAO - INSTRUMENT APPROACH CHART AD 2 LIM. 5-15

EGNOS CH 52839 EASA	APP Milano Paveso TWR Linea TWR Linea Terminal Information	CH 133.180 138.180 (118.400) 136.375	AD ELEV 353.3	L M	MILANO/LINATE RNAV(GNSS)RWY 36
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LNAV/DME	OCA (OCH)				GS	DIST	ALT (HGT)	MIN
	A	B	C	D				
LPV	850(313)	680(323)	670(333)	680(343)	80	425	6 2282 (1860)	
LPV/NAV	730(303)	742(405)	750(413)	760(423)	100	300	5 1679 (144)	
LNAV	800 (46.5)				120	455	4 1981 (216)	
					140	740	3 1342 (1008)	
					160	500	2 1081 (807)	
					180	255	1 705 (568)	



PBN: per cosa?

- Rotte IFR a bassa quota
- Procedure su elisuperfici non equipaggiate
- Avvicinamenti simultanei senza interferenza

