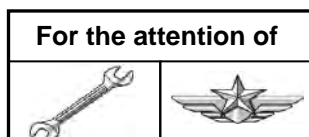


SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Ground Rescue Booklet



AFFECTED HELICOPTERS	Model(s)	
	Civil	Military
MBB BK117	C-2, C-2e	–

Flight safety is the first priority for Airbus Helicopters. In line with our constant commitment to improving the safety of your operations, we are providing you with this new Ground Rescue Booklet for EC145/645 helicopters. This booklet, which was developed in collaboration with the EC145/645 operators, will give you additional information in order to adapt your Emergency Response Plans (ERP) within the scope of your Safety Management System (SMS).

We would like to point out that this document covers a generic configuration which may be different from the specific configurations of your helicopters. This booklet will initially be issued in English only and will not be subject to systematic updating. Dedicated versions will be prepared for other helicopters from the Airbus Helicopters range.

These booklets will be made available free of charge on the Airbus Helicopters website, in order to be used by fire fighters and rescue teams around the world.

EC145/645

Emergency off and rescue from helicopter



Issued on 23 December 2015

NOTE

This Ground rescue booklet provided by Airbus Helicopters gives general and safety information on the EC145/645. This document shall only be considered as a support for users to elaborate their own documentation. It will not be systematically updated according to aircraft modification process. Depending on the country and the modification of the helicopter, systems may differ in their location.

Table of Contents

GENERAL INFORMATION	3
OCCUPANCY.....	3
DIMENSIONS.....	3
POWERPLANTS	4
FUEL SYSTEM	4
TANK CAPACITY	4
OIL CAPACITY	4
AUXILIARY FUEL TANK.....	5
SAFETY INFORMATION – OUTSIDE THE HELICOPTER.....	6
FIREFIGHTING RECOMMENDATIONS.....	6
<i>General.....</i>	<i>6</i>
<i>Fire around the aircraft.....</i>	<i>6</i>
<i>Fire in the main gear box (MGB) compartment.....</i>	<i>6</i>
<i>Fire in the engine compartment.....</i>	<i>7</i>
EMERGENCY FLOATATION SYSTEM.....	8
PITOT TUBES	9
ACCESS TO THE HELICOPTER	10
<i>Open the pilot door.....</i>	<i>10</i>
<i>Open the passenger door.....</i>	<i>11</i>
<i>Open the clamshell doors.....</i>	<i>11</i>
<i>Open the emergency exit (sliding door).....</i>	<i>12</i>
SAFETY INFORMATION – INSIDE THE HELICOPTER	14
GENERAL.....	14
DISCONNECT THE BATTERY.....	14
ENGINE SHUTDOWN	15
<i>Cockpit layout.....</i>	<i>15</i>
<i>Engine shutdown (variant 1) - normal procedure (only possible from Pilot's side).....</i>	<i>16</i>
<i>Engine shutdown (variant 2) in case of fire.....</i>	<i>17</i>
ROTOR BRAKING.....	18
ADJUSTMENT OF THE PILOT SEATS.....	19
REMOVAL OF THE PILOT SEATS.....	20
SAFETY BELT.....	21
QUICK REFERENCE CARD	22

General Information

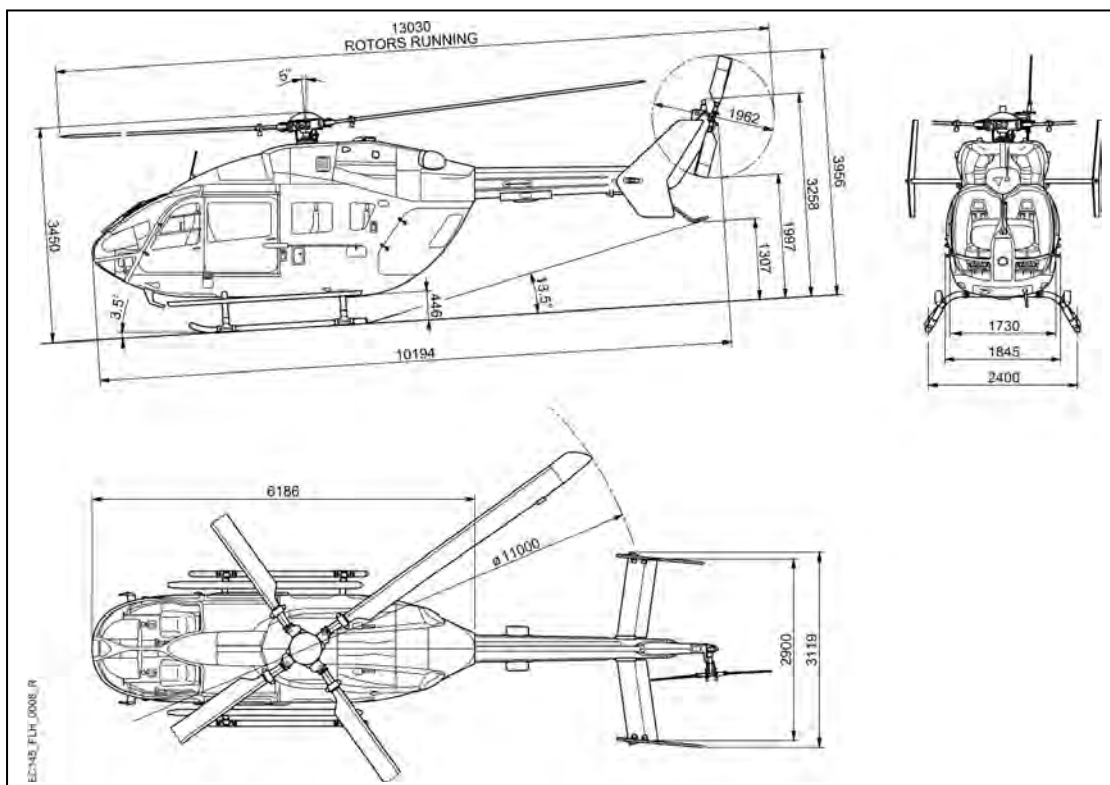
Empty weight..... 1750 kg
 Takeoff weight max. 3585 kg

Occupancy

Max. Crew (Cockpit) 2
 Max. Passengers (Cabin)..... 9

Dimensions

Overall length 13.03 m
 Main rotor height with low (standard) landing gear 3.45 m
 Tail Rotor height 3.96 m
 Landing gear width 2.40 m
 Rotor diameter 11.00 m

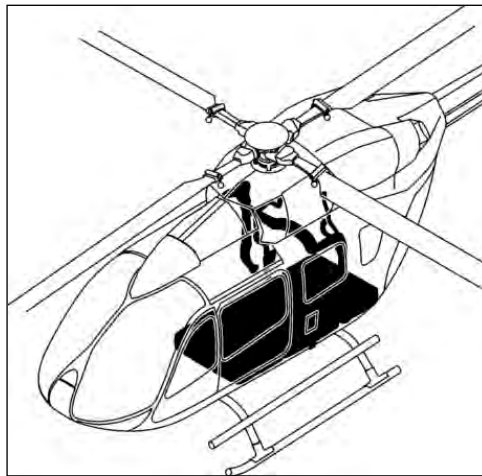


Powerplants

Two Turbomeca ARRIEL 1E2.

Fuel System

The EC145 has two fuel tanks which are located under the seats, made of impact resistant rubber bladders. The fuel filler is located on the left side, behind the passenger door.



Tank capacity

Maximum tank capacity 880 l / 704 kg
 1552 lb / 232.5 US gal.

Oil capacity

Maximum oil tank capacity per engine 5.50 l
 Main transmission 12.5 l
 Intermediate gearbox..... 0.75 l
 Tail Rotor gearbox 0.65 l
 Main rotor hub 1.90 l

Auxiliary fuel tank



Maximum tank capacity 222 l / 178 kg
392.5 lb / 58.6 US gal.

Safety information – outside the helicopter



Aircraft may be charged with static electricity. Use gloves and if possible discharge the aircraft by establishing an electrical grounding.

Firefighting recommendations

General

- When possible, ground staff must be in contact (radio/visual signs) with the aircrew in order to coordinate and secure the intervention.
- Ground staff must wear adequate protective equipment.

Fire around the aircraft

- If possible wait for the rotor to full stop.
- Fuel leakage along the aircraft structure and/or presence of fire spill on ground must be fought with foam first.
- Cool external adjacent structures with foam or water spray.

Fire in the main gear box (MGB) compartment

- Wait for the engines and rotor to stop.

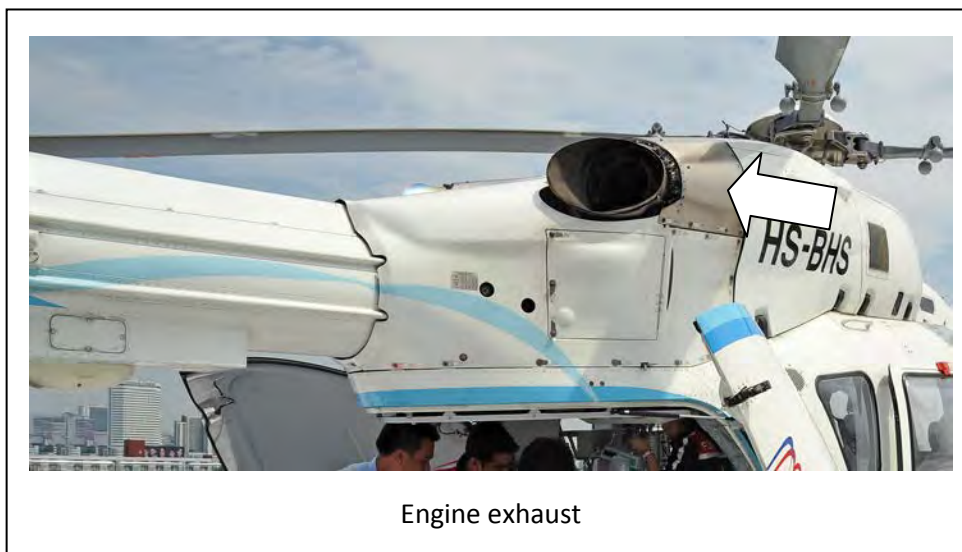
Fire in the engine compartment

- Wait for engines and rotor to stop.



The engine exhaust could be very hot (up to 600 °C)

- Spray the extinguishing agent (gaseous extinguisher recommended) directly inside the turbine exhaust.
- Proceed by circular movements until saturation.



Emergency floatation system



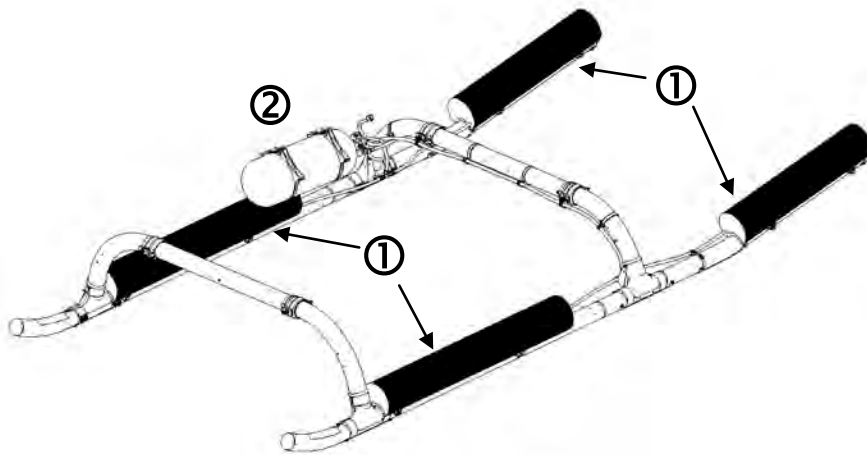
The front and rear sponsons might inflate suddenly! The pressure bottle is filled with helium (ca. 250 bar)!



① Packed floats



② Pressure bottle



Emergency Floatation System – typical installation on Landing Gear

See next page for helicopter with inflated floats.



Pitot tubes

Pitot tubes are heated in flight and can cause injury!



Access to the helicopter

Open the pilot door



Turn the pilot door handle



To enlarge the door opening, unhook the gas pressure spring by pressing it upward with some force on the cabin side.

Open the passenger door

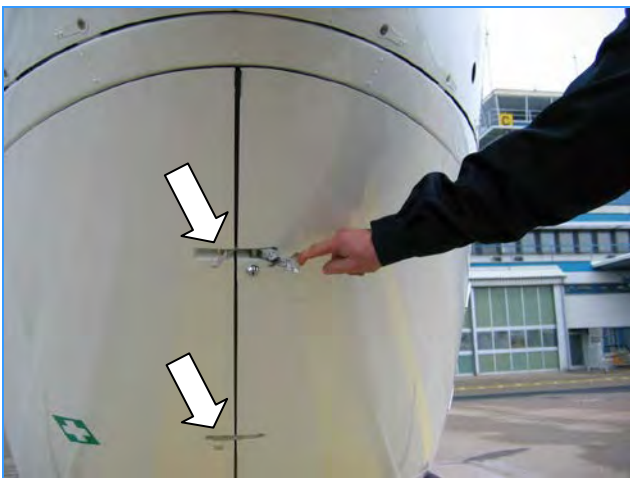


Turn the door handle



Push the door backwards

Open the clamshell doors



Open both locks



to open the clamshell doors.

Open the emergency exit (sliding door)

If the sliding door is equipped with an (optional) Sliding Doors Jettisoning System, one of the below shown placards is attached to the door. Follow the instructions to remove the door.

EMERGENCY EXIT

PULL EMERGENCY HANDLE TO FULL STOP
TURN DOOR HANDLE AT LEAST 90° TOWARDS THE "OPEN" POSITION
PULL DOOR OUTWARDS

or

EMERGENCY EXIT

REMOVE CAP
PULL HANDLE
TURN DOOR HANDLE AT LEAST 90° TOWARDS THE "OPEN" POSITION
PULL DOOR OUTWARDS

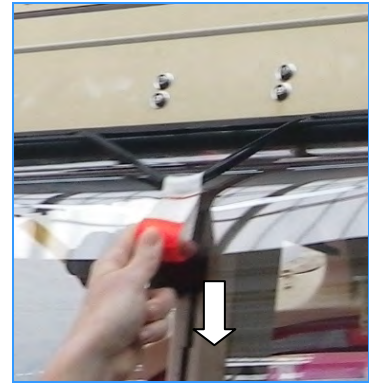


1: **Pull** emergency handle
2: **Turn** door handle **at least 90°**,
then **pull** the sliding door **outwards**

If the sliding door is **not** equipped with a Sliding Door Jettisoning System, use the emergency exit via the window as shown below:



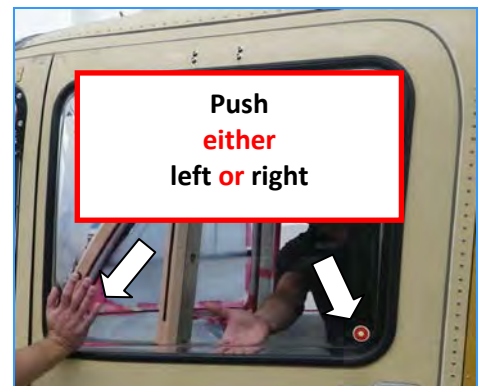
Remove cap



Pull handle down



Remove rubber



Push window at **ONE** marking spot



Remove window

Safety information – inside the helicopter

General

The following procedures are to be used in case of emergency on ground only if pilots are incapacitated.

Disconnect the battery



Disconnect the battery only when the engines are switched off and the rotors are stopped!

The battery is located right behind the engine cover. To disconnect the battery turn the screw until cable can be pulled from the battery.



Engine shutdown

Cockpit layout

1. **Collective lever** → for engine shutdown (variant 1) - normal procedure (only possible from Pilot's side)
2. **Warning panel** → for engine shutdown (variant 2) in case of fire

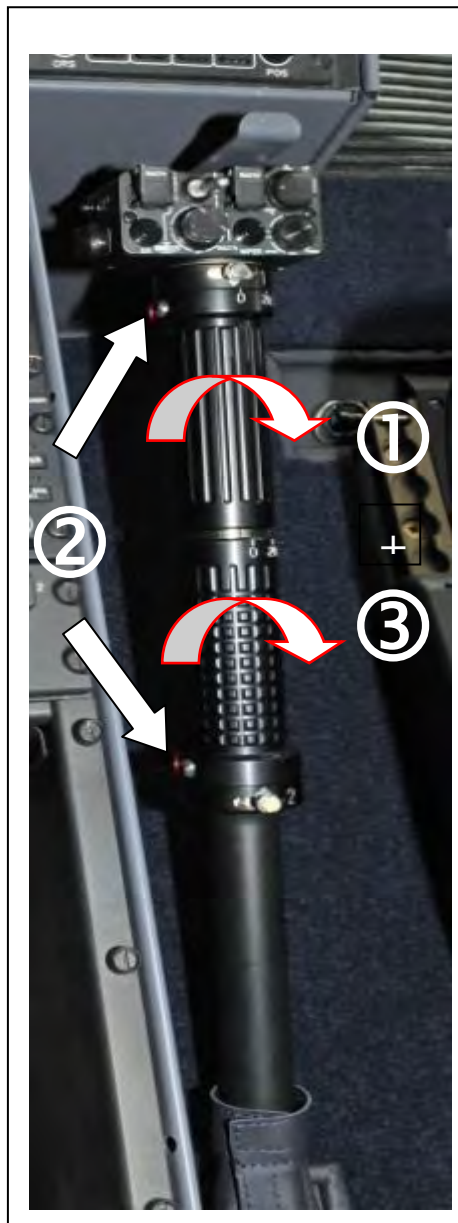


Engine shutdown (variant 1) - normal procedure (only possible from Pilot's side)



Make sure to turn the twist grips in the correct direction.

1. Turn **both** twist grips to the right until position "30" (idle)
2. Press the two red unlock buttons (only available on pilot's side).
3. Turn **both** twist grips to the right until complete stop (position "0") → Engine shutdown is completed



Engine shutdown (variant 2) in case of fire



1. Fold the two guards (red caps) up
2. Press the two buttons
3. The fuel supply is interrupted.
4. Turn twist grips to OFF as mentioned in Variant 1.

Rotor braking



Apply rotor brake only with both engines shutdown. Activate rotor brake carefully when parked on ice or snow covered surfaces.



Rotor brake lever is located beside the Pilot seat



For activation press button on top of the lever and pull

Adjustment of the pilot seats



Pull the lever under the seat to move the seat forward/backward

Removal of the pilot seats



Safety belt



To open the safety belt, press the turn lock until each belt is free.

Quick Reference Card

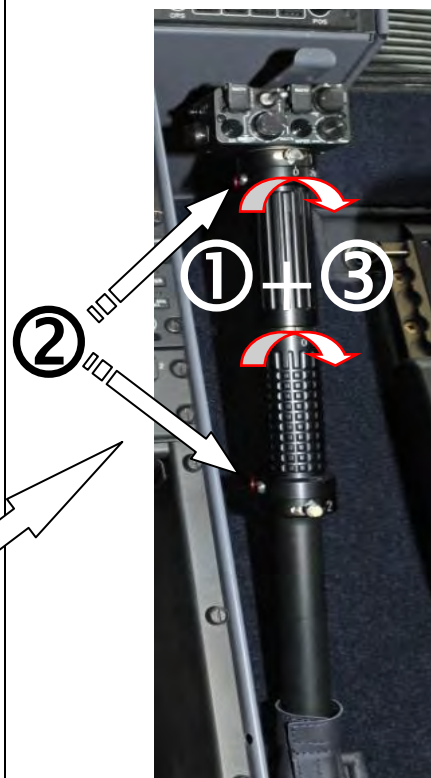
Detailed procedures are given in the rescue booklet!

In case of fire or power failure refer to the information given in the rescue booklet!

1. Open cockpit door



2. Shut down engines (only possible on pilot's side)



3. Stop the rotor

- Press the release button on top of the lever
- Pull the lever



4. Open the harnesses and evacuate the occupants

