

SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Ground Rescue Booklet



AFFECTED	Model(s)	
HELICOPTERS	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.

Revision 0 2015-12-23 Page 1/1



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.



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General Information

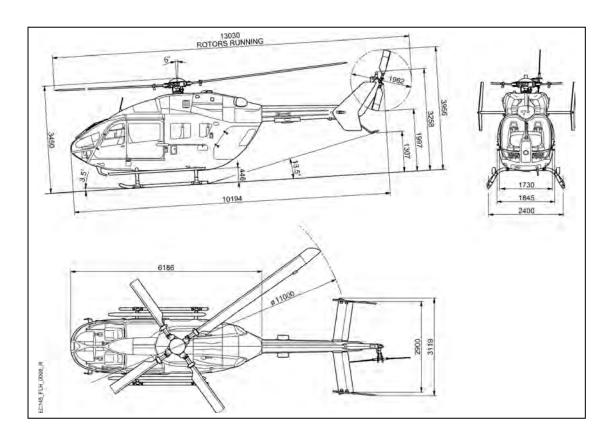
Empty weight	1750 kg
Takeoff weight max.	3585 kg

Occupancy

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

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

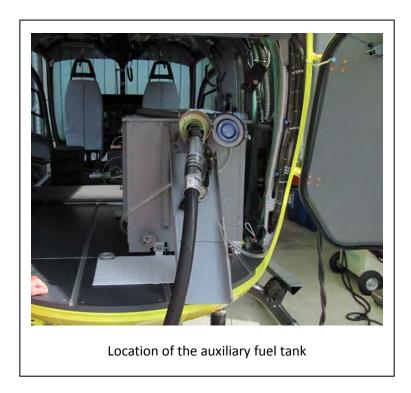
Maximum tank capacity	880 l / 704 kg
	1552 lb / 232.5 US gal.

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





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.



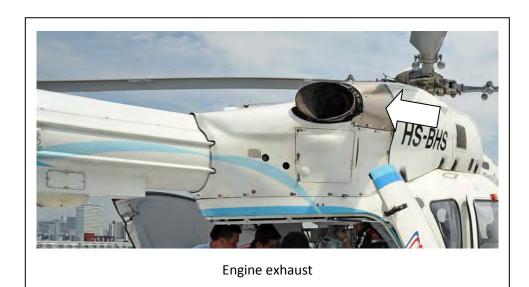
Fire in the engine compartment

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.

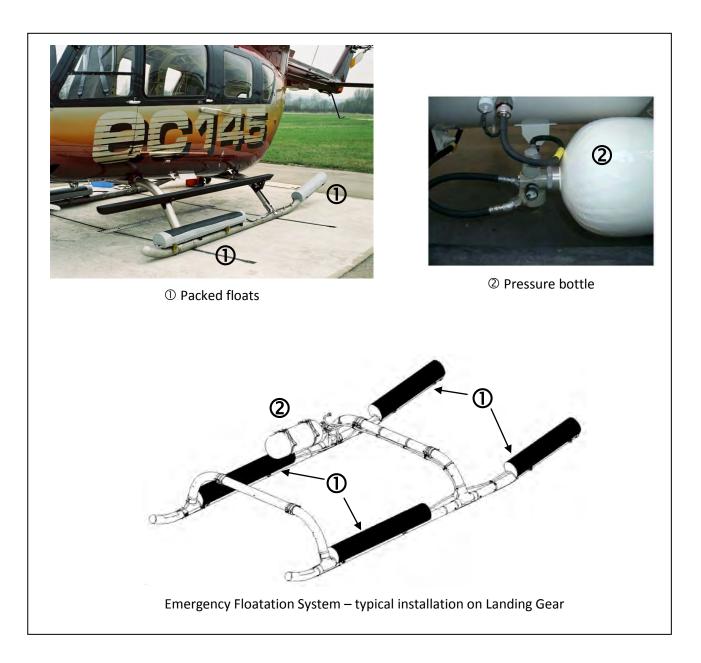




Emergency floatation system



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



See next page for helicopter with inflated floats.





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

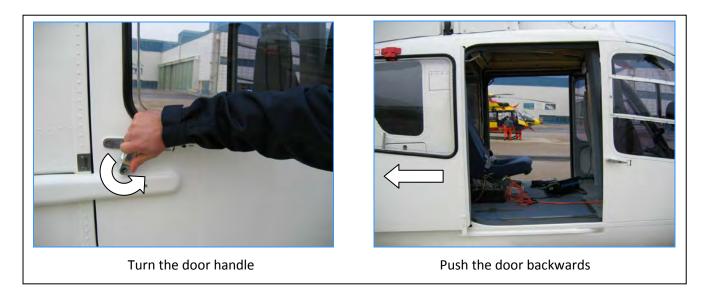




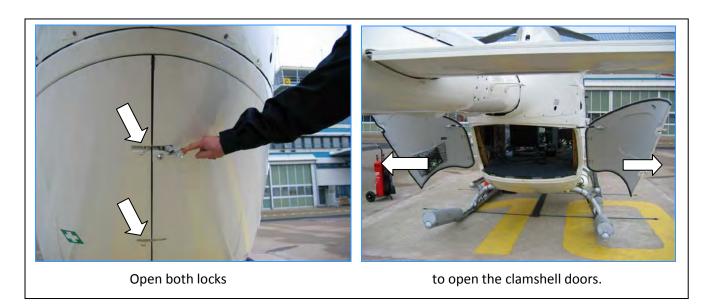
To enlarge the door opening, unhook the gas pressure spring by pressing it upward with some force on the cabin side.



Open the passenger door



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



Remove rubber



Pull handle down



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



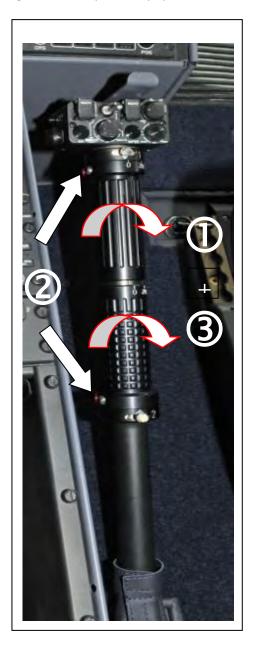


Engine shutdown (variant 1) - normal procedure (only possible from Pilot's side)



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

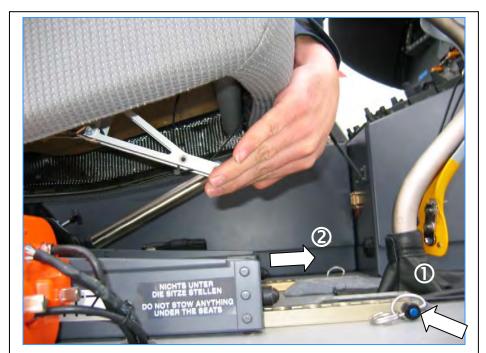




Pull the lever under the seat to move the seat forward/backward



Removal of the pilot seats



To remove the pilot seat from the helicopter, pull the safety pin (1) and push the seat forward (2)



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!

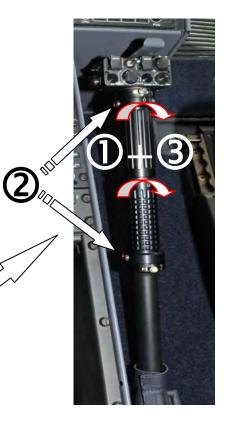
In case of fire or power failure refer to the information given in the rescue booklet!





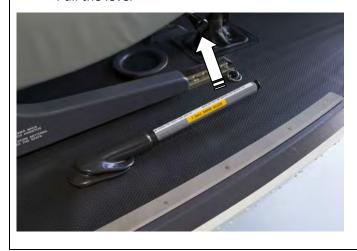


2. Shut down engines (only possible on pilot's side)



3. Stop the rotor

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



4. Open the harnesses and evacuate the occupants

