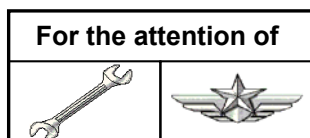


SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Ground Rescue Booklet



AIRCRAFT CONCERNED	Version(s)	
	Civil	Military
MBB-BK117	D-2, D-2m, D-3, D-3m	D-2m, D-3m

Reason for Revision 1: With this Revision the Helicopter models MBB-BK117 D-3/D-3m are added.

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 H145/H145m helicopters. This booklet, which was developed in collaboration with the H145/H145m 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.

H145/H145M

Emergency off and rescue from helicopter



Updated on 9 June 2021

NOTE

This Ground rescue booklet provided by Airbus Helicopters gives general and safety information on the H145/H145M. 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.

Unless otherwise stated, all information and illustrations apply to all models of the H145/H145M.

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General Information

Occupancy

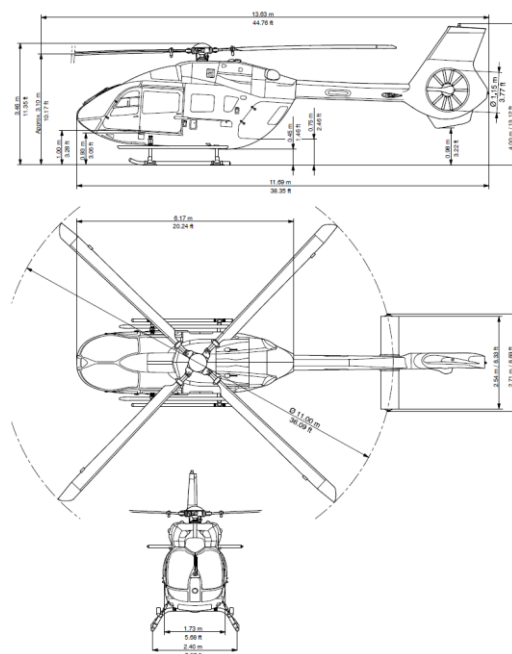
Max. Crew (Cockpit) 2
 Max. Passengers (Cabin)..... 9

Weight (MBB-BK117 D-2/D-2m)

Empty weight..... 2000 kg
 Takeoff weight max. 3700 kg

Dimensions (MBB-BK117 D-2/D-2m)

Overall length 13.63 m
 Main rotor height with low (standard) landing gear 3.46 m
 Tail Rotor height 4.00 m
 Landing gear width 2.40 m
 Rotor diameter 11.00 m



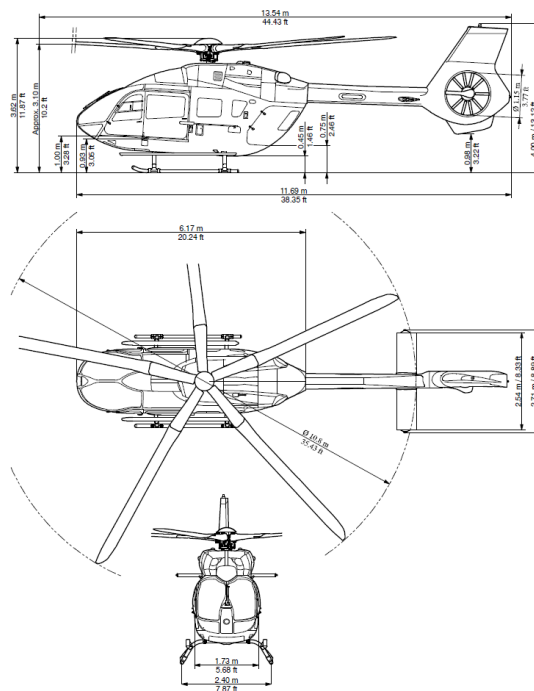
Click here
for zoom

Weight (MBB-BK117 D-3/D-3m)

Empty weight..... 2000 kg
 Takeoff weight max. 3800 kg

Dimensions (MBB-BK117 D-3/D-3m)

Overall length 13.54 m
 Main rotor height with low (standard) landing gear 3.62 m
 Tail Rotor height 4.00 m
 Landing gear width 2.40 m
 Rotor diameter 10.80 m



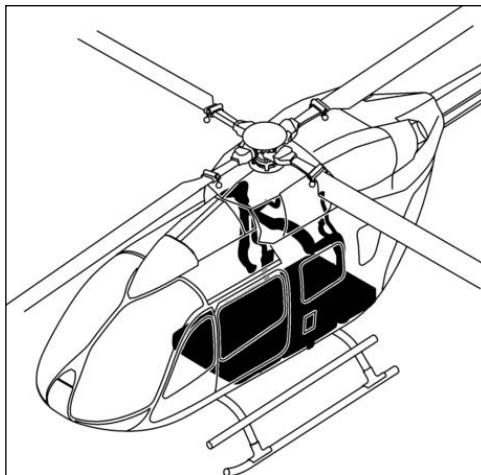
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Powerplants

Two Turbomeca ARRIEL 2E.

Fuel System

The H145 has two fuel tanks which are located under the cabin floor (seat area), made of impact resistant rubber bladders. The fuel filler is located on the left side, behind the passenger door.



Tank capacity

Maximum tank capacity 916 l / 733 kg
1649 lb / 242 US gal.

Oil capacity

Maximum oil tank capacity per engine 5.50 l
Main transmission 12.5 l
Tail Rotor gearbox 0.75 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 fully 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

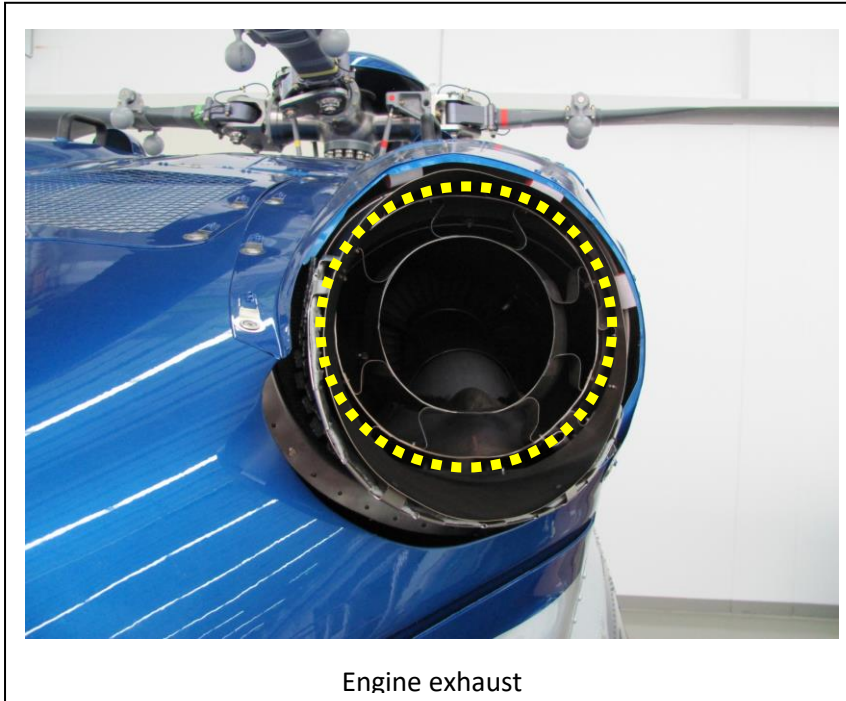
- Wait for the engines and rotor to stop.

Fire in the engine compartment

- Wait for engines and rotor to stop.



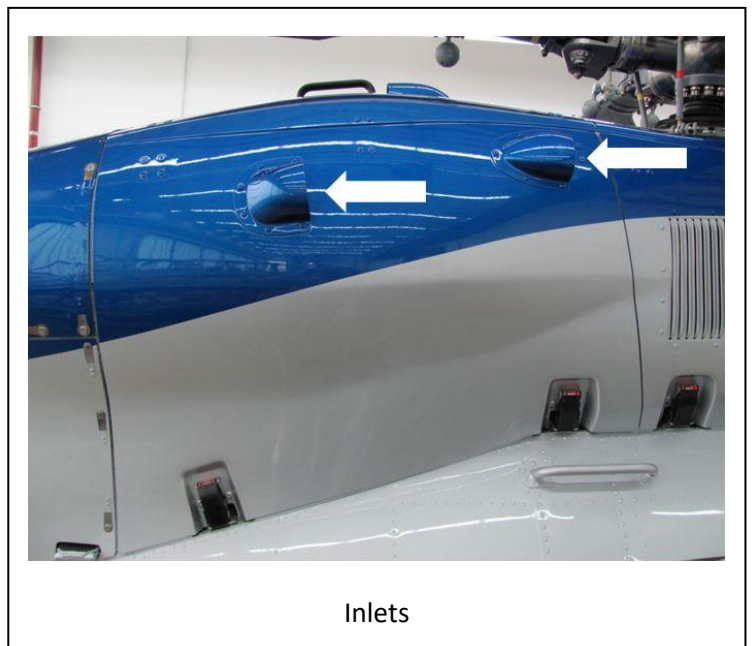
The engine exhaust could be very hot (up to 600 °C)



Engine exhaust

- Spray the extinguishing agent (gaseous extinguisher recommended) between engine exhaust and engine nozzle (see yellow circle at outer edge of exhaust).
- Proceed by using circular movements until saturation.

- Spray the extinguishing agent (gaseous extinguisher recommended) in the inlets.



Inlets

Emergency floatation system

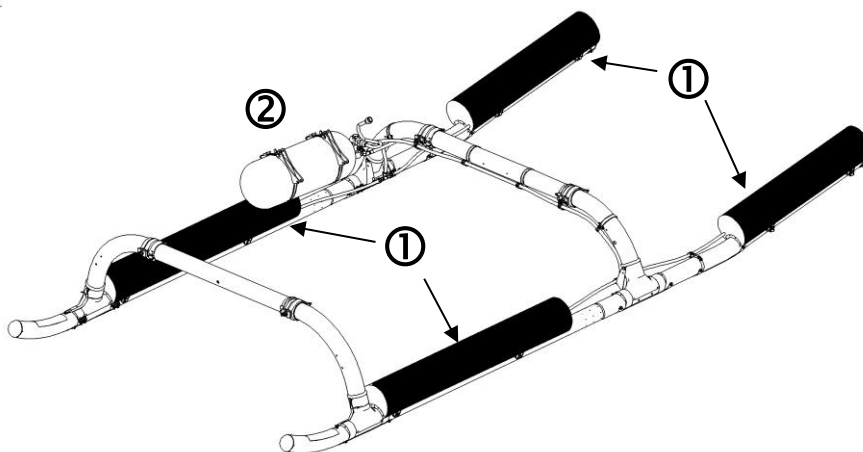


The front and rear floats might inflate suddenly! The pressure bottle is filled with helium (approx. 250 bar)!



② Pressure bottle

① Packed floats



Emergency Floatation System – typical installation on Landing Gear

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 cockpit door



Turn the pilot door handle

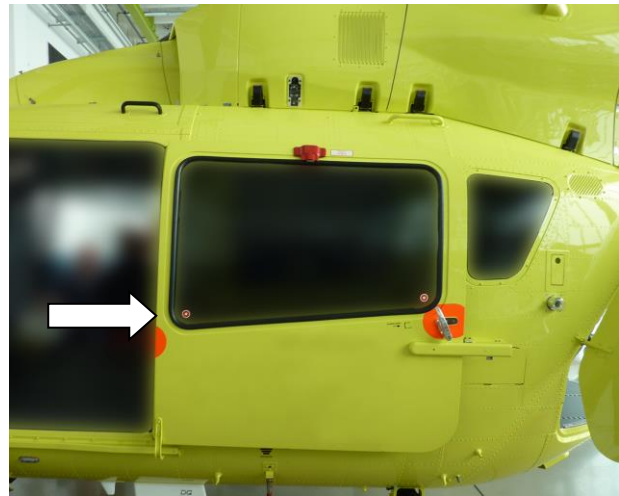


To enlarge the door opening, unhook the gas pressure spring on the cabin side. If installed, remove the circlip. Press the gas pressure spring upward with some force.

Open the passenger (sliding) door



Turn the door handle

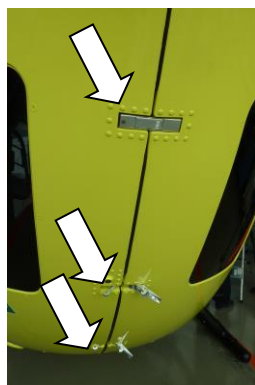


Push the door backwards

Open the clamshell doors



Push



Open all three locks



to open the clamshell doors.

NOTE: An alternative single release handle might be installed.

Open the emergency exit (sliding door)

If the sliding door is equipped with an (optional) Sliding Doors Jettisoning System, the below shown placard is attached to the door. Follow the instructions to remove the door in case the door cannot be opened.

EMERGENCY EXIT

PULL EMERGENCY HANDLE TO FULL STOP

TURN DOOR HANDLE AT LEAST 90° TOWARDS THE "OPEN" POSITION

PULL DOOR OUTWARDS

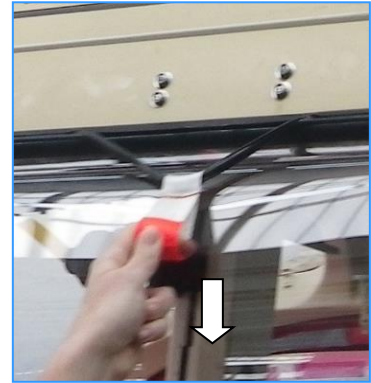


- 1: **Pull** emergency handle
- 2: **Turn** door handle **at least 90°**,
then **pull** the sliding door **outwards**

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



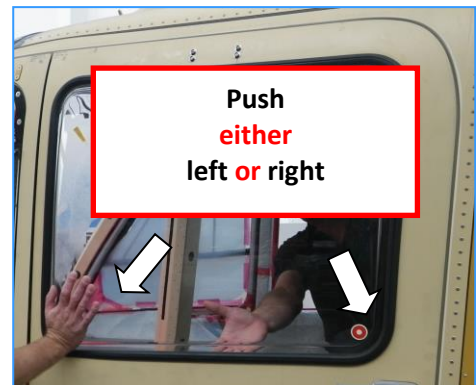
Remove cap



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 rotor has stopped!

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



Engine shutdown

Cockpit layout

1. **Engine Control panel** → for engine shutdown (variant 1) - normal procedure see next page
2. **Warning panel** → for engine shutdown (variant 2) in case of fire see next page



1. Engine Control panel → for engine shutdown (variant 1) normal procedure

1. Open both red switch guards
2. Pull both yellow buttons and move them downwards to OFF



2. Warning panel → for engine shutdown (variant 2) in case of fire

1. Fold the two guards (red caps) up
2. Press the two buttons



GROUND RESCUE BOOKLET H145/H145M Rotor braking



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

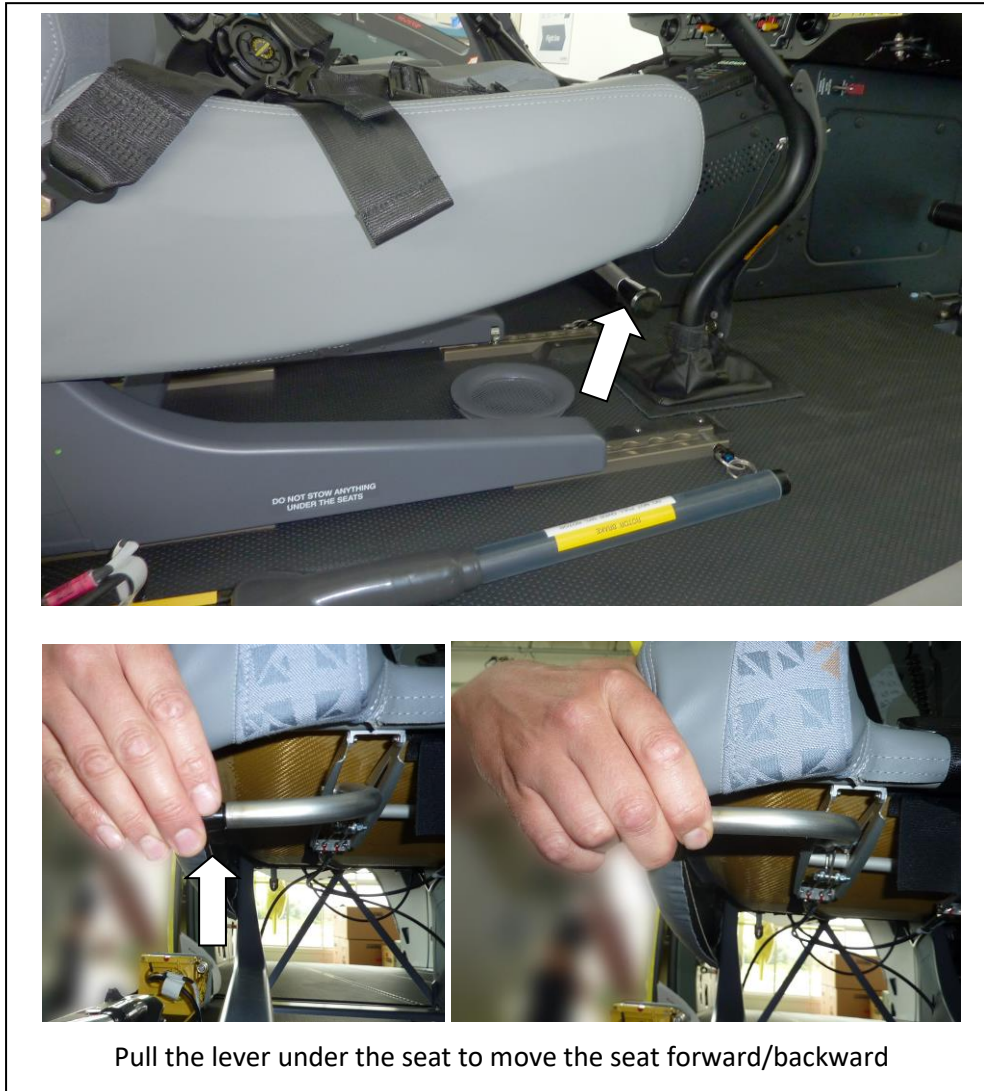


Rotor brake lever is located beside the Pilot seat

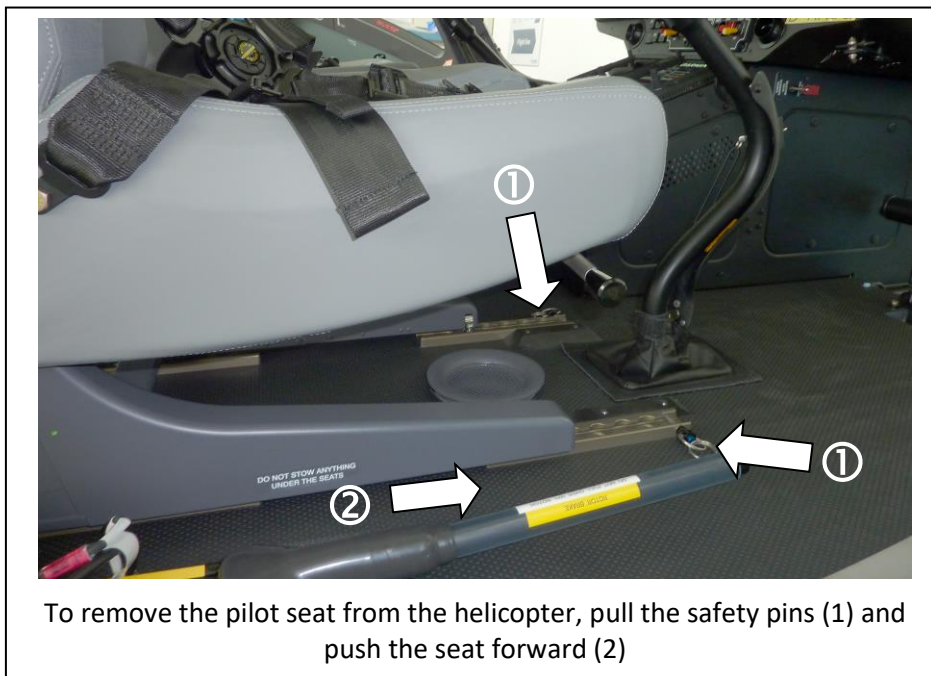


For activation press button on front of the lever and pull

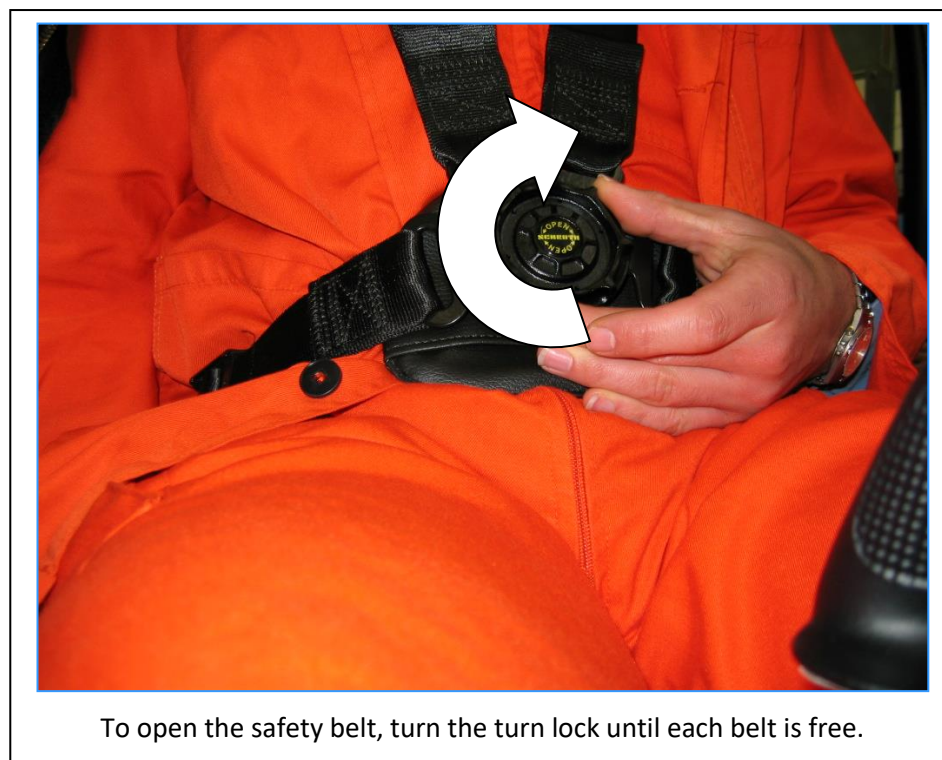
Adjustment of the pilot seats



Removal of the pilot seats



Safety belt



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

1. Open both red switch guards
2. Pull both yellow buttons and move them downwards to OFF



3. Stop the rotor

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



4. Open the harnesses and evacuate the occupants

