

H125

Emergency access and rescue from helicopter



IMPORTANT NOTE

This Ground rescue booklet provided by Airbus Helicopters gives general and safety information concerning the H125. This document shall only be considered as a support for users to prepare their own documentation.

It will not be systematically updated in line with the aircraft modification process.

Depending on the country and the modification status of the helicopter, systems may differ in their location.

This information booklet is provided free of charge by Airbus Helicopters. Wide-spread dissemination to firefighters and rescue teams around the world is strongly encouraged. Copies can be downloaded from the Airbus Helicopters web site.

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1 GENERAL INFORMATION

MAXIMUM GROSS WEIGHT2250 kg

OCCUPANCY

- Crewone pilot
- Passenger transport: up to 5 passengers
- High density transport: up to 6 or 7 passengers
- VIP: up to 4 passengers
- Medevac transport:up to 2 medical stretchers

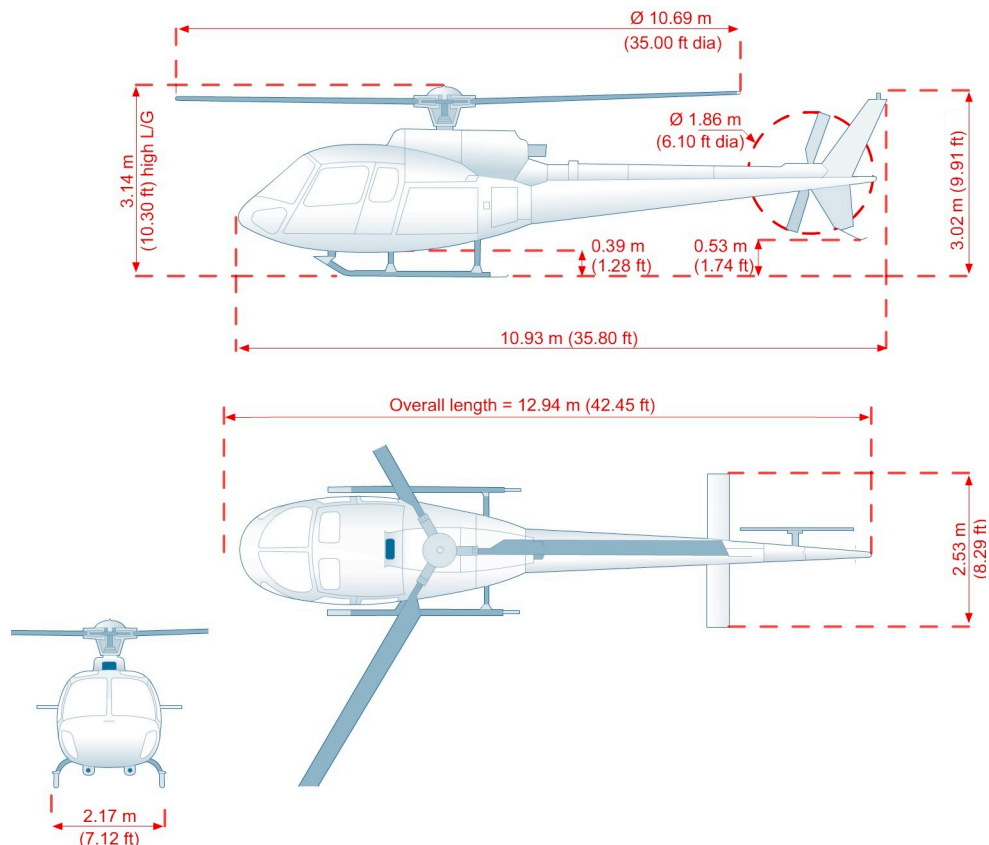
DIMENSIONS

Fuselage length: 10.93 m

Fuselage width: 2.17 m

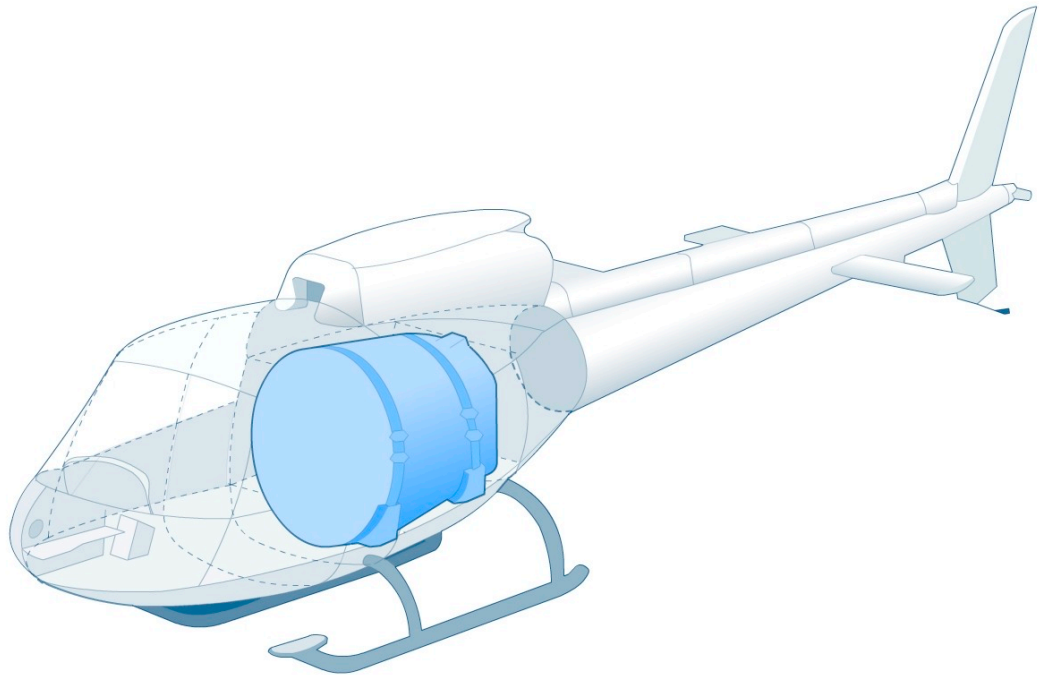
Horizontal Stabilizer width: 2.53 m

Rotor diameter: 10.69 m



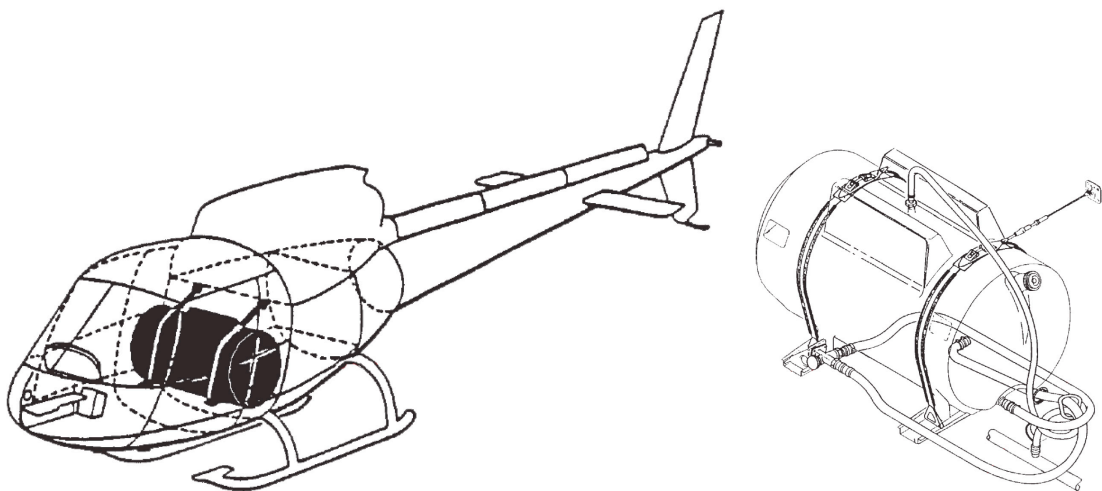
POWERPLANTS SAFRAN Helicopter Engines Arriel 2D (one)

FUEL CAPACITY Up to 540 liters



ADDITIONAL FUEL TANK

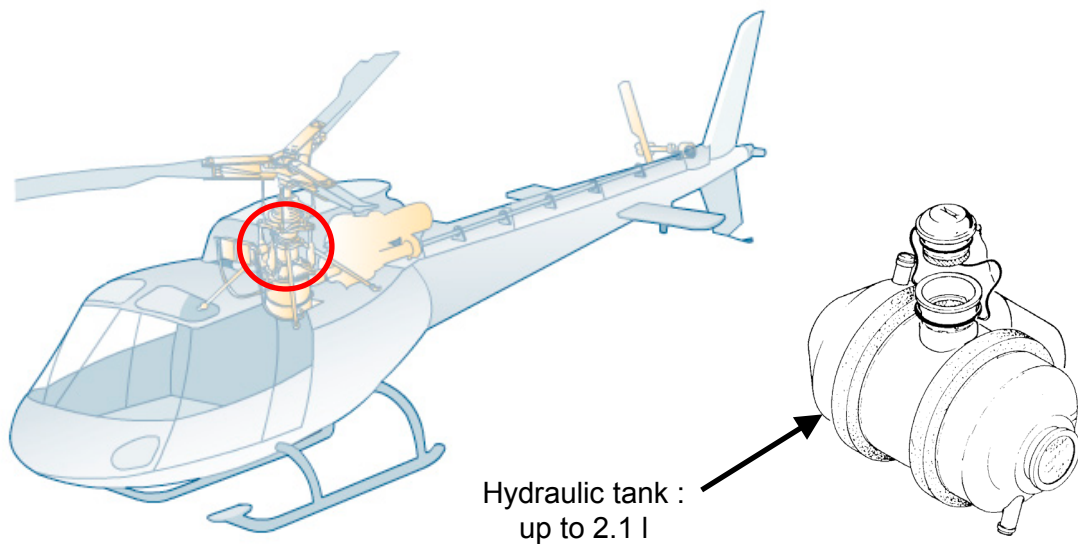
Fuel capacity 475 liters



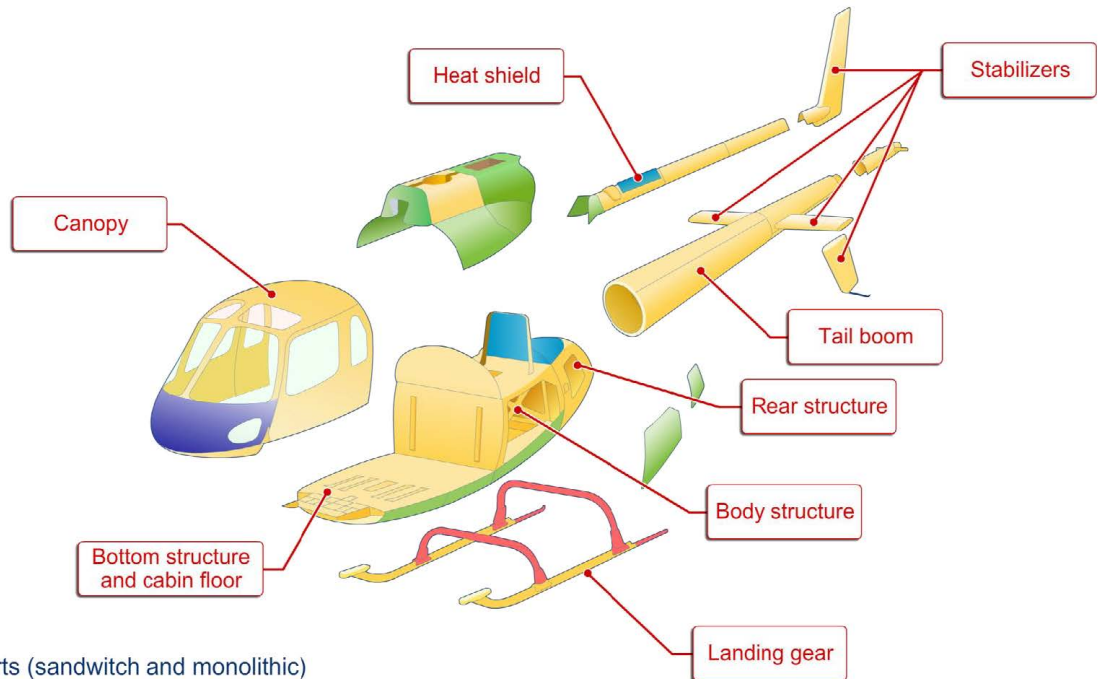
OIL CAPACITY

Engine oil	6.2 l
Main Transmission	6.5 l
Tail gear box	0.33 l

HYDRAULIC FLUID CAPACITY



COMPOSITE USAGE

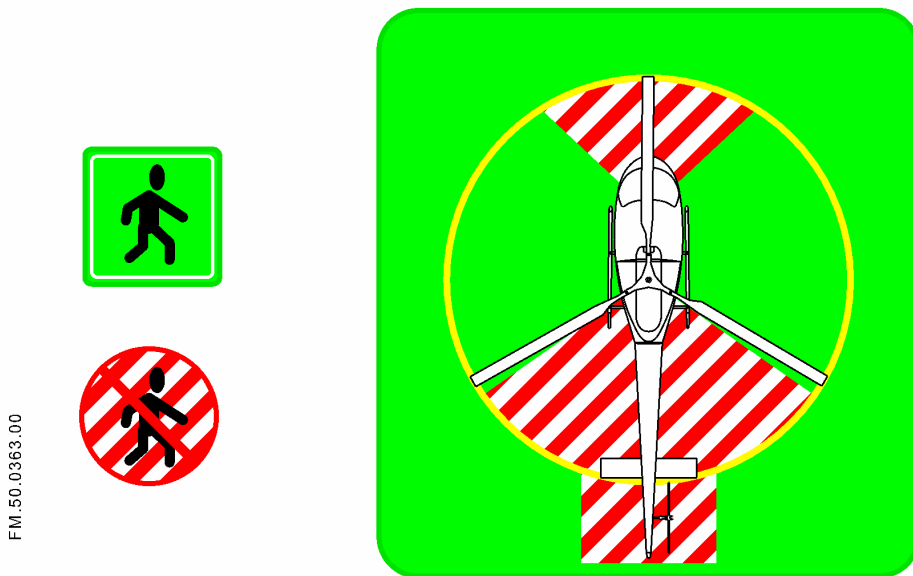


- Composite parts (sandwich and monolithic)
- Steel
- Light alloy
- Stainless steel
- Thermoplastics (polycarbonate, polyamide)

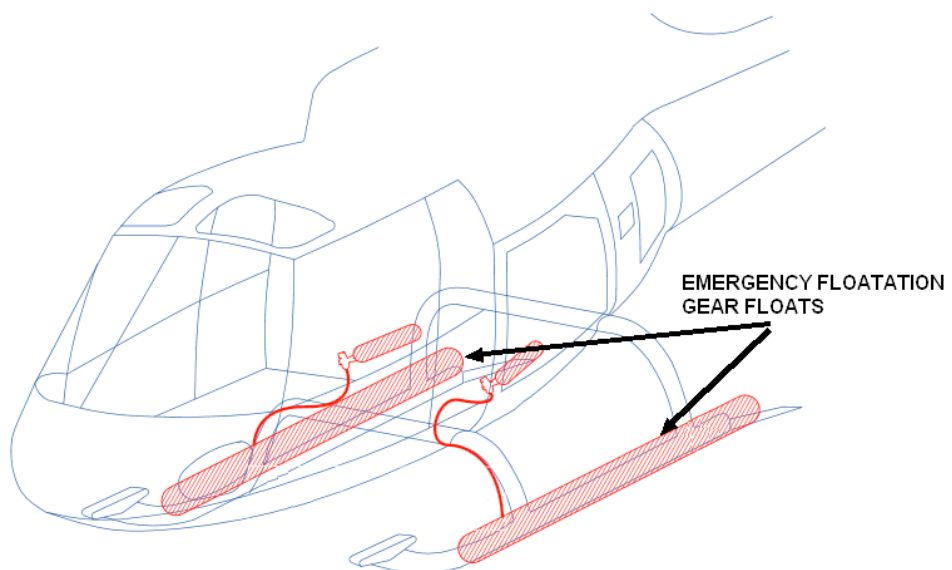
2 SAFETY INFORMATION - OUTSIDE THE AIRCRAFT

AIRCRAFT MAY BE CHARGED WITH STATIC ELECTRICITY. WEAR GLOVES AND IF POSSIBLE DISCHARGE THE AIRCRAFT BY ESTABLISHING AN ELECTRICAL GROUND.

DANGER AREA WITH ROTOR TURNING



EMERGENCY FLOATATION GEAR



PITOT

PITOT IS HEATED IN FLIGHT AND CAN CAUSE BURNS.



PITOT tube

LUGGAGE HOLD

The vast luggage hold is accessible from left side of the helicopter. Loads and objects must be stowed and secured



FIREFIGHTING RECOMMENDATIONS

GENERAL

- 1) GROUND STAFF MUST BE IN CONTACT (RADIO / VISUAL SIGNS) WITH THE AIRCREW IN ORDER TO COORDINATE AND SECURE THE INTERVENTION.**
- 2) GROUND STAFF MUST WEAR ADEQUATE PROTECTIVE EQUIPMENT.**

FIRE AROUND THE AIRCRAFT

If possible, wait for the rotor to come to a complete stop.

FUEL LEAKAGE ALONG THE AIRCRAFT STRUCTURE AND/OR PRESENCE OF FIRE ON GROUND MUST BE FOUGHT FIRST WITH FOAM.

- Cool external adjacent structures with foam or water spray.

FIRE IN THE ENGINE COMPARTMENT

- 1) WAIT FOR ENGINE AND ROTOR TO COME TO A COMPLETE STOP.
- 2) THE TEMPERATURE OF THE ENGINE EXHAUST NOZZLE COULD BE VERY HOT (UP TO 600°C).



- Spray the extinguishing agent (gaseous extinguisher recommended) between engine exhaust and engine nozzle.
- Proceed in circular movements until saturation.

FIRE IN THE MAIN GEAR BOX (MGB) COMPARTMENT

WAIT FOR ENGINE AND ROTOR TO COME TO A COMPLETE STOP.



**MGB
compartment**

**Approximately
3.0m height**

- Spray the extinguishing agent through the easiest available way (gaseous extinguisher recommended) to saturate the MGB compartment. Do not try to open the cowlings.
- In case of severe flash-over, use foam.

FIRE IN THE LUGGAGE COMPARTMENT

REMINDER: DO NOT TRY TO OPEN THE CARGO DOORS WITH THE ROTORS SPINNING.

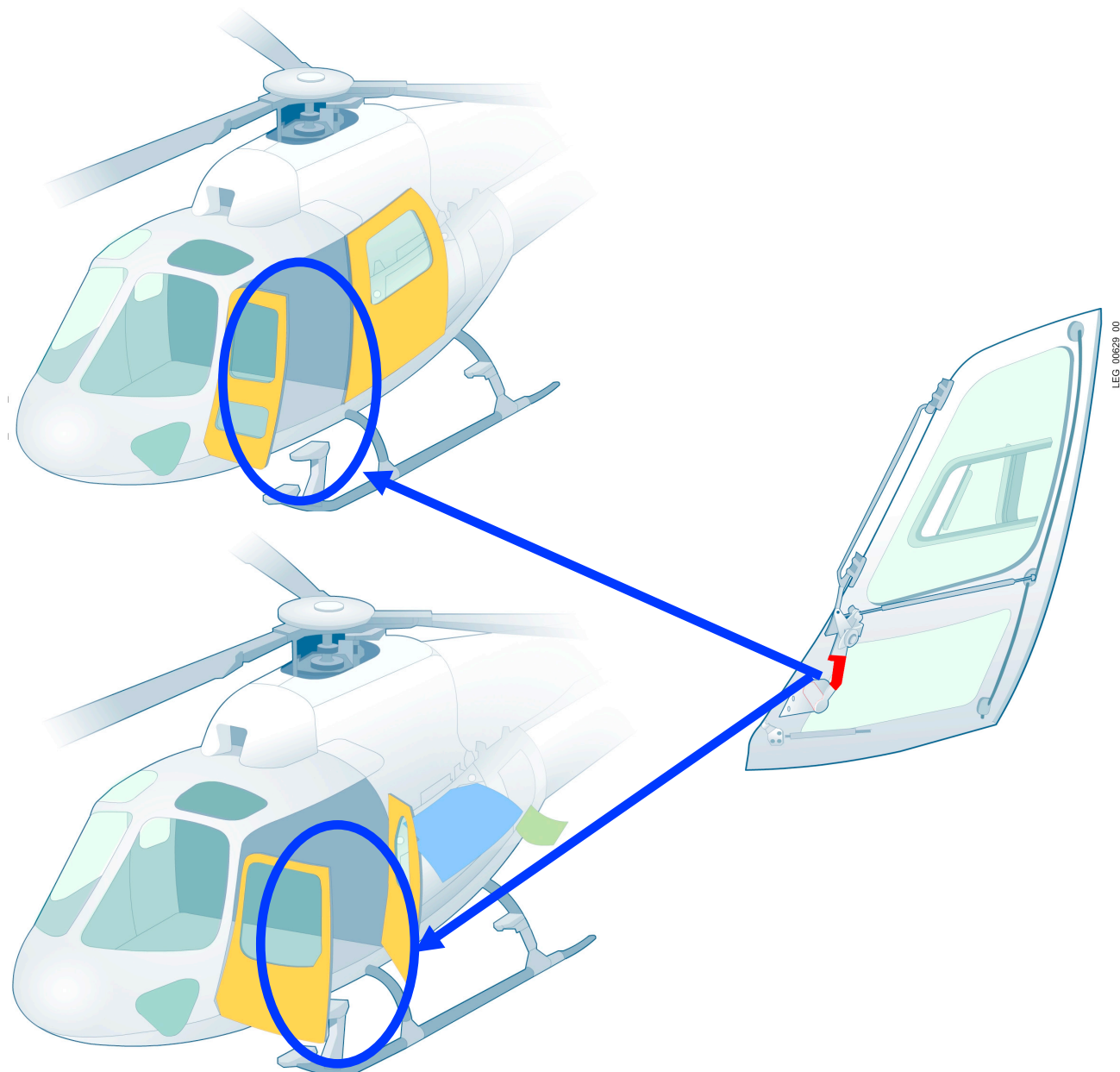
DO NOT OPEN THE CARGO DOORS IF SOMEONE IS TRYING TO EVACUATE THROUGH THE SLIDING DOORS.



- The lateral cargo doors are on both sides.
- The rear cargo door is on the left side.
- Saturate the cargo compartments with the extinguishing agent (gaseous extinguisher recommended).

EMERGENCY ACCESS

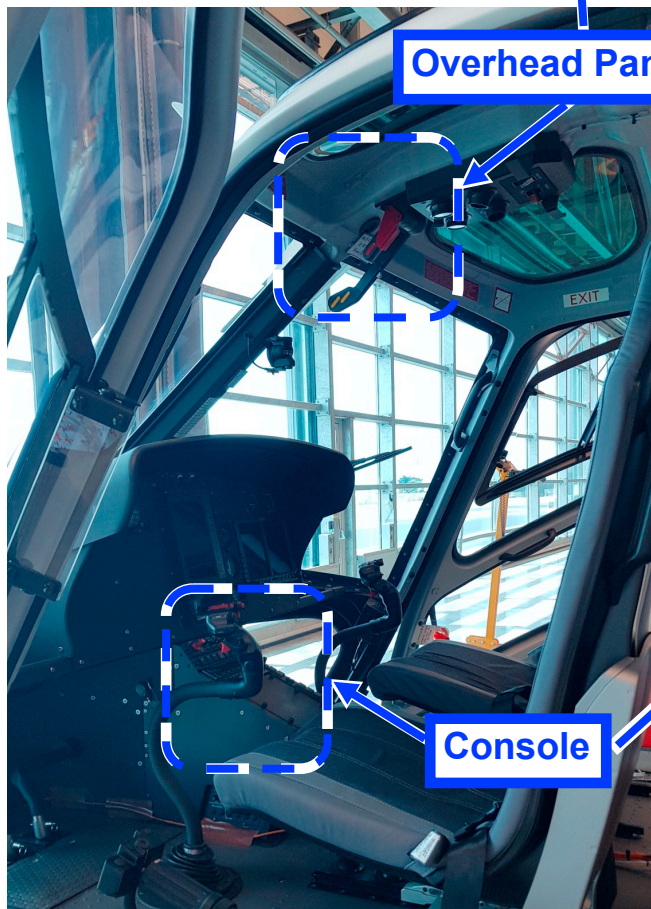
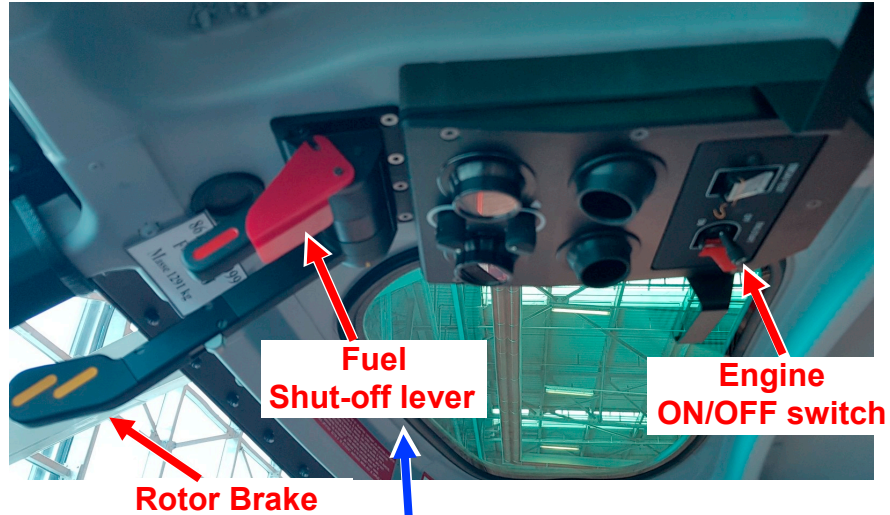
COCKPIT DOORS



Doors can be jettisoned by actuating the jettison handle.
It causes the door to fall away.
The handle can be actuated only from the inside

3 SAFETY INFORMATION - INSIDE THE AIRCRAFT

COCKPIT LAYOUT



THE FOLLOWING PROCEDURES ARE TO BE USED IN CASE OF EMERGENCY ON GROUND ONLY IF PILOTS ARE INCAPACITATED.

ELECTRICAL SHUTDOWN

BATT switch in **OFF** position



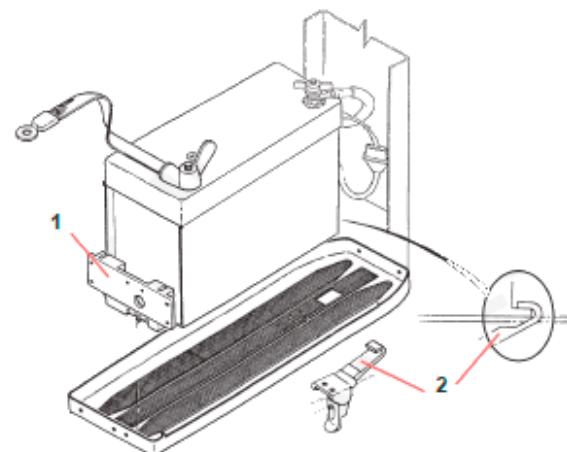
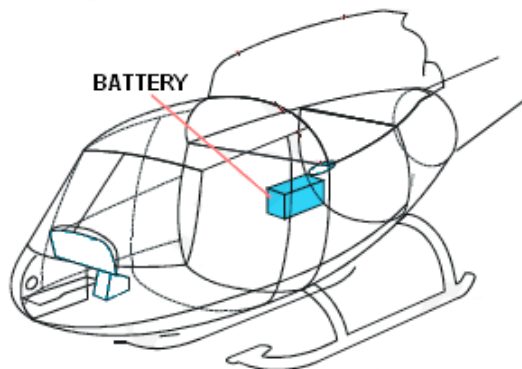
BATTERY

The aircraft battery is located on the right lateral cargo door.



CAUTION

Disconnect battery only when the engine is switched off and rotors are stopped

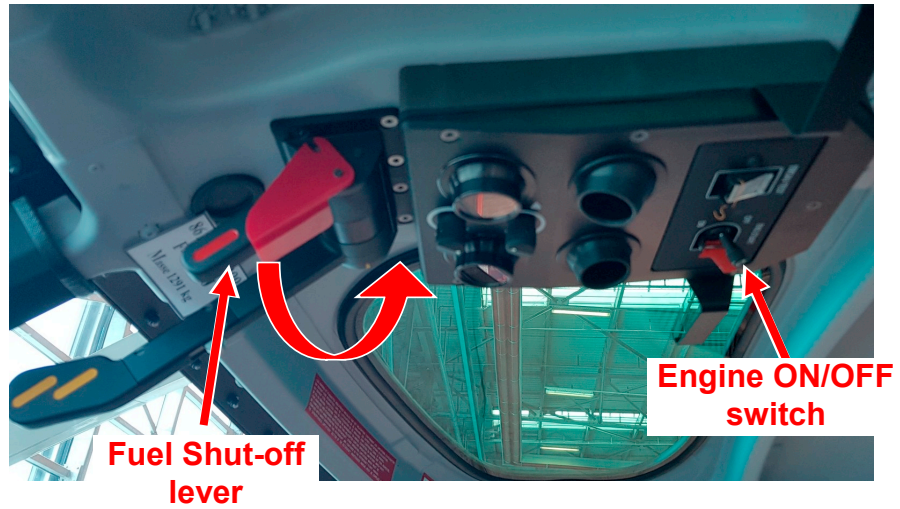


Alkaline type with 20 cadmium-nickel cells.

- Normal voltage: 24V - Normal capacity: 16A.hr
- Weight: 15.2 Kg.
- Thermal switch closure: 71°C

ENGINE SHUTDOWN

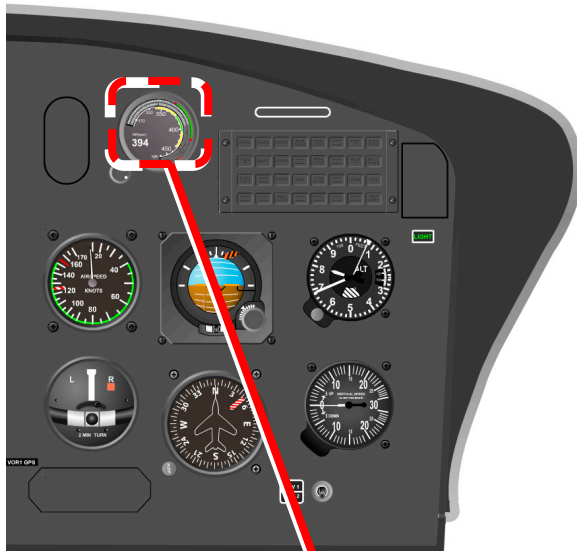
- Engine control switch **OFF** or
- Fuel shut-off lever **Rearward**.



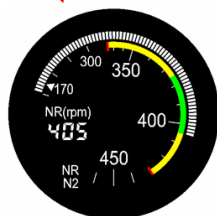
ROTOR BRAKING

ENGINE MUST BE STOPPED BEFORE APPLYING ROTOR BRAKE.

Move the rotor brake safety control lever in rearward position to enable the rotor braking through the rotor braking lever.

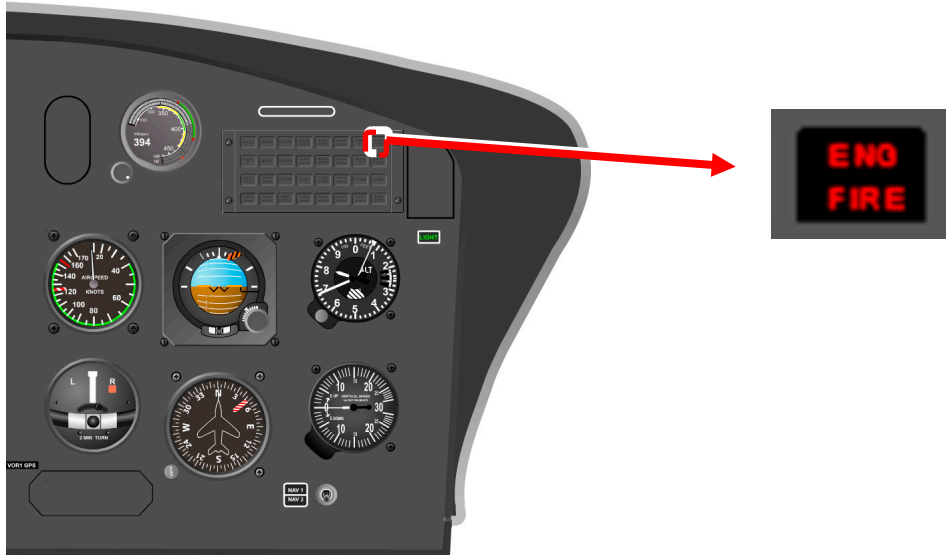


2 Rotor Brake



1 The NR must be below 140rpm or 170rpm (for high wind conditions) (white triangle)

ENGINE FIRE DETECTION



In case of engine fire detection, apply the engine shutdown procedure and refer to the fire in engine compartment paragraph.

SAFETY BELTS



Turn to unlock



Lift to unlock