SAFETY INFORMATION NOTICE

**SUBJECT:** GENERAL

Ground Rescue Booklet

For the attention of

<table>
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<th>AFFECTED HELICOPTERS</th>
<th>Model(s)</th>
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<td>Civil</td>
<td>Military</td>
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<tr>
<td>EC135</td>
<td>T1, T2, T2+, T3, P1, P2, P2+, P3, 635 T1, 635 T2+, 635 T3, 635 P2+, 635 P3</td>
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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 EC135 helicopters. This booklet, which was developed in collaboration with the EC135 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 firefighters and rescue teams around the world.
EC135/635
Emergency off and rescue from helicopter

Issued on 24 March 2016

NOTE
This Ground rescue booklet provided by Airbus Helicopters gives general and safety information on the EC135/635. 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 .............................................................................................................. 1455 kg
Takeoff weight max. ................................................................................................... 2950 kg

Occupancy

Max. Crew (Cockpit) ................................................................................................... 2
Max. Passengers (Cabin) ............................................................................................. 6

Dimensions

Overall length ............................................................................................................. 12.16 m
Main rotor height with low (standard) landing gear ................................................. 3.35 m
Fenestron height ....................................................................................................... 3.51 m
Landing gear width ..................................................................................................... 2.00 m
Rotor diameter .......................................................................................................... 10.20 m
Main rotor height vs landing gear type

- Low (standard) landing gear:
  - Main rotor height: 3.35 m

- Medium landing gear:
  - Main rotor height: 3.45 m

- High landing gear:
  - Main rotor height: 3.66 m
  - Second step height: 0.71 m

Pay attention when rotors turning!
Powerplants

Two Turbomeca ARRIUS or two Pratt & Whitney PW206.

Fuel System

The EC135 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 ............................................................................................. 710 l / 568 kg

Oil capacity

Maximum tank capacity ............................................................................................. 4.85 l
Main transmission ...................................................................................................... 12.0 l
Fenestron gearbox ...................................................................................................... 0.7 l
Auxiliary fuel tank

EC135 with Auxiliary fuel tank

Maximum tank capacity ................................................................. 217 l/174 kg
Materials

- Metallic components
- Carbon, glass, foam
- Sandwich AHD (Carbon, metall mesh, Nomax honeycomb)
- Carbon
- Carbon, Kevlar, glass
- Carbon, glass, Nomax honeycomb
- Carbon/glass/polyester/Nomax honeycomb
- Glass
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

• 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 first with foam.

• Cool with foam or water spray external adjacent structures.

Fire in the main gear box (MGB) compartment

• Wait for the engines and rotor to full stop.
Fire in the engine compartment

- Wait for engines and rotor to full stop.

![Important Note]

**The temperature of the engine exhaust could be very hot (up to 600 °C)**

- The usage of a **gaseous extinguisher** is recommended.
- Spray the extinguishing agent **between** engine exhaust and engine nozzle.
- Proceed by circular movements until saturation.

**NOTE:** Further details can be provided when required.

If the helicopter is equipped with the marked grid and if circumstances allow, spray the extinguishing agent (gaseous extinguisher recommended) into the grid.
Emergency floatation system

The front and sponson balloons may inflate suddenly! The LPG bottle is filled with helium (ca. 250 bar)!

See next page for helicopter with inflated floats.
Pitots

Pitots are heated in flight and can cause injury!
Access into the helicopter

Open the pilot door

To enlarge the door opening, unhook the gas pressure spring.
Open the passenger door

- Turn the door handle
- Push the door backwards

Open the tailgate

- Open both locks
- to open the clamshell doors.
Open the emergency exit

1. Remove cap
2. Pull handle down
3. Remove rubber
4. Push window at **ONE** marking spot
5. Push either left or right
6. 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 the rotors are stopped!

The battery is located right behind the engine cover. To disconnect the battery you have to resolve and remove the turn lock.

Location of the battery
Engine shutdown

Cockpit layout

1. **Engine control panel** – for engine shutdown (variant 1) in case of normal Operation
2. **Warning panel** – for engine shutdown (variant 2) in case of fire
3. **Collective lever** – for engine shutdown (variant 3) in case of power failure
Engine shutdown (variant 1) in case of normal operation

1. Fold the red switch guards aside*

2. Pull the yellow switches and move them down to off position*

* Typical Engine Control Panel shown
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.
Engine shutdown (variant 3) in case of power failure
(only possible on pilot’s side – right hand seat)

When you are turning in the wrong direction, the engines and rotor will speed up! This can lead to significant damage. Therefore, this variant should be only used in extreme cases, because the risk is very high.

1. Turn **both** twist grips to the right until the stop is reached → Both engines run on idle speed now.
2. Press >Button ENG 1< and >Button ENG 2< and keep pressed.
3. Turn **both** twist grips further to the right until complete stop → Engine shutdown is completed.
Rotor braking

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

Open the release button

Pull the lever
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, turn the turn lock until each belt is free.
Quick Reference Card

1. Open cockpit door
   - Detailed procedures are given in the rescue booklet!

2. Shut down engines
   - In case of fire or power failure refer to the information given in the booklet!

3. Stop the rotor
   - Open the release button
   - Pull the lever

4. Open the harnesses and evacuate the occupants