IMPORTANT NOTE

This Ground rescue booklet provided by Airbus Helicopters gives general and safety information concerning the H 175. 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 WEIGHT
- On the ground.................................................................7850 kg

OCCUPANCY
- Crew ............................................................ one pilot or two pilots
- Passenger transport...................... up to 16 pax (oil and gas config.)
- VIP .............................................................. 7 VIP layout
- VIP + Corporate................................. 2 VIP + 9 corporate seats

DIMENSIONS
- Fuselage length ...................................................... 15.68 m
- Fuselage width ......................................................... 3.35 m
- Rotor diameter ............................................................ 14.80 m

A 14.80 m (48.56 ft)
B 18.06 m (59.25 ft)
C 15.68 m (51.44 ft)
D 4.84 m (15.88 ft)
E 5.34 m (17.52 ft)
F 2.35 m (7.71 ft)
G 3.20 m (10.50 ft)
H 2.26 m (7.41 ft)
I 3.35 m (10.99 ft)
J 2.85 m (9.35 ft)
K 4.00 m (13.12 ft)
L 0.52 m (1.71 ft)
M 2.30 m (7.55 ft)
N 3.00 m (9.84 ft)
POWERPLANTS ........................ Pratt & Whitney Canada PT6C-67E (two)

FUEL CAPACITY
- with pressure refueling ...................................................... up to 2616 liters
- with gravity refueling ......................................................... up to 2533 liters

OIL CAPACITY
- Main Transmission ......................................................... Max. level = 19.6 l
- Tail gear box ................................................................. Max. level = 1.44 l
HYDRAULIC FLUID CAPACITY

RH hydraulic tank
up to 11 l

LH hydraulic tank
up to 7.3 l

(RH/LH = Right Hand side/Left Hand side)

COMPOSITE USAGE

Identification of materials:
- Composite: glass fiber,
- Metal sheets, machined metal,
- Sandwich structure, aluminum alloy,
- Honeycomb sandwich structure aluminum alloy skin
- Titanium.

Front fuselage module
Center fuselage module
Intermediate fuselage module
Main body structure
Rear fuselage module

Horizontal stabilizer and lateral fins
Tail boom
Vertical stabilizer
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

FRONT/SPONSON BALLOONS MAY INFLATE.
PITOTS

PITOTS ARE HEATED IN FLIGHT AND CAN CAUSE BURNS.

LUGGAGE HOLD

The vast luggage hold is accessible from both sides of the helicopter.
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 full stop.

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

- Cool with foam or water spray external adjacent structures.

FIRE IN THE FRONT COMPARTMENT

- Slowly open the front compartment (Radome) cowling to avoid a sudden supply of oxygen and a flash-over.
- Saturate the compartment with the extinguishing agent (gaseous extinguisher recommended).
FIRE IN THE ENGINE COMPARTMENT

1) WAIT FOR ENGINES 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 ENGINES AND ROTOR TO COME TO A COMPLETE STOP.

Possible access for extinguishing

- Spray the extinguishing agent through the easiest available opening (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 HOLD

REMINDER: DO NOT TRY TO OPEN THE LUGGAGE HOLD WITH THE ROTORS SPINNING.

- Saturate the luggage hold with the extinguishing agent (gaseous extinguisher recommended).
EMERGENCY ACCESS

Crew and passenger emergency exits:

- 2 jettisonable windows on the crew doors.
- 4 jettisonable windows on the sliding doors.
- 4 jettisonable windows on the fixed panels.

COCKPIT DOORS

Using of the crew emergency exits:

**From inside:**
- Remove the securing device,
- Pull the emergency red handle,
- Remove the bad weather window from the body into the aircraft.

**From outside:**
- Turn and pull the emergency red handle,
- Remove the bad weather window from the body into the aircraft.
Jettison handles: Previous version  or  New version

Using of the passenger emergency exits:

**From inside:**
Functioning is identical for all passenger emergency exits

- Pull on the key extraction handle and remove the insert joint completely.
- Push on the area target to jettison the window.

**From outside:**

- Pull on the key extraction handle and remove the insert joint completely.
- Pull out the window jettison handle and jettison the window.
3 SAFETY INFORMATION - INSIDE THE AIRCRAFT
COCKPIT LAYOUT

- Engines Controls
- Engines Fire Extinguishing Controls
- Electrical Controls
- Parking Brake Handle
THE FOLLOWING PROCEDURES ARE TO BE USED IN CASE OF EMERGENCY ON GROUND ONLY IF PILOTS ARE INCAPACITATED.

**ELECTRICAL SHUTDOWN**

EMERGENCY CUT-OFF: Gang bar at the top right of the inter-seat console.

Battery 1 is located on the fore part of the LH battery compartment.

Battery 2 is symmetrically opposed to the battery 1.
**Engine Shutdown**

- ENG **OFF** / IDLE / FLIGHT control switches
  or
- SOV **OFF** / ON control switches.
ROTOR BRAKING

**ENGINES MUST BE STOPPED BEFORE APPLYING ROTOR BRAKE.**

The rotor brake can be applied for NR≤50%.
ENGINE FIRE DETECTION AND EXTINGUISHING SYSTEM

The system consists of detection and extinguishing circuits with two Halon fire extinguishers.

ENGINE 1 OR 2 FIRE WARNING LIGHTS
PROCEDURE IN CASE OF ENGINE FIRE DETECTION

On affected engine:

- Fuel shut off valve...........OFF:

- Engine control switch.........OFF:

Other engine:

- Engine control switch.........OFF:

Rotor brake:

- Apply................NR below 50%

Fight fire from outside if possible. Otherwise:

PRESS........1\textsuperscript{st} SHOT:

If ENG 1 FIRE after 1 min:

PRESS........2\textsuperscript{nd} SHOT:
SAFETY BELTS

**Crew seats:**

To release the buckle:
- Release the mechanism by twisting the actuator in either direction until the latches are released and ejected from the box.
- Release the mechanism of the dual motion buckle by pushing the yellow button and then by twisting the lever in either direction until the latches are released and ejected from the box.

**Passengers seats:**

To release the buckle:
- Lift or turn to unlock