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 WEIGHT ................................................. 2250 kg

OCCUPANCY

- Crew ....................................................................................... one 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

LH hydraulic tank: up to 2.1 l
COMPOSITE USAGE

[Diagram of a helicopter with composite usage materials indicated by different colors and labels: Alluglass, Makrolon, Light alloy, Stainless steel, Thermoplastic (Polycarbonate, polyamide), Composite component (monolithic and sandwich), Steel]
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](image)

**LUGGAGE HOLD**

The vast luggage hold is accessible from left side 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 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.

- 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).
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.
THE FOLLOWING PROCEDURES ARE TO BE USED IN CASE OF EMERGENCY ON GROUND ONLY IF PILOTS ARE INCAPACITED.
ELECTRICAL SHUTDOWN
Battery switch on EMERGENCY SHED 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 switches **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.

1. The NR (engine rotation speed) must be below 140rpm (white triangle)
2. Rotor Brake
ENGINE FIRE DETECTION AND EXTINGUISHING SYSTEM

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