IMPORTANT NOTE

This Ground Rescue Booklet provided by Airbus provides general and safety information concerning the AS365 series helicopter. This document shall only be considered as a support for users to prepare their own documentation. It will not be systematically updated according to aircraft modification process.

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

This information booklet is provided free of charge by Airbus. 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 ........................................... up to 9480 Lbs. / 4300 Kg

EMPTY WEIGHT ........................................................... up to 5357 Lbs. / 2430 Kg

OCCUPANCY
- Crew................................................................. One pilot or two pilots
- Commercial:
  ● Standard Version ........................................... 1 Pilot + 9 passengers
  ● Utility Version .............................................. 1 Pilot + 13 Passengers
- Medevac/EMS transport:
  ● 1 pilot + 1 copilot + 1 medical stretcher + medical attendant + 2 passengers
  ● 1 pilot + 1 medical stretcher + medical attendant + 2 passengers

DIMENSIONS
Fuselage length: ...................................................... 11.63 m
Fuselage width: ....................................................... 2.03 m
Rotor diameter: ......................................................... 11.94 m
Fenestron height: ...................................................... up to 3.97 m
LIFTING AIRCRAFT

Lift the aircraft with the specific STARFLEX sling.
- Ballast the aircraft center of gravity
- Guide the aircraft ropes
TOWING AIRCRAFT

CAUTION: NOSE GEAR LOCK AND BRAKE HANDLES MUST BE DOWN BEFORE TOWING AIRCRAFT.
POWERPLANTS .................................................. TURBOMECA ARRIEL Engines (two)

FUEL CAPACITY ......................................................... Up to 1158 liters
LH group (green): 573 liters
RH group (blue): 585 liters

Additional fuel tank: ........................................................................ 180 liters
OIL CAPACITY

Engine oil ................................................................. 6.2 liters
Main Transmission ....................................................... 9.5 liters
Tail gear box ............................................................ 0.5 liters

HYDRAULIC FLUID CAPACITY

Left Hydraulic System .................................................. 4.5 liters
Right Hydraulic System ................................................ 3.5 liters

(RH/LH = Right Hand side/Left Hand side)
The wide use of nonmetallic materials should be noted.
2 SAFETY INFORMATION - OUTSIDE THE AIRCRAFT

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

DANGER AREA WITH ROTOR TURNING
EMERGENCY FLOATATION GEAR

FLOATS MAY INFLATE SUDDENLY. THE PRESSURE CYLINDERS ARE EACH FILLED WITH HELIUM.

WATER TOWING instructions in case of ditching
PITOT

PITOT IS HEATED IN FLIGHT AND CAN CAUSE BURNS.

OR (according to version)
FIRE FIGHTING 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 a complete stop.

- Cool external adjacent structures with foam or water spray.

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

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 FULL 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 with circular movements until saturation occurs.
FIRE IN THE MAIN GEAR BOX (MGB) COMPARTMENT

WAIT FOR ENGINES AND ROTOR FULL STOP.

- Spray the extinguishing agent through the easiest available way (gaseous extinguisher recommended) for saturating 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.

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

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

The aircraft has three doors on each side:
- Cockpit door,
- Front passenger door,
- Rear flap or sliding passenger door.
COCKPIT DOORS

Opening Cockpit Doors

Front doors can be opened by actuating the handles from the inside or the pushbutton outside.
Jettisoning Cockpit Doors

Pilot and copilot doors can be jettisoned by actuating the Jettisoning lever from inside the aircraft. It causes the door to fall away.

Aircraft equipped with emergency floatation system may have the possibility to jettison the doors from outside too:

External jettisoning handle
FORWARD PASSENGER DOORS

Forward Passenger Door Locking System

[Image of the locking system with labels: Locking handle, Inside handle, Door lock, Centering lock, Return spring, Outside pushbutton, Inside lever, Handle, Push button to open, Unlock]
Jettisoning Forward Passenger Doors

Passenger doors can only be jettisoned by actuating the Jettisoning handle from inside the aircraft. It causes the door to fall away.
SLIDING DOORS

Opening Sliding Doors

Sliding door window is jettisonable, from inside or outside by pushing out/pulling out strongly after removing the red jettison retaining strips.
LUGGAGE COMPARTMENT DOOR

The luggage hold is accessible on the right side of the helicopter.
3 SAFETY INFORMATION - INSIDE THE AIRCRAFT

COCKPIT LAYOUT

CONTROL QUADRANT (MECHANICAL CONTROLS)

OVERHEAD PANEL

FIRE EXTINGUISHING PANEL

ROTOR BRAKE and
EMERGENCY FUEL SHUTOFF LEVERS

ELECTRICAL CONTROL PANEL:
EMERGENCY CUTOFF BATTERY SWITCHES

PARKING BRAKE HANDLE:
- Down : brakes released
- Up : brakes set
ELECTRICAL SHUTDOWN

- Both (GREEN) Battery switches .............................................................. OFF
- Emergency cut-off switch ........................................................................ OFF

OR (according to version)
BATTERY

Main battery is located between the nose and the cockpit of the aircraft.

**CAUTION**

DISCONNECT BATTERY ONLY WHEN THE ENGINES ARE SWITCHED OFF AND ROTOR IS STOPPED.

EMERGENCY LIGHTING BATTERY
ENGINE SHUTDOWN PROCEDURE

AS365N3/N3+
Engines with electronic management system computer

- Both engine control switches ................................................. Off
  or
- Both emergency fuel shut-off levers .................................. Rearward
AS365N/N1/N2

*Engine with mechanical fuel management system.*

- Move the two fuel control levers fully aft to stop engines, before applying the rotor brake control lever.

**ROTOR BRAKING**

*ENGINES MUST BE STOPPED BEFORE APPLYING ROTOR BRAKE.*

- Move the center yellow rotor brake lever rearwards to stop the rotor.

Less than 170 RPM before applying rotor brake.
ENGINE FIRE DETECTION AND EXTINGUISHING SYSTEM

IN CASE OF ENGINE FIRE DETECTION, APPLY THE ENGINE SHUTDOWN PROCEDURE FIRST.

The system consists of detection and extinguishing circuits with two Freon 13B1 fire extinguishers.
PROCEDURE IN CASE OF ENGINE FIRE DETECTION

1) Fuel Shut-off ................................................................. closed
2) Rotor brake ................................................................. applied (NR below 170 rpm)
3) Fight fire from outside if possible.

If the fire cannot be fought from the outside:

- ON THE AFFECTED ENGINE ................................. PRESS SHOT 1
- THEN, IF FIRE RED LIGHT REMAINS ON,
  AFTER A 10s DELAY ................................................ PRESS SHOT 2
SAFETY BELTS

To release the safety belt, turn the center lock until each belt is free.

Turn to unlock

or

Lift to unlock