

H155

Emergency access and rescue from helicopter



IMPORTANT NOTE

This Ground rescue booklet provided by Airbus Helicopters gives general and safety information concerning the H155. 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.

Original issue March 1st, 2016

CONTENTS

1	GENERAL INFORMATION	3
	MAXIMUM GROSS WEIGHT	3
	OCCUPANCY	3
	DIMENSIONS	3
	POWERPLANTS	4
	FUEL CAPACITY	4
	OIL CAPACITY	5
	HYDRAULIC FLUID CAPACITY	5
	COMPOSITE USAGE	6
2	SAFETY INFORMATION - OUTSIDE THE AIRCRAFT	7
	DANGER AREA WITH ROTOR TURNING	7
	EMERGENCY FLOATATION GEAR	7
	PITOTS	8
	LUGGAGE HOLD	8
	FIREFIGHTING RECOMMENDATIONS	9
	GENERAL	9
	FIRE AROUND THE AIRCRAFT	9
	FIRE IN THE FRONT COMPARTMENT	9
	FIRE IN THE ENGINE COMPARTMENT	10
	FIRE IN THE MAIN GEAR BOX (MGB) COMPARTMENT	11
	EMERGENCY ACCESS	12
	COCKPIT DOORS	12
	WINDOWS	13
3	SAFETY INFORMATION - INSIDE THE AIRCRAFT	14
	COCKPIT LAYOUT	14
	ELECTRICAL SHUTDOWN	15
	BATTERY	15
	ENGINE SHUTDOWN	16
	ROTOR BRAKING	16
	ENGINE FIRE DETECTION AND EXTINGUISHING SYSTEM	17
	PROCEDURE IN CASE OF ENGINE FIRE DETECTION	18
	SAFETY BELTS	18

1 GENERAL INFORMATION

MAXIMUM GROSS WEIGHT 4920 kg
MAXIMUM GROSS WEIGHT FOR TAXIING 4950 kg

OCCUPANCY

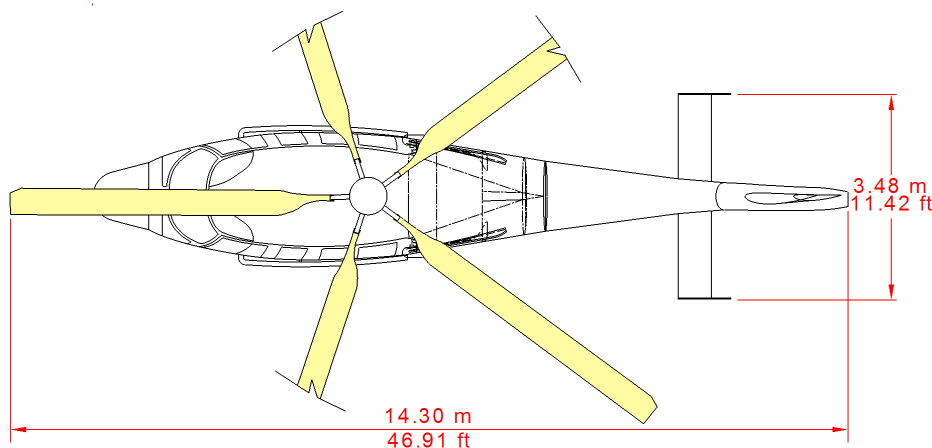
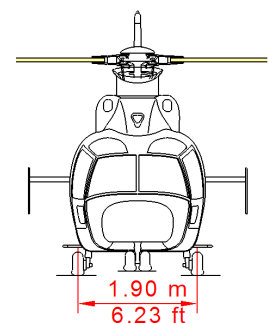
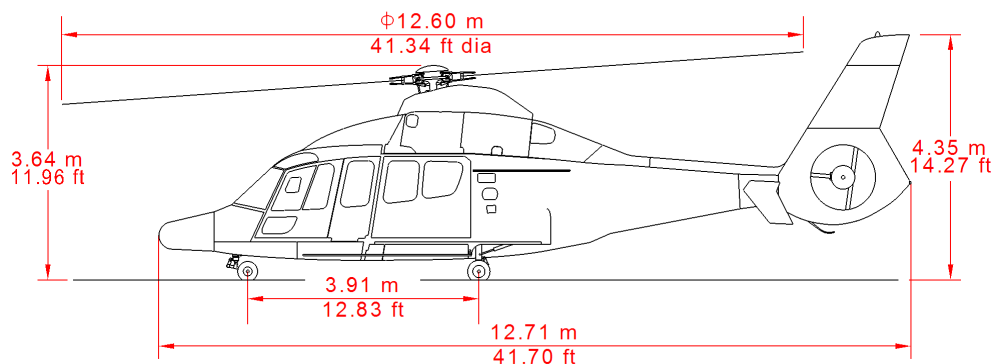
- Crewone pilot or two pilots
- Passenger transport: up to 13 passengers (with comfort seats)
- VIP:up to 8 passengers (with VIP layout)
- Corporate: up to 10 passengers (with Corporate layout)
- Medevac transport: up to 2 medical stretchers (and 4 pax/attendants)

DIMENSIONS

Fuselage length: 12.71 m

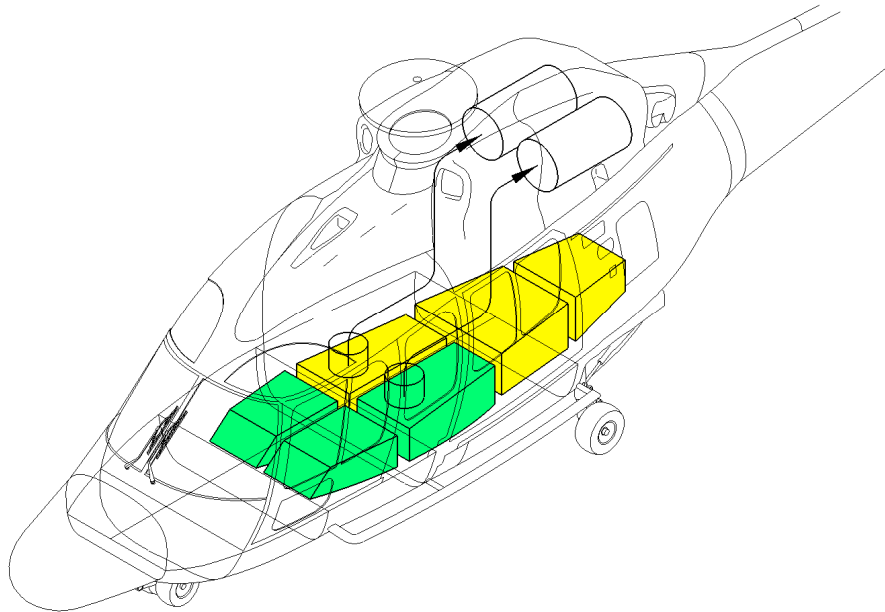
Fuselage width: 3.48 m

Rotor diameter: 12.60 m



POWERPLANTS TURBOMECA Arriel 2C2 (two)

FUEL CAPACITY Up to 1280 liters
LH group (green): 577 liters
RH group (yellow): 703 liters



ADDITIONAL FUEL TANK IN CARGO COMPARTMENT

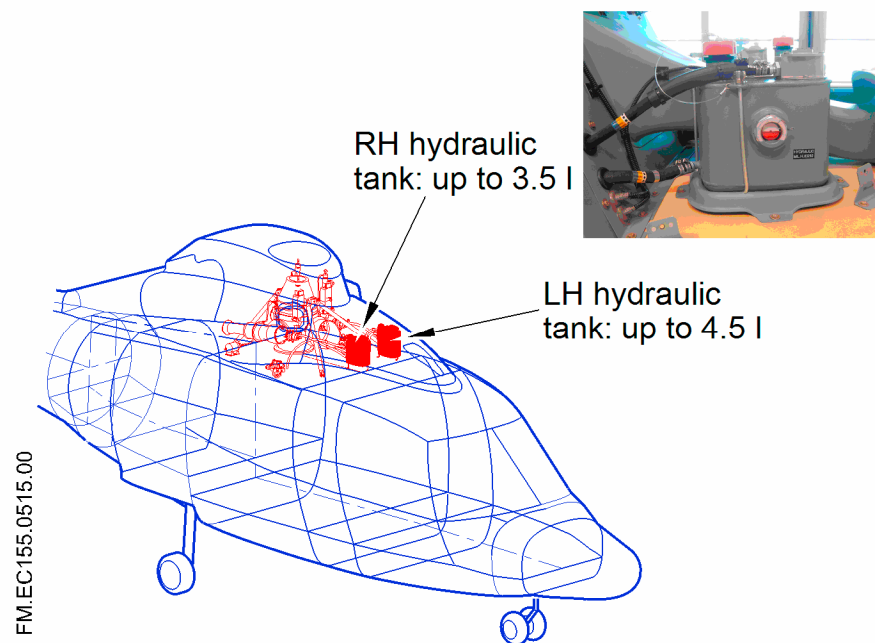
Fuel capacity 180 liters



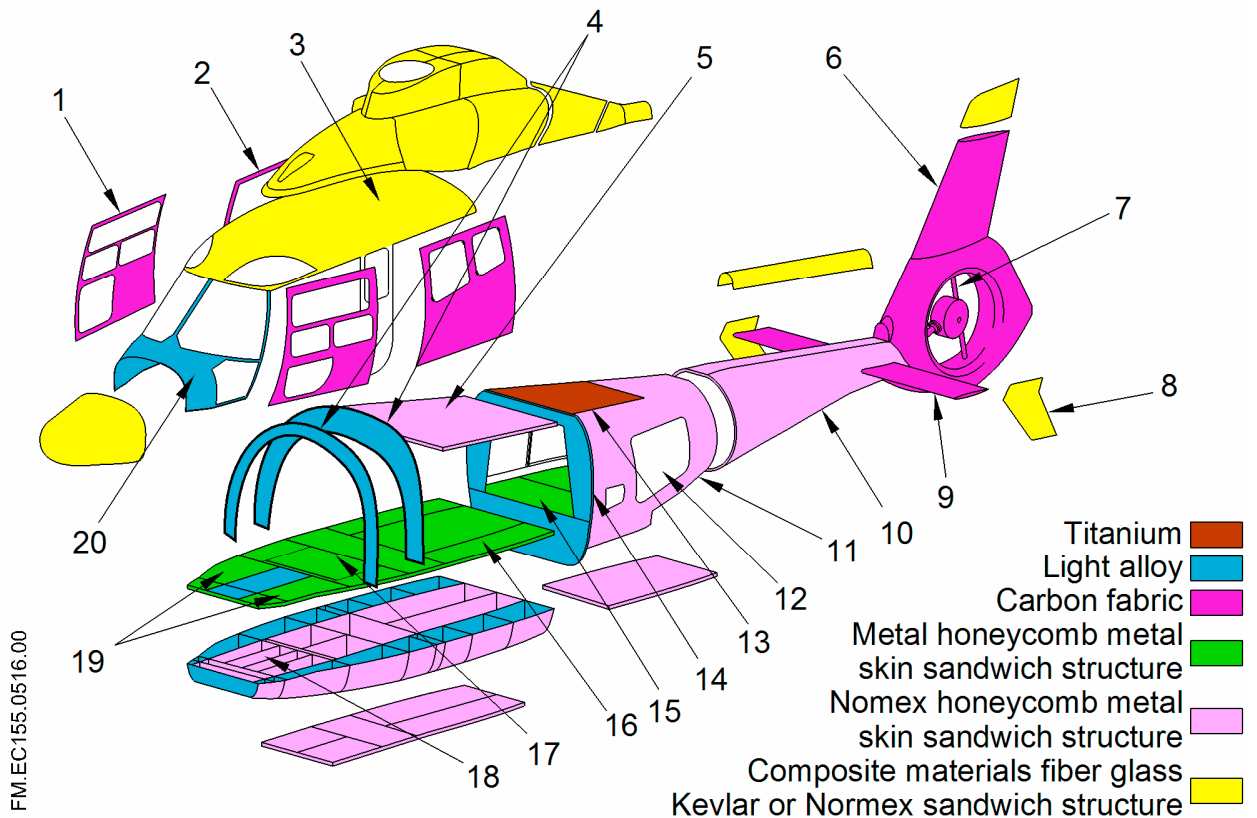
OIL CAPACITY

Engine oil	6.2 l
Main Transmission	9.5 l
Tail gear box	0.5 l

HYDRAULIC FLUID CAPACITY



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

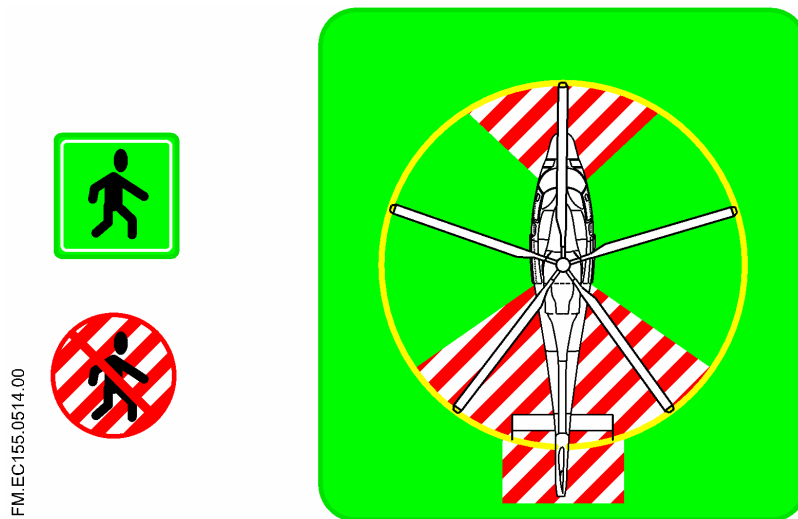
COMPOSITE USAGE


- | | |
|---|---|
| 1 - Cockpit door | 12 - Hold floor (access to the rear fuel tank) |
| 2 - Passenger door | 13 - Engine deck |
| 3 - Ceiling | 14 - Frame at station 4630 bears the attachment fittings of MGB rear tie-bars and main landing gear |
| 4 - Strong frames | 15 - Hold door (LH side only) |
| 5 - Transmission deck | 16 - Cabin rear floor (access to the central fuel tanks) |
| 6 - Fin | 17 - Cockpit floor (access to the front fuel tanks) |
| 7 - "Fenestron" deck | 18 - Hull |
| 8 - Out board fin | 19 - Cabin forward floor |
| 9 - Horizontal stabilizer | 20 - Forward structure. Canopy |
| 10 - Tail boom (it is a buoyancy reserve) | |
| 11 - Body structure | |

2 SAFETY INFORMATION - OUTSIDE THE AIRCRAFT

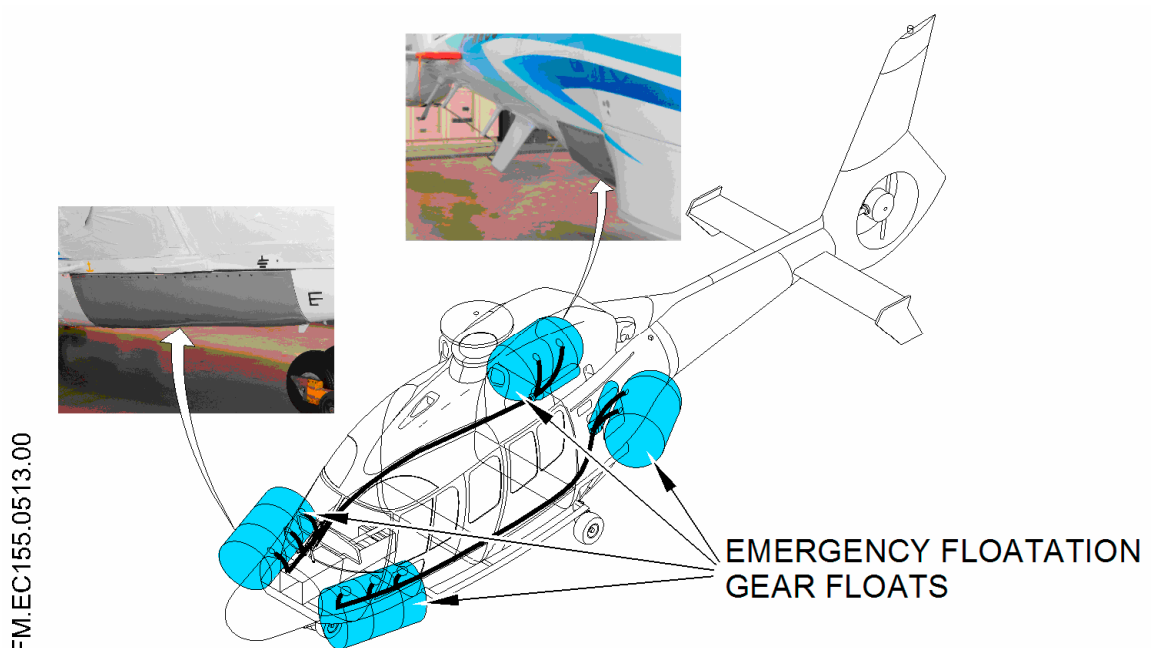
AIRCRAFT MAY BE CHARGED WITH STATIC ELECTRICITY. WEAR GLOVES AND IF POSSIBLE DISCHARGE THE AIRCRAFT BY ESTABLISHING AN ELECTRICAL GROUND.

DANGER AREA WITH ROTOR TURNING



EMERGENCY FLOATATION GEAR

FRONT/SPONSON FLOATS MAY INFLATE.



PITOTS

PITOTS ARE HEATED IN FLIGHT AND CAN CAUSE BURNS.



PITOTS

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.

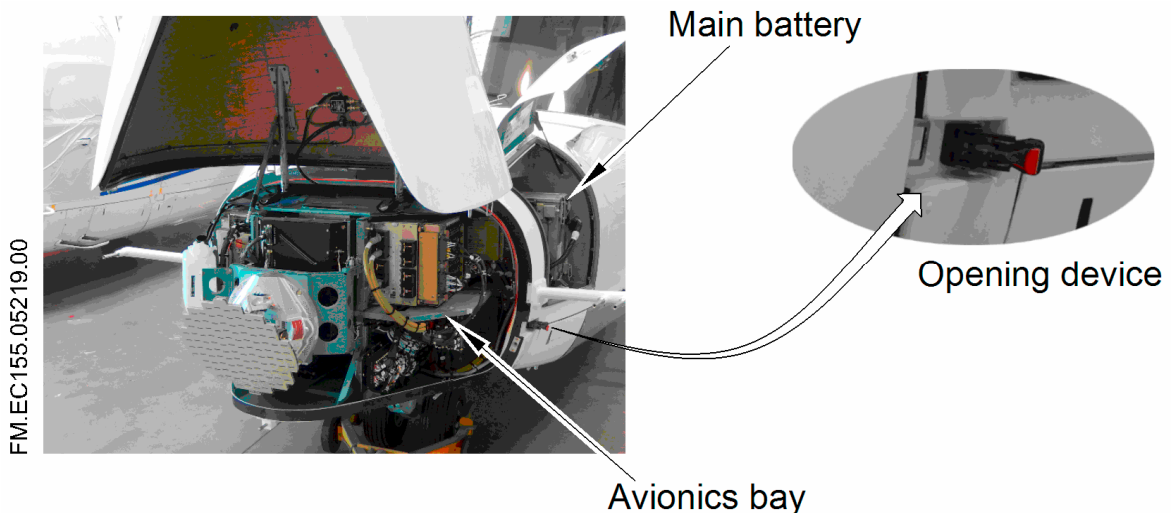
FIRE AROUND THE AIRCRAFT

If possible, wait for the rotor 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 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).

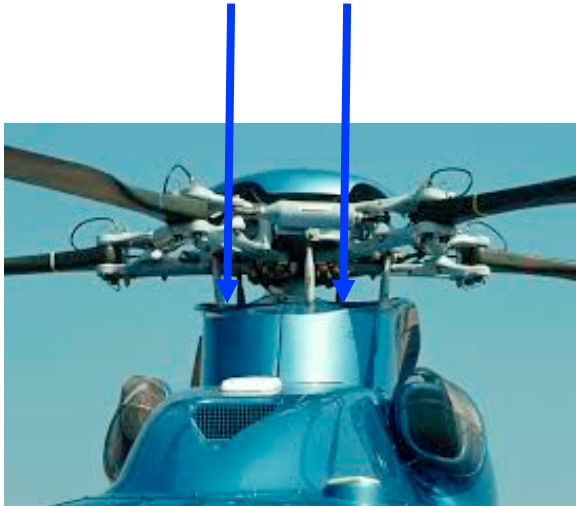


- Spray the extinguishing agent (gaseous extinguisher recommended) between engine exhaust and engine nozzle.
- Proceed in circular movements until saturation.

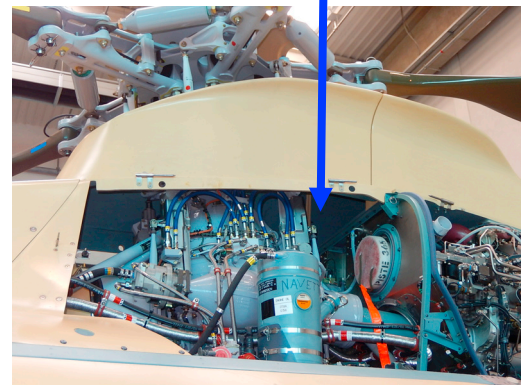
FIRE IN THE MAIN GEAR BOX (MGB) COMPARTMENT

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

Possible access for extinguishing



MGB compartment



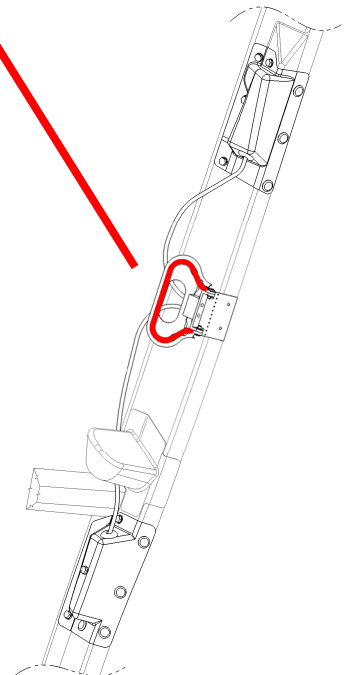
- Spray the extinguishing agent through the easiest available opening (gaseous extinguisher recommended) to saturate the MGB compartment. Do not try to open the cowlings.
- In case of severe flash-over, use foam.

EMERGENCY ACCESS

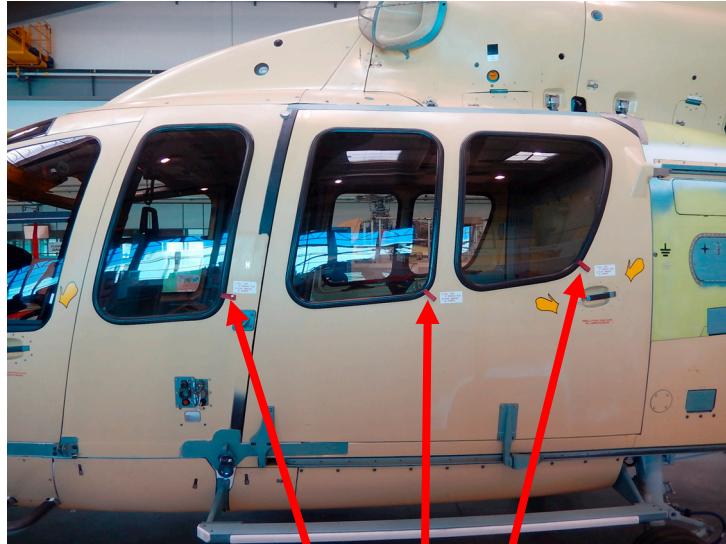
COCKPIT DOORS



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



WINDOWS



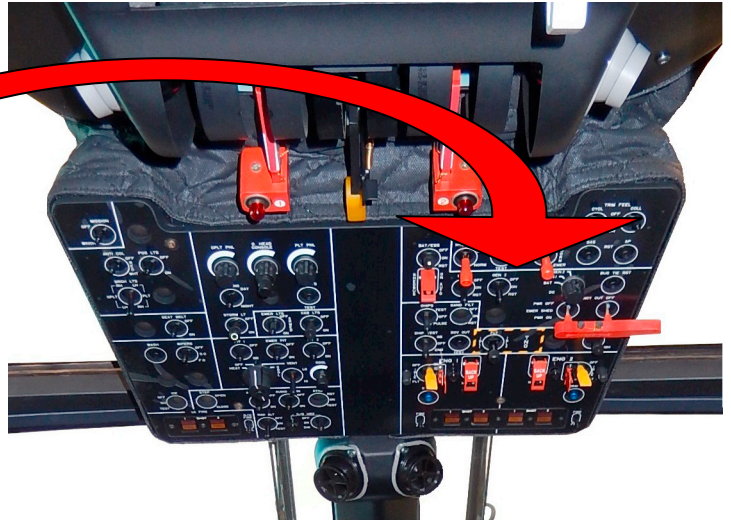
The fixed windows (including the sliding door windows) are jettisonable from inside or outside by pushing out / pulling out strongly after removing the seal-retaining strip



3 SAFETY INFORMATION - INSIDE THE AIRCRAFT

COCKPIT LAYOUT

**ELECTRICAL
CONTROL
AND
FIRE EXTINGUISHING
PANEL**



OVERHEAD PANEL

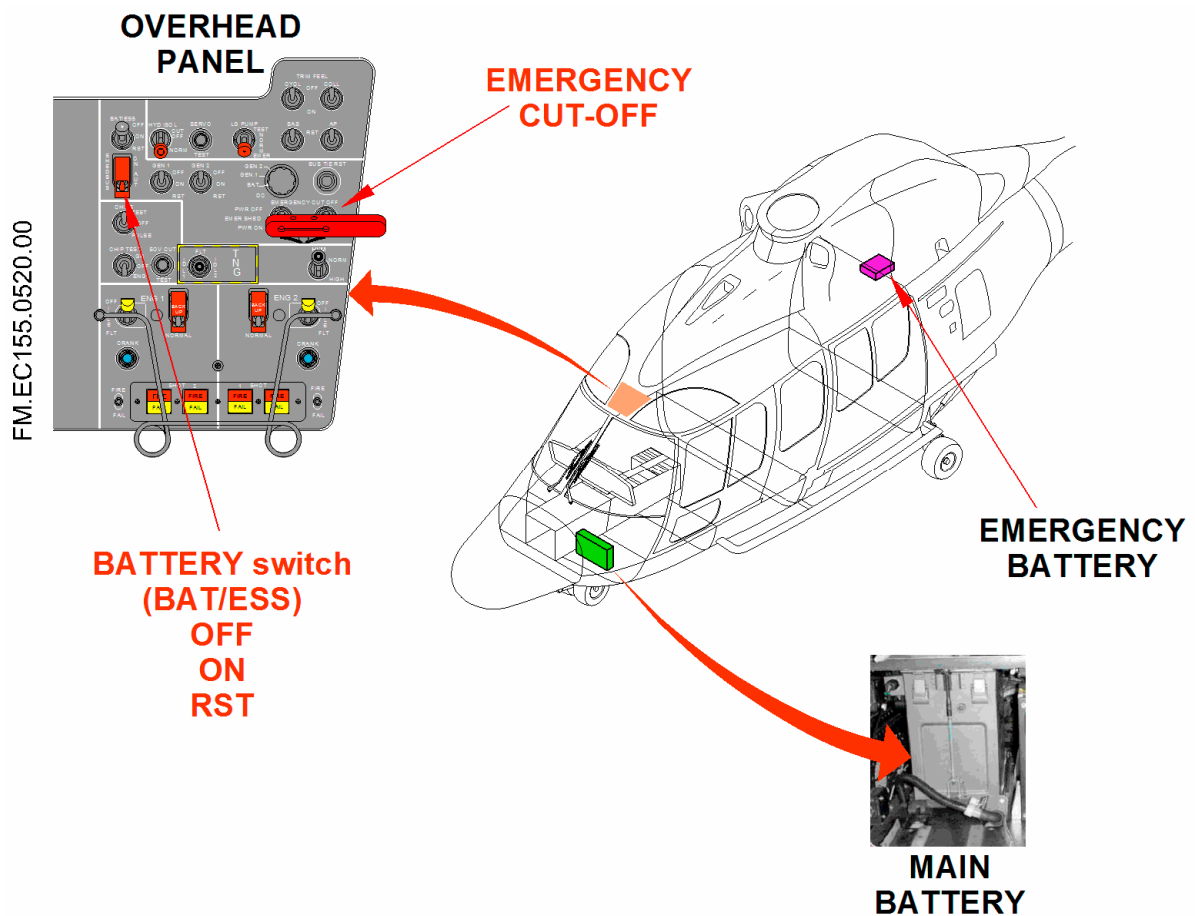


**PARKING BRAKE
HANDLE**

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

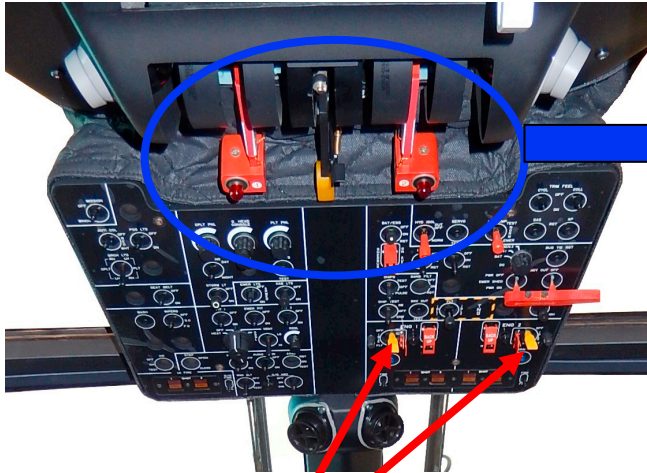
**ELECTRICAL SHUTDOWN
BATTERY**

EMERGENCY CUT-OFF switch on overhead control panel
Main battery is located between the nose and the cockpit of the aircraft.
Emergency battery is located in the luggage compartment.

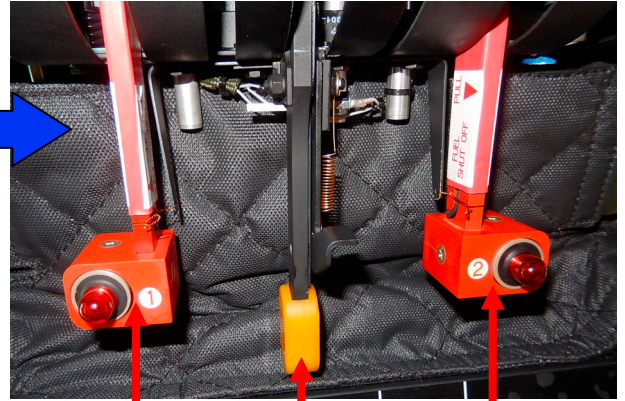


ENGINE SHUTDOWN

- Engine **OFF** / IDLE / FLT control switches or,
- LH+RH fuel shut-off levers **rearward**.



OFF / IDLE / FLT
Engine control switches



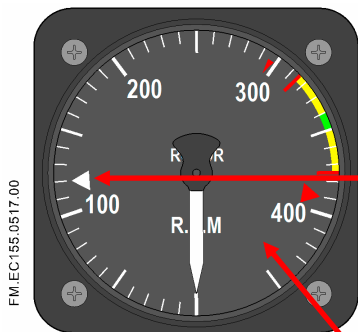
LH FUEL
SHUT-OFF
LEVER

ROTOR
BRAKING
LEVER

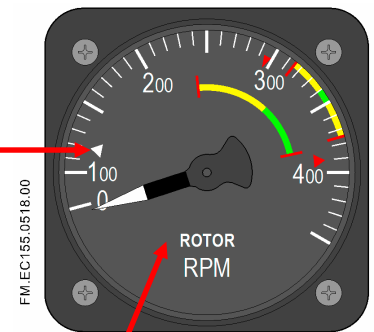
RH FUEL
SHUT-OFF
LEVER

ROTOR BRAKING

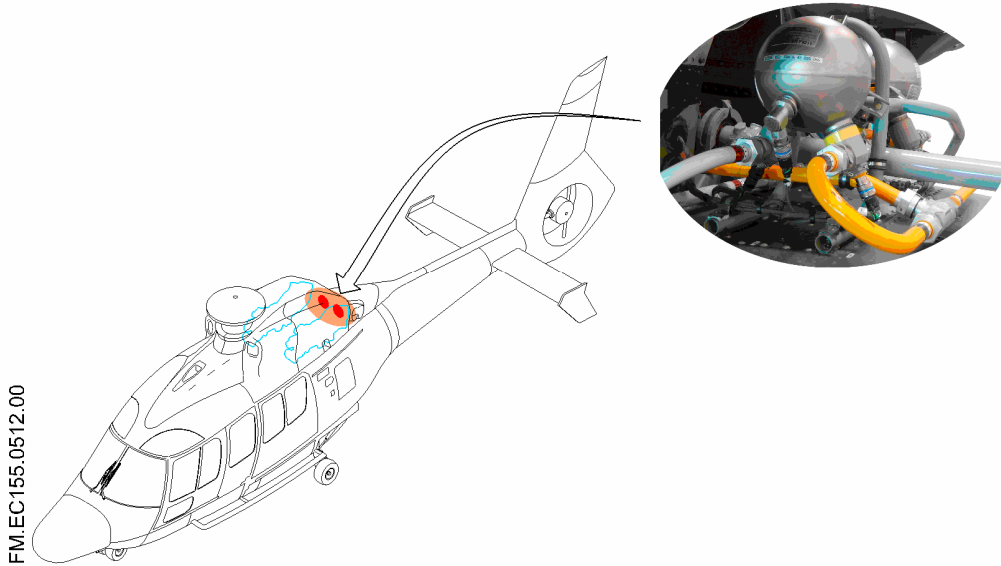
ENGINES MUST BE STOPPED BEFORE APPLYING ROTOR BRAKE.



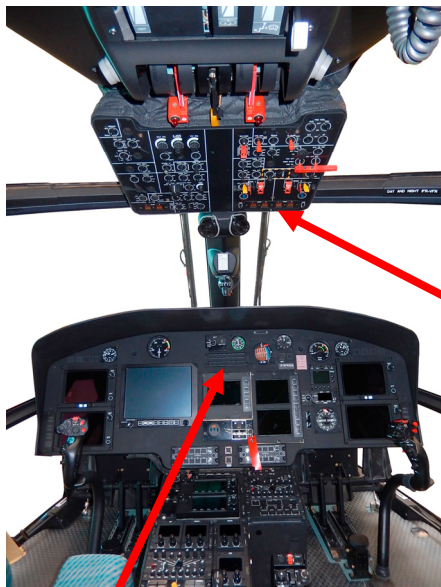
**120 rpm for rotor
braking
(white triangle)**



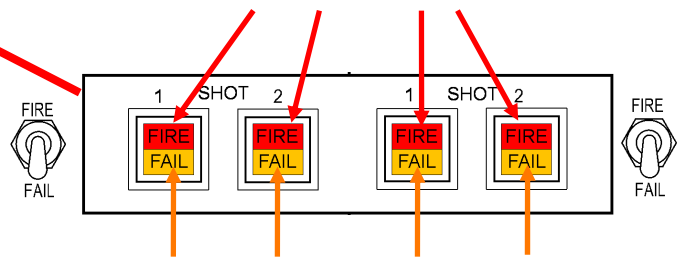
ENGINE FIRE DETECTION AND EXTINGUISHING SYSTEM



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



ENGINE 1 OR 2 FIRE WARNING LIGHTS

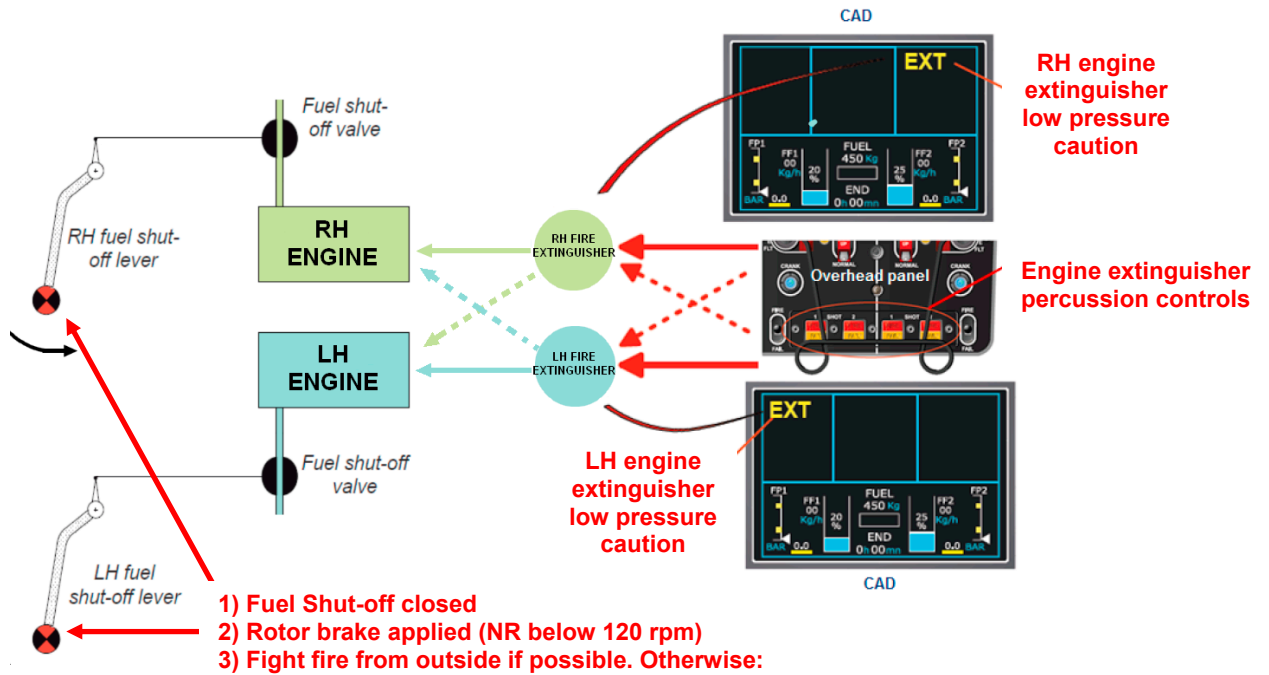


Engine fire detection inoperative



ENG FIRE

PROCEDURE IN CASE OF ENGINE FIRE DETECTION



**ON THE AFFECTED ENGINE: PRESS 1ST SHOT.
THEN IF 1ST SHOT RED LIGHT REMAINS
ON AFTER A 10S-DELAY:PRESS 2ND SHOT.**

SAFETY BELTS

