

AS365

Emergency Access and Rescue from Helicopter



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

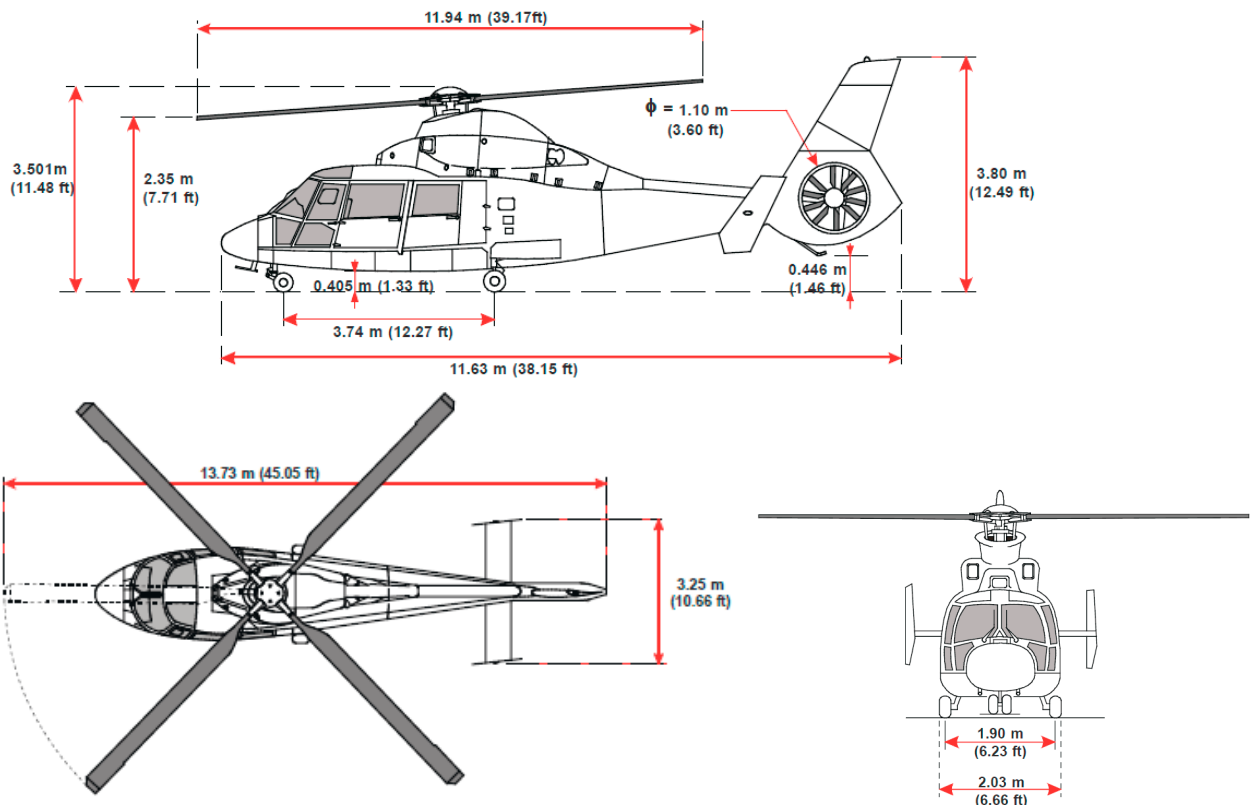
DIMENSIONS

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.**

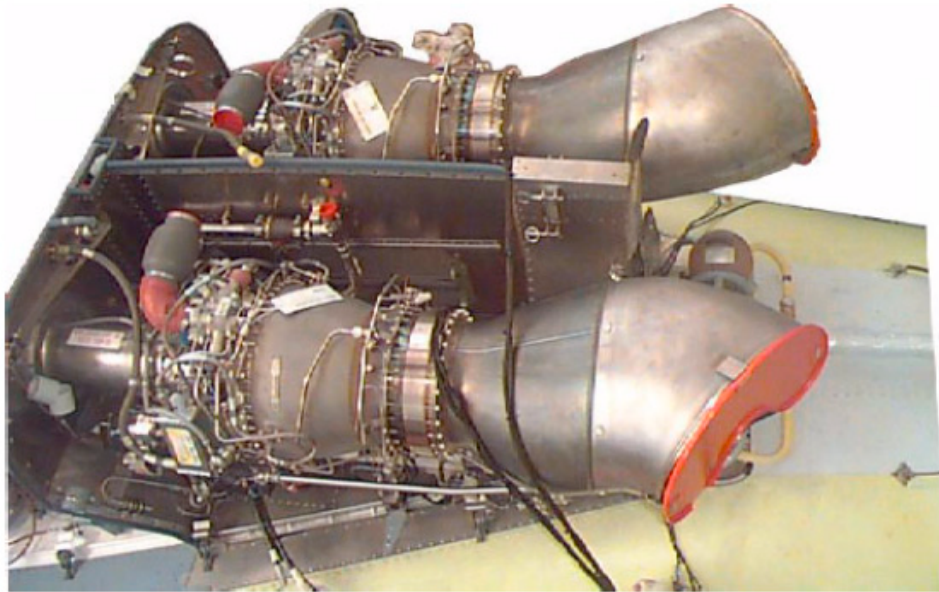


Nose gear lock

Parking brake

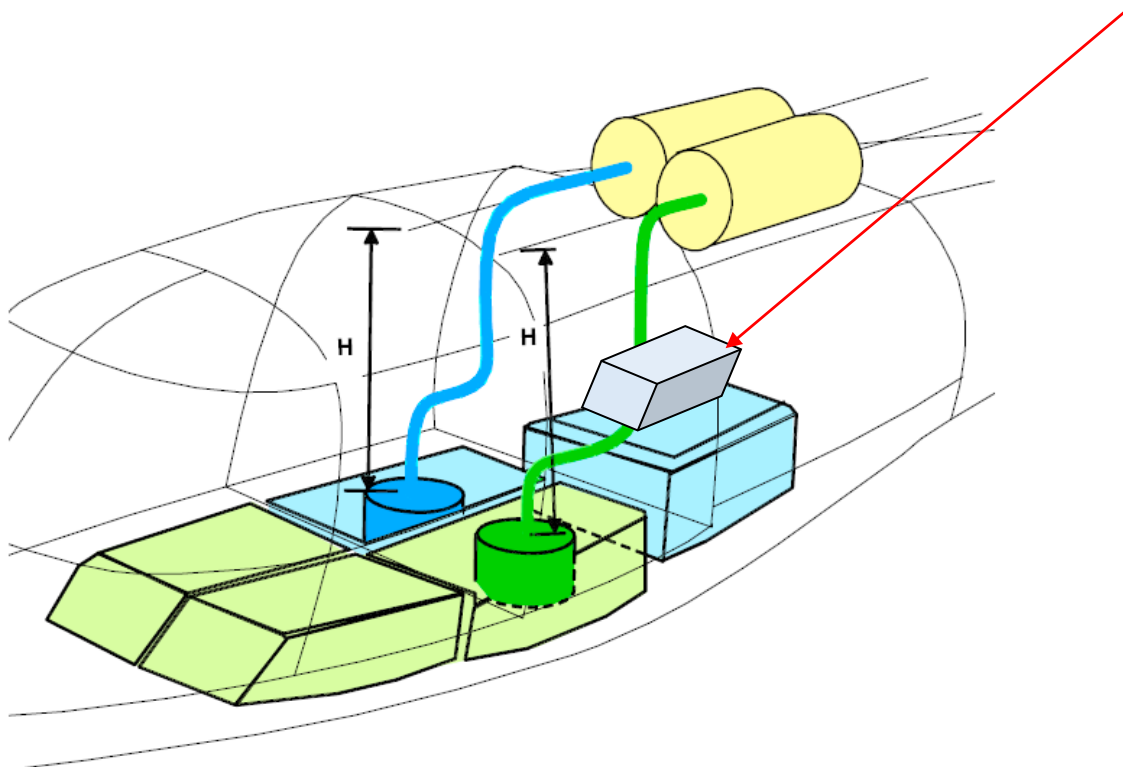


POWERPLANTS **TURBOMECA ARRIEL Engines (two)**



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

Additional fuel tank:..... **180 liters**

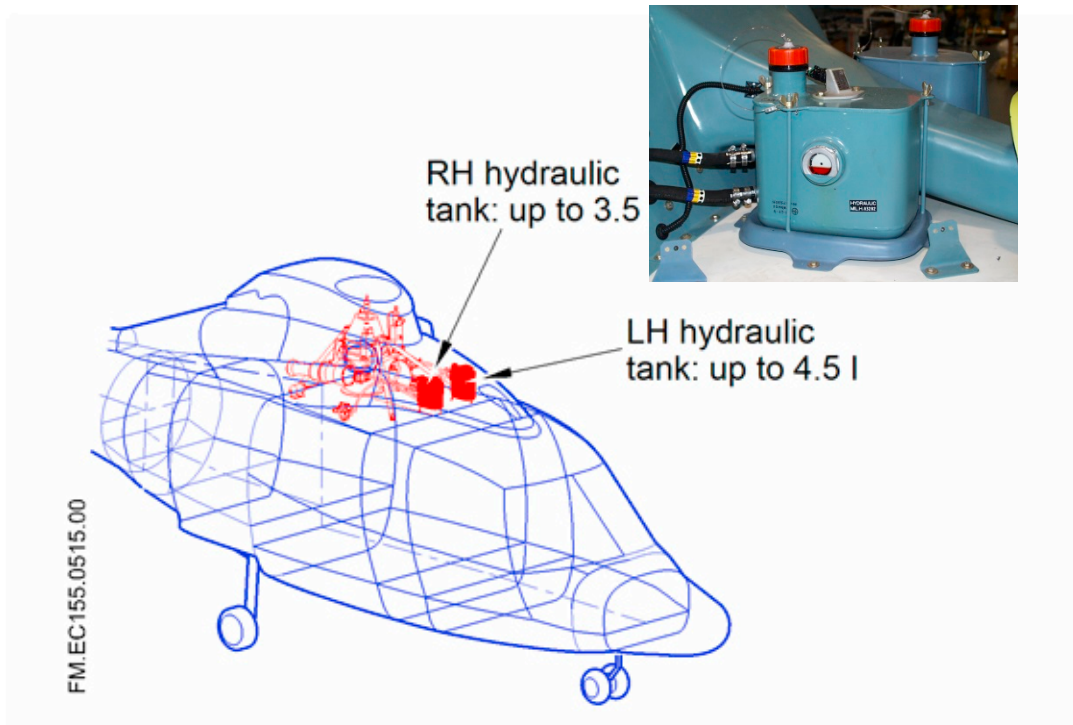


OIL CAPACITY

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

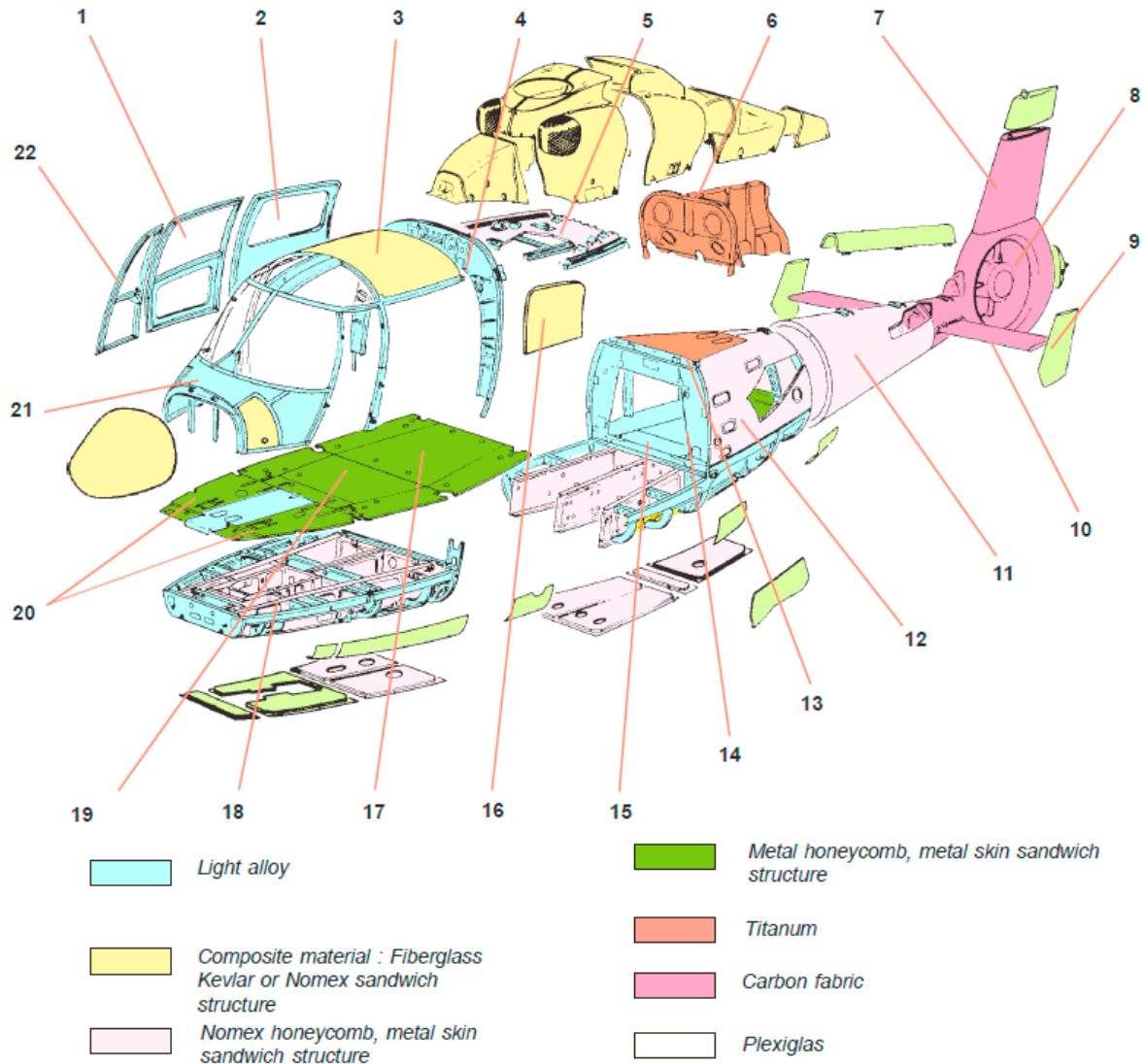
HYDRAULIC FLUID CAPACITY

Left Hydraulic System	4.5 liters
Right Hydraulic System	3.5 liters



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

MATERIALS



<p>1 - Front passengers' door 2 - Rear passengers' door 3 - Ceiling 4 - 9° frame. Bears the attachment fitting of MGB front tie-bars 5 - Transmission deck 6 - Firewalls 7 - Fin 8 - "Fenestron" duct 9 - Outboard fin 10 - Horizontal stabilizer 11 - Tail boom. It is a buoyancy reserve 12 - Body structure</p>	<p>13 - Engine deck. 14 - Frame at station 4630. Bears the attachment fitting of MGB rear tie-bars and main landing gear attachment fitting. 15 - Hold floor. Acces to the rear fuel tank. 16 - Hold door. RH side only. 17 - Cabin rear floor. Acces to the central fuel tanks 18 - Hull. 19 - Cockpit floor. Acces to the front fuel tanks. 20 - Cabin forward floor. 21 - Forward structure. Canopy 22 - Pilot's door. Co-pilot's door opposite handed.</p>
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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.**

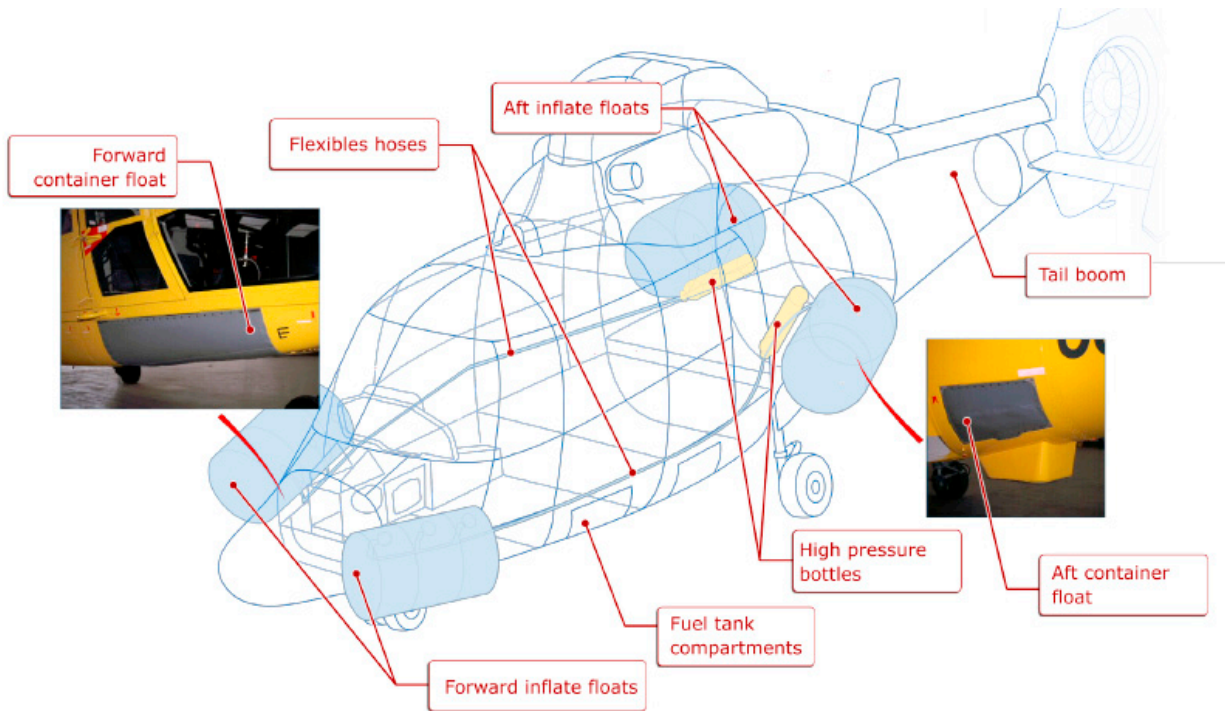
DANGER AREA WITH ROTOR TURNING

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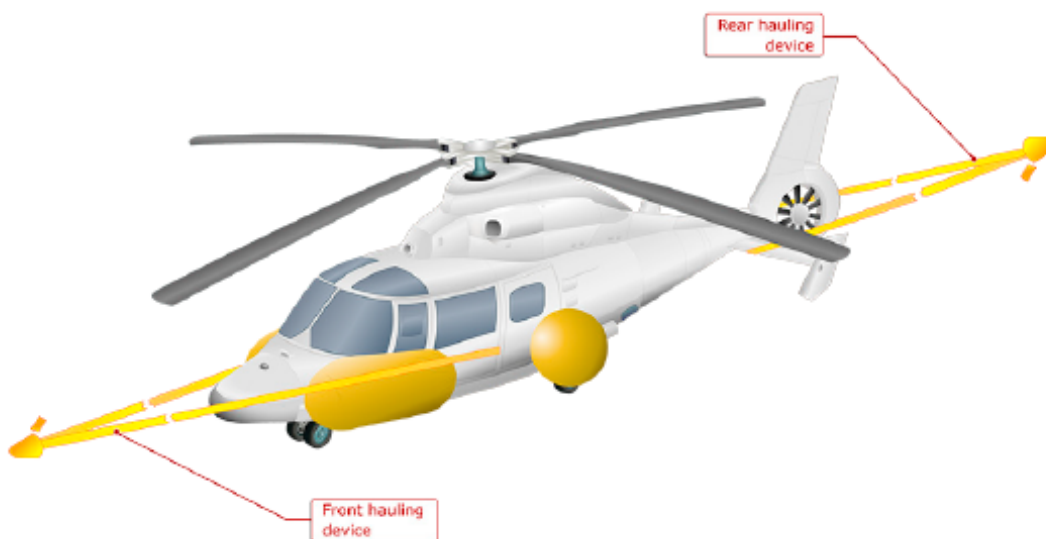


EMERGENCY FLOATATION GEAR

**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.



PITOTS

OR (according to version)



PITOTS

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.

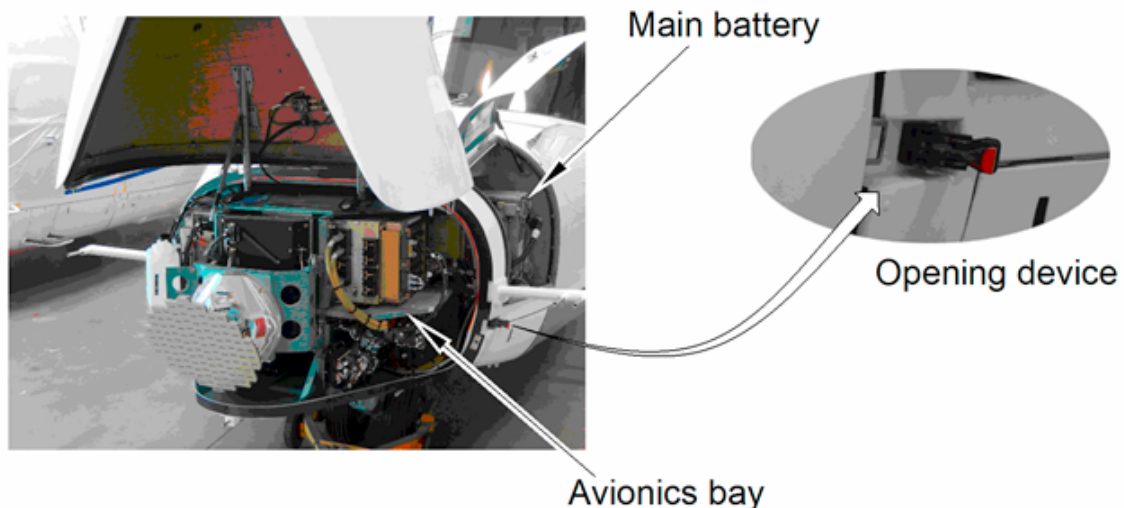
FIRE AROUND THE AIRCRAFT

If possible, wait for the rotor to come a complete stop.

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

- Cool external adjacent structures with foam or water spray.

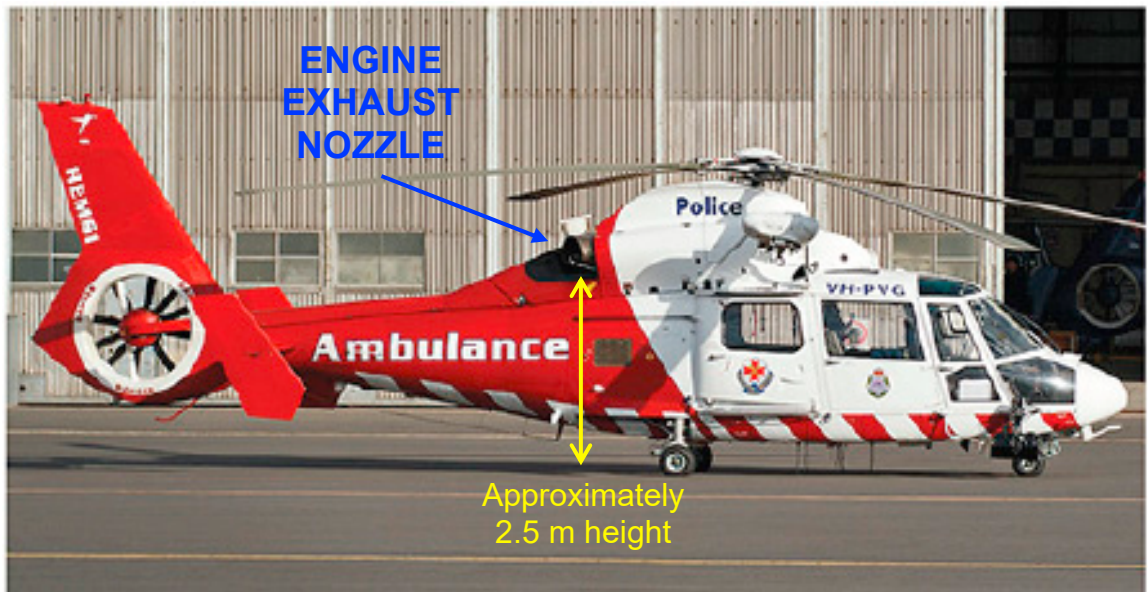
FIRE IN THE FRONT COMPARTMENT



- 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 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.

Possible access for extinguishing



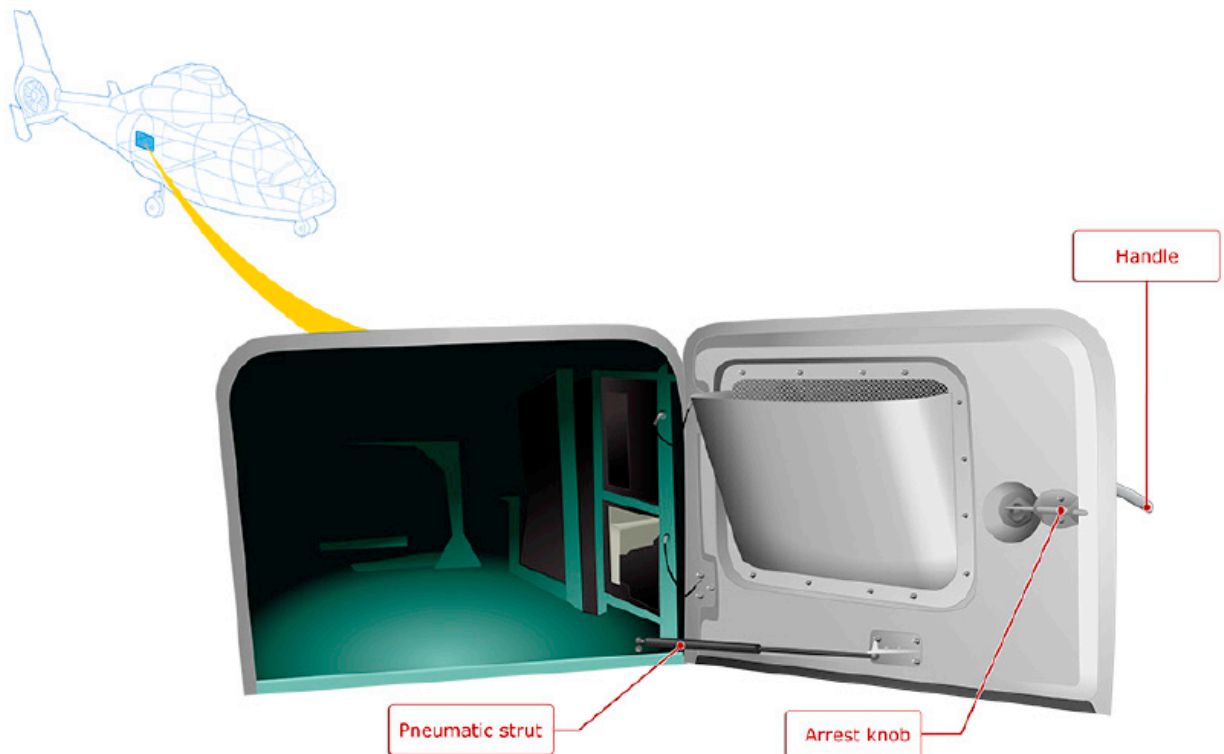
MGB compartment



- 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

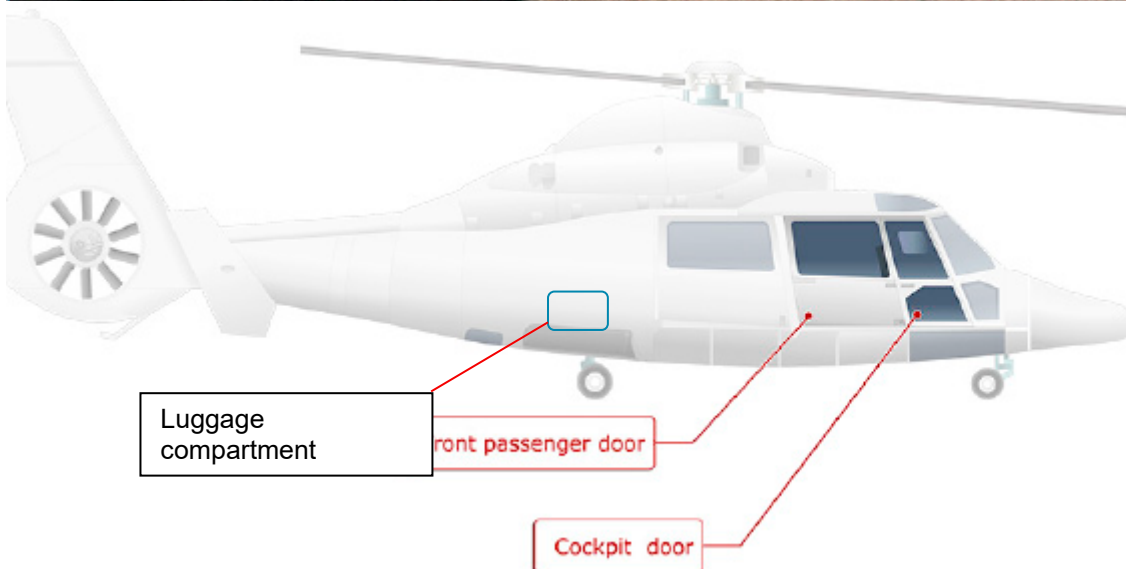
REMINDER : DO NOT TRY TO OPEN THE LUGGAGE HOLD WITH THE ROTORS SPINNING.



- **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.

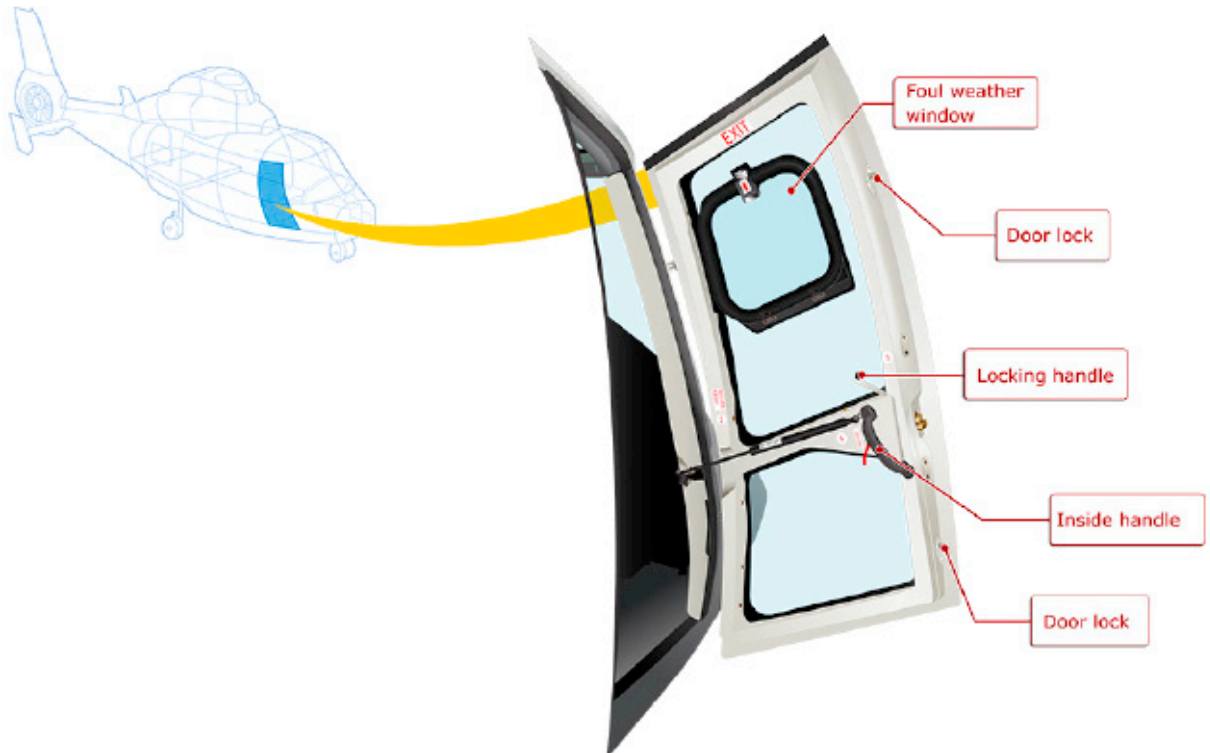


The aircraft has three doors on each side:

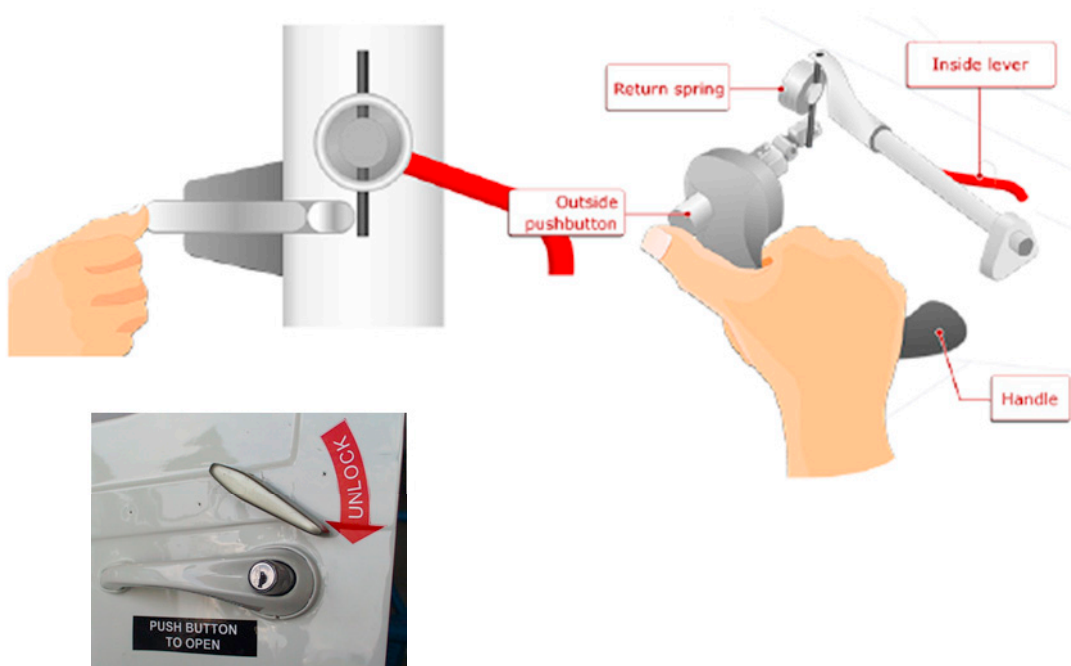
- Cockpit door,
- Front passenger door,
- Rear flap or sliding passenger door.

COCKPIT DOORS

Opening Cockpit Doors

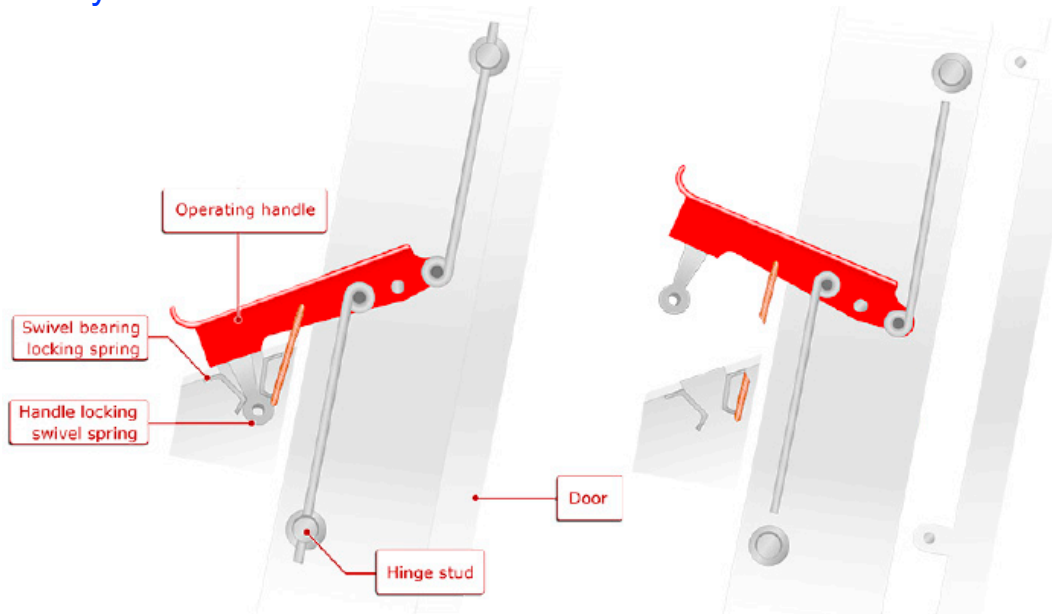


Front doors can be opened by actuating the handles from the inside or the pushbutton outside.



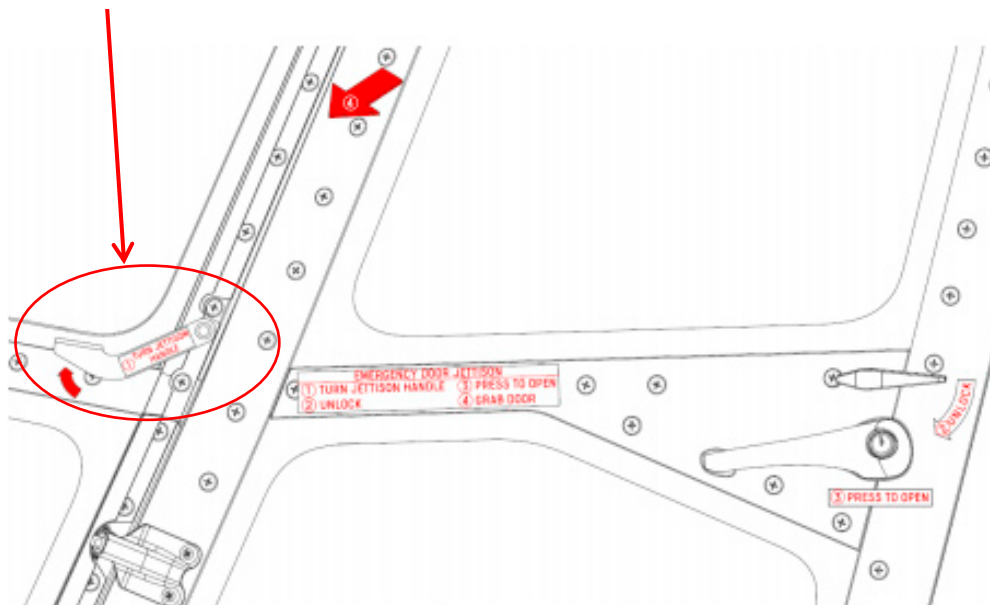
Jettisoning Cockpit Doors

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

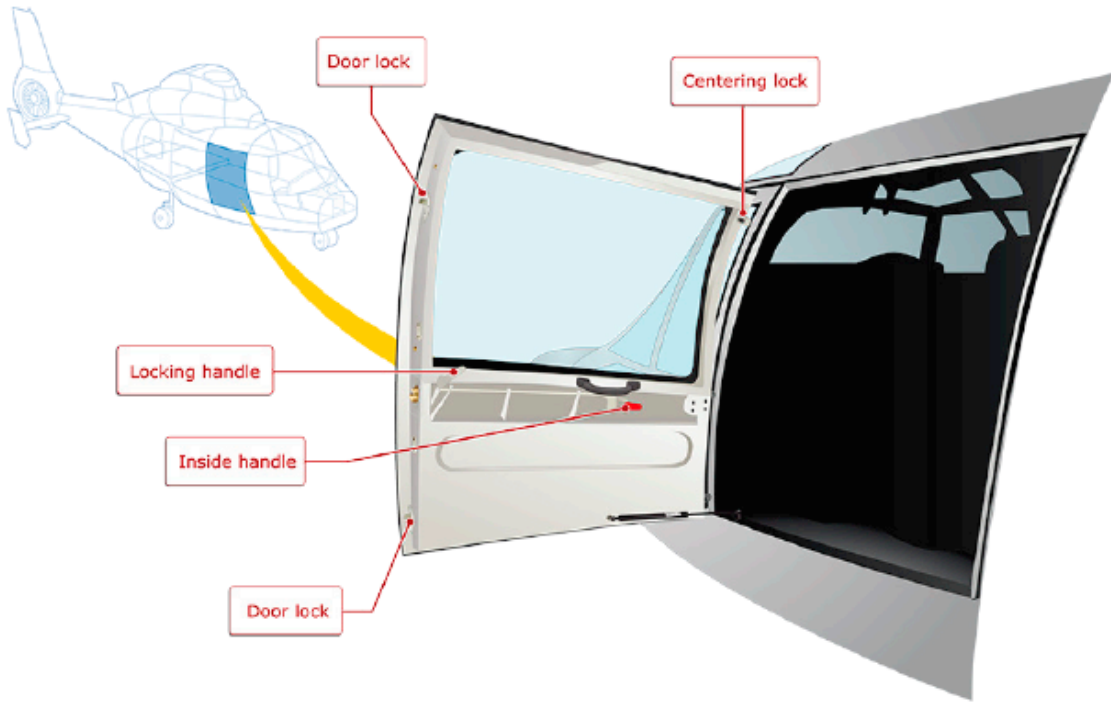


Aircraft equipped with emergency floatation system may have the possibility to jettison the doors from outside too:

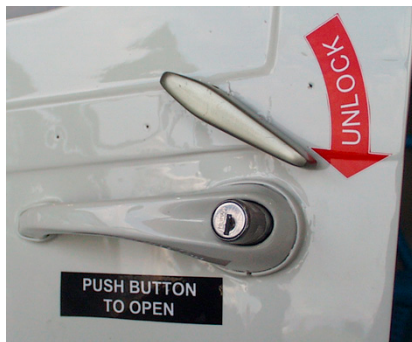
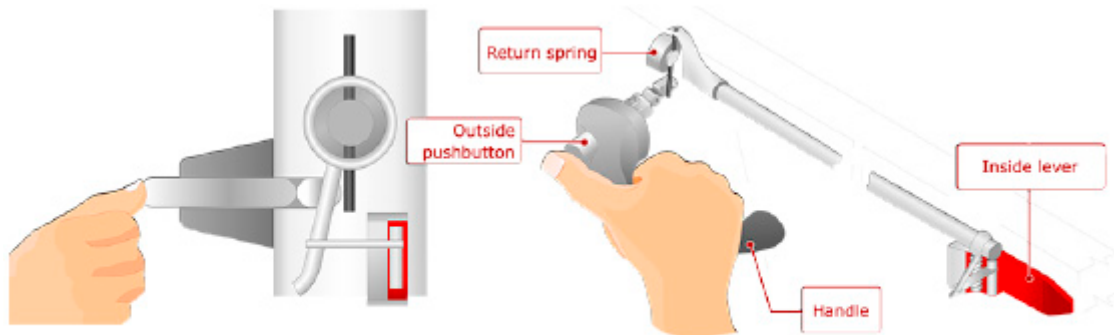
External jettisoning handle



FORWARD PASSENGER DOORS

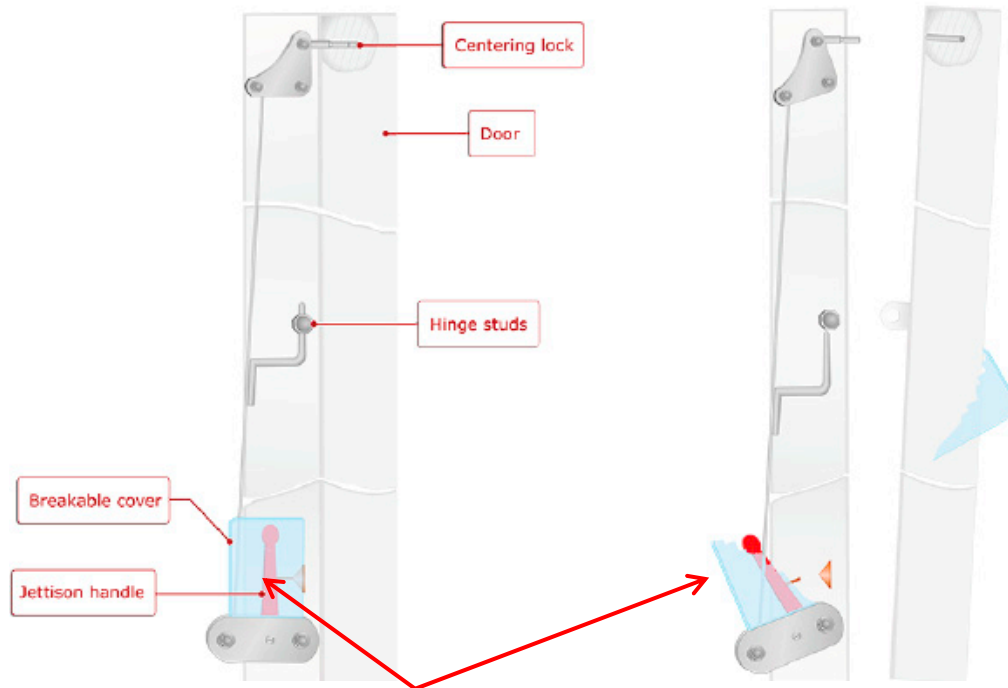


Forward Passenger Door Locking System



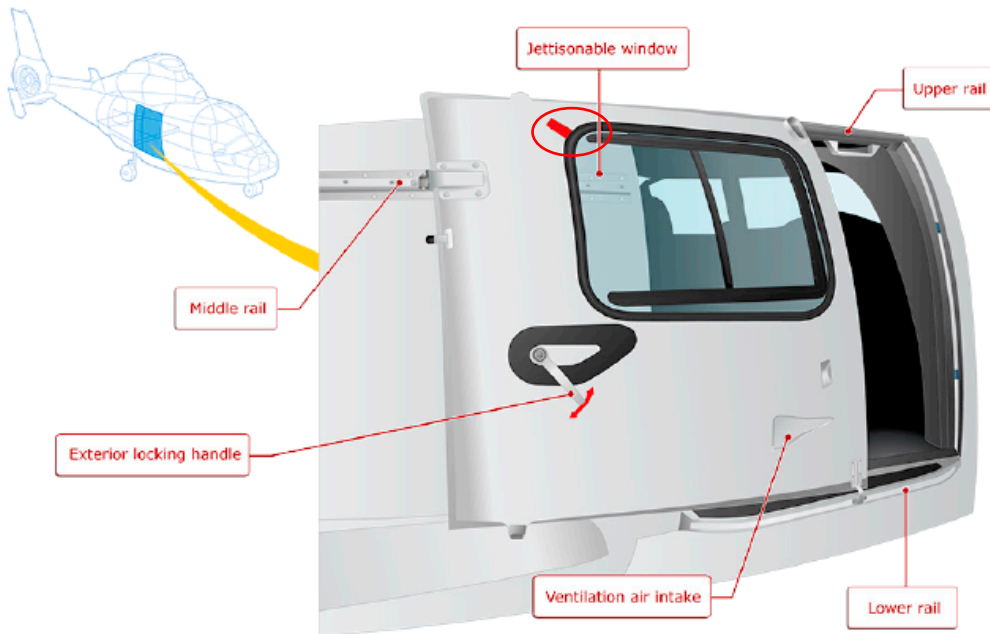
Jettisoning Forward Passenger Doors

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

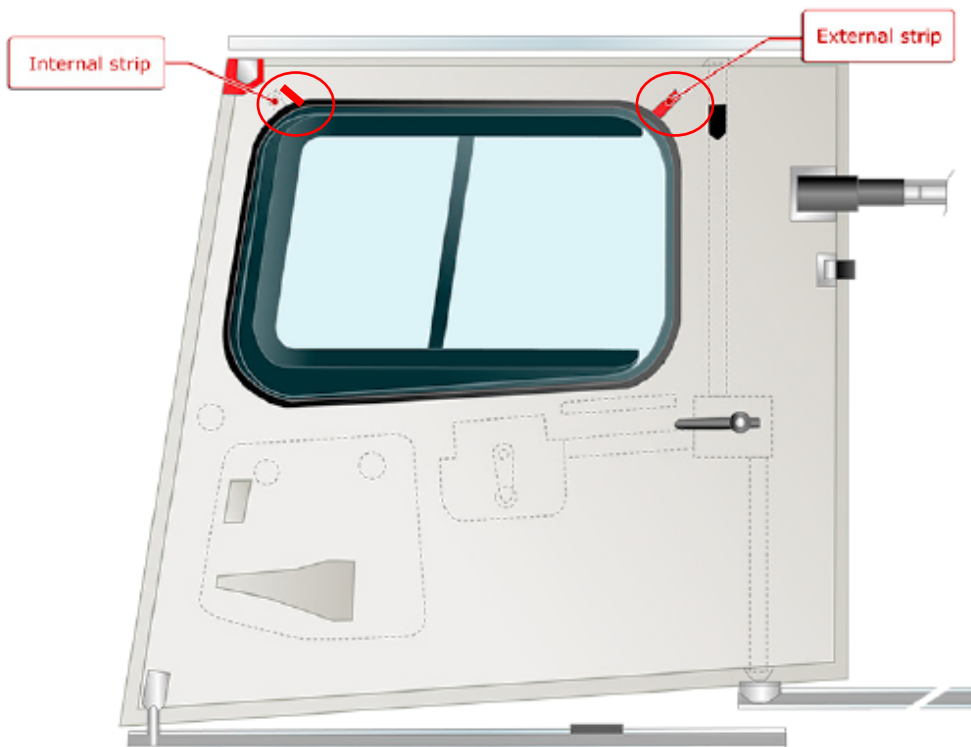


SLIDING DOORS

Opening Sliding Doors



Sliding Door Window Jettison



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

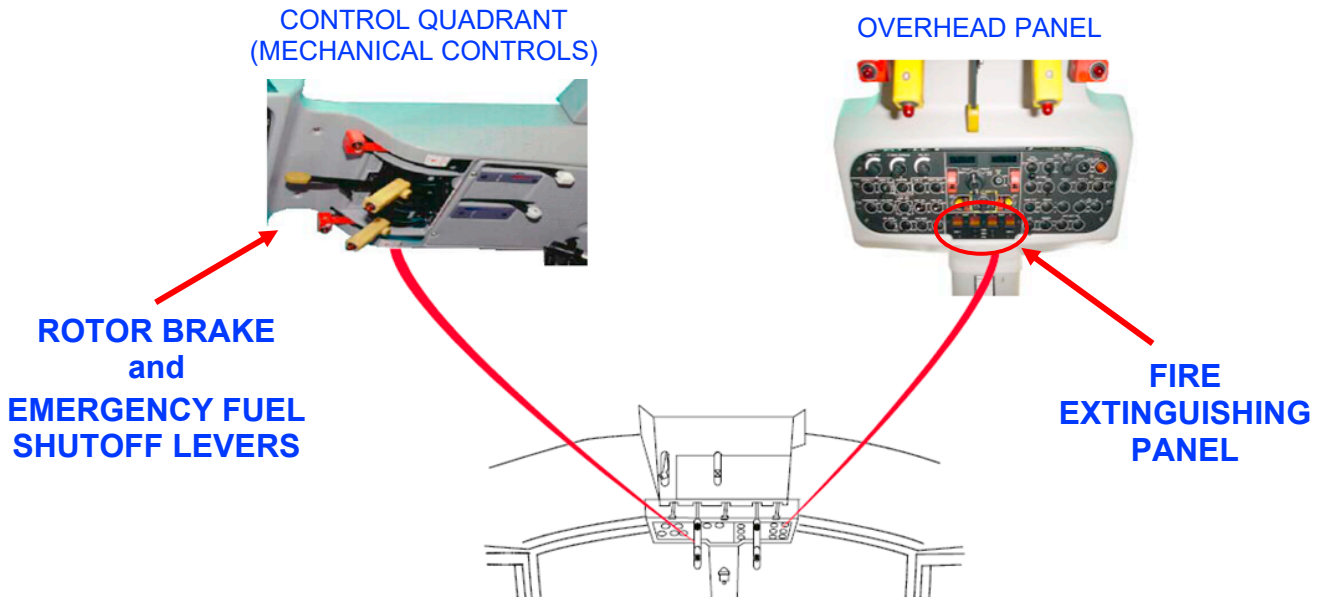
LUGGAGE COMPARTMENT DOOR

The luggage hold is accessible on the right side of the helicopter.



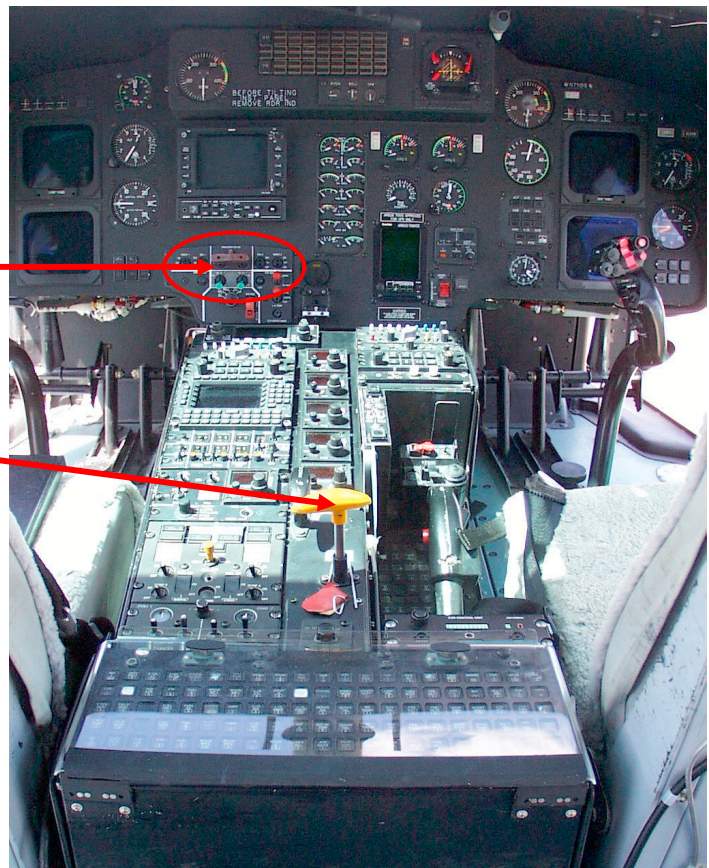
3 SAFETY INFORMATION - INSIDE THE AIRCRAFT

COCKPIT LAYOUT



**ELECTRICAL CONTROL PANEL :
EMERGENCY CUTOFF
BATTERY SWITCHES**

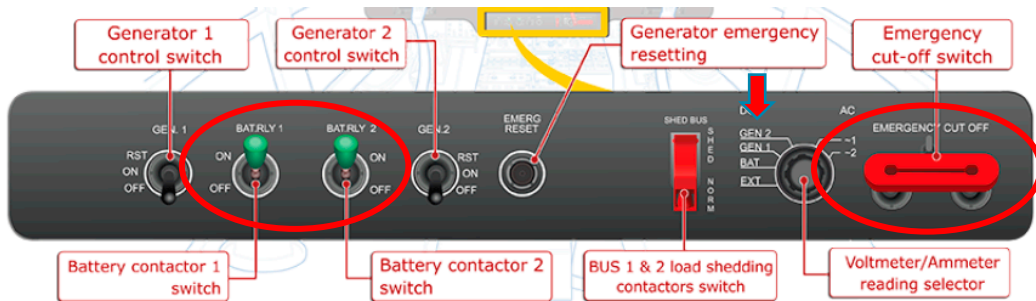
PARKING BRAKE HANDLE:
- Down : brakes released
- Up : brakes set



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

ELECTRICAL SHUTDOWN

- Both (GREEN) Battery switchesOFF
- Emergency cut-off switchOFF



OR (according to version)



BATTERY

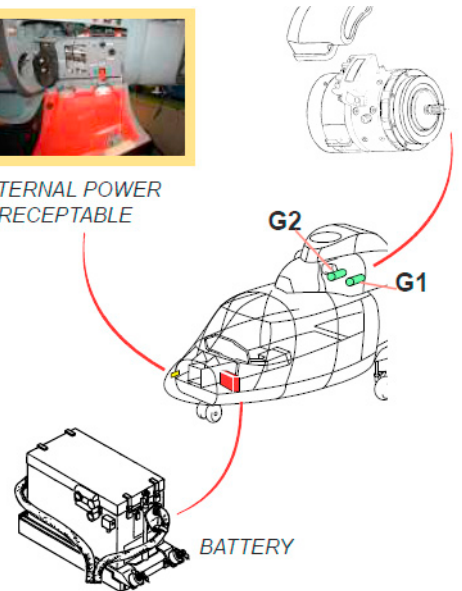
Main battery is located between the nose and the cockpit of the aircraft.



Battery



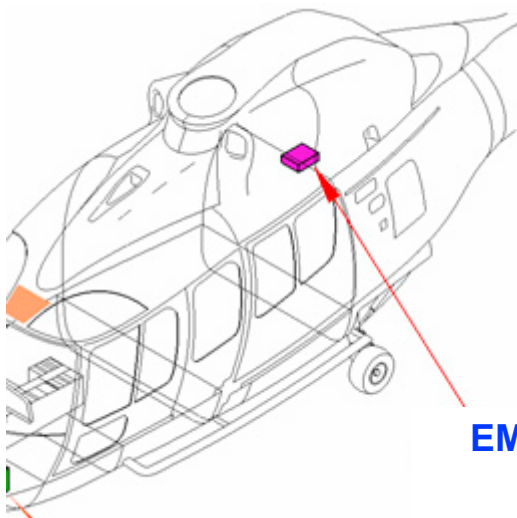
EXTERNAL POWER
RECEPTABLE



71°C OVERTEMP

CAUTION

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



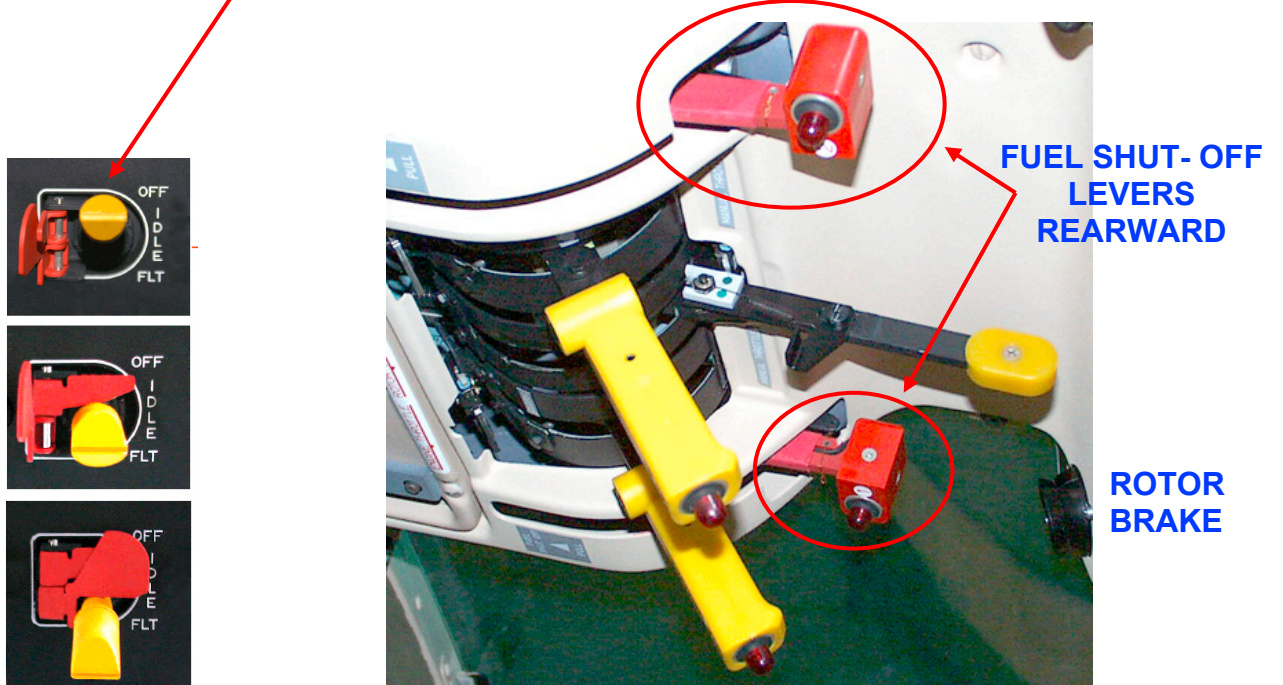
**EMERGENCY LIGHTING
BATTERY**

ENGINE SHUTDOWN PROCEDURE

AS365N3/N3+

Engines with electronic management system computer

- Both engine control switches **OFF**
- or
- Both emergency fuel shut-off levers **Rearward**



OFF / IDLE / FLT
Engine control switches

AS365N/N1/N2

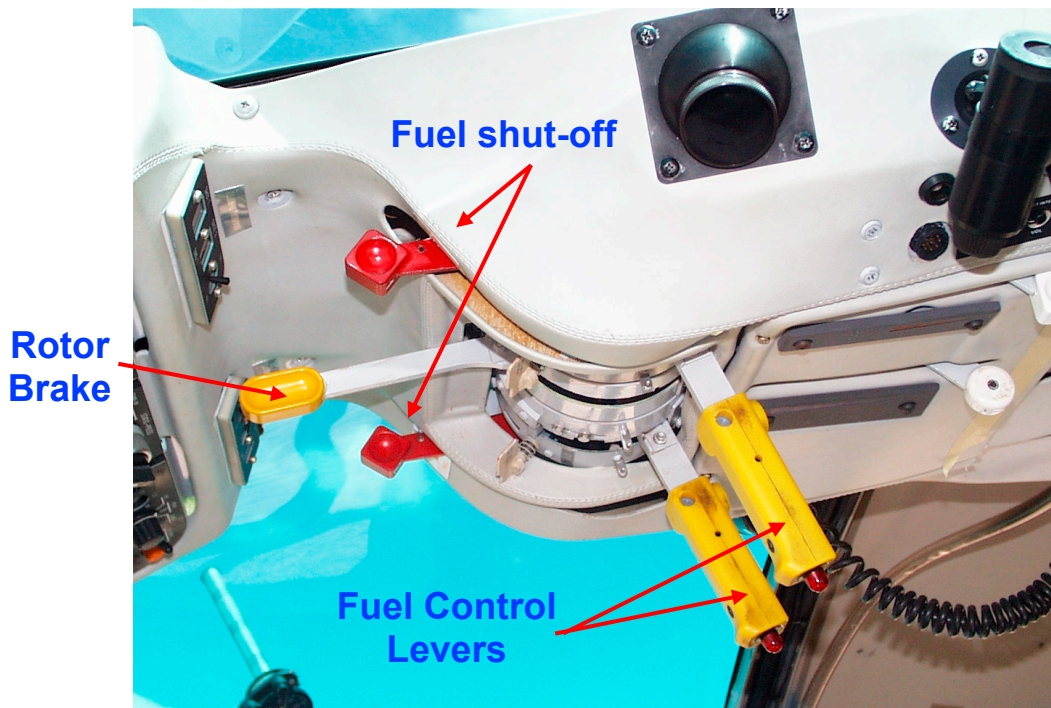
Engine with mechanical fuel management system.

- 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.

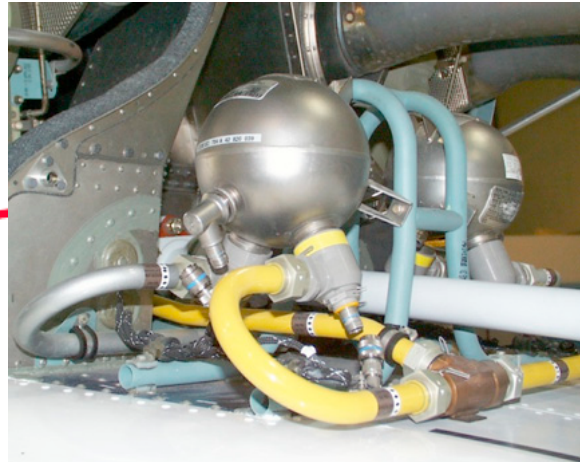
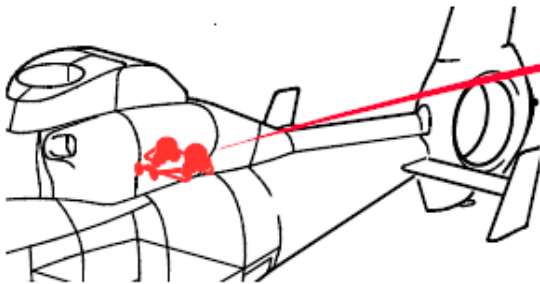


**Less than 170 RPM
before applying
rotor brake.**



ENGINE FIRE DETECTION AND EXTINGUISHING SYSTEM

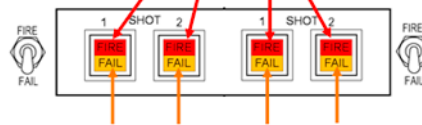
IN CASE OF ENGINE FIRE DETECTION, APPLY THE ENGINE SHUTDOWN PROCEDURE FIRST.



The system consists of detection and extinguishing circuits with two Freon 13B1 fire extinguishers.

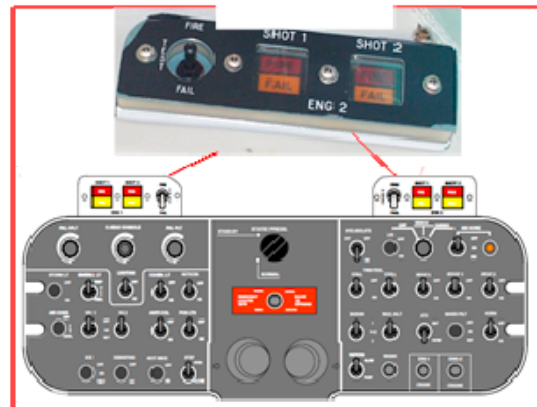


ENGINE 1 OR 2 FIRE WARNING LIGHTS



Engine fire detection inoperative

AS365N1/N2

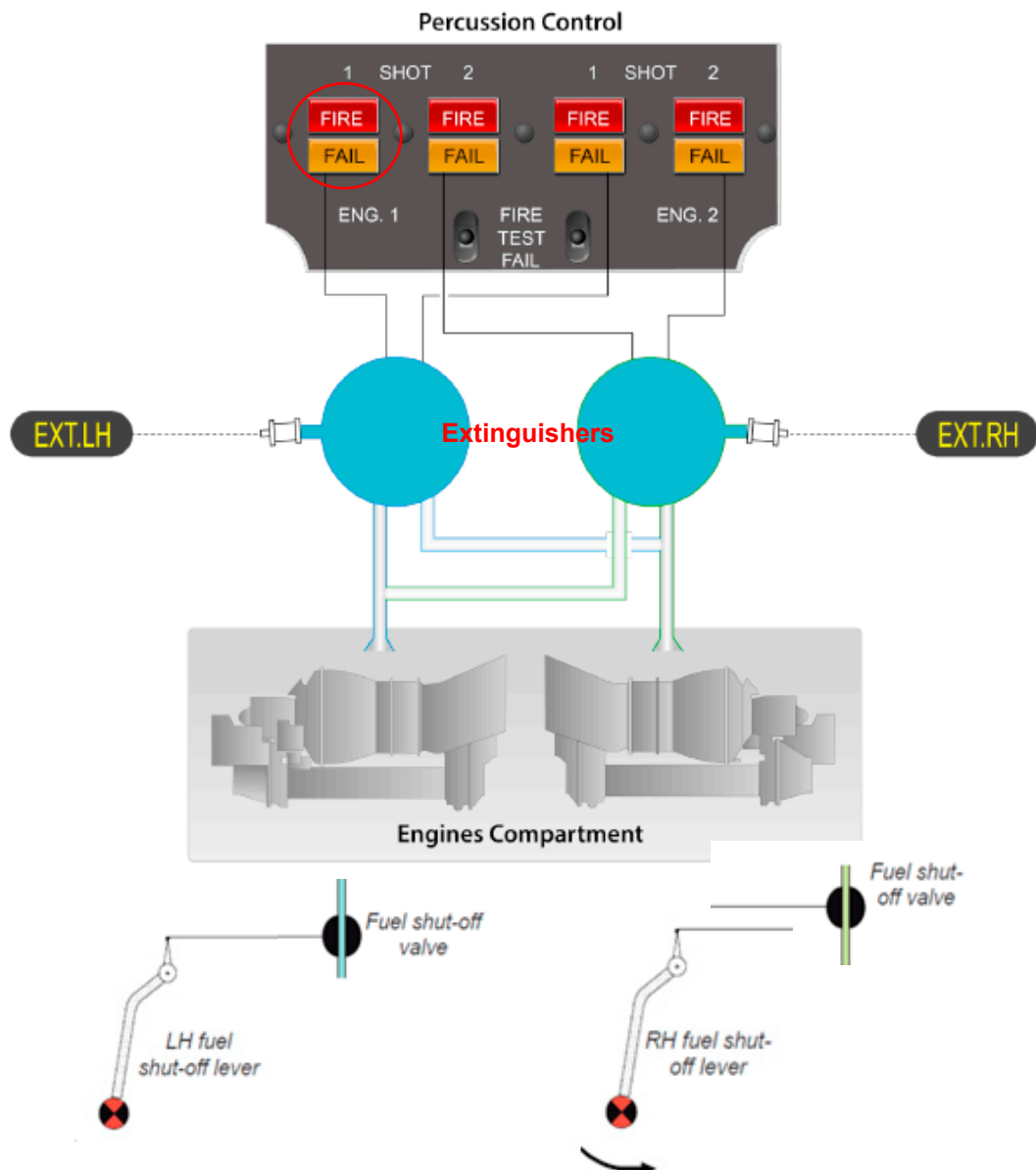


PROCEDURE IN CASE OF ENGINE FIRE DETECTION

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

If the fire cannot be fought from the outside:

- ON THE AFFECTED ENGINEPRESS 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

