# H 175

## Emergency access and rescue from helicopter

## 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

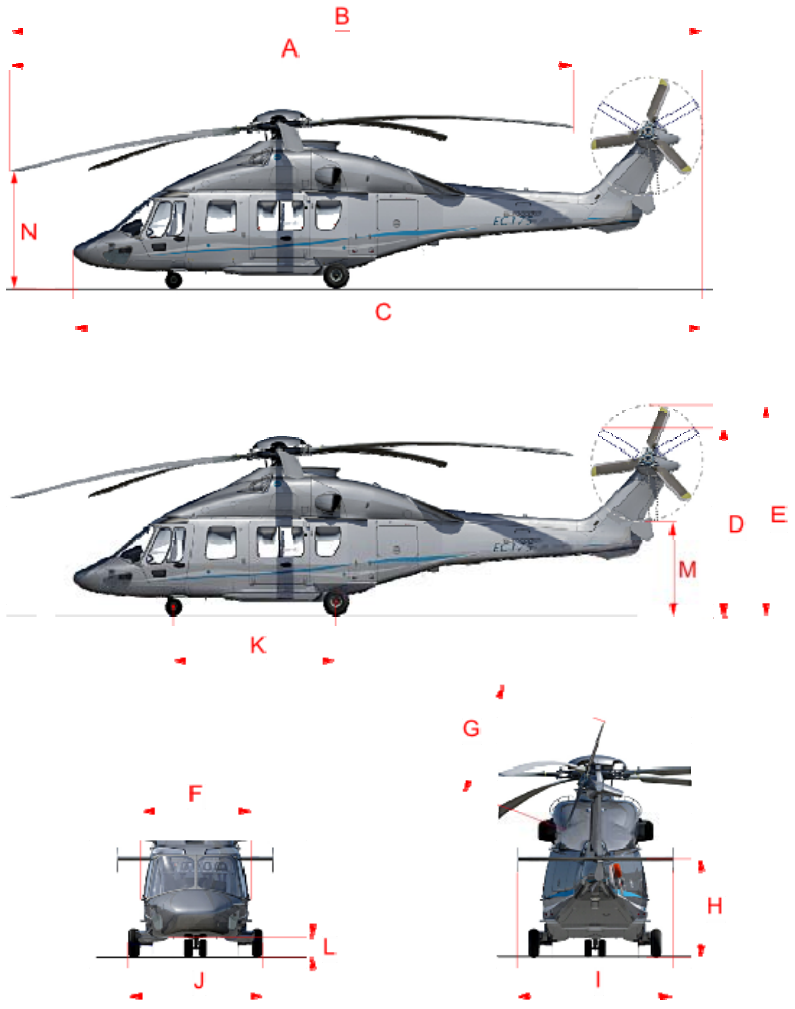
- On the ground .....7850 kg

## 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

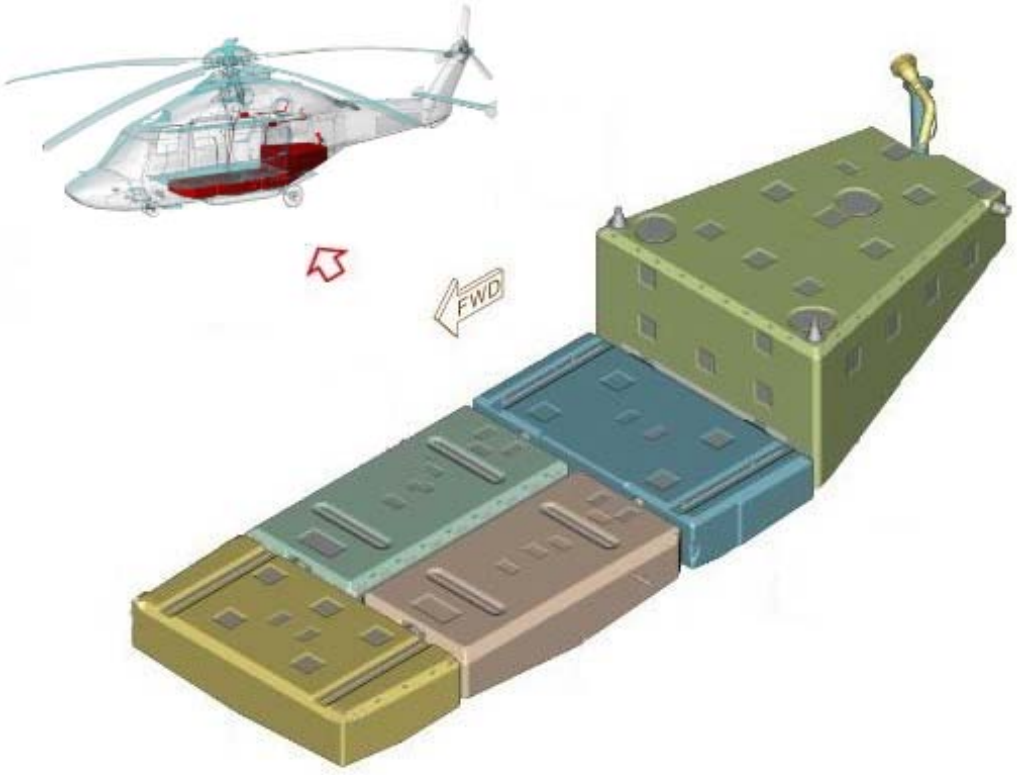



| | |
|---|---|
| A | 14.80 m (48.56 ft) |
| B | 18.06 m (59.25 ft) |
| C | 15.68 m (51.44 ft) |
| D | 4.84 m (15.88 ft) |
| E | 5.34 m (17.52 ft) |
| F | 2.35 m (7.71 ft) |
| G | 3.20 m (10.50 ft) |
| H | 2.26 m (7.41 ft) |
| I | 3.35 m (10.99 ft) |
| J | 2.85 m (9.35 ft) |
| K | 4.00 m (13.12 ft) |
| 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**

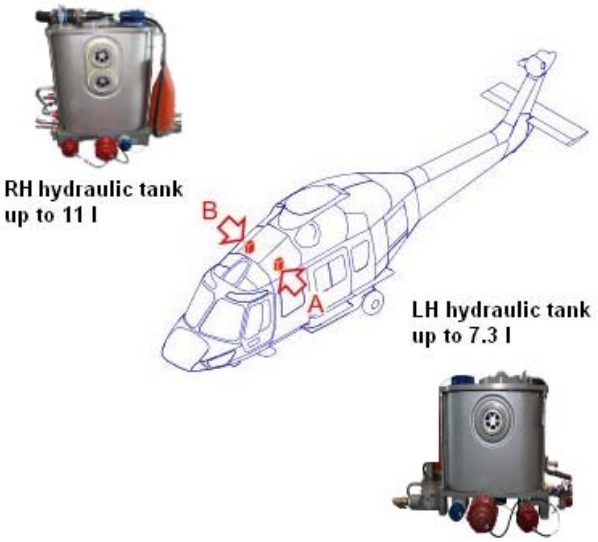
- with pressure refueling .....up to 2616 liters
- with gravity refueling.....up to 2533 liters




**OIL CAPACITY**

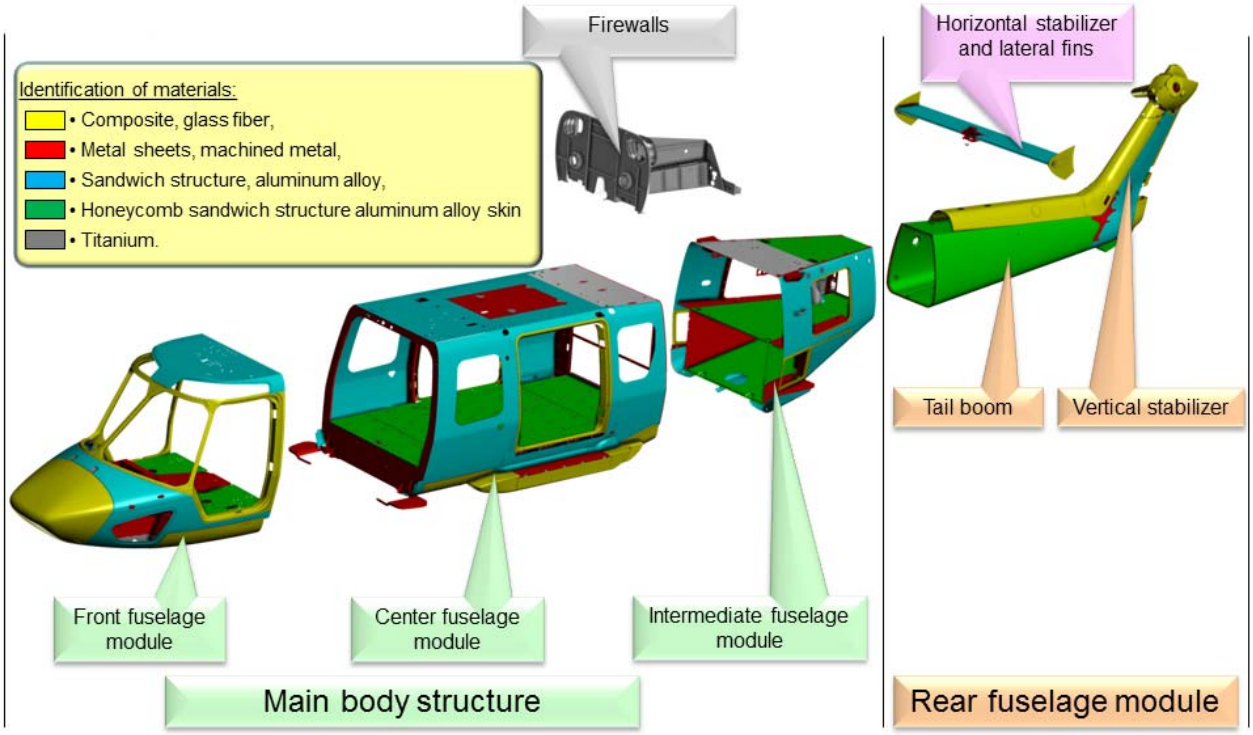
- Main Transmission ..... Max. level = 19.6 l
- Tail gear box ..... Max. level = 1.44 l

## HYDRAULIC FLUID CAPACITY




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

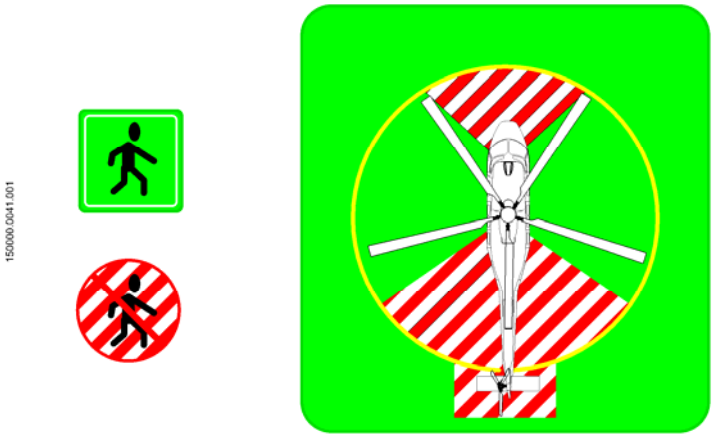
## COMPOSITE USAGE



# 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

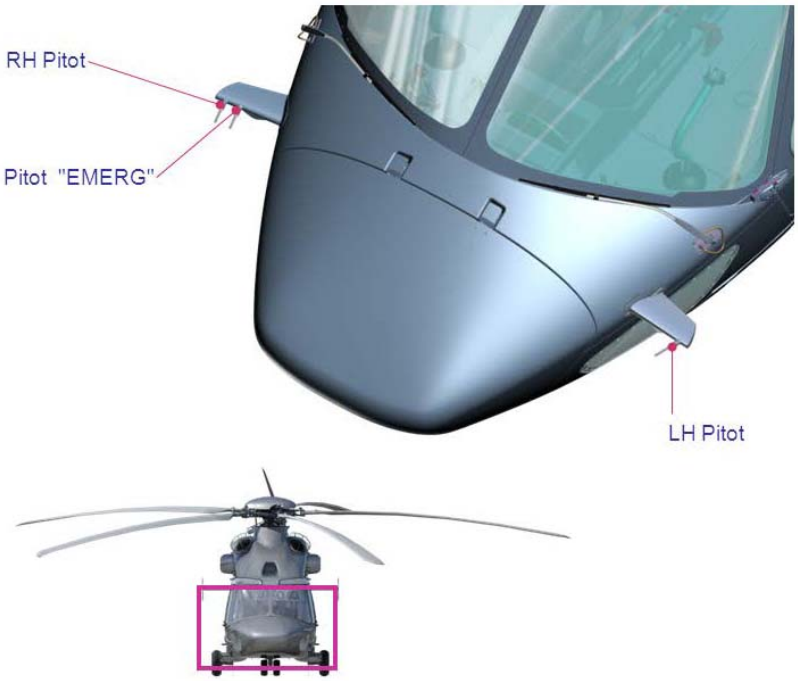



## EMERGENCY FLOATATION GEAR

**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.**

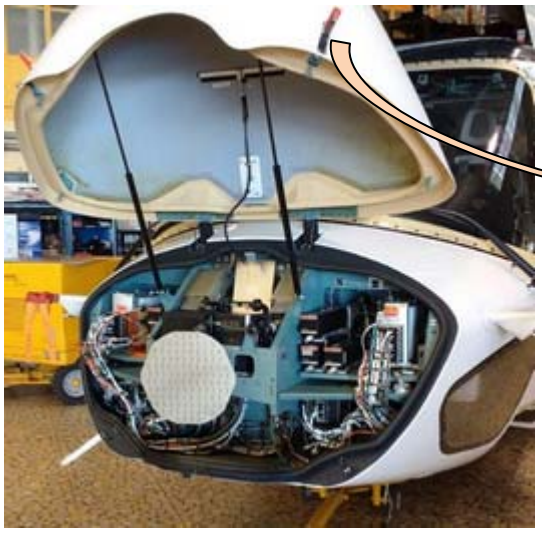
### FIRE AROUND THE AIRCRAFT

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



Avionics bay

Opening device

- 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

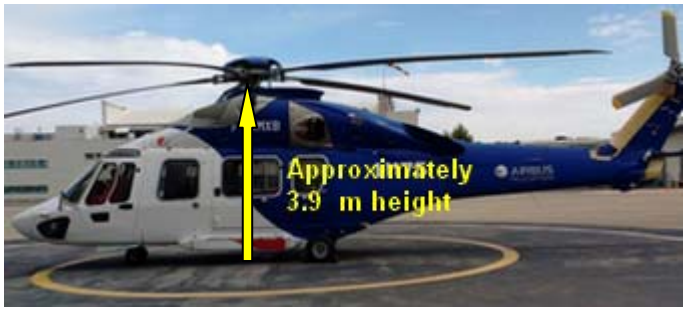
1) **WAIT FOR ENGINES AND ROTOR TO COME TO A COMPLETE STOP.**
2) **THE TEMPERATURE OF THE ENGINE EXHAUST NOZZLE COULD BE VERY HOT (UP TO 600°C).**


- 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.**

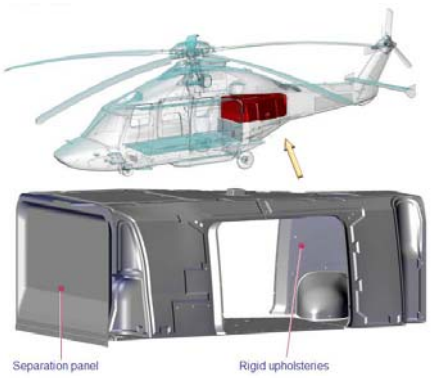
### Possible access for extinguishing

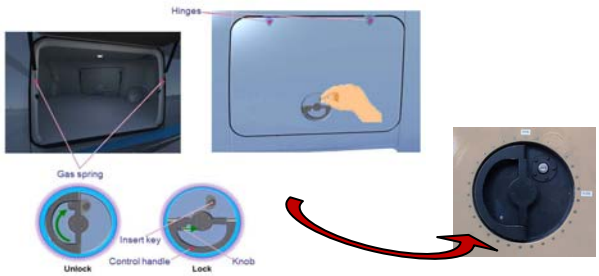



- Spray the extinguishing agent through the easiest available opening (gaseous extinguisher recommended) to saturate the MGB compartment. Do not try to open the cowlings.
- In case of severe flash-over, use foam.

## FIRE IN THE LUGGAGE HOLD

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

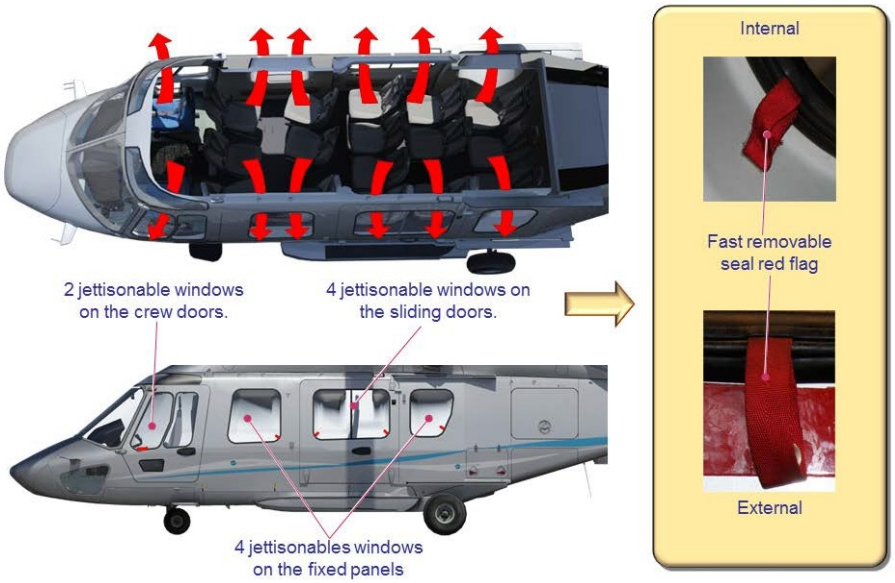



- Saturate the luggage hold with the extinguishing agent (gaseous extinguisher recommended).

# EMERGENCY ACCESS

## Crew and passenger emergency exits:




# COCKPIT DOORS

## Using of the crew emergency exits:

From inside:

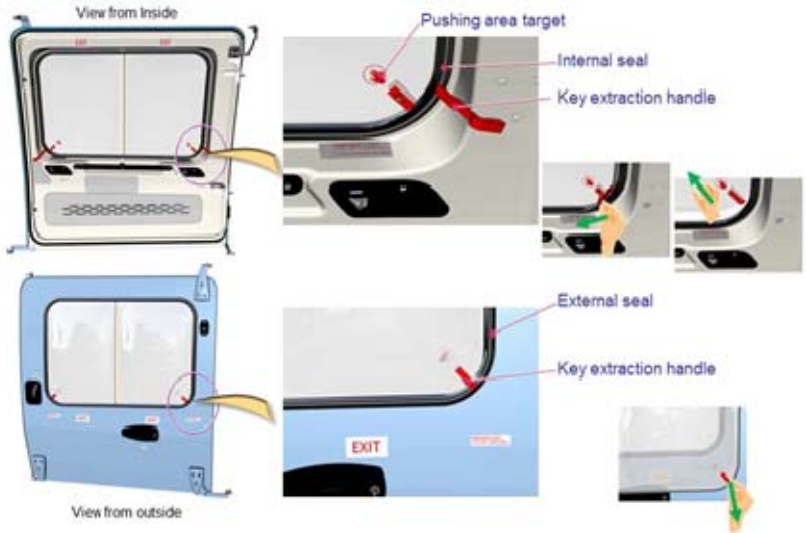
- Remove the securing device,
- Pull the emergency red handle,
- Remove the bad weather window from the body into the aircraft.

From outside:

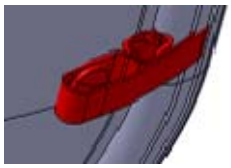
- Turn and pull the emergency red handle,
- Remove the bad weather window from the body into the aircraft.

## WINDOWS

Jettison handles: Previous version or New version








### Using of the passenger emergency exits:

Functioning is identical for all passenger emergency exits

From inside:

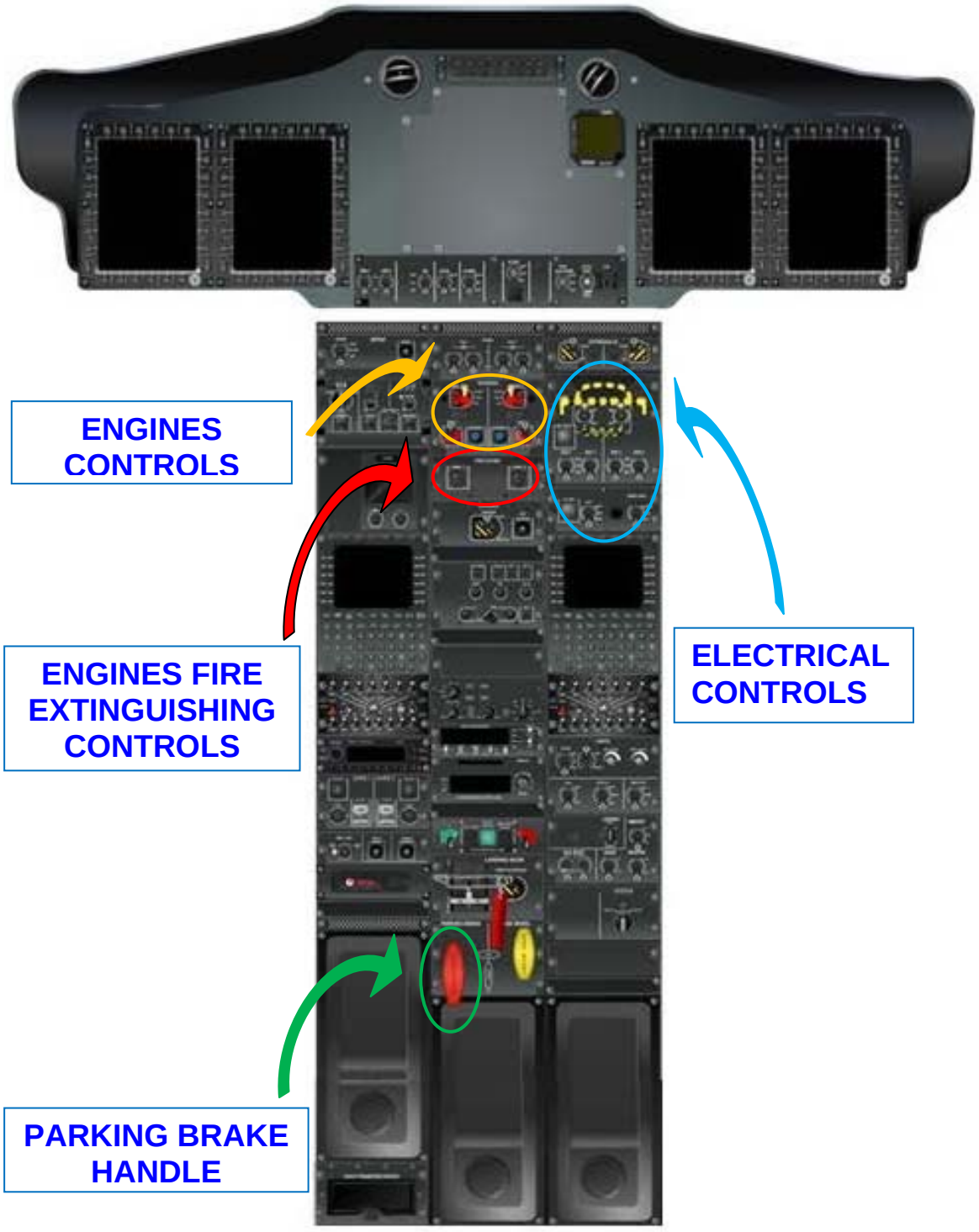
- Pull on the key extraction handle and remove the insert joint completely.
- Push on the area target to jettison the window.

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



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

## ELECTRICAL SHUTDOWN

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


DC electrical Control Panel

+


Emergency generation Control Panel

and


AC Generation Control Panel

(If installed)

## BATTERY

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

- Battery 2 is symmetrically opposed to the battery 1.

## ENGINE SHUTDOWN

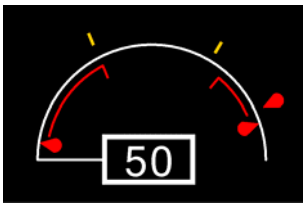
- ENG **OFF** / IDLE / FLIGHT control switches
  or
- SOV **OFF** / ON control switches.

Engines Control Panel

## ROTOR BRAKING

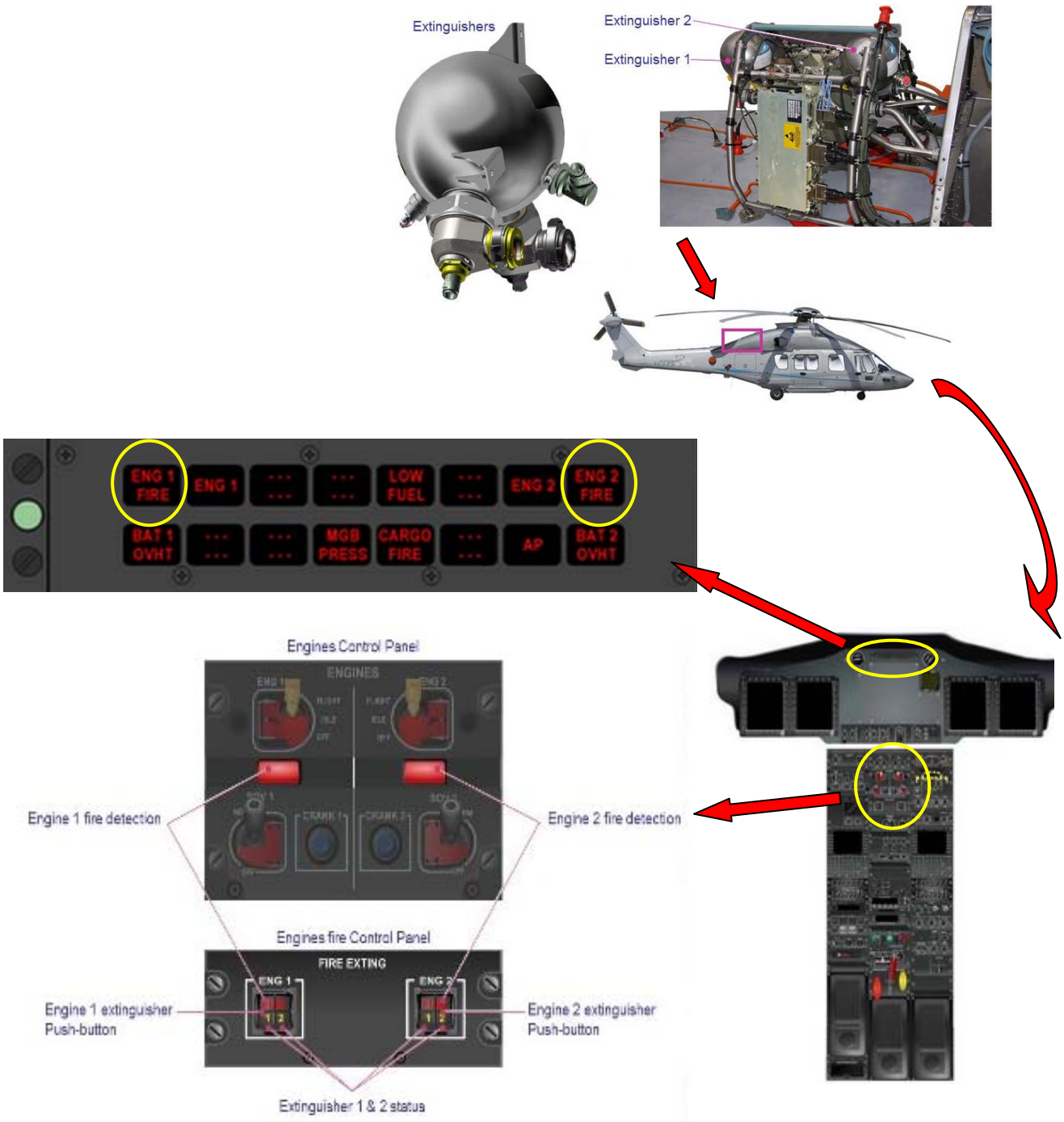
**ENGINES MUST BE STOPPED BEFORE APPLYING ROTOR BRAKE.**

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:

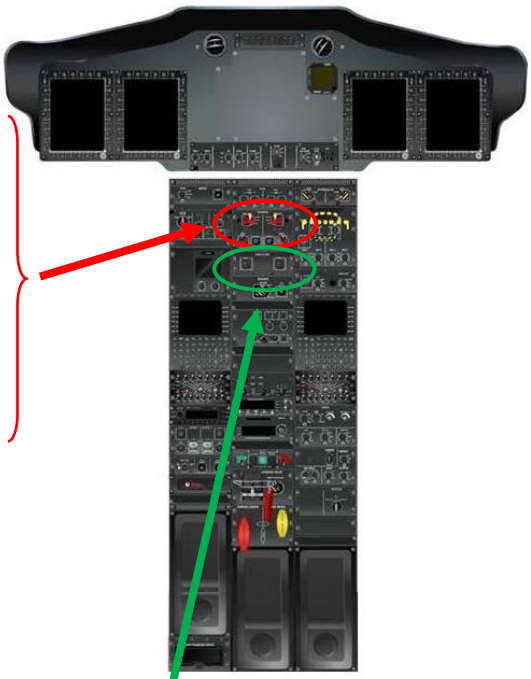

- Engine control switch.....OFF:


**Other engine:**

- Engine control switch.....OFF:

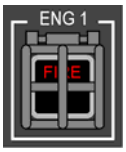

**Rotor brake:**

- Apply.....NR below 50%



Fight fire from outside if possible. Otherwise:

**PRESS.....1ST SHOT:**




**If ENG 1 FIRE after 1 min:**

**PRESS.....2ND SHOT:**

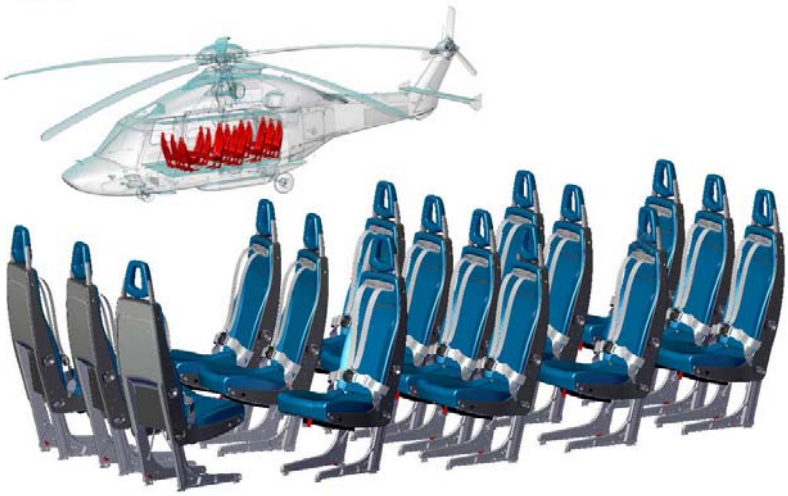
## SAFETY BELTS

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