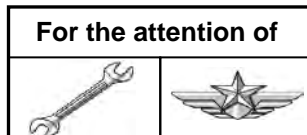


SAFETY INFORMATION NOTICE

SUBJECT: GENERAL

Ground Rescue Booklet



AFFECTED HELICOPTERS	Model(s)	
	Civil	Military
EC135	T1, T2, T2+, T3, P1, P2, P2+, P3, 635 T1, 635 T2+, 635 T3, 635 P2+, 635 P3	-

Flight safety is the first priority for Airbus Helicopters. In line with our constant commitment to improving the safety of your operations, we are providing you with this new Ground Rescue Booklet for EC135 helicopters. This booklet, which was developed in collaboration with the EC135 operators, will give you additional information in order to adapt your Emergency Response Plans (ERP) within the scope of your Safety Management System (SMS).

We would like to point out that this document covers a generic configuration which may be different from the specific configurations of your helicopters. This booklet will initially be issued in English only and will not be subject to systematic updating. Dedicated versions will be prepared for other helicopters from the Airbus Helicopters range.

These booklets will be made available free of charge on the Airbus Helicopters website, in order to be used by fire fighters and rescue teams around the world.

EC135/635

Emergency off and rescue from helicopter



Issued on 24 March 2016

NOTE

This Ground rescue booklet provided by Airbus Helicopters gives general and safety information on the EC135/635. This document shall only be considered as a support for users to elaborate their own documentation. It will not be systematically updated according to aircraft modification process. Depending on the country and the modification of the helicopter, systems may differ in their location.

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General Information

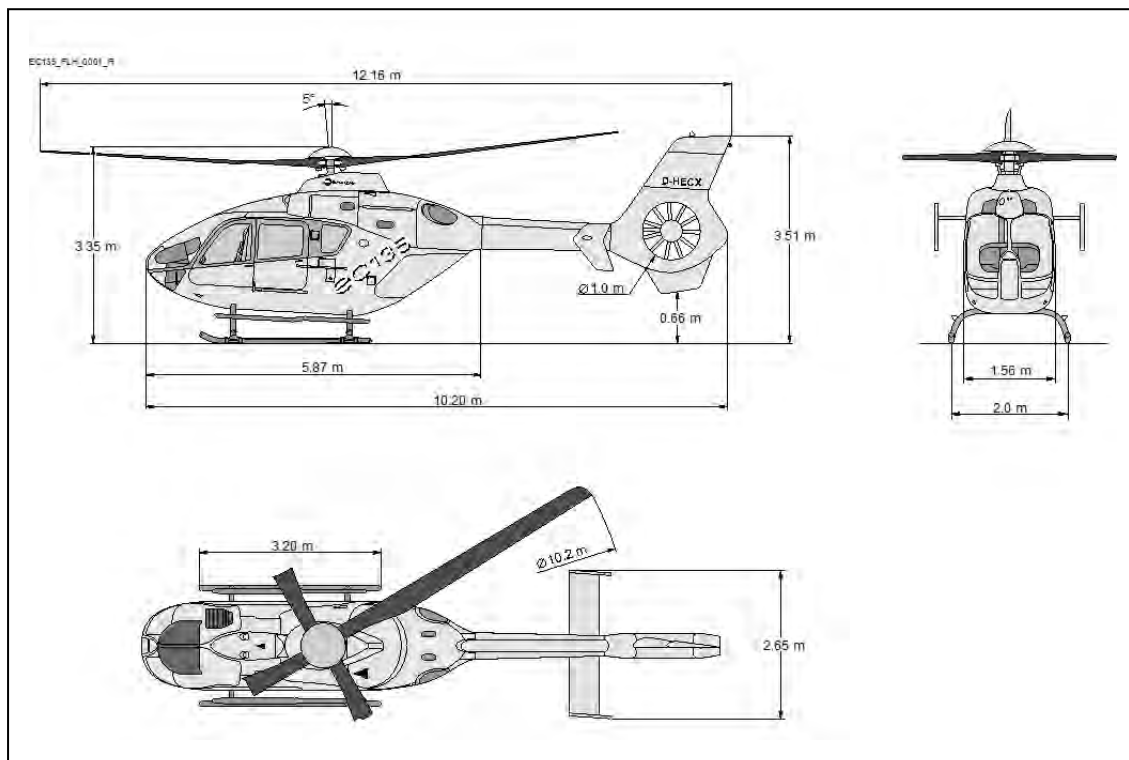
Empty weight..... 1455 kg
 Takeoff weight max. 2950 kg

Occupancy

Max. Crew (Cockpit) 2
 Max. Passengers (Cabin)..... 6

Dimensions

Overall length 12.16 m
 Main rotor height with low (standard) landing gear 3.35 m
 Fenestron height..... 3.51 m
 Landing gear width 2.00 m
 Rotor diameter 10.20 m



Main rotor height vs landing gear type

- Low (standard) landing gear:
 - Main rotor height.....3.35 m
- Medium landing gear:
 - Main rotor height.....3.45 m
- High landing gear:
 - Main rotor height.....3.66 m
 - Second step height.....0.71 m



Pay attention when rotors turning!



Low (standard) landing gear



Medium landing gear

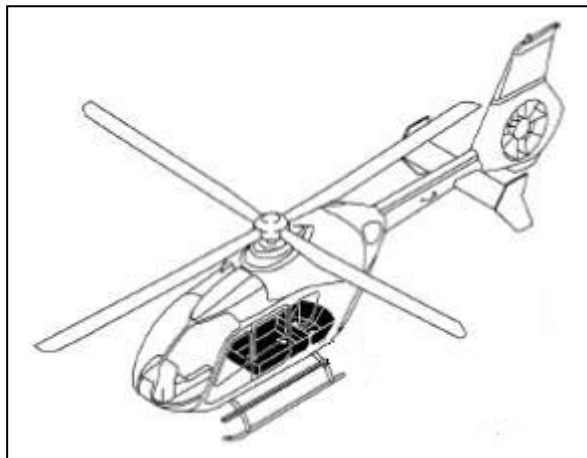
High landing gear

Powerplants

Two Turbomeca ARRIUS or two Pratt & Whitney PW206.

Fuel System

The EC135 has two fuel tanks which are located under the seats, made of impact resistant rubber bladders. The fuel filler is located on the left side, behind the passenger door.



Tank capacity

Maximum tank capacity 710 l / 568 kg

Oil capacity

Maximum tank capacity 4.85 l

Main transmission 12.0 l

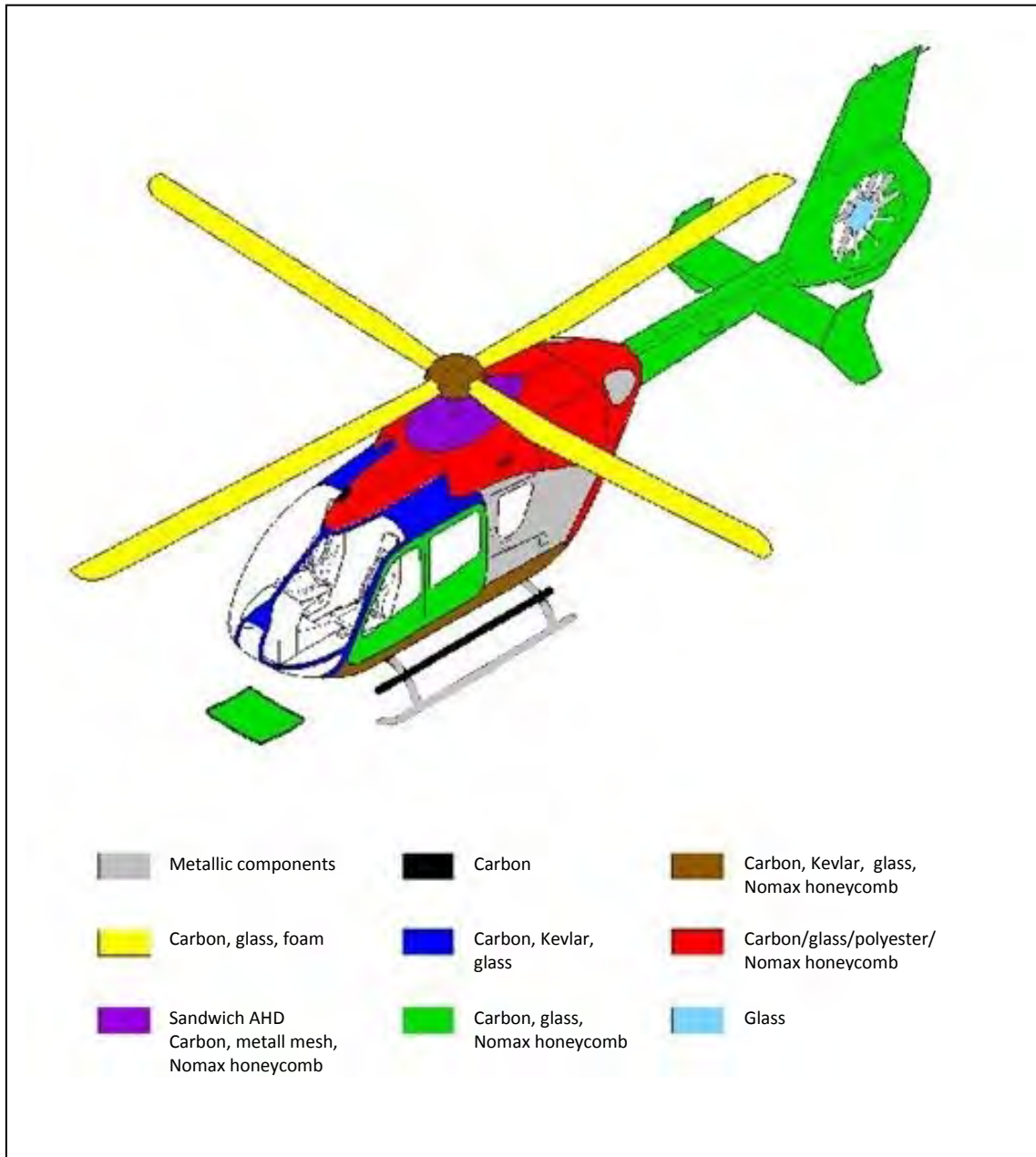
Fenestron gearbox..... 0.7 l

Auxiliary fuel tank



Maximum tank capacity 217 l/174 kg

Materials



Safety information – outside the helicopter



Aircraft may be charged with static electricity. Use gloves and if possible discharge the aircraft by establishing an electrical grounding.

Firefighting recommendations

General

- Ground staff must be in contact (radio/visual signs) with the aircrew in order to coordinate and secure the intervention.
- Ground staff must wear adequate protective equipment.

Fire around the aircraft

- If possible wait for the rotor to full stop.
- Fuel leakage along the aircraft structure and/or presence of fire spill on ground must be fought first with foam.
- Cool with foam or water spray external adjacent structures.

Fire in the main gear box (MGB) compartment

- Wait for the engines and rotor to full stop.

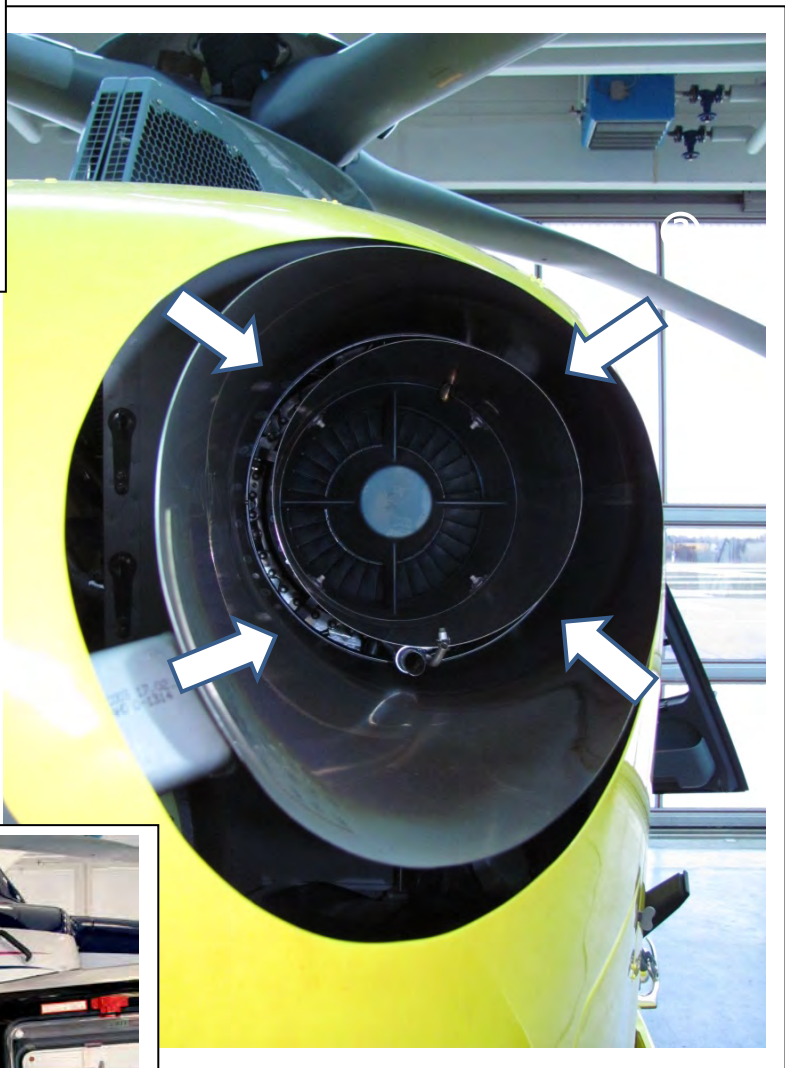
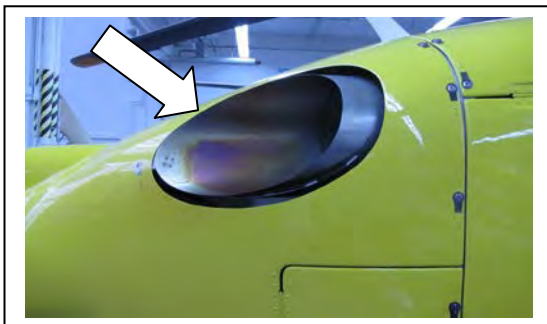
Fire in the engine compartment

- Wait for engines and rotor to full stop.



The temperature of the engine exhaust could be very hot (up to 600 °C)

- The usage of a **gaseous extinguisher** is recommended.
- Spray the extinguishing agent **between** engine exhaust and engine nozzle.
- Proceed by circular movements until saturation.



NOTE: Further details can be provided when required.



If the helicopter is equipped with the marked grid and if circumstances allow, spray the extinguishing agent (gaseous extinguisher recommended) into the grid

Emergency floatation system



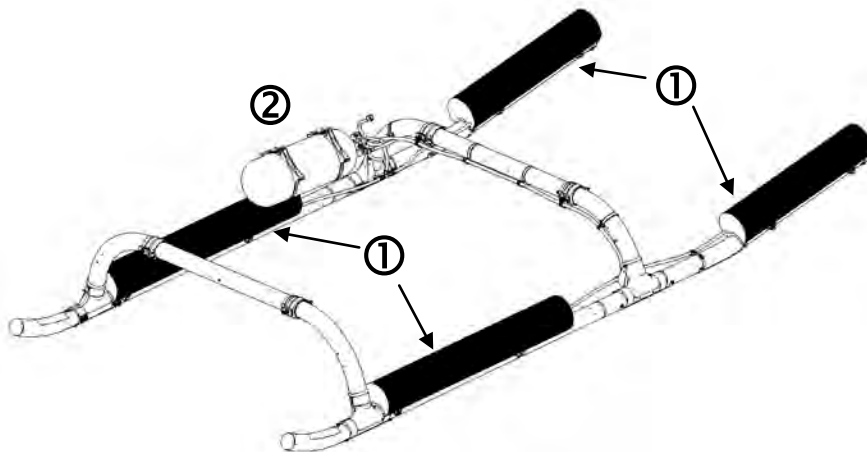
The front and sponson balloons may inflate suddenly! The LPG bottle is filled with helium (ca. 250 bar)!



① Packed floats



② LPG bottle



Emergency Floatation System – typical installation on Landing Gear

See next page for helicopter with inflated floats.



EC135 with inflated floats

Pitots



Pitots are heated in flight and can cause injury!



Access into the helicopter

Open the pilot door



Turn the pilot door handle



To enlarge the door opening, unhook the gas pressure spring.

Open the passenger door

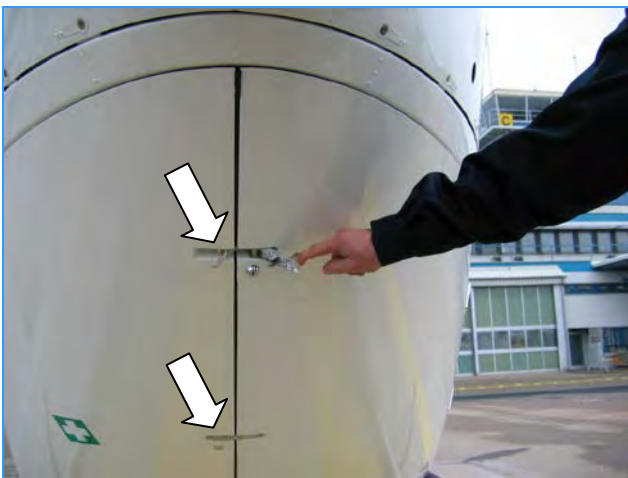


Turn the door handle



Push the door backwards

Open the tailgate



Open both locks

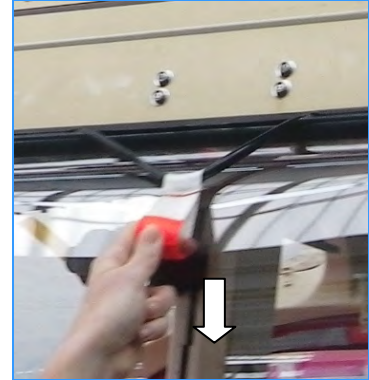


to open the clamshell doors.

Open the emergency exit



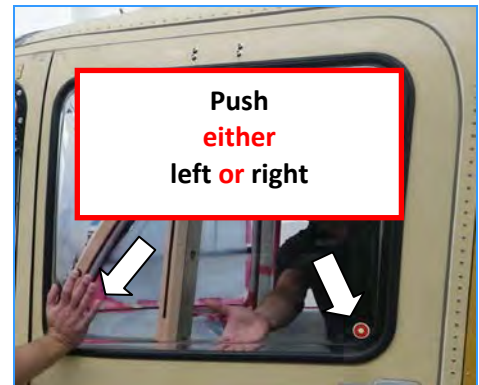
Remove cap



Pull handle down



Remove rubber



Push window at **ONE** marking spot



Remove window

Safety information – inside the helicopter

General

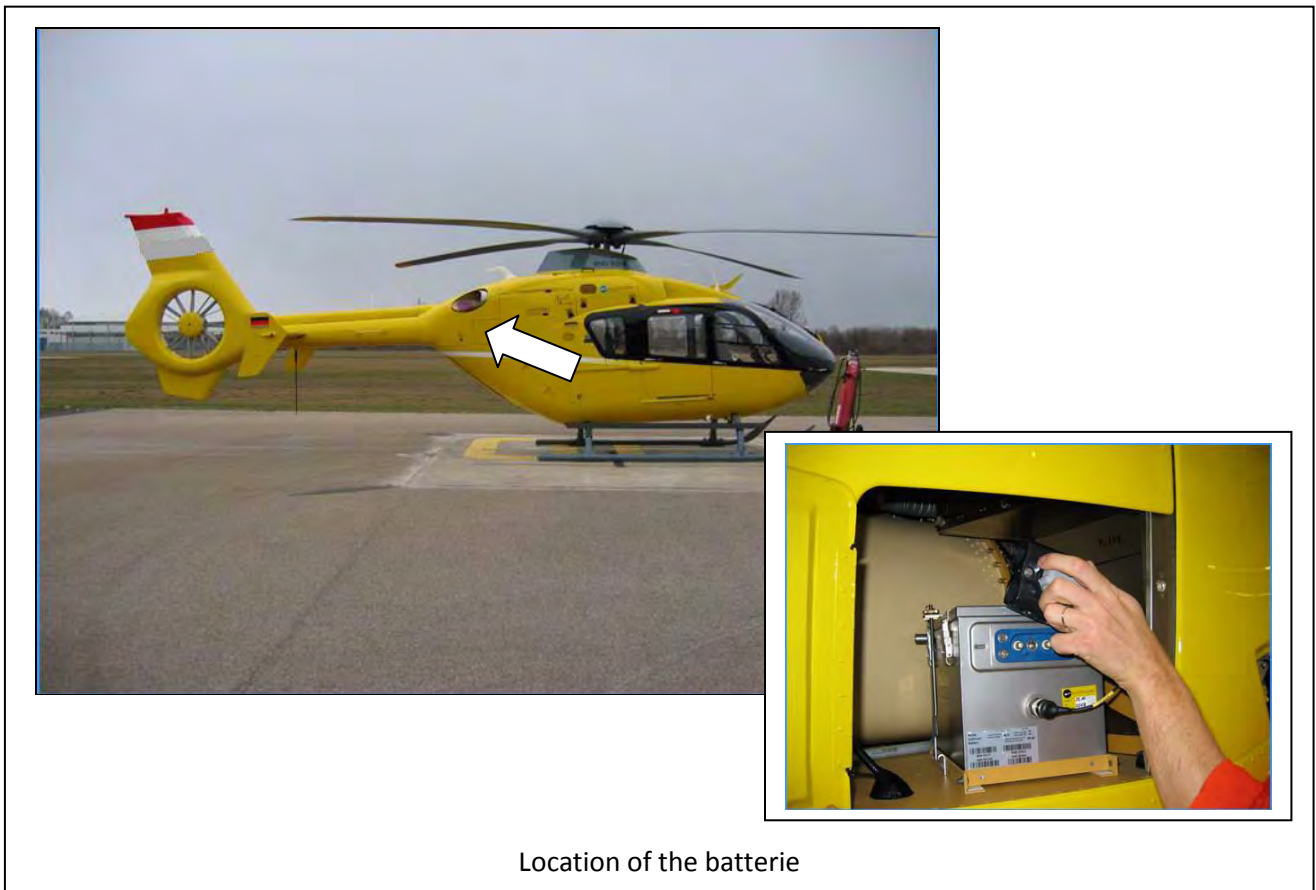
The following procedures are to be used in case of emergency on ground only if pilots are incapacitated.

Disconnect the battery



Disconnect the battery only when the engines are switched off the rotors are stopped!

The battery is located right behind the engine cover. To disconnect the battery you have to resolve and remove the turn lock.



Engine shutdown

Cockpit layout

1. **Engine control panel** → for engine shutdown (variant 1) in case of normal Operation
2. **Warning panel** → for engine shutdown (variant 2) in case of fire
3. **Collective lever** → for engine shutdown (variant 3) in case of power failure



Engine shutdown (variant 1) in case of normal operation



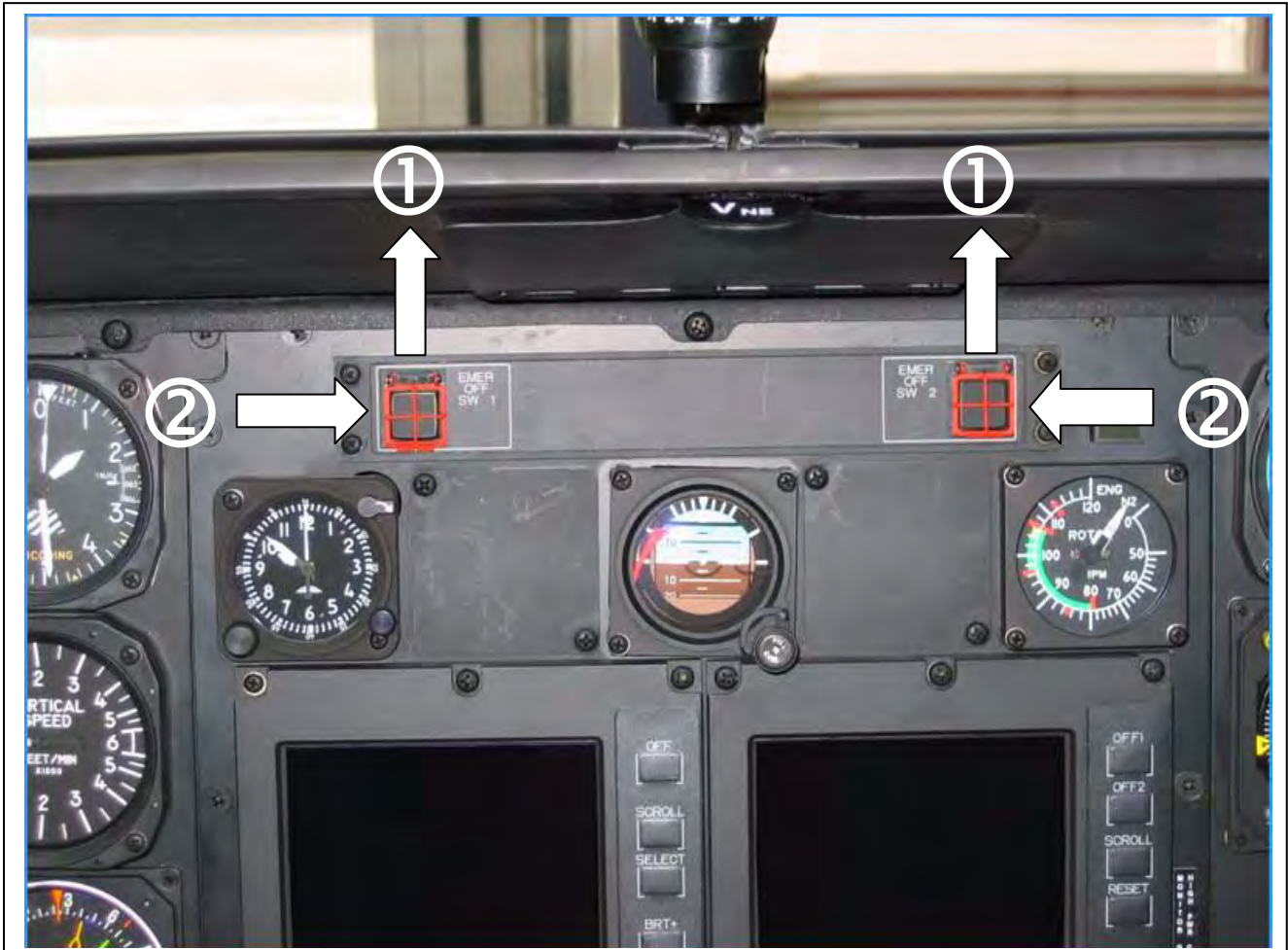
1. Fold the red switch guards aside*



2. Pull the yellow switches and move them down to off position*

* Typical Engine Control Panel shown

Engine shutdown (variant 2) in case of fire



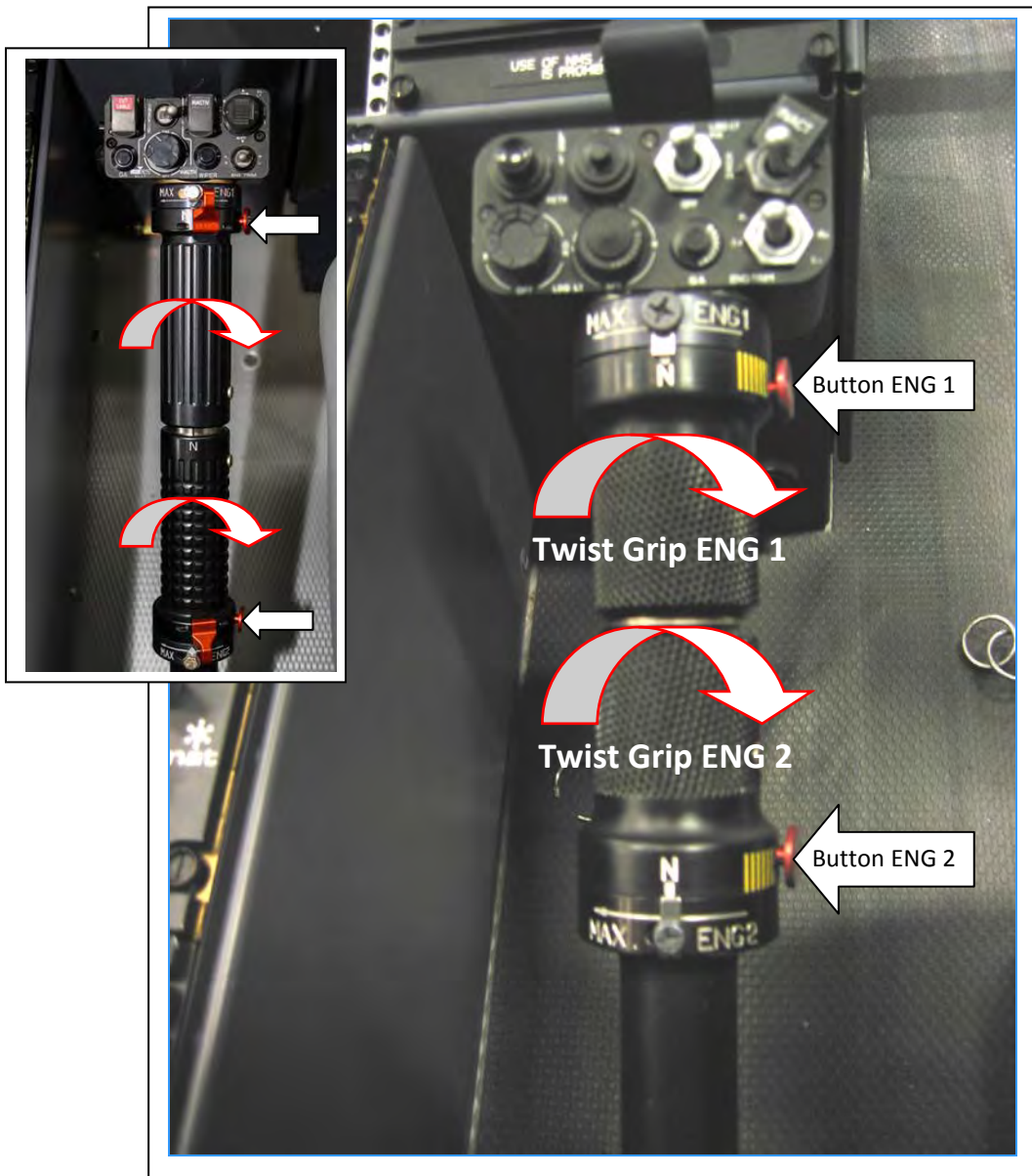
1. Fold the two guards (red caps) up
2. Press the two buttons
3. The fuel supply is interrupted.

Engine shutdown (variant 3) in case of power failure (only possible on pilot's side – right hand seat)



When you are turning in the wrong direction, the engines and rotor will speed up! This can lead to significant damage. Therefore, this variant should be only used in extreme cases, because the risk is very high.

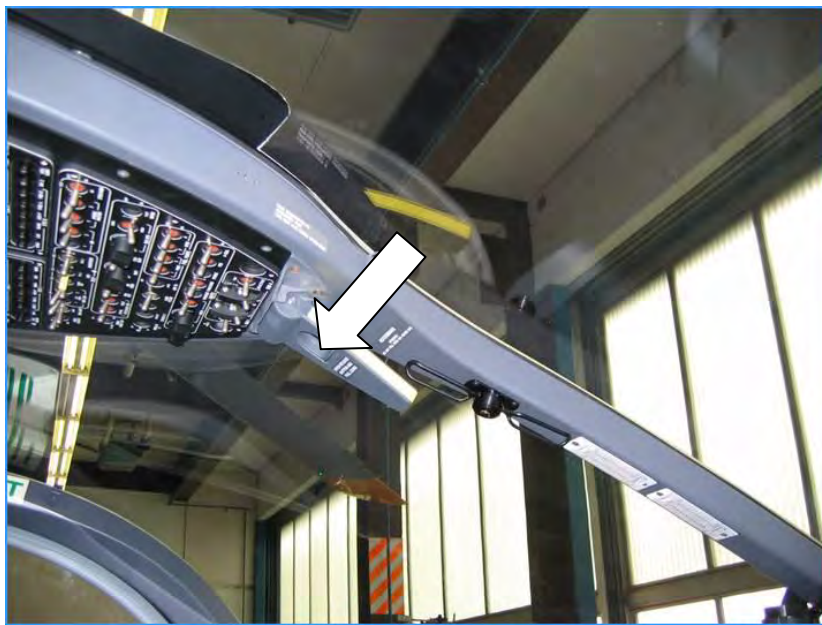
1. Turn **both** twist grips to the right until the stop is reached → Both engines run on idle speed now.
2. Press >Button ENG 1< and >Button ENG 2< and keep pressed.
3. Turn **both** twist grips further to the right until complete stop → Engine shutdown is completed.



Rotor braking



Apply rotor brake only with both engines shutdown. Activate rotor brake carefully when parked on ice or snow covered surfaces.



Open the release button



Pull the lever

Adjustment of the pilot seats



Pull the lever under the seat to move the seat forward/backward

Removal of the pilot seats



Safety belt



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

Quick Reference Card

1. Open cockpit door



Detailed procedures are given in the rescue booklet!

2. Shut down engines



In case of fire or power failure refer to the information given in the booklet!

3. Stop the rotor

- Open the release button
- Pull the lever



4. Open the harnesses and evacuate the occupants

