H130

Emergency off and rescue from helicopter

IMPORTANT NOTE

This Ground rescue booklet provided by Airbus Helicopters gives general and safety information on the H130. 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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CONTENTS

1 GENERAL INFORMATION ................................................................. 3
   MAXIMUM GROSS WEIGHT .................................................................. 3
   EMPTY WEIGHT .................................................................................. 3
   OCCUPANCY ...................................................................................... 3
   DIMENSIONS ...................................................................................... 3
   POWERPLANTS .................................................................................. 4
   FUEL CAPACITY ................................................................................ 4
   OIL CAPACITY .................................................................................. 5
   HYDRAULIC FLUID CAPACITY .......................................................... 5
   MATERIALS ....................................................................................... 6

2 SAFETY INFORMATION - OUTSIDE THE AIRCRAFT ......................... 7
   DANGER AREA WITH ROTOR TURNING ............................................. 7
   EMERGENCY FLOATATION GEAR ......................................................... 8
   PITOT ................................................................................................... 9
   FIREFIGHTING RECOMMENDATIONS .............................................. 9
      GENERAL ........................................................................................ 9
      FIRE AROUND THE AIRCRAFT ..................................................... 9
      FIRE IN THE ENGINE COMPARTMENT ....................................... 10
      FIRE IN THE MAIN GEAR BOX (MGB) COMPARTMENT .............. 11
      FIRE IN THE LUGGAGE COMPARTMENT ..................................... 12
   EMERGENCY ACCESS ....................................................................... 13
      OPENING COCKPIT DOORS ........................................................... 13
      JETTISONING COCKPIT DOORS .................................................... 14
      OPENING SLIDING DOORS ............................................................ 15

3 SAFETY INFORMATION - INSIDE THE AIRCRAFT .......................... 16
   COCKPIT LAYOUT .............................................................................. 16
   ELECTRICAL SHUTDOWN ............................................................... 17
   BATTERY ........................................................................................... 17
   ENGINE SHUTDOWN .......................................................................... 18
   ROTOR BRAKING ............................................................................... 19
   ENGINE FIRE DETECTION ............................................................... 20
   SAFETY BELTS .................................................................................. 20
1 GENERAL INFORMATION

MAXIMUM GROSS WEIGHT ........................................... 5512 Lbs. / 2500 Kg
EMPTY WEIGHT .......................................................... 3187 Lbs. / 1600 Kg

OCCUPANCY
- One pilot
- Commercial: up to 6 passengers (7 with OP-3673 installed)
- Cargo: 3.7m³ load in cabin
- Medevac/EMS:
  - 1 pilot + 1 copilot + 1 medical stretcher + medical attendant + 2 passengers
  - 1 pilot + 1 medical stretcher + medical attendant + 2 passengers

DIMENSIONS

Fuselage length: .................................................................. 10.68 m
Fuselage width: ..................................................................... 2.03 m
Horizontal Stabilizer width: .................................................... 2.73 m
Overall with rotors: ................................................................. 12.64 m
Rotor diameter: ..................................................................... 10.69 m
Fenestron height: ................................................................. 3.61 m
POWERPLANTS .................................................. ARRIEL 2D turbine (one)

FUEL CAPACITY ............................................................. Up to 540 litres
OIL CAPACITY

Engine oil .......................................................... 6.20 l
Main Transmission .................................................. 7.30 l
Tail gear box .......................................................... 0.51 l

HYDRAULIC FLUID CAPACITY

LH & RH tank : 1.2l at oil sight max level

(RH/LH = Right Hand side/Left Hand side)
The wide use of non metallic 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

LANDING SKID FLOATS MAY INFLATE SUDDENLY. THE PRESSURE CYLINDERS ARE EACH FILLED WITH 9l OF HELIUM AND CAN BE AT UP TO 308bars.

**Emergency Floatation (3)**

Floatation System

2 : Pressure Cylinder
5 : Inflated Float.

Inflated Floatation System

3 : Folded Float
PITOT

PITOT IS HEATED IN FLIGHT AND CAN CAUSE BURNS.

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 SPILL ON GROUND MUST BE FOUGHT FIRST WITH FOAM.

- Cool with foam or water spray external adjacent structures.
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 by circular movements until saturation.
FIRE IN THE MAIN GEAR BOX (MGB) COMPARTMENT

WAIT FOR ENGINES AND ROTOR FULL STOP.

- Spray the extinguishing agent through the easier 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 COMPARTMENT

REMINDER: DO NOT TRY TO OPEN THE CARGO DOORS WITH THE ROTORS SPINNING.

DO NOT OPEN THE CARGO DOORS IF SOMEONE IS TRYING TO EVACUATE THROUGH THE SLIDING DOORS.

- The lateral cargo doors are on both sides.
- The rear cargo door is on the left side.
- Saturate the cargo compartments with the extinguishing agent (gaseous extinguisher recommended).
EMERGENCY ACCESS

OPENING COCKPIT DOORS

Front doors can be opened by actuating the handles from the inside or the outside.
JETTISONING COCKPIT DOORS

Front doors can be jettisoned by actuating the jettison lever (from the inside), protected by a breakable transparent cover. It causes the door to fall away. It can be also be operated from the outside by the lever.
OPENING SLIDING DOORS

Sliding doors are available for both sides.

There is no jettisoning capability on standard sliding doors.
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  Battery switch on **EMERGENCY SHED** position.

**BATTERY**

The aircraft battery is located on in the left side in the tail boom section.

**CAUTION**

Disconnect battery only when the engine is switched off and rotors are stopped.

Alkaline type with 20 cadmium-nickel cells.
- Nominal voltage: 24V  -  Nominal capacity: 15 A.hr
- Weight: 15.2 Kg.
- Thermal switch closure: 71°C.
ENGINE SHUTDOWN
- Engine control switches **OFF** or
- Emergency fuel shut-off lever **Rearward**.
ROTOR BRAKING

ENGINES MUST BE STOPPED BEFORE APPLYING ROTOR BRAKE.

Move the rotor brake safety control lever in Rearward position to enable the rotor braking through the rotor braking lever.

1. The NR (engine rotation speed) must be below 140rpm (white triangle).

2. Rotor Brake

Engine Emergency Shutoff lever
ENGINE FIRE DETECTION

In case of Engine Fire detection, apply the Engine Shutdown procedure and refer to the Fire in Engine compartment paragraph.

SAFETY BELTS

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