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.

Original issue October 1st, 2016
Revision 1 : November 15th, 2019
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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 ......................................................... 6.50 l
- Tail gear box ................................................................. 0.51 l

HYDRAULIC FLUID CAPACITY

LH & RH hydraulic systems: 1.1 l per system

(RH/LH = Right Hand side/Left Hand side)
The wide use of non metallic materials should be noted.
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
LANDING SKID FLOATS MAY INFLATE SUDDENLY. THE PRESSURE CYLINDERS ARE EACH FILLED WITH 9l OF HELIUM AND CAN BE AT UP TO 308bars.

Floatation System
2: Pressure Cylinder
5: Inflated Float.

Inflated Floatation System
3: Folded Float
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.
Front doors can be jettisoned by actuating the jettison lever (from the inside only), protected by a breakable transparent cover. It causes the door to fall away.
OPENING SLIDING DOORS

Sliding doors are available for both sides.

There is no jettisoning capability on sliding doors.
3 SAFETY INFORMATION - INSIDE THE AIRCRAFT

COCKPIT LAYOUT

- Main Display panel
- Overhead panel
- Engine on/off switch
- Aircraft electrical power switch
- Engine Emergency Shutoff lever
- Rotor Brake

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

**ELECTRICAL SHUTDOWN**  BATT/EPU switch must be on **OFF** 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.

**ENGINE SHUTDOWN**

- Engine control switch **OFF** or
- Emergency fuel shut-off lever **Rearward**.
Engine Emergency Shutoff lever

Rotor Brake
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.

The NR (main rotor rotation speed) must be below 140rpm (white triangle).
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.