

# 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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## 1 GENERAL INFORMATION

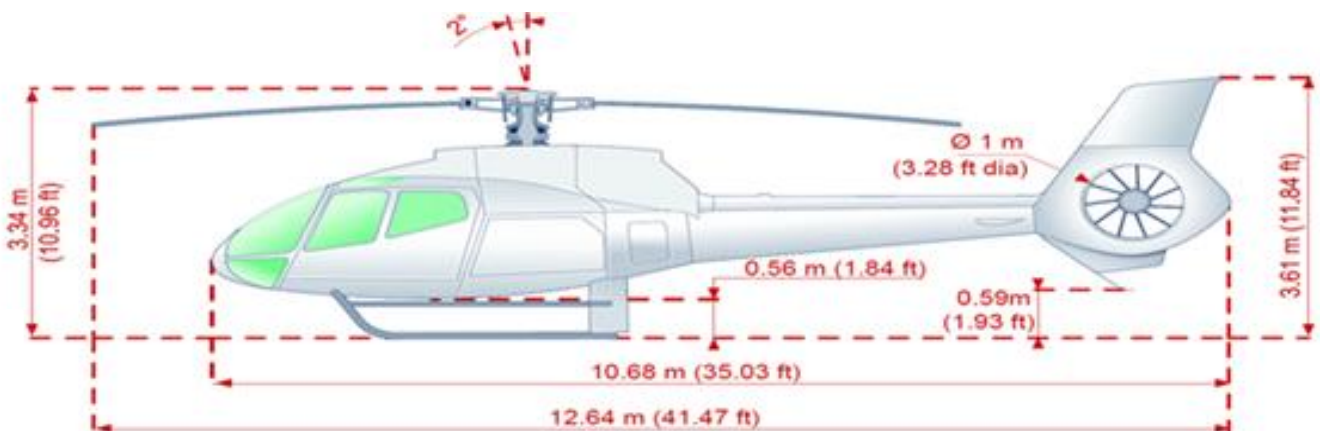
**MAXIMUM GROSS WEIGHT** ..... 5512 Lbs. / 2500 Kg  
**EMPTY WEIGHT**..... 3187 Lbs. / 1600 Kg

### OCCUPANCY

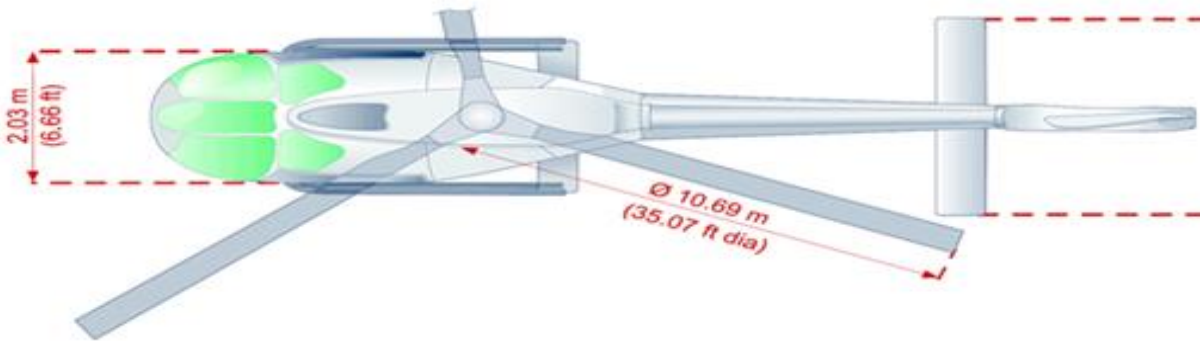
- One pilot
- Commercial: up to 6 passengers (7 with OP-3673 installed)
- Cargo: 3.7m<sup>3</sup> load in cabin
- Medevac/EMS:
  - 1 pilot + 1 copilot + 1 medical stretcher + medical attendant
- + 2 passengers
  - 1 pilot + 1 medical stretcher + medical attendant + 2 passengers

### 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 : ..... 3.61m



*NOTE: Rotor tilted 2° forward*



**POWERPLANTS.....ARRIEL 2D turbine (one)**

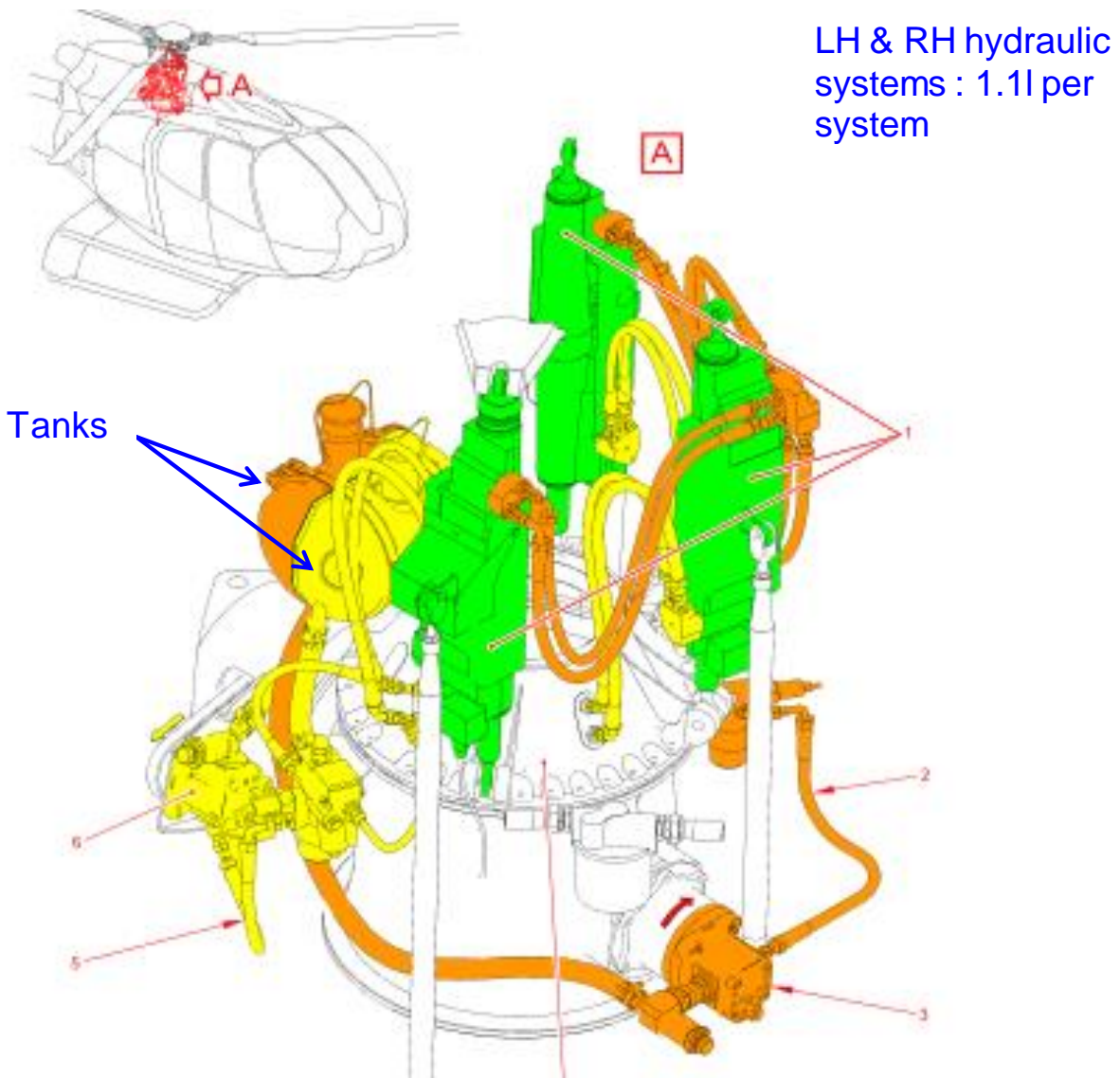
**FUEL CAPACITY ..... Up to 540 litres**



**OIL CAPACITY**

Engine oil .....	6.20 l
Main Transmission .....	6.50 l
Tail gear box .....	0.51 l

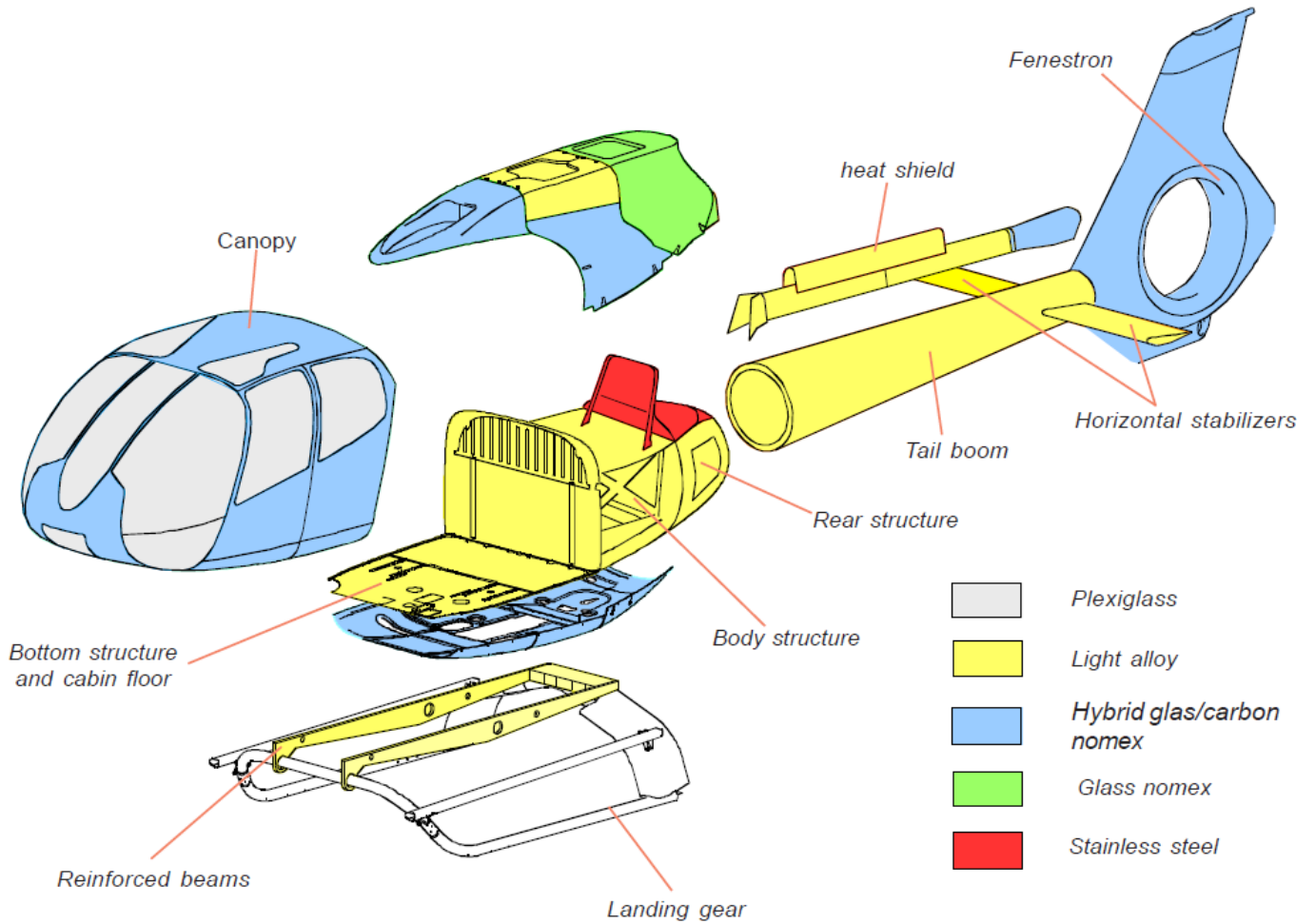
**HYDRAULIC FLUID CAPACITY**



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



**MATERIALS**



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



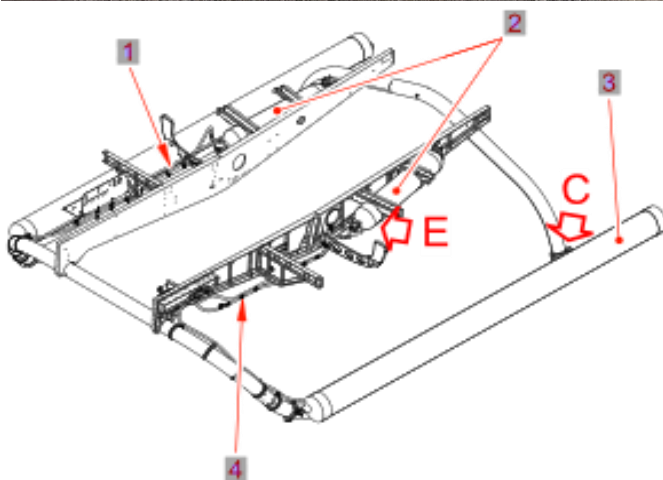


**EMERGENCY FLOATATION GEAR**

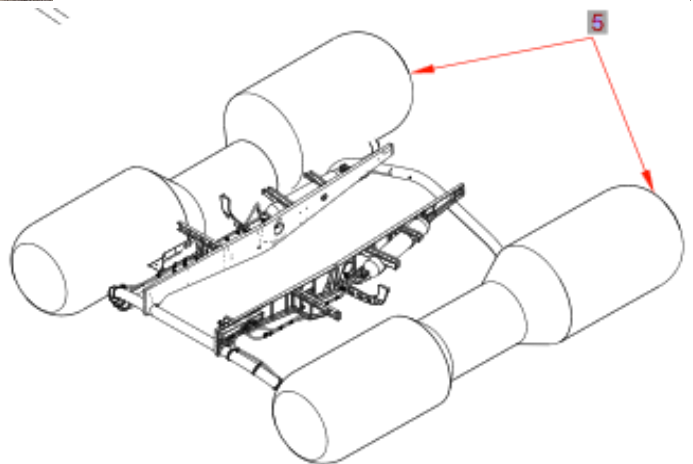
**LANDING SKID FLOATS MAY INFLATE SUDDENLY. THE PRESSURE CYLINDERS ARE EACH FILLED WITH 9l OF HELIUM AND CAN BE AT UP TO 308bars.**



**Emergency Floatation (3)**



Floatation System



Inflated Floatation System

- 2 : Pressure Cylinder
- 5 : Inflated Float.

- 3 : Folded Float

## PITOT

**PITOT IS HEATED IN FLIGHT AND CAN CAUSE BURNS.**



Pitot tube.

## 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.

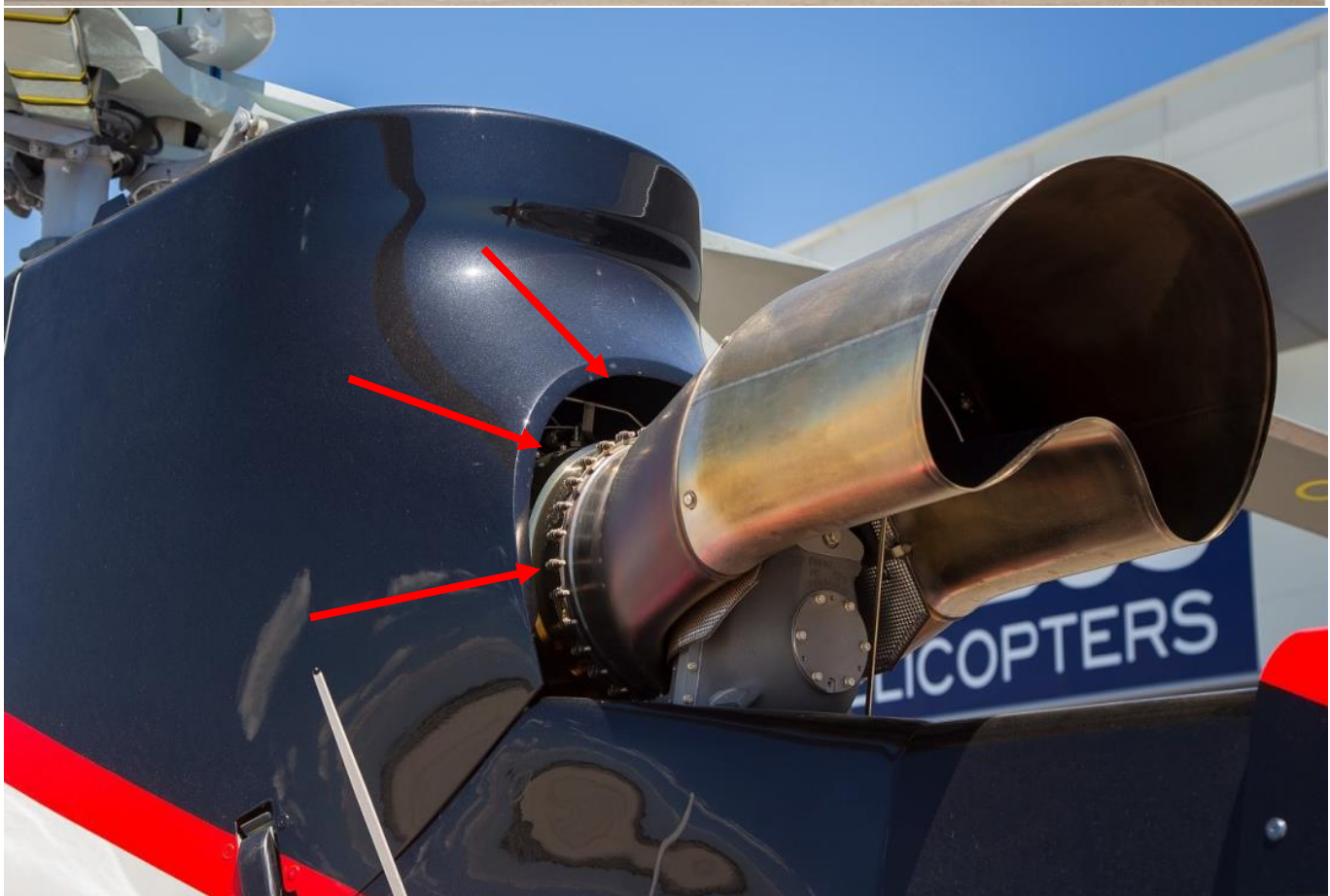
**FUEL LEAKAGE ALONG THE AIRCRAFT STRUCTURE AND/OR PRESENCE OF FIRE SPILL ON GROUND MUST BE FOUGHT FIRST WITH FOAM.**

- Cool with foam or water spray external adjacent structures.



## FIRE IN THE ENGINE COMPARTMENT

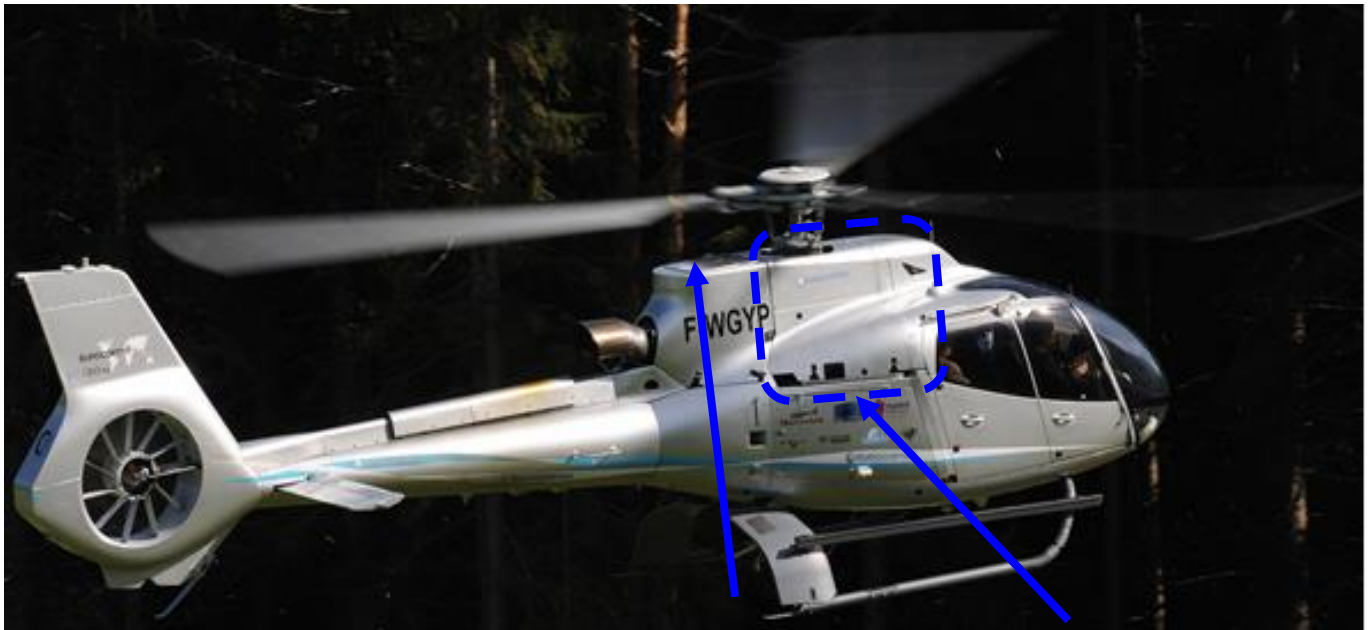
- 1) WAIT FOR ENGINES AND ROTOR FULL STOP.
- 2) THE TEMPERATURE OF THE ENGINE EXHAUST NOZZLE COULD BE VERY HOT (UP TO 600°C).



- 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.**



Approximately 3.2m height

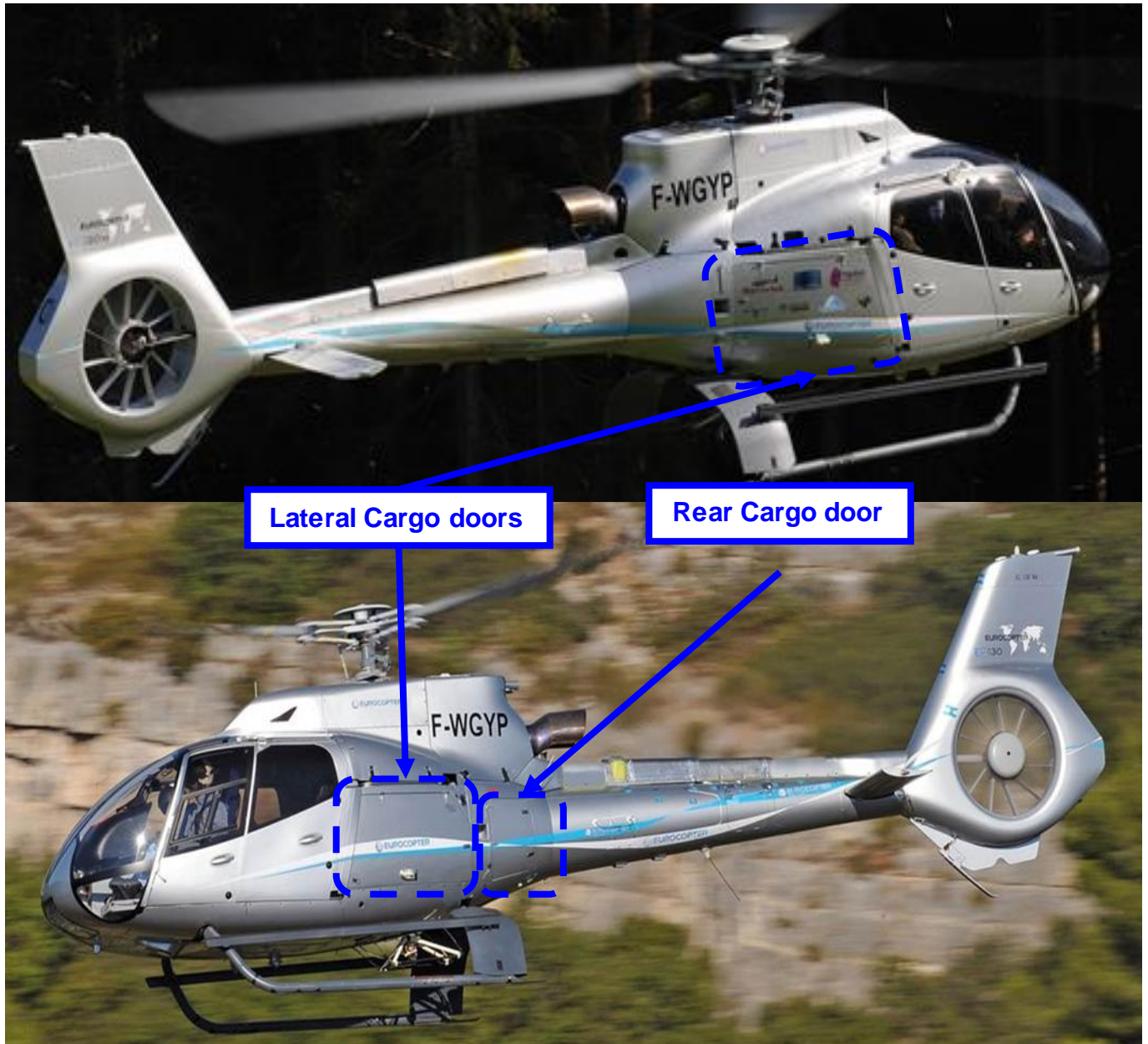
Main Gear Box Cowling

- 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

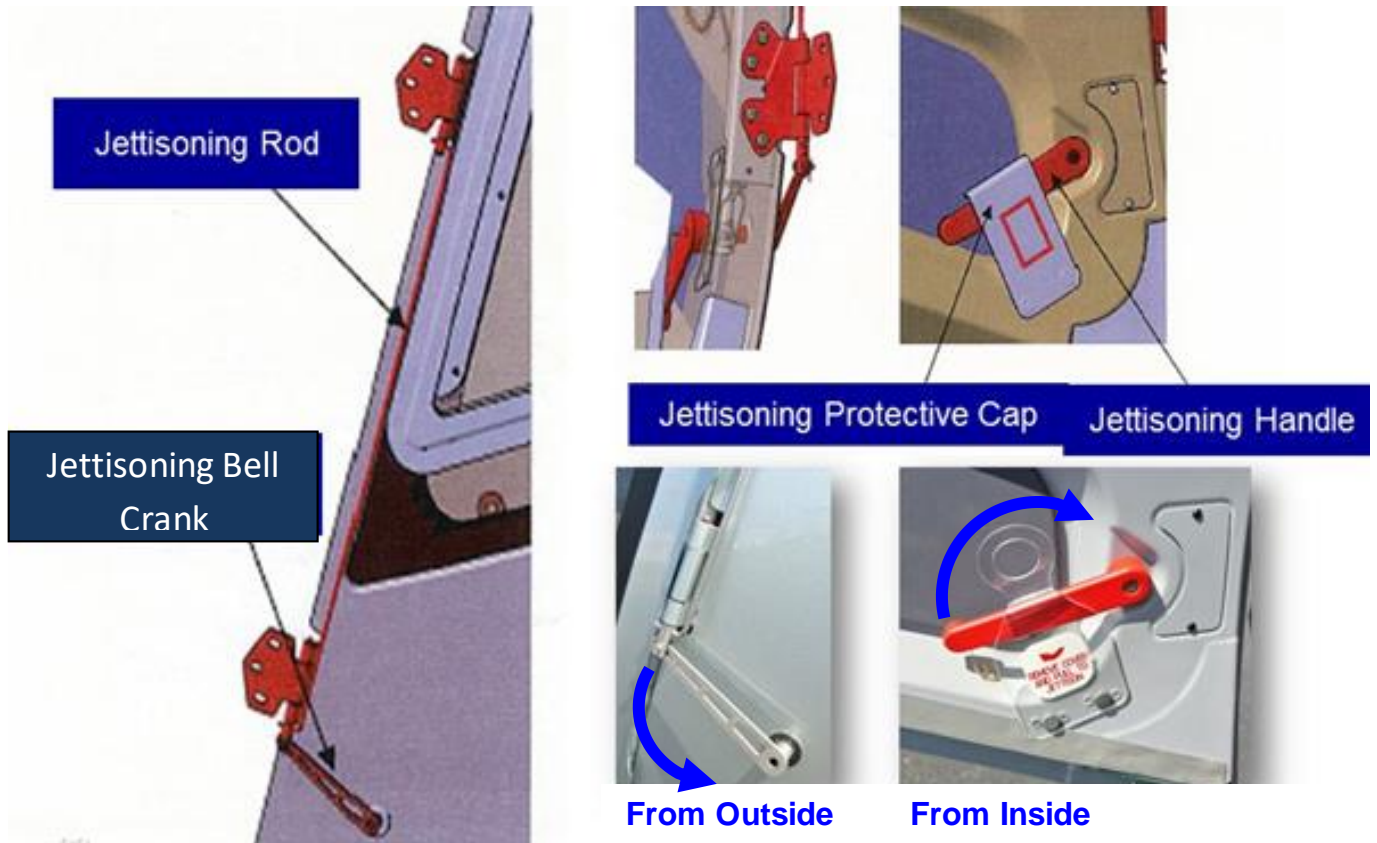
### OPENING COCKPIT DOORS



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 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



**THE FOLLOWING PROCEDURES ARE TO BE USED IN CASE OF**

**EMERGENCY ON GROUND ONLY IF PILOTS ARE INCAPACITED.**

**ELECTRICAL SHUTDOWN**

BATT/EPU switch must be on **OFF** position.



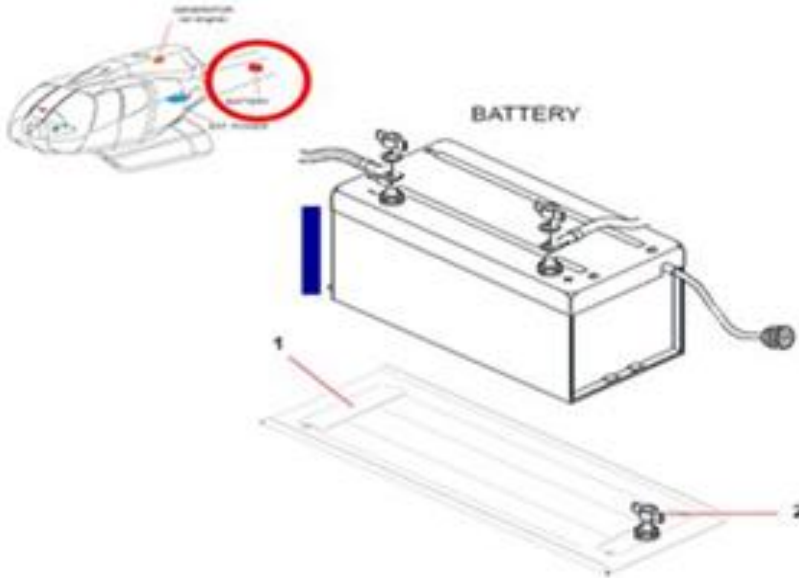
**BATTERY**

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.



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





[ 1 ]



[ 2 ]

Engine  
Emergency  
Shutoff lever



Rotor Brake



## ROTOR BRAKING

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

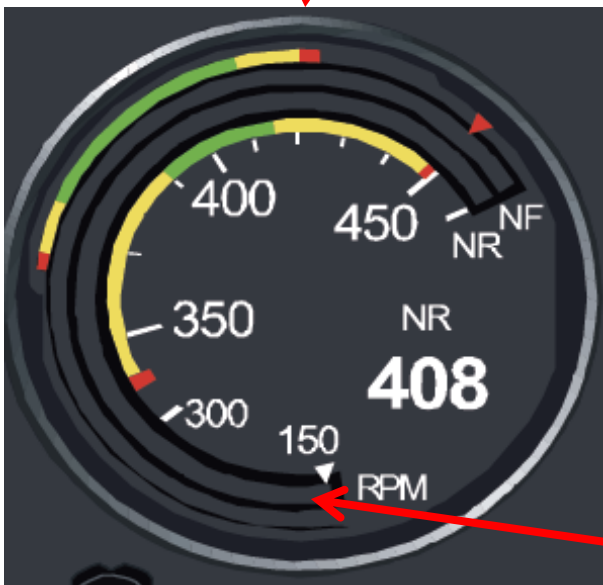
Move the rotor brake safety control lever in Rearward position to enable the rotor braking through the rotor braking lever.



Engine  
Emergency  
Shutoff lever



2  
Rotor  
Brake



1

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.