



Menlo Park Fire Protection District Fire Prevention Bureau

170 Middlefield Rd
Menlo Park, CA 94025

Phone: (650) 688-8425 Fax: (650) 473-9847

www.menlofire.org

MENLO PARK FIRE PROTECTION DISTRICT STANDARD HELIPADS FOR HIGH-RISE BUILDINGS

High-rise Helipads. When required by the fire chief, high-rise buildings shall be provided with a rooftop helipad for the emergency escape and rescue of building occupants. The rooftop helipad shall be constructed in accordance with NFPA 418, FAA Advisory Circular AC 150/5390-2B and the California Building Code.

When a helipad is required for emergency escape and rescue of building occupants, there shall be no fuel stored in or near the building and there shall not be a piping system for fueling the aircraft on the rooftop. In addition to the above requirements, accommodations shall be made for night landings. At least one wind direction indicator will be required in a clearly visible location from the air.

Helipad Specifications. The helipad shall be designed to accommodate UH-1 Super Huey Helicopters and Eurocopter AS350 B2 and B3 Helicopters, specifications attached. Helicopter landing pads shall be designed to accommodate a single helicopter of not less than 60 feet in length as measured from the forward tip of the top rotor to the rear tail rotor.



California Department of Forestry & Fire Protection



UH-1H SUPER HUEY HELICOPTER

MANUFACTURER

Bell Helicopters, Fort Worth, Texas

ORIGINAL OWNER

U.S. Army, 1963 to 1975. The UH-1H was used as a troop and cargo transport and specialized operations.

ACQUIRED BY CDF

In 1981, CDF acquired 12 UH-1F helicopters from the Air Force. They were modified for fire fighting and used by CDF until 1990 when they were replaced by newer, highly modified, Vietnam-era UH-1H helicopters. Referred to as the "Super Huey", CDF has nine available statewide for the 2006 Fire Season.

MISSION

CDF uses the Super Hueys for fast initial attack on wildfires. The copters are able to quickly deliver a nine-person fire crew wherever needed as well as battle fires with water/foam drops. The copters are also used for medical evacuations, backfiring operations on wildland fires, to ignite prescribed burns using either a helltorch or a ping-pong ball machine - Chemical Ignition Device System (CIDS), cargo transport (internal and external loads), re-seeding operations, infra-red mapping of incidents, and numerous non-fire emergency missions. Since 1997, CDF helicopter crews have been trained to do "short haul" rescues. Short haul involves a crew member being lowered from a hovering helicopter to an injured or trapped person below. Once hooked to a harness or basket, both the victim and crew member are then carried a short distance to safety.

CREW

One pilot, two fire captains, and eight firefighters.

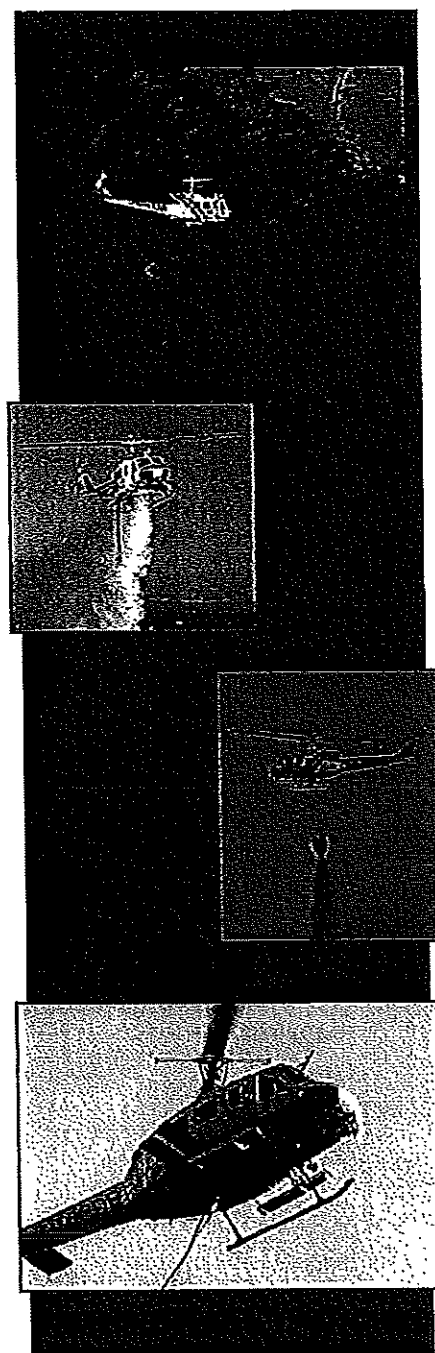
PAYLOAD

Bucket operations - 324 gallons of water/foam.

Fixed tank - 360 gallons of water/foam with pilot controlled drop volumes.

SPECIFICATIONS

Gross Weight:	10,500 pounds
Cruise Speed:	126 mph
Range:	250 miles
Endurance:	2 hours
Rotor Diameter:	48 feet
Engines:	Turbine Lycoming T-53-703 derated from 1800 HP



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May 2006



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AS350

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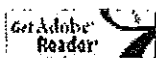


Specifications

- Max Weight 4,960lb
- Capacity 1 Pilot + 5/6 Passengers
- Power Plant 1 Turbomeca ARRIEL 2B1 (350B3)
- Fast Cruise Speed 140kts (350B3)

- *** [More specifications](#)
- *** [AS350 B2 Tech Data](#)
- *** [AS350 B3 Tech Data](#)

Multimedia Tools



More Information

- [360 View](#)
- [Brochures](#)
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Meet the Eurocopter single-engine, 6-7 place AS350 series. Helicopters so well configured they practically know what you need to accomplish before you do. The 350's maneuverability, superior visibility with all seats facing forward and low vibration level, mean your mission will be as comfortable as it is productive. The cost effective, popular AS350B2 powered with a 732 shp Turbomeca Arriel 1D1 engine is a true multi mission workhorse known for its outstanding performance. The hot and high AS350B3 version powered with a FADEC equipped 847 shp Turbomeca Arriel 2B engine offers operators the highest performance in its category with enhanced safety and reduced pilot workload utilizing a VEMD multifunction cockpit display. With high performance, ease of flight, and sling capacity of more than 2555lbs for the B2 or 3085lbs for the B3, the AS350 is the most user friendly helicopter in its class.

2- General Characteristics

Layout

- Passenger-transport
 - 1 pilot + 5 passengers in standard version
 - 1 pilot + 4 or 5 passengers in "comfort" version
 - 1 pilot + 6 passengers in "high density" version
- Casualty-evacuation
 - 1 pilot + 1 stretcher patient + 2 doctors
- Cargo carrying
 - 1 pilot + 3 m³ (105.9 ft³) load in cabin

Weights

Note : Empty weight accuracy : within $\pm 2\%$

	kg	lb
■ Empty weight, standard aircraft (Including engine oil and unusable fuel)	1,224 1	2,698
■ Useful load	1,026	2,262
■ Maximum all-up weight	2,250	4,960
■ Maximum cargo-swing load	1,160	2,557
■ Maximum all-up weight in external load configuration	2,500	5,512

Power plant

1 TURBOMECA ARRIEL 1D1 turbine engine

Engine ratings

Thermodynamic Power, in standard atmosphere, at sea level :

	kW	ch	shp
■ Take-off power	546	742	732
■ Maximum continuous power	466	634	625

Usable Fuel capacities

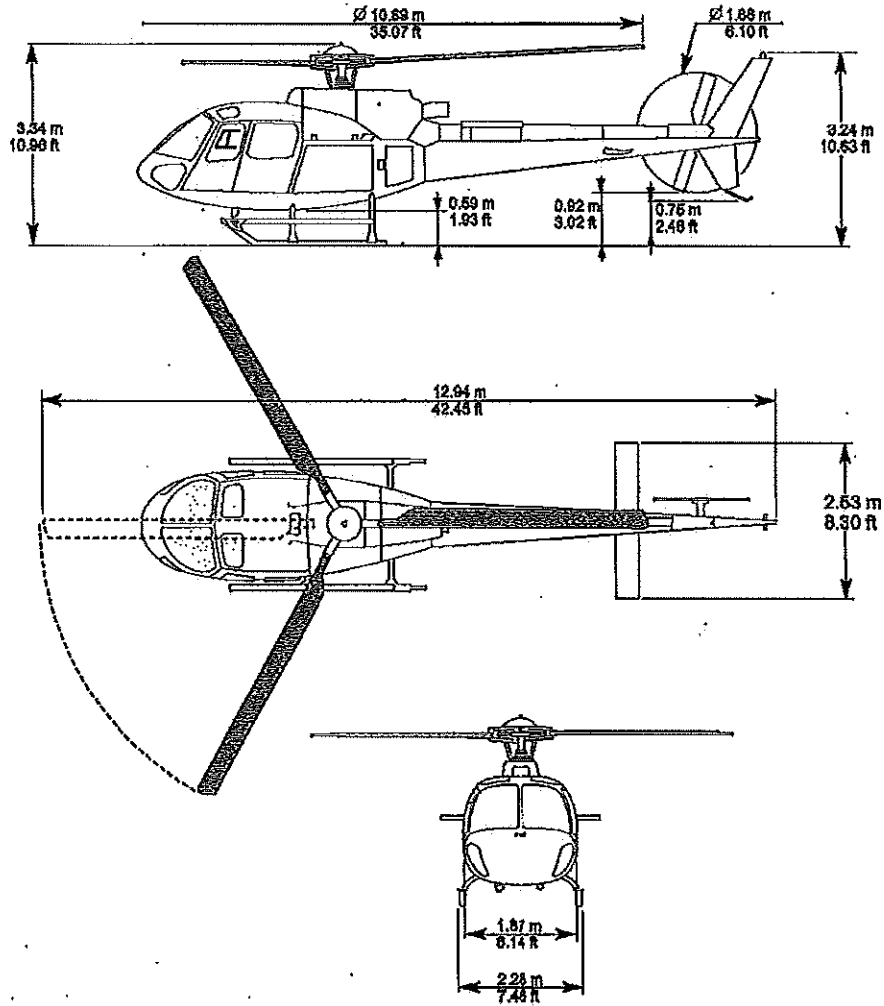
	litres	US gal.	kg	lb
■ Standard fuel tank	540	143	426	939
■ Auxilliary fuel tank (option)	475	125	375	827

1 Refer to pages 9 to 10 for features included in standard aircraft weight. Preliminary value, that may be modified after the analysis of a representative statistical sample.

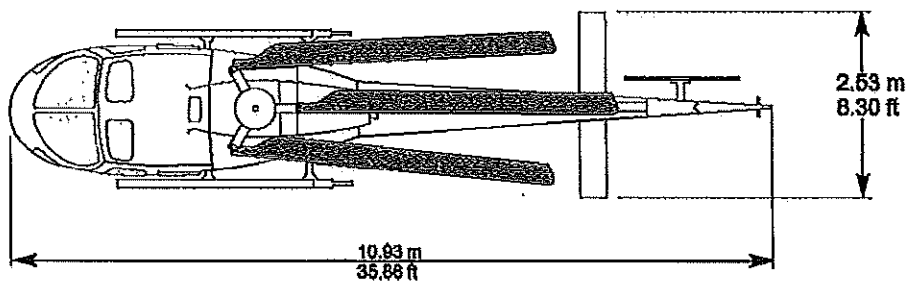
The data set forth in this document are general in nature and for information purposes only.

For performance data and operating limitations, reference must be made to the approved flight manual and all appropriate documents.

Main dimensions



Dimensions with blades folded



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