

Metro Aviation, Inc.
1214 Hawn Ave.
Shreveport, LA 71107

145M-100 FMS
Rev. E
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**METRO AVIATION, INC.
FAA APPROVED**

HELICOPTER FLIGHT MANUAL SUPPLEMENT 145M-100 FMS

FOR

EUROCOPTER HELICOPTER CORPORATION

**EQUIPPED WITH THE METRO AVIATION, INC.
EMERGENCY MEDICAL SYSTEM KIT PART NO. 145M-100**

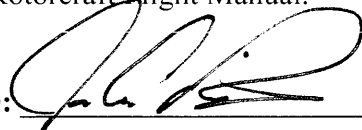
MODEL: MBB-BK117 C-2

REGISTRATION NO.: _____

SERIAL NO.: _____

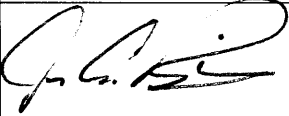
This supplement must be attached to the LBA/FAA approved Rotorcraft Flight Manual the Metro Aviation, Inc., Emergency Medical System is installed in accordance with **STC SR09403RC**. The information contained herein supplements or supersedes the basic Rotorcraft Flight Manual only in those areas listed. For limitations, procedures, and performance information not contained in this supplement, consult the basic Rotorcraft Flight Manual.

FAA APPROVED: _____



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LOG OF REVISIONS

REVISION	DATE	PAGES AFFECTED	CHANGE	FAA APPROVED
Original	16 Apr 2004	1-11		<i>Carl Mittag</i>
A	20 Sep 2004	1-12	Add optional litter system and LOX system	<i>Carl Mittag</i>
B	7 Feb 2006	1-15	Add Optional Floor and seating Add optional Primary Litter	Lance Gant
C	5 Sept 2007	1-15	Add Optional Medical Storage Rack, Remove Doors Open Limitation	Lance Gant
D	13 Sept 2010	1-15	Amend NVG Curtain Limitation	Martin R. Crane for Lance Gant
E	22 Mar 2011	1-18	Add optional MX PRO R3 Gurney Updated seating, litter and gurney description. Updated A.2 Weight & Balance, A.3 & A.4 Eligible Seats,	

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<u>Page No.</u>	<u>Revision</u>	<u>Date</u>
All-----	A-----	20 Sept 2004
All-----	B-----	7 Feb 2006
All-----	C-----	5 Sept 2007
All-----	D-----	13 Sept 2010
All-----	E-----	<u>22 Mar 2011</u>

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1.0 GENERAL

The unit is used for transporting medical crews and equipment to aid in the evacuation or transport of critically ill persons.

2.0 LIMITATIONS

2.1 EQUIPMENT - ATTENDANTS - PATIENTS

All equipment must be stowed or secured in appropriate mounts during take-off and landings. All attendants must remain in seats during all phases of flight. If position able seats are installed, occupants must face forward or aft during take-off and landing. Harness must be on during landing and take-off. All patients must remain on litters and be secured in harnesses during all phases of flight.

2.2 CENTER OF GRAVITY LIMITS

The helicopter empty weight shall be computed from the most current weight and balance information and the following patient, attendant, and equipment locations.

2.3 VNE LIMITATIONS

NONE

2.4 OPERATIONAL LIMITATIONS

VNE with open or removed or opening or closing sliding door(s) with hinged doors closed.
60 KIAS

Note : Eurocopter Kit B520M4103053 and B520M4104053, cabin door open locks, must be installed for door open flight.

The Eurocopter Cockpit/Cabin Separation Curtain, PN B2524-003-10 (Fixed Parts) and B2524-003-20 (Detachable Parts) must be installed for night operations unless the aft cabin has been demonstrated to be NVG compliant and all carry-on equipment has also been demonstrated not to cause interference when Night Vision goggles are in use by flight crew.

3.0 EMERGENCY PROCEDURES

3.1 IN-FLIGHT FIRE

- 1) Discontinue use of oxygen.
- 2) Close oxygen shut-off valve.

- 3) Land as soon as possible.

EMERGENCY PROCEDURES (continued)

3.2 LOSS OF ENGINE POWER

- 1) Discontinue use of oxygen.
- 2) Turn all non essential lights and EMS equipment off.
- 3) Stow all loose equipment.

3.3 GENERATOR FAILURE

- 1) Turn off all non essential medical equipment.

4.0 NORMAL PROCEDURES

No change.

5.0 PERFORMANCE

No change.

APPENDIX

A.O SYSTEM DESCRIPTION AND OPERATION

The 145M-100 EMS kit includes the following components:

145M-200	Floor Pallet Install
145M-300	Litter Installation
145M-444	L/H Track and Swivel Seat Inst (Primary)

The following additional accessories are optional for the Metro Aviation EMS Kit 145M-100:

145M-410	R/H Track and Swivel Seat Inst
145M-442	Lateral Tracking Seat Installation
145M-250	Floor Pallet Installation (Optional)
145M-350	Gurney Installation
145M-351	Power Flex Gurney Installation
145M-352	MX PRO Gurney Installation
145M-360	Pivoting Litter Installation (PLS)
145M-500	Med Communication Panel Install
145M-550	Medical Equipment Storage Panel Installation
145M-551	Medical Equipment Rack Install
145M-610	Oxygen System R/H
145M-630	Oxygen Systems L/H (Dual Bottle)
145M-640	External LOX System R/H (7 Liter)
145M-720	Suction Pump Mount Install
145M-730	Medical Air Pump Installation
145M-801/802	Secondary/Primary Medical Slant Panel Installations
145M-810/811	Secondary/Primary IV Rail Installations
145M-900	Inverter Installation

The function and operation of the system components are described below:

General Description – Standard Equipment

- a) 145M-200 Floor Pallet Install

The floor pallet is constructed of 1/4" Nomex Honeycomb with a decorative overlay. The floor is designed to be sacrificial in absorbing impacts what would normally damage the airframe floor. The floor incorporates an aluminum blood dam to prevent fluids from entering other areas of the aircraft. There is no structural function to this assembly.

b) 145M-300 Litter Installation

The basic litter installation can be installed either on the right or left side of the cabin. The litter is a modified Ferno Washington Model 1123. The litter assembly is modified by the addition of the Metro Aviation posi-lock latching mechanism consisting of a receiver and latch mechanism attached to the litter assembly and a plate with alignment and securing studs attached to the existing cabin seat/cargo rails. The belt system is a TSO C114 system attached directly to the receiver assembly. The theory is to transfer all loads as directly as possible to the primary airframe structure by attaching the belt assembly directly to the receiver. When the litter is secured in the aircraft, the load path is directly from the harness to the primary airframe structure. This installation can be configured for RH, LH or both per customer request. The litter is rolled through the aft cabin clam shell doors and self aligns with the plate. Once fully seated home a restraint pin deploys automatically restraining the litter in place until a handle on the foot end of the litter, left side, is actuated and the litter is rolled aft.

c) 145M-444 L/H Track and Swivel Seat Inst (Primary)

The LH Track and Swivel Seat Fischer Medical seat Fischer P/N 9613-0-33-0X004B20X0002X (seat w/black restraint & black headrest) or P/N 9613-0-33-2X004B120X0002X (seat w/light blue restraint & gray headrest) can be equipped with the Fischer swivel unit P/N 9715-0-2H5. . The seat is mounted on tracks secured to the left hand cabin floor. The tracks allow the seat to track fore and aft allowing for better patient access. With the optional Fischer swivel unit, the attendant can rotate the seat to further customize the seat placement. The seat must face forward or aft for take-off and landing. The seat is easily removed for maintenance and cleaning. This seat is valid for use with the standard 145M-200 Floor Pallet System and the optional 145M-250 Floor Pallet System.

General Description - Optional Equipment

a) 145M-410 R/H Track and Swivel Seat Inst

The RH medical seat Fischer P/N 9613-0-33-0X004B20X0002X (seat w/black restraint & black headrest) or P/N 9613-0-33-2X004B120X0002X (seat w/light blue restraint & gray headrest) can be equipped with the Fischer swivel unit P/N 9715-0-2H5. The seat is mounted on tracks secured to the right hand cabin floor. The tracks allow the seat to track fore and aft allowing for better patient access. With the Fischer swivel unit, the attendant can rotate the seat to further customize the seat placement. The seat must face forward or aft for take-off and landing. The seat is easily removed for maintenance and cleaning. This seat is eligible for use with the standard 145M-200 Floor Pallet System only.

b) 145M-442 Lateral Tracking Seat Installation

a. The RH Lateral Tracking Seat Fischer Fischer P/N 9613-0-33-0X004B20X0002X (seat w/black restraint & black headrest) or P/N 9613-0-33-2X004B120X0002X (seat w/light blue restraint & gray headrest).is installed with lateral tracking feet and no swivel base. The seat mounted on lateral tracks, which allow the seat to track from a position behind the pilot to the centerline of the helicopter. The seat must be positioned on centerline of the helicopter facing aft for take-off and landing. The seat is easily removed for maintenance and cleaning. This seating is eligible for use with the standard 145M-200 Floor Pallet System only.

c) 145M-250 Floor Pallet Installation (optional)

The optional Floor Pallet System 145M-250 replaces the standard floor pallet system 145M-200. The optional Floor Pallet is an integral floor pallet design that includes the standard floor pallet features, seat tracks machined into the floor pallet, provides access to aft avionics, and it can be powder coated or anodized. It consists of an extruded/machined aluminum floor pallet, and seating consisting of a combination of Fischer Medical and Fischer Operator seats as follows:

- a. Typical seating installations include the primary LH medical seat and Two (2) RH medical seats Fischer P/N 9613-0-33-0X004B20X0002X (seat w/black restraint & black headrest) or P/N 9613-0-33-2X004B120X0002X (seat w/light blue restraint & gray headrest).
- b. A seating installation may include an optional RH medical seat Fischer P/N 9613-0-33-0X004B20X0002X (seat w/black restraint & black headrest) or P/N 9613-0-33-2X004B120X0002X (seat w/light blue restraint & gray headrest) at STA 3925 unless otherwise noted.
- c. Fischer operator seats Fischer P/N 0310-31-20-3C401000R0X (seat w/black restraint & black headrest) or P/N 0310-31-20-3C421001R0X (seat w/light blue restraint & gray headrest) may be used in place of the Fischer medical seats located at forward side of the medical bay at STA 3049 and the operator seats must face aft for take-off and landing.
- d. When a dual patient configuration is installed: the optional RH medical seat at STA 3925 cannot be used, the RH Medical seat behind pilot is tracked full fwd and is not approved for use in this configuration, and the RH seat at STA 4801 is tracked full fwd and faced aft at STA 3582 for take-off and landing.

All medical seats can be equipped with the Aerolite Swiveling Adapter Assy P/N 00105-501 and must face forward or aft for take-off and landing. The seats are mounted on seat track machined into the floor pallet this allows the seats to be track fore and aft allowing for better patient access. With the Aerolite Swiveling Adapter Assy the occupant can rotate the seats for further customize of the seat placement. The entire collection of seats is easily removed for maintenance and cleaning. The 145M-300 litters (RH or LH or

both) and the 145M-350 Gurney (RH or LH or both) installations remain unchanged. The configuration is determined by the installation documents and the Flight manual supplement.

d) 145M-350 Gurney Installation

This Gurney replaces the standard equipment 145M-300 Litter. That is based on the Ferno Washington Model 28A series, which is designed by the manufacturer for installation in aircraft application. Additionally, the incubator transport (28-IT) is included in the series. The gurney assembly is modified by the addition of the Metro Aviation posi-lock latching mechanism consisting of a receiver and latch mechanism attached to the litter assembly and a base plate with alignment and securing studs attached to the cabin seat/cargo rails. The Gurney is rolled through the aft cabin clamshell doors and self aligns with the plate. Once fully seated home a restraint pin deploys automatically restraining the Gurney in place until a handle on the foot end of the Gurney, left side, is actuated and the Gurney is rolled aft. This Gurney is installed unless otherwise requested or noted, as the LH primary patient position. The Gurney can be placed in the RH patient position with assurance that the base plate is positioned IAW the FMS and the installation drawing 145M-350.

e) 145M-351 Power Flex Gurney Installation

The Power Flex Gurney is an alternate to the 145M-350 LH Gurney and is based on a Ferno Washington Power Flex powered litter, which provided powered assist in the raising and lowering of the litter table. It contains its own battery and hydraulic actuation. The gurney is rolled to the aft of the aircraft where the forward support wheels are allowed to rest on the aft cabin floor. The Gurney controls are activated raising the undercarriage. After the carriage is fully raised, the Gurney is rolled through the aft cabin clamshell doors and self aligns with the plate. Once fully seated home a restraint pin deploys automatically restraining the litter in place until a handle on the foot end of the litter is actuated and the litter is rolled aft. To remove the Gurney, the operator releases the Gurney by pulling the release handle on the aft of the Gurney. The Gurney is then rolled to the aft of the cabin floor to a point where the carriage can be lowered to the ground. Lowering of the carriage can be done by pressing the Gurney control button.

f) 145M-352 MX PRO Gurney Installation

The MX PRO Gurney is an alternate for the 145M-350 LH Gurney and is based on a Stryker MX PRO R3, which is designed by the manufacturer to conform to Federal Specification for the Star of Life Ambulance KKK-A-1822D. The Gurney assembly is modified by the addition of the Metro Aviation posi-lock latching mechanism consisting of a receiver and latch mechanism attached to the litter assembly and a plate with alignment and securing studs attached to the cabin seat/cargo rails. The Gurney is rolled

through the aft cabin clamshell doors and self aligns with the plate. Once fully seated home a restraint pin deploys automatically restraining the Gurney in place until a handle on the foot end of the Gurney is actuated and the Gurney is rolled aft.

g) 145M-360 Pivoting Litter Installation (PLS)

The Pivoting Litter System manufactured by Heli-Dyne Systems replaces the 145M-300 LH Litter and is installed on the primary side (LH) of the aft cabin. It consists of a litter base that is capable of moving fore and aft and laterally. The litter is a flat unit with no wheels for ground use. The installation, removal and locking of the litter on the base is clearly marked. The litter base once positioned shall not be moved during flight without the prior approval of the pilot in command.

h) 145M-500 Medical Communication Panel Install

The medical control panel is located in the center overhead of the aft cabin. The panel is designed to accept the standard communications equipment adapt the aircraft to an EMS mission. Every effort has been made not to compromise the head strike envelope of any aft cabin occupant.

i) 145M-550 Medical Equipment Storage Panel Installation

The Medical Equipment panel is designed to locate various pieces of Medical Equipment. The Equipment mounted in this position is generally installed in permanently installed mounts; however, the mounts may be removable.

j) 145M-551 Medical Equipment Rack Install

The Medical Equipment Mount Rack system is installed by means of 4 quick connections that attach to the airframe structure. The medical equipment is secured to the rack in easily removable mounts. The rack is manufactured from extruded aluminum.

k) 145M-610 Oxygen System R/H

The oxygen system is based on the Scott Ambassador Transfill System found in most cabin class fixed wing aircraft and used by Metro Aviation in our STC'ed installations. This system has been adapted to BK117C-2 by mounting the 76.5 cubic ft. bottle to the exterior of the fuselage right hand side. The bottle is placed in between the cross tubes and below the door tracks and has Aerodynamic composite cover. Low-pressure oxygen is supplied to the cabin through 1/4" seamless stainless steel lines to self contained Essex regulator/outlet assemblies. The low-pressure system can be cut off at the point where it enters the aircraft by an electrically controlled shut off valve. The valve can be controlled by the medical crew by a lighted pushbutton switch or the pilot with the pilot control having priority through a toggle switch in the overhead switch panel. The

contents of the bottle can be monitored on a digital gauge in the cabin. Filling of the bottle will be through a calibrated port located adjacent to the bottle. Indication of bottle contents are provided on a digital contents gauge. The oxygen will flow until the contents reach 250 PSI on the contents gauge. Detailed filling instructions can be found in report 135M-1, Oxygen Servicing Instructions.

l) 145M-630 Oxygen System L/H (Dual Bottle)

The aircraft can be equipped with the optional left hand external transfill oxygen cylinder. The mounting of the cylinder is the same as the right hand cylinder with the same aerodynamic cover. The filling of each bottle is done individually and no interconnect for servicing of the cylinders. The contents of each tank can be checked by turning the power on and selecting the left or right system with switch located in the Medical Control panel allowing the contents of each bottle on the digital display. There are two emergency shut-off switches in the system. The shut-off valves can be activated by either the switch located in the medical control panels or the pilot priority switch located in the cockpit overhead switch panel. The pilot switch cannot be over ridden by the medical crew switch. The left and right systems cannot be connected to supply oxygen simultaneously; however, either left or right systems when selected will supply all cabin outlets by use of the lighted selector switches in the Medical Slant Panel. The oxygen will flow until the contents reach 250 PSI on the contents gauge. Filling of the bottle will be through a calibrated port located adjacent to the bottle. Detailed filling instructions can be found in report 135M-1, Oxygen Servicing Instructions.

m) 145M-640 External Lox System R/H (7 Liter)

The aircraft can be equipped with the optional ESSEX LOX system. The LOX DEWARS container holds 7 liters of liquid oxygen. The mounting of the cylinder is on the right hand side of the fuselage externally and covered by a fiberglass fairing. The filling of the DEWARS container is done by removing the cylinder and servicing away from the aircraft. The contents of the tank can be checked by turning the power on and viewing the contents gauge located in the Medical Control. There are two emergency shut-off switches in the system. The shut-off valves can be activated by either the switch located in the medical control panels or the pilot priority switch located in the cockpit overhead switch panel. The pilot switch cannot be overridden by the medical crew switch. Detailed filling instructions can be found in the maintenance manual and Instructions for Continued Airworthiness.

n) 145M-720 Suction Pump Mount Install

A Thomas Industries suction pump is located on the battery deck aft of the right engine. The pump is used by the medical crew in the care of the patient and controlled through a switch in the aft cabin. Two outlets are provided for connection of hospital provided equipment. Regulation is provided through a regulator mounted on the 145M-801/802 Medical Slant panel.

o) 145M-730 Medical Air Pump Installation

A Thomas Industries air pump is located on the avionics deck. The pump is used by the medical crew in the care of the patient and controlled through a switch in the aft cabin. Two outlets are provided on the 145M-801/802 Medical Slant panel.

p) 145M-801/802 Secondary/Primary Medical Slant Panel Installations

The panels are located above the large aft cabin windows. These panels provide a mounting location for the oxygen regulators/outlets and other lights and installed equipment.

q) 145M-810/811 Secondary/Primary IV Rail Installations

The LH and RH IV rails provide a convenient location for the medical crew to hang IV solutions. The rails provide a positive catch for the solution bags, not allowing them to drop in flight.

r) 145M-900 Inverter Installations

The Medical Inverter System is installed in the aircraft to provide power for medical carry on equipment. The system consists of a Model 2D1000-2A-103, TSO C73 inverter and a landline system. During ground operations, a common extension cord is attached to the aircraft powering the outlets in the aft cabin. A visual indication is provided to show the crew the external source is connected, the external access door to the receptacle is equipped with a switch to notify the pilot if the door is open, indicating the line land may still be plugged in. Once the aircraft electrical system is operational, the medical inverter is powered until one generator/ or engine fails. No over ride is possible. The onboard system can be turned off by a lighted pushbutton switch located in the Communications panel or Medical Slant panel.

A.1 ELECTRICAL LOADING

The maximum loading requirements of the EMS system components are as follows:

<u>Item</u>	<u>Amps</u>
* Medical Inverter	47
* Medical Suction System	4.2
Oxygen System (145M-610)	1
(145M-630)	1
(145M-640)	3

*Automatic load shedding will occur in the event of a DC generator system failure.

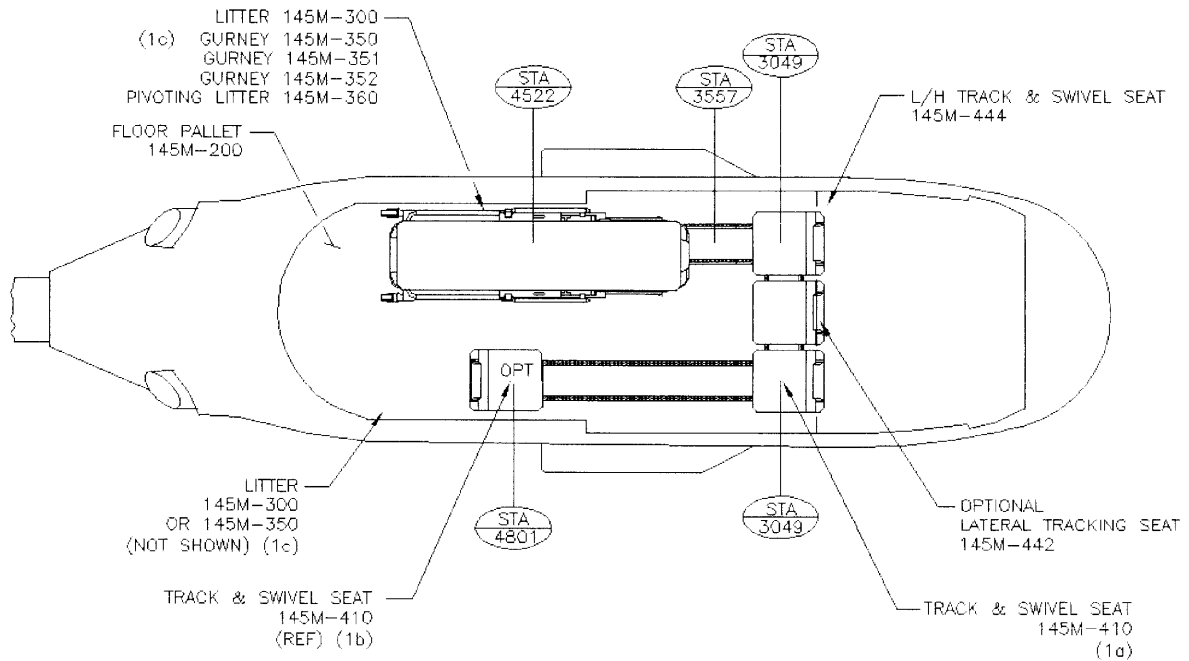
A.2 WEIGHT AND BALANCE

This section lists only the normally removable components and their location and empty weight. This information can be used for occupant CG locations.

<u>Item</u>	<u>Wt. lbs (kg)</u>	<u>FS Station (mm)</u>
<i>145M-250 Floor Pallet Installations Eligible Seats (see page 18)</i>		
L/H Aft Facing Medical seat (Add 14.5 lbs (6.6) kg to seat with Aerolite swivel adapter)	22.0 (10.0)	(3049)
R/H Aft Facing Medical seat	22.0 (10.0)	(3049)
R/H Fwd Facing Medical seat	22.0 (10.0)	(3925) OPT
R/H Medical seat		
Aft Facing	22.0 (10.0)	(3582)
Fwd Facing	22.0 (10.0)	(4801)
F&E P/N 9613-0-33-0X004B20X0002X (seat w/black restraint & black headrest) or P/N 9613-0-33-2X004B120X0002X (seat w/light blue restraint & gray headrest).		
(Add 14.5 lbs (6.6) kg to seats with Aerolite swivel adapter)		
Operator seat (optional)		
-L/H Aft Facing	57.98 (26.3)	(3049)
-R/H Aft Facing	57.98 (26.3)	(3049)
F&E P/N 0310-31-20-3C401000R0X (seat w/black restraint & black headrest) or P/N 0310-31-20-3C421001R0X (seat w/light blue restraint & gray headrest)		
<i>145M-200 Floor Pallet Installation Eligible Seats (see page 17)</i>		
145M-444 L/H Track and Swivel Seat (Primary)	22.0 (10.0)	(3049) FWD
(Add 10.8 lbs (4.9) kg to seat with F & E Swivel Unit)	22.0 (10.0)	(3557) AFT
145M-410 R/H Track and Swivel Seat	22.0 (10.0)	(3049)FWD
(Add 10.8 lbs (4.9) kg to seat with F & E Swivel Unit)	22.0 (10.0)	(4801)AFT
145M-442 Lateral Tracking Seat	22.0 (10.0)	(3049) Centerline
<i>Litters and Gurneys (see page 17 or 18)</i>		
145M-300 Litter		

<u>Item</u>	<u>Wt. lbs (kg)</u>	<u>FS Station</u> <u>(mm)</u>
LH Position	36.2 (16.4)	(4522)
RH Position	36.2 (16.4)	(4954)
145M-350 Gurney		
LH Position (Primary)	74.1 (33.6)	(4522)
RH Position	74.1 (33.6)	(4522)
145M-351 Power Flex Gurney, LH Position Only	125.2 (56.8)	(4522)
145M-352 MX PRO Gurney, LH Position Only	93.8 (42.5)	(4522)
145M-360 Pivoting Litter (PLS), LH Position Only	81.6 (37)	(4522)
<i>Optional Equipment</i>		
145M-550	Medical Equipment Storage Panel	(4446)
145M-551	Medical Equipment Storage Rack	(4446)
145M-610	Oxygen Systems R/H	(3951)
145M-630	Oxygen Systems L/H (Dual Bottle)	(3951)
145M-640	LOX system	(3951)
145M-801/802	Medical Slant Panels	(4446)
145M-810/811	IV Rails	(4515)

A.3 145M-200 FLOOR PALLET ELIGIBLE SEATS



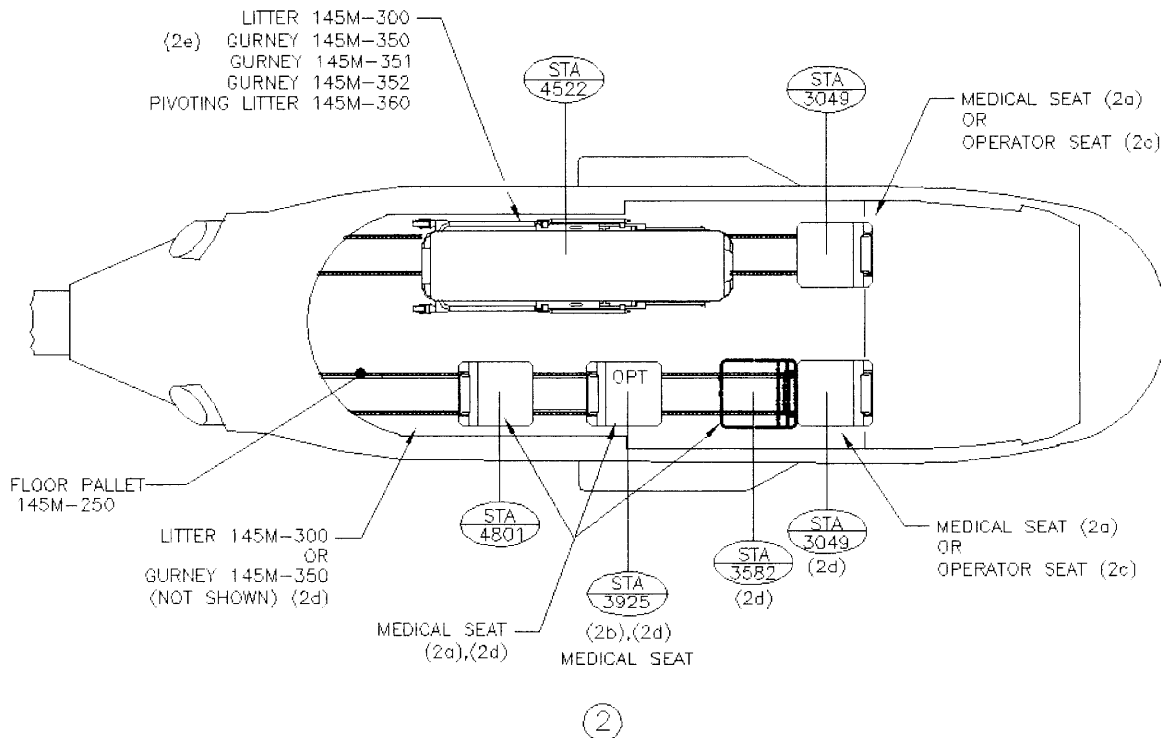
① 145M-200 FLOOR PALLET INSTALLATION ELIGIBLE SEATS:

- a. Typical seating installations include the primary LH Seat 145M-444 at STA 3049 and the RH Seat 145M-410 at STA 3049. The (center) Lateral Tracking Seat 145M-442 at STA 3049 is optional.
- b. The LH Seat may be located at STA 3557 and the RH Seat may be located at STA 4801 as shown in the table below
- c. The LH gurney 145M-350 is installed unless otherwise requested or noted, as the LH primary patient position. The Gurney can be placed in the RH patient position with assurance that the base plate is positioned IAW installation drawing 145M-350

TABLE 1

STA 3049	STA 3557	STA 4801	SINGLE PATIENT	DUAL PATIENT
LH CENTER (OPT.) RH			LH	RH
LH		RH	LH	
	LH	RH	LH	
RH	LH		LH	RH (OPT.)

A.4 145M-250 FLOOR PALLET ELIGIBLE SEATS



② 145M-250 FLOOR PALLET INSTALLATION ELIGIBLE SEATS:

- a. Typical seating installations include the primary LH Seat and Two (2) RH Medical Seats.
- b. A seating installation may include the optional RH Medical Seat at STA 3925 unless otherwise noted.
- c. Fischer Operator Seats may be used in place of the Fischer Medical Seat located at seats side of the Medical bay at FS 3049
- d. When a dual patient configuration is installed: the optional RH Medical Seat at STA 3925 cannot be installed, the RH Medical Seat behind the pilot is tracked full Fwd and is not approved for use in this configuration, and the RH Seat at STA 4801 is tracked full fwd and faced aft at STA 3582 for take-off and landing.
- e. The LH Gurney 145M-350 is installed unless otherwise requested or noted, as the LH primary patient position. The Gurney can be placed in the RH patient position with the assurance that the base plate is positioned IAW installation drawing 145M-350
- f. Reference drawing 145M-250 for seat part numbers and installation

TABLE 2

STA 3049	STA 3582	STA 3925	STA 4801	SINGLE PATIENT	DUAL PATIENT
LH, RH	RH			LH	RH (OPT.)
LH, RH		RH (OPT.)	RH	LH	