

TECHNICAL DATA OF PIAGGIO P.180 AVANTI

Description

First Owner Since New.

Aircraft used in EMS operations, equipped with medical cabin Life Port 6" & 2" PLUS.

Specifications

As of Date: 26-FEB-2024

General

Manufacturer	Model	Serial Number	Reg #	Total Time FH	Total Landings LDG	Year	Condition
PIAGGIO	P-180 AVANTI	1079	SP-MXH	6340	9722	2004	Used

Engines: P&WC PT6A-66

SN	Time FH	Cycles CY	Overhaul Remain.
PCE-RK0104	6077	8253	1134 FH
PCE-RK0103	6248	8359	1058 FH

Propellers: HARTZELL

Model	Serial Number	Number of Blades	Total FH	Overhaul Remaining	Overhaul Due Date
HC-E5N-3A	KU85E	5	6848	2416	09-MAY-2025
HC-E5N-3AL	HF217E	5	6801	2416	16-MAY-2025

Safran Landing Gear Overhaul

	Cycles Remaining		Due Date
Main Landing Gear	2169	LDG	19-FEB-2025
Nose Landing Gear	3664	LDG	05-FEB-2029

Avionics

Avionics Packaging	Universal Avionics Collins
ADS-B Equipped	NO
RVSM	Capable

Additional Equipment

ADAS+ System deactivated by SB 80-1079-0001
Increased Gross Weight (12,100 lbs. MTOW)

Exterior

Year Painted	2004
Refresh / partial painting	2022

Interior

Number of Passengers:	
- on seats	5
- on stretcher	1
Configuration (see AFM attach.)	20 - Air Ambulance Life Port 6" & 2" PLUS

Inspection Status

	Interval	Remaining Time	Due Date
D Inspection	3600 FH	286 FH	
5Y Inspection	5 Years	98 Days	03-JUN-2024

PILOT'S OPERATING HANDBOOK
AND
ENAC APPROVED AIRPLANE FLIGHT MANUAL

SUPPLEMENT NO. 33
FOR
THE AIR AMBULANCE CONFIGURATION
(OPTIONS #20 AND #21)

SECTION 1 – GENERAL

This supplement must be attached to the Pilot's Operating Handbook and Approved Airplane Flight Manual when the Air Ambulance Kit 80KI00020 (Option #20 cabin configuration) or 80KI00021 (Option #21 cabin configuration) is installed.

The information contained herein supplements or supersedes the basic Pilot's Operating Handbook and Approved Airplane Flight Manual only in those areas listed herein.

For limitations, procedures and performance information not contained in this supplement consult the basic Pilot's Operating Handbook and Approved Airplane Flight Manual.

ABBREVIATIONS

BLS	Basic Life Support
PLUS	Patient Loading and Utility System

SECTION 2 – LIMITATIONS

CAUTION

Use of any equipment connected to the BLS must be approved by the National Aviation Authority. Compliance with FAA AC 135-15 is considered acceptable.

WEIGHT LIMITS

1. The following weight limitations apply to the Opt. #20 and #21 Cabinets and Cabin Baggage Compartment:
 - a. Maximum weight in Cabin Baggage Compartment 110 lbs (49,8 kg)
 - b. Maximum weight in Right Side Rear Cabinet 22 lbs (10,0 kg)
 - c. Maximum weight in Left Side Rear Cabinet 61,6 lbs (28,0 kg)
2. Electromedical equipment can be installed on each TS Side Arch (P/N 100-4279-CF2-002) and TS Arch (P/N 100-4123-02-CF2-002) with the following weight limitations:
 - a. Maximum load on TS Side Arch 25 lbs (11,3 kg)
 - b. Maximum load on TS Side Arch (Taxi, Takeoff and Landing) 15 lbs (6,8 kg)
 - c. Maximum load on TS Arch 50 lbs (22,7 kg)
3. A maximum of two 10 lt. oxygen bottles can be installed inside each 6' PLUS and one on the oxygen vessel rack near the LH rear cabinet with the following weight limitation:
 - a. Oxygen bottle (completely filled) maximum weight 44 lbs (20 kg)

SEATING/LITTER LIMITS

CAUTION

Patients and stretchers shall be installed so that the patient's head is in forward position.
The stretcher backrest must be in the fully lowered position during taxi, take-off and landing.

CREW LIMITS

In addition to the normal flight crew limits, a minimum of one attendant for each stretcher occupant who is incapable of independently exiting the airplane.

NOTE

The attendant/medical personnel should be familiarized with the use of the medical equipment installed.

PLACARDS

1. On the Cabin Baggage Compartment:

In the upper bay:

WEIGHT CAPACITY	$\frac{13.6 \text{ kg}}{30 \text{ Lbs}}$	MAX
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In the middle bay:

WEIGHT CAPACITY	$\frac{20.4 \text{ kg}}{45 \text{ Lbs}}$	MAX
-----------------	--	-----

In the lower bay:

WEIGHT CAPACITY	$\frac{15.8 \text{ kg}}{35 \text{ Lbs}}$	MAX
-----------------	--	-----

2. On the Left Side Rear Cabinet:

Above the drawers:

ALL DRAWERS MUST BE CLOSED WHEN NOT IN USE

On the first upper drawer:

WEIGHT CAPACITY	$\frac{2 \text{ kg}}{4.4 \text{ Lbs}}$	MAX
-----------------	--	-----

On the second drawer:

WEIGHT CAPACITY	$\frac{3 \text{ kg}}{6.6 \text{ Lbs}}$	MAX
-----------------	--	-----

On each of the two lower drawers:

WEIGHT CAPACITY	$\frac{0.5 \text{ kg}}{1.1 \text{ Lbs}}$	MAX
-----------------	--	-----

In the lower bay:

WEIGHT CAPACITY	$\frac{20 \text{ kg}}{44 \text{ Lbs}}$	MAX
-----------------	--	-----

Inside each bay of the lateral compartment:

WEIGHT CAPACITY	$\frac{0.5 \text{ kg}}{1.1 \text{ Lbs}}$	MAX
-----------------	--	-----

Above the Oxygen vessel rack:

OXYGEN VESSEL MUST BE SECURED

On the Oxygen vessel rack:

WEIGHT CAPACITY $\frac{20 \text{ kg}}{44 \text{ Lbs}}$ **MAX**

3. On the Right Side Rear Cabinet:

On the upper drawer:

WEIGHT CAPACITY $\frac{6 \text{ kg}}{13.2 \text{ Lbs}}$ **MAX**

On the lower drawer:

WEIGHT CAPACITY $\frac{4 \text{ kg}}{8.8 \text{ Lbs}}$ **MAX**

4. On top of the small foldable table (when closed):

PUSH TO OPEN

5. On the 2' PLUS Unit:

40 LBS (18 KG) MAX
DOOR MUST BE LATCHED DURING TAXI, TAKEOFF AND LANDING
DO NOT USE AS A SEAT DURING TAXI, TAKE-OFF OR LANDING

6. Near the 2' PLUS Unit:

THIS SEAT MUST NOT BE OCCUPIED
DURING TAKE OFF AND LANDING

7. On each 6' PLUS Unit:

On the upper area:

EMERGENCY SLED RELEASE
PUSH IN, TILT SLED OUT
PUSH

On the system control panel:

AIR
SUCTION
PNL LTS
230 VAC
CONV
12 VDC
OXYGEN
AIR
SUCTION
230 VAC
1,4 AMPS TOTAL

On both lateral sides:

REMOVE HANDLES BEFORE FLIGHT

On the load bay door panels:

OXYGEN SHUTOFF INBOARD & OUTBOARD

CLOCK-WISE OFF

HIGH PRESSURE OXYGEN

FILL 200 BAR MAX

CAUTION USE NO OIL

NO SMOKING

BACKREST IN LOWEST POSITION FOR TAXI, TAKE-OFF AND LANDING

ENSURE LIFELOCKS ARE FULLY ENGAGED BEFORE FLIGHT

NO STORAGE ALLOWED WITH OXYGEN BOTTLE INSTALLED

Inside the load bay on the oxygen shutoff panel:

INBOARD

OFF

OUTBOARD

OXYGEN

On the rear side:

OXYGEN

AIR

SUCTION

LOW PSI OXYGEN

CLOSE VALVE BEFORE DISCONNECTING

HIGH PSI OXYGEN

CLOSE VALVE BEFORE DISCONNECTING

INV REMOTE

LIGHTS 28 VDC

8. On each Side Arch:

On the leg:

**TOTAL LOAD OF 25 LBS MAXIMUM INSTALLED ON THE ARCH HEAD EXTRUSION.
15 LBS FOR TAXI, TAKEOFF AND LANDING. THE CENTER OF GRAVITY MUST NOT BE
MORE THAN 4" INBOARD AND ABOVE THE UPPER SURFACE.**

On the box:

12 VDC

230 VAC

AIR

OXYGEN

9. On the TS arch:

50 LBS MAXIMUM.

**THE CENTER OF GRAVITY MUST NOT BE MORE THAN 2" ABOVE THE UPPER SURFACE.
CAUTION: IT IS THE RESPONSIBILITY OF THE OPERATOR TO ENSURE THE AIRWORTHINESS
OF ANY LOAD OR EQUIPMENT MOUNTED ON THIS ARCH INCLUDING EMI, RMI, FLAMMABILITY
EMERGENCY EGRESS, STRUCTURAL INTEGRITY OR ANY OTHER POTENTIAL HAZARD.**

SECTION 3 – EMERGENCY PROCEDURES

EVACUATION OF NON-AMBULATORY PATIENTS

In the event of an emergency evacuation, the attendant/medical personnel required at Section 2 "Limitations" of this Supplement is responsible for evacuating the non-ambulatory stretcher occupants.

EVACUATION VIA CABIN DOOR

1. Open cabin door.
2. Prepare each patient for evacuation.
3. Remove each patient from the stretcher.
4. Drag each patient by lifting under both arms and backing through the door.

EVACUATION VIA EMERGENCY EXIT DOOR

1. Open emergency exit door.
2. Prepare each patient for evacuation.
3. Allow pilot exit first.
4. Remove each patient from the stretcher.
5. Drag each patient by lifting under both arms and backing towards the emergency exit.
6. Put the patient leg through the emergency exit.
7. Lift the patient and allow sliding through the emergency exit.
8. The pilot lowers the patient to the ground.

IN THE EVENT OF EXCESSIVE ELECTRICAL LOAD

1. Pilot informs attendant/medical personnel and request for a BLS electrical load reduction.
2. Reduce electrical load.
3. Monitor electrical load.

If excessive electrical load continues:

4. Pilot informs attendant/medical personnel and request to switch off all electrical loads.

IN THE EVENT OF DUAL GENERATOR FAILURE

1. Pilot informs attendant/medical personnel of a zero electrical power situation and request to switch off all electrical loads.

IN THE EVENT OF LITTER BREAKER TRIPPED

1. Push to reset the circuit breaker.
2. If the circuit breaker trips again do not reset until the cause of the circuit malfunction is determined and corrected.

SECTION 4 – NORMAL PROCEDURES

PREFLIGHT CHECK

Referring to the Air Ambulance interior configuration approved by the National Aviation Authority, the operator must verify the correct location of the interior components.

Slide Aerosled on the BLS base until fastening pins engage the latches. Check the correct engagement of all the four pins: trying to rock the stretcher from each end is an acceptable checking method. Stretchers occupants must be head forward oriented in the airplane.

Each stretcher occupant shall be secured by means of the restraint harness during taxi, takeoff and landing operations.

Each restraint harness is installed as required to fit each individual occupant. The shoulder straps are passed over the occupant shoulders and fastened through the buckle of the torso belt. The thigh belt is secured over the lower limbs of the occupant.

Check the electromedical equipment are positively secured and related supporting frame properly fastened. Check the electrical cables for correct connection to the BLS power sockets and to the electromedical equipment rack sockets.

CAUTION

The installed medical equipment, as approved by the National Aviation Authority, should be checked operative as per the proper applicable operator's manuals.

NOTE

Primary airplane electrical loads shall take precedence on medical system loads when an electrical load shedding is required.

SECTION 5 – PERFORMANCE

No changes to the basic performances provided by [Section 5](#) of the Pilot's Operating Handbook and Approved Airplane Flight Manual are necessary for this supplement.

SECTION 6 – WEIGHT AND BALANCE

Weight and balance data included in the [Section 6](#) of the basic Pilot's Operating Handbook and Approved Airplane Flight Manual must be completed with the following data when the airplane is arranged in the Air Ambulance Configuration.

The operator must ensure the airplane is loaded within the Weight, Moment and Center of Gravity limits envelope at [Section 6](#) of the basic Manual.

OCCUPANTS
OPTION # 20 CABIN CONFIGURATION

WEIGHT LBS	CREW SEATS ARM 49.20 IN	SEAT 1 ARM 96.25 IN	LITTER 2 ARM 133.44 IN	SEAT 3 ARM 129.36 IN	SEAT 4 ARM 187.95 IN	SEAT 5 ARM 165.36 IN	SEAT 6 ARM 218.18 IN
MOMENT (LBS * IN/100)							
100	49.20	96.25	133.44	129.36	187.95	165.36	218.18
110	54.12	105.88	146.78	142.30	206.75	181.90	240.00
120	59.04	115.50	160.13	155.23	225.54	198.43	261.82
130	63.96	125.13	173.47	168.17	244.34	214.97	283.63
140	68.88	134.75	186.82	181.10	263.13	231.50	305.45
150	73.80	144.38	200.16	194.04	281.93	248.04	327.27
160	78.72	154.00	213.50	206.98	300.72	264.58	349.09
170	83.64	163.63	226.85	219.91	319.52	281.11	370.91
180	88.56	173.25	240.19	232.85	338.31	297.65	392.72
190	93.48	182.88	253.54	245.78	357.11	314.18	414.54
200	98.40	192.50	266.88	258.72	375.90	330.72	436.36
210	103.32	202.13	280.22	271.66	394.70	347.26	458.18
220	108.24	211.75	293.57	284.59	413.49	363.79	480.00

NOTE

Seat 6 can be occupied during takeoff or landing only if the optional belted lavatory seat is installed.

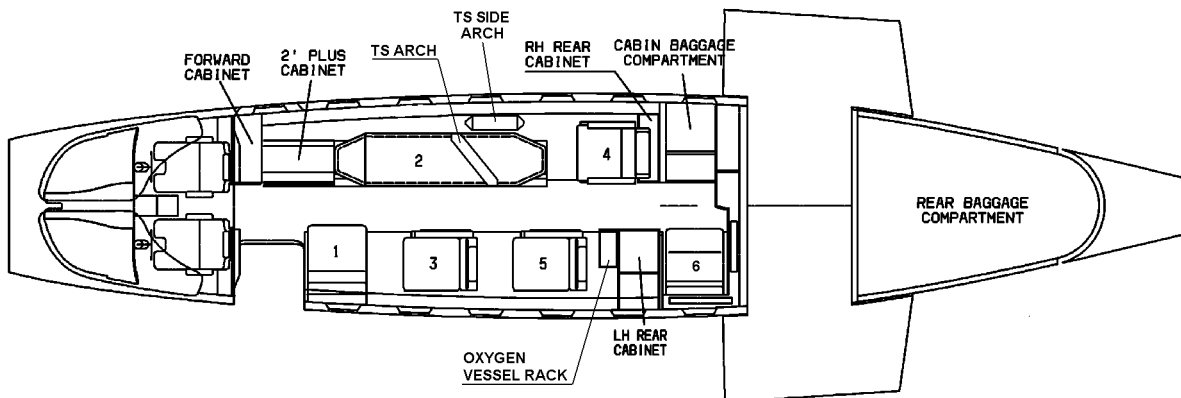


Figure 9-55. LOADING CHART - OCCUPANTS - OPT. # 20

BAGGAGE (OPTION # 20 CABIN CONFIGURATION)

WEIGHT LBS	REAR BAGGAGE COMPT. FS 275 TO 320 ARM 298 IN.
	MOMENT (LBS*IN/100)
10	29.80
20	59.60
30	89.40
40	119.20
50	149.00
60	178.80
70	208.60
80	238.40
90	268.20
100	298.00
110	327.80
120	357.60
130	387.40
140	417.20
150	447.00
160	476.80
170	506.60
180	536.40
190	566.20
200	596.00
210	625.80
220	655.60
230	685.40
240	715.20
250	745.00
260	774.80
270	804.60
280	834.40
290	864.20
300	894.00
310	923.80
320	953.60
330	983.40
340	1013.20
350	1043.00
360	1072.80
370	1102.60
380	1132.40
390	1162.20
400	1192.00

WEIGHT LBS	CABIN BAGGAGE COMPT. FS 208 TO 232 ARM 220 IN.
	MOMENT (LBS*IN/100)
10	22.00
20	44.00
30	66.00
40	88.00
50	110.00
60	132.00
70	154.00
80	176.00
90	198.00
100	220.00
110	242.00

WEIGHT LBS	FORWARD CABINET FS 55 TO 70 ARM 62.5 IN.
	MOMENT (LBS*IN/100)
5	3.13
10	6.25
15	9.38
20	12.50
25	15.63
30	18.75
34	21.25

WEIGHT LBS	2' PLUS CABINET FS 71 TO 95 ARM 83.2 IN.
	MOMENT (LBS*IN/100)
5	4.16
10	8.32
15	12.48
20	16.64
25	20.80
30	24.96
35	29.12
40	33.28

WEIGHT (*) LBS	6' PLUS STOWAGE COMPT. ARM 131.2 IN.
	MOMENT (LBS*IN/100)
5	6.56
10	13.12
15	19.68
20	26.24

WEIGHT LBS	LEFT SIDE REAR CABINET FS 192 TO 206 ARM 197 IN.
	MOMENT (LBS*IN/100)
5	9.85
10	19.70
15	29.55
20	39.40
25	49.25
30	59.10
35	68.95
40	78.80
45	88.65
50	98.50
55	108.35
60	118.20

WEIGHT LBS	RIGHT SIDE REAR CABINET FS 198 TO 206 ARM 200 IN.
	MOMENT (LBS*IN/100)
5	10.00
10	20.00
15	30.00
20	40.00
22	44.00

(*) Payload when no oxygen bottle is installed inside the stowage compartment.

Figure 9-56. LOADING CHART - BAGGAGE - OPT. # 20

OCCUPANTS

OPTION # 21 CABIN CONFIGURATION

WEIGHT LBS	CREW SEATS ARM 49.20 IN	SEAT 1 ARM 96.25 IN	LITTER 2 ARM 133.44 IN	LITTER 3 ARM 150.00 IN	SEAT 4 ARM 187.95 IN	SEAT 5 ARM 218.18 IN
MOMENT (LBS * IN/100)						
100	49.20	96.25	133.44	150.00	187.95	218.18
110	54.12	105.88	146.78	165.00	206.75	240.00
120	59.04	115.50	160.13	180.00	225.54	261.82
130	63.96	125.13	173.47	195.00	244.34	283.63
140	68.88	134.75	186.82	210.00	263.13	305.45
150	73.80	144.38	200.16	225.00	281.93	327.27
160	78.72	154.00	213.50	240.00	300.72	349.09
170	83.64	163.63	226.85	255.00	319.52	370.91
180	88.56	173.25	240.19	270.00	338.31	392.72
190	93.48	182.88	253.54	285.00	357.11	414.54
200	98.40	192.50	266.88	300.00	375.90	436.36
210	103.32	202.13	280.22	315.00	394.70	458.18
220	108.24	211.75	293.57	330.00	413.49	480.00

NOTE

Seat 5 can be occupied during takeoff or landing only if the optional belted lavatory seat is installed.

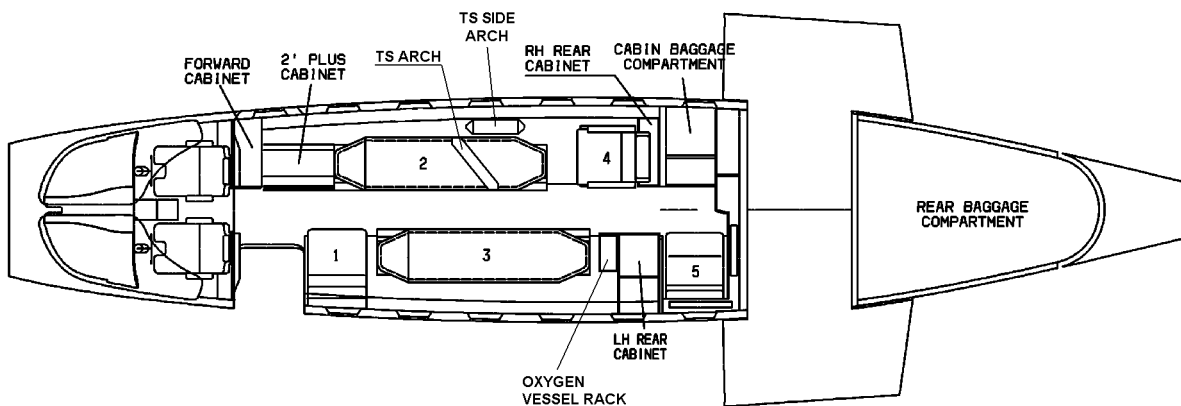


Figure 9-57. LOADING CHART - OCCUPANTS - OPT. # 21

BAGGAGE (OPTION # 21 CABIN CONFIGURATION)

WEIGHT LBS	REAR BAGGAGE COMPT. FS 275 TO 320 ARM 298 IN.
	MOMENT (LBS*IN/100)
10	29.80
20	59.60
30	89.40
40	119.20
50	149.00
60	178.80
70	208.60
80	238.40
90	268.20
100	298.00
110	327.80
120	357.60
130	387.40
140	417.20
150	447.00
160	476.80
170	506.60
180	536.40
190	566.20
200	596.00
210	625.80
220	655.60
230	685.40
240	715.20
250	745.00
260	774.80
270	804.60
280	834.40
290	864.20
300	894.00
310	923.80
320	953.60
330	983.40
340	1013.20
350	1043.00
360	1072.80
370	1102.60
380	1132.40
390	1162.20
400	1192.00

WEIGHT LBS	CABIN BAGGAGE COMPT. FS 208 TO 232 ARM 220 IN.
	MOMENT (LBS*IN/100)
10	22.00
20	44.00
30	66.00
40	88.00
50	110.00
60	132.00
70	154.00
80	176.00
90	198.00
100	220.00
110	242.00

WEIGHT LBS	RIGHT SIDE REAR CABINET FS 198 TO 206 ARM 200 IN.
	MOMENT (LBS*IN/100)
5	10.00
10	20.00
15	30.00
20	40.00
22	44.00

WEIGHT LBS	FORWARD CABINET FS 55 TO 70 ARM 62.5 IN.
	MOMENT (LBS*IN/100)
5	3.13
10	6.25
15	9.38
20	12.50
25	15.63
30	18.75
34	21.25

WEIGHT LBS	2' PLUS CABINET FS 71 TO 95 ARM 83.2 IN.
	MOMENT (LBS*IN/100)
5	4.16
10	8.32
15	12.48
20	16.64
25	20.80
30	24.96
35	29.12
40	33.28

WEIGHT (*) LBS	6' PLUS STOWAGE COMPT. (RH) ARM 131.2 IN.
	MOMENT (LBS*IN/100)
5	6.56
10	13.12
15	19.68
20	26.24

WEIGHT (*) LBS	6' PLUS STOWAGE COMPT. (LH) ARM 144.8 IN.
	MOMENT (LBS*IN/100)
5	7.24
10	14.48
15	21.72
20	28.96

WEIGHT LBS	LEFT SIDE REAR CABINET FS 192 TO 206 ARM 197 IN.
	MOMENT (LBS*IN/100)
5	9.85
10	19.70
15	29.55
20	39.40
25	49.25
30	59.10
35	68.95
40	78.80
45	88.65
50	98.50
55	108.35
60	118.20

(*) Payload when no oxygen bottle is installed inside the stowage compartment.

Figure 9-58. LOADING CHART - BAGGAGE - OPT. # 21

EQUIPMENT LIST

The following items, not included in the weight and balance information presented in [Section 6](#) of the basic Pilot's Operating Handbook, must be considered integral part of the Equipment List when the airplane is arranged in the AIR AMBULANCE Configuration (Options # 20 or # 21).

ATA No.	ITEM DESCRIPTION AND PART NUMBER	WEIGHT LBS	ARM IN	MOMENT LBS • IN/100	Q.TY	MARK IF INSTL.
25	EQUIPMENT/FURNISHINGS					
25-20	PASSENGER COMPARTMENT					
	<i>OPTION # 20 CABIN CONFIGURATION</i>					
	- 2' PLUS Unit (1) LifePort Inc. 100-4568-CF2-002	28.52	83.20	23.73	1	X
	- Side facing seat GEVEN AV11-3521-00	28.70	96.25	27.62	1	X
	- 6' PLUS Unit (1) LifePort Inc. 366-4300-CF2-002	125.30	129.20	161.89	1	X
	- Aerosled TS Side Arch LifePort Inc. 100-4279-CF2-002	25.00	151.00	37.75	1	
	- Aerosled TS Stretcher LifePort Inc. 100-4065-CF2-002 with	36.60	133.44	48.84	1	
	- Aerosled TS Arch LifePort Inc. 100-4049-CF2-002	4.85	139.00	6.74	1	
	or					
	- Aerosled TD Strecher LifePort Inc. 100-4123-02-CF2-002	35.00	133.44	46.70	1	
	- FWD Facing Seat (LH) ERDA 303453-4	47.80	129.36	61.83	1	X
	- FWD Facing Seat (LH) ERDA 303453-4	47.80	165.36	79.04	1	X
	- FWD Facing Seat (RH) GEVEN AV03-2113-02	30.10	187.95	56.57	1	X
	- Rear Cabinet, LH side (2) Piaggio 80-909820-803	41.88	197.00	82.50	1	
	- Cabin Baggage Compartment (3) Piaggio 80-909942-801	50.70	220.00	111.54	1	
	(1) Mounting plates weight included.					
	(2) Includes Rear Cabinet assy P/N 80-909818-803 and Rear Cabinet support assy P/N 80-909946-801.					
	(3) Includes Cabinet assy P/N 80-909943-801.					

At page 9-368 and 9-369 update the Option #20 and #21 configurations equipment list as below (updated text in bold characters):

ATA No.	ITEM DESCRIPTION AND PART NUMBER	WEIGHT LBS	ARM IN	MOMENT LBS • IN/100	Q.TY	MARK IF INSTL.
25	EQUIPMENT/FURNISHINGS					
25-20	PASSENGER COMPARTMENT					
	<i>OPTION # 20 CABIN CONFIGURATION</i>					
	- 2' PLUS Unit (1) LifePort Inc. 100-4568-CF2-002	28.52	83.20	23.73	1	X
	- Side facing seat GEVEN AV11-3521-00	28.70	96.25	27.62	1	X
	- 6' PLUS Unit (1) LifePort Inc. 366-4300-CF2-002 or Piaggio 80-929041-801	125.30	129.20	161.89	1	X
	- Aerosled TS Side Arch LifePort Inc. 100-4279-CF2-002	25.00	151.00	37.75	1	
	- Aerosled TS Stretcher LifePort Inc. 100-4065-CF2-002 with	36.60	133.44	48.84	1	X
	- Aerosled TS Arch LifePort Inc. 100-4049-CF2-002 or	4.85	139.00	6.74	1	
	- Aerosled TD Strecher LifePort Inc. 100-4123-02-CF2-002	35.00	133.44	46.70	1	
	- FWD Facing Seat (LH) ERDA 303453-4	47.80	129.36	61.83	1	X
	- FWD Facing Seat (LH) ERDA 303453-4	47.80	165.36	79.04	1	X
	- FWD Facing Seat (RH) GEVEN AV03-2113-02	30.10	187.95	56.57	1	X
	- Rear Cabinet, LH side (2) Piaggio 80-909820-803	41.88	197.00	82.50	1	
	- Cabin Baggage Compartment (3) Piaggio 80-909942-801	50.70	220.00	111.54	1	
	(1) Mounting plates weight included.					
	(2) Includes Rear Cabinet assy P/N 80-909818-803 and Rear Cabinet support assy P/N 80-909946-801.					
	(3) Includes Cabinet assy P/N 80-909943-801.					

ATA No.	ITEM DESCRIPTION AND PART NUMBER	WEIGHT LBS	ARM IN	MOMENT LBS • IN/100	Q.TY	MARK IF INSTL.
25-20	PASSENGER COMPARTMENT					
	<i>OPTION # 20 CABIN CONFIGURATION (cont.)</i>					
	- Rear Cabinet, RH side LifePort Inc. 180-2360-CF2-02	20.80	200.00	41.60	1	
	- Oxygen Vessel Rack Piaggio 80-909947-801	5.40	187.47	10.12	1	
	- Loading Ramp LifePort Inc. 100-4472	33.00	298.00	98.34	1	
	<i>OPTION # 21 CABIN CONFIGURATION</i>					
	- 2' PLUS Unit (1) LifePort Inc. 100-4568-CF2-002	28.52	83.20	23.73	1	
	- Side facing seat GEVEN AV11-3521-00	28.70	96.25	27.62	1	
	- 6' PLUS Unit (RH) (1) LifePort Inc. 366-4300-CF2-002 or Piaggio 80-929041-801	125.30	129.20	161.89	1	
	- Aerosled TS Side Arch (RH) LifePort Inc. 100-4279-CF2-002	25.00	151.00	37.75	1	
	- Aerosled TS Stretcher (RH) LifePort Inc. 100-4065-CF2-002 with	36.60	133.44	48.84	1	
	- Aerosled TS Arch LifePort Inc. 100-4049-CF2-002 or	4.85	139.00	6.74	1	
	- Aerosled TD Strecher (RH) LifePort Inc. 100-4123-02-CF2-002	35.00	133.44	46.70	1	
	- 6' PLUS Unit (LH) (1) LifePort Inc. 366-4300-CF2-002 or Piaggio 80-929041-801	125.30	152.76	191.41	1	
	- Aerosled TS Stretcher (LH) LifePort Inc. 100-4065-CF2-002 with	36.60	150.00	54.90	1	
	or					
	- Aerosled TD Strecher (LH) LifePort Inc. 100-4123-02-CF2-002	35.00	150.00	52.50	1	
	(1) Mounting plates weight included.					

ATA No.	ITEM DESCRIPTION AND PART NUMBER	WEIGHT LBS	ARM IN	MOMENT LBS • IN/100	Q.TY	MARK IF INSTL.
25-20	PASSENGER COMPARTMENT					
	<i>OPTION # 20 CABIN CONFIGURATION (cont.)</i>					
	- Rear Cabinet, RH side LifePort Inc. 180-2360-CF2-02	20.80	200.00	41.60	1	
	- Oxygen Vessel Rack Piaggio 80-909947-801	5.40	187.47	10.12	1	
	- Loading Ramp LifePort Inc. 100-4472	33.00	298.00	98.34	1	
	<i>OPTION # 21 CABIN CONFIGURATION</i>					
	- 2' PLUS Unit (1) LifePort Inc. 100-4568-CF2-002	28.52	83.20	23.73	1	
	- Side facing seat GEVEN AV11-3521-00	28.70	96.25	27.62	1	
	- 6' PLUS Unit (RH) (1) LifePort Inc. 366-4300-CF2-002	125.30	129.20	161.89	1	
	- Aerosled TS Side Arch (RH) LifePort Inc. 100-4279-CF2-002	25.00	151.00	37.75	1	
	- Aerosled TS Stretcher (RH) LifePort Inc. 100-4065-CF2-002 with	36.60	133.44	48.84	1	
	- Aerosled TS Arch LifePort Inc. 100-4049-CF2-002 or	4.85	139.00	6.74	1	
	- Aerosled TD Strecher (RH) LifePort Inc. 100-4123-02-CF2-002	35.00	133.44	46.70	1	
	- 6' PLUS Unit (LH) (1) LifePort Inc. 366-4300-CF2-002	125.30	152.76	191.41	1	
	- Aerosled TS Stretcher (LH) LifePort Inc. 100-4065-CF2-002 with	36.60	150.00	54.90	1	
	or					
	- Aerosled TD Strecher (LH) LifePort Inc. 100-4123-02-CF2-002	35.00	150.00	52.50	1	
	(1) Mounting plates weight included.					

ATA No.	ITEM DESCRIPTION AND PART NUMBER	WEIGHT LBS	ARM IN	MOMENT LBS • IN/100	Q.TY	MARK IF INSTL.
25-20	PASSENGER COMPARTMENT <i>OPTION # 21 CABIN CONFIGURATION (cont.)</i>					
	- FWD Facing Seat GEVEN AV03-2113-02	30.10	187.95	56.57	1	
	- Rear Cabinet, LH side (2) Piaggio 80-909820-803	41.88	197.00	82.50	1	
	- Cabin Baggage Compartment (3) Piaggio 80-909942-801	50.70	220.00	111.54	1	
	- Rear Cabinet, RH side LifePort Inc. 180-2360-CF2-02	20.80	200.00	41.60	1	
	- Oxygen Vessel Rack Piaggio 80-909947-801	5.40	187.47	10.12	1	
	- Loading Ramp LifePort Inc. 100-4472	33.00	298.00	98.34	1	
	(2) Includes Rear Cabinet assy P/N 80-909818-803 and Rear Cabinet support assy P/N 80-909946-801.					
	(3) Includes Cabinet assy P/N 80-909943-801.					

SECTION 7 – DESCRIPTION AND OPERATION

A flush-mounted socket on each side of the cabin floor provides electrical power supply to each litter assembly. Suitable access panels are provided for the floor sockets protection when the litter assemblies are not installed.

Two 50-ampere circuit breakers are installed in the main junction box for protection of the feeding lines to the litter assemblies: one on the left generator bus for the left litter assembly and the other one on the right generator bus for right litter assembly.

For pilot's control of electrical power delivery to each litter assembly during all flight operations, two remotely controlled circuit breakers are installed in the main junction box with the respective control circuit breakers located on the copilot circuit breaker panel, placarded respectively AUX1 for the left and AUX2 for the right litter assembly (see [Fig. 9-59](#)).

WARNING

Each time a litter assembly is to be either connected to or disconnected from the airplane electrical power supply, be sure the battery is OFF before the litter electrical plug is engaged in/disengaged from the airplane power connector.

The Air Ambulance configuration, option # 20, consists of one BLS system, one patient load ramp, one side-facing seat, three forward-facing seat, one forward cabinet, two rearward cabinets and an oxygen vessel rack. Individual lifejacket stowage compartments are provided.

In the Air Ambulance configuration, option # 21, the two forward-facing seats on the left side of the cabin (ref. to option # 20 cabin configuration) are substituted by a second BLS system.

Each BLS system, fastened to the cabin seat tracks by means of suitable mounting plates, comprises:

1. one 6 feet Patient Loading Utility System (PLUS), consisting of a base that houses connections to medical equipment, storage compartments and provisions for sliding, supporting and securing the patient and for the installation of two 10 lt. oxygen bottles;

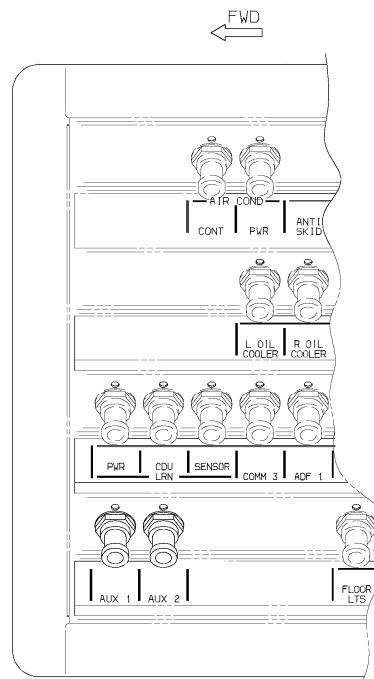


Figure 9-59. RIGHT CIRCUIT BREAKER PANEL - AUX 1 & AUX 2 CIRCUIT BREAKERS LOCATION

2. one AeroSled TS stretcher that latches to the top of the PLUS and provides patient restraint and support and allows the installation of an AeroSled TS Arch that includes mounting provision for medical apparatus, or, alternately,
one AeroSled TD stretcher that provides hard points on its top deck for the restraint of cargo and medical equipment.

One AeroSled TS Side Arch, which provides connection to medical equipment, can also be installed and directly fastened to the cabin seat tracks.

A 2 feet PLUS cabinet is installed just in front of the cabin door and it is provided with a medical equipment storage compartment and with a seat cushion and a backrest for the accommodation of one attendant/medical passenger during flight.

The load ramp can be attached to suitable connections provided on the 2' PLUS cabinet making easier patient loading/unloading and, when not in use, can be folded and stowed in the baggage compartment.

The two rear cabinets are located close to the aft cabin wall, the higher one on the left and the lower one on the right side. Both cabinets are provided with drawers for medical equipment storage.

Each 6 feet PLUS unit includes:

1. the provision for the installation of an optional oxygen system (this system includes two customer supplied oxygen bottles with 200 BAR (2900 PSI) maximum pressure, high pressure regulator, distribution manifold, fill port and outlets) a pressure gauge, a pressure regulator for a pressure delivery of approximately 60 psi and an outlet port;
2. a vacuum pump with outlet port;
3. a compressed air system with a pump, a pressure regulator for a pressure delivery of 60 psi (outlet pressure can be adjusted by the operator through a control knob on the pressure regulator), a 26 cu.in. accumulator, an air/water separator, a 5 micron filter and an outlet port;
4. a 28VDC-230VAC/50 Hz, 330 VA inverter with two delivery connectors;
5. a 28VDC/12VDC 210 Watt converter with four delivery connectors;
6. a control panel lighting system;
7. control switches and circuit breakers for each electrical system.

The outlet ports for oxygen, vacuum and compressed air have different size fittings in order to avoid possible incorrect connections.

WARNING

Positively **NO SMOKING** while oxygen is in use by anyone in the airplane. Oil, grease or other lubricants in contact with high pressure oxygen can create an extreme fire hazard. Any such contact must be avoided.

WARNING

When a defibrillator is installed, only the self-adhesive type electrodes are allowed for use on board of the airplane. The use of any standard handle type electrodes must be absolutely avoided when on board of the airplane.

SECTION 8 – AIRPLANE HANDLING, SERVICE AND MAINTENANCE

No changes to the basic Handling, Service and Maintenance information provided by the Section 8 of the Pilot's Operating Handbook are necessary for this Supplement.