

2.34. SPECIAL CABIN CONFIGURATIONS

2.34.1 CARGO AND COMBINED CARGO/PASSENGERS (COMBI) CONFIGURATIONS

CARGO CABIN CONFIGURATION

To secure the load when stowed in the approved bins, up to twelve tie-down straps and 24 tie-down fittings can be installed in the cabin.

A minimum of four straps and 8 tie-down fittings, for each loading section, must be used.

When the load is carried in approved top-open containers (metal, wood, etc.), in addition to the four straps, 1 net must be used with at least 4 additional tie-down fittings.

Each strap assembly consists of two segment straps, one of fixed length, one of adjustable length with a center buckle to tigh the straps, that are provided, at each end with a hook.

The hooks, at both the ends of straps, must be engaged on the rings of the tie-down fittings previously installed on the seat rails.

Each net assembly is provided with 8 straps adjustable in length with 8 buckles to tigh the loads, and a hook at each end.

Four additional tie down fittings are provided with the nets to engage the net's hooks in flight direction.

Do not engage, in flight direction, net's hooks and straps hooks in the same tie-down fitting.

Cargo load in the baggage compartment (if required) must be secured with the baggage compartment net.

An armrest protection is provided to be installed for armrest protection during loading/de-loading operations.

A door seal protection is provided to be installed for door seal protection during loading/de-loading operations.

DESCRIPTION AND OPERATION
SPECIAL CABIN CONFIGURATIONS**COMBI CABIN CONFIGURATION**

To secure the load when stowed in the approved bins, up to eight tie-down straps and 16 tie-down fittings can be installed in the cabin.

A minimum of four straps and 8 tie-down fittings, for each loading section, must be used.

When the load is carried in approved top-open containers (metal, wood etc.), in addition to the four straps, 1 net must be used with at least 4 additional tie-down fittings.

Each strap assembly consists of two segment straps, one of fixed length, one of adjustable length with a center buckle to tight the straps, that are provided, at each end with a hook.

The hooks, at both the ends of straps, must be engaged on the rings of the tie-down fittings previously installed on the seat rails.

Each net assembly is provided with 8 straps adjustable in length with 8 buckles to tight the loads, and a hook at each end.

Four additional tie-down fittings are provided with the nets to engage the net's hooks in flight direction.

Do not engage, in flight direction, net's hooks and straps hooks in the same tie-down fitting.

Cargo load in the baggage compartment (if required) must be secured with the baggage compartment net.

An armrest protection is provided to be installed for armrest protection during loading/de-loading operations.

A door seal protection is provided to be installed for door seal protection during loading/de-loading operations.

2.34.2 BALLAST FOR AIRPLANE BALANCING

The Ballast Kit P/N 80K561100-827 consists of a mounting plate, one 17.3 lbs. (dash -403), three 12.5 lbs. (dash -005), three 9 lbs. (dash -007), and three 16.1 lbs. (dash -011) ballast units.

After the mounting plate has been installed in the tail cone as per S.B. 80-0058, up to four ballast units can be arranged and secured in order to obtain the authorized ballast configurations shown in the Table at Page 6 of Supplement 5.

As long as the ballast is kept on board a suitable placard (see Section 2 of Supplement 5) must be installed on the pilot instrument panel for crew information.

Ballast installation allows changing the airplane Basic Empty Weight/Arm/Moment to be entered in the "Weight and Balance Loading Form" for C.G. calculation and airplane balancing check. This is useful for the airplanes whose cabin can be rearranged for different kinds of operation.

2.34.3 AIRAMBULANCE CONFIGURATIONS

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.

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:

- a. 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;
- b. 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.

DESCRIPTION AND OPERATION
SPECIAL CABIN CONFIGURATIONS

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 accomodation 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:

- a. 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;
- b. a vacuum pump with outlet port;
- c. 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;
- d. a 28VDC-230VAC/50 Hz, 330 VA inverter with two delivery connectors;
- e. a 28VDC/12VDC 210 Watt converter with four delivery connectors;
- f. a control panel lighting system;
- g. 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.