

EC145e



metroaviation.com





MEET THE E-LITE

The affordable, lightweight workhorse for any mission type.

The EC145e includes a single pilot VFR glass cockpit with the Garmin 500H and GTN 650/750 navigation and communication system with 2-axis autopilot. A second configuration for dual pilot VFR includes the Genesys 3D SVS EFIS avionics solution. Single and dual pilot IFR configurations include four Genesys IDU-450 displays that can be configured as a Primary Flight Display (PFD) or a Multi-Function Display (MFD).

SPACIOUS INTERIOR

Large unobstructed flat floor cabin providing excellent cockpit visibility for pilots/crew as well as unrivaled loading capability from the rear and side

USEFUL LOAD

Maximum takeoff weight of 7,903 lbs., the same as the EC145C2 variant, but the useful load is increased by as much as 330 lbs (VFR).

FLEXIBILITY

Interchangeable optional equipment, such as the rescue hoist, internal long range fuel tank, cargo hook, bambi bucket amongst others

- Fully compliant to the latest crash-worthiness requirements FAR29/CS29 – airframe, landing gear and seats
- High set main rotor system
- Redundant systems – hydraulic, electrical and lubrication for the main transmissions
- Reduced DOC with simplified systems
- All Metro STC's are available

Contents

EC145e Configuration	4
Base Aircraft & Equipment	5
Medical Interior	12
Corporate	26
Utility	28
Metro Aviation	30



PASSENGER TRANSPORT

Configuration	PILOTS	PASSENGERS
Standard Seating - High density seating	1/2	9/8 - UPTO 11

WEIGHT

Maximum takeoff weight	3,585 kg / 7,902 lbs
Useful load, baseline aircraft definition	1,810 kg / 3,990 lbs (estimated VFR) ; 1,787 kg / 3,932 lbs (estimated IFR)
EMS Equipment, incl. a/c	386 kg / 850 lbs
LE Equipment, incl. a/c	506 kg / 1,116 lbs
Utility Equipment, incl. a/c	445kg / 981 lbs

ENGINES (2 TURBOMECA ARRIEL IE2 TURBOSHAFT)

Maximum 2.5 min power - one engine inoperative (OEI)	574 kW / 770 shp
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PERFORMANCE AT 3,300 KG (7,275 LBS), SL, ISA

Fast Cruising Speed	250 km/h / 135 kts
Hover Ceiling IGE	3,840 m / 12,600 ft
Hover Ceiling OGE	3,45 m / 11,300 ft
Maximum range with standard tanks	685 km / 370 NM
Maximum endurance at 65 KIAS	3:40h

OPERATIONAL LIMITS

Maximum operating altitude	5,485 m / 18,000 ft PA
Minimum temperature	-45 ° C / -49 ° F
Maximum temperature	ISA + 35 ° C / 95 ° F, limited to +50 ° C / 122 ° F

BASIC AIRCRAFT AND EQUIPMENT FOR EC145E

Green Aircraft from Factory

1	Aircraft Equipment - Factory Installed		
2			40 AH "SAFT" BATTERY, 24V INSTEAD OF STANDARD BATTERY
3			ADDITIONAL ELECTRICAL UNIT
4			BLEED AIR HEATING SYSTEM
5			CABLE CUTTER SYSTEM, FIXED PROVISIONS
6			COPILOT FLIGHT CONTROLS
7			COPILOT FLIGHT CONTROLS PEDAL COVER
8			COPILOT DOOR SLIDING WINDOW
9			ENGINE COMPRESSOR WASH KIT
10			EXTERNAL HOIST, LH, MECHANICAL, FIXED PROVISIONS
11			EXTERNAL HOIST, RH, MECHANICAL, FIXED PROVISIONS (Must be contracted 12 months in advance with additional cost)
12			FUZZ BURNER FOR ENGINES
13			FUZZ BURNER FOR MAIN TRANSMISSION
14			FUZZ BURNER FOR TAIL ROTOR AND INTERMEDIATE GEARBOX
15			HEIGHT ADJUSTABLE PILOT SEAT INSTEAD OF STANDARD PILOT SEAT
16			IMPROVED HEAT PROTECTION FOR ENGINE COWLING LH
17			IMPROVED HEAT PROTECTION FOR ENGINE COWLING RH
18			LANDING & SEARCHLIGHT, 400/200 W, FIXED PROVISIONS
19			STANDARD COPILOT SEAT
20			MAP CASE IN COPILOT DOOR
21			PERFORMANCE IMPROVEMENT KIT FOR BLEED AIR HEATING SYSTEM
22			TINTED SUNSHADES FOR COCKPIT WINDSHIELD ROOF SECTION
23			VECTOR MAST MOMENT SYSTEM (VMMS)
24			WINDOW IN CLAMSHELL DOOR - LH
25			WINDOW IN CLAMSHELL DOOR - RH
26			RIGHT HAND INSTRUMENT PANEL TO BE CUT FOR THE G500H TRAY
27			AVIONICS SHELF "PANEL ASSY-AFT DECK RACK / B533K4805-05 I

Additional Recommended Items

1	I	I17M-100	AIR CONDITIONING SYSTEM, MECHANICAL DRIVEN, DUAL EVAPORATOR
2	I	PAINT	3 COLOR PAINT
3	I		PULSE LIGHT
4	I		WIRE STRIKE
5	I	I45M-195	SUPER NIGHT SCANNER

Full Medical Interior Solution (not compatible with Corporate/VIP Interior Installation)

1	I	145M-129	MEDICAL EQUIPMENT MOUNTING, RAILS SYSTEMS AVAILABLE IN AFT WINDOWS, DEPENDING ON PRIMARY MED WALL CONFIG	MAI
2	I	145M-140	PORTABLE OXYGEN MOUNT (MOUNTED ON CLAMSHELL DOOR)	MAI
3	I	145M-164	CABIN LED FLOOD LIGHTS, BLUE/WHITE HIGH/MED/LOW. ADDITIONAL PATIENT EXAM LIGHT, STYLE AND LOCATION TO BE DETERMINED. CABIN FLOOD WILL BE OPERATIONAL ON SHORE AND AIRCRAFT POWER	MAI
4	I	145M-167	AFT CABIN LOADING LIGHT	MAI
5	I	145M-180-1	WHELEN WING TIP STROBES WITH MAI LED ANTI-COLLISION LIGHT	MAI
6	I	145M-182	SIDE LOADING LIGHTS OVER SLIDING DOORS	MAI
7	I	145M-183	TAIL FLOOD LIGHTS	MAI
8	I	145M-185	(2) EA. 250 WATT FIXED REAR CROSS TUBE MOUNTED LIGHTS	MAI
9	I	145M-250	ALUMINUM MEDICAL FLOOR, NON SKID GRAY POWDER COAT WITH AVIONICS ACCESS	MAI
10	I	145M-250	NYLON BUMPER TO PROTECT END PIECE AT ENTRY OF CLAMSHELL DOORS	MAI
11	I	145M-***	LITTER / GURNEY SOLUTIONS LITTER (FERNO 1123, MAI P/N 135M-3000-1) GURNEY (FERNO 28A/28A1, P/S 135M-3500-1) MX PRO GURNEY (STRYKER PRO, MAI P/N 145M-3520-1) PERFORMANCE MANUAL LOAD (STRYKER)	MAI
12	I	145M-410	FIRST AFT FACING TRACKING AND SWIVELING SEAT (COLOR TBD)	FISHER
13	I	145M-444	SECOND AFT FACING SWIVELING ROTATING SEAT AND TRACKING (COLOR TBD)	FISHER
14	I	145M-444	THIRD FWD/AFT FACING SWIVELING ROTATING SEAT AND TRACKING (COLOR TBD)	FISHER
15	I	145M-444	FOURTH FWD/AFT FACING SWIVELING ROTATING SEAT AND TRACKING (COLOR TBD) (OPTIONAL)	FISHER
16	I	145M-500	MED COMMUNICATION PANEL INSTALL, INCLUDES REMOTE FM AND AUDIO PANELS	MAI
17	I	145M-551	MEDICAL WALL ON PRIMARY SIDE GRID STYLE FOR MOUNTING EQUIPMENT	MAI
18	I	145M-552	MEDICAL WALL ON RIGHT HAND SIDE, GRID STYLE FOR MOUNTING EQUIPMENT	MAI
19	I	145M-6**	STC OXYGEN / LOX SOLUTIONS R/H O2 SYSTEM (145M-610-1) L/H O2 SYSTEM (145M-630-2) EXTERNAL LOX R/H SYSTEM (145M-640-2) NON-STC LOX (REQUIRES APPROVAL) INTERNAL LOX SYSTEM (145M-650-1)	MAI
20	I	145M-720/730	SUCTION AND AIR SYSTEM WITH OUTLETS EACH, SYSTEM BUILT INTO THE AIRCRAFT	THOMAS
21	I	145M-801	LH ONLY SLANT MEDICAL SWITCH PANEL /RH MEDICAL SWITCH PANEL ONLY NO SLANT	MAI
22	I	145M-810/811	PRIMARY AND SECONDARY IV RAIL HOOKS (6 HOOKS)	MAI
23	I	145M-900	MEDICAL INVERTER W/ LINE & AUTO SWITCHING. SEPARATE HEATER (HIGH LOAD) PLUG (15AMP)	MAI
24	I	****	MEDICAL EQUIPMENT MOUNTS FOR: (1) CARDIAC MONITOR MOUNT / (1) VENTILATOR MOUNT / (2) INFUSION PUMP MOUNTS	MAI

Corporate Interior (not compatible with Medical Interior Solution)

1			Corporate Interior to include:
2	10		MID GRADE LEATHER UPHOLSTERY COVER - (2) CREW SEATS, (8) CABIN SEATS)
3	**		MID GRADE COCKPIT & CABIN CARPET - WITH SURGED SEAMS
4	**		PLATING OR REPLACEMENT OF INTERIOR BELT BUCKLES AND AIR NOZZLES AS APPLICABLE
5	**		RE-WEB SEAT BELTS TO MATCH INTERIOR
6	**		ADDITIONAL READING LIGHTS
7	8		STANDARD MARTIN BAKER SEATS
8	1		CUSTOM CABINET
9	1		VVIP CUSTOM OPTIONS AVAILABLE

Utility/Offshore Interior (not compatible with Medical Interior Solution)

1	8		STANDARD MARTIN BAKER SEATS WITH NAUGAHYDE COVER
2	1		HOIST - REMOVABLE PROVISIONS
3	1		CARGO HOOK
4	1		CARGO HOOK MIRRORS
5	1		CARGO NET
6	1	646.4101	DART - TRI-BAG FLOAT SYSTEM WITH OR WITHOUT LIFE RAFT KIT
7	8		EXTERNAL LOUDSPEAKER SYSTEM
8	1		ECMS - FAST ROPING & RAPPELLING

Optional Avionics Equipment

1	**	CIX-414 xxx	CORD ASSEMBLIES	COMM INNOVATIONS
2	1	RDR-2000	RADAR/ CONTROL PANEL / RADOME	BENDIX KING
3	1	IRIS	FLIGHT FOLLOWING SYSTEM ,VOICE, PTT & DATA MONITORING	IRIS
4	1	TA-102	USB SUPPLY FOR COCKPIT	EDMO
5	1	TDFM 9100	FM VHF/UHF TRANSCEIVER	TECHNISONIC
6	1	RC-9100NV	REMOTE FM CONTROL	TECHNISONIC
7	1	NVG	NVG STC COCKPIT	ASU/REB/AD



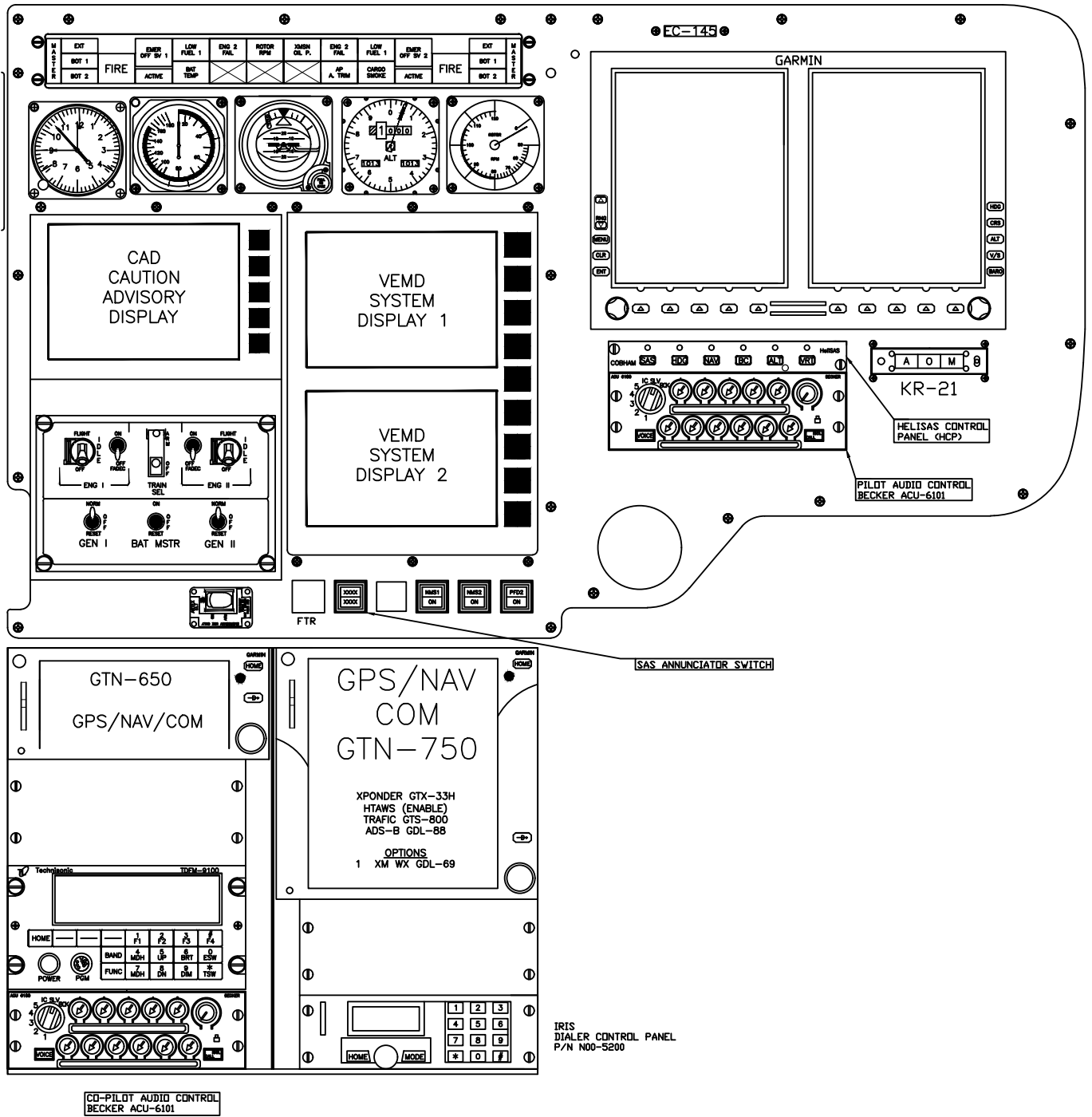
Genesys IFR Avionics Equipment

1	4	IDU-450	EFIS SYSTEM CAPABLE OF: <ul style="list-style-type: none"> • PRIMARY FLIGHT INSTRUMENTS (ATTITUDE, ALTITUDE, AIRSPEED, AND HEADING) • HSI AND NAVIGATION DISPLAY FOR VOR, ILS, GPS, ADF, ETC. • MOVING MAP • GPS-SBAS FLIGHT MANAGEMENT SYSTEM (FMS) INCLUDING VNAV, LPV, ETC. (AS LISTED IN RFMS) • HTAWS • SYNTHETIC VISION SYSTEM (SVS) • FLIGHT PATH MARKER • HIGHWAY IN THE SKY 	GENESYS
2	1	TAS 605A	TRAFFIC WARNING	AVIDYNE
3	1	KMR 675	MARKER RECEIVER	HONEYWELL
4	1	GTX 345	ALL-IN-ONE TRANSPONDER SOLUTION FOR ADS-B	GARMIN
5	2	GNC 255 B	NAV/COM TRANSCEIVER	GARMIN
6	2	ACU-6101	(1) CO-PILOT / (1) PILOT (TOTAL OF [4] AUDIO PANELS IF MEDICAL COMPLETION)	BECKER
7	1	REU-1600	REMOVE ELECTRONIC UNIT	BECKER
8	1	C406-NHM	ELT SYSTEM WITH NAV CAPABILITY	ARTEX
9	3	LD12-001	ANNUNCIATOR DIMMER	EDMO
10	3	LD12-IKC	LD-12 KIT	EDMO
11	1	ZFSC-2-1B+	NAV SPLITTER	EDMO
12	17	LED *****	VIVISUN SWITCHES	VIVISUN
13	2	Safe328	COOLING FAN	EDMO
14	1	CDM - 451	DME	CHELTON
15	1	KRA-405B	RADAR ALTIMETER	HONEYWELL
16	1		HOT MIKE IN CLAMHELL DOOR AREA	MAI
17	1		RADIO MASTER	MAI
18	1	HELISAS	3 AXIS HELISAS SP/DPIFR	GENESYS



Garmin VFR Avionics Equipment

1	1	GTN 750	GPS/COM	GARMIN
2	1	010-00878-02	HTAWS ENABLEMENT CARD	GARMIN
3	1	GTN 650	GPS/COM	GARMIN
4	1	GTX-345R	ALL-IN-ONE TRANSPONDER SOLUTION FOR ADS-B "OUT" AND "IN"	GARMIN
5	1	GDL 69HSXM	XM WEATHER	GARMIN
6	1	GTS 800	TRAFFIC WARNING (OPTIONAL)	GARMIN
7	1	KR-21	MARKER RECEIVER	HONEYWELL
8	2	ACU-6101	(1) CO-PILOT / (2) REAR CABIN AUDIO PANELS (TOTAL OF (4) AUDIO PANELS IF MEDICAL COMPLETION)	BECKER
9	1	REU-6100	REMOTE ELECTRONIC UNIT	BECKER
10	1	C406-NHM	ELT SYSTEM WITH NAV CAPABILITY	ARTEX
11	1	G500H	EFIS DISPLAY	GARMIN
12	1	804 **	STANDBY GYRO	
13	1	KRA-405B	RADAR ALTIMETER	HONEYWELL
14	1		RADAR ENABLEMENT CARD	GARMIN
15	1		HOT MIKE IN CLAMSHELL DOOR AREA	MAI
16	1		RADIO MASTER	MAI
17	1	Helisas	2 AXIS HELISAS VFR	GENESYS





METRO AVIATION FULL MEDICAL INTERIOR SOLUTION

As an air medical solution, the EC145e offers a variety of STC configurations to meet the needs of hospitals, specialty teams and pediatric units.

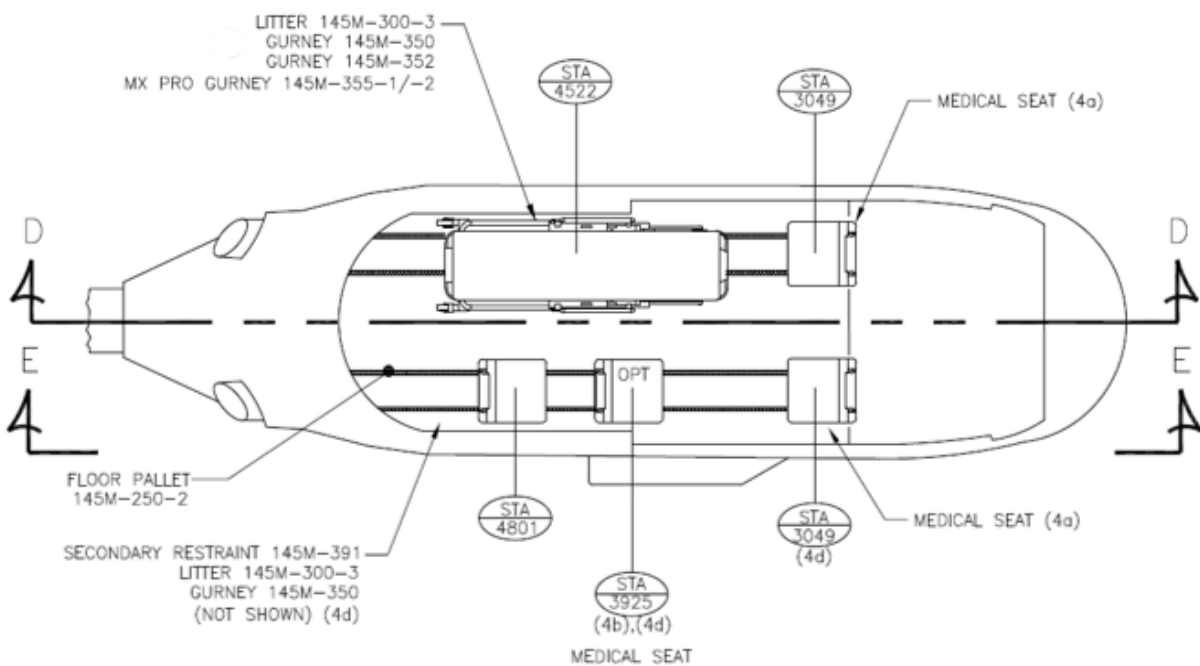


EMS PRIMARY SEATING AND PATIENT ARRANGEMENTS

This arrangement includes three (3) Seats and a LH patient:

- The forward cabin LH and RH Aft-Facing Track & Swivel seats
- The aft cabin RH Fwd-Facing Track & Swivel seats position for Taxi, Take-Off and Landing. Can be moved forward when 2 patients loaded.
- The LH PATIENT litter/gurney at STA 4522 will be locked into position for Taxi, Take-Off and Landing

SEATING





FLOOR PALLET SYSTEM

FLOOR PALLET SYSTEM

The 145M-250-2 Floor Pallet System will overlay the existing aircraft floor and provide for the protection of the airframe and provide mounting for the Gurneys/Litters and Medical/Operator seats. The floor pallet will be machined using various thickness of 6061-T6 aluminum; a fluid dam will be machined into the floor to contain spilled fluids. Additionally, recessed longitudinal heavy duty seat rails will be machined into the floor pallet to accommodate a number of interior seating and patient Gurney/Litter arrangements. The floor pallet may be finished with a hard anodized surface and/or powder coated.

The F+E Medical Seat 230/305 P/N 9613-0-33-0X004B020X0002X or P/N 9613-0-33-2X004B120X0002X seats included in the floor pallet system will mount directly into recessed longitudinal seat rails. This allows the seats to be track fore, aft and swivel allowing for better patient access. The seat is certified to TSO-C127 and AS8049 Type B and the seat cushion meets the requirements of Appendix F, Part II of CFR 25. Additionally, the seat comes with a JTSO-C114, 4 point safety belt system.



LIGHTS AND RAILS

CABIN FLOOD LIGHTS

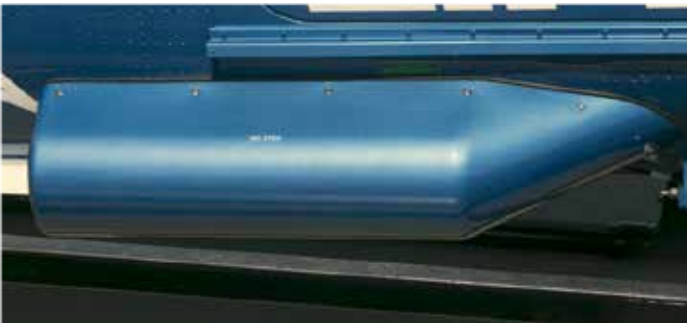
The 145M-166 cabin flood lights included in this system are located in the overhead cabin periphery, the system consist of eight (8x) high intensity LED (blue/white) lights that are used to provide illumination of the cabin during medical missions. Operation is controlled through the UTC Aerospace touch panels that allow the medical crew to control the lights.

MEDICAL IV RAILS

The 145M-801/802 Medical (4x) IV Rails secured the cabin overhead center middle panel (MAX. WT. 2.5 Lbs. PER RAIL) provides a positive catch and convenient location for the medical crew to hang IV solutions bags, not allowing them to drop in flight.



OXYGEN SYSTEM



GASEOUS CONTINUOUS FLOW OXYGEN SYSTEM

The Emergency Medical System KIT 145M-100-3 Optional Continuous Flow Oxygen System includes a primary right hand cylinder system. The optional 145M-610-3 RH Oxygen System consists of a:

- Cirrus/Metro Style Cylinder-Valve Assembly (approx. 77.1 cu ft/2700 liters)
- Digital Indicator
- Shut-off valve
- Pressure transmitter
- Pressure switch
- Cabin emergency shutoff switch
- Pilot cutoff switch
- Cabin oxygen outlets

The right hand Cylinder-Valve Assembly (77.1 cu ft) is mounted to the fuselage between the cross tubes below the door tracks on the right hand outboard side and covered by a fiberglass fairing. Low-pressure oxygen is supplied to the cabin through 1/4" seamless stainless steel lines. The low-pressure system can be cut off at the point where it enters the aircraft by an electrically controlled shut off valve. There is an emergency shut-off switch in the system. The shut-off valve is controlled by three switch system: a pilot master cutoff switch, an emergency oxygen override switch in the cabin if touch screens fails. Cabin touch screens are for the normal on/off operation used by the medical crew. The touch screens also have annunciation of low oxygen pressure below 40–45 psi. The contents of the bottle can be monitored on a digital gauge in the cabin. Servicing of the Cylinder-Valve Assembly (77.1 cu ft) will be through a fill port located adjacent to the right hand Oxygen cylinder.

Optional secondary 145M-630 LH Oxygen System is available.



EXTERNAL LIQUID OXYGEN

The 145M-640 External LOX System R/H 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. Detail filling instruction can be found in the maintenance manual and Instructions for Continued Airworthiness.

LIQUID OXYGEN



INTERNAL LOX IN CABINET (Non-STC)

The 145M-641 internal liquid oxygen container is a double walled, ultra high vacuum insulated container that stores the oxygen in its liquid state. It is constructed to minimize the influx of heat into the contained liquid oxygen. The inner container is suspended within the outer container by means of a vibration and shock adsorbing spring arrangement. Two tubes lead from the outer container to the top (vapor phase) and bottom (liquid phase) of the inner container. The liquid oxygen container incorporates a capacitance type sensing element, which is the sender for the contents gauging system. The electrical leads for the sensing element are routed to the outside of the container through the vent tube.

OPTIONAL OUTLET LOCATIONS



PRIMARY MEDICAL SLANT PANEL

The 145M-801 Medical Slant Panel is located above the large aft cabin windows. The panel provides mounting locations for the oxygen/suction regulators and outlets, and other lights and installed equipment.

The left panel is standard. An optional right hand panel is available.



MEDICAL SUCTION SYSTEM

The optional 145M-720-3 Medical Suction System provides a suction source for various medical carry on equipment used by the medical crew in the care of patients. The Medical Suction System consists of a suction pump, suction outlets and a regulator. Operation is controlled by the UTC Aerospace Control System touch panels, located in the cabin. This installation contains electrical wires/cables that run to and from equipment that interface with the medical suction system. The medical suction system plumbing contains tubing that run to and from the suction pump, suction outlets and a regulator located in the cabin.

Layout of panel is customizable by customer



MEDICAL AIR SYSTEM

The optional 145M-730 Medical Air System provides an air source for various medical carry on equipment used by the medical crew in the care of patients. The Medical Air System consists of a medical air pump and air outlets. Low pressure annunciated on the touch screens when below 40–45 psi. The pump's air is regulated and filtered. This installation contains electrical wires/cables that run to and from equipment that interface with the medical air system. The medical air system plumbing contains tubing that run to and from the air pump and two air outlets located in the medical slant panel.



CONTROL PANEL

MEDICAL CONTROL PANEL

The 145M-500 medical control panel is located in the cabin ceiling. The panel houses various EMS and communications equipment for use by the crew when the aircraft is on an EMS mission.



PORTABLE OXYGEN MOUNT

The 145M-140-2 Portable Oxygen Mount will be located on the right hand clamshell door. Mounts are used to store a "D" size cylinder only (MAX WEIGHT 10 LBS); the cylinder shall not be used for dispensing. All cylinders installed in these mount must meet requirements of CFR 49 Parts 171, 172 and 173 except 173.24(a)(1).

The 145M-160 Portable Oxygen Mount may be installed aft of the pilot seat. Mount is used to store a "D" size cylinder only. All cylinders installed in this mount must meet requirements of CFR 49 Parts 171, 172 and 173 except 173.24(a)(1)



PORTABLE OXYGEN



STRYKER GURNEY

MODIFIED STRYKER MX PRO R3

This 145M-352 MX PRO Gurney is an alternate for primary 145M-350 gurney, it consist of a modified Stryker MX PRO R3. The Gurney is modified by the addition of the Metro Aviation posi-lock latching mechanism consisting of a receiver and latch mechanism attached to the gurney assembly and a plate with alignment and securing studs attached to the cabin seat rails.

The belt system is system attached directly to the Gurney. 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.



The new Stryker performance manual load is available.



FERNO 28

FERNO WASHINGTON MODEL 28A

The 145M-350 was designed by the manufacturer for installation in aircraft application. The Gurney is modified by the addition of the Metro Aviation posi-lock latching mechanism consisting of a receiver and latch mechanism attached to the gurney assembly and a plate with alignment and securing studs attached to the cabin seat rails.



FERNO 28A1



STRYKER NEONATE

MODIFIED STRYKER MX PRO R3 - NEONATE

This 145M-355-1 and -2 Modified Stryker MX PRO R3 Gurney is an alternate for primary 145M-350 gurney, it consist of a modified Stryker MX PRO R3. The Gurney is modified by the addition of the Metro Aviation posi-lock latching mechanism consisting of a receiver and latch mechanism attached to the gurney assembly and a plate with alignment and securing studs attached to the cabin seat rails.

The gurney modification may include the following optional equipment:

- First version includes an optional 20H Voyager Incubator and Airborne Bottle Box
- Second version includes an optional 20H Voyager Incubator and Clamps are installed to store a "D" size or "E" size cylinder only.

Note: all cylinders installed in these clamps must meet requirements of CFR 49 Parts 171, 172 and 173 except 173.24(a)(1)

- Note: Gurney P/N 145M-3550-1 and -2 evaluated for a max weight of 196 lbs. Containment dimensions in inches of 21H x 74L x 20.5W. Max vertical CG<10.5 inches.
- The modified 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.
- Aviator Isolette is Optional as Field Approval



STORAGE CABINET

MEDICAL STORAGE CABINET (Non-STC)

145M-133 (Field Approval) Storage Cabinet provides a full height storage solution with or without Internal Lox. Customers can add locks to drawers to secure narcotics.



W=12.5", H=6.0", D=10"

W=12.5", H=6.0", D=10"

W=12.5", H=4.3", D=9"

W=12.5", H=4.3", D=9"

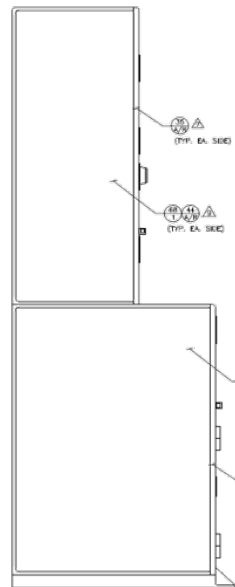
W=12.5", H=6.5", D=14"

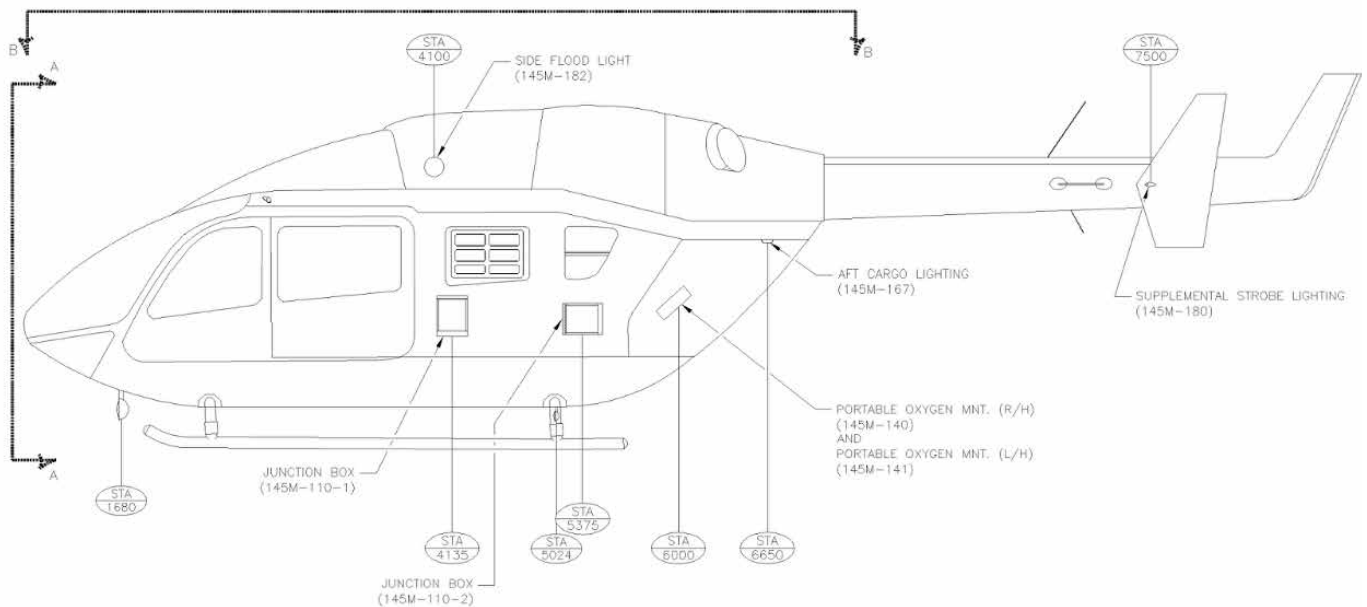
W=12.5", H=12.4", D=14"



OPTIONAL SHORT CABINET (Non-STC)

The short cabinet allows you to mount equipment on top with a Ferno or HillAero Mount, both of which swivel.





STROBE LIGHTS

FLOOD LIGHTS

SUPPLEMENTAL STROBE LIGHT INSTALL

The 145M-180-3 Supplemental Strobe Light System consists of a switch in the 12VE cockpit overhead panel labeled "STROBE LTS", a 2 amp circuit breaker in the 12VE cockpit overhead panel labeled "STROBE LTS" and a combination strobe and LED position light assembly Whelen P/N 01-0790725-11 & -12 (TCO-C96a/TSO-C30c) that replace the type certified position lights on the end of the horizontal stabilizer. The type certified position lights system control remains unchanged.

SIDE FLOOD LIGHTS

The 145M-182-1/-2 side flood light system consists of a switch in the 12VE cockpit overhead panel labeled "SCENE LTS", a 3 amp circuit breaker in the 12VE cockpit overhead panel labeled "SCENE LTS", (2x) PAR36 size flood lights mounted to left and right engine oil cooler structure. Holes are cut in the left and right transmission cowling to allow the flood lights to shine on and illuminate the ground area to increase ground operation safety.

Note: The side flood light system is for ground use only.

AFT CARGO LIGHTING

The 145M-167 - A single dome light is added to the underside of the avionics mount shelf to illuminate the ground and aft cargo area. This light is controlled a switch located in the forward cabin area.

AUXILIARY LIGHTING

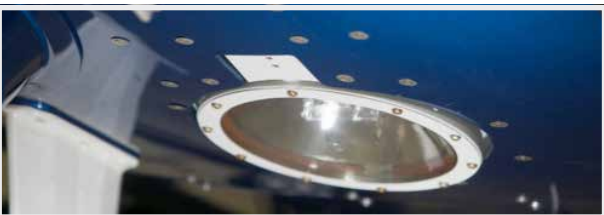
The 145M-185-3 auxiliary lighting system consists of (2x) PAR46 lights secured to the aft cross tube below the belly of the aircraft, a 35 Amp Fuse located in the Aft Battery Box 3VE , and a relay. To activate the lights use the pilot's collective mounted on-off switch labeled "AUX LTS".



LANDING SEARCHLIGHT

CONTROLLABLE SEARCH LIGHT

The 145M-195-3 Controllable searchlight system consists of a 850,000 candle power search light and collective mounted switches (existing) for on-off, stow and azimuth and elevation control. The search light is powered by a 25 amp CB labeled "LDG LGT PWR" on Shed Bus 1 in the left hand service connector 11VE panel and a 2 amp CB labeled "NSCAN" located in the cockpit overhead 12VE panel. The controllable search light is mounted in forward belly (chin panel) and is operated by the activation of the collective mounted switches. There are two switches, one toggle switch for on and off and stow located in the cockpit overhead 12VE panel. One "Chinese hat" switch for elevation and azimuth control located in the pilot's collective. This allows the pilot to better perform reconnaissance of a landing area at night.



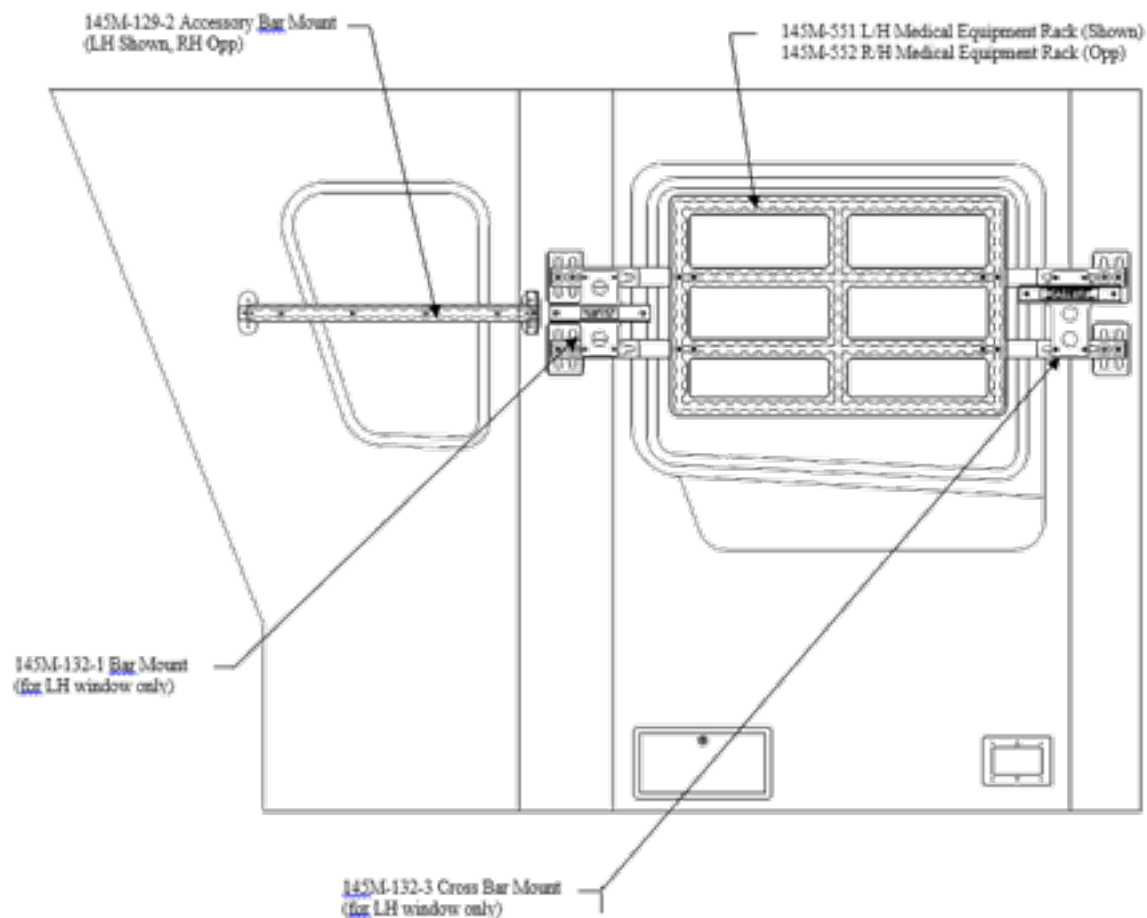
TAIL FLOOD LIGHT

TAIL FLOOD LIGHT

The 145M-183-3 tail flood light system consists of a switch in the 12VE cockpit overhead panel labeled "TAIL LT", a 2 amp circuit breaker in the 12VE cockpit overhead panel labeled "TAIL LT", a single PAR36 size flood light in a housing mounted on the aft engine cowls and a load light located on the bottom of the tail boom. The tail light illuminates the tail rotor area and the load light on the bottom of the tail boom illuminates the ground area providing increased safety during ground operations.

Note: The tail flood/load light system is for ground use only.





ACCESSORY BAR MOUNT

WINDOW ACCESSORY BAR MOUNT

This 145M-129-2 window accessory bar mount installation includes a single bar mounts located on both the left and right hand aft windows (Accessory Bar Load Limit 20 lbs Max) the bar mounts are manufactured using Medium Duty Aircraft Track made from 7075-T6 aluminum alloy extrusion to meet specification MS 33601. These bar mounts may be used by the medical crew in the care of patients, to support medical equipment with easily removable mounts.

ACCESSORY MOUNT

ACCESSORY MOUNT

The 145M-132 Accessory Mounts are designed to adapt lightweight medical equipment to the Medical Equipment Rack and is used by the medical crew in the care of patients. The 145M-132-1 Bar Mount is located on the aft end of the Medical Equipment Rack (Accessory Mount Load Limit 16.0 lbs Max) and the 145M-132-3 Cross Bar Mount is located on the forward end of the Medical Equipment Rack 145M-551 (Accessory Bar Load Limit 16.0 lbs Max).

EQUIPMENT RACK

L/H AND R/H MEDICAL EQUIPMENT RACK

The primary 145M-551 L/H Medical Equipment Rack is installed by means of 4 quick connections that attach to the airframe structure (Max Allowable Equipment Weight 40 lbs). The rack is manufactured from extruded aluminum with recessed seat rails machined into the rack that meets MS33601 and is used by the medical crew in the care of patients, to support various medical equipment secured to the rack with easily removable mounts.

The secondary 145M-552 R/H Medical Equipment Rack is installed by means of 4 quick connections that attach to the airframe structure (Max Allowable Equipment Weight 40 lbs). The rack is manufactured from extruded aluminum with recessed seat rails machined into the rack that meets MS33601 and is used by the medical crew in the care of patients, to support various medical equipment secured to the rack with easily removable mounts.





METRO AVIATION CORPORATE INTERIOR SOLUTION





METRO AVIATION UTILITY CONFIGURATION



FLOAT INSTALLATION



HOIST INSTALLATION





METRO AVIATION COMPLETION CENTER

Located in Shreveport, Louisiana, Metro's 160,000 sf completion center is a FAA Certified Airframe Modification, Maintenance, Inspection and Repair Facility.

- 9,500sf avionics
- 23,100sf production
- 5,800sf CNC machine shop
- 7,200sf engine & accessory overhaul
- 35,000sf completions and maintenance hangar
- 11,500sf paint shop
- 10,000sf inventory
- 38,500sf training center
- 17,200sf administrative offices
- 2,200sf Outerlink Headquarters

METRO AVIATION COMPLETION CENTER

Metro's aircraft completions center is a full service facility capable of a complete range of modification and upgrade packages for new and existing customers. Metro has extensive experience in air medical, law enforcement, offshore, utility, VIP and corporate aircraft.

Metro's highly trained and dedicated staff is available during the entire completion process as we build your new aircraft to your precise specifications. The Aircraft Configuration Coordinator is in constant communication with customers every step of the way. From the production design review to your on-site tour and paint design, Metro is a trusted partner to ensure the aircraft is completed to the specifications outlined in the scope of work and all new modifications suggested by the customer are tested and approved to the highest standard.

Metro has completed more EC135s and EC145s than any other completion center in the world and our more than 30 STC's (Supplemental Type Certificates) include EMS and avionics, and they cover the AS350, BO105, BK117, EC130, EC135, EC145, Bell 407 and the first STC for an air medical completion of the EC155 in the world. Metro Aviation was the first company in the U.S. to achieve Level IV of the FAA's SMS Pilot Project for a Part 145 Repair Station.



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