



Australian Government

Civil Aviation Safety Authority

Instrument number CASA EX74/23

I, PHILIPPA JILLIAN SPENCE, Director of Aviation Safety, on behalf of CASA, make this instrument under regulations 11.160, 11.205 and 11.245 of the *Civil Aviation Safety Regulations 1998*.

[Signed P. Spence]

Pip Spence
Director of Aviation Safety

21 July 2023

CASA EX74/23 — Use of Medevac Litter in SAR and Medical Transport Operations (Skyplan and Lifeflight) Exemption Instrument 2023

1 Name

This instrument is *CASA EX74/23 — Use of Medevac Litter in SAR and Medical Transport Operations (Skyplan and Lifeflight) Exemption Instrument 2023*.

2 Duration

This instrument:

- (a) commences at 6 p.m. on Friday, 21 July 2023; and
- (b) is repealed at the end of 30 June 2026.

3 Definitions

In this instrument:

CASR means the *Civil Aviation Safety Regulations 1998*.

Lifeflight means the person mentioned in paragraph (b) of the definition of **relevant operator**.

litter means the LSC-402 Series medevac litter.

LSC 402 Series Medevac Litter: see **relevant litter**.

manufacturer means Lifesaving Systems Corporation, Apollo Beach, Florida, USA, in its capacity as the manufacturer of the LSC 402 Series Medevac Litter.

medical transport operation has the meaning given in the CASR Dictionary.

Part 133 MOS means the *Part 133 (Australian Air Transport Operations — Rotorcraft) Manual of Standards 2020*.

Part 138 MOS means the *Part 138 (Aerial Work Operations) Manual of Standards 2020*.

relevant helicopter means:

- (a) the MBB Kawasaki BK117 B-2 model helicopter operated by Skyplan; and
- (b) the MBB Kawasaki BK117 C-1 model helicopter operated by Lifeflight.

relevant litter means either of the following:

- (a) the manufacturer's LSC 402 Medevac Litter;
- (b) the manufacturer's LSC 402-TI Medevac Litter;

and includes:

- (c) the manufacturer's restraint straps attached to the litter for securing a person to the litter; and
- (d) the manufacturer's litter hoist sling and attachment rings; and
- (e) the manufacturer's carabiners for attaching the hoist sling to the helicopter winch hook.

relevant operation means one of the following operations by a relevant operator in which the pilot in command of a relevant helicopter carries and uses, or reasonably expects to use, a relevant litter for a person to be carried as an external load:

- (a) a SAR operation;
- (b) a medical transport operation.

relevant operator means each of the following:

- (a) Skyplan Australia Pty Ltd, ARN 554908;
- (b) Lifeflight Australia Ltd, ARN 223513.

SAR operation is short for search and rescue operation, and has the meaning given in section 1.07 of the Part 138 MOS.

Skyplan means the person mentioned in paragraph (a) of the definition of **relevant operator**.

working load limit, for a litter, means the maximum load that may be placed on the litter, and is 160 kg.

- (2) In this instrument, unless the contrary intention appears, other words and phrases have the same meaning as in the Part 133 MOS or the Part 138 MOS, as applicable to the relevant operation.

4 Application

This instrument applies, according to its terms, to the use by a relevant operator, or the relevant operator's pilot in command, of a relevant litter, by a relevant helicopter, in a relevant operation.

Note The instrument has application only in relation to a relevant litter, and has no application in relation to the requirements of, or approval under, Part 21 of CASR, for fittings, lines, safety harnesses, restraint straps, rescue harnesses, rescue devices or any other equipment.

5 Exemption – CASR Part 133 – medical transport operations

- (1) The relevant operator and the relevant pilot in command of a relevant operation are each exempted from the following provisions of CASR that would otherwise apply to each of them:
 - (a) regulation 133.295;
 - (b) subregulation 133.360(2);

BUT only to the extent of the requirement under section 5.06 of the Part 133 MOS that, for the use of a relevant litter in a medical transport operation, the litter must meet the requirements of, or be approved under, Part 21 of CASR.

Note In subsection (1):

- (a) regulation 133.295 of CASR concerns compliance with requirements under the Part 133 MOS relating to external load operations involving winching a person; and
 - (b) subregulation 133.360(2) of CASR concerns compliance with requirements under the Part 133 MOS relating to equipment; and
 - (c) section 5.06 of the Part 133 MOS concerns compliance with, or approval under, Part 21 of CASR; and
 - (d) Part 21 of CASR relevantly concerns certification and airworthiness requirements for parts.
- (2) The exemption is subject to the conditions mentioned in section 7.

6 Exemption – CASR Part 138 – SAR operations

- (1) The relevant operator and the pilot in command of a relevant operation are each exempted from the following provisions of CASR that would otherwise apply to each of them:
- (a) regulation 138.375;
 - (b) subregulations 138.410(4), (5) and (6);
 - (c) subregulation 138.465(3) and (4);

BUT only to the extent of the requirements under subsections 14.02(3) and 15.04(2) of the Part 138 MOS that, for the use of a relevant litter in a SAR operation, the litter must meet the requirements of, or be approved under, Part 21 of CASR.

Note In subsection (1):

- (a) regulation 138.375 concerns compliance with requirements under the Part 138 MOS relating to the wearing of seatbelts and other restraint devices in aerial work operations; and
 - (b) subregulations 138.410(4), (5) and (6) concern compliance with requirements under the Part 138 MOS relating to external load operations; and
 - (c) subregulations 138.465(3) and (4) concern compliance with requirements under the Part 138 MOS relating to equipment; and
 - (d) Part 21 of CASR relevantly concerns certification and airworthiness requirements for parts.
- (2) The exemption is subject to the conditions mentioned in section 7.

7 Conditions

Compliance

- (1) The relevant operator must ensure that each requirement under this section is complied with.

Compatibility

- (2) The relevant litter must be compatible with all other equipment fitted to, carried on, or used by the relevant helicopter, including other external load equipment and equipment associated with that other external load equipment.
- (3) The rotorcraft flight manual requirements for carriage of a person as an external load must be met.

- (4) The attachment rings of the manufacturer-supplied hoist sling for the relevant litter must be compatible with the helicopter hoist hook to which it will be attached and, in particular, must not be prone to causing hook reversal or dynamic rollout.
- (5) The carabiners for the hoist sling must be compatible with the attachment points on the relevant litter and, in particular, must not be prone to causing dynamic roll out.

Carabiners

- (6) The carabiners must:
 - (a) be manufactured from steel, and have a minimum breaking strength of 4 400 lb (20 kN); and
 - (b) have a gate locking mechanism that requires a minimum of 3 separate and distinct actions to open the gate.

Note Screw lock carabiners do not comply with this requirement.

No modifications

- (7) The relevant litter (and associated hoist sling, rings, and carabiners) must not be modified in any way from the manufacturer's versions.
- (8) The configuration of the relevant litter must not be changed in any way from the manufacturer's configuration.

Authorised repairs

- (9) The relevant litter (and associated hoist sling, rings, and carabiners) must not be repaired by any person other than the manufacturer unless the person has the manufacturer's specific authorisation to carry out the repair.

Working load limit

- (10) In a relevant operation, the working load limit of the relevant litter must not be exceeded.

Note The working load limit is 160 kg: see subsection 3(1).

Crew training

- (11) Each member of the crew for a relevant operation must be trained in, and be thoroughly familiar with, how to:
 - (a) inspect the relevant litter before it is deployed; and
 - (b) deploy and use the litter.

Operational inspections

- (12) Before a flight in which the relevant litter will, or may, be used for the first time, a Place-In-Service inspection must be carried out in accordance with the manufacturer's Owner's Manual for the litter.
- (13) Before any flight in which the relevant litter will, or may, be used, it must be inspected:
 - (a) to determine its serviceability; and
 - (b) to ensure that no dangerous projections or sharp edges are liable at any time to damage or interfere with the litter.

Note The relevant litter includes restraint straps, hoist sling, attachment rings and carabiners: see the definition of **relevant litter**.

- (14) After any flight in which the relevant litter was used, it must be inspected:
- (a) to determine its continued serviceability; and
 - (b) to ensure that it had not been damaged in any way.

Inspections and maintenance

- (15) Without affecting any other inspection requirement, the relevant litter must be inspected and maintained, at the intervals, and in accordance with the manufacturer's Instructions for Continuing Airworthiness (*ICA*) as contained in Owner's Manual.
- (16) Any safety alerts, or revised ICA, issued by the manufacturer must be noted and complied with.

Procedures and records

- (17) Procedures must be documented to ensure that records are kept of the following:
- (a) the date of manufacture of the relevant litter;
 - (b) the date the relevant litter was placed in service;
 - (c) each occasion on which the relevant litter was used;
- Note* The details under paragraphs (a), (b) and (c) are used to determine the service life and retirement of the relevant litter: see subsection 7(19).
- (d) how the relevant litter is stored, and when and how it is cleaned;
 - (e) when the relevant litter was inspected and maintained, including details of any maintenance;
 - (f) when any safety alerts, or revised ICA, are issued by the manufacturer, and what action was taken in response to them.

Labelling

- (18) If not already contained in the manufacturer's labelling, manufacturer-sourced information referenced in paragraphs (a) to (g) below must be displayed on a fabric label sewn to the back of the recumbent surface of the relevant litter, approximately in the region where a person's head would rest:
- (a) manufacturer's name: Lifesaving Systems Corporation;
 - (b) part number;
 - (c) serial number;
 - (d) date of manufacture;
 - (e) service life-limit date;
 - (f) authorised payload: reduced to working load limit (WLL) of 160 kg;
 - (g) authorised number of persons: 1.

Note The serial number is the unique identification of the relevant litter.

Retirement

- (19) The metal structure and hoist sling of a relevant litter must be retired at whichever of the following happens first:
- (a) 20 years after being placed in service;
 - (b) 25 years after the date of manufacture;
 - (c) after being used in 3 000 cycles.

- (20) All webbing of the relevant litter, including the restraint straps, attachment rings and carabiners, must be retired at whichever of the following happens first:
 - (a) 12 years after being placed in service; or
 - (b) 15 years after the date of manufacture.
- (21) For paragraph 19(c), a cycle occurs when, during a relevant operation, the relevant litter ascends to the helicopter, or descends from the helicopter, with a person on the litter.

8 Direction — the relevant operator

The relevant operator must ensure that the operations manual contains:

- (a) a copy of this instrument; and
- (b) procedures to ensure compliance with the conditions in this instrument.

9 Direction — the pilot in command

The pilot in command of a relevant helicopter in a relevant operation must not commence the operation unless they are satisfied that the conditions under section 7 have been complied with.
