



DEPARTMENT OF THE AIR FORCE
HEADQUARTERS AERONAUTICAL SYSTEMS CENTER (AFMC)
WRIGHT-PATTERSON AIR FORCE BASE OHIO

MEMORANDUM FOR AMC/SGXL

10 JUN 2011

ATTENTION: [REDACTED]
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UNIT 3L3
SCOTT AFB IL 62225

ASC/WNU
ATTENTION: [REDACTED]
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WRIGHT-PATTERSON AFB OH 45433

FROM: ASC/WLM
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Wright-Patterson AFB OH 45433-7142

SUBJECT: Airworthiness Approval of the Philips Healthcare IntelliVue MP2 Patient Monitor

References: (a) ASC/WNUP email, "Philips Healthcare MP2 Monitor Final Report and Recommendation Letter for SPOs," dated 02 June 2011.
(b) ASC/WNUP Technical Report No. FY11.004, "Technical Report of the Philips Healthcare IntelliVue MP2 Patient Monitor (MP2)," dated 22 April 2011.
(c) ASC/WNU memo, "Safe-To-Fly (STF) Recommendation for the Philips Healthcare IntelliVue MP2 Patient Monitor (MP2)", dated 25 May 2011.
(d) ASC/ENAD email, "RE: TCET items C-17; Phillips MP2," dated 31 March 2011.

1. Based on the email requesting Airworthiness approval of the Philips MP2 (reference a), we have reviewed associated qualification documentation (reference b through d).
2. The Philips MP2 Patient Monitor is suitable for use on the C-17 with the following limitations:
 - a. The Philips MP2 is not compatible with Aviation Night Vision Imaging System (ANVIS). Crewmembers using ANVIS will experience "blooming" from the light being emitted from the medical device.
 - b. Auditory alarms cannot be heard in the noisy aircraft environment. Care providers shall rely on visual indications from the MP2 display to determine appropriate medical intervention.

c. It is determined, due to EMI testing, that the Philips MP2 shall be used on the following aircraft:

- Large-body fixed-wing aircraft (larger than 80 feet nose-to-tail) when the equipment is operated on 115 Volt, 60 Hz power.
- All Air Force aircraft when the equipment is operated on its internal battery.

d. Climatic testing revealed the EtCO₂ does not operate below 0°C (32°F) or above 54.4°C (129.92°F).

e. Most automatic blood pressure machines utilize an oscillometry algorithm to obtain blood pressure readings. This technology is dependent on accurately measuring pressure oscillation pulses within the blood pressure cuff in order to obtain a pressure reading. In general, motion artifact due to vehicle vibration can cause inaccuracies and inability in detecting pressure pulses. If a blood pressure measurement is suspect, repeat the measurement. If necessary, the palpatory method can be used to detect systolic blood pressure using a standard sphygmomanometer.

f. The aircraft tie-down configuration for the Philips MP2 is shown in Figure 1. The MP2 shall be secured by the handle to the litter.

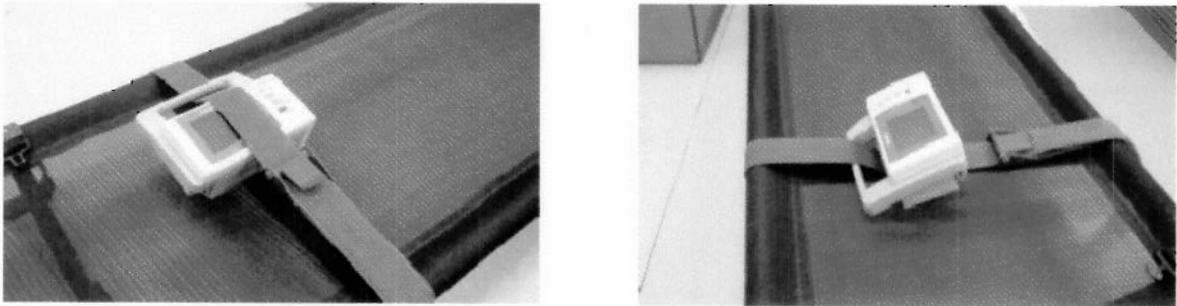


Figure 1 - Approved Tie-Down Configuration

3. Final Airworthiness for the Philips Healthcare IntelliVue MP2 Patient Monitor (MP2) is granted.

4. Any changes to the Philips Healthcare IntelliVue MP2 Patient Monitor (MP2) configuration that could impact Airworthiness shall be communicated to ASC/WLME for evaluation before the changes can be approved for Airworthiness on the C-17 aircraft.

5. Questions may be addressed to my OPR,

