



DEPARTMENT OF THE AIR FORCE
AIR FORCE LIFE CYCLE MANAGEMENT CENTER
TINKER AIR FORCE BASE OKLAHOMA

OCT 16 2015

MEMORANDUM FOR AFLCMC/WNUP

FROM: AFLCMC/WLVE
3001 Staff Drive Ste 1AF1 107B
Tinker AFB, OK 73145

SUBJECT: C-37 Aeromedical Equipment Safe-To-Fly (STF) Approval for the Philips Medical Systems Heartstart MRx Monitor/Defibrillator

References: (a) Safe-To-Fly (STF) Recommendation for Philips Medical Systems Heartstart MRx Monitor/Defibrillator Model M3535A, M3536A, & M3536M6, dated 8 Jul 2014
(b) ATL/WNU Technical Report # ATL-14.8-MRx, dated 16 Jun 2014

1. The C-37 System Program Office has reviewed the Safe-To-Fly request for the Philips MRx Monitor/Defibrillator and approves the use of subject equipment in the tie-down configuration for all phases of flight on the C-37 aircraft without Communications Systems Operator (CSO) active operations. This approval is based on the results from the referenced technical report and recommendation letters.
2. The Philips MRx Monitor/Defibrillator is a portable self-contained, multi-parameter monitor with 12-lead ECG capability, defibrillator, and automated external defib (AED). It shall be used and maintained in accordance with manufacturer's guidelines, specifications, and the Aeromedical Test Lab (ATL) recommendations.
3. The unit can be secured in the tie-down configuration on a litter with two tie-down straps passing through the handle of the unit and at least one of the litter straps should be between the litter stirrups as shown in Ref (a) or Ref (b).
4. The unit can be operated on 100-240V; 50-60Hz power or by the use of a 14.4VDC rechargeable Lithium Ion battery.
5. The using organization, Headquarters Air Mobility Command Medical Modernization Division (HQ AMC/SGR), shall assume Operational Safety, Suitability, and Effectiveness responsibility, as directed by AFI 63-1201, Section 2.12.7. Configuration management resides with the vendor; any changes to the configuration as tested may negate the STF approval. Therefore, HQ AMC/SGR must address future issues with the vendor. HQ AMC/SGR must also address procurement, sustainment logistics, and maintenance directly with the vendor. Finally, HQ AMC/SGR is responsible for security and information assurance associated with use of this device.
6. We recommend that the specific part number and specifications be incorporated into the current Aeromedical Evacuation command guidance.
7. C-37 engineering POC on this issue is [REDACTED]

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