



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 Sonosite M-Turbo Ultrasound System

References: (a) ATL/WNU Technical Report # FY12.004, dated 5 April 2012
(b) ATL-Sonosite Ultrasound – HSD Recommendation Letter, dated 2 July 2012
(c) ENAC - Sonosite MTurbo-EMI Certification Letter, dated 26 Jan 2012

1. The C-37 System Program Office has reviewed the Safe-To-Fly request for the Sonosite M-Turbo Ultrasound System and approves the use of subject equipment for all phases of flight, except during take-offs and landings 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 Sonosite M-Turbo Ultrasound System is a portable, software-controlled device to acquire and display high-resolution, real-time ultrasound images. It shall be used and maintained in accordance with manufacturer's guidelines, specifications, and the Aeromedical Test Lab (ATL) recommendations.
3. ATL determined that this unit is a special use type of device and an operational tie-down configuration was not deemed necessary since it will only be actively used as a hand-held device for short durations of time. Any time this unit is not being actively utilized, it should be stowed away in the care provider's carry-on cargo/luggage. It is not recommended to be used during take-offs and landings.
4. The unit can be operated on 100-240V; 50/60Hz power or by a 10.8VDC internal 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]

