

Operations Manual Part B1 – Beechcraft King Air B200

Appendix 1 - LifePort Patient Loading System (G-GMAE)

0.1 Introduction

This document provides guidance on how to set set-up the LifePort Patient Loading System on the B200 (G-GMAE) and is aimed at crew who are familiar with the patient loading system found on G-SASC and G-SASD.

0.2 Instructions

Crew should be aware that the sections which make up the patient loading system in G-GMAE are similar to those which crew should be familiar with in G-SASC/D. The patient loading system weight limit restrictions are the same as G-SASC/D.

Main differences are as follows:

- 1) The complete patient loading system is located and secured inside the aircraft fuselage, behind the rearmost passenger seat;
- 2) The system has its own battery power and is independent from the aircraft battery.
- 3) The system uses a permanently fixed belt instead of a connecting cable and pin.
- 4) Due to the narrow doorway (no cargo door) extra care will be required while manoeuvring the patient in or out of the aircraft.

Setting Up:

- 1) Medical briefing and handover should be done before assembling the system and disabling the air stair door. This will determine whether the paramedic will remain in the aircraft or outside.
- 2) Open the door and pass the lower sections of the loading system out. Lift the main (upper) section of the patient loading system off the storing frame and place it on the floor of the aircraft adjacent to the door, whilst still allowing a walk-way to the door. This lift should be carried out by two people.
- 3) Place the plastic step in position under the door as per the picture below. After this point one crew member should remain in the aircraft and one crew member outside the aircraft.



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- 4) As you look at the aircraft from the outside, disconnect the left stair hand rail. This allows a greater opening width which will be necessary when lowering the stretcher.

Whilst the hand rail is disconnected no person may climb or descend the steps.

- 5) Remove the door gas strut on the right of the door by unscrewing the knurled nut then carefully lowering the gas strut to rest on the stairway. This allows a greater opening width which will be necessary when manoeuvring the stretcher around the corner. Stow the nut in a safe place ready for re-attachment.

***Note** that the plastic step under the door does not take the weight of the door. The door remains supported by the right side hand rail. The function of the step is to protect the door in the unlikely event of the single hand rail giving way.*

- 6) Manoeuvre the main (upper) section of the loading system into position at the doorway and secure both pins, locking it to the LifePort base.
- 7) Connect the remaining sections of the patient loading system. (*Outside crew member*). The system is now ready for use.

Dis-assembly is the reverse of the above instructions.

0.3 Charging the Battery

The battery will require recharging after a few days in service. When recharging, remove the upper section of the patient loading system (*which contains the battery*) from the aircraft and carry out charging on the floor of the hangar away from the aircraft. The 240Volt mains charger and cables are stored in a compartment under the life port base in the aircraft.

The charger has an LED that shows one of three colours:

- Green** - indicates fully charged and in trickle charge mode
- Amber** - indicates charging.
- Red** - indicates a fault.

The LED should start at amber then turn to green when charging is complete after a few hours. The charger will become warm in use. If the red LED is seen, turn off power and consult the duty engineer.