## IMPORTANT INFORMATION

### EXTRA OXYGEN CYLINDERS IN VARIOUS AIR INDIA AIRCRAFT

<table>
<thead>
<tr>
<th>Aircraft</th>
<th>Total Oxygen Bottles Available</th>
<th>Minimum Equipment List</th>
<th>Available For Passenger</th>
<th>Additional bottles permitted on board</th>
</tr>
</thead>
<tbody>
<tr>
<td>Boeing 747-200</td>
<td>22 + 2 (in cockpit)</td>
<td>16 + 1 (in cockpit)</td>
<td>7</td>
<td>Nil</td>
</tr>
<tr>
<td>Boeing 747-300</td>
<td>18 + 2 (in cockpit)</td>
<td>12 + 1 (in cockpit)</td>
<td>7</td>
<td>4</td>
</tr>
<tr>
<td>Boeing 747-400</td>
<td>23 + 1 (in cockpit)</td>
<td>17 + 1 (in cockpit)</td>
<td>6</td>
<td>6</td>
</tr>
<tr>
<td>Airbus A-310</td>
<td>12 + 1 (in cockpit)</td>
<td>7 + 1 (in cockpit)</td>
<td>5</td>
<td>Nil</td>
</tr>
</tbody>
</table>

- Capacity of oxygen Bottle 300 liters.
- Pressure of Oxygen bottle 1800 psi.
- Minimum pressure required for operation of bottle 50 psi.
- Normally oxygen bottles are always loaded at base station.
- Passengers cannot utilize oxygen bottles in the cockpit MEL.
The capacity of oxygen bottle/ cylinder on board is 300 lts. Thus one cylinder would last for 75 or 150 minutes @ of 4 or 2 lts/min, respectively. While calculating, also add another 25% for delays and diversions. In case it exceeds the total oxygen carried by the aircraft, split the requirement and ask for replenishment at intermediate station. For example, a passenger travelling New York to Ahmedabad may need replenishment of oxygen at London and Delhi; clearly endorse the requirement on the telex and address it to the relevant station.
LIMITATIONS FOR ELECTRO-MEDICAL EQUIPMENT CARRIED ON BOARD

Before clearing any invalid passenger who also needs some medical equipment on board, Quality Control & Technical Services division of Engineering Department, Santacruz must be consulted and clearance sought. Engineering wise, the medical equipment must be non-spillable battery powered and not dependant on aircraft power supply. Further, the equipment should not be used during the critical phases of flight, like take off and landing to avoid electro magnetic interference with the aircraft communication and navigation equipment. QC & TS have also advised us that even when cleared by them an indemnity may be obtained from the passenger. It is also advisable that cabin crew are well informed about the use of electro-medical equipment. It also goes without saying that when such equipment are permitted, trained and qualified medical personnel services are made available by the passenger/representative. The help from the Engineering is taken for the installation of medical devices on board.

MANDATORY REQUIREMENT FOR STRETCHER CASES TRAVELLING TO UK

The following information must be relayed in advance, by telex to Airport Manager Air India UK, for all stretcher cases arriving in UK for treatment, failing which the cases are not permitted to disembark.

(i) Type of illness
(ii) Ambulance must be arranged in advance, for transferring patient from Queen's Medical Center to hospital. Confirm availability and advance booking of ambulance.

(iii) Name of hospital where patient will be admitted in UK

(iv) Name and telephone number of contact / sponsors / relatives in UK to Queen's Medical Center, as they are liable for expenses incurred in transferring patient