



U.S. Department
of Transportation
**Federal Aviation
Administration**

Aviation Safety

800 Independence Ave
Washington, DC 20591

December 23, 2021

Exemption No. 6002N
Regulatory Docket No. FAA-2002-12804

Mr. James A. Viola
President and CEO
Helicopter Association International
1920 Ballenger Ave
Alexandria, VA 22314

Dear Mr. Viola:

This letter is to inform you that the Federal Aviation Administration (FAA) has granted your petition to extend Exemption No. 6002M. This letter transmits the FAA's decision, explains the FAA's basis, and provides the conditions and limitations of the exemption, including the date the exemption ends.

The Basis for the FAA's Decision

By letter dated November 1, 2021, you petitioned the FAA on behalf of Helicopter Association International (HAI) and the Association of Air Medical Services (AAMS) for an extension of Exemption No. 6002M. That exemption from § 43.3(g) of Title 14, Code of Federal Regulations (14 CFR) allows properly trained pilots employed by member operators to remove and reinstall Liquid Oxygen System (LOX) containers in company owned or leased aircraft. Prior to exercising this relief, member operator pilots shall receive and document training in this task by a FAA-certificated airframe mechanic.

In your petition, you indicate that there has been no change in the conditions and reasons relative to public interest and safety that were the basis for granting the original exemption.

The FAA's Decision

The FAA has determined that good cause exists for not publishing a summary of the petition in the *Federal Register*. The FAA has determined that good cause exists because the requested extension of the exemption would not set a precedent and any delay in acting on this petition would be detrimental to HAI and AAMS.

The FAA has determined that the justification for the issuance of Exemption No. 6002M remains valid with respect to this exemption and is in the public interest. Under the authority provided

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by 49 U.S.C. §§ 106(f), 40113, 44701, and 44807, which the FAA Administrator has delegated to me, I hereby grant Helicopter Association International (HAI) and the Association of Air Medical Services (AAMS) an exemption from 14 CFR § 43.3(g) to the extent necessary to allow properly trained pilots employed by member operators to remove and reinstall Liquid Oxygen System (LOX) containers in company owned or leased aircraft, after receiving and documenting training in this task by a FAA-certificated airframe mechanic, subject to the following conditions and limitations below.

Conditions and Limitations

1. Prior to an operator exercising the privileges of this exemption, it must apply for and receive from the FAA Flight Standards District Office (FSDO) with certificate responsibility for its operating certificate, amended operations specifications authorizing it to exercise the privileges of this exemption.
2. Prior to an operator exercising the privileges of this exemption, the FSDO with certificate responsibility (Airworthiness inspector) must evaluate each installation of the LOX and determine that the emergency shutdown is accessible in flight to any crew member in case of an emergency. The inspector must also determine the LOX system was installed in accordance with an FAA approval, (i.e. STC, FAA Field Approval) and that no special tools are required to perform the container exchange.
3. Prior to an operator exercising the privileges of this exemption, it shall develop specific instructions for the installation and removal of the LOX containers installed in its aircraft and shall incorporate such data in its operations and maintenance procedures manual or other documents as appropriate. This information shall be made available to each pilot who will perform the procedure.
4. Prior to an operator exercising the privileges of this exemption, it shall establish a pilot training program for the removal and reinstallation of the LOX containers and testing of the system, and have the program approved by the FSDO with certificate responsibility.
5. Prior to an operator exercising the privileges of this exemption, its pilots shall be trained in the removal and reinstallation of the LOX containers and testing of the system, as specified by the operator's approved instructions.
6. Prior to an operator exercising the privileges of this exemption, it shall instruct its appropriately certificated mechanics to conduct spot checks to verify proper procedures are being followed when the LOX container exchanges are performed by the pilots.
7. Prior to an operator exercising the privileges of this exemption, it shall demonstrate that each LOX container has a positive means of shut off accessible in the cabin in case of emergency.
8. Each pilot removing or installing LOX containers shall record that work in accordance with § 43.9 and ensure that the appropriate weight and balance is utilized.

9. The privileges of this exemption also apply to any similarly-situated 14 CFR Part 135 operator who is not a member of either petitioner's association, under the above conditions and limitations.
10. This exemption only applies when appropriately certificated maintenance personnel authorized under 14 CFR § 43.3(b) are not available.

Failure to comply with any of the above conditions and limitations may result in the immediate suspension or rescission of this exemption.

The Effect of the FAA's Decision

The FAA's decision amends Exemption No. 6002M to 6002N and extends the termination date to January 31, 2024, unless sooner superseded or rescinded.

To request an extension or amendment to this exemption, please submit your request by using the Regulatory Docket No. FAA-2002-12804 (<http://www.regulations.gov>). In addition, you should submit your request for extension or amendment no later than 120 days prior to the expiration listed above, or the date you need the amendment, respectively.

Any extension or amendment request must meet the requirements of 14 CFR § 11.81.

Sincerely,

/s/

Robert C. Carty

Acting Executive Director, Flight Standards Service