



2.10 CLASS 'D' FIXED LINE HUMAN EXTERNAL CARGO

2.10.1 GENERAL

This policy provides direction to Public Safety Lifeline (PSL) volunteers and Search and Rescue (SAR) Groups in the use of Class 'D' Fixed Line (CDFL) Human External Cargo to support and assist SAR operations.

A GSAR group (or multiple groups) who wishes to form a CDFL team and are not already approved by EMBC to conduct CDFL operations must complete the SAR CDFL application. A joint committee with representation from EMBC, the BC Search and Rescue Association (BCSARA) and other stakeholders will review applications. EMBC will notify the applicant when the review is complete.

EMBC recognises that the use of CDFL resources for SAR operations can be highly effective. The provision of shortened response and transportation times and the ability to provide an aerial rescue platform make helicopters a key search and rescue resource. Unless otherwise specified in a subsection, the PSL volunteers affected by this policy are SAR volunteers registered with EMBC.

Related Policies:

- [1.05 Public Safety Lifeline Volunteer Registration](#)
- [2.02 Task Authorization](#)
- [2.06 Public Safety Lifeline Volunteer Safety](#)
- [2.11 Helicopter Usage](#)
- [2.12 Search and Rescue](#)
- [5.01 Task Registration](#)
- [5.07 Injury, Disability, and Accidental Death Coverage](#)
- [5.08 Liability Coverage](#)

2.10.2 DEFINITIONS

See [Terms and Definitions](#)

2.10.3 POLICY STATEMENT

- (1) EMBC recognizes Transport Canada approved, Class 'D,' Fixed Line Human External Cargo helicopter rescue systems, and will permit volunteers to utilize this technique when the following conditions are met:
 - a. Personnel participating in CDFL operations are trained according to the standard identified in the Canadian Aviation Regulations.
 - b. Equipment used in CDFL operations meets Canadian Aviation Regulations.



- c. Operations are conducted in accordance with Canadian Aviation Regulations.
- d. A risk analysis is conducted using the SAR response assessment and decision-making support (RADeMS) tool, prior to each CDFL operation.
- e. Individual records of training and responses are maintained and provided to EMBC staff upon request.

2.10.4 CONDITIONS/RESPONSIBILITIES

(1) EMBC will:

- a. Provide authorization by issuance of a task and ASE number when the required conditions are met.
- b. Provide support by way of provision of injury, disability, accidental death, and liability coverage, and reimbursement of expenses according to EMBC policies for volunteer engaged in CDFL operations while under an approved task number.
- c. Provide response support and coordination when required.
- d. Confirm that a specific risk analysis has been completed and documented.

(2) Air Carriers will:

- a. Establish an MOU with the respective volunteer SAR organizations proposing to conduct CDFL operations.
- b. Follow the current Transport Canada Regulations.
- c. Maintain flight following, resource tracking, and communications at all times during aerial operations.

(3) GSAR Groups or Regional CDFL Teams will:

- a. Be recognised by EMBC and BCSARA.
- b. Be in full compliance with Transport Canada regarding Class D equipment and operations.
- c. Have an MOU with the Air Carrier concerning the provision of CDFL and provide a copy of the MOU to EMBC.



- d. Upon request, provide copies of Transport Canada accepted training requirements and records to EMBC.

(4) SAR Leaders will:

- a. Request authorization through the ECC as soon as a CDFL operation is being considered.
- b. Perform a risk analysis using the SAR response assessment and decision making support guide, of all activities prior to and during Class D operations.
- c. Where practicable, provide 30-minute updates to the ECC.
- d. Inform ECC on conclusion of CDFL operations.

(5) SAR Volunteers will:

- a. Provide proof of training upon request.
- b. Achieve and maintain required standard of training and experience in CDFL operations.
- c. Have required standard of training and experience to conduct ground rescue operations applicable to terrain within the area of CDFL operation.
- d. Be equipped and trained to travel in the type of terrain and conditions that the operation is being conducted.
- e. Follow existing Search and Rescue Provincial Operating Guidelines.

AUTHORIZATION

(1) CDFL authorization will be considered if:

- a) The volunteer SAR group requesting authorization is an approved CDFL Team.
- b) The Incident Command staff agrees that it is a component of the Action Plan.
- c) A CDFL specific risk analysis has been completed and documented.
- d) Information from the tasking agency indicates imminent threat to the lives of the subjects or at least one of the following is true:
 - i. The subject's medical condition requires expedient extrication.



- ii. CDFL is a component of a Rapid Intervention Team (RIT) and is being made available for volunteer safety.
- iii. Terrain or environmental hazards are likely to put responders at undue risk.
- iv. Surface travel time would likely cause a negative outcome for the subject and/or rescuers.

(2) CDFL authorization will not be granted if:

- a) No tasking agency is identified.
- b) Sufficiently trained personnel are not available to conduct the operation.
- c) Any of the requirements above of are not met.

EXCEPTION FROM POLICY

Any exceptions from this policy will require authorization from the EMBC Regional Duty Manager in consultation with the EMBC Search and Rescue Specialist or Provincial Duty Manager.

2.10.5 AUTHORITIES

[Emergency Program Act](#)

[Transport Canada](#)

[Canadian Aviation Regulations](#)

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2.10.6 RELATED DOCUMENTS

- [2.10 Class D Fixed Line Human External Cargo – Search and Rescue Class D Fixed Line \(CDFL\) Application](#)
- [2.10 SAR Needs Assessment – Hazards and Activities, Mar 2005](#)