

**BY ORDER OF THE SECRETARY
OF THE AIR FORCE**

**AFI 11-2HC-130V3 CL-1
14 April 2015**



Flying Operations

**PILOT/CREW BRIEFING GUIDES/CHECKLISTS
COMPLIANCE WITH THIS PUBLICATION IS
MANDATORY**

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This checklist establishes procedures for the operation of HC/MC-130 aircraft employed by Combat Air Forces (CAF). It applies to all HC-130 and Combat Search and Rescue (CSAR) MC-130P Regular Air Force (RegAF), AFRC and ANG units and their

assigned Back-up Aircraft Inventory (BAI) aircraft. Waivers are IAW with AFI 11-2HC-130V3. Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with the Air Force Records Disposition Schedule (RDS) located in the Air Force Records Information Management System (AFRIMS)

Refer recommended changes and questions about this publication to the Office of Primary Responsibility using the AF IMT 847, *Recommendation for Change of Publication*; route AF IMT 847 from the field through appropriate chain of command. This checklist complements AFI 11-2HC-130V3, *HC-130 Operations Procedures*, and is printed on standard 8 ½" x 11" bond paper then trimmed to a unique size 4 ½ " x 6 ½" that will fit the standard plastic HC/MC-130 aircrew checklist binders.

SUMMARY OF CHANGES: The following checklist have been added with this revision: Dropsonde Checklist, Precision Airdrop System Operator Preflight Checklist. Precision Airdrop System procedures have been added to the Air Drop Checklist for guided and improved airdrop deployments. Minimum Equipment Table from AFI 11-2HC-130V3 and associated notes have been added. High Altitude Emergency procedures have been updated. A "Depressurized" call has been added to Pre-Search/Pre-Deployment Checklist. Note [N], Caution [C] and Warning [W] annotations have been added to all checklists.

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PREFLIGHT GUIDE

(T-2) May be used to ensure preflight requirements are accomplished.

1. FCIF / FCB
2. Orders (Flight / TDY / NATO)
3. Mission Kit
4. Navigation Kit(s)
5. Aircrew Equipment
 - a. Uniforms
 - b. ID Tags
 - c. Helmet / Mask
 - d. Survival Vest / Flak Vest
 - e. Required Publications
 - f. Tool Kits / Airdrop Kits
 - g. Field, Arctic, or Desert Equipment and Rations
 - h. Weapons
 - i. Passports/Visas
 - j. Shot Records
6. NOTAMS
7. Weather/Moon Illumination
8. Foreign Clearance Guide
9. Diplomatic Clearance
10. Customs / Agriculture / Immigration Requirements

11. Fuel Requirements / MX Status
12. Flight Plan/Route & Altitude Requirements
13. Authenticators / IFF / Mode IV / Have Quick
14. Secure Radios
15. Airfield Suitability and Restriction Report (ASRR)
16. Passenger and Cargo Data
17. Hazardous Cargo Briefing (AFJMAN 24-204)
18. Buffer Zone / Safe Passage Briefing
19. Intelligence / Threat / EW / EPA Briefing
20. DD Form 365-4 (Form F) / Manifest
21. Emergency / Survival Equipment:
 - a. LPUs
 - b. Life rafts
 - c. Survival Equipment
22. Fleet Service / Meals
23. Aircraft Defensive System
24. Notes / Unit Requirements / Special Interest Items

AIRCRAFT COMMANDER'S BRIEFING GUIDE

(T-2) Brief applicable items only. Use standard flight manual and AFI 11-2HC-130V3.

1. Mission Purpose / Training Objectives
2. Call Sign
3. Itinerary / Sequence of Events
4. Aircraft Location / Maintenance Status
5. Aircraft Configuration / Emergency Equipment
6. Fuel Requirements / Fuel Loads
7. Passenger / Cargo Load
8. Ground Operations:
 - a. Show Time at Aircraft
 - b. Stations
 - c. Taxi Plan
 - d. Takeoff Time
9. Weather / NOTAMS
10. NVG Requirements and Limitations
11. Intelligence / Threat Update
12. Departure Procedures / Requirements
13. En route Profile / Procedures
14. HAAR (see *HAAR Briefing Guide*)
15. Airdrop (see *AIRDROP Briefing Guide*)
16. CSAR/SAR (see *SAR MISSION Briefing Guide*)

17. Recovery
18. Flap Operations
19. Rings /Scarves / Dog tags / Line Badges
20. Right Seat Landings (Normal and Emergency Actions)
21. Stop and Go / Touch and Go Landings
22. Simulated Emergencies
23. Emergency Procedures
 - a. Egress
 - b. In-Flight
 - c. Ditching / Bailout
24. Crew Coordination
25. ACM Responsibility
26. Interphone and Radio Discipline
27. Personal Equipment / Protective Gear/Sanitize
28. EPA
29. Ingress / Egress
30. Patient Requirements
31. Transload Location/Procedures
32. ORM/Risk Management
33. Notes/FCIF/SII/Unit Requirements

NAVIGATOR'S BRIEFING GUIDE

(T-2) Brief applicable items only.

1. Sun / Moon Data
2. NVG Limitations
3. Takeoff / Entry / No Later Than Times
4. Departure Procedures
5. Route / Flying Time
6. ESA / Location
7. Enroute
 - a. Altitudes / Airspeeds
 - b. Preflight Winds
 - c. Leg, Magnetic Course & Distance
 - d. MSA / Controlling Obstacles
 - e. Reference Altitudes / Start Climb Points
 - f. Checkpoints / Turn point Description
 - g. Restricted Airspace / MOAs / No Fly Areas
 - h. Warning Locations (20/10/1 Min)
 - i. Threats/Locations / Counter Tactics
 - j. FEBA / FLOT / PDL
 - k. Time Control / Holding Points / Timing Legs
 - l. Crew Coordination Items (Turn point Brief, etc.)
 - m. Emergency Procedures
 - n. Emergency / Divert Airfields

8. Helicopter Air to Air Refueling (HAAR)

- a. Receiver Type / Number
- b. HAAR Track / Track Heading
- c. Altitude / Airspeed
- d. Type Rendezvous
- e. Communications Plan / EMCON
- f. Receiver's Approach
- g. ARIP
- h. ARCP / ARCT
- i. AREP / Abort Point / Abort Bases
- j. Emergency Airfields

9. Drop Zones

- a. DZ Survey Review
- b. Load Type/Delivery Method
- c. Run-in

- (1) IFR corridor entry and exit points (MCAD)
- (2) IFR Descent profile (MCAD)
- (3) Visual updates
- (4) OAP updates (MCAD)
- (5) Run-in cadence (MCAD)
- (6) Cursor Hot Calls Clear to chase calls (MCAD)

d. DZ Recognition / Markings

- e. Drop Altitude / Airspeed / TOT / IP Location

- f. Slowdown Point / Procedures / Magnetic Course
 - g. SCNS Steering (CARP/HARP or PI)
 - h. Preflight Winds / Run-in Heading / PI Location
 - i. Five Seconds Location
 - j. Release Point/Green light Time
 - k. Red Light Location
 - l. No Drop Box
 - m. Escape Heading / Altitude / Airspeed
 - n. Racetrack / Multiple Passes
 - o. Terrain / Obstacles
10. Landing Zones / SCAs
- a. Landing Zone Location
 - b. Run-in Updates
 - c. TOT
 - d. Slowdown Point/Procedures
 - e. Glideslope/Predicted Descent Rate
 - f. Descent Procedures/Advisory Calls
 - g. MAP/MDA
 - h. Go Around Point/Procedures
 - i. Terrain/Obstacles/No Fly Areas

PILOT-JUMPMaster/LOADMASTER BRIEFING GUIDE

(T-2) Prior to missions requiring a jumpmaster/loadmaster, the pilot will cover the following.

1. Manifest / Weight and Balance
2. Loadmaster's Checklist for Airdrops
3. Visual and Verbal Signals
4. Cabin Lighting
5. Movement in the Aircraft
6. Opening of Doors or Ramp and Door
7. Dangerous / Nonstandard Loads
8. Emergency Jettison Procedures
9. For all Airdrops
 - a. Weather
 - b. DZ Marking
 - c. Emergency Procedures for delivery method / Load
10. For All Personnel Airdrops
 - a. CARP or HARP Location / Prominent Features
 - b. Personnel Airdrop Emergency Procedures
 - c. Jumper Procedures during Aircraft Emergencies
11. For HALO / HAHO, cover applicable items:
 - a. Emergency Descent/Time to 10,000 feet
 - b. Safing of Automatic Actuation Mechanisms
 - c. Pressurization Schedule
 - d. Prebreathing Requirements

12. Onload/Offload procedures

- a. Checklist (ERO, Infil/Exfil)
- b. Taxi Plan / Onload or Offload Location
- c. Signals to be used
- d. Parking Location

NAVIGATOR-JUMPMASER BRIEFING

(T-2) Prior to missions requiring a jumpmaster, the navigator will cover the following:

1. Type Drop
 - a. Static Line / Free Fall
 - b. Number of Jumpers/Bundles
 - c. Ramp and Door or Paratroop Door Exit
2. Chute Type / Altitude, Airspeed, Wind Limits
3. TOT
4. Drop Zone
 - a. PI/DZ Elevation
 - b. Terrain Features
 - c. Hazards
5. Drop Altitudes (AGL/MSL)
 - a. Activation Altitude
 - b. Minimum Drop Altitude
6. Drop Airspeed/Groundspeed
7. Run-in Course
8. Slowdown Point/Features
9. CARP/HARP Location
10. Usable DZ
 - a. Length
 - b. Green Light Time

c. Location of Red Light

11. No Drop Conditions
12. Racetrack Procedures
13. Authentication / DZ Markings
14. Drop Clearance (if required)

ACM/MEP BRIEFING GUIDE

(T-2) The aircraft commander will insure that all ACM/MEPs are briefed. The following items should be briefed commensurate with the qualification of the ACM in the aircraft.

1. Flight Time
2. Seat Assignment, Use of Seatbelts, and Oxygen Bottles
3. Smoking / Hazardous Cargo Restrictions
4. Disposable Ear Plugs – Distributed
5. Flying with Head Cold / Cabin Pressurization
6. Use / Location of Toilet Facilities
7. Identification of Armed Crew Members
8. Emergency Equipment and Procedures
 - a. Signals (Ground / In-flight)
 - b. Exits (Ground / In-flight / Ditching)
 - c. Equipment (Life Rafts, LPUs, etc.)
 - d. Removal of Rings, Scarves, and Sharp Objects

PILOT DEPARTURE BRIEFING GUIDE

(T-2) Only changed data need be briefed for multiple takeoffs/ departures.

1. TOLD
 - a. Takeoff and Refusal speeds
 - b. Minimum Control speeds
 - c. CFL / MFLMETO
 - d. Acceleration Time Check
2. Signals for gear and flap retraction
3. Copilot and flight engineer emergency actions during takeoff
 - a. Aborted takeoff
 - b. Engine shutdown
 - c. Fuel dumping
4. NVG or non-NVG procedures
5. Departure procedures:
 - a. ATC clearance
 - b. NAVAIDS/radios
 - c. Radar altimeters
 - d. Terrain and obstacles
 - e. Emergency return
6. Bleed air regulators/valves

PILOT ARRIVAL BRIEFING GUIDE

(T-2) Only changed data need be briefed for multiple approaches or landings.

1. Weather / NOTAMS
2. Transition level
3. Terrain and arrival restrictions
4. Arrival / approach to be used
5. NAVAIDS / radios
6. Minimums (DH / MDA)
7. Missed approach / Climb Out
8. Terrain and arrival restrictions
9. Type landing and flap setting
10. Backup approach
11. TOLD data
 - a. Approach, Threshold and Landing Speeds
 - b. Landing Distance
 - c. Ground Roll (For Max Effort Landings)
 - d. Minimum Control Speeds
12. Copilot and flight engineer emergency actions during approach and landing
13. Bleed air regulators / valves
14. Ground operations / Taxi Plan / ERO

MINIMUM EQUIPMENT REQUIREMENTS TABLE

Event	Navigation Solution (Note 1)	Radar	Pilot's RADALT	Nav's RADALT
Day LL (Note 2)	I-DOP		X	
Day Threat Penetration	I-DOP		X	X
NVG LL (Note 2)	I-INS	X	X	
NVG Threat Penetration	I-INS	X	X	X
VMC SCA	I-DOP (day)/I-INS (Night)	X (Note 3)	X	X
IMC SCA	GPS FOM-2	X	X	X
NVG Airland (Notes 4, 5)	I-INS		X	X
VMC Airdrop	I-DOP or I-INS or GPS			
MCAD Airdrop	I-INS	X	X	X

See Next Page for associated Notes.

MINIMUM EQUIPMENT REQUIREMENTS TABLE (T-2)***NOTES:***

1. Navigator's integrated display computer unit (IDCU) must be operational.
2. Aircraft that do not meet minimum requirements are restricted to MSA.
3. Radar not required for day VMC SCAs
4. Aircraft must be equipped with operational IR landing or IR taxi lights.
5. For blacked-out (AMP-4) operations either the INS-GPS SCNS sub-mode or FLIR must be operational.

COMBAT ENTRY BRIEFING GUIDE

(T-2) Brief applicable items if not briefed previously or update required.

1. Route / Planned Profile
2. Radar Altimeter
3. EMCON / Emitters / IFF Settings
4. TOLD
 - a. Obstacle clearance speeds posted (Low Level ops)
 - b. 3-engine Letdown altitudes
5. Turns / Climbs / Descent / Use of Autopilot
6. Aircraft lighting
7. Threat Locations / Update
8. Emergency procedures / Crew Coordination
 - a. Loss of NVGs
 - b. Airplane control transfer

INFIL/EXFIL BRIEFING GUIDE

(T-2) Brief applicable items if not briefed previously or update required.

1. Order of Battle and Airfield Threat Assessment.
2. Weather / Altimeter
3. NVG or non-NVG procedures / NVG Battery Check.
4. Type landing / flap setting / Airspeeds
5. TOLD
 - a. Takeoff and Refusal speeds
 - b. Minimum Control speeds
 - c. CFL / MFLMETO
 - d. Acceleration Time Check
6. Flap Operations
7. Communications Plan.
8. SCA / Approach Information
 - a. Location of IP, Slowdown, and Descent Points.
 - b. Approach, Go Around and Departure Course.
 - c. Descent, Glide Slope, Initial Rate of Descent, MDA/HAT/MAP
 - d. Pilot and Navigator Coordination and calls (Field in Sight, Descent Point and Rates, Radar Altimeter Settings).
 - e. Airfield Markings, Lighting and Authentication.
 - f. Offload / Onload and Taxi Procedures

g. Obstacle Locations and Avoidance procedures for approach and go around

h. Go-Around Point and Procedures

9. Aircraft Lighting

10. Ground operations

a. Use of ramp and door

b. Offload / onload requirements

c. Crewmember responsibilities

11. Hot Refueling / FARP briefing update

12. Takeoff and departure procedures

13. Emergency / Battle Damage/ Wounded Aircrew Procedures

HELICOPTER AIR TO AIR REFUELING (HAAR)
BRIEFING GUIDE

(T-2)The aircraft commander will brief all applicable items unless previously briefed.

1. Weather / Altimeter Setting
2. Type & Number of Receivers / Call Sign / Tail Numbers
3. Radio setup / Frequencies/ EMCOM
4. ARIP / ARCP / ARCT / ENDAR
5. Type Rendezvous (RV)
6. HAAR Altitude / Join-Up Altitudes / MSA / ESA
7. Airspeeds
8. MOS / Torque Settings / Stall Speed
9. Helicopter Performance Limitations
 - a. Power and Altitude Limitations
 - b. Bank Angle Limitations
10. Paratroop Door/Ramp and Door Use
11. Fuel
 - a. Time on station / Fuel Available
 - b. Receiver requirements
12. Simultaneous refueling
13. Standby Tanker Requirements
14. Air traffic control clearance limits
15. Receiver No Shows
16. Mission Abort Criteria

17. Emergency / Divert bases
18. MA-1 Kit / Flares / LPU Requirements
19. Breakaway Procedures
20. Emergencies / Crew Coordination
 - a. Utility Hydraulics Failure
 - b. Chopped Hose
 - c. Engine Failure
21. Defensive Systems / Tactics / Threat Calls

AIRDROP BRIEFING GUIDE

(T-2) The aircraft commander and Navigator will brief/update all applicable items unless previously briefed.

1. Pilot will brief / update the following:
 - a. Type load / Delivery Method
 - b. Type slowdown and procedures
 - c. Drop altitude, airspeed, and heading
 - d. Escape procedures
 - e. Pilot, Copilot duties
 - f. Confirmation of DZ data
 - g. Configuration / CDS Flap Settings / Flap operations
 - h. Emergency procedures
 - i. Oxygen requirements / LPU requirements
2. Escape Procedures/ Threats / Defensive Calls
3. The navigator will provide/update the following:
 - a. [for MCAD] Run-in cadence, IFR corridor entry/exit points, descent profile, OAPs
 - b. Slowdown point
 - c. Five second warning location
 - d. CARP / HARP location
 - e. Red light point
 - f. Escape heading and altitude
 - g. Terrain / Obstacles
 - h. No drop parameters / procedures

**(PADS) PRECISION AIRDROP OPERATOR PREFLIGHT
CHECKLIST**

1. Aircraft UHF Radios and GPS – On
2. JPADS-MP and UHF-DRS [N] – Connected
3. UHF-DRS and GPS-RTS [N] – On
4. Load Weights – Verified
5. Load Positions – Verified
6. Chute Type – Verified
7. Dropsonde Frequencies (If required) – Verified
8. Dropsonde ID (If required) – Recorded
9. Mission Log – Updated
10. Autonomous Guidance Units (AGU) (If required) – On
11. AGU(s) Communication ID (If required) [N] – Recorded
12. AGU(s) MILGPS (If required) – Keyed
13. Dropsondes [N] – On/Ready
 - a. Thread UHF antenna into dropsonde nose cone
 - b. Insert On/Off tool into dropsonde
 - c. Orient dropsonde so UHF antenna points toward the ground and wait for steady LED
 - d. Allow dropsonde to maintain GPS lock position for at least 30 seconds.
14. JPADS Laptop – On
15. Confirm/Input JPADS Application – Complete

- a. Select load and chute information and update (If required)
 - (1) Confirm/update load weights
 - (2) Confirm/update load position
 - (3) Input AGU Communication IDs (If required)
 - b. Program UHF-DRS radio (If required)
 - (1) Confirm aircraft UHF radios on
 - (2) Select WEATHER
 - (3) Select receiver setup
 - (4) Input dropsonde frequencies
16. Dropsonde Communication [N] – Confirmed
- a. Confirm dropsonde ID block at top of screen to verify dropsonde is communicating with UHF-DRS.
 - b. Check dropsonde latitude/longitude to ensure the received position matches aircraft.
 - c. Confirmed number of satellites acquired – should have a minimum of four
 - d. Confirm GDOP reading is 5 or less
 - e. Check battery voltage - minimum of 3.5 VDC.
17. Compute CARP/LAR [C][N] –Complete
18. AGU(s) Update – Complete
- a. Turn wireless internet on
 - b. Verify internet connected
 - c. Select loads
 - d. Communication – Wireless Ethernet
 - e. Select send to selected load
 - f. Verify update

19. Dropsondes [N] – Off
20. Autonomous Guidance Units (AGU) – Off
21. Identify Primary/Secondary Dropsondes to LM [N] – Complete
22. JPADS Laptop – Off
23. UHF-DRS and GPS-RTS [N] – Off
24. PADS Operator Preflight Checklist – Complete

130 KIAS CDS FLAP SETTINGS

Aircraft Gross Weight (1,000 lbs)	Number of Bundles		
	1-4	5-10	11-16
	-----Flap Setting-----		
90	*	2	7
95	*	5	10
100	*	8	13
105	1	11	16
110	4	14	19
115	7	17	22
120	11	20	25
125	14	23	28
130	17	25	31
135	20	28	34
140	23	31	37
145	27	34	40
150	30	37	43
155	33	40	46
160	36	43	49

(T-1) *When dropping 1-4 CDS Bundles, recommend aircraft weight not be less than 104,000 lbs at release. If drop must be made, use 0 % flaps and expect longer than normal exit time.

NOTE: If aircraft gross weight exceeds 120,000 pounds, use 140 KIAS CDS flap setting chart. **EXCEPTION:** For combination drops above 120,000 pounds use 130 KIAS and 130 KIAS flap setting chart.

140 KIAS CDS FLAP SETTINGS

Aircraft Gross Weight (1, 000 lbs)	Number of Bundles		
	1-4	5-10	11-16
	-----Flap Setting-----		
90	*	*	*
95	*	*	0
100	*	*	4
105	*	*	8
110	*	1	12
115	*	5	16
120	0	9	19
125	4	13	23
130	7	16	27
135	10	20	31
140	14	24	35
145	17	28	38
150	20	31	42
155	24	35	46
160	27	39	50

* Recommend dropping at 130 KIAS for these weights.

AIRDROP CHECKLIST

NOTE: Items marked by an asterisk "*" are steps specific to JPADS (Guided/Improved) deployments.

TWENTY-MINUTE CHECKLIST

1. **"CREW, TWENTY-MINUTE WARNING"** (N)
2. **"TWENTY-MINUTE WARNING ACKNOWLED LM"**
(LM)
- *3. **"STATE TYPE OF DROP"** [N] (P)
 - a. **"HIGH ALTITUDE"** (As required) (P)
 - b. **"PARATROOP DOOR / TAILGATE EXIT"**
(As required) (P)
- *4. GPS-RTS (If required) – **"ON"** (LM)
- *5. JPADS laptop – On (N/PO)
- *6. Autonomous Guidance Units (AGU) (If required) – **"ON"**
(LM)
7. Slowdown, Drop Zone and Escape [N] – **"REVIEWED"**
(P)(CP)(N)
8. DZ Data (N/A for JPADS/Improved airdrop) [N] –
"CHECKED" (P/CP)(N)
9. Helmet and Oxygen (As required) – **"ON"**
(P)(CP)(N)(AMSS)(LM)(E)
10. Pressurization [N] – Depressurizing (E)
11. Twenty-Minute Checks – **"COMPLETE"** (LM)(E)

TEN-MINUTE CHECKLIST

1. **"CREW, TEN-MINUTE WARNING"** (N)
 2. **"TEN-MINUTE WARNING ACKNOWLEDGED LM"**
(LM)
 3. Computer Jump Switch [N] – **"AD/TJ MANUAL"** (CP)
 4. Red Light – **"ON"** (P/CP)
 5. Aircraft Oxygen System (As required) – **"CHECKED"** (CP)
 6. Aux Pump (As required) – **"ON"** (CP)
 7. Altimeters – **"SET, STATE SETTING"** (P)(CP)
"SET, STATE SETTING, SCNS SET" (N)
 8. IFF/ETCAS – **"SET, STATE SETTING"** (CP/E)
 9. High Altitude Checks (as required) [W][N] – **"COMPLETE"**
(P)(CP)(N)(AMSS)(LM)(E)
 10. CDS Flap Setting (As required) –
 - a. **"COMPUTED, STATE SETTING"** (P/CP)
 - b. **"VERIFIED"** (E)
 11. Pressurization – **"DEPRESSURIZED"** (E)
- NOTE: For Non-Guided / Non-Improved drops proceed to step 17.*
- *12. Wind Data – Plotted (N/PO)
 - *13. JPADS-MP Generated CARP [C][N] – Completed
(P/CP)(N/PO)
 - *14. Computer/SCNS Data – **"CHECKED"** (P/CP) (N/PO)
 - *15. Mission Data Transfer (If Required) – **"COMPLETE"**
(N/PO)

- *16. AGU Status (If required) [N] – **“READY”** (LM)
- 17. Ten-Minute Checks – **"COMPLETE"** (LM)(E)

SIX-MINUTE ADVISORY

Required for personnel and combination drops only.

- 1. **"CREW, SIX-MINUTE ADVISORY"** (N)
- 2. **"SIX-MINUTE ADVISORY ACKNOWLEDGED LM"**
(LM)
- *3. **“DATA PASSED TO JUMPMaster”** [N] (If required) (N)

SLOWDOWN CHECKLIST

(Paratroop Door Exit)

NOTE: Initiate Slowdown at DZ Entry Point if using IFR Drop Corridor procedures.

- 1. **“30 SECONDS TO SLOWDOWN”** (N)
- 2. **“5 SECONDS TO SLOWDOWN”** (N)
- 3. **"SLOWDOWN NOW"** (N)
- 4. Flaps – **"50 PERCENT"** (P/CP/E)
- 5. Radar Altimeter – **"SET, STATE SETTING"** (P)(N)
- 6. Air Deflector Doors [N] – **"OPEN"** (P/CP)
- 7. Paratroop Doors – **“OPEN AND LOCKED”** (LM)
- 8. Slowdown Checks – **"COMPLETE"** (LM)(E)

SLOWDOWN CHECKLIST
(Tailgate Exit)

NOTE: Initiate Slowdown at DZ Entry Point if using IFR Drop Corridor procedures.

1. **"30 SECONDS TO SLOWDOWN"** (N)
2. **"5 SECONDS TO SLOWDOWN"** (N)
3. **"SLOWDOWN NOW"** (N)
4. Flaps – **"50 PERCENT"** (P/CP/E)
5. Radar Altimeter – **"SET, STATE SETTING"** (P)(N)
6. Ramp and Door [W][C][N] –
 - a. **"CLEAR TO OPEN"** (LM)(P)
 - b. **"OPEN AND LOCKED"** (LM)
 - c. **"INDICATES OPEN"** (E)
7. Flaps [CDS Only] [W][N] – **"SET, STATE SETTING"**
(P/CP/E)
8. Slowdown Checks – **"COMPLETE"** (LM)(E)

TWO-MINUTE WARNING

NOTE: Required for high altitude personnel airdrops only

1. **"CREW, TWO-MINUTE WARNING"** (N)
2. **"TWO-MINUTE WARNING ACKNOWLEDGED LM"**
(LM)
3. Two-minute Checks – **"COMPLETE"** (LM)

ONE-MINUTE WARNING

1. "CREW, ONE-MINUTE WARNING" (N)
2. "ONE-MINUTE WARNING ACKNOWLEDGED LM"
(LM)
- *3. "GPS FOM, STATE READING" [N] [If Required] (N)
4. One-Minute Checks – "COMPLETE" (LM)

RELEASE POINT CHECKLIST

NOTE: For high altitude MFF airdrops, the navigator will provide a "15 seconds" call if requested by the jumpmaster. This call is in addition to the "5 seconds" call.

1. "5 SECONDS" [N] (N)
2. "GREEN LIGHT" (N)
3. "ON" (P/CP)
4. "GATE RELEASED" (or state condition)(As required) (LM)
5. "LOAD CLEAR" [N] (or state condition) (LM)
6. "RED LIGHT" (N)
7. "ON" (P/CP)

COMPLETION OF DROP CHECKLIST [N]
(Paratroop Door Exit)

1. **"PARATROOP DOOR(S) CLOSED AND LOCKED"**(LM)
2. Air Deflector Doors – **"CLOSED AND OFF"** (P/CP)
3. Flaps – **"SET, STATE SETTING"** (P/CP/E)
4. Red Light – **"OFF"** (P/CP)
5. Radar Altimeters – **"SET, STATE SETTING"** (P)(N)
6. IFF/ETCAS – **"SET, STATE SETTING"** (CP/E)
7. Pressurization – Set (E)
8. Drop Checks – **"COMPLETE"** (LM)(E)

COMPLETION OF DROP CHECKLIST [N]
(Tailgate Exit)

1. Flaps [For CDS only] [N] – **"50 PERCENT"** (P/CP/E)
2. **"RAMP AND DOOR, CLOSED AND LOCKED"** (LM)
3. Flaps – **"SET, STATE SETTING"** (P/CP/E)
4. Aux Pump – **"OFF"** (CP)
5. Red Light – **"OFF"** (P/CP)
6. Radar Altimeters – **"SET, STATE SETTING"** (P)(N)
7. IFF/ETCAS – **"SET, STATE SETTING"** (CP/E)
8. Pressurization – Set (E)
9. Drop Checks [N] – **"COMPLETE"** (LM)(E)

HIGH ALTITUDE EMERGENCY PROCEDURES

1. Abort the mission
2. Descend and Pressurize.
3. Ensure the affected person remains on 100 percent oxygen until a medical doctor determines the type of treatment required.
4. Proceed to a location where qualified medical assistance is available.
5. Advise the controlling agency of the emergency and request an ambulance and doctor meet the aircraft.
6. Advise attending physician to call USAF Hyperbaric Medicine Division; during duty hours call DSN 554-3483 or (210) 292-3483 and after duty hours call DSN 554-5990 or (210) 292-5990. For out of area medical assistance, call the Divers Alert Network (DAN) at 1-800-446-2671. MAJCOM/SG will be notified by the most expeditious manner of any physiological incident.

DROPSONDE CHECKLIST [C]**TWENTY-MINUTE CHECKLIST**

1. **"CREW, TWENTY MINUTE WARNING"** (N)
2. **"TWENTY-MINUTE WARNING ACKNOWLEDGED LOADMASTER"** (LM)
3. **"DROPSONDE CHECKLIST"** (P)
4. Slowdown, Drop Zone, & Escape – **"REVIEWED"**
(P)(CP)(N)
5. Helmet and Oxygen (as required) [N] – **"ON"**
(P)(CP)(N)(AMSS)(LM)(E)
6. Pressurization [N] – Depressurizing (E).
7. UHF-DRS [N] – **"ON"** (LM)
8. GPS-RTS – **"ON"** (LM)
9. JPADS laptop – On (N/PO)
10. Twenty-Minute Checks - **"COMPLETE"** (LM)(E)

TEN-MINUTE CHECKLIST

1. **"CREW, TEN MINUTE WARNING"** (N)
2. **"TEN MINUTE WARNING ACKNOWLEDGED LOADMASTER"** (LM)
3. Computer Jump Switch - **"AD/TJ MANUAL"** (CP)
4. Red Light - **"ON"** (P/CP)
5. Aircraft Oxygen Systems – **"CHECKED"** (if required) (CP)
6. Aux Pump - **"ON"** (CP)
7. Altimeters - **"SET, STATE SETTING"** (P)(CP)
"SET STATE SETTING, SCNS SET" (N)
8. IFF/ETCAS – **"SET, STATE SETTING"** (CP/E)
9. High Altitude Checks [W][N] – **"COMPLETE"** (if required)
(P)(CP)(N)(AMSS)(LM)(E)
10. Computer/SCNS Data – **"CHECKED"** (P/CP)(N)
11. UHF Antenna – **"BOTTOM"** (CP)
12. Dropsonde Status –
 - a. **"SERIAL # _____, FREQUENCY _____"** (LM)
 - b. **"VERIFIED"** (N/PO)
13. Pressurization – **"DEPRESSURIZED"** (E)
14. Ten Minute Checks - **"COMPLETE"** (LM)(E)

SLOWDOWN CHECKLIST

1. **“30 SECONDS TO SLOWDOWN”** (N)
2. **“5 SECONDS TO SLOWDOWN”** (N)
3. **"SLOWDOWN NOW"** (N)
4. Flaps (as required) – **"UP"** (P/CP/E)
5. Radar Altimeter - **"SET, STATE SETTING"** (P)(N)
6. Ramp and Door [C] –
 - a. **"CLEAR TO OPEN"** (P)
 - b. **"OPEN AND LOCKED"** (LM)
7. Dropsonde UHF Transmitter – **“ACTIVE”** (N)
8. Slowdown Checks - **"COMPLETE"** (LM)(E)

ONE-MINUTE WARNING

1. **"CREW, ONE-MINUTE WARNING"** (N)
2. **“ONE-MINUTE WARNING ACKNOWLEDGED LM”(LM)**
3. **“GPS FOM, STATE READING”** [N] (N)

RELEASE POINT CHECKLIST

1. **"5 SECONDS"** [N] (N)
2. **"GREEN LIGHT"** (N)
3. **"ON"** (P/CP)
4. **"LOAD CLEAR"** (or state condition) (LM)
6. **"RED LIGHT"** (N)
7. **"ON"** (P/CP)

COMPLETION OF DROP CHECKLIST

NOTE: This checklist will be initiated at the "Red Light" command or by a "No Drop" call.

1. **"CARGO DOOR CLOSED AND LOCKED"** [N] (LM)
2. Flaps – **"SET, STATE SETTING"** (P/CP/E)
3. Aux Pump – **"OFF"** (CP)
4. Red Light – **"OFF"** (P/CP)
5. Radar Altimeters – **"SET, STATE SETTING"** (P)(N)
7. IFF/ETCAS – **"SET, STATE SETTING"** (CP/E)
8. Pressurization – Set (E)
9. Drop Checks – **"COMPLETE"** (LM)(E)

SEARCH AND RESCUE MISSION
BRIEFING GUIDE

This briefing guide is designed to cover a spectrum of search and rescue operations. Brief/Update applicable items dependent upon the situation, environment, and operational/training requirements. See AFTTP 3.3HC/MC-130 for additional planning considerations.

1. Situation:
 - a. Mission objective
 - b. Enemy forces
 - c. Friendly forces
2. Survivors:
 - a. Number / Location / Condition / Description / Equipment
 - b. 9-/11-Line Briefs
3. Chain of Responsibility (Primary and Secondary):
 - a. Airborne mission commander (AMC)
 - b. On-scene commander
 - c. Rescue Escort (RESCORT)
 - d. Rescue Combat Air Patrol (RESCAP)
 - e. Recovery Vehicle
 - f. Ground forces
4. Ingress /Objective Area / Egress:
 - a. Primary/alternate route
 - b. Formations and RESCORT plan
 - c. HAAR Requirements
 - d. Fire support
 - e. Weather: Min Altimeter / Ceiling / Visibility / Winds

- f. Significant Terrain or Obstacles
- g. Day / Night / Illumination
- 5. Search / Deployment Execution
 - a. Search / Deployment Patterns to be flown
 - b. Commands to be used
 - c. Area Coverage Responsibilities
 - d. Airspeeds
 - e. Altitudes
 - f. Deconfliction plan (For Multiple Airborne Assets)
 - g. Scanner Duties / Sighting Procedures
 - h. Type of Equipment / Personnel Deployment
 - (1) Tactical Checklist
 - (2) Search and Rescue Checklist
 - i. Use of Smoke / Flares / Sea Dye
- 6. Fuel considerations: Joker/ Bingo/ Available Offload
- 7. Survivor Authentication
- 8. Communications Plan:
 - a. EMCON condition
 - b. Frequencies
 - c. Visual signals
 - d. Lost communications
 - e. Chattermark
 - f. IFF/SIF
- 9. Downed CSARTF Aircraft Procedures
- 10. Mission Abort Criteria

SEARCH AND RESCUE CHECKLIST**PRE-SEARCH/PRE-DEPLOYMENT CHECKLIST**

WARNING: (T-1) Keep turns below 300 feet AGL to a minimum

1. **"PRE-SEARCH/PRE-DEPLOYMENT CHECKLIST"** (P)
2. **"PRE-SEARCH/PRE-DEPLOYMENT CHECKLIST ACKNOWLEDGED"** (LM)
3. Search Data [N] – Computed (E)
4. Crew briefing – **"COMPLETE"** (P)
5. Helmet and Oxygen (As required) [N] – **"ON"**
(P)(CP)(N)(AMSS)(LM)(E)
6. Aircraft Oxygen System – **"CHECKED"** (CP)
7. Altimeters [W] – **"SET, STATE SETTING"** (P)(CP)(N)
8. Radar Altimeter – **"SET, STATE SETTING"** (P)(N)
9. IFF/ETCAS [N] – **"SET, STATE SETTING"** (CP/E)
10. Pressurization [C] – Depressurizing/As required (E)
11. Lights – **"SET"** (P)(CP)(N)(AMSS)(LM)(E)
12. NVGs – **"ON/READY"** (As required)(State condition)
(P)(CP)(N)(AMSS)(LM)(E)
13. Flare Launcher Control Panel (some airplanes) –
"ARMED/SAFE" (As required) (E/CP)(Scanner)
14. High Altitude Checks (as required) [W][N] – **"COMPLETE"**
(P)(CP)(N)(AMSS)(LM)(E)
15. Aux pump – **"ON"** (as required) (CP)

16. Red Light – **"ON"** (JMD/Pararescue Deployment Only)
(P/CP)
17. Flaps - **"SET, STATE SETTING"** (P/CP/E)
18. Air Conditioning Panel – NO PRESS/As required (E)
19. Pressurization [W] – **"DEPRESSURIZED"** (If required) (E)
20. Air Deflector Doors (If required) [N] – **"OPEN"** (P/CP)
21. **"PARATROOP DOOR(S), OPEN AND LOCKED"** [W]
(As Required) (LM)

WARNING: (T-1) Under no circumstances will a paratroop door and ramp and door be open at the same time when parachutists are involved. If the bundle/equipment dropped from the ramp requires spotting procedures from an open paratroop door, ensure life lines are properly adjusted for both exits.

22. Ramp and Door (As required) [W][C][N] –
 - a. **"CLEAR TO OPEN"** (LM)(P)
 - b. **"OPENED AND LOCKED"** (LM)
 - c. **"INDICATES OPEN"** (E)
23. Pre-Search/Deployment Checks – **"COMPLETE"** (LM)(E)

EQUIPMENT DEPLOYMENT
(MA-1 KIT, PARABUNDLE, AND FREEFALL)

NOTES: (T-2)

The pilot will initiate this checklist by briefing the pattern and delivery to be flown.

If the Pre-Search/Deployment Checklist has already been accomplished and the aircraft configuration will not be changed for the delivery pattern, e.g., flap settings and/or doors, rescue equipment drops can commence immediately.

On each pattern flown, the pilot should call downwind, turning base, turning final, and the type of deployment pattern being flown (e.g. "Turning base for MA-1 kit," "Turning final for parabundle"). The loadmaster will acknowledge the pilot's calls for situational awareness and crew coordination.

1. **"30 SECONDS TO TARGET"** (P)
2. **"10 SECONDS TO TARGET"** (P)
3. **"TARGET IN SIGHT"** (LM)
4. Pattern Corrections
5. **"LOAD CLEAR"** (LM)

PERSONNEL DEPLOYMENT
(JMD/PJMD/RAMZ/ATV)

1. **“PERSONNEL DEPLOYMENT CHECKLIST”** [N] (P)
2. **“PERSONNEL DEPLOYMENT CHECKLIST
“ACKNOWLEDGED LM”** (LM)
3. Turn on Final
4. **"CREW, ONE-MINUTE WARNING"** [W] (P)
5. **"SAFETY CHECKS COMPLETE"** [N] (LM/JM)
6. **"CLEAR TO JUMP"** [N] (P)
7. Green Light [N] – **"ON"** (P/CP)
8. Fly streamer to Target [N] (if required) (P)
9. Fly JMs directed Course (if required) (P)
10. Jumpers and/or Equipment Released [N] (JM)
11. **“GATE RELEASED”** (or state condition) (As required) (LM)
12. **"LOAD CLEAR"** (or state condition) (LM)
13. **"RED LIGHT"** [N] (N)
14. **"ON"** (P/CP)
15. After Jumper(s) Clear the Aircraft –
Turn to Observe the Accuracy of the Drop (As Required)

POST SEARCH/DEPLOYMENT CHECKLIST

1. **"POST-SEARCH/-DEPLOYMENT CHECKLIST"** [N] (P)
2. **"POST SEARCH/POST DEPLOYMENT CHECKLIST ACKNOWLEDGED LM"** (LM)
3. Ramp and Door/Paratroop Door(s) (As required) – **"CLOSED AND LOCKED"** (LM)
4. Air Deflector Doors – **"CLOSED AND OFF"** (P/CP)
5. Flaps – **"SET, STATE SETTING"** (P/CP/E)
6. Red Light – **"OFF"** (Personnel Deployment Only) (P/CP)
7. Aux Pump – **"OFF"** (As required) (CP)
8. Flare Launcher Control Panel (Some airplanes) –
"SAFE/ARMED" (As required) (CP/E)(Scanner)
9. Pressurization – Set (E)
10. Altimeters – **"SET, STATE SETTING"** (P)(CP)(N)
11. Radar Altimeter – **"SET, STATE SETTING"** (P)(N)
12. IFF/ETCAS – **"SET, STATE SETTING"** (CP/E)
13. NVGs – **"ON/OFF/READY"** (As required)(State condition)
(P)(CP)(N)(AMSS)(LM)(E)
14. Lights – **"SET"** (P)(CP)(N)(AMSS)(LM)(E)
15. Post-Search/Post-Deployment Checks – **"COMPLETE"**
(LM)(E)

FARP / HOT-REFUELING BRIEFING GUIDE

(T-2) Brief applicable items if not briefed previously or update required.

1. Tanker or receiver status, number, and call signs
2. Communications:
 - a. Frequencies (Primary and Secondary)
 - b. Communications assignments, Interphone discipline
 - c. Visual signals (Day/Night)
- d. Terminal guidance (Type and Agency)
3. NAVAID use during / after FARP operation
4. Use of ramp and door and paratroop doors
5. Engine and Flap Configuration
6. FARP equipment and configuration
7. Sequence of events
8. Taxi and parking plan
9. Use of checklists
10. HRS / PO / HDP and responsibilities
11. Fuel Type and On / Offload
12. Rearming / resupply required
13. Takeoff and Departure Procedures
14. Emergency procedures / Emergency escape taxi plan

FARP / HOT REFUELING ADDITIONAL INFORMATION

NOTE: (T-1) FARP/Hot Refueling checklist may be accomplished in conjunction with the INFIL/EXFIL or AFTER LANDING (for Operational Stop) checklist. *Duplicate steps may be omitted when using these checklists.* When applicable the flight engineer will complete the UARSSI system check during aircraft preflight. Checklists are applicable to those aircraft equipped with and without the UARRSI modification. When using the INFIL/EXFIL checklist, perform ON THE RUNWAY Checklist (through Step 2) as follows:

1. Ramp and Door – “**CLEAR TO OPEN**” (P)
2. “**CLEAR TO OFFLOAD**” [N] (P)

NOTE: (T-1) Hot brake/Hung Flare checks. Hung Flare checks (if required) will be accomplished prior to entering the hot refueling site. The loadmaster will state “Clear to Taxi” after completion of required checks and when cargo compartment is secure. Aircraft will then taxi into refueling area. A Hot Brake Check will be completed if Hot Brakes are suspected.

NOTE: (T-2) If flight operations will continue after FARP / Hot Refueling operations, complete the ON THE RUNWAY CHECKLIST if using INFIL/EXFIL procedures or resume with the BEFORE TAKEOFF checklist if using normal checklist.

NOTE: (T-2) After the FARP / Hot Refueling Checklist has been called complete, ensure that all radios, navigational equipment, and ECM equipment is set as required to continue the mission. This equipment is covered in the INFIL/EXFIL and BEFORE TAKEOFF checklists.

NOTE: If the sortie will terminate after refueling, complete the AFTER LANDING Checklist.

HOT REFUELING (RECEIVER) CHECKLIST

1. **"CREW, HOT REFUELING (RECEIVER) CHECKLIST"** (P)
2. **"HOT REFUELING (RECEIVER) CHECKLIST ACKNOWLEDGED LM"** (LM)
3. Crew Briefing [N] – **"COMPLETE"** (P)
4. Radios and Navigational Equipment – **"SET"** [W]
(P)(CP)(N)(AMSS)(LM)(E)
 - a. Radios – Set (as required)
 - b. Radar – Standby/Off
 - c. Radar altimeters – Off
 - d. Doppler/DVS (some aircraft) – Off
 - e. IFF – Standby

WARNING: (T-1) Do not operate the radar, radar altimeters or transmit on HF during fuel transfer operations.

5. Defensive Systems [W] – **"OFF"** (N)
6. Defensive System Safety Pins – **"INSTALLED"** (LM)
7. Oil Cooler Augmentation Switches (Some aircraft) – As required (E)
8. Exits – **"CLEARED TO OPEN"** (As required) (P)
9. **"CLEARED TO OFFLOAD"** [N] (P)
10. Hot Brake/Hung Flare Check –
"COMPLETE/ COMPLETE, CLEAR TO TAXI" (LM)

WARNING: (T-2) If the brakes are hot, delay refueling operations until the brakes have cooled.

NOTE: If Hot Brake /Hung Flare Check is conducted outside refueling zone, call will be “COMPLETE, CLEAR TO TAXI.”

11. UARRSI Panel (some aircraft) – Set (E)

- a. Air refueling power switch – On
- b. Tank selector switches – As required

12. SPR Panel – “**SET**” (PO)

NOTE: Loadmaster will coordinate with FE for tank selection and fuel distribution.

13. Fuel Tank Fill Valves Check (As required)[Non-UARRSI]
[C]–

a. Master Switch –

- (1) “**PRE-CHECK PRIMARY**” (E)
- (2) “**SET**” (PO)
- (3) Checked (Flow should stop) (E)

b. Master switch –

- (1) “**REFUEL/GROUND TRANSFER**” (E)
- (2) “**SET**” (PO)
- (3) Checked (Flow should start) (E)

c. Master Switch –

- (1) “**PRE-CHECK SECONDARY**” (E)
- (2) “**SET**” (PO)
- (3) Checked (Flow should stop) (E)

d. Master switch –

- (1) “**REFUEL/GROUND TRANSFER**” (E)
- (2) “**SET**” (PO)

(3) Checked (Flow should start) (E)

CAUTION: (T-2) The primary and secondary fuel tank shutoff valves must be checked any time the fuel tanks are to be filled to capacity.

CAUTION: (T-2) Maintain fuel balance IAW applicable flight manual by use of the tank selector switches. During fill checks, inspect each wing tip overflow vent for leakage. Do not stop fuel flow by closing the refueling crank handle. Use the offload valve to start and stop fuel flow. If fuel flow does not stop within 15 seconds, do not fill tank to capacity using the SPR.

14. **"FUEL ONLOAD COMPLETE"** (E)

15. UARRSI Panel (some aircraft) – **"SET"** (E)

a. Air refueling power switch – On

b. Line drain switch – On

NOTE: (T-3) When the Refuel panel light goes out, the engineer will set the UARRSI panel to line drain and remain in this position for approximately 8 to 10 minutes.

c. Line drain switch – Off

d. Air refueling power switch – Off

16. **"SPR PANEL DOOR CLOSED AND SECURED"** (PO)

17. Oil Cooler Augmentation Switches (some aircraft) –
As required (E)

18. **"CLEAR TO TAXI"** (LM)

19. Radios and Navigational Equipment – **"SET"**
(P)(CP)(N)(AMSS)(LM)(E)

a. Radios – Set (as required)

- b. Radar Standby/On
- c. Radar altimeters – On/Set As Required
- d. Doppler/DVS (some aircraft) – On
- e. IFF – Standby/On

20. Defensive Systems – **"SET, STATE SETTINGS"** (N)

21. Defensive System Safety Pins – **"REMOVED/
INSTALLED"**

(LM)

22. Fuel Contamination Check [N] – Complete (E)

23. Hot Refueling (Receiver) Checks – **"COMPLETE"** (LM)(E)

FARP/ HOT REFUELING (TANKER) CHECKLIST [N]

1. **"CREW, FARP / HOT REFUELING (TANKER) CHECKLIST" (P)**
2. **"FARP / HOT REFUELING (TANKER) CHECKLIST ACKNOWLEDGED LM" (LM)**
3. Crew Briefing – **"COMPLETE" (P)**
4. Radios and Navigational Equipment - **"SET" [W]**
(P)(CP)(N)(AMSS)(LM)(E)
 - a. Radios – Set (as required)
 - b. Radar – Standby/Off
 - c. Radar altimeters – Off
 - d. Doppler/DVS (some aircraft) – Off
 - e. IFF – Standby

WARNING: (T-1) Do not operate the radar, radar altimeters or transmit on HF during fuel transfer operations.

5. Defensive Systems [W] – **"OFF" (N)**
6. Defensive System Safety Pins – **"INSTALLED (LM)**
7. Oil Cooler Augmentation Switches (Some aircraft) – As required
(E)
8. Exits – **"CLEARED TO OPEN" (As required) (P)**
9. **"CLEARED TO OFFLOAD" [N] (P)**
10. Hot Brake/Hung Flare Check –
"COMPLETE/COMPLETE, CLEAR TO TAXI" (LM)

WARNING: (T-2) If the brakes are hot, delay refueling operations until the brakes have cooled.

NOTE: If Hot Brake /Hung Flare Check is conducted outside refueling zone, call will be “COMPLETE CLEAR TO TAXI”.

11. Dump Pump Switches – On (E)

NOTE: Turn the dump pumps on when the refuel panel light illuminates.

12. **"FUEL OFFLOAD COMPLETE"** (PO/HRS/E)

13. Dump Pumps – Off (E)

NOTES:

[UARRSI aircraft only] Turn the dump pumps off when the refuel panel light goes out.

[Non-UARRSI aircraft only] Turn the dump pumps off when the fuel offload is complete.

14. UARRSI Panel (some aircraft) - Set (E)

a. Air refueling power switch – On

b. Line drain switch – On

NOTE: When the refuel panel light goes out, the engineer will set the UARRSI panel to line drain and remain in this position for approximately 8 to 10 minutes.

c. Line drain switch – Off

d. Air refueling panel power switch – Off

15. **"SPR PANEL DOOR CLOSED AND SECURED"** (PO)

16. Oil Cooler Augmentation Switches (Some aircraft) –
As Required (E)

17. **"CLEAR TO TAXI"** (LM)

18. Radios and Navigational Equipment - **"SET"**
(P)(CP)(N)(AMSS)(LM)(E)

- a. Radios - Set (as required)
- b. Radar Standby/On
- c. Radar altimeters – On/Set As Required
- d. Doppler/DVS (some aircraft) – On
- e. IFF – Standby/On

19. Defensive Systems – **"SET, STATE SETTINGS"** (N)

20. Defensive System Safety Pins – **"REMOVED/
INSTALLED"**

(LM)

21. Hot Refueling (Tanker) / FARP Checklist – **"COMPLETE"**

(LM)(E)

FARP / HOT REFUELING EMERGENCY PROCEDURES**AIRCRAFT EGRESS**

Use this checklist when a catastrophic emergency precludes moving the aircraft and ground egress is the only option.

1. Crew Notified [N] – **"EGRESS, EGRESS, EGRESS"**
(Any crew member)

NOTE: (T-2) Any crewmember recognizing an emergency that precludes moving the aircraft will notify the crew "Egress, Egress, Egress."

NOTE: Pilot will initiate the appropriate flight manual section III Ground Evacuation Emergency Procedure.

2. Refueling Operation – Shut Down (HRS/PO/HDP)
3. Refueling Nozzle/Bonding Wire – Removed (HRS/PO/HDP)

AIRCRAFT FIRE/SPARKS/AIRCRAFT TAXI

1. Refueling Operation – Shut Down (HRS/PO/HDP)
2. Refueling Nozzle/Bonding Wire – Removed (HRS/PO/HDP)
3. 50 GPM Pump – Unplugged (If time permits)
4. Notify Pilot – **"TAXI, TAXI, TAXI"** (HRS/PO)
5. Aircraft [N] – Taxied (P)
6. Controlling Agency / Fire Department – Notified (CP)
7. Fire/Sparks [N] – Extinguish fire or determine cause of sparks
(HRS/PO/HDP)

FUEL LEAK/SPILL

1. Refueling Operation – Shut Down (HRS/PO/HDP)
2. Controlling Agency / Fire Department – Notified (CP)
3. Pilot – Notified (HRS/PO)
4. Leak Cause [N] – Determined (HRS/PO/HDP)
5. Nozzle/Hose – Replaced (HRS/PO/HDP)
6. Fuel Spill [N] – Cleaned (HRS/PO/HDP)

FUEL SPILL ON PERSONNEL

1. Refueling Operation – Shut Down (HRS/PO/HDP)
2. Pilot - Notified (HRS/PO)
3. Contaminated Clothing – Removed (HRS/PO/HDP)
4. Contaminated Area [N] – Flushed (HRS/PO/HDP)
5. Controlling Agency / Fire Department – Notified (CP)

ENGINE RUNNING ONLOAD/OFFLOAD (ERO)
CHECKLIST

NOTE: (T-2) Complete the *AFTER LANDING Checklist* prior to running the ERO checklist

1. Crew Briefing – **“COMPLETE”** (P)
 - a. ERO location and door
 - b. Onload/Offload
 - c. Taxi Procedures
 2. Parking Brake – **“SET”** (P)
 3. Low Speed Ground Idle – As required (E)
 4. Flaps and Air Deflector Doors – As required (E)
 5. Aircraft Lighting (Cargo, Wingtip & Landing Lights) – As Required (LM)(E)
 6. Passenger Briefing (Deplane only) – **“COMPLETE”** (LM)
 7. Safety Observer (As required) [W][N] – In position
 8. Interphone, PA System Switch (As required) [C][N] – **“CHECKED”**
(P)(CP)(N)(AMSS)(LM)(E)
 9. Doors (ramp or crew door) – **“CLEARED TO OPEN”** (P)
 10. **“CLEARED TO ONLOAD/OFFLOAD”** (P)
- NOTE: (T-3)** When enplaning/deplaning crew members for an engine running crew change (ERCC) the checklist may be stopped at Step 10. When the new crew members have assumed their positions, they will resume the checklist at Step 10.
11. Documentation – Updated and complete (P)(LM)
 - a. Passenger and Cargo Manifests,

- b. Crew lists
- c. Weight and Balance

12. Doors – **“CLOSED AND LOCKED”** (LM)
13. Cargo Compartment – **“SECURE, CLEAR TO TAXI”** (LM)
14. Interphone/PA System Switch (If required) –
“INTERPHONE” (P)
15. HOT MIC – As required (P)(CP)(N)(AMSS)(LM)(E)
16. Passenger Briefing (Enplane only) – **“COMPLETE”** (LM)
17. ERO Checks – **“COMPLETE”** (LM)(E)

NOTE: Resume with BEFORE TAKEOFF Checklist if flight will continue. If the mission will terminate, re-accomplish the AFTER LANDING Checklist

REAR VISION DEVICE (RVD)
INSTALLATION / REMOVAL CHECKLIST

Steps in parentheses () are for device removal

WARNING: (T-1) Cabin differential pressure will be 0 in. Hg for operations with RVD installed. Pressurizing aircraft may cause structural failure of RVD.

1. **“REAR VISION DEVICE INSTALLATION/REMOVAL CHECKLIST”** [W][N] (P)
2. Crew Briefing – **“COMPLETE”** (P)
 - a. Altitude, Airspeed, and Aircraft Configuration
 - b. Emergency Procedures
 - c. Primary Bubbler Operator/loadmaster and assistant
3. Aircraft Pressurization [N] – Depressurizing/As Required (E)
4. Protective Equipment [N] – **“ON”** (LM)
5. Flaps – **“SET, STATE SETTING”** (P/CP)
6. Airspeed [C] – **“CHECKED”** (P)(CP)(E)
 - a. Slow Aircraft to Maintain 140-170 KIAS
7. Aircraft Pressurization [W] – **“DEPRESSURIZED”** (If Required) (E)
8. Remove Hatch / (Remove RVD) [N] (LM)
9. Install RVD / (Install Hatch) [N] (LM)
10. RVD – **“INSTALLED / REMOVED”** (LM)
11. RVD Checks – **“COMPLETE”** (LM)(E)

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