

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

**AFI 11-2UH-1NV3 CL-1  
16 March 2015**



***Flying Operations***

**UH-1N CREW BRIEFING GUIDES/CHECKLISTS**

**COMPLIANCE WITH THIS PUBLICATION IS MANDATORY**

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This publication implements AFI 11-2UH-1NV3, *UH-1N Helicopter Operations Procedures*. It does not apply to the Air National Guard or Air Force Reserves. Aircrew will use the abbreviated guides/checklists during mission planning and execution. Individuals will carry the applicable guides/checklists in the USAF flight crew checklist binder or the Electronic Flight Bag.

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Forward waiver requests IAW waiver guidance in AFI 11-2UH-1N, Volume 3.

#### ***SUMMARY OF CHANGES***

This document has been completely rewritten and must be thoroughly reviewed. Major revisions include updates of multiple briefings, making the Aircrew Briefing applicable to all missions and re-aligning other briefings and checklists by functional area. AIE preflight checklists were

incorporated and AFI 11-2UH-1NV3CL-2 is deleted.

## **AIRCREW BRIEFINGS**

### **AIRCREW BRIEFING**

Use this briefing for all missions. Brief only those items applicable to your profile. This is only a guide. There is no requirement to brief items in sequence, but all topics appropriate to the mission must be included. Additional topics not covered in this guide may also be briefed. Use the Specialized Briefings or Checklists if applicable. (Items marked with \* are for formation operations and items marked with # are for tactical operations and may be omitted for single ship or non-tactical operations.)

#### **1. Time Hack**

#### **2. Roll Call**

#### **3. Mission Introduction**

- a. Classification
- b. Mission objective(s)
- c. Training objective(s)
- d. Mission overview/sequence of events
- e. Inventory of references
  - (1) Edition number of maps/charts/confirm CHUM
  - (2) Mission packets #
  - (3) Coordinate types and sources/DATUM
  - (4) Information confirmation with supporting/supported forces

#### **4. Situation #**

- a. Intelligence
  - (1) GOB/AOB (Ground Order of Battle/Air Order of Battle)
  - (2) Friendly forces
  - (3) Safe areas
  - (4) Code words and procedures
  - (5) SRUF/ROE (Standing Rules on the Use of Force/Rules of Engagement)

**5. Mission Specifics**

- a. Weather
  - (1) Departure, en route, destination
  - (2) Sun/Moon data
  - (3) Limitations
- b. NOTAMS/FCIF
- c. Go/No-Go
- d. Risk assessment

**6. Pre-Departure**

- a. Designated lead/alternate(s) \*
- b. Call Sign(s), Parking, Tail number(s), Transponder Configuration
- c. Weight and Balance
  - (1) Passenger requirements
  - (2) Fuel loads (mission capable/Joker/Bingo)
  - (3) Special mission equip (mission/classified gear, CBRN/VIP kit)/configuration
- d. Performance data/TOLD
  - (1) Mini-TOLD
- e. Personal equipment
  - (1) Personal flight publications (ePubs synched)
  - (2) NVGs
  - (3) Flashlights/Chem-Lights
  - (4) Tape
  - (5) Helmet
  - (6) Ear protection
  - (7) Dog tags
  - (8) Remove jewelry
  - (9) Additional personal equip (ACDE/SEA/LPU/CSEL, weapons, survival gear, etc.)
- f. Step/Station/Load Time
- g. Communications check \*
- h. Start/Taxi Time and Taxi Route
- i. Bump plan \*
- j. Abort criteria
- k. Anti-Hijacking/Security Plan

**7. Departure**

- a. Communications, Aircraft Lighting/Transponder Configuration
- b. Type of takeoff
- c. Airspeed and rate of climb
- d. Power checks
- e. Rejoin \*
- f. Abort plan

**8. En route** (Brief once for initial leg and items that change for subsequent legs)

- a. Description of route
- b. Hazards (wires, lights, towers, birds, A/C de-confliction)
- c. Altitude and Airspeed/Groundspeed
- d. Type of formation and spacing \*
- e. Communications and lighting
- f. Navigation settings/responsibilities
- g. Wingman duties \*
- h. Lost visual contact procedures/IMC Breakup plan (ESA) \*
- i. Lead changes \*
- j. Contingencies (lost, early, late)
- k. Fuel management
- l. Scanner duties
- m. Cabin security
- n. Blind Procedures \*
- o. Evasive Maneuvers #

**9. Objective/Terminal Operations (brief for each objective)**

- a. Description of IP and track to LZ
- b. Description of objective
  - (1) Features (elevation, size, suitability, slope, etc.)
  - (2) Hazards (obstacles, wind considerations/limitations, etc.)
  - (3) Threats #
- c. Approach Procedures
  - (1) Altitude/Airspeed/Groundspeed
  - (2) Type formation and spacing \*
  - (3) Point to begin approach
  - (4) Aircraft/LZ lighting

- (5) Type of approach
- d. Arrival/Landing Procedures
  - (1) TOT
  - (2) Type of arrival (Air Land/AIE – hover height)
  - (3) Type formation/spacing/specific touchdown points \*
  - (4) Aircraft lighting/communications
    - (a) Team frequency/call sign
    - (b) Code words/authentication
    - (c) Communications-out procedures
  - (5) Performance data (Arrival/Departure)
  - (6) Go-Around procedures/intentions
- e. Refuel plan
- f. Egress plan/route
- g. Contingencies
  - (1) Downed aircraft
  - (2) Actions on Enemy Contact #
  - (3) Initiation of alternate LZ #
  - (4) Other

## **10. Recovery**

- a. Description of airfield/landing Area
- b. Arrival/Landing procedures
- c. Communications
- d. Taxi/Marshaling
- e. Storage of classified gear or weapons
- f. Aircraft security

## **11. Crew Duties/Responsibilities** (Pilot flying, Pilot not flying, Flight Engineer/Special Mission Aviators and other crew members)

- a. Changing control of the aircraft
- b. Emergency Actions/Intentions (critical/non-critical)
  - (1) Takeoff, en route, landing
  - (2) Land/over water
  - (3) Inadvertent IMC (ESA)
- c. NVG operations
  - (1) Donning/Removing goggles
  - (2) Goggle malfunctions

- d. Handling of passengers

**12. Additional Briefing Items**

- a. Applicable specialized briefing(s)
- b. EP of the day
- c. CRM topic of the day
- d. Special Interest Item(s)/Topics
- e. Update Time/Location

**POST FLIGHT AIRCREW DEBRIEFING**

**1. Roll Call**

**2. Briefing Classification**

**3. Mission Accomplishments**

- a. Mission objective(s) achieved
- b. Training objective(s) achieved

**4. Deviations from Plan/Standards**

**5. Lessons Learned**

- a. Preparation/Briefing
- b. Execution
  - (1) Formation \*
  - (2) Route
  - (3) En route
  - (4) Objective area
  - (5) Landing
  - (6) Tactics
  - (7) Communications/Lighting
  - (8) Crew coordination

**6. Documentation/Forms Completion**

**7. Classified gear, mission equipment and/or weapons turn-in**

## **SPECIALIZED BRIEFINGS**

### **ALERT/STANDBY BRIEFING**

- 1. Alert/Standby Period**
- 2. Response Time**
- 3. Notification Procedures**
- 4. Launch/Scramble Procedures**

### **TRANSITION/EMERGENCY PROCEDURES BRIEFING**

- 1. Transition/EP Area**
- 2. Traffic Pattern**
  - a. Direction
  - b. Altitudes and airspeeds
- 3. Transition Maneuvers**
  - a. Parameters
  - b. Calls
- 4. Practice Emergency Procedures**
  - a. Actual vs. simulated emergency intentions
  - b. Entry into simulated emergency conditions
  - c. Expected crew member calls

### **ORDNANCE DELIVERY BRIEFING**

- 1. Range/Mission Number/Range Time**
- 2. Range Clearing Procedures**
- 3. Range Restrictions**
- 4. Arming Procedures**
- 5. Patterns**
  - a. Altitude/Airspeed

b. Fields of fire

**6. Communications**

a. Air-To-Air/Air-To-Ground

b. Inter-plane

**7. Weapons Malfunctions**

a. Hot gun route

b. De-arming location

**8. Smoke Deployment**

**9. Range Exiting Procedures**

**10. Safety Considerations** (nearest medical facility, weather aborts, off range fires)

**INSTRUMENT COCKPIT CHECK** (To be completed in aircraft)

**1. Publications** - Appropriate and current

**2. Airspeed Indicator** - At or near zero

**3. Attitude Indicator** - Check limits and set

**4. VVI** - At or near zero

**5. Turn And Slip** - Static position

**6. Heading and Magnetic Compass** - Check and compare

**7. Barometric Altimeter** - Set and checked

**8. Radar Altimeter** - Test and set

**9. Clock** - Set and checked

**10. Defroster/Pitot Heat** - As Required

**11. Navigation Equipment** - Checked

**VOR/ILS/MB NAVIGATION SYSTEM TEST**

- 1. VOR Frequency** - Tune a valid receivable frequency
- 2. Nav Mode Switch** - Select VOR
- 3. CI** - Set to 315°
- 4. MB/VOR Test Switch** - Press and hold (Look for the following indications)
  - a. All MB lights illuminate
  - b. BDHI bearing pointer rotates to 315°
  - c. CDI centers
  - d. TO-FROM indicator displays “TO”

**TACAN SELF TEST**

- 1. Function Switch** - Select T/R
- 2. Nav Mode Selector Switch** - Select TACAN
- 3. CI** - Set to 180°
- 4. Allow 90 Seconds for Warm-up**
- 5. Test Button** - Depress and release (Look for the following indications)
  - a. Light for 1 second
  - b. For 7 seconds: DME off flag and bearing pointer 270°
  - c. For next 15 seconds:
    - (1) OFF flags gone, DME 0 +/- 0.5
    - (2) Bearing pointer 180 +/- 3°
    - (3) CDI centered +/- half dot
    - (4) TO-FROM indicator displays “TO”
  - d. If light stays on - system failure (repeat test in REC mode, and if good, only the transmitter is bad)

**TACAN/VOR TEST (at ground checkpoint)**

**1. Tune and Identify**

**2. Nav Mode Switch** - As required

**3. Bearing Pointer** - Points to station (+/- 4° error from TACAN/VOR ground checkpoint)

**4. DME** - .5 mile or 3% error, whichever is greater

**5. CDI** - Check centered, (+/- 4° error from known checkpoint)

**6. Check TO-FROM Ambiguity**

**ILS TEST(at an airfield with an ILS)**

**1. Tune and Identify**

**2. Marker Beacon Volume Control** - Checked on

**3. Nav Mode Switch** - VOR

**4. Select Proper Approach Course**

**5. Check CDI and GSI Indications**

**INSTRUMENT DEPARTURE BRIEFING**

To be accomplished in aircraft; if briefed elsewhere, re-brief any changes in aircraft prior to departure

**1. Navigation/Communication Radio Settings** (set for IFR departure or emergency return)

**2. Restrictions/Clearance**

**3. Hazardous Terrain/Obstacles**

**4. Emergency Intentions**

**5. Emergency Return Approach**

- a. Type of approach/page #/TCN
- b. DA/MDA
- c. Inbound course
- d. Emergency safe/sector altitude

**6. Single Engine Procedures** (departure routing, emergency escape routing and obstacle avoidance)

**INSTRUMENT APPROACH BRIEFING**

To be accomplished in aircraft prior to IAF

**1. ATIS/Airport Information**

**2. Type of Approach/Page #/TCN**

**3. Weather Required for the Approach**

**4. Navigation/Communication Radio Settings**

**5. Heading and Attitude Systems**

**6. Altimeter** (Barometric/Radar)

**7. Final Approach Fix/ Final Approach Course**

**8. DA/MDA/Descent Rate**

**9. Missed Approach Point and Intentions**

**10. Minimum Safe Altitudes** (min sector/emergency safe)

**11. Airfield Review** (alignment, lights, obstacles, elevation)

**12. Crew Duties****13. Lost Communications Intentions****14. Backup Approach****15. Before Landing Checklist/Landing Light**

**NOTE:** When accomplishing successive approaches, only the items that have changed need be briefed

**TACTICAL INGRESS CHECKLIST**

Items may be pre-briefed but should be reviewed in the aircraft.

Required prior to tactical operations only (may or may not include low level profiles)

**1. Radio Responsibilities** – Assumed

**2. Mission Capable Fuel** – Verified

**3. Bingo Fuel** – Confirmed

**4. Performance Data/TOLD** – Computed/Confirmed

**5. Exterior Lights** – Set (state setting)

**6. Transponder** – Set (state setting)

**7. Radar Altimeter** – Set (state setting)

**8. Shoulder Harness** – Locked/Unlocked

**9. AIE Checklist/Equipment** – Complete (if applicable)

**10. Aircraft Weapons** – State Weapons Status (brief status, if applicable)

**11. Before Landing Checklist – Completed**

**TACTICAL POST EGRESS CHECKLIST**

Intended to be accomplished in the aircraft

- 1. Exterior Lights** – Set (state setting)
- 2. Transponder** – Set (state setting)
- 3. Radar Altimeter** – Set (state setting)
- 4. Shoulder Harness** – Locked/Unlocked
- 5. AIE Checklist/Equipment** – Completed (if applicable)
- 6. Aircraft Weapons** – “Clear”, State Weapons Status
- 7. Mission Capable Fuel** – Verified

**ALTERNATE INSERTION/EXTRACTION BRIEFING**

- 1. Device to Be Used**
- 2. Intended Hover Height**
- 3. Load/CG**
- 4. Protective Equipment**
- 5. Go Around**
- 6. Power Available/Power Required/TOLD**
- 7. Communications (Air to Ground)**
  - a. Radio
  - b. Hand signals

**Table 1. HOIST HAND SIGNALS**

<i>ACTION</i>	<i>MEANING</i>
Open palm of hand indicating direction	Aircraft movement
Index finger in a circling movement overhead; point in the direction of flight	Survivor in Secure, Ready for Takeoff; Or Go-Around
Clenched fist	Stop Aircraft; Cable Movement; Hold hover
Clenched fist with thumb pointing up or down	Hoist Cable Up / Down
Clenched fist held horizontally with thumb pointing left or right	Hoist Boom Left / Right
Fingers extended, joined moving and chopping motion against the opposite wrist	Cut Cable
Two fingers extended moving lower arm forward and backward at head height	Hoist Power Switch in Opposite Position

**8. Emergency Procedures**

- a. Aircraft malfunctions
- b. Equipment malfunctions
- c. Oscillations/Pendulum action
- d. Communication/Intercom failure
- e. Emergency Procedures for Hung Rappel or Hung Climber

**9. Cable Cut Procedures****10. Crew Duties****11. Hazards (Terrain, Wind, Weather)****ROPE LADDER PRE-DEPLOYMENT CHECKLIST**

**1. Anchor Cable** – Installed/Inspected

**2. Carabiners and Attachment Straps** – Attached

**3. Rope Ladder** - Positioned for deployment

**4. Conduct Hot Mike Check** - “Rope Ladder Pre-Deployment Checklist Completed - One (state length) Foot Rope Ladder Ready for Deployment. Acknowledge” (FE/AG/SMA)

**5. “Loud and Clear”** - (P, CP) (Acknowledgment completes this checklist)

### **FAST ROPE PRE-DEPLOYMENT CHECKLIST**

- 1. Fast Rope** - Attach to gantry hook.
- 2. Fast Rope** - Positioned for deployment
- 3. Conduct Hot Mike Check** - “Fast Rope Pre-Deployment Checklist Completed, One (state length) Foot Fast Rope Ready for Deployment. Acknowledge” (FE/AG/SMA)
- 4. “Loud and Clear”** - (P, CP) (Acknowledgment completes this checklist)

### **RAPPEL ROPE PRE-DEPLOYMENT CHECKLIST**

- 1. Anchor Cable** – Installed/Inspected
- 2. Snap links/Carabiners** - Attached
- 3. Rappel Rope** - Positioned for deployment
- 4. Conduct Hot Mike Check** - “Rappel Rope Pre-deployment Checklist Completed, one (state length) Foot Rappel Rope Ready for Deployment. Acknowledge” (FE/AG/SMA)
- 5. “Loud and Clear”**- (P, CP) (Acknowledgment completes this checklist)

### **SMOKE/FLARE DROP CHECKLIST**

- 1. Aircrew Restraint Device** - On
- 2. ICS** - Set

**3. Gloves - On**

**4. Door - Open**

**5. Smoke/Flare Device - Prepared for deployment**

**6. SMOKE/FLARE DROP CHECKLIST – “COMPLETED”**  
(FE/AG/SMA)

### **SEARCH BRIEFING**

**1. Objective**

- a. Number of survivors/description/medical condition
- b. Specialized aircraft equipment required

**2. Search Area**

**3. On Scene SAR Forces/On Scene Commander (OSC)**

- a. Establish contact with OSC; if none, accomplish OSC duties

**4. Communications (with SAR forces & controlling agency)**

**Table 2. DISTRESS AND EMERGENCY FREQUENCIES**

<i>Frequency</i>	<i>Use/Agency</i>
40.50 MHz	VHF-FM Emergency
121.5 MHz	International Aeronautical Emergency
123.1 MHz	NATO/ICAO Scene of Action (SAR)
156.8 MHz	International Maritime Distress Channel (16)
243.0 MHz	International Aeronautical Emergency
282.8 MHz	International Scene of Action (SAR)
406.0 MHz	Primary Search and Rescue frequency (SAR)

**5. Weather (en route/on scene/recovery)**

**6. Search Pattern, Track Spacing, Altitude/Airspeed**

**Table 3. VISUAL DETECTION CHART**

(Ranges Shown in Miles)					
<i>Equipment Type</i>	<i>Down Sun</i>	<i>Cross Sun</i>	<i>Up Sun</i>	<i>Overcast</i>	<i>Night</i>
Yellow Raft (1 to 7 man)	1.9	1.4	1.1	1.0	-
Signaling Mirror	6.3	7.0	4.3	-	-
Dye Marker	3.8	2.5	2.2	-	-
Smoke	8.3	7.4	7.1	6.7	-
Life Jacket	0.2	0.18	0.16	0.15	-
Life Jacket Light	-	-	-	-	0.5
2-Cell Flashlight	-	-	-	-	2.4
Hand-Held Star Signal	-	-	-	-	32.0
Ferry Cartridge	-	-	-	-	17.5

**7. Power Available/Power Required****8. Bingo Fuel/Refueling options****9. Actions upon sighting objective****10. Recovery Location/Medical facilities****CARGO SLING BRIEFING****1. Load Description****2. Sling Length/Hover Height****3. Radar Altimeter Setting****4. Power Available/Power Required****5. Cargo Hook Sling Arming/De-arming****6. Hand Signals****7. Hookup**

- a. Grounding
- b. Eye protection
- c. Restraint devices

d. External lighting

**8. En route Airspeed and Altitude**

**9. Release**

**10. Emergency Actions**

**11. Safety Considerations**

**CARGO SLING PRE-PICKUP CHECKLIST**

**1. Power Available/Power Required - Computed/Confirmed**

**2. Cargo Release Switch - Armed**

**3. Radar Altimeter(s) - Set**

**4. Cargo Sling Load- Attached**

**5. Conduct Hot Mike Check - “Cargo Sling Pre-Pickup Checklist Completed and Ready for Pickup. Acknowledge” (FE/AG/SMA)  
“Loud and Clear” (P, CP) (Acknowledgment completes the checklist)**

**AIRDROP - EQUIPMENT/PERSONNEL BRIEFING**

**1. Type of Drop**

**2. Drop Zone**

- a. Markings
- b. TOT
- c. Visual signals

**3. Air to Ground Communications**

- a. Radio/Intercom
- b. Hand signals

**4. Drop Procedures**

- a. Altitude/airspeed

- b. Track
- c. Drop order
- d. Door procedures

## **5. Crew Coordination**

## **6. Emergency Procedures/Hung Jumper/Bundle**

## **7. Post Deployment Procedures**

### **FIRE BUCKET BRIEFING**

This briefing replaces the cargo sling briefing when using the fire bucket.

#### **1. Fire Location**

#### **2. On Scene Forces**

- a. Call signs
- b. Frequencies

#### **3. Aircraft Configuration**

- a. Cabin seats/seatbelts
- b. Cargo tie downs
- c. External lighting
- d. Fly-away/TDY kit

#### **4. Cargo Hook Arming/De-arming**

#### **5. Hand/Ground-To-Air Signals**

#### **6. Radar Altimeter Setting**

#### **7. Bucket Load/Fuel Burn-Off Time**

#### **8. Power Available/Power Required**

#### **9. En route Altitude/Airspeed/MSA**

#### **10. IMC Avoidance**

#### **11. Water Source (if known)**

#### **12. Refuel Location**

#### **13. Emergency Actions/Safety Considerations**

**FIRE BUCKET INGRESS CHECKLIST**

Complete Part A or Part B first, as applicable to the fire situation.

**Part A:** (complete prior to flying with the bucket suspended)

1. **Water Release Mechanism** - Check
2. **Bucket Load** - Set Percentage
3. **Cargo Release Switch** - Arm
4. **Sacks-a-foam Panel** - Configure
5. **Loud Speaker Switch (or Instrumentation Master Switch)** - On
6. **Radar Altimeters** - Set
7. **Power Available/Power Required/TOLD** - Compute/Confirm
  - a. Mini TOLD
  - b. Confirmation, if less than 10% power margin
8. **Water Release Mechanism** - Check (after filling bucket)

**Part B:** (complete prior to entering the fire area)

1. **Controlling Agency** - Contact
2. **Bingo Fuel** - Confirm
3. **Radio Responsibilities** - Assume
4. **Shoulder Harness** - As required
5. **Before Landing Checklist** - Complete

**FIRE BUCKET EGRESS CHECKLIST**

1. **Controlling Agency** - Notify off fire
2. **Shoulder Harness** – As required
3. **Loud Speaker Switch (or Instrumentation Master Switch)** - Off

**AIE PREFLIGHT GUIDE**

The following information was extracted from T.O. 00-25-245, *Testing and Inspection for Personnel Safety and Rescue Equipment*. Reference T.O. 00-25-245 for expanded information.

**27. FOREST PENETRATOR**

1. Inspection/Weight-Check Label – Check for current date.
2. Condition – Check the following items:
  - a. Damaged parts (broken, bent, deformed, or fractured). Bent seats, broken springs, bent bolts, etc., can be replaced with new parts. If main body of assembly is damaged, condemn complete assembly without replacement of parts.
  - b. Missing parts, bolts, nuts, cotter pins, springs and straps.
  - c. Flotation Collar. Secure as required.
  - d. Seats and hooks for freedom of movement to all positions, and proper latching and unlatching.
  - e. Corrosion.
  - f. Document any discrepancies in AFTO Form 781A.

**28. RESCUE STROP**

1. Weight check date current.
2. Inspect fabric for cuts, deterioration, and abrasions.
3. Inspect seams for proper adhesion and stitching.
4. Inspect retainer straps for security of attachment and wear.
5. Inspect all hardware for security of attachment, corrosion, damage, wear, and if applicable, ease of operation.

**29. RESCUE LITTER ASSEMBLY (STOKES LITTER)**

The following Stokes Litters are approved for use:

- # 402 Medevac one piece, confined area
- # 404 Medevac II one piece
- # 406 Medevac IIA break-apart model
- # 406-TI Medevac IIA TI Titanium break-apart

A 5000-pound locking carabiner will be used to attach the stokes sling assembly to the hoist hook.

If any of the following conditions are noted, repair or replace prior to placing in service:

1. Inspect stokes litter for general condition.
2. Inspect all metal for cracks, indents, corrosion and security of attachment.
3. Inspect all welds for cracks and security of attachment.
4. Inspect snow skids for general condition (if applicable).
5. Inspect suspension bed webbing for cuts, tears, stains, fraying and security of attachment
6. Inspect quick release fittings for ease of operation, sharp edges and corrosion.
7. Inspect all straps for cuts, tears, stains, fraying and security of attachment.
8. Inspect lift rings for deformity or cracks.
9. Inspect all stitching for fraying and security of attachment.
10. Inspect all webbing for cuts, tears, fraying and grease contamination.
11. Inspect carabiners for proper gate alignment, ease of operation, cracks and corrosion.
12. Inspect carabiner gate pin hinge for deformity/security of attachment.
13. Inspect for reflective tape on rescue litter and carabiners.
  - a. Red reflective tape (2 places, 1-1/2 x 1/2-inch) at upper attachment points (as required).
  - b. White reflective tape (2 places, 1-1/2 x 1/2-inch (NIIN 01-078-8660) at lower attachment points (as required).
14. Inspect entire flotation assembly for general condition, cleanliness, cuts, tears, fraying and for presence of oil, fuel, grease or chemical contamination.
15. Inspect lift cable sets for one crimp, identified by 1/2-inch wide compression on swaging sleeves and defects such as kinks, broken wire strands, corrosion.

**30. RANDON TECH ROPE LADDER****(H-1 ELPD800PD-1)**

If any nicks or excessive fraying to the point of broken strands are found, do not use the rope ladder for live operations, as serious injury or death may result. See figures 5-7 and 5-8 in T.O. 00-25-245.

The following indicate obsolete equipment and should not be used for live operations, serious injury or death may result:

- Corrosion on the rivet-washer connection points (should be stainless-stainless).
- Rope ladder fabric with shiny appearance (similar to a vehicle seat belt).
- Detacher housings without beveled or rounded edges

When preparing the rope ladder for night operations, do not use duct tape on the nylon fabric.

Duct tape residue hinders the post flight fabric cleansing, and hides potential problem areas. (e.g. use rubber bands, plastic zip ties).

During inspection, dragging the rope ladder on concrete should be kept to a minimum to reduce abrasion and maintain normal service life.

1. Ensure detacher serial numbers match rope ladder.
2. Inspect detacher device fasteners for loosening and failure.
3. Inspect detacher pip pin for proper spring/operation.
4. Inspect carabineers for corrosion and proper operation.
5. Inspect wheeled rungs/fasteners for loosening and failure.
6. Inspect main ladder straps for dry-rot, holes, nicks and excessive fraying.
  - Ensure both sides of the rope ladder are visually inspected.
  - Detachers are "powder-coated", there is no need to oil parts.
  - Small amounts of hydraulic fluid are allowed on the fabric.
  - Ensure the ladder is cleaned after use.
7. Inspect ladder rungs for damaged tubes or grip tape.
8. Inspect rung rivet-washer points for corrosion, cracks or stretched fabric.
9. Ensure no twists exist with main ladder straps.

10. Fold or roll the ladder into the stowed position on the cabin floor.

Refer to T.O. 00-25-245 for post flight requirements.

### **31. FAST ROPE**

1. Check the woven loop on the mount end for excessive wear or chemical contamination.

2. Check the rope along its entire length for fraying, cuts and chemical contamination. Inspect for any cut, chafe, or nicks that affect the integrity of the rope.

3. Do not use a rope that is severely frayed (light fraying on the rope from normal use does not weaken the rope).

4. Do not use a rope when any single strand is cut halfway through.

5. Inspect the rope for contamination of acid, alkaline compounds, saltwater, fire extinguisher solutions or petroleum-based solvents.

Changes in color caused by chemicals are usually blotchy and have an unusual odor. Although used ropes gradually change color, such changes do not indicate a decrease in strength unless the change is due to contact with strong chemicals. Changes occurring because of use are usually uniform throughout the length of the rope.

6. Make necessary inspection entries on the appropriate form.

Refer to T.O. 00-25-245 for post flight requirements.

**Attachment 1****GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

AFPD 11-2, *Aircraft Rules and Procedures*, 14 Jan 2005

AFI 11-2UH-1N Volume 3, *UH-1N Helicopter Operations Procedures*, 19 Apr 2012

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***Forms Adopted***

AF Form 847, *Recommendation for Change of Publication*, 22 Sep 2009

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***Abbreviations and Acronyms***

**AC**—Aircraft Commander

**ACDE**—Aircrew Chemical Defense Equipment

**AFDW**—Air Force District of Washington

**AFFSA**—Air Force Flight Standards Agency

**AIE**—Alternate Insertion/Extraction

**AOB**—Air Order of Battle

**BDHI**—Bearing-Distance-Heading Indicator

**CBRN**—Chemical, Biological, Radiological, and Nuclear

**CDI**—Course Deviation Indicator

**CG**—Center of Gravity

**CHUM**—Chart Update Manual  
**CI**—Course Indicator  
**CSEL**—Combat Survivor Evader Locator  
**DA**—Decision Altitude  
**DME**—Distance Measuring Equipment  
**EP**—Emergency Procedure  
**EPUBS**—Electronic Publications  
**ESA**—Emergency Safe Altitude  
**FCIF**—Flight Crew Information File  
**GOB**—Ground Order of Battle  
**GSI**—Glide Slope Indicator  
**IAF**—Initial Approach Fix  
**ICS**—Intercommunications System  
**IFR**—Instrument Flight Rules  
**ILS**—Instrument Landing System  
**IMC**—Instrument Meteorological Conditions  
**IP**—Initial Point  
**LPU**—Life Preserver Unit  
**LZ**—Landing Zone  
**MB**—Marker Beacon  
**MDA**—Minimum Decent Altitude  
**NOTAMS**—Notice to Airmen  
**NVG**—Night Vision Goggles  
**ROE**—Rules of Engagement  
**SAR**—Search and Rescue  
**SEA**—Survival Egress Air  
**SRUF**—Standing Rules on the Use of Force  
**TACAN**—Tactical Air Navigation System  
**TCN**—Terminal Change Notice  
**TOLD**—Takeoff and Landing Data  
**TOT**—Time On Target  
**VHF**—Very High Frequency  
**VOR**—VHF Omni-Directional Radio Range  
**VVI**—Vertical Velocity Indicator