BY ORDER OF THE
SECRETARY OF THE AIR FORCE

AIR FORCE INSTRUCTION 11-2HH-60,
VOLUME 3 CL-1

5 JANUARY 2011

Flying Operations

HH-60--CREW BRIEFING GUIDE/CHECKLISTS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

OPR: HQ ACC/A3TO

Supersedes: AFI 11-2HH-60V3CL-1, 23 May 2007

Certified by: HQ USAF/A3O-A
(Col Jeffrey R. McDaniels)

Pages: 24

This volume prescribes standard operational checklists and essential data not listed in T.O. 1H-60(H)G-1 and is a mandatory requirement during HH-60 operations.

This publication sets forth policies regarding USAF HH-60 operational activities of Air Force civilian and military personnel, including the Air Force Reserve and Air National Guard.

Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual 33-363, Management of Records, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at **https://www.my.af.mil/afrims/afrims/afrims/rims.cfm**. Contact supporting records managers as required.

Recommendations for improvements to this volume will be submitted on an AF Form 847, *Recommendation for Change of Publication*, to the parent NAF/MAJCOM. Approved recommendations will then be forwarded to HQ ACC/A3TO.

Forward waiver requests IAW waiver guidance in AFI 11-2HH-60 Vol 3.

SUMMARY OF CHANGES

This document has extensive revisions and must be thoroughly reviewed. Major items that were revised are: additional checklist items for the preflight and inspection of Alternate Insertion Equipment and additional Maritime Emergency Frequencies.

HELICOPTER CREW BRIEFING GUIDES AND CHECKLISTS

This checklist establishes procedures for the operation of HH-60 aircraft employed by the Air Force Combat Command (ACC) and gained units to accomplish their worldwide missions. HH-60 crewmembers must carry extracted contents of this AFI (excluding Attachment 1) for all flights. This checklist complements AFI 11-2HH-60V3, HH-60 Operations Procedures, and is printed on standard 8 ½" x 11" bond paper then trimmed to a unique size (4 ½" x 7") that will fit standard HH-60 aircrew checklist binders. Units may request media from the OPR. Printed copies are limited to aircrew for use in in-flight and training purposes only. The flight lead/aircraft commander will ensure all aircrew/team members receive the appropriate briefing prior to the applicable mission. Brief only applicable items.

AFI 11-2HH-60, VOLUME 3 CL-1

HH-60 – CREW BRIEFING GUIDE/CHECKLISTS

1

GENERAL AIRCREW BRIEFING

1. Roll Call
2. Time Hack
3. Mission
   - a. Primary and Alternate
   - b. Mission Objective
   - c. Sequence of Events
   - d. Route of Flight/Hazards to Flight
     - (1) Visual Search Responsibilities
       - (a) Departure/ En Route/Recovery
       - (b) High Density Traffic Areas
     - (2) Mid-air Collision Avoidance
       - (a) From Other Military Aircraft
       - (b) From Civilian Aircraft
4. Weather
5. Flight Planning
   - a. Aircraft Number, Call Sign
   - b. Fuel Load, Bingo Fuel, and Aircraft Configuration
   - c. Weight and Balance
   - d. Seat Time, Start Time, Takeoff, Duration
   - e. NOTAM, FCIF, Passengers, Special Interest Items
   - f. Anti-Hijacking
   - g. Performance Data/TOLD
   - h. Increased Mission Risk Factors (Unfamiliar area, weather, crew complement, etc.) / Risk Mitigation
6. Crew Duties and Responsibilities
   - a. Changing Control of Aircraft
   - b. Emergency Actions/Intentions
     - (1) Landing/Ditching
   - c. Primary FE
   - d. Scanner's Duties
7. Equipment
   - a. Flight Publications
   - b. Aircrew Flight Equipment
   - c. ID Tags
8. Specialized Mission Briefings
9. Questions

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ALERT CREW BRIEFING

1. **Alert Period**
2. **Response Time**
3. **Notification Procedures**
4. **Scramble Procedures**

MISSION BRIEFING

NOTE: **This briefing guide is intended for Tactical, Formation, and NVG missions. It incorporates the essential elements of the General Aircrew and AIE briefings.**

1. **Roll Call**
2. **Time Hack (give source)**
3. **Classification**
4. **Situation/ Orders of Battle**
5. **Mission**
   - **a. Primary/ Alternate**
   - **b. Mission Objectives**
   - **c. Sequence of Events**
   - **d. Route of Flight/Hazards to Flight**
     - **(1) Visual Search Responsibilities**
       - **(a) Departure/En Route/Recovery**
       - **(b) High Density Traffic Areas**
     - **(2) Mid-air Collision Avoidance**
       - **(a)From Other Military Aircraft**
       - **(b) From Civilian Aircraft**
   - **e. Mission Precedence (Mandatory, Emergency, Priority, Routine)**
   - **f. Smart Packs/ Kneeboard Cards/ Comm Card**
6. **Flight Planning**
   - **a. Aircraft Numbers, Call Signs, Positions, Support Assets Weather**
     - **(1) Takeoff/ En Route/ Destination**
     - **(2) Sunset/Sunrise/ Moonrise/ Moon set/% Illum/Azimuth/Elevation/Isothermal Crossover Times**
   - **b. Fuel Load, Mission Capable Fuel, and Bingo**
   - **c. Aircraft and Load Configurations**
   - **d. Personnel (MEGP), Ordnance, Chaff load and Settings, IRCM, AIE Devices**
   - **e. Aircraft Taping and Lighting**

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f. Seats time, Communication Check-In, Start, Taxi, Takeoff, Duration
g. NOTAMS, FCIF, Special Interest Items
h. Anti-Hijacking
i. Increased Mission Risk Factors (Unfamiliar area, weather, crew complement, etc.)/Risk Mitigation

7. Weight and Balance
8. Performance Computations/ TOLD
a. Takeoff and Worst Case
b. EM Data and Dash One Blade Stall numbers
9. Departure Taxi, Takeoff, and Join Up
a. Lineup/ Positions
b. Communications Procedures
c. Type of Formation
d. Aborts/ Bumps
e. Goggle Up Procedures
10. En Route
a. Navigation Responsibilities
b. Altitudes/Airspeeds
c. Type Formation(s)/De-confliction plan
d. Lead Changes
e. HIT Check
f. Communications(Ops Normal, ATC, MSN CC, etc.)
g. Evasive Tactics/ Scatter Plans/ Rejoin Procedures
e. Egress Takeoff/ Route of Flight
11. Terminal Operations-Primary/ Alternate
a. Objective/ TOT
b. Communications Procedures/ Authentication methods
c. LZ Options (IAW AFTTP 3-1.HH-60G, or as briefed)
d. Approaches and Landings
1) Type Formation and Spacing
2) Landing Areas / Site Evaluations
3) Go-Around/ Wave off Procedures
4) AIE Considerations
a) Devices
b) Intended Hover Heights
c) Emergency Procedures
(1) Loss of Power (Aircraft)
(2) Hoist Malfunctions
(3) Communications Failures
e. Egress Takeoff/ Route of Flight

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12. Weapons Conditions/ Rules of Engagement
- **a. Ingress**
- **b. Terminal Area**
- **c. Egress/ Retrograde**

13. Recovery Taxi, Parking Plan, Removing Goggles

14. Contingencies
- **a. IMC Loss Wingman**
- **b. VMC Blind**
- **c. Aborts/ Minimum Package Requirements/Minimum Mission Equipment**
- **d. Lost Communications/ Degraded Communications**
- **e. Equipment**
  - **1) Flight Publications**
  - **2) Aircrew Flight Equipment**
  - **3) NVD's**
  - **4) Maps/ Charts**
  - **5) Chemlites**
- **f. Personal Equipment**
  - **1) ID Tags**
  - **2) Personal Weapons**
  - **3) Classified Material/ COMSEC**

15. Crew Duties and Responsibilities
- **a. Changing Control of the Aircraft**
- **b. Scanners Duties**
- **c. Emergency Actions/ Intentions**
  - **1) Takeoff**
  - **2) En Route**
  - **3) Objective**
  - **4) NVD Malfunction**
  - **5) Crash Landing**
  - **6) Ditching**
- **d. FE Responsibilities**
- **e. Aerial Gunner Responsibilities**
- **f. Crash/ Forced Landing Procedures**
  - **1) Water**
  - **2) Medical Kits**
  - **3) NBC Gear**
  - **4) EPA**
- **g. Sanitization/Destruction of Classified/ Aircraft Destruction**
  - **1) Weapons/ Ammunition**
  - **2) Shot Records/ ID Card**

16. Questions **5**

ALTERNATE INSERTION/EXTRACTION BRIEFING

1. **Load**
2. **Pickup Point and Destination**
3. **Site Description**
4. **Go Around**
5. **Device To Be Used, Intended Hover Height, and Rope Length(s)**
6. **Protective Equipment**
7. **Power Available/Required**
8. **Emergency Procedures**
   - **a. Loss of Power (Aircraft/Hoist)**
   - **b. Equipment Malfunction**
   - **c. Oscillation**
   - **d. Damaged Cable (Shock-loaded/Overloaded/Abrasion)**
     - **1) Identifying/Reporting**
     - **2) Alternate Recovery Options**
   - **e. Communication Failure**

ORDNANCE DELIVERY BRIEFING

1. **Range/Mission Number/Range Time**
2. **Range Clearing Operations**
3. **Range Restrictions**
   - **a. LASER Procedures**
4. **Arming Procedures**
5. **Patterns**
   - **a. Altitude/Airspeed**
   - **b. Fields of Fire**
6. **Communications**
   - **a. Air-To-Air/Air-To-Ground**
   - **b. Interplane**
7. **Weapons Malfunction**
   - **a. Hot Gun Route/Dearming Location**
8. **Chaff/Flare Operations**
9. **Smoke Deployment**
10. **Range Exiting Procedures**
11. **Safety Considerations**

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AIR REFUELING BRIEFING

1. **Tanker/Receiver Call Signs/Number of Receivers**
2. **AR Options (Cell or Individual Tactics)**
3. **Rendezvous/AR Radio Frequencies**
4. **Tanker/Receiver Light Configuration**
5. **IFF/TACAN/Altimeter Settings**
6. **Type of Rendezvous**
7. **ARIP, ARCP, AREP or Track**
8. **ARCT**
9. **Join Up/Refuel Altitude/Airspeed**
10. **EMCON Procedures**
11. **Lost Visual Contact Procedures/MSA**
12. **Abort Point/End Air Refueling Point**
13. **Emergency Recovery Bases**
14. **Fuel Transfer Requirements and Pressure Limitations**
15. **Air Traffic Control Clearance Limits**
16. **Weather (Destination and Emergency Bases)**
17. **Helicopter Power Limitations/Max Bank Angle (high DA/GWT)**
18. **Mission Abort Criteria**
19. **Standby Tanker Requirements**
20. **Air Refueling Light Signals:**

TANKER TO RECEIVER

a. One Green – Cleared to Contact and/or Cleared to Crossover
b. One White – Go to Observation Position
c. Two White – Crossover to other Hose
d. One Amber – Prepare for Turn
e. Two Amber – Unable to Refuel, proceed/wait for Spare Tanker
f. Flashing Red – Breakaway

RECEIVER TO TANKER

a. One Flash – Reset Reel Response
b. Multiple Flashes – Require more Fuel

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FORWARD AREA REFUELING POINT (FARP) BRIEFING

1. Location
2. TOT
3. Communications
   a. Call Signs
   b. Air-To-Ground Frequencies
4. Marshalling Procedures
5. Onload
6. Equipment
7. Emergency Procedures
8. Departure Instructions

AIRDROP BRIEFING – PERSONNEL

1. Type of Drop
2. Drop Zone
   a. Markings
   b. Visual Signals
3. Communications
   a. Air-To-Ground
   b. Intercom
   c. Hand Signals
4. Drop Procedures
   a. Altitude/Airspeed
   b. Drop Order
   c. Track
   d. Door Procedures
5. Emergency Procedures
   a. Hung Jumper
   b. Inadvertent Chute Deployment
6. Post Deployment Procedures

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SEARCH BRIEFING

1. **Objective**
   - **a. Number of Survivors/Description/Medical Condition**
   - **b. Signaling Devices/Equipment**
   - **c. Specialized Aircraft Equipment Required**
2. **Search Area**
3. **On Scene SAR Forces/On Scene CC (OSC)**
   - **a. Establish Contact with OSC; if none, accomplish OSC Duties below:**
   - **b. Inventory Status: Fuel/Wingman/Assets Available**
   - **c. Establish Comm Plan**
   - **d. Initial Contact with Survivor: Reassurance/Turn Locator Beacon Off/Etc.**
   - **e. Authenticate (Combat)**
   - **f. Relay Info: Pass Location To Appropriate Agency**
   - **g. Threats In Area (Combat): # / Type / Location**
   - **h. Ground Forces (Combat): Number / Location / Friendly? Enemy? / What Did Survivor See While in the Chute? Have They Seen the Survivor?**
   - **i. Condition: Injuries/Ability To Move/Previous Instructions**
   - **j. Signaling Devices (Prep Survivor: Find and Have Ready Devices in Kit/Vest, Radio, Batteries - Est Time?, Mirror - Keep Covered Until Ready To Use)**
   - **k. Verify Survivor's Position: What Can Survivor See? Confirm Loc/SARDOT/GPS/Overflt, Don't Compromise Survivor's Position.**
   - **l. Survivor Actions Radio Check-In Schedule (Combat): Delivery of Ordnance Near Survivor Prepare for Pickup (Helmet On, Smoke Code, Turn Away, PJS: Auth/Don't Resist/Gun, Hoist, Etc) Final Prep/Pickup Procedures**
4. **Weather (En Route/On Scene/Recovery)**
5. **Method of Search (Visual/Electronic)**
   - **a. Type of Pattern**
   - **b. Altitude/Airspeed**
   - **c. LARS Frequency/Code**
6. **Bingo Fuel**
   - **a. Refueling Options**
7. **Actions Upon Sighting Objective**
8. **Medical Facilities**

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INSTRUMENT EQUIPMENT TESTS/BRIEFINGS

1. NAVIGATION EQUIPMENT CHECK

a. VOR SELF TEST

1) Tune a VOR Frequency
2) HSI CRS – set 315°
3) VOR/MB TEST Switch – Down and hold (MB light on VSI should illuminate)
4) HSI VOR/LOC course bar and VSI course deviation Deviation pointer centered ± 1 Dot
5) No. 2 Bearing Pointer – Centers @ 315° ± 5°
6) TO/FROM Arrow should indicate – "TO"
7) VOR/MB TEST Switch – Release

b. TACAN SELF-TEST Note: Allow 90 seconds for warm-up

1) Function Selection Switch – T/R
2) Set -- 180° Course in HSI CRS Window
3) Depress the Test Button and observe:
a) Indicator Light – 1 second
b) DME Indicates _ _ _. _ for 7 Seconds
c) NO. 2 Bearing Pointer -- 270°
(1) DME – 000.0 ± .5
(2) NO. 2 Bearing Pointer -- 180° ± 3°
(3) CDI – Centered ± 1/2 Dot
(4) TO/FROM Indicator – "TO"

Note: If the indicator light stays on during test, re-accomplish the check in the REC Mode. If check is good, the malfunction is in the transmitter and bearing information is valid.

c. ILS (Tune and Identify prior to check)

1) Check Marker Beacon Volume Control – ON
2) Nav Mode Switch – As Required
3) Select Proper Approach Course
4) Check CDI and GSI Indications

d. ADF (Tune and Identify prior to check)

1) TEST Switch – TEST and hold
2) NO. 2 bearing pointer changes about 180° (ARN 89) or 90° (ARN 149) and stops TEST switch – Release
3) NO. 2 bearing pointer should return to original bearing

e. Anti-Ice – Check as required
f. Pitot Heat – Check as required

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2. GROUND CHECKPOINT TEST

a. TACAN/VOR (Tune and Identify prior to check)

1) Nave Mode Switch – As Required

2) Bearing Pointers – Point to Station ± 4° error from known Checkpiont

3) DME – 1/2 Mile or 3% Error, whichever is greater

4) CDI – Check Centered, Right and Left, ± 4° error from Known checkpoint

5) Check – TO/FROM Indicator Ambiguity

3. INSTRUMENT DEPARTURE BRIEFING

Note: Accomplish immediately before initial simulated/actual instrument profile.

a. Navigation/Communication Radio Settings

b. Departure Instructions/Restrictions

c. Emergency Return Approach

1) DH/MDA

2) Inbound Course

3) Emergency Safe/Sector Altitude

d. Hazardous Terrain/Obstacles

e. Emergency Intentions

4. INSTRUMENT APPROACH BRIEFING

a. ATIS/Airport Information

b. Type of Approach/Weather Required

c. Navigation and Communication Radio Settings

d. Heading and Attitude Systems

e. Altimeter – Barometric and Radar

f. Final Approach Fix/Final Approach Course

g. DH/MDA/Descent Rate

h. Missed Approach Point and Intentions

i. Airdrome Sketch

j. Crew Duties

k. Lost Comm Intentions

l. Backup Approach

m. Before Landing Checklist/Landing Light

Note: When accomplishing successive approaches, brief items that changed.

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CARGO SLING/EXTERNAL LOAD OPERATIONS BRIEFING

1. Load Description
   a. Anticipated Weight
   b. Rigging
   c. Location
2. Power Available/Required
3. Sling Arming/Dearming
4. Hand Signals
5. Hookup
   a. Grounding
   b. Eye Protection
   c. External Lighting
6. En Route
   a. Airspeed/Altitude
7. Destination
8. Release
9. Emergency Actions
10. Safety Considerations

MISSION BRIEFINGS

1. H-60 Low Level Checklist:
   a. Performance Data – Compute/Confirm
   b. Visors, NVGs, or Eye Protection – Down or On as Required
   c. VAWS – As Required
   d. Shoulder Harnesses – As Required
   e. Before Landing Checklist -- Complete

2. FENCE IN/OUT Checklist: (See AFTTP 3-1.HH-60G, and AFTTP 3-3.HH-60G for expanded information.)
   a. F -- Fire Power/Fuel -- Check Weapons/Fuel Computations
   b. E -- Emitters -- (Radar, Radar Altimeter, TACAN, Doppler, Lighting) as Required
   c. N – Navigation Equipment – Check accuracy and set as required
   d. C – Communications – Set up as required
   e. E – Electronic Countermeasures/Self Protection -- IRCM, Chaff/Flares, RWR, Armor Wings – as required

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MISSION DEBRIEF GUIDE

1. **Roll Call**
2. **Classification**
3. **Mission Objectives**
4. **Mission Accomplishments**
5. **Mission Reconstruction**
   - **a. Preflight**
   - **b. Ground Procedures**
   - **c. Departure**
   - **d. En Route**
   - **e. Terminal Operations and AIEs**
   - **f. Mission Events**
   - **g. Recovery**
6. **Flight Discipline/Effectiveness**
7. **Communications**
8. **Lessons Learned**
9. **Comments/Questions**

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SIGNALS/COMMUNICATIONS/EQUIPMENT

VISUAL DETECTION CHART (Ranges Shown in Miles)					
Equipment Type	**Down Sun**	**Cross Sun**	**Up Sun**	**Overcast**	**Night**
Yellow Life Raft (1 or 7 Man)	**1.9**	**1.4**	**1.1**	**1.0**	**__**
Signaling Mirror	**6.3**	**7.0**	**4.8**	**---**	**---**
Dye Marker	**3.8**	**2.5**	**2.2**	**---**	**---**
Smoke	**8.3**	**7.4**	**7.1**	**6.7**	**---**
Life Jacket	**0.2**	**.18**	**.16**	**.15**	**---**
Life Jacket Light	**---**	**---**	**---**	**---**	**0.5**
2-Cell Flashlight	**---**	**---**	**---**	**---**	**2.4**
Hand-held star signal	**---**	**---**	**---**	**---**	**32.0**
Ferry Cartridge	**---**	**---**	**---**	**---**	**17.5**

SWIMMER/HELICOPTER SIGNALS

SIGNAL	MEANING
Crossed Wrists	**Need Medical Kit**
Breast Stroke Motion	**Deploy Backup Swimmer**
Paddling Motion	**Deploy Raft**
Hands Cupped, then arms out-stretched	**Deploy Stokes Litter**
Climbing Rope Motion	**Lower hoist cable without Device**
One arm extended overhead, fist clinched	**Lower Penetrator**
Wave In/Out	**Helicopter Move In/Out**
MK-13 Flare and/or Inflated LPU	**Emergency**
Thumbs Up	**Affirmative**
Hand Clapping Motion	**Sharks**
Slashing Motion Across Throat	**Cease Operations**
Flashing Landing Light	**Unable to recover, must Depart**
Circling arm over head w/finger pointing Skyward	**Team Recall**

****NVG operations--Team Leader/AC will specify light signals to be used.** **14**

FORMATION LIGHT SIGNALS	
SIGNAL	**MEANING**
Single Flash (tail position light)	Go to Trail
Two Flashes (tail position light)	Stagger Left
Three Flashes (tail position light)	Stagger Right
Dot – Dot	Return to Base
Dash – Dash	Lead Change *
Dash – Dot	Slow Down
Dot – Dash	Speed Up
Dash – Dash – Dash	Lights (increase)
Dot – Dot – Dot	Lights (decrease)
Dot – Dash – Dot	Lights (check)
Dot – Dot – Dot – Dot	Lost Comm **
Circular motion with light source	Attention Signal
Infinity Symbol (horizontal figure 8 motion)	Execute
AMPLIFYING NOTES	
Move light in a Vertical motion	YES
Move light in a Horizontal motion	NO
Momentary Flash from Light	"DOT"
Two second Flash from Light	"DASH"
* Infinity Symbol. Follows the lead changes light signal for execution.	
** Assume Radio Responsibilities	
All signals will be echoed by the receiver back to the sender.	

DISTRESS/EMERGENCY FREQUENCIES

FREQUENCY	USE/AGENCY
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 Mobile Safety and Distress (Channel 16 Maritime)
243.0 MHz	International Aeronautical Emergency
282.8	International Scene of Action (SAR)

AIR/SHIP/AIR Calling Frequencies. May be used by any aircraft to communicate with stations/ships in the maritime mobile service.
4192 kHZ
6273 kHZ
12546 kHZ
16728 kHZ
22245 Khz

AIRCRAFT EQUIPMENT REQUIRED FOR FLIGHT

EQUIPMENT	DAY	NIGHT/IMC	OVERWATER
Barometric Altimeters	**1**	**2**	**2**
VSIs	**1**	**2**	**2**
HSIs	**1**	**2**	**2**
Airspeed Indicators	**1**	**2**	**2**
Engine Instruments	**YES**	**YES**	**YES**
Communication Radios	**YES**	**YES**	**YES**
Mode 3/C Transponder	**YES**	**YES**	**YES**
Radar Altimeters	**1**	**2/(1 IMC)**	**2**
Anti-collision Lights	**1**	**1**	**1**
Position Lights	**YES**	**YES**	**YES**
Landing/Search Lights	**1**	**1***	**1**
Cockpit Instrument Lights	**NO**	**YES**	**NO**
Pitot Heat, Anti-Ice, Blade De-Ice	**IAW TO 1H-60(H)G-1 based on Environmental Conditions**		

*** NVG flight requires, in addition to visible landing or search light, an operational FLIR, or IR/ variable intensity landing or search light.**
Note: When only one instrument is available, it must be on the side occupied by the pilot on the flight controls.

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AIE PREFLIGHT GUIDE

The following information was extracted from T.O. 00-25-245. Reference T.O. 00-25-245 for expanded information.

WARNING— Reject any device for live use if it fails any part of the preflight inspection.

FOREST PENETRATOR

1. Inspection/Weight-Check Label – CHECKED. Current date.
2. Condition – CHECKED
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.

RESCUE STROP

1. Weight check date current
2. Inspect fabric for cuts, deterioration, and abrasion.
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.

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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 down model.
 # 406TI Medevac IIA TI Titanium break down.

NOTE • A 5000 pound locking carabineer 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 carabineers for proper gate alignment, ease of operation, cracks and corrosion.**
12. **Inspect carabineer gate pin hinge for deformity and security of attachment.**
13. **Inspect for reflective tape on rescue litter and carabineers.**
    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 swagging sleeves and defects such as kinks, broken wire strands, corrosion.**

18

RANDON TECH ROPE LADDER
(HH-60 ELD800PD SERIES AND TCL600)

WARNING

--If any nicks or excessive fraying to the point of broken strands are found, do not use the rope ladder for live operations, 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 in-jury or death may result:

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

CAUTION

--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 and fasteners for loosening and failure.**
6. **Inspect main ladder straps for dry-rot, holes, nicks and excessive fraying.**

NOTE

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

FRIES/FAST ROPES

1. Checks the woven loop on the mount end for excessive wear or chemical contamination.
2. Checks the rope along its entire length for fraying, cuts, and chemical contamination. Inspect for any cut, chafe, or nicks that affect 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 or has two or more cuts that penetrate one-third or more through any strand's thickness within 1 foot of the running length of the FRIES.
5. Inspects 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. Inspects the extraction loops to the same standard as the main rope. Ensures the woven attachment loops are secure.
7. Make necessary Inspection entries on appropriate form.

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DCS, Operations, Plans and Requirements

Attachment 1

GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION

References

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