BY ORDER OF THE SECRETARY OF THE AIR FORCE

AFMAN 11-2TH-1HV3 CL-1
1 JUNE 2018
Flying Operations

TH-1H HELICOPTER CREW BRIEFING GUIDES AND CHECKLISTS

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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This publication implements AFMAN 11-2TH-1HV3, TH-1H Operations Procedures. It applies only to personnel performing duties on the TH-1H aircraft. It applies to all major commands (MAJCOMs) where active duty and contract pilots fly the TH-1H. It does not apply to the Air Force Reserve Command or Air National Guard. This checklist complements AFMAN 11-2TH-1H, Volume 3, *TH-1H Operations Procedures*, and is printed on standard size paper and then trimmed to a 5” x 8” size to fit the standard plastic TH-1H aircrew checklist binders.

SUMMARY OF CHANGES

This document now includes specific briefings guides for various mission profiles and updated instrument checklists.

Submit suggested improvements to this publication using AF Form 847, *Recommendation for Change of Publication*, to the parent MAJCOM through stan/eval channels. Parent MAJCOMs will forward approved recommendations to AETC/A3V. USAF/A3 is the approval authority for changes and revisions to this checklist.

Ensure that all records created as a result of processes prescribed in this publication are maintained IAW Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of IAW the Air Force Records Disposition Schedule in the Air Force Records Information Management System.

The use of the name or mark of any specific manufacturer, commercial product, commodity, or service in this publication does not imply endorsement by the Air Force.

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1. General: Aircrew will use the briefing guides and checklists applicable to their mission. The general aircrew or single ship / formation briefing will be accomplished for all flights. Specialized briefings will be accomplished prior to accomplishing the associated event. Flight leads will conduct a formation debrief and carry this this CL-1 as part of the USAF flight crew checklist.

2. Use of Briefing Guides: Aircraft Commanders/Instructors/ Student Pilots will tailor the briefing to the applicable mission or event. Only the applicable items should be briefed during a flight brief and such topics will be briefed in a logical sequence.

3. Supplements and Standard Operating Procedures (SOP): Units may submit proposed supplements to this publication (i.e., additive briefs, guides, checklists, or SOPs) to describe standards for accomplishing steps in the checklist to AETC/A3TV for consideration and approval. AETC/A3TV approval must be obtained prior to implementation.

GENERAL AIRCREW BRIEFING

1. INTRODUCTION

1.1. Time Hack
1.2. Roll Call
1.3. Classification

2. OVERVIEW
2.1. Primary and alternate mission
2.2. Brief overview of mission
2.3. Training objectives
2.4. Desired learning objectives

3. FLIGHT PLANNING
3.1. Weather
3.2. NOTAMs
3.3. TFRS
3.4. FCIF
3.5. ORM
3.6. Maps and charts
3.7. Tail number / call sign
3.8. Aircraft configuration
3.9. Weight and balance
3.10. TOLD
3.11. Joker / bingo fuel
3.12. Special interest items
3.13. Passengers/MEGP

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6.2. Scanner duties
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6.3.2. Takeoff
6.3.3. En route
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6.3.5. NVG malfunction
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6.4. Stopover responsibilities
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7. EQUIPMENT
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7.3. Special mission requirements
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8. SPECIALIZED MISSION BRIEFINGS

9. DEBRIEFING TIME AND LOCATION

10. QUESTIONS / COMMENTS

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1.3. Classification

2. OVERVIEW
2.1. Primary and alternate mission
2.2. Brief overview of mission
2.3. Training objectives
2.4. Desired learning objectives

3. FLIGHT PLANNING

3.1. Weather
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3.6. Maps and charts
3.7. Smartpack inventory
3.8. Tail number / call sign
3.9. Aircraft configuration
3.10. Aircraft lighting
3.11. Weight and balance
3.12. TOLD
3.13. Mission / joker / bingo fuel
3.14. Bump / spare plan
3.15. Special interest items
3.16. Passengers/MEGP

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4.1.2. Preflight plan
4.1.3. Seat time / engine start / takeoff / duration
4.1.4. Communications check
4.1.5. Donning goggles
4.1.6. Taxi plan
4.1.7. Runway / helipad

4.2. **EN ROUTE**

4.2.1. Altitude(s) / airspeed(s)
4.2.2. Power available check
4.2.3. Low level ingress point
4.2.4. Navigation responsibilities
4.2.5. Communication responsibilities

4.3. **OBJECTIVE**

4.3.1. Ingress procedures
4.3.2. Time on target
4.3.3. Landing zone evaluation
4.3.4. Planned events
4.3.5. Go around procedures
4.3.6. Night operation lighting
4.3.7. Egress procedures

4.4. **RECOVERY**
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4.4.3. Taxi and parking plan

5. CONTINGENCIES
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5.2. Precautionary landing procedures
5.3. Lost / degraded communications
5.4. Lost navigation

6. CREW DUTIES
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7.2. Aircraft emergency / survival equipment

7.3. Special mission requirements
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8. SPECIALIZED MISSION BRIEFINGS

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2.2. Brief overview of mission
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3. FLIGHT PLANNING
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3.2. NOTAMs
3.3. FCIF
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3.6. Maps and charts
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3.8. Flight lead / aircraft tail numbers / call signs
3.9. Aircraft configurations
3.10. Formation lighting

3.11. Weight and balance
3.12. TOLD
3.13. Mission / joker / bingo fuel
3.14. Bump / spare plan
3.15. Special interest items
3.16. Passengers/MEGP

4. MISSION

4.1. **GROUND**

4.1.1. Mission abort
4.1.2. Preflight plan
4.1.3. Seat time / engine start / takeoff / duration
4.1.4. Engine start procedures
4.1.5. Communications check
4.1.6. Donning goggles
4.1.7. Taxi plan
4.1.8. Takeoff
4.1.8.1. Runway / helipad
4.1.8.2. Type of formation takeoff
4.1.8.3. Formation takeoff abort procedures

4.2. **EN ROUTE**

4.2.1. Altitude(s) / airspeed(s)
4.2.2. Power available check
4.2.3. Low level ingress point
4.2.4. Navigation responsibilities
4.2.5. Communication responsibilities
4.2.6. Type of formation
4.2.7. Lead changes
4.2.8. Rejoin procedures
4.2.9. Simulated lost wingman
4.2.10. Simulated blind

4.3. **OBJECTIVE**

4.3.1. Ingress procedures
4.3.2. Time on target

4.3.3. Landing zone evaluation
4.3.3.1. Formation considerations
4.3.4. Planned events
4.3.5. Go around procedures
4.3.6. Night operation lighting
4.3.7. Egress procedures

4.4. **RECOVERY**
4.4.1. Low level egress point
4.4.2. Arrival procedures
4.4.3. Taxi and parking plan

5. CONTINGENCIES
5.1. Inadvertent IMC procedures
5.2. Precautionary landing procedures
5.3. Lost / degraded communications
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6. CREW DUTIES
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6.2. Scanner duties
6.3. Emergency actions / intentions
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6.3.2. Takeoff
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7. EQUIPMENT
7.1. Flight publications
7.2. Aircraft emergency / survival equipment

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8. SPECIALIZED MISSION BRIEFINGS

9. DEBRIEFING TIME AND LOCATION

10. QUESTIONS / COMMENTS

ALTERNATE INSERTION/EXTRACTION BRIEFING

1. Device to be used
1.1. Equipment/personnel preparation
1.2. Load / CG
1.3. Hover height

2. Power available / Power required

3. Lost communications
3.1. Radio / Intercom
3.2. Hand signals

4. Hazards

5. Emergency procedures
5.1. Aircraft malfunctions
5.2. Equipment malfunctions

6. Sequence of events

7. Scanner duties

POST FLIGHT AIRCREW DEBRIEFING

1. **Roll call**

2. **Debrief classification**

3. **Training objectives / accomplishment**

4. **Desired learning objectives / strengths / weaknesses / lessons learned**

5. **Mission reconstruction**
   - 5.1. Briefing
   - 5.2. Ground operations
   - 5.3. Departure
   - 5.4. En route
   - 5.5. Terminal operations
   - 5.6. Recovery

6. **Formation flight discipline / effectiveness**

7. **Comments / questions**

INSTRUMENT DEPARTURE BRIEFING

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

2. Departure Name (or Type)
- 2.1 Departure Course (or heading)
- 2.2 Altitudes
- 2.3 Low Close-In Obstacles
- 2.4 Hazardous Terrain
- 2.5 Required Climb Gradient

3. Emergency Return Approach
- 3.1. Type of Approach / Page # / TCN
- 3.2. Final Approach Course
- 3.3. DH / MDA
- 3.3. Missed Approach Point
- 3.4. Minimum Safe / Emergency Safe Altitude(s)

INSTRUMENT APPROACH BRIEFING

Note: Successive approaches only require items that have changed to be briefed.

1. Type of approach / page / TCN

2. Destination weather / weather required

3. Navigation / communication avionics settings

4. DH / MDA

5. Barometric / radar altimeter setting

6. Final approach fix / course

7. Descent rate

8. Missed approach point / intentions

9. Minimum safe altitude(s) / sector(s)

10. Airfield review

11. Crew duties

12. Lost communication intentions

13. Backup approach

14. Check heading / attitude

15. Aircraft lighting

16. Before Landing Checklist

SEARCH BRIEFING

1. Objective

2. Search area / recovery location

3. Weather

4. Power available / required / margin

5. Search pattern / track spacing / altitude / airspeed

6. Bingo fuel

7. On scene SAR forces

8. Communications with SAR forces / controlling agency

9. Actions upon locating objective

INSTRUMENT COCKPIT CHECKLIST

Note: To promote fuel conservation, items previously confirmed by the crew should be omitted and navigation/radar altimeter testing procedures should be memorized. Checklist will be performed as Challenge – RESPONSE – RESPONSE.
Note: Complete an instrument cockpit check before takeoff if expecting IMC during flight.
Note: An operable GPS with RAIM may be used in place of a second like system. A checkpoint is not required when using an operable system as reference to verify tolerances.
Note: A "P" refers to pilot, "CP" refers to co-pilot and "FE" refers to flight engineer. When separated by a comma, each crew position identified must verbalize the proper response. When separated by a slash, any of the crew positions identified can verbalize the proper response.

1. Publications – CHECKED (P / CP)

2. Airspeed indicators – AT OR NEAR ZERO (P, CP)

3. Attitude indicators – CHECKED (P, CP)

4. VVI – AT OR NEAR ZERO (P, CP)

5. Turn and slip indicator – STATIC POSITION (P, CP)

6. Heading and Magnetic Compass – CHECKED (P, CP)

7. Barometric altimeter – CHECKED AND SET (P / CP)

8. Clock – SET AND RUNNING (P, CP)

9. Defroster / pitot heat / anti-ice – SET (P / CP / FE)

10. GPS – CHECKED (as required) (P, CP)
- 10.1. Check satellite availability and RAIM
- 10.2. Enter known waypoint from database
- 10.3. Cycle NAV button on MFD to GPS
- 10.4. Checking bearing pointer points to checkpoint
- 10.5. Check proper CDI and distance indications

11. TACAN – CHECKED (as required) (P, CP)
- 11.1. Tune and identify an available station
- 11.2. Cycle NAV button of MFD to TCN
- 11.3. Check bearing pointer points to station
- 11.4. Check DME indication (0.5mi or 3% error if using a ground checkpoint)
- 11.5. Check CDI centered (± 4 degrees)
- 11.6. Check TO / FROM indication

12. VOR – CHECKED (as required) (P, CP)
- 12.1. Tune and identify an available station
- 12.2. Cycle NAV button on MFD to VOR
- 12.3. Check bearing pointer points to station
- 12.4. Check CDI centered (± 4 degrees)
- 12.5. Check TO / FROM indication

13. ILS – CHECKED (as required) (P, CP)
- 13.1. Tune and identify an available localizer
- 13.2. Cycle NAV button on MFD to ILS
- 13.3. Select proper approach course
- 13.4. Check proper CDI and glide slope indications

14. ADF – CHECKED (as required) (P, CP)
14.1. Tune and identify an available station
14.2. Cycle bearing pointer on MFD to ADF
14.3. Check bearing pointer points to station

15. Instrument cockpit checklist – COMPLETED (P / CP / FE)

LOW LEVEL INGRESS CHECKLIST

Note: This checklist will be performed as Challenge – RESPONSE – RESPONSE
Note: A "P" refers to pilot, "CP" refers to co-pilot and "FE" refers to flight engineer. When separated by a comma, each crew position identified must verbalize the proper response. When separated by a slash, any of the crew positions identified can verbalize the proper response.

1. Radio responsibilities – CONFIRMED (P / CP / FE)

2. Performance data / TOLD – CONFIRMED (P / CP / FE)

3. Mission / bingo fuel – VERIFIED (P / CP / FE)

4. Lights / transponder – SET (P / CP / FE)

5. Emergency actions / intentions – BRIEFED (P, CP, FE)

6. Low Level Ingress Checklist – COMPLETED (P / CP / FE)