

## Operations

# HELICOPTER CREW BRIEFING GUIDE/ CHECKLIST

**31-1. General.** Aircrews will use those briefings that are applicable to their unit/mission. Carry this information in the USAF flight crew checklist. Additional notes and supplemental information may be added by use of personal notes.

**31-2. Requirements.** A general aircrew briefing will be accomplished for all flights, followed by applicable special mission briefings. Special mission briefings must be accomplished prior to accomplishing the maneuver or mission.

*Page*

<b>GENERAL AIRCREW BRIEFING</b> .....	31-3
<b>SPECIALIZED MISSION BRIEFINGS</b>	
Alert .....	31-4
Transition .....	31-4
Instrument .....	31-4
Departure .....	31-4
Approach .....	31-5
Combat Mission .....	31-5
Formation .....	31-6
Air Refueling .....	31-6
Hoist/Rope Ladder/Rappel/Stabo .....	31-7
Sling .....	31-7
Airdrop .....	31-8
Flare Drops .....	31-8

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## Page

Search.....	31-9
Escort.....	31-9
Leaflet/Speaker.....	31-9
Ordnance Delivery.....	31-10
Forward Area Refueling and Rearming Procedures (FARRP).....	31-10

**CHECKLIST**

H-1 Combat Ingress Checklist.....	31-11
H-1 Combat Post-Egress Checklist.....	31-11
H-3/60A Combat Ingress Checklist.....	31-12
H-3/60A Combat Post-Egress Checklist.....	31-12
H-53 Combat Ingress Checklist.....	31-13
H-53 Combat Post-Egress Checklist.....	31-13
Safetyman Checklist.....	31-14

**MISCELLANEOUS**

Recommended Search Altitudes.....	31-16
Illumination Flare Drop Heading and Time Chart.....	31-17
Swimmer/Helicopter Signals.....	31-17
Helicopter Light Signals.....	
En route.....	31-18
Planned Comm Out.....	31-19
Echo Codes.....	31-20
Conference Skyhook.....	31-20
Anti-Hijacking Procedures.....	31-21
Instrument Cockpit Check.....	31-22
Navigation Equipment Check.....	31-22
VOR.....	31-23
TACAN.....	31-23
Equipment Required for Flight.....	31-24
Air/Ship/Air Calling Frequencies.....	31-25
Citizen Band Frequencies.....	31-25
Distress and Emergency Frequencies.....	31-26
Forced Penetration of Unfriendly Airspace.....	31-27

**GENERAL AIRCREW BRIEFING**

1. Roll Call
2. Time Hack
3. Briefing Classification
4. Mission
  - a. Primary and alternate
  - b. Sequence of events
5. Weather (sea state, if applicable)
6. Flight Planning
  - a. Aircraft number(s), call sign(s)
  - b. Fuel load, bingo fuel, aircraft configuration
  - c. Station time, start time, takeoff, duration
  - d. NOTAM, FCIF, passengers
  - e. Recall, dispersal
  - f. Anti-hijacking
7. Weight and Balance
8. Performance Data/TOLD
9. Hazards to Flight
10. Crew Duties and Responsibilities
  - a. Changing control of aircraft
  - b. Emergency actions/intentions
  - c. Survival equipment responsibilities, crash landing/ditching
  - d. Scanner's duties
11. Equipment
  - a. Personal and flight publications
  - b. Life Support (emergency, survival equipment)
  - c. Special mission requirements
  - d. Personal equipment
    - (1) Helmet
    - (2) Dog tags
    - (3) Ear Protection
    - (4) Flashlight
    - (5) Checklist
    - (6) Jewelry removed
12. CHECK BEFORE FLIGHT
  - A. SELECTIVE TRAINING REPORT
  - B. FCIF
  - C. GROUND CURRENCY SUMMARY

## **SPECIALIZED MISSION BRIEFINGS**

### **ALERT CREW BRIEFING**

1. Alert period
2. Response time
3. Notification procedures
4. Scramble procedures

### **TRANSITION BRIEFING**

1. Area
2. Traffic Pattern
3. Maneuvers
4. Simulated Emergencies

### **INSTRUMENT APPROACH BRIEFING PRIOR TO APPROACH**

1. Type of approach
2. Navigation and communication radio settings
3. Altimeter (Barometric/Radar)
4. Sector altitude
5. DH/MDA
6. Weather required for approach
7. Missed approach point and intentions
8. Aerodrome sketch
9. Crew duties
10. Lost Comm Intentions

**NOTE:** Heading and altitude systems should be checked prior to descent. When accomplishing successive approaches, only the items that have changed need be briefed.

### **DEPARTURE BRIEFING\***

1. Restrictions
2. Hazardous terrain/obstacles
3. Emergency intentions
4. Cabin equipment security

\*To be accomplished immediately before initial departure.

**APPROACH BRIEFING**

1. Power available/required
2. Intentions
3. Emergency actions/escape route

\*To be accomplished before initial approach to a landing area. Not required if combat ingress, hoist-stabo, or instrument approach briefings are accomplished.

**COMBAT MISSION (SAR, INFILTRATION/  
EXFILTRATION)**

1. Intelligence
2. Route/IP (navigation responsibilities)
3. Altitude/airspeed
4. Fuel Management
5. Objective/TOT
6. Communication/authentication
  - a. Radio responsibilities
  - b. Code words and procedures
  - c. Individual call signs
  - d. Safe areas
  - e. E and E letters
  - f. Emergency communication
7. FE Responsibilities
  - a. Performance computations
  - b. Hoist operations (intercomm/hoist failure)
8. Site evaluation/approach/landing
9. Alternate plan of action
10. Return of ground fire/rules of engagement
11. Crash procedures
  - a. Personal gear
  - b. Secrets
  - c. Water
  - d. Medical kits
  - e. Weapons/ammunition

**FORMATION FLIGHT**

1. Call signs and position
2. Designated alternate lead
3. Communications/check-in
4. Taxi/takeoff/join-up
5. Abort
6. En route
  - a. Type formation
  - b. Route of flight
  - c. Navigation responsibilities
  - d. Lead changes
  - e. En route communications
  - f. Aircraft lighting
  - g. Light signals
  - h. Lost communications
  - i. Lost visual contact
  - j. Inflight emergencies
7. Evasive tactics
8. Rendezvous
9. Bingo fuel requirements
10. Approach and landing

**AIR REFUELING**

1. Tanker/receiver call signs
2. Standby tanker requirements
3. Radio Freqs
4. Tactics
5. Type rendezvous
6. Beacon/IFF settings
7. TACAN setting
8. Altimeter
9. Initial point (ARIP)
10. Track
11. Control point (ARCP)
12. Control time (ARCT)
13. Altitude/airspeed
14. Abort point
15. Exit point
16. Comm out procedures
17. Emergency recovery bases
18. ATC clearance limits
19. Aircraft lighting (min light procedures)

## HOIST/ROPE LADDER/RAPPEL/STABO

1. Pickup point and destination
2. Type of approach
3. Device to be used
4. Power available/required
5. Emergency procedures
  - a. Loss of power
  - b. Equipment malfunction
  - c. Oscillation
  - d. Communication failure (hand signals)

## SLING

1. Load description
2. Power available/required
3. Sling arming/dearming
4. Hand signals
5. Hook-up
  - a. Grounding
  - b. Goggles
  - c. Restraint devices
6. En route
  - a. Airspeed
  - b. Altitude
7. Release
8. Emergency actions

**AIRDROP (EQUIPMENT/PERSONNEL)**

1. Type of drop
2. Drop zone
  - a. Authentication/markings
  - b. TOT
  - c. Visual signals
3. Communications
  - a. Air-to-ground
  - b. Intercom
  - c. Hand signals
4. Drop procedures
  - a. Altitude/airspeed
  - b. Track
  - c. Drop Order
  - d. Door and ramp procedures
5. Crew coordination
6. Emergency procedures/hung jumper
7. Post-deployment procedures

**FLARE DROP**

1. Area/TOT
2. Wind
3. Pattern
  - a. Altitude/airspeed
  - b. Track
  - c. Timing
4. Crew coordination/responsibilities
5. Post-deployment
6. Emergency
  - a. Hung flare
  - b. No chute/dud
7. Equipment
  - a. Flares
  - b. Asbestos gloves
  - c. Cutting device
  - d. Goggles
  - e. Lanyard extension

### SEARCH

1. Objective
2. Search area
3. Weather (en route, on scene, recovery)
4. Method of search (visual, electronics)
5. Pattern
6. Track spacing
7. Altitude/airspeed
8. On scene SAR forces
9. Communications (position reporting)
10. Actions upon sighting objectives
11. Medical/hospital location

### ESCORT

1. Type/call sign(s)
2. Rendezvous
3. Communications
4. Command and control
5. Tactics

### LEAFLET/SPEAKER

1. Target
2. Dispersal technique
3. Altitude/airspeed/power

**ORDNANCE DELIVERY**

1. Range/mission number/range time
2. Route/range restrictions
3. Ramp clearing
4. Armament procedures/knock-it-off
5. Patterns
6. Altitude/airspeed
7. Communications
  - a. Air-to-air/air-to-ground
  - b. Interplane
8. Weapons malfunction
  - a. Gun
  - b. Rocket
  - c. Hot gun route/dearming location
9. Other safety considerations
10. Flare operations

**FORWARD AREA REFUELING AND  
REARMING POINT (FARRP)**

1. Location
2. TOT
3. Communications
  - a. Call signs
  - b. Air-to-air frequencies
  - c. Air-to-ground frequencies
4. Marshalling procedures
5. Onload
6. Equipment
  - a. Grounding wires
  - b. Probe adapter
7. Emergency procedures
8. Departure instructions

**CHECKLIST****H-1 COMBAT INGRESS CHECKLIST**

1. Before landing checklist - Completed
2. Radio responsibilities - Assume
3. Mission capable fuel time - Compute
4. Depart hover fuel time - Compute
5. Power available/required - Compute/Confirm
6. Body armor - On
7. IFF - As required
- \*8. TACAN - Rec only
- \*9. Exterior lights - Off
10. Gas masks/chemical warfare gear - As required
11. Visors - Down (NA for NVGs)
12. Shoulder harness - Locked
13. Hoist operators checklist - Complete
14. Guns/IRCM equipment - Arm

(\* Simulate during training)

**H-1 POST-EGRESS CHECKLIST**

1. Guns/IRCM equipment - De-arm
2. Shoulder harness - As required
3. Gas mask/chemical warfare gear - As required
4. Exterior lights - On
5. TACAN - As required
6. IFF - As required
7. Body armor - As required

**H-3/60A COMBAT INGRESS CHECKLIST**

1. Before landing checklist - Complete
2. Radio responsibilities - Assume
3. Performance data - Compute/confirm
4. Mission capable fuel time - Compute
5. Depart hover fuel time - Compute
- \*6. Boost pumps - On
- \*7. Crossfeed - Open
8. IFF - As required
- \*9. TACAN - Rec only
10. Doppler - As required
- \*11. Exterior lights - Off
12. Hoist operators checklist - Complete
13. Body armor - On
14. Gas mask chemical warfare gear - As required
15. Visors - Down (NA for NVGs)
- \*16. Armor wings - Forward
17. Shoulder harness - Locked
18. Guns/IRCM equipment - Arm
- \*19. Fuel - Adjust, as required

(\* Simulate during training)

**H-3/60A POST-EGRESS CHECKLIST**

1. Guns/IRCM equipment - De-arm
2. Shoulder harness - As required
3. Armor wings - Back
4. Gas mask/chemical warfare gear - As required
5. Body armor - As required
6. Exterior lights - On
7. Doppler - As required
8. TACAN - As required
9. IFF - As required
10. Crossfeed - Closed
11. Boost pumps - As required

**H-53 COMBAT INGRESS CHECKLIST**

1. Descent/Before Landing Checklist - Complete
2. Radio responsibilities - Assume
3. Performance data - Compute/confirm
4. Mission capable fuel time - compute
5. Depart hover fuel time - compute
6. Radar warning receiver
7. Fuel control levers - Open
8. Ramp master switch - Off
9. IFF - As required
- \*10. TACAN - Rec only
11. Doppler - As required
- \*12. Exterior lights - Off
13. Hoist operators checklist - Complete
14. Body armor - As required
15. Gas mask/chemical warfare gear - As required
16. Visors (NA for NVGs)
- \*17. Armor wings - Forward
18. Shoulder harness - Locked
19. Guns/IRCM equipment - Arm
- \*20. Fuel - Adjust, as required
21. APP - Start (optional)

(\* Simulate during training)

**H-53 POST EGRESS CHECKLIST**

1. APP - Off (if started)
2. Guns/IRCM equipment - De-arm
3. Shoulder harness - As required
4. Armor wings - Back
5. Gas mask/chemical warfare gear - As required
6. Body armor - As required
7. Exterior lights - As required
8. Doppler - As required
9. IFF - As required
10. Fuel control levers - As required

## SAFETYMAN CHECKLIST

(To Be Completed on all Jumpers Prior to Deployment)

1. Helmet (as required)
  - a. Secure Checked
2. Scuba Regulator (as required)
  - a. Air Flow Checked
  - b. Hose Routed and Secured Properly Checked
3. Chest Strap Ejector Snap
  - a. Secured and Closed Checked
4. LPU's (as required)
  - a. Lanyards Exposed and Hanging Checked
5. Waistband
  - a. Secured with Quick Release
  - b. Under LPU's Checked
6. Reserve
  - a. Secured
  - b. Ripcord Handle Clear
  - c. Safety Pin Installed (one side minimum) Checked
7. Harness, Parachutist (CWIE)/H Harness (as required)
  - a. Secured Outboard on Reserve D Rings
  - b. Harness Snug Under an Against Reserve
  - c. Red Ball Exposed and Safetied (CWIE Only)
  - d. Letdown Rope Attached/Secured/Stowed Checked
8. Weapon (as required)
  - a. Positioned on Jumper's Left Side
  - b. Barrel Pointed Down
  - c. Carrying Handle Forward
  - d. Waistband Routed Through Carrying Handle
  - e. Chest Strap Routed Through Sling
  - f. Excess Webbing S-Folded and Taped
  - g. Magazine Installed and Taped
  - h. Weapon Selector Firing Switch - Safe Checked
9. Leg Strap Ejector Snaps
  - a. Secured and Closed Checked
10. ML-4 Kit (as required)
  - a. Secured
  - b. Lanyard Attached to Harness Checked
11. Knife with MK-13 Attached (as required) Checked
12. Whistle (as required) Checked

**SAFETYMAN CHECKLIST (Continued)**

- 13. Radio (as required)
  - a. Secured Checked
- 14. Static Line
  - a. Snap Fastner Attached to Anchor Cable
  - b. Safety Pin Installed
  - c. All Slack Stowed (S-Folded Top to Bottom) Checked
- 15. Strobe Light/Chemlite (as required)
  - a. Secured Checked
- 16. Right Main Landing Gear (H-3/Tail Skid (H-53))
  - a. Retracted Checked

**Deployment Checklist**

**(To be Completed Prior to Each Live Deployment,  
Pilot Initiates by Stating "30 Seconds")**

- 1. "Thirty Seconds" (P)

**NOTE:** Insure that strobe light/chemlite is turned on or activated as applicable.

- 2. "Safetyman Checklist Complete" (SM/JM)

**NOTE:** Response Indicates that Safetyman Checklist has been Completed on all Jumpers Exiting on this Pass.

- 3. "Clear to Jump" (P)

**RECOMMENDED SEARCH ALTITUDES****Over Water**

500' &amp; Below

Survivor without raft or dye marker

500' - 1000'

Survivor in raft without dye marker/  
signaling device

1000' - 2500'

If survivor has dye marker

1000' - 3000'

If survivor has signaling device

2000' - 3000'

When expecting to find wreckage during  
initial phase of mission

1000' - 2000'

Night

**Over Land**

1000'

Survivors of aircraft incident—over level  
terrain with little foliage

500'

Survivors of aircraft incident—over level  
terrain with heavy foliage

500' - 1000'

Survivors of aircraft incident in moun-  
tainous terrain

2000'

When expecting to find wreckage

1000' - 2000'

Night

**Electronic Beacons: 8000' or higher**

## ILLUMINATION FLARE DROP HEADING AND TIME CHART

\*Flare drop heading correction and time

Average Wind	Heading Correction	Time/Sec @70 KIAS	Time/Sec @90 KIAS
5	20	20	15
10	15	40	30
15	10	60	45
20	8	90	70
25	6	120	90
30	4	180	120

**NOTE:** 90 KIAS is recommended for winds over 15 knots.

### SWIMMER/HELICOPTER SIGNALS

Need Doctor/Medical Kit - Crossed wrists

Survivor(s)/"Affirmative" - Thumbs up

Deploy backup swimmer - Breast stroke motion

Deploy raft - Paddling motion

\*Deploy stokes litter - Hands cupped, then arms outstretched

\*Lower rescue cable without device - Climbing rope motion

\*Lower penetrator - One arm extended overhead, fist clenched

Helicopter move in/out - Wave in/out

Parachute nearby - Closed fist, pumping arm, pointing with other arm

Emergency - MK-13 flare and/or inflated LPU

Hoist operator reply "OK", "Affirmative" - Thumbs up

\*Swimmer recall - Aircrew member signalling from acft by circling arm overhead, finger pointing skyward.

Cease Operations - Slashing motion across throat

## EN ROUTE LIGHT SIGNALS

Signal	Meaning	Problems
---	Mechanical	
---	Electrical	
...	Hydraulic	
---	Fuel	
...	Nav Failure—You Are Lost	
		Actions
..	RTB - Return to Base	
..	Continue on - attempt repair on landing	
---	Continue on - abandon aircraft on landing	
		Formation
.....	Trail - execute signal	
.....	Stagger left - execute signal	
.....	Stagger right - execute signal	
.....	Echelon left - execute signal	
.....	Lead change - execute signal	
.....	Slow down	
.....	Speed up	
.....	Lights - increase intensity	
.....	Lights - decrease intensity	
.....	Lights - check condition	
.....	Tally Ho	
.....	Update - execute signal at waypoint	
.....	Morse coded message to follow	
	Execute Signal - turn on aft anti-collision light (covered with IR paper)	
	Attention Signal - circular motion Echo all signals to sender	
	YES - move light in a vertical movement.	
	NO - move light in a horizontal movement	

## LIGHT SIGNALS PLANNED COMM OUT REFUELING

1. From receiver to tanker:
  - a. During join-up-white light from cabin - TALLY HO and Hot Armanent Safety Check complete.
  - b. Three-second white light from cabin any time except joinup - reset hose response.
  - c. Anti-collision lights OFF - I am in observation position after joinup or crossover.
  - d. Anti-collision lights ON - request crossover.
2. From tanker to receiver:
  - a. Anti-collision lights OFF - acknowledge observation position.
  - b. Anti-collision lights ON - cleared for crossover.
  - c. Aldis: 2 greens - cleared for multiple dry contacts.
  - d. Aldis: 1 green - cleared for wet contact.
  - e. Aldis: 2 whites - go to observation position. (Do not turn on receiver anti-collision lights unless requesting crossover.)
  - f. Aldis: 1 amber - turn coming (go to observation position unless in contact). All 180° turns will be toward the receiver.
  - g. Aldis: 2 amber - tanker is unable to pass fuel. Tanker spare is now primary.
  - h. Aldis: Red - breakaway.
3. Aerial refueling lighting configuration - contained in AR data.

## ECHO CODES

**NOTE:** All echo messages will be preceded with the following, "This is an echo message."

Alpha	Negative injuries
Bravo	Minor injuries, need medical attention
Charlie	Serious injuries, need immediate hospitalization
Delta	Deceased

The number following the echo code is the number of personnel involved.

## CONFERENCE SKYHOOK INFORMATION

1. Narrative description of the situation, including actions taken/planned
2. Fuel on board and endurance
3. Position
4. Altitude and flight conditions
5. Number of personnel and DVS on board
6. Qualification of aircraft commander (IAC, FEAC)
7. Planned landing base
8. ETA landing base

**ANTI-HIJACKING (REF AFR 60-14)**

**AIRCREW RESPONSIBILITIES**

To resist hijacking attempts, affected aircrew members will:

1. Actively or passively resist hijacking demands.
2. Notify ground station, crew, and passengers of the situation at the earliest practical time in order to enlist maximum assistance.
3. Generate stops or delays to obtain POL, maintenance, or other services and attempt, for reasons of necessity, to restrict these to US military facilities to insure compatibility with aircraft requirements. Once the aircraft has landed, use local base forces to the greatest extent possible to regain control of the aircraft.
4. Try to release and discharge passengers as the situation permits.
5. Propose more favorable alternates (i.e., offer to land in a neutral rather than unfriendly nation, etc.)
6. If armed, as determined by the commander IAW AFR 125-22, use firearms as necessary to prevent loss of life or destruction of federal property.
7. Insure that if passenger deplanes, his baggage is removed from aircraft.

## INSTRUMENT COCKPIT CHECK

1. Publications
2. Airspeed indicator - At or near zero *ROLL 8° → 12° DIVE 4° → 10°*
3. Attitude indicator - Check limits and set *CLIMB 8° → 20°*
4. VVI - At or near zero
5. Turn and slip - Static position
6. Heading and magnetic compass - Check and compare *2° LIMIT*
7. Altimeter *2° HEADING ERROR (NO DIVE) 5° COMPASS ERROR*
  - a. Within 75 ft of a known check point
  - b. Compare field barometric pressure to Kollsman window reading when altimeter is set to field elevation with rotors static must be within  $\pm 75$
  - c. Check radar alt  $100' + 15'$
8. Clock - Set and running

## NAVIGATION EQUIPMENT CHECK

1. TACAN/VOR - Tune and identify
2. Nav mode switch - As required
3. Bearing pointers - Point to station (+4 degree error from VOR/TACAN ground checkpoint)
4. DME - 1/2 mile or 3% error, whichever is greater
5. CDI - Check centered, right and left ( $\pm 4$  degree error from known checkpoint)
6. Check to - From ambiguity
7. ILS - Tuned and identified
  - a. Check marker beacon volume control - On
  - b. Nav mode switch - As required
  - c. Select proper approach course
  - d. Check CDI and GSI indications
8. ADF - Check as required
9. Set Nav equipment for departure/emergency return
10. Defroster/anti-ice - Check as required
11. Pitot heat - Check as required

## SELF-TEST

1. VOR (AN/ARN-82)
  - a. Switch - Test
  - b. Set - 180° course
  - c. CDI - Centered
  - d. To/from - To
  - e. Switch - On
2. TACAN (AN/ARN-118V)
  - a. Switch - T/R
  - b. Set - 180° course
  - c. Warm-up - 90 sec
  - d. Test - Press button
  - e. Light - 1 sec
3. DME flag - 7 sec
4. Pointer 270°
5. DME - 0+0.5
6. Pointer - 180°+3°
7. CDI - Centered + ½ Dot
8. To/from indicator - To
9. Light on - System failure - Repeat test with switch in "R"

## EQUIPMENT REQUIRED FOR FLIGHT

Basic: (AFR 60-16, MACR 55-54)

1. Altimeter
2. Attitude indicator
3. Heading indicator
4. Airspeed indicator
5. Instrumentation to provide an adequate assessment of engine performance
6. An operable radio
7. Transponder
8. Seat belts/restraining devices for all
9. Life rafts/LPUs for all (overwater flight)
10. Operative position, anticollision light (one strobe light)

Night: (In addition to the above)

1. Operative landing/search light (one required)
2. Cockpit instrument lights
3. Each crew member carries a flash light that works

IMC: Operative pitot heat

## AIR/SHIP/AIR CALLING FREQUENCIES

4192 KHz  
6273 KHz  
8364 KHz  
12546 KHz  
16728 KHz  
22245 KHz

May be used by any aircraft to communicate with stations (ships) in the maritime mobile service

## CITIZENS BAND FREQUENCIES

Channel	MHz	Channel	MHz
1	26.965	21	27.215
2	26.975	22	27.225
3	26.985	23	27.255
4	27.005	24	27.235
5	27.015	25	27.245
6	27.025	26	27.265
7	27.035	27	27.275
8	27.055	28	27.285
9	27.065	29	27.295
10	27.075	30	27.305
11	27.085	31	27.315
12	27.105	32	27.325
13	27.115	33	27.335
14	27.125	34	27.345
15	27.135	35	27.355
16	27.155	36	27.365
17	27.165	37	27.375
18	27.175	38	27.385
19	27.185	39	27.395
20	27.205	40	27.405

## DISTRESS AND EMERGENCY FREQUENCIES

500 KHz	International Distress
2182 KHz	Maritime Mobile Distress
2670 KHz	USCG Emergency Coordination Load
3023.5 KHz	International Scene of Action SAR
4835 KHz	AF Crash Boats, General
5680 KHz	International Scene of Action SAR
8364 KHz	International Survival Craft and SAR Forces
121.5 MHz	International Aeronautical Emergency
123.1 MHz	NATO/ICAO Scene of Action
138.45 MHz	ARRS Scene of Action
138.78 MHz	Scene of Action (rarely used)
156.8 MHz	International Maritime Mobile Safety and Distress (channel 16)
243.0 MHz	International Aeronautical Emergency
282.8 MHz	International Scene of Action SAR

## FORCED PENETRATION OF UNFRIENDLY AIRSPACE

1. These procedures are designed to deter possible hostile actions against an aircraft which has penetrated the airspace of a nation unfriendly to the United States.
2. If instructions have been received from the unfriendly nation either through radio contact or air intercept, before boundary crossing, comply with instructions received.
3. If contact with the unfriendly nation has not been established before approaching the boundary:
  - a. Fly a direct course toward the destination which the hijacker has announced, if no course is specified.
  - b. Transmit the international distress signals, MAYDAY, on any of the international distress frequencies (243.0 MHz, 121.5 MHz, 2182 KHz) in an effort to establish communications.
  - c. If radio contact cannot be established, attempt to fly the international pattern for lost communication (left-hand triangles) at appropriate intervals, if possible.
  - d. Set mode 3, code 7700, on the transponder (only when outside US airspace).
4. Consider the presence of classified documents and equipment, attempt to dispose of or destroy the material while still airborne (see DOD 5200.IR, para 5-204).