DEPARTMENT OF THE AIR FORCE
Det 15, 39 ARRW (MAC)
Patrick Air Force Base, Florida 32925

DET 15, 39ARRW SUPPLEMENT 1
MACR 55-54, Chap 10
1 November 1986

Operations*

LOCAL OPERATING PROCEDURES

MACR 55-54, Chapter 10, 1 February 1984, is supplemented as follows:

SECTION A - GENERAL INFORMATION

10-2. DET 15, 39 ARRW LOCAL OPERATING PROCEDURES. This supplement establishes local operating procedures for all Detachment 15 helicopter operations. These procedures apply to all Detachment 15 aircrew personnel and to aircrews of other units using the parking ramps, training areas or drop zones under the operational control of this Detachment.

10-3. CHANGES. Submit suggested changes to this supplement on an AF Form 847, Recommendation for Change of Publication.

10-4. COMMAND AND CONTROL. The Detachment 15 Operations Officer (DO) has direct responsibility for all operational activity. Aircraft Commanders (AC's) have the responsibility to take any action necessary to ensure the safety of their crew and aircraft. Deviations from the provisions of this regulation are authorized in the interest of safety and will be reported to the DO.

SECTION B - PREFLIGHT PREPARATION

10-5. GENERAL PROCEDURES. The Current Operations Officer (DOO) is responsible for the neatness and accuracy of all flight documentation. An Operations Duty Officer (ODO) will be available from one hour prior to the first scheduled take-off until completion of all flights for the day. The Unit Scheduler will post (on the weekly scheduling board) the desired training events to be accomplished on training sorties. The Aircraft Commander is responsible for reviewing the Selective Training Report for each aircrew member and choosing additional training events to be accomplished during the flight. The copilot will confirm that the flight publication navigation kit is current and complete.

10-6. CAPE CANAVERAL AIR FORCE STATION (CCAFS) AIRSPACE. Anytime the CCAFS airspace is to be used, prior coordination with range scheduling (ESMC/ROS) must be accomplished. Cape Tower is currently manned Monday through Friday, 0730-1100 local. Coordination is required with ROS for tower manning outside these hours. Normally, assigned operations numbers will be 0210 for use of CCAFS airspace (not requiring Cape tower manning) and 0215 for use of CCAFS airspace requiring Cape tower manning.

*See floppy disk: DOI's VOL II, file: CH10

10-7. FILING THE FLIGHT PLAN.

a. The Flight Plan will be accomplished on the DD Form 175 or 1801, as applicable. The Aircraft Commander will ensure copies of the MAC Form 41, Flight Plan, DD Form 365-4, DD Form 175-1 (as applicable), and Passenger Manifest are filed in the Operations Center and all applicable paperwork is complete prior to flight. The original copy of the MAC Form 41 will be retained in the Operations Center. All Flight Plans can be filed by calling Base Operations on the hotline or 494-2222. Base Operations will take the necessary information and will provide NOTAM information when requested. This is also applicable to transient 23 AF aircrews. All other transient aircrews must file in person at Base Operations.

b. Flight plans for flights scheduled at night during the nonduty hours of Base Operations (between the hours of 2300L and 0700L) should be filed IAW ESMCR 55-3.

10-8. CREW SHOW/BRIEFINGS. Use the following information as a guide in achieving an on-time takeoff:

Training:	2+30 for the Flight Engineer 2+00 for all other crewmembers 1+15 crew brief 0+45 crew show at aircraft 0+30 flight stations
Operational:	Use the same times unless otherwise arranged by the aircraft commander to meet mission requirements.

10-9. TEMPORARY DUTY (TDY) PROCEDURES. Aircraft Commanders are responsible for the coordination and safety of their crew and aircraft. TDY AC's must implement appropriate command, control, anti-hijack measures and keep the ODO abreast of itinerary, points of contact (POC), phone and room numbers of temporary quarters, etc.

10-10. AERIAL DEMONSTRATIONS AND STATIC DISPLAYS.

a. Unit supervisory personnel will conduct an aerial and/or ground survey of proposed demonstration sites prior to commiting to do the aerial demonstration. The survey will evaluate the suitability of the location versus the limitations imposed by AFR 60-18.

b. Suitability assured, supervisory personnel will brief the selected crew on AFR 60-18, site restrictions, maneuver restrictions, and other pertinent information relating to the demonstration.

c. Based on the recommendations of the survey, the flight crew selected to fly the aerial demonstration will formulate a plan of maneuvers to be flown and submit it to the Commander and Operations Officer for approval.

SECTION C - GROUND OPERATING PROCEDURES

10-11. GENERAL PROCEDURES. Obtain clearance from ground control prior to engine start. Also obtain clearance from ground control through base operations prior to maintenance ground runs.

10-12. TAXI/PARKING PROCEDURES. Clearance must be obtained from ground control prior to taxi in or out of the parking ramp. Note: numerous vehicles and priority aircraft use Taxiway C. Be aware that the control tower is unable to monitor ground traffic along taxiway C and it's access roads.

10-13. UNAUTHORIZED MOVEMENT/HIJACKING OF AIRCRAFT.

a. General. Detailed guidance for aircrew personnel is contained in AFR 60-14, MACR 55-54, Chapter 31, and Patrick AFB SPlan 60-14. These regulations are maintained in the Flight Crew Information File (FCIF) or the Plans Officer's library.

b. Local Procedures. Aircrews can notify maintenance personnel of a hijack attempt by using stobelights on the ramp area, unusual use of aircraft lighting, or erratic taxi procedures.

SECTION D - INFLIGHT OPERATING PROCEDURES

10-14. LOCAL PROCEDURES.

a. All aircrew members will use a helmet visor during flight.

b. The local flying area is defined as the state of Florida east of the 84W longitude.

c. Helicopter VFR traffic patterns will be flown IAW ESMC Regulation 55-3. Charlie helipad will be the primary landing zone for recovery. Winds and traffic permitting, PAFB runways can be used for transition and emergency procedures (EPs) training. Taxiway B may be used for transition and EPs with approval from the tower. Traffic pattern altitude is 500 feet downwind, 500 feet or lower on base. Modification to pattern altitude requires tower approval. The Skid Strip may be used for transition/EP's with prior coordination through ESMC/ROS (see paragraph 10-6). The shuttle landing facility (SLF) may be used also by coordinating 24 hours in advance with NASA tower.

10-15. TRAINING/OPERATIONAL LANDING SITES.

a. General Procedures. Detachment 15 landing sites are divided into Prepared Sites (Operational), Remote Training Sites (training), and Pararescue Drop Zones (Training).

b. Prepared Sites. The operational sites utilized by this Detachment are prepared landing areas. These sites are well maintained, hard surfaced helipads or airfields usually having standard markings, wind socks, a fire bottle or crash rescue equipment

and communications facilities. All have been thoroughly surveyed, evaluated and approved by qualified unit safety and operations personnel. These sites are in regular use and pose no problems beyond the special remarks listed in the Landing Site Book. The extent of the area and site evaluation required prior to landing will be IAW MACR 55-54. Examples include Stirrup Cay, Carter Cay, Patrick AFB hospital pad and the BOSU Pad.

c. Remote Training Sites. These sites are unprepared. Procedures outlined in TO 1H-3(C)E-1 and MACR 55-54 regarding area and site evaluation apply to landing and other operations in these areas. Photographs and site descriptions are in the Landing Site Book. Examples include Cape Canaveral Remote Sites #1 and #2.

d. Pararescue Drop Zones. The unit maintains both open field and water drop zones to be used for pararescue training and simulated SAR exercises. Site photographs and descriptions are in the Landing Site Book. Examples include Ferreira Drop Zone, Judy Drop Zone and Martinez (HGRP) Drop Zone.

10-16. WATER OPERATIONS (TRAINING)

a. General. There are three water training areas for use by Detachment 15 aircraft; Lake Winder, open ocean and Judy DZ.

b. Lake Winder. This area is to be used for amphibious operations training. Lake Washington may be used as a backup if required by low water conditions/weeds in Lake Winder.

1) Location. 275/13.5 dme off the Patrick tacan.

2) Coordination. Notify the ODO when amphibious operations are planned.

3) Site photograph. Located in the Landing Site book.

4) Precautionary measures:

a. Do not use pyrotechnics or sea dye.

b. Call Rescue operations every 15 minutes while using the lake.

c. Avoid the grassy areas of the lake.

d. Do not endanger watercraft using the lake.

5) Crash rescue. Provided by Detachment 15.

c. Open ocean. The ocean area east of Patrick AFB is used for day water hoist, night water hoist with or without parachute flares and other SAR training events.

1) Location. Approximately the 090/10 off Patrick AFB TACAN.

2) Coordination. Notify the ODO of the number and type of smokes/flares deployed for coordination with the USCG.

3) Site photograph. N/A

4) Precautionary measures.

a. Operate IAW with MACR 55-54 restrictions for NWH.

b. Look out for boats transiting the area.

5) Crash rescue. Provided by Detachment 15.

d. Judy Water Training Area/Drop Zone. This area is used for day water SAR/hoist in conjunction with PJ low and slow or parachute deployments, night water PJ parachute deployments, and for all single-ship night water hoist training.

1) Location. The Banana River west of Patrick AFB bounded on the north by Schafer Cay (two small islands) and the south by the Pineda causeway.

2) Coordination. Notify Patrick base operations when parachute deployments are planned. Contact EOD for pickup of spent smoke markers. Coordinate the use of a boat with the Boat House.

3) Precautionary measures.

a. Parachute flares will not be used over the river.

b. All marine smoke markers will be recovered by the safety boat for delivery to EOD. Report unrecovered markers to base safety and EOD.

c. Attach chemlites to markers for night operations.

d. Monitor tower frequency for traffic advisories.

4) Crash rescue. A safety boat will be on-scene for all operations involving smoke deployments, PJ low and slows, and personnel parachute deployments. Detachment 15 will monitor operations to provide rescue coverage.

10-17 RANGE SURVEILLANCE

a. Helicopter surveillance of the Launch Danger Zone is required for all Cape launches. Surveillance will begin NLT L-75 (L-90 for all Shuttle launches) minutes for all launches. The Launch Danger Zone is the sea area and airspace designated by the Flight Analysis Branch and is based on the potential hazard to ships and aircraft.

b. Launch information normally furnished consists of date, time, test number, pad number or launch location and TACAN (COF and KSC) radial/DME coordinates for the surveillance area. A plotting board is kept in Operations. A copy of the board will be made and carried on the mission. Aircrews will plot their own boxes. Questions concerning the launch can be addressed to the Range Safety Office (494-5101). Positioning instructions for both land and sea launch missions are contained in figure 10-1.

c. The AC will ensure the aircraft TACAN is operational. The FE will bring message drop containers and the Pararescue Specialist (PJ) will bring the marine band radio.

d. To begin surveillance, clear entry to Cape airspace through radio contact with "Thinker One Charlie". Next, contact "Variety One", the Surveillance Control Officer (SCO). The helicopter may remain on that frequency or be switched to "Parish One", the Range Safety Officer (RSO). Any vessel/aircraft in or approaching the danger area will be reported to either the RSO or SCO, as required. The report should include the radial, DME, type, size, heading and speed of the target vessel. The SCO will plot the target and determine if further action is required. If radio contact is required, the aircraft commander may attempt to fly an observation pass (no lower than 50 feet and above translational lift) to obtain

the vessel's name and pass to the RSO/SCO. The RSO/SCO will pass the name to the Coast Guard for an attempted radio contact. The SCO may require the helicopter to direct the vessel out of the launch danger area. Several means of imparting instructions to unauthorized vessels are presently available to the aircrew. The primary method of warning is by use of the marine band radio (channel 16). RSO/SCO instructions will be passed to the vessel operator giving him directions out of the danger area. In the event of a radio failure, a message drop container may be dropped to the vessel. Also several HF/AM frequencies are available which may enable voice contact with radio equipped vessels. Visual signals given by a crewmember in the door may also prove effective. Consideration should be given to aircraft performance and visual references prior to conducting low approaches or message drops. The RSO/SCO should be the only one directing which way to move traffic. A communications check will be made every 15 minutes between the aircrews and the RSO/SCO. If, in the opinion of the Aircraft Commander, requests from the SCO cannot be safely complied with, he will notify the SCO immediately.

e. Surveillance will terminate in sufficient time for the helicopter to arrive at it's designated Test Support Position (TSP) by L-10 minutes. TSPs are identified in figure 10-1. If another area is designated, the crew will be briefed. For offshore launches, the TSP will normally be on the reciprocal launch azimuth, range 4000 yards from the predicted launch point, at an altitude of 1500-2000 feet. As per figure 10-1, the Launch Area Support Ship (LASS) will normally be 2000 yards from the submarine and the helicopter 2000 yards from the LASS. The aircraft commander will monitor the launch and at T-0 make the following calls to the RSO/SCO: "breach" (when the missile clears the water), "ignition" (when it ignites), and "green" (every 15 seconds if everything appears normal). If at any time the launch vehicle appears to be malfunctioning or tracking up-range towards land, pass this information immediately to the RSO/SCO.

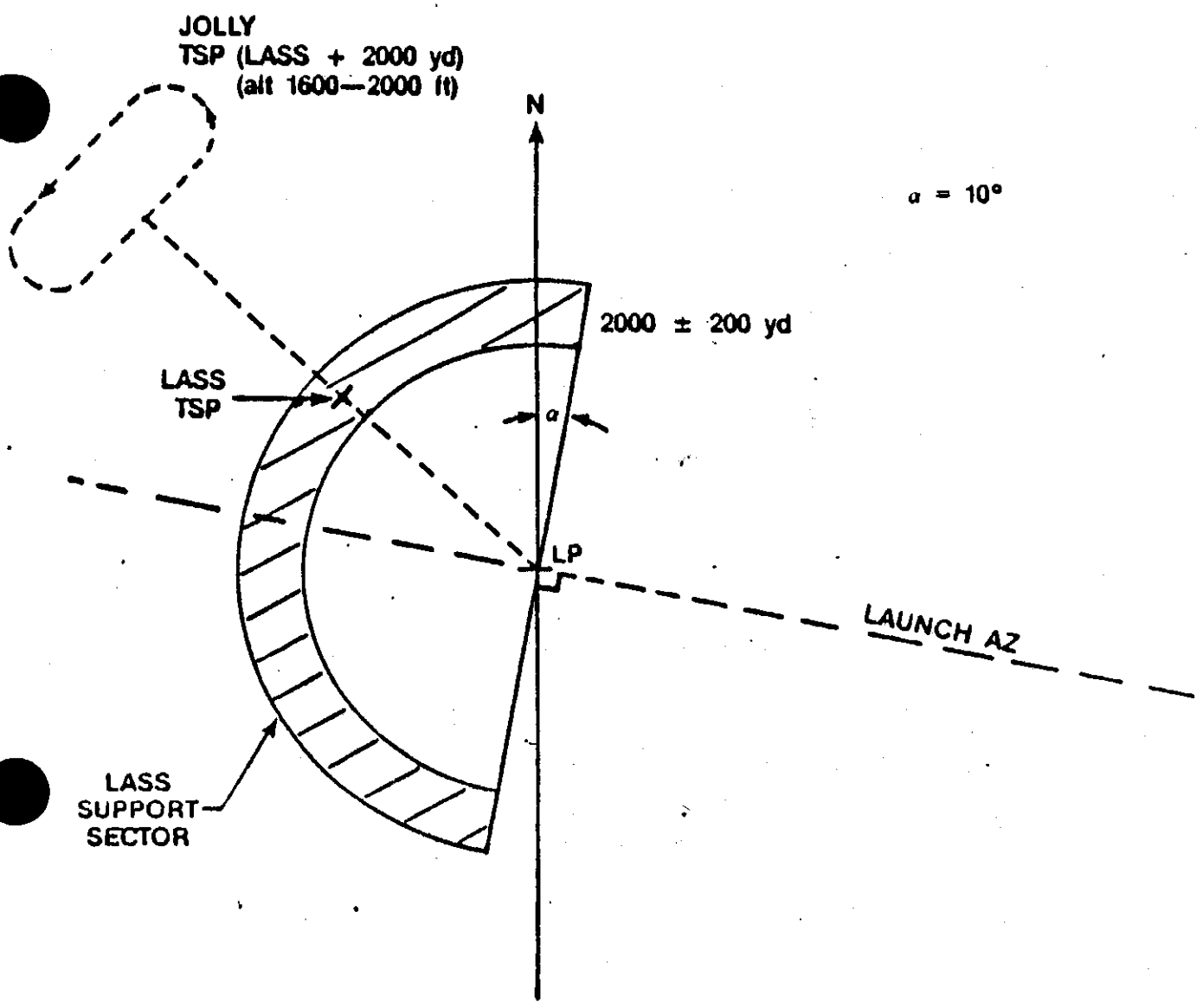
f. The helicopter will be released from station shortly after launch by "Variety One" unless needed for further support.

g. In the event of a land impact, the helicopter would be directed to land at the Skid Strip and support the Impact Convoy Commander. However, if a water impact has occurred, the helicopter will be directed to land at the Skid Strip, refuel, pick up a 6555 ASTG representative and proceed to the impact area after receiving clearance from the RSO. The helicopter will provide area surveillance and assist the USCG vessel in locating the debris.

h. Upon successful completion of launch surveillance duty familiarization and review of this section, the AC will be qualified as a Range Safety Forward Observer.

See figure 10-1.

FOR SEA LAUNCHES:



As soon as the SCO directs him to his TSP the Jolly XX commander should contact Barrack 9 on UHF to obtain the vector of the sub from the LASS. The reciprocal of this radial will be used to establish the azimuth on which to locate the Jolly XX TSP.

FOR PAD LAUNCHES:

Pad	Vehicle	TSP
16	Pershing	Skid Strip
17	Delta	Coast Guard Station
36	Atlas	Coast Guard Station
39	Shuttle	BOSU
40	Titan	Skid Strip
46	D-5	Coast Guard Station

Figure 10-1 DET 15 (JOLLY XX) TSPs

10-18. HIGH GLIDE RATIO PARACHUTE (HGRP) DEPLOYMENT PROCEDURES

a. The ODO will file a NOTAM with Melbourne Flight Service 24 hours in advance of the scheduled flight. The NOTAM should warn air traffic of "parachute deployments at 13,000 feet and below in the vicinity of the Titusville Space Center Executive Airport Traffic Area for a period of 4 hours". Also, give a courtesy call to (1) Titusville Space Center Executive Tower, (2) Patrick RAPCON, (3) 549th TASTG Operations.

b. Radio communications for:

(round jump)
VHF: 118.9, Executive Tower.
UHF: 251.9, 236.0 Barracuda and rescue ops (as capable).
FM: 46.65, Patrick Rescue Operations.

(square jump)
VHF: 119.25, Patrick Approach (initially then Miami Ctr above 12,000 ft).
UHF: 396.9, Executive Tower and rescue ops (as capable).
Marine Band: Channel 77, 33, Barracuda.
FM: 46.65, Patrick Rescue Operations.

c. Give "streamers away", "2 minute", "1 minute", "30 seconds" and "jumpers away" calls to Patrick Approach, Executive Tower, Barracuda, and Jump Master.

d. Use Jess Parish Hospital for emergency medical care. Have Executive Tower alert Jess Parish and Patrick Rescue Operations.

e. File VFR.

f. Request a discrete squawk from Patrick Clearance Delivery before takeoff.

g. Use of parachutes for basic crew is optional. The flight engineer must wear a parachute if the pilots wear a parachute.

h. Plan on other currency training to fill in slack time during square chute repacking.

i. Brief Barracuda to retrieve streamers immediately if they land on any active runways or taxiways and have them plan on retrieving all streamers before leaving airport.

j. Brief intentions for marginal weather (review current FCB for guidance).

k. Brief possible physiological complications.

l. Brief blade stall recovery.

m. Be aware of high altitude's effect on rotorspeed, engine performance, and attainable airspeed.

SECTION E - POST FLIGHT PROCEDURES

10-19. DEBRIEFINGS. After the maintenance debriefing, the Aircraft Commander will file the completed AF Form 369 and the 39 ARRW Form 6, Helicopter Continuation Training Accomplishment Report, on each crewmember.

SECTION F - DUTY FAMILIARIZATION FLIGHTS

10-20. DUTY FAMILIARIZATION (FAM) FLIGHTS. The unit DOI 55-8 establishes procedures for administering duty FAM flights (IAW AFR 51-2/MAC Sup 1). All newly assigned or TDY aircrews (except exemptions by regulation) require a duty FAM flight prior to being designated in command or mission qualified.