DEPARTMENT OF THE AIR FORCE
HQ MAC
Scott AFB, IL 62225-5001

MACR 55-54
ANNEX A
20 December 1986

Operations

HELICOPTER CREW BRIEFING GUIDE/CHECKLIST

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.

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.

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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. Anti-hijacking
   f. Recall, dispersal
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
       (1) Takeoff
       (2) En route
    c. Cabin NCOIC (FE)
    d. Survival equipment responsibilities, crash landing/ditching
    e. 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

NVG CREW BRIEFING GUIDE

1. Roll Call

2. Time Hack

3. Briefing Classification

4. Mission
   a. Primary and alternate
   b. Sequence of events
      - area of operation and navigation route
      - aircraft taping and lights

5. Weather
   a. Moon rise/Moon set
   b. Sunset/Sunrise
   c. Percent moon illumination
   d. Takeoff/En Route/Destination
   e. 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
   a. PAX requirements
   b. Load plan
   c. Additional equipment

8. Performance Data/TOLD
   a. Estimated PA/Temp at LZ

9. Hazards to Flight
   a. Use of lights
      - ground lights
      - cockpit lights
      - flashlights
   b. Permission to smoke in cabin

10. Crew Duties and Responsibilities
    a. Changing control of aircraft
    b. Emergency actions/intentions
        (1) Takeoff
        (2) En route
        (3) Goggle malfunction
    c. Cabin NCOIC
    d. Survival equipment responsibilities, crash landing/ditching
    e. Scanner's duties
    f. Donning and removing goggles

11. Equipment
    a. Personal and flight publications
    b. Life Support (emergency, survival equipment)
    c. Special mission requirements
        (1) Preflight goggles
        (2) Batteries
        (3) Maps and NAV logs
        (4) Tape
        (5) IR spotlight filter
        (6) NVG day filters (if applicable)
        (7) LZ lighting equipment
    d. Personal equipment
        (1) Helmet (NVG modified)
        (2) Dog tags
        (3) Ear protection
        (4) Flashlight (NVG compatible)
        (5) Checklist
            - dash 1 abbreviated type
            - NVG/Min light compatible
        (6) Jewelry removed

SPECIALIZED MISSION BRIEFINGS

ALERT CREW BRIEFING

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

INSTRUMENT APPROACH BRIEFING

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. Review descent rate
9. Aerodrome sketch
10. Crew duties
11. Lost Comm Intentions
12. Backup approach
13. Heading and attitude systems

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

INSTRUMENT DEPARTURE BRIEFING*

1. Navigation/communication radio settings
2. Emergency return approach
   a. DH/MDA
   b. Inbound course
   c. Emergency safe/sector altitude
3. Restrictions
4. Hazardous terrain/obstacles
5. Emergency intentions

* To be accomplished immediately before initial simulated/actual instrument profile.

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. Alternate insertion/extraction operations (intercomm/hoist failure)
   c. Equipment configuration

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

12. Egress

FORMATION FLIGHT

1. Call signs and position

2. Designated alternate lead

3. Communications/check-in

4. Aircraft lighting

5. Taxi/takeoff/join-up
    a. Power checks
    b. Airspeed/rate of climb

6. Aborts—takeoff and en route

7. En route
    a. Type formation/required spacing
    b. Route of flight
    c. Navigation responsibilities
    d. Lead changes
    e. En route communications
    f. Signals
    g. Lost communications
    h. IMC avoidance considerations
    i. Lost visual contact—including rate of climb/climb power

j. Inflight emergencies
k. Pitchouts

8. Terminal Ops
   a. Approach and landing
      (1) Type formation and required spacing
         (a) Approach—airspeed, altitude, and designated point to begin approach
         (b) Landing area
      (2) Go-around
   b. Takeoff/join-up
      (1) Type formation and required spacing
      (2) Airspeed/rate of climb
   c. Considerations
      (1) Power requirements
      (2) Fuel adjustments/configuration (training or operational)

9. Evasive tactics

10. Rendezvous

11. Bingo fuel requirements

12. Recovery

13. Contingencies—"What ifs"

14. Radar frequencies (PAVE LOW)

AIR REFUELING

1. Tanker/receiver call signs

2. Standby tanker requirements

3. Radio Frequencies

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 (minimum light procedures)

ALTERNATE INSERTION/EXTRACTION

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
   d. External lighting—As required
6. En route
   a. Airspeed
   b. Altitude
7. Release
8. Emergency actions
9. Safety considerations

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, electronic)

5. Pattern

6. Track spacing

7. Altitude/airspeed

8. Bingo fuel

9. On scene SAR forces

10. Communications (position reporting)

11. Actions upon sighting objectives

12. 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. Armament procedures
4. Patterns
5. Altitude/airspeed
6. Communications
   a. Air-to-air/air-to-ground
   b. Interplane
7. Weapons malfunction
   a. Gun
   b. Rocket
   c. Hot gun route/dearming location
8. Other safety considerations
9. Flare operations

FORWARD AREA REFUELING POINT (FARP)

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. Bingo fuel—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. Shoulders harness—Locked
13. Hoist operator's checklist—Complete (Prepare alternate insertion/extraction equipment, as applicable)
14. Guns/IRCM equipment—Arm

(*Simulate during training)

H-1 POST-EGRESS CHECKLIST

1. Guns/IRCM equipment—Dearm
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 COMBAT INGRESS CHECKLIST

1. Before landing checklist—Complete
2. Radio responsibilities—Assume
3. Performance data—Compute/confirm
4. Mission capable fuel time—Compute
5. Bingo fuel—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 operator's checklist—Complete (Prepare alternate insertion/extraction equipment, as applicable)
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 POST-EGRESS CHECKLIST

1. Guns/IRCM equipment—Dearm
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. Aircraft/Crew Configuration for Low-Level-Complete
2. Radio responsibilities—Assume
3. Performance data—Compute/confirm
4. Mission capable fuel time—compute

5. Bingo fuel—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 operator's checklist—Complete (Prepare alternate insertion/extraction equipment, as applicable)

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)

22. Before Landing Checklist—Complete

(*Simulate during training)

H-53 POST EGRESS CHECKLIST

1. APP—Off (if started)
2. Guns/IRCM equipment—Dearm
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
11. After Takeoff Checklist—Complete

H-60A COMBAT INGRESS CHECKLIST

1. Before landing checklist—Complete
2. Radio responsibilities/secure voice—Confirm
3. Performance data—Compute/confirm
4. Mission capable fuel time—Compute
5. Bingo fuel—Compute
6. Boost pumps—As required
7. Fuel selectors—Direct
8. IFF—As required

9. Doppler—Check

*10. Exterior lights—Off

11. Hoist operator's checklist—Complete (Prepare alternate insertion/extraction equipment, as applicable)

12. Body armor—On

13. Chemical warfare gear—As required

14. Visors—Down (NA for NVGs)

15. Armor wings—Forward

16. Shoulder harness—Locked

17. Guns/chaff—Armed

18. RWR—On, volume up

19. IRCM—On

(*Simulate during training)

H-60A POST-EGRESS CHECKLIST

1. Guns/chaff—Dearm

2. RWR/IRCM—Off

3. Shoulder harness—As required

4. Armor wings—Back

5. Chemical warfare gear—As required

6. Body armor—As required

7. Exterior lights—On

8. IFF—As required

SURFACE-TO-AIR REFUELING (H-3 HI-DRINK)

PREPARATION

1. Before landing checklist—"Completed" (P)

2. Armament safety check—Completed

3. Refueling panel
   a. Master switch—On
   b. Tank selector switches—As required
   c. Fuel flow lights—Checked

JOIN-UP CHECKLIST

1. Hover—Established

2. Ground static wire—Attached

3. Refueling hose—Attached

4. Pre-shut off test—Completed

5. Join-up checklist—"Completed" (FE)

POST REFUELING CHECKLIST

1. Refueling panel
   a. Tank switches—As required
   b. Master switch—Off

2. Refueling hose—Disconnected
   a. Filler cap—Replaced

3. Ground static wire—Disconnected

4. Post-refueling checklist—"Completed" (FE)

RECOMMENDED SEARCH ALTITUDES

Over Water	
500' & 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
Overland	
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 mountainous 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.

Sharks—Hand-clapping motion

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

Signal	Meaning
	Problems
-	Tally Ho
. . - .	Update—Execute signal at waypoint
. - . -	Morse Coded message to follow

Execute Signal—turn on upper anti-collision light or pass infinity symbol (horizontal figure 8 motion)

Attention Signal—circular motion

Echo all signals to sender

YES—move light in a vertical movement

NO—move light in a horizontal movement

Trail (Immediate Change Required)—Lead illuminates its white tail position light until the No 2 aircraft moves into trail position.

LIGHT SIGNALS

PLANNED COMM OUT REFUELING

1. From receiver to tanker:
   a. During join-up white light from cabin—TALLY HO and Hot Armament Safety Check complete.
   b. Three-second white light from cabin any time except join-up—reset hose response.
   c. Anti-collision lights OFF—I am in observation position after join-up 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: two greens—cleared for multiple dry contacts.

d. ALDIS: one green—cleared for wet contact.

e. ALDIS: two whites—go to observation position. (Do not turn on receiver anti-collision lights unless requesting crossover.)

f. ALDIS: one amber—turn coming (go to observation position unless in contact). All 180° turns will be toward the receiver.

g. ALDIS: two 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 DV'S 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 ensure 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. Ensure that if passenger deplanes, his baggage is removed from aircraft.

INSTRUMENT COCKPIT CHECK

1. Publications

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. Altimeter
   a. Within 75 ft of a known checkpoint
   b. Compare field barometric pressure to Kollsman window reading when altimeter is set to field elevation with rotors static must be within ±75 ft
   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—½ mile or 3% error, whichever is greater

5. CDI—Check centered, right and left (±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
   a. Switch—Test
   b. Set—180° course
   c. CDI—Centered
   d. To/from—To
   e. Switch—On

2. TACAN
   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 flashlight 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 5200.1R, para 5-204).

OFFICIAL

DUANE H. CASSIDY
General, USAF
Commander in Chief

CHRIS L. JEFFERIES
Colonel, USAF
Director of Administration

SUMMARY OF CHANGES
Changed MACR 55-54, Chapter 31 to MACR 55-54, Annex A; updated the entire text. Aircrews are advised to review entire Annex.

	Clicks	Press Blk or Press Lock	Hard over	Blk Return Line
PRI	NONE	SLOP	VIBS? coupled/uncoupled A/C Displaced Cntrls not	Ratcheting (one direction only)
AUX	1/8 cyclic 1/16 Ped Coll	Hvy Cntrl forces	A/C Displaced Cntrls Displaced	2 1/2" - 3" (NO A/C INPUTS)