

Summary Report for Individual Task
011-237-1169
Perform Flight Director Operations (H-60M)
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Rucker foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: In an H-60M helicopter. This task should not be trained in MOPP 4.

- Standard:**
1. Operate the flight director per the aircraft operator's manual.
 2. Program the flight management system (FMS) for the desired flight plan.
 3. Select the desired display on the multifunction display (MFD).
 4. Select the appropriate modes on the flight director/display control panel (FD/DCP).
 5. Follow cyclic roll, cyclic pitch and collective position indicator cues as appropriate.

Special Condition: OVERWATER CONSIDERATIONS: If egress must be made from an aircraft that has gone into the water, do not exit until rotor blades have stopped. Secure a handhold within the cockpit to maintain orientation, employ underwater breathing device (if equipped), and wait for cockpit and cabin area to fill with water. Once aircraft is full of water, use the cargo/cockpit doors. If they are jammed, use the emergency release. If the emergency release does not work, break out the windows with the crash axe, boot, or other suitable object, and swim clear of the aircraft. Do not activate life preserver until clear of aircraft and on surface.

Safety Risk: Low

MOPP 4: Never

Task Statements

Cue: Perform flight director operations to provide rated crewmembers an interpreted display of the aircraft's flight path

DANGER

None

WARNING

During coupled flight in close proximity to terrain, obstacles or other hazards the pilot on the controls will be in a position to override any undesirable inputs.

CAUTION

None

Remarks: None

Notes: The pilot on the controls (P*) will monitor the primary flight display (PFD) for correct aircraft responses if coupled flight is selected.

Note. The H-60M Flight Director set will only use one aircraft reference for each individual mode that is selected. Changing a mode reference on the uncoupled FD/DCP will change the active/selected mode reference on the coupled FD/DCP, causing the aircraft to fly to the new reference. The P will only change reference settings on the uncoupled FD/DCP only after coordination with the P*.

Note. The P* will maintain control of the coupled flight director. The P* may request the P to make specific adjustments to the aircraft references from the P's uncoupled FD/DCP.

Note. While in coupled flight, the transfer of the flight controls from the P* to the P should be done by the most efficient method possible.

Performance Steps

1. Crew Actions.

a. The flight director is primarily the pilot on the controls (P*) responsibility. The pilot not on the controls (P) will adjust the FD/DCP reference(s) when requested by the P* and call out the action.

b. P will monitor the flight instruments and the FD/DCP selected mode annunciator lights and will immediately advise the P* of any abnormal indications or changes in selected modes.

2. Procedures. The P* will perform the following procedures:

a. Perform coupled flight maneuvers (climbs, descents, and turns), by selecting the appropriate flight director modes and references.

b. Perform uncoupled flight maneuvers (climb, descents, and turns) by following flight director cues as depicted on the PFD.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Evaluation may be conducted in the aircraft or simulator.

Evaluation Preparation: Training may be conducted in the aircraft or simulator.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Operated the flight director per the aircraft operator's manual.			
2. Programmed the flight management system (FMS) for the desired flight plan.			
3. Selected the desired display on the multifunction display (MFD).			
4. Selected the appropriate modes on the flight director/display control panel (FD/DCP).			
5. Followed cyclic roll, cyclic pitch and collective position indicator cues as appropriate.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TM 1-1520-237-10	OPERATOR'S MANUAL FOR UH-60A HELICOPTER, UH-60L HELICOPTER EH-60A HELICOPTER (REPRINTED W/BASIC INCL C1)(THIS ITEM IS INCLUDED ON EM 0051)	No	No
	TM 1-1520-237-CL	OPERATORS AND CREWMEMBERS CHECKLIST FOR ARMY MODELS UH-60A HELICOPTER UH-60L HELICOPTER EH-60A HELICOPTER (INCL Chg 1-4)	No	No
	TM 1-1520-280-10	OPERATOR'S MANUAL FOR HELICOPTERS, UTILITY TACTICAL TRANSPORT UH-60M (NSN: 1520-01-492-6324)(EIC: RSP) HH-60M (1520-01-515-4615)(EIC:RSQ) (THIS ITEM IS INCLUDED ON EM 0051)(REPRINTED W/BASIC INCL C1)	No	No
	TM 1-1520-280-CL	OPERATOR'S AND CREWMEMBER'S CHECKLIST HELICOPTER (REPRINTED W/BASIC INCL C1-5)	No	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Units will assess environmental risk using the checklist and assessment matrixes in TC 3-34.489 and FM 3-100.4. Crewmembers should always be alert to ways to protect our environment during training and missions. Rated and non-rated crewmembers will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination.

Prerequisite Individual Tasks :

Task Number	Title	Proponent	Status
011-237-1168	Perform Command Instrument System Procedures (UH-60)	011 - Aviation (Individual)	Approved

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None