Report Date: 03 Nov 2014

Summary Report for Individual Task
011-237-2068
Perform Shipboard Operations
Status: Approved

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

Standard: 1. Rated.

a. Comply with arrival and departure and landing signal enlisted (LSE)/controller instructions.

b. Set the parking brakes before landing.

c. Ensure a green deck before landing.

d. Perform a visual meteorological conditions (VMC) approach.

e. Perform a VMC takeoff.

2. Nonrated.

a. Ensure aircraft remains clear of the ship during approach and takeoff.

b. Ensure tail wheel is cleared on deck.

c. Ensure aircraft is chained or moored before exiting, when required.

d. Use terminology IAW SOP.

Special Condition: None

Safety Risk: High

MOPP 4: Never

Task Statements

Cue: None

DANGER

None

WARNING

None

CAUTION

None

Remarks: None

Notes: None

WARNING

Do not move the cyclic with the pitch and roll of the ship. Do notallow the rotor to dip down to a low position, as it could be fatal to
deck crews and those entering or exiting the aircraft.

1. Crew actions.

a. The pilot on the controls (P*) will focus primarily outside the aircraft to provide obstacle clearance throughout the maneuver. The P* will announce when beginning the approach and whether the approach will terminate to a hover or to the surface. The P* also will announce the intended point of landing and any deviation to the approach, to include go-around. The (P*) will announce his or her intentions to takeoff.

b. The pilot not on the controls (P) will call out altitude and airspeed and will complete the before landing check. The nonrated crewmember (NCM) calls out “CROSSING THE WAKE” and the (P) will ensure that the parking brakes are set and the tail wheel is locked. The (P) will verbally relay the signalman's signals if the (P*) loses visual contact with the LSE.

2. Procedures.

a. Before the approach. When cleared to land, adjust airspeed as necessary, descend to 200 feet above the water line (AWL), and enter the landing pattern. The LSE will expect the pilot in the seat nearest the bow of the ship upon landing to be at the flight controls for the first landing. Make a standard rate turn or less in the appropriate direction and cross perpendicular to the ships wake, and then begin the turn to final. When the ship is underway, it will be necessary to make lateral corrections to maintain alignment with the landing deck lineup lines. An alternate technique is to lead the ship by initiating the approach to a point forward of the flight deck.

b. During the approach. Cross the deck edge no faster than a brisk walk at an altitude of 5 to 10 feet above the landing surface. (Higher altitudes make it difficult to maintain good visual references.) (NCM) will call “MAINS OVER,” “TAIL OVER,” and “CLEAR DOWN,” during this phase and keep the LSE in sight. Stop all aircraft movement over the center of the deck and ensure the main landing
gear is within the landing circle or as directed by the LSE for landing.

Note: The deck landing area may have a perimeter safety net, perimeter markings, and red lights outlining the landing area. Two white lineup lines form an "X" through the landing area. These lines contain white lights, which are only visible when the aircraft is aligned on the approach path. Around the center of the "X" is a white circle with centered amber light. The landing gear will normally be in the forward portion of this circle, but landing will be as directed by the LSE/controller. Most ships have floodlights to illuminate the landing area for unaided operations but the lights can be turned down or off for night vision goggle (NVG) operations. LHA’s have different markings. Refer to NAVAIR 00-80T-106 LHA/LHD NATOPS manual.
The LSE will assist during the last part of the approach with hand and arm signals.

c. Hovering. Maintain a hover until the LSE gives the signal to set the aircraft down. Follow the LSE’s signal to move left, right, aft, or forward. Control drift using the ship's superstructure and the horizon, if visible, for attitude reference while hovering.

d. Landing. In rough seas, attempt to land when the ship is at the apex of a pitch up. Watch the LSE and listen to guidance from the ship's tower. Lower the collective and perform a controlled touchdown with the main wheels inside the landing deck circle. When the landing gear is on the deck, smoothly lower the collective to the full down position. Maintain the cyclic centered and ignore aircraft motion. Wait until the wheels are chained or moored before exiting the aircraft.

Note: The requirements for chocks and chains and use of a LSE will be determined at the presail meeting and is dependent on the ship captain’s requirements. The NATOPS manual sets a common standard for fleet operations but we must comply with each ship’s standard as set by the captain.

e. Takeoff. The P will show his or her hands during the day or will flash a light at night to indicate to the LSE which aviator is at the controls. When cleared for takeoff, increase power and smoothly ascend to a hover height of 10 feet, keeping the LSE in sight. Slide left or right as directed to clear any obstruction and depart the ship at a 45-degree angle from the bow. (NCM) will call “CLEAR OF THE DECK.” The ship can be used for an attitude reference during acceleration. During conditions of reduced visibility, it may be necessary to transition to instruments for most of the takeoff. The ship can be used for an attitude reference during acceleration. During conditions of reduced visibility, it may be necessary to transition to instruments for most of the takeoff.

Note:
Hover out of ground effect (OGE) power may be required for this task.

3. NIGHT OR NIGHT VISION GOGGLE (NVG) CONSIDERATIONS: At night and during periods of reduced visibility, fly instruments or cross-check the flight instruments while in the holding pattern. The P will advise when he has the lineup line in sight. The P* will transition outside and make flight control adjustments as necessary to lineup on final and to remain aligned with the lineup line. The P will continue to assist by monitoring the flight instruments, calling out airspeed, and calling out altitude as necessary. To assist during low levels of illumination the AN/AVS-7 ANVIS HUD hover symbology can aid in maintaining position and hover altitude for night vision goggle (NVG) operations. Proper scanning techniques are necessary to detect aircraft drift and to avoid spatial disorientation.

4. OVERWATER CONSIDERATIONS: Overwater flight, at any altitude, is characterized by a lack of visual cues and, therefore, has the potential of causing visual illusions. Be alert to any unannounced changes in the flight profile and be prepared to take immediate corrective actions. The radar altimeter select low bug should be set to assist in altitude control. Hazards to terrain flight such as harbor lights, buoys, wires, and birds must also be considered during overwater flight.

(Asterisks indicates a leader performance step.)

Evaluation Guidance:
Evaluation will be conducted in the aircraft.

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

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Rated.			
a. Complied with arrival and departure and landing signal enlisted (LSE)/controller instructions.			
b. Ensured (set) the parking brakes before landing.			
c. Ensured a green deck before landing.			
d. Performed a visual meteorological conditions (VMC) approach.			
e. Performed a VMC takeoff.			
2. Non-Rated.			
a. Ensured aircraft remains clear of the ship during approach and takeoff.			
b. Ensured tail wheel is cleared on deck.			
c. Ensured aircraft is chained or moored before exiting, when required.			
d. Used terminology IAW SOP.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FM 1-564	SHIPBOARD OPERATIONS	No	No
	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 1-1520-280-10	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

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.

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 : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None