

CREW PASSENGER BRIEFING

Note: This briefing must be completed using the checklist.

(1) Crew Introduction:

- a. **Personal and professional equipment** (Do you have all your personal and professional equipment as per AR 95-1? Ask all crewmembers.)
- b. **Crew Endurance** (Do you meet crew endurance as per AR 95-1 and DA Pam 385-95?)
EXPLANATION: Crew endurance is a commander's program that involves several flight factors that include sleep, hours on duty, type of aircraft flown, type of mission flown, and a few others. These are factored hours and must be tracked by each individual crew member.

(2) Mission: (Our mission today is check ride/training)

(3) Execution:

- a. Routes and altitudes (Our route today will be Toth corridor – outbound 800'/90 knots and inbound 1000'/90 knots).
- b. Estimated time enroute (Estimated time enroute is approximately 10 minutes).
- c. Fuel and refuel requirements (According to my calculations on the PPC, we will need ____ gallons of fuel for our mission. Fuel will be available both at Cairns and the stagefield.)

(4) Weather (Currently the weather at Cairns is VFR/IFR. I'll check the weather again when I pick up the key) EXPLANATION: If the field is IFR, then tell the check pilot when the forecast says it will be VFR.

(5) NOTAMs (I will check the NOTAMs when I pick up the key and let you know if there are any NOTAMS for our route of flight when I get to the aircraft.)

(6) Aircraft:

- a. **Mission equipment** (We will check the logbook for the status of our mission equipment when we get to the aircraft.)
- b. **Service and inspection criteria** (We will check the logbook when we get to the aircraft to ensure we will not over fly any service or inspections.)
- c. **Performance data** (As per our PPC, Operator's Supplement, and FTG.)
- d. **Operating restrictions** (As per our PPC, Operator's Supplement, FTG, and AR 95-1.)

(7) Emergency and egress procedures

- a. **Mission considerations** (We have no special mission considerations today.)
EXPLANATION: Mission considerations for emergency and egress include anything that may inhibit normal egress from the helicopter. These may include but are not limited to sling load operations, internal fuel tanks, or internal loads.
- b. **Crew responsibilities and passenger actions** (In the event that we have to egress, the IP/Check pilot will grab the fire extinguisher and the student in the back will grab the first aid kit. Do not compromise your safety to get these items.)

- c. **Rendezvous points** (Our rendezvous point will be at the 12 O'clock position just outside the rotor disk. If that is unavailable go the next clock position until you find a safe area. For instance, 1 O'clock, 2 O'clock, etc. Try to avoid the 6 O'clock position since the tail rotor may still be turning.)
- d. **Removal of injured personnel** (In the event that a crewmember or passenger's life, limb, or eyesight is compromised, we will remove that crewmember. Otherwise, we not remove crew or passengers to prevent further injury. We will wait for medical help to arrive.)
- e. **Inadvertent IMC procedures** (Sir, are you familiar with the inadvertent IMC procedures for our route of flight?) EXPLANATION: Do not elaborate at all on this question. The check pilot WILL say yes and will not question you further.

(8) Flight control transfer and emergency procedure coordination

- a. **Aircraft control** (Aircraft control is the most important consideration in any emergency. We will always use positive transfer of controls plus a visual. For instance, I have the controls, you respond, and I say again you have the controls and verify visually you have the controls before I let go.)
- b. **Dynamic rollover** (Are you familiar with the dynamic rollover characteristics of the TH-67?)
- c. **Hot Start** (Always be prepared for a Hot Start even if the Intellistart system is installed. If TOT limits are exceeded or it becomes apparent the TOT limits may be exceeded, perform Hot Start procedures.)

(9) Crew Duties (At this point in the checklist, just read the checklist and don't elaborate on any of the items until you reach the last item.)

- a. **Pilot on the controls:**
 - i. Fly the aircraft (primary focus is outside the aircraft).
 - ii. Avoid traffic and obstacles
 - iii. Cross-check instruments and systems
 - iv. Monitor and transmit on assigned radios
- b. **Pilot not on the controls:**
 - i. Announce traffic and obstacles
 - ii. Announce when focused inside the aircraft
 - iii. Adjust avionics, and monitor and transmit on assigned radios
 - iv. Navigate
 - v. Cross-check instruments and systems
 - vi. Copy ATC clearances and mission data, and perform fuel consumption checks
- c. **Observer**
 - i. Provide aircraft surveillance
 - ii. Perform duties assigned/requested by PC
- d. **Questions concerning the PC's crew mission briefing** EXPLANATION: This is a question for both the IP/Check pilot and the other student. This is an opportunity to clarify any points that were misunderstood. In addition, this allows the IP/check pilot to state any personal preferences or change your route of flight.