



UNITED STATES MARINE CORPS  
MARINE CORPS AIR STATION  
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16 SEP 1998

STATION ORDER P3130.3

From: COMMANDING OFFICER  
To: DISTRIBUTION LIST

Subj: STANDING OPERATING PROCEDURES FOR SEARCH AND RESCUE (SHORT TITLE:  
SAR SOP)

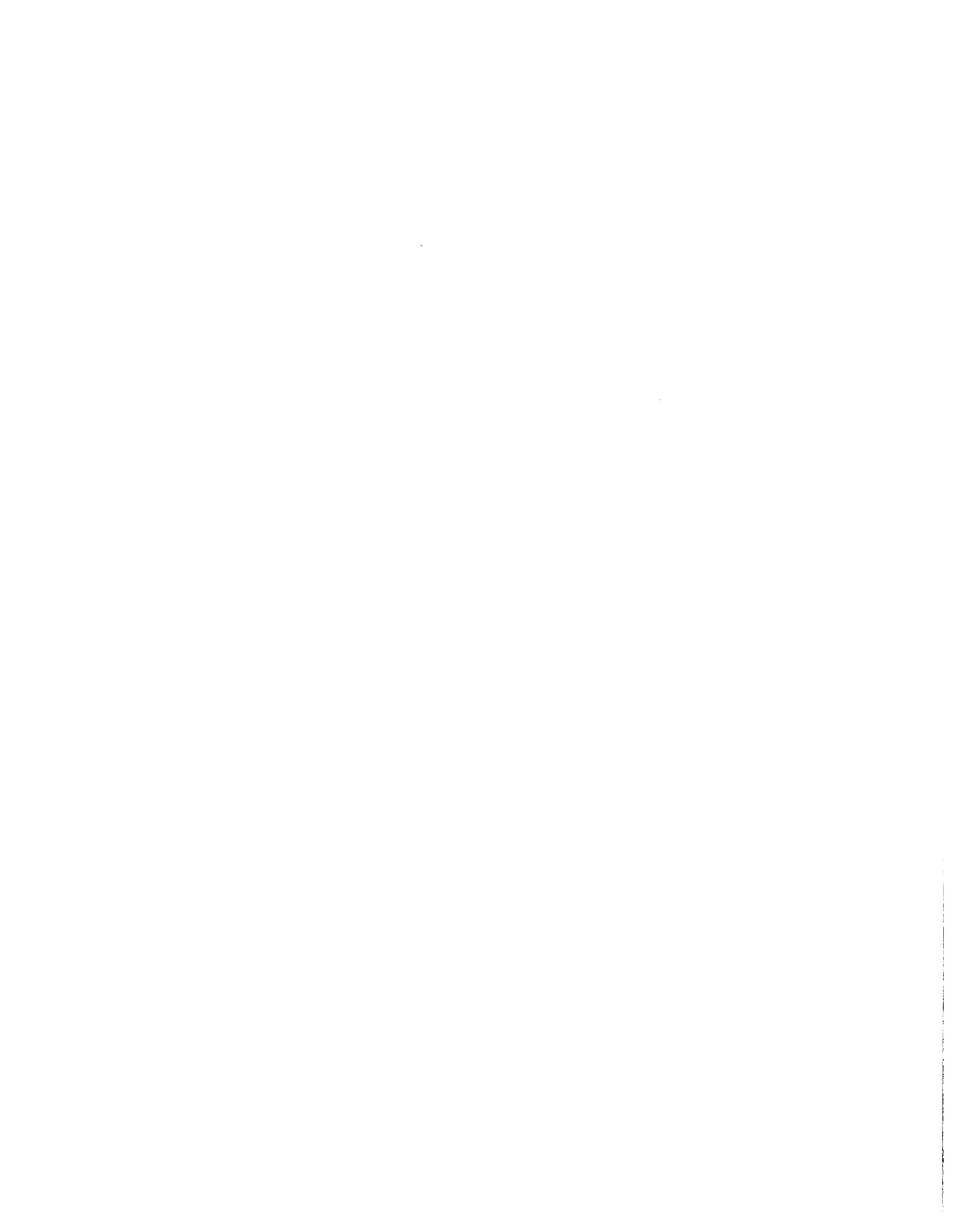
Ref: (a) JCS 3-50 (NATIONAL SAR MANUAL)  
(b) NWP 3-50.1 (NAVAL SAR MANUAL)  
(c) NWP 55-8-SAR (SAR TACAID)  
(d) OPNAV 3710.7Q (NATOPS GENERAL FLIGHT INSTRUCTION)  
(e) OPNAVINST 3130.6A (NAVAL SAR STANDARDIZATION PROGRAM)  
(f) NAVAIR 01-110HCE-1 (UH-1N NATOPS)  
(g) ARS OPLAN 9506 (INLAND SEARCH AND RESCUE)  
(h) MCO 3130.2 (SOP FOR USMC SAR UNITS)  
(i) MCO 3500.17A (T&R VOL. 4)  
(j) MCO P3500.14E (T&R VOL. 1)  
(k) ABO 3130.2F (MCABWA SAR PLAN)  
(l) StaO P3710.4G (MCAS YUMA AIRFIELD OPERATIONS MANUAL)

Encl: (1) LOCATOR SHEET

1. Purpose. To promulgate Standing Operating Procedures for Search and Rescue (SAR) operations at MCAS Yuma and to amplify instructions contained in other SAR related instructions.
2. Action. All aircrew assigned to SAR shall strictly adhere to the policies and procedures set forth herein. All SAR crewmen shall receive individual copies of this Order. Other personnel and units involved with SAR support shall become familiar with this Order.
3. Recommendations. Recommendations for revision to any portion of this Order shall be made to the Search and Rescue Officer In Charge (SAR OIC). If conflicts arise between this Order and a directive of higher authority, the directive of higher authority shall take precedence. Immediately notify the SAR OIC when conflicts are noted.
4. Certification. Reviewed and approved this date.

  
C. J. TURNER

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SAR +20



**10 DEC 1998**

LOCATOR SHEET

Subj: STANDING OPERATING PROCEDURES FOR SEARCH AND RESCUE (SOP FOR SAR)

LOCATION: \_\_\_\_\_  
(Indicate the location(s) of the copy(ies) of this manual.)







# SOP FOR SEARCH AND RESCUE

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CHAPTER 1

GENERAL

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# SOP FOR SEARCH AND RESCUE

## CHAPTER 1

### GENERAL

1000. MISSION. Reference (k) assigns MCAS Yuma the primary mission of providing search and rescue services for military flight operations within 100 nautical miles of MCAS Yuma to exclude territory belonging to Mexico. Per references (a) and (k), SAR assets may also augment other military or civil search and rescue operations coordinated by the Air Force Rescue Coordination Center (AFRCC).

#### 1001. CIVILIAN SAR ASSISTANCE

1. General. MCAS Yuma SAR may provide civilian search and rescue assistance on a not to interfere basis with its primary mission. In the event that local civilian authorities request SAR assistance, the following personnel may grant mission approval:

- a. MCAS Yuma SAR OIC.
- b. MCAS Yuma Station Operations Officer (OpsO).
- c. MCAS Yuma Airfield Operations Officer (AfldOpsO).
- d. SAR Duty Helicopter Aircraft Commander (HAC).

2. Medical Treatment Location. Civilians requiring medical treatment will normally be transported to Yuma Regional Medical Center (YRMC). Other treatment centers may be used upon request by on-scene authorities or for each situation's developments. The SAR HAC must weigh such factors as fuel required, available fuel at location, distance to be flown, hospital facilities, nature of injuries, etc., prior to granting an alternate treatment center.

3. Deceased Remains. Remains of deceased civilians will not be carried aboard SAR helicopters unless specifically requested by a Law Enforcement Officer or Coroner and approved by the Commanding Officer (CO), OpsO, or SAR OIC. References (a) and (h) apply.

1002. WORDING. As used in this Order, the words below will have the meanings indicated:

1. Shall. Procedure is mandatory.
2. Should. Procedure is recommended.
3. May and Need Not. Procedure is optional.
4. Will. Indicates futurity and does not indicate any degree of requirement for application of a procedure.

#### 1003. AREAS OF OPERATIONS

1. Assigned Area. SAR is responsible for the area within 100 nautical miles of MCAS Yuma to exclude territory belonging to Mexico.

2. Extended Area. SAR may provide search and rescue assets beyond 100 nautical miles on a not to interfere basis with the primary mission.

3. Training Area. The training area extends to within 35 NM of MCAS Yuma, excluding Mexican airspace and designated protective areas. Overflight of designated protective areas is permissible using ref (d) guidelines but landings are prohibited except for emergencies.

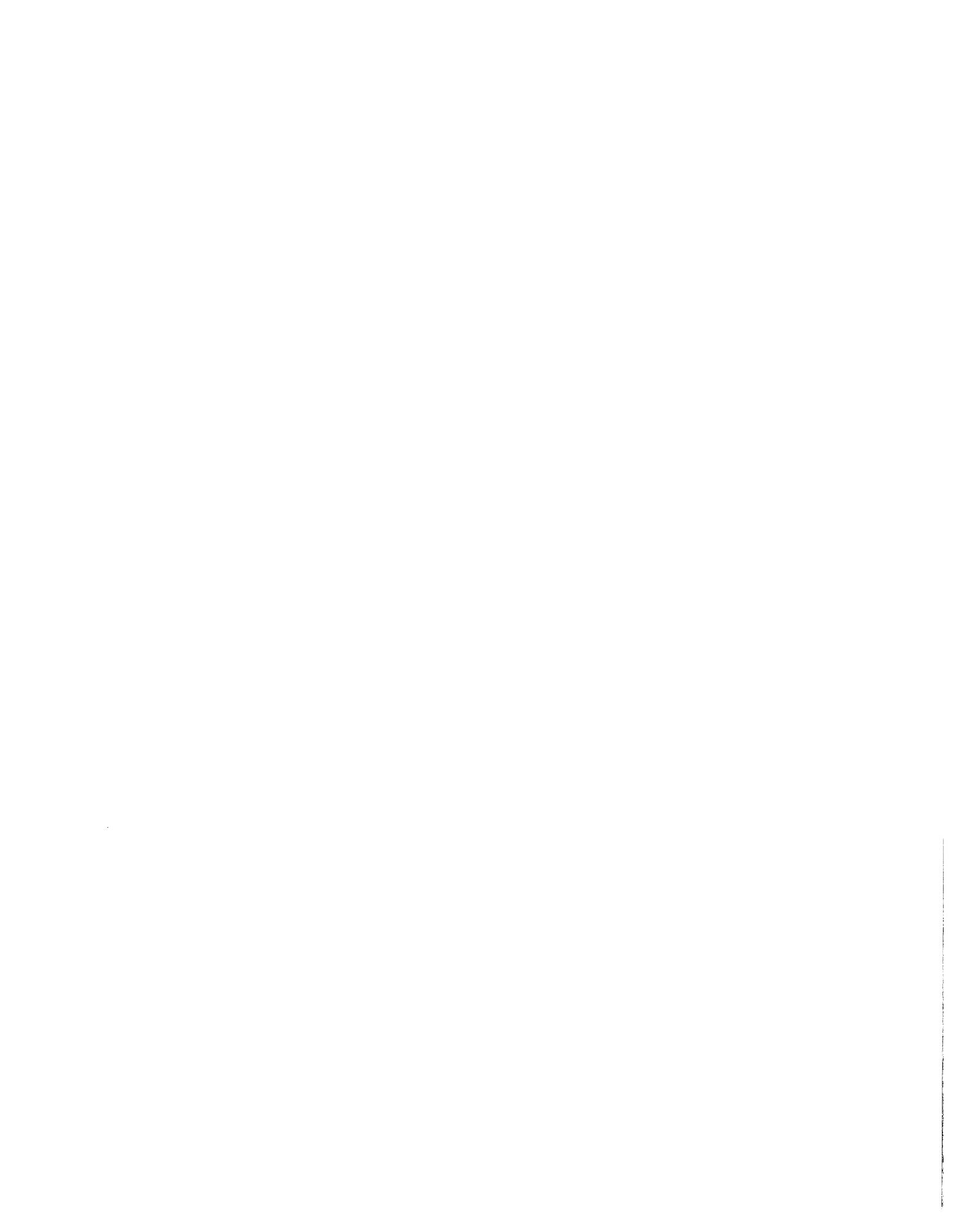
1004. MEXICO OPERATIONS. In the event of a U.S. military or civilian emergency in Mexico, Air Force Rescue Coordination Center will coordinate rescue efforts with the Defense Attache Officer (DAO) American Embassy Mexico City prior to any entrance into Mexican airspace.

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CHAPTER 2

ORGANIZATION AND STAFF RESPONSIBILITIES

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CHAPTER 2

ORGANIZATION AND STAFF RESPONSIBILITIES

2000. OVERVIEW. SAR is responsible to the Commanding Officer, MCAS Yuma for actual search and rescue missions. The Station Operations Officer coordinates and controls individual missions. Individual staff organizations and responsibilities are set forth below.

2001. MARINE TRANSPORT SQUADRON ONE (VMR-1), MCAS CHERRY POINT. VMR-1 is designated the USMC SAR Evaluation Unit by reference (h) and is responsible for administering the annual SAR evaluation.

2002. HELICOPTER COMBAT SUPPORT SQUADRON THREE (HC-3), NAS NORTH ISLAND. HC-3 is Chief Naval Operations (CNO) SAR Model Manager and is responsible for administering the USN/USMC SAR Program. When requested by VMR-1, HC-3 may conduct portions of MCAS Yuma's SAR Annual Evaluation.

2003. MCAS YUMA ORGANIZATION

1. MCAS Yuma CO. The CO is responsible for the operation of HH-1N helicopters assigned to SAR. He shall designate in writing an aviator as the Command SAR Officer.

2. MCAS Yuma OpsO. The OpsO is responsible to the CO for the operation of HH-1N helicopters assigned to SAR. He shall ensure proper manning, maintenance and support assets are provided to SAR. Further, the OpsO is tasked with coordination and control of individual search and rescue missions, and will be designated as the MCAS Yuma SAR Mission Coordinator (SMC). The OpsO shall ensure that the CO is kept informed of actual search and rescue missions.

3. SAR OIC. The SAR OIC shall be designated in writing by the CO and is responsible to same for the conduct of all actual search and rescue missions, and to the OpsO for the overall training and readiness of SAR. Specific responsibilities include:

a. Shall attend an approved SAR School; i.e. USN SAR Officer's Course, HC-3 or Inland SAR Coordinator's Course, National SAR School.

b. Submit duty rosters of qualified aircrew to stand SAR duties and assigned support missions as required by local policy.

c. Ensure that pilot and aircrew in flight and ground training are conducted per references (e), (h), (i), and (j), as applicable.

d. Ensure required reports are submitted on a timely basis and maintain records IAW references (b) and (h).

e. Ensure pilots assigned for duty as SAR HAC attend an approved SAR School.

f. Coordinate with the Aircraft Maintenance Officer (AMO) to ensure:

(1) A helicopter qualified for the mission per reference (h) is assigned as the duty SAR helicopter.

(2) A helicopter qualified for the mission is assigned as the backup helicopter.

(3) The duty and standby helicopter are equipped with the proper rescue equipment required for the mission. Reference (c) provides a list of SAR equipment for tailoring the SAR aircraft to preposition overland or offshore, as the mission dictates.

g. Ensure that a written ground training syllabus exists per reference (h).

h. Ensure that aircrew training is conducted monthly and properly logged in Aircrew Performance Record and NATOPS jackets.

i. Assist the Senior Inflight Medical Technician (IFMT) with coordination between SAR and the Yuma Branch Medical Clinic concerning medical matters.

j. Assign a crewchief or IFMT as SAR NCOIC.

k. Ensure aircrew operate aircraft within guidelines set by appropriate directives.

4. Command SAR Officer. The Command SAR Officer is responsible to the SAR OIC for the overall training and readiness of SAR. Specific responsibilities include:

a. Shall attend an approved SAR School.

b. Shall be responsible for maintaining an operational SAR capability through the training, qualification and proficiency under the criteria set forth in references (h) and (j).

(1) Shall fly an annual SAR evaluation flight with the USMC SAR Evaluation Unit and ensure that each pilot has an annual SAR evaluation (may be conducted concurrently with the NATOPS check).

(2) Shall conduct SAR ground training biannually. A written ground training syllabus and lecture series covering the areas specified by references (e) and (h) is required.

(3) The Command SAR Officer shall ensure that all SAR training is conducted per reference (h) and (j) and a SAR training flight is flown at least quarterly by each pilot. (The prosecution of actual SAR may be documented as SAR training).

c. Shall ensure that all SAR directives and manuals are current and available to all aircrew.

d. Shall ensure documentation and maintenance of all SAR training and proficiency records for all aircrew

5. Aircraft Maintenance Officer (AMO). The AMO shall be designated in writing by the CO and is responsible to the SAR OIC for providing mission capable aircraft to support assigned missions. Specific duties include:

a. Ensure readiness of all SAR aircraft.

b. Coordinate with the SAR OIC regarding aircraft readiness, equipment, crew chief assignments and all other HH-1N maintenance concerns.

c. Assist the SAR OIC as required.

6. Quality Assurance Officer (QAO). The QAO shall be designated in writing by the CO and is responsible to the SAR OIC for the overall operation of the Quality Assurance Branch. Specific duties include:

- a. Assist the SAR OIC and AMO as required.
- b. Manage SAR Ground Maintenance Training Program.
- c. Maintain the following programs:
  - (1) Quality Assurance.
  - (2) Corrosion Control.
  - (3) Fuel Samples.
  - (4) Foreign Object Damage.
  - (5) Functional Check Flight.
  - (6) Individual Material Readiness List (IMRL).
  - (7) Emergency Reclamation Team

7. SAR Pilots. SAR pilots are responsible to the OpsO and the SAR OIC for the performance of their duties. All SAR pilots will undertake the initiative to remain current IAW references (a) through (k), as applicable.

8. SAR Non-Commissioned Officer-In-Charge SAR NCOIC. The SAR NCOIC shall be designated in writing by the SAR OIC and is responsible for enlisted aircrew training. Specific responsibilities include:

- a. Design and execute all enlisted aircrew training (coordinated with senior aircrew members).
- b. Maintain Aircrew Performance Records (APR) for each enlisted crewmember.
- c. Review and prepare all SAR rescue equipment.
- d. Prepare and update recall rosters for all SAR personnel. These rosters will be distributed as required by local policy.
- e. Maintain and update the SAR training and readiness data system as maintained by local policy. Supervise aircrew T&R currency.
- f. Coordinate FRAG requests with all concerned.
- g. Coordinate with crewmembers to ensure equipment and administrative supplies are properly stocked and maintained.
- h. Prepare for annual SAR evaluation.
- i. Maintain the required and current SAR and flight publications on hand.

9. Senior Crewchief. The Senior crewchief is responsible to the SAR OIC for the training and proficiency of all SAR crewchiefs. Specific responsibilities include:

- a. Submit monthly SAR crewchief duty schedules, prior to the twenty-sixth of each month, to the SAR NCOIC.
- b. Supervise Aircrew Training and documentation in NATOPS jackets.
- c. Ensure SAR crewchiefs are properly trained and qualified according to reference (i).
- d. Prepare for annual SAR evaluations.
- e. Ensure required publications are on hand.

10. Senior SAR IFMT. The Senior IFMT is the SAR IFMT with the most SAR experience, and is usually a NATOPS Instructor. The SAR IFMT is responsible to the SAR OIC and Station Flight Surgeon for the conduct of IFMT training. Specific responsibilities include:

- a. Submit monthly IFMT crew duty schedules, prior to the twenty-sixth of each month, to the SAR NCOIC.
- b. Supervise aircrew training and documentation in NATOPS jackets.
- c. Ensure IFMTs are properly trained and qualified according to reference (i).
- d. Ensure readiness of medical equipment.
- e. Make liaison with Yuma Branch Medical Clinic as required.
- f. Prepare for annual SAR evaluations.
- g. Ensure required publications are on hand.

11. SAR Crewmen. The SAR crewmen are responsible to the SAR OIC for their individual duties, to include:

- a. The duty SAR crewchief is directly responsible to the SAR OIC and NCOIC for the daily operational aspects of the duty aircraft.
- b. The senior enlisted aircrew member shall be responsible for the conduct of the enlisted aircrew.

2004. MCAS YUMA BASE OPERATIONS. In the event that a request for SAR assistance is received by Base Ops, the Operations Duty Clerk shall first contact the duty crew and then obtain mission approval as detailed in Chapter One. Primary means of contacting the duty crew will be by telephone. Secondary means will be by beeper. SAR duty crews will always wear their beeper while away from the SAR Ready Room or their residence. Once the duty crew has been contacted, Base Operations shall notify the Station Duty Officer and coordinate a mission number with the AFRCC.

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CHAPTER 3

SAFETY

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## SOP FOR SEARCH AND RESCUE

### CHAPTER 3

#### SAFETY

3000. GENERAL. Safety shall be the primary concern during all aspects of SAR operations. Aircrew shall continuously train and remain proficient in all search and rescue techniques and are encouraged to recommend changes to procedures and techniques to achieve the safest methods of rescue possible. Aircrew shall weigh the risk to aircraft and crew against the benefits to be gained by any training or actual search and rescue maneuver. All safety procedures defined in references (a), (b), (d), and (f) shall be adhered to.

3001. OPERATIONAL NECESSITY. Operational necessity refers to a mission associated with war or peace time operations in which the consequences of an action justify accepting the risk of loss of aircraft and crew. In peace time such missions are extremely rare and must be carefully considered. SAR missions do not fall in this category. If properly considered and planned, the majority of search and rescue operations can be conducted with a minimum of risk to all concerned.

#### 3002. MOUNTAIN FLYING.

1. General. A good percentage of missions performed by Yuma SAR are conducted in mountainous terrain. Accordingly, SAR crewmembers must achieve and maintain a high level of proficiency in mountain flying and rescue techniques. References (b) and (f) are good sources of mountain flying information. All SAR crewmembers shall become intimately familiar with the material found therein and shall practice these techniques and procedures on a regular basis.

2. Power Margin. Power margin is defined as the difference between power required and power available. The minimum power margin allowed is ten percent for all CALs and training evolutions. However, a ten percent power margin will not be sufficient in all situations. Hovering with a tailwind may increase power required by as much as fifteen percent. Loss of wind effect and mountain air turbulence will also increase power required. High/Hot/Heavy conditions will reduce power available.

3003. RAPPELLING. Rappelling is an integral part of the rescue technique employed by Yuma SAR units. Proper training and practice are essential to safety. To be rappel qualified, an IFMT shall attend the Navy SAR rappelling course, complete a local rappelling course, and maintain proficiency per reference (e). All aircrew should become familiar with rappel techniques and conduct supervised rappels annually. All rappelling and short hauls conducted by unqualified crewmen shall be under the supervision of a qualified rappel instructor. Further, a qualified SAR crew chief shall also oversee all rappel and short haul operations with a qualified SAR HAC at the controls.

3004. CREW REST. SAR is a demanding mission. Physical conditioning and proper rest are essential for safe conduct of search and rescue operations. Crew rest commences 15 minutes after departing the squadron and terminates 15 minutes prior to the commencement of the next duty period. All crewmembers shall ensure adherence to the letter and spirit of the following guidelines.

1. Flight Time. Normally, flight time should not exceed three flights or 6.5 hours for single piloted aircraft during a 24 hour period. Individual flight time for other aircraft should not exceed 12 hours. This limitation assumes an average requirement of 4 hours ground time for briefing, debriefing and meals.

2. Crew Rest

a. Aircrew shall be allowed 8 hours (minimum) of uninterrupted crew rest prior to any duty period.

b. Aircrew should not be assigned to a duty status of more than 24 hours during weekdays, or 72 hours during weekends/holidays.

c. Aircrew should not be assigned to an evening training flight and the subsequent duty period. Normally, nighttime training flights will be conducted each Tuesday and Thursday which may preclude Tuesday and Thursday duty crews from being assigned to the following AM duty.

d. AM duty pilot should make every effort to return to quarters by 1700 on days they will assume PM co-pilot duties.

e. Flight personnel should not be scheduled for continuous alert and/or flight duty (required to be awake) in excess of 18 hours. If it becomes necessary to exceed the 18 hour rule, 15 hours of continuous off duty time shall be provided.

f. The HAC shall monitor crewmembers closely, especially during long duty periods, and shall make arrangements to replace any crewmember who is judged to be too fatigued to safely conduct SAR operations.

3005. COMFORT LEVEL. SAR crews depend on the "crew concept" or teamwork during all operations. Any maneuver or situation that exceeds the comfort level of any crewmember shall be re-evaluated or discontinued.

3006. AIRCRAFT SAFETY

1. Low Altitude Flight. Low altitude flight and/or TERF is prohibited. Operation of SAR aircraft below 200 feet AGL shall be restricted to takeoffs and landings, SAR training and conduct of actual search and rescue missions.

2. Left Seat. Only helicopter pilots, qualified observers, and other individuals qualified IAW references (d) and (f) shall occupy the copilot seat. Individuals occupying the left seat must be on the signed flight schedule or approved by the SAR OIC and penciled in on the master flight schedule. Changes to the master flight schedule may be made by phone, radio, or in person with Base Ops personnel.

a. Non-SAR helicopter pilots and flight surgeons qualified IAW reference (d) may operate the controls of SAR aircraft when authorized by the OpsO. Such individuals must meet the following criteria.

(1) Be approved by the Operations Officer.

(2) Be a designated helicopter pilot or flight surgeon.

(3) Be medically and aeronautically qualified.

(4) Be NATOPS qualified Pilot Qualified in Model (PQM) and current (30 days), or fly with a HH-1N NATOPS instructor.

b. A Qualified Observer (QO) may occupy the left seat, but shall be thoroughly briefed on lookout, ICS communications, and radio responsibilities at a minimum. The HAC shall make reasonable efforts to utilize QO's who are in a flight status.

c. Instrument Meteorological Contidion (IMC)/night flight requires two helicopter pilots. Simulated Instrument Flight Rules (IFR) may be conducted single pilot as long as adequate lookout is provided for from the left seat. Reference (d) applies.

3. Instruction. Any individual who receives flight or crew instruction in SAR aircraft shall do so under the direction of an appropriately qualified Instructor.

4. Passengers. Passengers may ride on SAR training flights at the discretion of the HAC. However, only essential personnel shall be aboard the aircraft during conduct of rappel, hoist, short haul, autorotations, Night Vision Goggle (NVG) operations, simulated emergencies, or actual medevac/SAR operations. The HAC shall ensure all passengers are properly manifested.

#### 5. Flight Gear

a. All personnel engaged in flight operations shall wear appropriate safety helmets, sound suppressers, and safety goggles.

b. All crewmembers shall wear equipment required by the NATOPS Manual, including a survival vest.

c. Rescue aircrewmembers are authorized to wear orange (high visibility) flight suits while in a duty status. Station uniform regulations applicable to the green flight suit also pertain to the orange suit.

d. All personnel shall remove their covers when in the vicinity of an operating helicopter.

6. Aircraft Danger Areas. The danger of personnel being struck by the rotor blade or tail rotor is always present during helicopter operations. This danger is especially acute during operations involving civilians or untrained personnel.

a. A qualified crewmember should be deployed immediately upon landing to ensure all persons are kept clear of the rotor blades and tail rotor. Special attention shall be placed upon tail rotor clearance during any ground evolution with close proximity to civilians.

b. Passengers shall be embarked and disembarked from the 3, 9 or 12 o'clock positions. Passenger movement is the responsibility of the crewchief.

c. All personnel shall receive clearance from the pilot at the controls before entering or departing the rotor arc. The crewchief will escort these personnel.

#### 7. Smoking

a. Smoking is Prohibited at any time in Naval aircraft.

b. Oxygen and Auxiliary fuel is carried aboard all duty SAR aircraft. Smoking aboard or within 50 feet of SAR aircraft is prohibited.

3007. Vehicle Safety. During actual emergency situations SAR crewmembers may be tempted to use excessive speed while responding in a motor vehicle. DO NOT SPEED! Aircrews are NOT authorized to violate any state or federal laws while responding to an "actual" launch.

1. No emergency is important enough to warrant the incapacitation or loss of a SAR crewmember enroute to the aircraft.
2. Running the Air Station's main or back gate, breaking traffic regulations, or driving in a reckless manner is prohibited.

3008. Read and Initial Boards. A read and initial (R&I) program shall be established by DOSS to keep all crewmembers apprised of safety related matters. R&I boards will be maintained by the Safety Officer and kept within the SAR Ready Room. All R&I items shall be reviewed quarterly.

1. Active R&I Board. The Active R&I board contains items of an urgent or flight safety nature. Items are numbered sequentially by calendar year (i.e., 01-97) and are removed when they are no longer urgent or applicable. This board will be maintained by the Safety Officer in the SAR Ready Room.

2. R&I Cards. Each SAR crewmember will have a color coded tab next to their name on the R&I board, located in the Ready Room. Colors will indicate the status of each crewmember as follows:

- a. Green - All R&I items have been read. Crewmember is ready to fly.
- b. Red - A new R&I item has been added to the board and must be read prior to flight. Red Read and Initial tabs refer to the Active R&I Board only.

### 3009. LOST COMMUNICATIONS

1. Intercommunication System (ICS). Rappels, short hauls and hoists shall not be conducted without two-way communication between the crew chief and the pilot. If communication is lost during a maneuver, approved hand and arm signals may be used to reach a point where the procedure can be safely terminated. Training shall not be continued until the ICS problem is corrected.

2. External. Radio communication with the rescue aircrewman is highly desired, but approved hand and arm signals may be used if necessary. The rescue aircrewman should carry a radio any time he is out of visual contact with the aircraft.

(4) Be NATOPS qualified Pilot Qualified in Model (PQM) and current (30 days), or fly with a HH-1N NATOPS instructor.

b. A Qualified Observer (QO) may occupy the left seat, but shall be thoroughly briefed on lookout, ICS communications, and radio responsibilities at a minimum. The HAC shall make reasonable efforts to utilize QO's who are in a flight status.

c. Instrument Meteorological Contidion (IMC)/night flight requires two helicopter pilots. Simulated Instrument Flight Rules (IFR) may be conducted single pilot as long as adequate lookout is provided for from the left seat. Reference (d) applies.

3. Instruction. Any individual who receives flight or crew instruction in SAR aircraft shall do so under the direction of an appropriately qualified Instructor.

4. Passengers. Passengers may ride on SAR training flights at the discretion of the HAC. However, only essential personnel shall be aboard the aircraft during conduct of rappel, hoist, short haul, autorotations, Night Vision Goggle (NVG) operations, simulated emergencies, or actual medevac/SAR operations. The HAC shall ensure all passengers are properly manifested.

5. Flight Gear

a. All personnel engaged in flight operations shall wear appropriate safety helmets, sound suppressers, and safety goggles.

b. All crewmembers shall wear equipment required by the NATOPS Manual, including a survival vest.

c. Rescue aircrewmembers are authorized to wear orange (high visibility) flight suits while in a duty status. Station uniform regulations applicable to the green flight suit also pertain to the orange suit.

d. All personnel shall remove their covers when in the vicinity of an operating helicopter.

6. Aircraft Danger Areas. The danger of personnel being struck by the rotor blade or tail rotor is always present during helicopter operations. This danger is especially acute during operations involving civilians or untrained personnel.

a. A qualified crewmember should be deployed immediately upon landing to ensure all persons are kept clear of the rotor blades and tail rotor. Special attention shall be placed upon tail rotor clearance during any ground evolution with close proximity to civilians.

b. Passengers shall be embarked and disembarked from the 3, 9 or 12 o'clock positions. Passenger movement is the responsibility of the crewchief.

c. All personnel shall receive clearance from the pilot at the controls before entering or departing the rotor arc. The crewchief will escort these personnel.

7. Smoking

a. Smoking is Prohibited at any time in Naval aircraft.

b. Oxygen and Auxiliary fuel is carried aboard all duty SAR aircraft. Smoking aboard or within 50 feet of SAR aircraft is prohibited.



SOP FOR SEARCH AND RESCUE

CHAPTER 4

NORMAL PROCEDURES

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# SOP FOR SEARCH AND RESCUE

## CHAPTER 4

### NORMAL PROCEDURES

4000. GENERAL. This section covers day to day operating procedures for SAR. More specific information regarding training, mission execution, and duty crew procedures is contained in Chapters Five through Seven.

4001. SCHEDULING. All flights and crew shall be scheduled and annotated on the Station master flight schedule. All flights will take-off and land within thirty minutes of scheduled times. The Station OpsO or his representative shall be notified and approve of any changes or additions to the Station flight schedule prior to take-off. The Pilot in Command shall ensure any changes are annotated on the master flight schedule via Base Operations personnel.

1. Duty SAR Crew Schedule. SAR duty schedules are prepared monthly and printed daily on the station flight schedule.

a. Schedules for the succeeding month shall be published not later than the 26th of each month.

b. The monthly SAR schedule shall be distributed to Base Operations and crew members. Daily flight schedules will be done 24 hours in advance by the SAR NCOIC.

c. Per reference (d), the daily flight schedule authorizes the duty crew to conduct training flights and missions throughout the day.

d. With sufficient personnel, there shall be one AM and PM crew respectively. The AM crew shall consist of one pilot, one QO, one crew chief and one IFMT. The AM pilot will become the PM co-pilot during hours of darkness. Left seat observers will be scheduled in accordance with directives given by the SAR OIC and this publication.

e. During weekend and holiday duties, one crew will normally assume the primary duty for the duration of the event. Standby crew shall be scheduled as backup and for nighttime co-pilot requirements.

f. Other crews are scheduled as required.

g. Backup SAR crews will be manned by the next scheduled duty crew whenever possible.

h. Assigned FRAGS shall be annotated on the station flight schedule and flown only when two aircraft are available. The normal thirty-five mile radius does not apply to the standby aircraft for assigned FRAGS whenever two or more aircraft are operational.

i. RON flights shall be annotated on the station flight schedule and approved by the Station Operations Officer.

2. Crew Composition. Minimum crew for proper operation of the HH-1N is a qualified and current PQM and a QO properly briefed per NATOPS. A qualified crew chief is required whenever passengers are aboard. SAR operations require one pilot, one QO (during day Visual Meteorological Condition (VMC) operations), one crewchief and one IFMT. Night or IMC operations require a qualified helicopter

pilot to be in the left seat. The left seat will be occupied by a QO (at a minimum) for all SAR training flights. Only those personnel meeting requirements in Chapter Three or specifically authorized by the CO may crew SAR aircraft.

3. Passengers. Active duty service members and other personnel authorized by MCO 4630.16 may fly in SAR aircraft. (See Chapter 3).

4002. AIRCRAFT. Two full mission capable (FMC) HH-1N aircraft shall be available prior to conducting ANY training flight. One aircraft to stand ready for SAR duty ("primary") while one acts as backup in the event the primary aircraft goes "down". The SAR OIC may authorize a flight on a case-by-case basis whenever only one aircraft is available. When no SAR helicopters are available, 3d MAW, El Toro AC/S G-3 shall be notified.

1. Duty Aircraft. An FMC aircraft shall be assigned daily by Maintenance Control as the primary duty aircraft. The duty crew may conduct flights for proficiency or training as long as the appropriate response status is maintained. Routine maintenance shall never be performed on the duty aircraft without notifying the duty HAC. The duty aircraft shall not fly training missions when a standby aircraft is not available.

2. Standby Aircraft. Whenever possible, Maintenance Control shall assign an FMC aircraft as the standby to the primary duty aircraft. The standby aircraft shall have all required SAR equipment installed and operable. This will facilitate rapid availability in the event the duty aircraft goes down or when additional SAR support is required. The backup may be used for FRAGS.

3. Other Aircraft. When three aircraft are available, the third may be used for Return Over Night (RON's), or as required.

4003. SAR ALERT STATUS. The alert posture of the duty crew is established by references (h), (k), and (l). It varies according to the status of military flight operations.

1. 10-Minute Alert. During normal working hours and when military flight operations are being conducted, the duty crew shall maintain a 10-minute response posture. The duty crew should launch within 10-minutes of initial notification from Base Ops if possible. Military aircraft solely using the MCAS Yuma VFR/IFR pattern and RON departure and arrivals shall not require a 10 minute alert status as CFR will handle all emergencies. Duty crews should remain in SAR spaces during their watch. Absences from SAR spaces are authorized as long as crew members are in possession of their beepers, and can safely return and launch within 10 minutes, DO NOT LEAVE the air station. Physical training should not be conducted. Prolonged absences should be minimized. 10 minute alert status shall be maintained during the following:

a. Monday-Friday, excluding holidays: 0700 to 1700.

b. AM crew turnover is at 0700 or sunrise, whichever occurs first. The AM crew will complete pre-flight and brief no later than 0700. The AM crew will arrive no later than 0645.

c. PM Crew turnover is at 1400 each day with the PM crew arriving no later than 1330. PM crew NATOPS brief and preflight will be completed by 1400. PM NATOPS brief will normally be conducted at 1330.

d. Crew turnover during weekday holidays will occur at the commencement and termination of the liberty period.

e. In cases of early morning launches, it may be prudent to have the oncoming AM duty crew perform such missions.

2. 30-Minute Standby. During all other military operations, the duty crew shall maintain a 30 minute response posture. In other words, the duty crew must launch within 30 minutes of initial notification from Base Ops. Crew members are authorized to depart the air station but shall retain the ability to respond within 30 minutes at all times. Whenever crew members are away from their recall telephone number, pagers shall be carried. Call waiting is highly advised. 30 minute standby status shall be maintained during the following:

a. Monday-Friday: 1700-0700.

b. Weekends and holidays.

3. Modified Alert Status. The Station Operations Officer may modify the SAR alert status to adjust for military operations, unforeseen events, crew rest or aircrew availability. Changes to alert status will be passed by the SAR OIC and remain in force until otherwise noted.

4. Beepers. The SAR OIC shall ensure an adequate beeper system and sufficient beepers are maintained to effectively recall duty SAR crew members.

4004. SAR LAUNCH INITIATION. SAR can be notified of an emergency by several means:

1. Crash Net. Any mishap noted by MCAS Yuma's Air Traffic Control facility will be transmitted via the Crash Net. SAR's link to this net is via the wall mounted, red phone located in the Ready Room. Tower personnel will pass pertinent information. Notification by crash phone requires no further authority for launch or mission approval.

2. Telephone. Local law enforcement and emergency agencies will attempt to contact either SAR directly or Base Operations with a request for assistance using the telephone. Direct all requests for assistance to Base Operations and await further instructions.

3. Radio. While conducting training evolutions, it is essential the HAC maintain radio communication with Base Operations (Ops will normally call every 30 minutes). The HAC shall request authorization through Base Operations but can act independently if radio contact is lost enroute to mishap.

4005. FLIGHT TIME. Flight hours are allocated by HQMC and are administered locally by the OpsO and SAR OIC. Authorized HH-1N flight time shall be equitably divided among SAR personnel. Availability of qualified crew members, leave and unforeseen events may not allow an equal division of flight time; however, crew proficiency and readiness are paramount.

1. Total Time. Each crewman should fly 15 to 20 hours per month to maintain adequate proficiency.

2. Night Time. Each crewman should fly as many night hours per month as feasible and should accomplish a minimum of 1 night SAR evolution, training or actual.

3. Instrument Time. Each pilot should fly 1 to 3 hours of simulated or actual instrument time and log 1 precision and 1 non-precision approach each month.

4. Flight Hour Goal. The SAR OIC shall monitor flight hours and ensure that goals are met.

5. Daily Flight Time. Daily flight time is based on various factors including crew fatigue, monthly flight hour goals, training requirements, proficiency, and maintenance needs. For planning purposes, 2 flights are anticipated each weekday for the duty aircraft. Total daily flight time is expected to be 3-4 hours. Occasionally, other flights will be scheduled for FCF's, FRAGs or training. These additional flights shall be approved by the SAR OIC and annotated on the master flight schedule by Base Operations personnel. Additionally, FRAGs require OpsO approval.

4006. CURRENCY AND PROFICIENCY. Currency and proficiency are closely related. Currency is a function of time, while proficiency varies from individual to individual and must be demonstrated. The widest margin for safety exists when a crew member is both current and proficient. Currency is regained by flying warm-ups. Proficiency is regained by reflighting applicable T&R Manual sorties.

1. Warm-ups. Crew members shall fly warm-ups as indicated when no flight has occurred during the specified time frame.

a. 1-15 days: No action required.

b. 16-30 days: Fly a day (or night) warm-up with another like-qualified crew member. Delinquent pilots cannot sign for an aircraft at night.

c. 31+ days: Fly a minimum of 1 day (1.0 hours) and 1 night warm-up (1.0 hours) with an appropriate instructor, conducting at least one SAR evolution. The SAR OIC may direct additional training as required.

d. NVD's: IAW references (i) and (j) and chapter 9.

2. Mission Readiness Percentage (MRP). MRP measures currency, and SAR crew members should maintain the MRP's in accordance with the references (i) and (j). Delinquent sorties shall be flown with a designated instructor.

3. Rappelling, Hoisting and Short Hauls. Crewmembers shall maintain their currency in accordance with reference (i).

4007. COURSE RULES. All course rules applicable to SAR are contained in reference (1). Crewmen shall be intimately familiar with the instructions therein.

4008. WEATHER. SAR aircraft will not launch VFR when current weather is less than 500/1 during daylight hours or 1000/3 during the hours of darkness. SAR aircraft will not be flown in IMC without two qualified SAR pilots on board. All training flights shall be flown in VMC with the exception of instrument training flights. IFR flight is authorized during actual missions if it is possible to reach VMC at the rescue scene.

4009. LOCAL FLYING AREA. Duty SAR aircraft undergoing training flights will not normally be flown beyond **35NM** from MCAS Yuma unless so directed by the SAR OIC or higher authority. The stand-by aircraft utilized for FRAGS or training of non-duty crew members shall not exceed **100NM** from MCAS Yuma.

4010. FUNCTIONAL CHECK FLIGHT (FCF). FCF's shall be conducted in accordance with current editions of 4790.2, StaO 4790.2 and references (d) and (f). Ground turns during the hours of darkness are authorized.



SOP FOR SEARCH AND RESCUE

CHAPTER 5

TRAINING

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# SOP FOR SEARCH AND RESCUE

## CHAPTER 5

### TRAINING

5000. GENERAL. Initial SAR training is conducted for the purpose of familiarizing new SAR aircrewmembers with procedures and techniques which are distinctly different from those practiced in tactical squadrons. Upon completion of initial training, all aircrew will continuously train to refine and reinforce the skills learned in their initial training.

#### 5001. SYLLABUS

1. Basic. Chapters 13 through 15 of reference (i) provide the core for SAR's initial and continued training. References (e) and (h) provide further guidance and an evaluation program. The requirements, set forth in reference (i), should be considered the minimum requirement. In some cases, further training may be desirable to master necessary skills. Sorties may be repeated as necessary to qualify a trainee.

2. Failure To Qualify. If a trainee cannot qualify within a reasonable time (normally 6 months), the Commanding Officer may convene a Field Flight Performance Board (FFPB) to evaluate progress and potential.

#### 3. Records

a. The SAR NCOIC will maintain temporary training jackets for all aircrewmembers undergoing training. Upon completion of training, the SAR NCOIC will submit all ATF's to the NATOPS Officer and Base Operations for inclusion into the appropriate training jacket. The NATOPS Officer will update the student's NATOPS jacket and ensure all designation letters are completed in a timely fashion. Base Operations personnel will file the ATF's in the student's Aviation Performance Record.

b. Instructors shall complete an ATF for each syllabus flight and place the completed ATF in the appropriate student's temporary training jacket.

c. Draft copies of annual evaluations will be forwarded to the NATOPS Officer. It is the responsibility of both the evaluator and student to sign the final document in a timely manner. The NATOPS Officer will ensure final completion of all documents.

d. Formal school certifications will be brought to the NATOPS Officer by the individual concerned.

#### 4. Schools

a. Reference (h) discusses the necessity of all SAR pilots to attending an approved SAR School. In the event a pilot arrives without having attended this school, he shall attend as soon as possible. This requirement may be waived by the Station Commanding Officer.

b. Upon completion of rappel training, IFMTs may be designated as Helicopter Inland Rescue Aircrewmembers (HIRA). Per ref (e), IFMTs shall attend the Navy Rappelling Course before conducting local rappel training. In the event they have not completed this course before arrival at MCAS Yuma, they may only finish the non-rappel portion of the syllabus. Without rappel training, corpsmen can only qualify as IFMTs.

5002. TRAINING

1. Prerequisites. Search and Rescue is a demanding mission that requires mature, level headed crewmen. Specific prerequisites for each crew position are addressed in the T&R Manual.

a. Pilots must be second tour aviators, currently qualified, or refreshed in the UH-1N. A current instrument card is required before standing SAR duty. Pilots will be designated as SAR Helicopter Second Pilot (H2P) or a SAR HACs upon successful completion of required training.

b. Crew chiefs should be NATOPS qualified in the UH-1N, and be CPR and first aid qualified before SAR training begins. Upon successful completion of the syllabus, a crew chief will be designated as a SAR Crew Chief.

c. Corpsmen must be a Nationally Registered EMT-B, CPR qualified, IV certified and graduate Naval Aircrew Candidate School (NACCS) training, to include basic rappel training at HC-3. Upon successful completion of local IFMT syllabus and HH-1N NATOPS qualification, corpsmen may apply for NEC 8401 and aircrew wings. They will be HH-1N qualified and designated by the CO as an IFMT/HIRA.

2. Lesson Plans. Specific procedures for each rescue technique, voice procedures, hospital information, communications, and more are included in lesson plans covered during initial ground training. The lesson plans are updated as required and are valuable aids for review and presentation.

3. Continued Training. After initial qualification, crewmembers must maintain currency. Flying practice missions, continued reading, periodic ground training, annual evaluations, etc., all serve to keep crewmembers proficient. Continuous training in any form is highly desired.

a. References (e) and (h) require SAR ground training to be conducted quarterly. Crew members receiving initial training will complete these requirements as a part of the required reading syllabus. Refresher training will be completed as outlined below.

b. As a minimum the following subjects shall be reviewed annually. Subjects denoted by an "\*" will be reviewed biannually:

*Search Planning	Rescue Methods
*Search Patterns	SAR Brief
*CASP, NAVSAR, and MCSSP	First Aid
*SAR Equipment	SAR Mission Procedures
*SAR Publications and Directives	Local Areas and Agencies
*Responsibilities of SC, SMC, OSC, SRU	SAR/Airfield SOP
*Local Fam and Course Rules	SAR Reports
*Climatology and Terrain	Map Reading
*SAR Organization and Responsibilities	Hand Signals
NVG Operations and Regulations	GPS Usage
IFMT Deployment and Recovery	Helicopter Approaches
Airspace Review/Orientation	

c. During monthly SAR training one or more subjects from the list above will be reviewed. Additionally, monthly SAR quizzes will be completed by all crew members. The SAR NCOIC shall prepare monthly quizzes and assist the SAR OIC in coordinating training periods.

#### 4. Crews

a. Extra Personnel. Non-aircrew shall not be aboard the aircraft during technical rescue training. The HAC should exercise care with regard to the number of passengers and the nature of training to be conducted. Other flight evolutions where passengers are prohibited are discussed in Chapter 3.

b. Crewmembers In Training. During hoist and short hauls operations, only one crew position may be occupied by a trainee. For example, if a pilot under training is conducting the maneuver, both the crew chief and rescue aircrewman must be fully qualified. More than one trainee may fly, but only one may participate at a time. This provision may be waived by the SAR OIC on a case-by-case basis during final stages of training. Trainees shall be under the supervision of an appropriately qualified instructor at all times.

5003. TRAINING AREAS. Numerous areas are available for realistic training. All CAL sites and landing zones are approved for use except those within protected areas. Pilots should carefully consider all factors affecting aircraft and crew performance before using an area for technical rescue training. An area which is completely suitable one day may be unsuitable the next due to wind, DA, sun angle, aircrew currency, etc. Areas used for stokes maneuvers and short hauls must be selected carefully, and should afford a nearby area which is level and suitable for landing in the event of engine failure or other emergencies.

#### 5004. INSTRUCTORS.

1. NATOPS Instructor. NATOPS instructors and assistants must be mature, experienced aircrewmen, well acquainted with UH-1N NATOPS procedures. They shall be designated in writing by the CO. Only NATOPS Instructors shall conduct initial and annual evaluation flights.

2. SAR Instructor. SAR Instructors must be mature and very familiar with SAR techniques and procedures. They shall complete the appropriate Instructor Under Training (IUT) syllabus and be designated in writing by the CO. IFMT/HIRA SAR Instructors will also be designated Rappel Standardization Instructors.

3. Rappel Standardization Instructor. In addition to IUT training, an IFMT/HIRAs must have completed 30 rappels and 10 short hauls to be a qualified rappel instructor per ref (e).

5005. REALISTIC TRAINING. The very nature of the Search and Rescue mission demands continuous, realistic training. However, this must be tempered with good judgment to afford a sensible margin of safety. Realistic training may be accomplished without placing the aircraft and crew in extreme situations. Training areas and procedures defined by this order allow for quality training that will allow all SAR aircrew to develop and maintain a high level of proficiency.

5006. SAR ASSIST VISITS. Per reference (h), SAR units will conduct assist visits to tactical helicopter squadrons. Such visits shall be conducted IAW the reference.

5007. TRAINING WITH LOCAL CIVIL AGENCIES. CMC (ASM/PA) may authorize MCAS Yuma SAR to conduct bonafide SAR training at off base locations with local civil agencies. Approval for such training may be granted locally given CMC authorization and compliance with the criteria outlined below. Other public demonstrations and static displays must be approved by CMC (PA) as outlined in current directives.

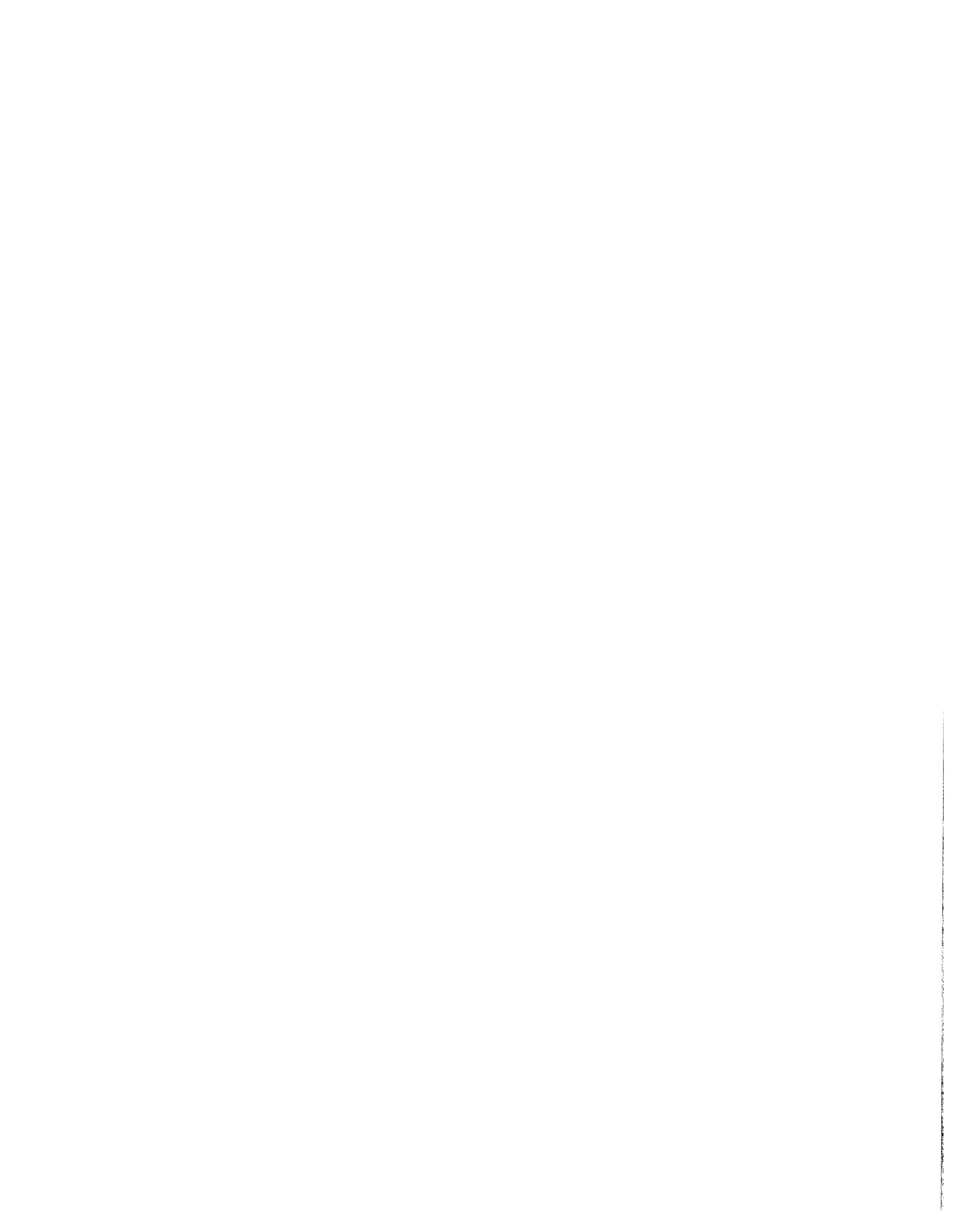
1. Training will familiarize local civil agencies with SAR procedures and capabilities.
2. Training must not be open to the general public and non-DOD personnel must not be flown or embarked on aircraft with the intent to fly.
3. Training sites must be selected to comply with applicable FAA and OPNAV regulations and must minimize any community concerns.
4. Training may include a static display while exchanging information, and a demonstration of hoisting and rappel techniques locally referred to as the standard Stokes Maneuver. Short hauls, double hoists, live victims in the stokes litter, and other SAR procedures shall not be demonstrated.

SOP FOR SEARCH AND RESCUE

CHAPTER 6

DUTY CREW PROCEDURES

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# SOP FOR SEARCH AND RESCUE

## CHAPTER 6

### DUTY CREW PROCEDURES

6000. GENERAL. The purpose of duty crew procedures is to ensure safe, mission ready aircraft and crews that are ready to launch within required time constraints. The duty SAR HAC shall ensure that the entire duty crew adheres closely to the procedures set forth.

#### 6001. AIRCRAFT

##### 1. Duty

a. The duty aircraft shall have current daily and turnaround inspections and be preflighted and ready prior to commencing duty.

b. Appendix I contains a list of normal equipment carried in the duty aircraft. All equipment shall be operable. Faulty equipment shall be replaced immediately.

c. Appendices F, G, and H contain a list of normal responsibilities while on duty. Crew members will adhere to these responsibilities, however, are not limited to the duties in the enclosure.

##### 2. Backup

a. The backup aircraft shall have a current daily and turnaround, be preflighted and ready prior to commencing duty as the standby aircraft during all 10 minute Alert Status periods.

b. The backup shall be similarly configured as the duty aircraft. Any shortages in SAR equipment shall be made known to the senior corpsman and duty crewchief.

#### 6002. ALERT STATUS

1. Setting Alert Status. Chapter 4 discusses SAR alert status. The duty HAC shall consult all daily flight schedules to ensure the proper alert status is set.

2. Phone Watch. Phones, radios, and the crash net should be monitored continuously during 10-minute alert status. While the duty aircraft is airborne, maintenance personnel should be within hearing distance of the crash phone and should make every effort to answer it. The duty phone shall be answered by maintenance control whenever the duty aircraft is flying.

6003. PAGERS. All duty crewmen shall carry pagers when on alert. Pagers shall be checked for proper operation prior to assuming duty.

6004. IFR CONDITIONS. If IFR conditions exist, or are forecast, the duty HAC shall ensure the immediate availability of a SAR qualified copilot, or recall the opposite shift HAC.

6005. SAR BACKUP1. If The Duty Goes Down

a. If the duty aircraft goes down, the crew shall immediately transfer necessary equipment to the backup aircraft and bring it to duty status. Notify maintenance so work can begin on the down aircraft.

b. If the backup aircraft goes down, or if there is no backup available, the Operations Officer shall be notified immediately. He should be briefed on the nature and duration of the problem and reminded to alert **THIRD MAW/COMCABWEST**. The SAR OIC shall update the Operations Officer as required. If for any reason the SAR OIC is unavailable, the Maintenance Chief shall make liaison with the Operations Officer.

2. If The Duty Aircraft Is Committed Beyond 35 NM

a. If the duty aircraft and crew are required to fly further than 35 NM from MCAS Yuma for an extended period of time, they will not be able to adequately perform their primary mission. The duty HAC shall notify Base Operations via radio and Flight Clearance personnel will contact the backup crew to stand duty until the primary aircraft returns. Back-up coverage is not a requirement; however, a back-up crew will be placed on alert whenever aircraft status and manning levels allow.

b. If the mission is preplanned, a backup aircraft and crew shall assume SAR standby before the duty departs.

6006. FUEL RESERVE. Training flights in the duty aircraft during 10 minute alert should be planned to terminate at a fuel stop with no less than 300 pounds of fuel. Consideration should be given to conserving the auxiliary bag whenever possible in order to expedite refueling when needed. The hot pits may or may not be readily available to expedite refueling.

6007. DUTY CREW TURNOVER1. Morning Crew

a. Unless a mission is being continued, little or no turnover is required from the PM crew. Either a note or a phone call the night prior will generally be sufficient. Turnover normally occurs at 0700 or sunrise, whichever occurs first.

b. If a mission is to be continued the next day, the off-going HAC shall personally brief the oncoming HAC as soon as possible. Other crewmembers may desire to brief their reliefs as well.

2. PM Crew. The morning crewmembers shall personally brief their reliefs. The aircraft condition and pending situations should be briefed as a minimum. Turnover normally occurs at 1400 with the PM crew arriving at 1330.

3. Weekend/Holiday Crew. Turnover briefs between AM and PM crews are not required on weekends or holidays. However, any pertinent information should be relayed to the standby crew.

4. Duty Crew Personal Emergencies. Duty Crew members involved in family emergencies or incidents beyond their control, will coordinate their replacements in a timely manner and as soon as possible. At a minimum, the SAR OIC, SAR HAC, Duty Crew, and Operations Duty Clerk will be notified of personnel changes. Unless a member's personal emergency is of a critical nature (i.e. life threatening), he will not be released from duty crew responsibilities until he has been properly replaced by an alternate. Due to the time involved to replace duty crew members and the time criticality of response during actual alerts, duty crew members will not be released from their responsibilities once they become notified of an actual unless a replacement has already been identified and notified of the actual alert.



SOP FOR SEARCH AND RESCUE

CHAPTER 7

MISSION PROCEDURES

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# SOP FOR SEARCH AND RESCUE

## CHAPTER 7

### MISSION PROCEDURES

7000. GENERAL. Search and Rescue mission can be divided into five stages: (1) Awareness, (2) Initial Action, (3) Planning, (4) Operations and (5) Mission Conclusion. The SAR TACAID contains detailed checklists for each stage. The SAR TACAID is carried in the duty aircraft, and a copy is available for study in the ready room.

#### 7001. AWARENESS STAGE

1. The awareness stage begins when the base operations duty becomes aware of a potential or actual emergency situation. The person receiving the initial information records and relays data to notify the SAR system, including the AFRCC. The SAR Mission Coordinator is usually designated by the end of this stage. Requests for SAR activation that are received from any source shall be referred to base operations. The Ops clerk shall act in accordance with Appendix J.

2. SAR HAC Actions during Awareness Stage. On receiving the alert, the duty SAR HAC is responsible for ensuring that the operations duty clerk is proceeding properly with the SAR Recall Checklist. He shall ensure mission approval has been granted in accordance with chapter 1 and the proper duty crew is recalled.

a. Ten Minute ALERT. The HAC will ensure that all crew members have been alerted and assembled and will ensure that the operations duty is contacted.

b. Thirty Minute STANDBY. The HAC will contact the operations duty via telephone to confirm receipt of beeper alert and to ensure proper completion of the SAR Recall Checklist. He will then proceed to the ready room to begin the planning stage.

3. Duty Co-Pilot, Crew Chief and IFMT Actions During Awareness Stage. On receiving the alert, each duty crewman is responsible for ensuring the duty SAR HAC has been alerted. Their actions will depend on the alert status: 10 minute or 30 minute standby.

a. Ten Minute ALERT. Each duty crewman shall proceed to the ready room and confirm that the entire duty crew is present. They will proceed to the planning stage or as directed by the SAR HAC.

b. Thirty Minute STANDBY. Each duty crewman shall contact the operations duty to acknowledge receipt of the beeper alert and to ensure that the SAR HAC has been alerted. They will then proceed to the ready room to begin the planning stage while awaiting the assembly of the crew.

7002. INITIAL ACTION STAGE. The initial action stage begins as SAR units evaluate the incident from the data received and classify the incident's emergency phases as Uncertainty, Alert or Distress. Preliminary and Extended Communications checks are conducted, and area SAR facilities are alerted as necessary.

1. Briefing. The HAC shall ensure that the crew is briefed as necessary for the safe completion of the mission, to include at the minimum the NATOPS brief. The brief shall be updated as more information becomes available throughout the flight.
2. Launching. The HAC shall ensure that base operations is notified of the launch time. During field hours, expeditious handling can be requested from ATC.
  - a. For actual missions Tower/ATC can be expected to furnish expeditious handling to SAR aircraft, however, they **will not** place other aircraft in danger.
  - b. Expeditious handling shall not be used as a license to flathat, or perform any unauthorized maneuver. The safety of the aircraft and crew shall be the HAC's first priority.
3. Transiting To The Scene. Time and information available will determine what can be accomplished enroute. The HAC shall ensure that a chronological log of significant events is kept. If possible, the HAC should contact the requesting agency or on-scene personnel via radio to receive updated information and to provide an ETA. The crew may prepare the aircraft and equipment for the expected rescue method. If the SAR aircraft is likely to be the first on scene, the HAC should review the on scene commander's requirements.
4. Searching. Search patterns are discussed at length in the SAR TACAID.
  - a. On-Scene Commander (OSC). During the search, it is possible that the SAR aircraft may be the first on scene, in which case the HAC should declare himself On-Scene Commander. The HAC should pass OSC to another qualified unit as soon as possible so that the helicopter can be free to conduct the actual rescue.
  - b. Embarking Civilian Personnel. It may be necessary to transport ground search units, embark a local observer (terrain knowledge), preload a doctor or paramedic, or otherwise carry civil personnel. Reference (d) gives the pilot in command authorization to embark civilian personnel and equipment when required for the successful prosecution of a SAR, medevac, or disaster relief mission, **but only when there is no practical means of receiving such authorization from competent authority**. In such a case, appropriate authority must be notified as soon as possible after the fact.
  - c. Suspension Of Search. At some point, it may become necessary to suspend the search. The HAC must make the decision whether reasonable efforts have been made in light of the current circumstances. Factors in the decision include, but are not limited to: probability of detection, weather, elapsed time, and available assets. The HAC should notify the Station Operations Officer as soon as possible whenever any search of military personnel is terminated.
5. Rescue. Once the victim is located, the crew shall mark the spot if necessary and decide on the type of rescue to be performed. The most expeditious method is to land at the scene. If landing is not practical, one-skid landing, rappel, hoist, and short-haul evolutions should be considered. These techniques are discussed in separate documents. Rescues over water should be given special attention before executing.
6. Transporting The Victim. Rescued victims in all cases should be transported to a medical facility for evaluation and treatment. **Aviators who have ejected must be taken to a hospital**. In the local area, the primary destination for victims is Yuma Regional Medical Center, unless the HAC decides there is an overriding reason to go to another facility. Outside the local area, the victim shall be transported as

directed by competent medical authority. Victims who are declared dead at the scene shall not be removed from the scene without specific approval from the local coroner, AMB member **and** the MCAS Yuma Operations Officer or SAR OIC. (No specific approval is required for deceased military personnel if coroner and AMB release the body and HAC determines that helicopter transportation is in the best interest of all concerned.). Reference (a) applies.

7005. MISSION CONCLUSION. When the victim is safely delivered to a medical facility, the urgent portion of the mission is usually complete. Returning personnel, equipment, and reaching home field must not become so pressing that unnecessary risks are taken. The HAC shall exercise extreme caution in this regard.

a. Victim Information. The IFMT shall ensure appendices D and E are completed for each victim whenever possible.

b. Personnel and Equipment. When critical to the mission, paramedics, doctors, or others may be transported. The HAC shall exercise caution and good judgment to decide when and where to transport these personnel. Due consideration shall be given to weather, crew fatigue, and risk versus benefit.

c. Rescue Report. The SAR OIC shall ensure that a rescue report, appendix D, is submitted whenever the SAR aircraft is launched on a mission, regardless of the outcome. The mission crew shall discuss the rescue report during debrief with the SAR HAC providing pertinent information to the SAR crewchief for inclusion into the rescue report. The mission crewchief shall submit the completed rescue report to the SAR OIC not later than one working day after the mission. After it has been signed by the SAR OIC, a copy will be faxed to Base Operations by the crewchief or corpsman. Base Operations is responsible for forwarding this document to the Commanding Officer. However, this does not alleviate the mission commander from informing the chain of command of rescue particulars upon return. A SAR file copy shall be kept, along with related medical reports, newspaper articles, awards, etc. Rescue reports are considered privileged information and shall not be released to and individual without the approval of the Station Commander. All news media statements must be cleared through the JPAO.

d. Medical Rescue Report. The SAR OIC shall ensure that a medical rescue report (appendix E) is submitted whenever the SAR crew is involved with patient care. Medical rescue reports are considered privileged information and shall not be released to any individual without the approval of the Station Commander. All news media statements must be cleared through the Joint Public Affairs Officer (JPAO).

SOP FOR SEARCH AND RESCUE

CHAPTER 8

MEDICAL

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## SOP FOR SEARCH AND RESCUE

### CHAPTER 8

#### MEDICAL

8000. GENERAL. Medical procedures are covered in other publications, lesson plans, and directives. BUMED sets overall policy and procedures. Branch Medical Clinic, MCAS, Yuma conducts periodic qualification, update, and refresher training for corpsmen assigned to the SAR Division.

8001. CORPSMEN. Corpsmen assigned to SAR must be EMT and IV qualified at a minimum. They are trained in rescue techniques and qualify not only as an IFMT, but also as a rescue aircrewman. The corpsman can provide medical care to the level of training which they have received. In many cases, the level of care they can provide will exceed the normal definition of an EMT. Corpsmen shall be guided by applicable naval medical directives in this respect.

8002. EQUIPMENT AND SUPPLIES. Medical equipment and supplies authorized or recommended for use by SAR units are outlined in reference (b). Branch Medical Clinic, MCAS, Yuma maintains and replaces equipment and supplies after initial procurement by MCAS Yuma.

8003. MEDICAL REPORTS. A medical report shall be attached to each rescue report whenever a patient/survivor is treated and/or transported. (Appendix E).



SOP FOR SEARCH AND RESCUE

CHAPTER 9

NVD SOP

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## SOP FOR SEARCH AND RESCUE

### CHAPTER 9

#### NVD SOP

9000. INTRODUCTION. SAR missions during periods of darkness are seriously degraded due to a lack of adequate visual cues and reference points. Limited aircraft light systems, lack of ambient illumination, and multiple hazards associated with the local mountainous desert terrain, combine to significantly reduce the effectiveness of a search at night while increasing aircrew risk exposure. The incorporation of Night Vision Devices (NVD's) into night SAR missions serves not only to increase aircrew situational awareness, but also to enable MCAS Yuma SAR to serve in an enhanced state of readiness.

1. The guidelines for Night Vision Device (NVD) flight training and usage are outlined in the T&R manual, MAWTS-1 Course Catalog, and this section. The conduct of a safe and efficient NVD program necessitates strict adherence to these guidelines.
2. NVD usage during actual SAR missions will be at the discretion of the aircraft commander and is permissible only when all requisite criteria have been met. NVD training flights will only be conducted when specifically approved and directed by the Commanding Officer via the daily flight schedule.

9001. POLICIES. The policies listed herein are an accumulation of those regulations put forth in the MAWTS program and the T&R manual.

1. The HAC must have flown once in the prior 15 day period to sign for an aircraft for night flight.
2. Minimum crew:
  - a. HAC/H2P: NSQ/NSSI qualified.
  - b. One Crew Chief: NSQ/NSSI qualified.
  - c. One IFMT/Qualified Observer: NSQ/NSSI qualified.
3. All Aircrew will wear AN/ANVIS-6 NVG's and utilize the eye lane as appropriate.
4. All aircrew flying NVG High Light Level (HLL) or Low Light Level (LLL) will fly with an NSSI unless the Commanding Officer has designated both pilots NSQ HLL.
5. Night Terrain Flight is not authorized.
6. Aircrew shall carry an operational standard issue flashlight with NVG compatible blue glass lens on all NVD flights.
7. Aircraft Lighting: Anti-collision light on with navigational lights set to the highest intensity consistent with NVG compatibility. During hover or landing, the anti-collision light may be turned off if it poses a hazard.
8. For all NVG operations, aircraft shall have an operational search/landing light. IR covers shall not be installed.
9. For initial/refresher training, aircrew shall be NSQ HLL proficient/current prior to flying in LLL conditions.

10. HLL flight with passengers embarked is authorized in VMC conditions subject to the following:

a. All aircrew NSQ HLL are current with one hour NVG flight time in the past 15 days.

b. Pilots have at least 25 NVG flight hours and be designated in writing by the Commanding Officer with an appropriate NATOPS jacket entry stating their qualification to carry passengers.

11. LLL flight with passengers embarked are authorized in VMC conditions subject to the following:

a. All aircrew NSQ LLL are current with one hour NVG flight time in the past 15 days.

b. Pilots have at least 35 total NVG flight hours (10 of which are under LLL conditions) and be designated in writing by the Commanding Officer with an appropriate NATOPS jacket entry stating their qualification to carry passengers.

c. Crew Chief/IMFT's shall have 10 hours of NVG LLL flight hours.

12. Rappels, hoist, and short hauls shall not be conducted while any crew member is using NVD's.

13. The NVD briefing guide contained in the UH/HH-1N Pilot Pocket Checklist shall be utilized prior to all NVD flights.

14. Nonessential crew members **shall not** be carried during NVD training flights.

15. Goggle/degoggle procedures shall be accomplished in accordance with procedures outlined in the MAWTS NVD manual and/or as briefed.

## 9002. NVD TRAINING

### 1. Ground Training

a. To satisfy the academic requirements for NSQ/NSSI designations, the PUI or IUT must refer to the T&R manual and the MAWTS course catalog. Successful completion of applicable courses taught by qualified instructors will ensure adequate preparation for the flight portion. Once qualified, periodic classes will be given to promote currency and standardization.

b. NVD Source Materials. To aid in preparation for NVD flights the following publications are available: UH-1N TAC Manual, the NVD portion of the WTI take-home package, AH-1 TAC Manual, UH-1 NVD Maneuver Description Guide, and the MAWTS NVD Manual.

c. All aircrew will have documented a night lab prior to beginning the flight phase of their NVD training. Aircrew who arrive NVD current may have this requirement waived by the SAR OIC.

2. Initial Qualification. Typically, both pilots and crew chiefs will be NSQ qualified prior to arriving at SAR. In this case, aircrew will only be required to successfully complete the specified NVG refresher syllabus flights to regain their NSQ qualification. Otherwise, aircrew will complete the appropriate syllabus. Reference (i) applies.

3. Instructor Designation. Prerequisites for NSSI designation for pilots and crew chiefs are both NSQ and SAR instructor designations. Pilots and crew chiefs with NSI designations may be designated NSSI by the Commanding Officer upon completion of the SAR syllabus, as delineated in MAWTS-1 Course Catalog, chapter 13. The instructor for all NVD IUT flights will be a MAWTS-1 certified Night Systems Instructor (NSI) or Night Systems SAR Instructor (NSSI).

9003. NVD USAGE DURING ACTUAL SAR MISSIONS. NVD operations are authorized at the discretion of the SAR HAC as long as all crew members are current for existing light conditions.

9004. CURRENCY. After 30 days, pilots shall regain currency by flying with a 30 day current PQM, preferably an NVD instructor. If a 30 day current pilot is not available, two non-current instructors may fly together in order to regain their currency.

9005. FLIGHT SCHEDULING AND RECORD KEEPING

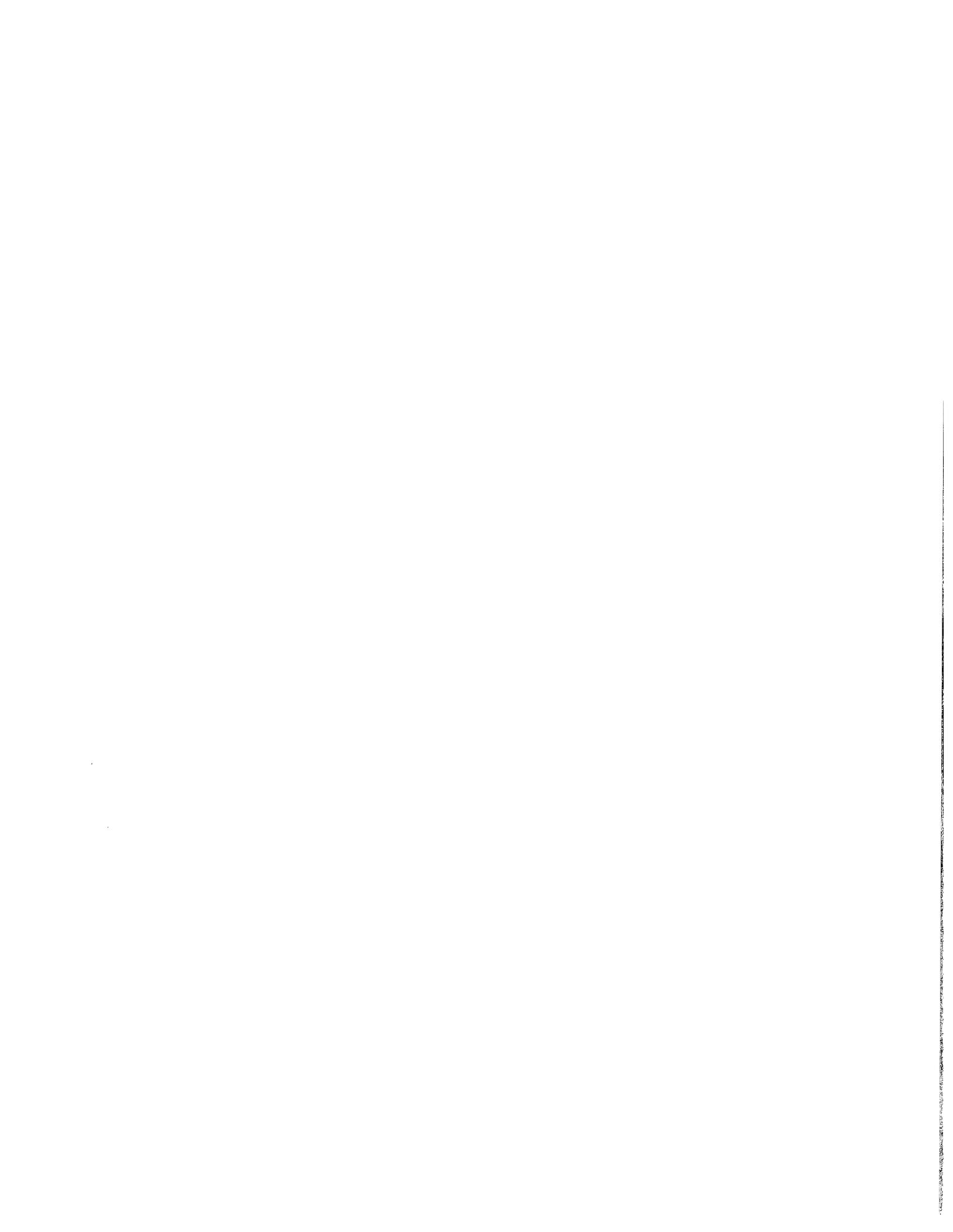
1. Night training events should be used for NVG training as much as possible.
2. NVD flight time will be logged in the weapons proficiency and Misc data 1 and 2 sections of the NAVFLIR on NALCOMIS. Flight times will be recorded in the adjacent blocks. Applicable Miscellaneous Data Codes are N1 HLL and 11 LLL.
3. Annotations will also be made as to how much total NVG time HLL or LLL NVG time was flown in the following columns of the Aviators Flight Logbook. NVG time is logged as TOTAL NVG TIME over LLL NVG TIME.

Pilots.....In the "Special Crew Time" column  
Crew Chiefs.....annotated in the "Night Time" column

9006. AIRCRAFT AND PERSONAL EQUIPMENT. NVD flight will be conducted only after the installation of an approved blue light kit. NVG compatible chem sticks are authorized.

9007. SAFETY

1. Hazard maps. Pilots should be thoroughly familiarized with any obstacles that exist in the local operating area. A master hazard map will be maintained in the SAR ready room. All SAR qualified aircrew are intimately familiar with the hazards in the local area by virtue of their training and experience. However, for flights outside of the local area, the HAC must review current publications to determine hazards in his area of operation.
2. Weather. NVD operations will not be conducted during IMC conditions; prevailing weather shall be at least **1000' ceiling and 3 miles visibility**. Inadvertent IMC, or "brownout", in the LZ is always possible and shall be briefed.
3. Comfort Level. NVD operations are inherently demanding by nature. Aircrew must be familiar with both the benefits and limitations of NVD use. Particular attention to the comfort level concept is vital in promoting crew coordination, safety, and mission success.



## SOP FOR SEARCH AND RESCUE

### APPENDIX A

#### SAR DIRECTIVES AND REFERENCE MATERIAL

The following directives and references contain material which may be useful in training for and carrying out SAR missions.

- A. OPNAVINST 3130.6A Naval Search And Rescue (SAR) Standardization Program. Establishes procedures and policy for SAR training and evaluation programs. Very similar to MCO 3130.2.
- B. OPNAVINST 3710.7Q NATOPS General Flight And Operating Instructions. Provides overall guidance and procedures for administration of the NATOPS program. Complements individual aircraft NATOPS manuals.
- C. NAVMEDCOMINST 1510.5A Search And Rescue (SAR) Medical Technician (HM-8294) Currency And Training Program. Establishes curriculum for training corpsmen to be search and rescue medical technicians. Basically incorporated in the T&R Manual, this directive is more specific regarding actual medical requirements.
- D. NAVMEDCOMINST 6780.1 First Aid Kits For Aircraft And Flight Personnel. Establishes which items in the SAR Level A/B Medical Kits will be restocked by the local medical activity.
- E. ATP-10(C) NATO Search And Rescue Manual. Establishes NATO/ICAO search and rescue procedures to be followed by all United States agencies. Similar to JCS 3-50 but covers international concerns. MICROFICHE.
- F. Joint Pub 3-50: Vol I: National Search and Rescue Manual. Implements the national SAR Plan and sets broad guidelines for search and rescue operations in the United States and its territories.
- G. Joint Pub 3-50.1: Joint Pub 3-50 Vol II, Planning Handbook.
- H. Joint Pub 3-50.2: Doctrine for Joint Combat Search and Rescue.
- I. NWP 3-50.1 Navy Search And Rescue Manual. Provides guidance, procedures and techniques for Naval search and rescue units. Contains equipment lists, SAR reporting procedures, and other material required to successfully execute search and rescue operations.
- J. NWP 55-8-SAR (Rev B) Navy Search And Rescue Tactical Information Document (SAR TACAID). Pocket checklist useful in calculating datum, drift, and other information required during extended search and rescue operations.
- K. NWP 19-2 (Rev A) Combat Search and Rescue Manual. MICROFICHE.
- L. NAVAIR 01-110HCE-1 NATOPS Flight Manual (UH-1N). Contains standardized procedures for operating the UH-1N helicopter.
- M. NAVAIR 01-110HCE-1B NATOPS Pilot's Pocket Checklist (UH-1N). A pocket checklist containing operational and emergency information for use in flight by pilots flying the UH-1N helicopter.

## SOP FOR SEARCH AND RESCUE

- O. ARS OPLAN 9506 Inland Search And Rescue. Contains basic guidance for conducting search and rescue operations in the Inland Region, and how to use the RCC at Langley AFB.
- P. NAVMEDCOMSWREGINST 6320.6 Transfer Of Active Duty Patients From Non-Federal Medical Facilities. Guidelines for medical authorities regarding hospital transfers of military patients by air. Ground is designated as the primary method.
- Q. PACAREAINST 16110.1R SAR Facilities Within The Pacific Maritime Region. A Coast Guard directive listing SAR facilities located in the Pacific Maritime Region. Those facilities on the coast are also in the Inland Region.
- R. MCO 3130.2 Sop For Search And Rescue Station Search and Rescue (SAR) Units and Helicopter SAR Crewman Evaluation and Training Program. Establishes Marine Corps policy for SAR units. Also establishes evaluation and assist visit programs.
- S. MCO P3500.14E Aviation Training and Readiness Manual, Volume 1, Administration (T&R Manual, Vol 1). Contains procedures for conducting T&R conferences and establishes general training requirements for aircrew members.
- T. MCO P3500.17A Aviation Training and Readiness Manual, Volume 4, Support and Administrative Aircraft (T&R Manual, Vol 4). Contains the training requirements for UH-1N (SAR) crew members (chap 13-15).
- U. MCO 4630.16B Air Transportation Eligibility. Chapter 11 establishes procedures for transporting patients and non-medical personnel on DOD aircraft. Authorizes immediate transfer of any person in danger of life, limb or sight. Requires use of DD Form 1381 to release government from liability when carrying civilians.
- V. ABO 3130.2F COMCABWEST Search And Rescue Plan. Establishes SAR guidelines for MCAS El Toro and MCAS Yuma.
- W. StaO 3130.3 Standard Operating Procedures for Search and Rescue. MCAS Yuma SAR SOP.
- X. StaO P3710.4G MCAS Yuma Airfield Operations Manual. Contains aircraft operating procedures for the MCAS Yuma area including specific helicopter procedures for SAR.

## SOP FOR SEARCH AND RESCUE

### APPENDIX B

#### TERMS, DEFINITIONS AND ABBREVIATIONS

The following terms, definitions and abbreviations are used frequently by the SAR Division. Other SAR terms may be found in NWP 55-8-SAR (SAR TACAID).

1. Air Force Rescue Coordination Center (AFRCC). The RCC established at Langley AFB, Virginia to control the Inland Region.
2. Emergency Medical Technician (EMT). For purposes of SAR, a Navy corpsman (HM) with emergency medical training. There are three levels:
  - a. EMT-1A: HM with standard emergency medical training. Normal SAR HM level.
  - b. EMT-I: HM with intermediate and advanced life support training such as cardiac, shock-trauma, defibrillator or critical care.
  - c. EMT-P: HM with paramedic training.
3. Field Flight Performance Board (FFPB). A board convened by the Commanding General to investigate and make recommendations concerning the status of any aircrew member.
4. Helicopter Aircraft Commander (HAC). A pilot qualified to command a dual piloted helicopter. All SAR pilots are referred to as HAC's whether flying single or dual pilot.
5. Helicopter Inland Rescue Aircrewman. A IFMT who has completed all Transmitter/Receiver (T&R) requirements, to include rappelling.
6. In Flight Medical Technician (IFMT). A Navy corpsman who has gone through aircrew school and crews a SAR aircraft. He is usually EMT qualified, but does not take an active part in the rescue until the victim is aboard the aircraft.
7. Local Flights. Flights which originate and terminate at MCAS Yuma on the same day (or during a single open field period), and which remain within the area defined in StaO P3710.4.
8. Mission Readiness Percentage (MRP). A method used in conjunction with the T&R Manual to measure a crewman's proficiency.
9. On-scene Commander (OSC). The individual designated by the SMC for coordinating and controlling a specific SAR mission. Often the OSC will be the first aircraft on the scene for flight mishaps. For military aircraft mishaps the SAR aircraft will assume OSC if no other appropriate military authority is available.
10. Rescue Aircrewman (RA). A crewman trained in rescue techniques. MCAS YUMA SAR uses corpsmen as RA. In addition to EMT and other medical training the RA is rappel and short haul qualified.
11. Rescue Coordination Center (RCC). The command post established by the SC to coordinate and control SAR operations within a given Search and Rescue Region (SRR).
12. Rescue Sub-Center (RSC). Established by the SC when effective command and control cannot be exercised from the normal RCC.

SOP FOR SEARCH AND RESCUE

13. Response Status. Refers to the time between receiving an "alert" and being "prepared to launch".

14. Search And Rescue (SAR). The use of available resources to assist persons and property in potential or actual distress.

15. SAR Coordinator (SC). An individual/agency responsible for SAR organization within a given area. MCAS Yuma is an SC and El Toro AC/S, G-3 may be considered an SC.

16. SAR Mission Coordinator (SMC). An official designated for coordinating and directing a specific SAR mission. The AFRCC at Langley AFB, Virginia is the overall SMC for the Inland Region. Normally, the Airfield Operations Officer acts as the local SMC for military missions within the local area of responsibility.

17. Search and Rescue Region (SRR). A geographic area defined in the National SAR Manual. May also be referred to as a SAR Area. MCAS Yuma lies in the Inland SSR.

18. Search and Rescue Unit (SRU). The unit or vehicle that is participating in the search, rescue, or similar operation during a SAR mission.

19. Short Haul. A rescue technique using the rappel rope and a belay system to "external" a victim. It may be particularly useful for vertical face rescues, or when the hoist is inoperative.

20. Stokes Maneuver. A rescue technique combining a rappel to the scene followed by hoisting the victim and rescue aircrewman into the aircraft.

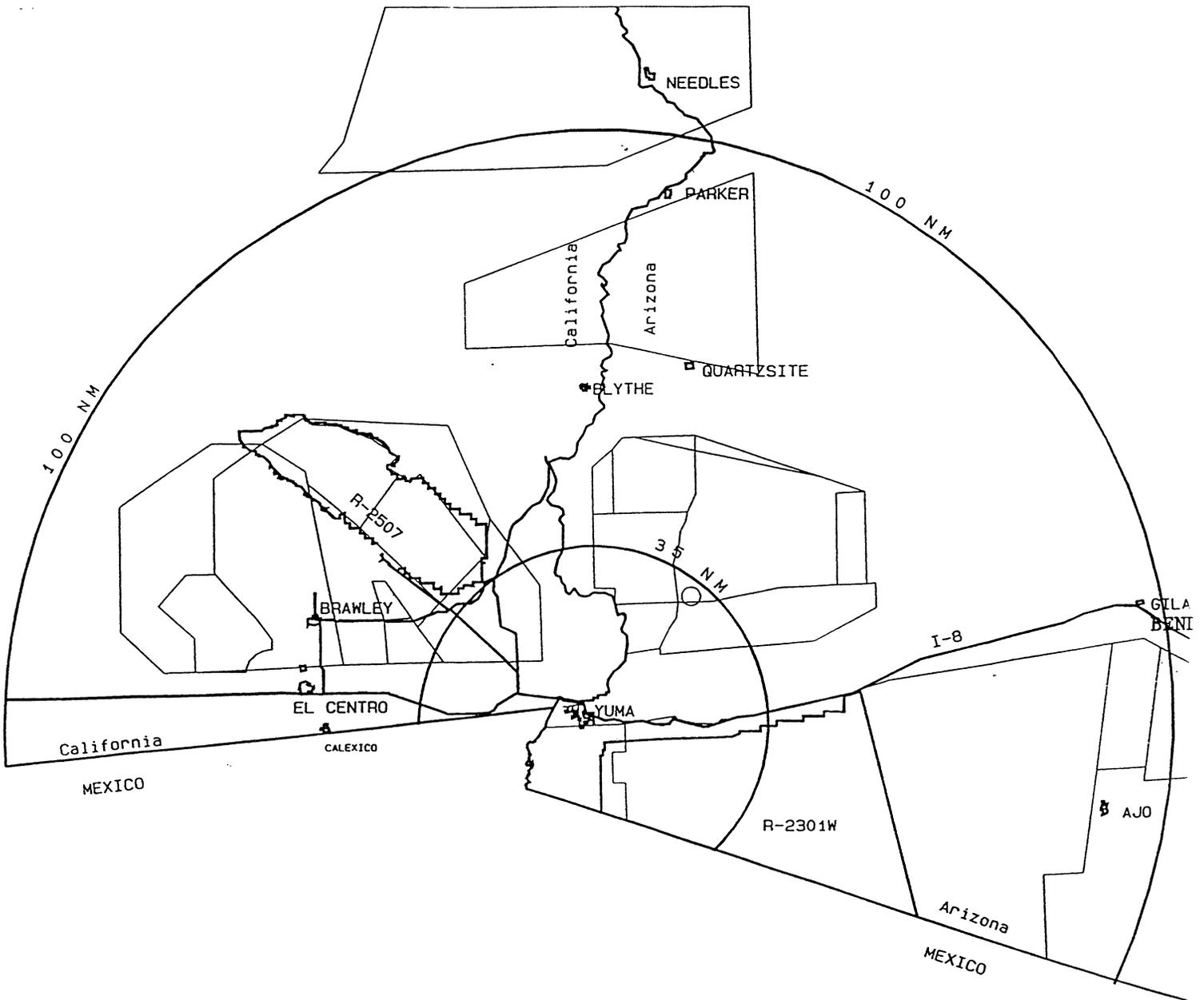
21. Tactical Area of Responsibility (TAOR). The local area assigned to the Yuma SAR Division.

22. Yuma Regional Medical Center (YRMC). Primary medical facility for transport of Yuma SAR victims.

SOP FOR SEARCH AND RESCUE

APPENDIX C

MCAS YUMA SEARCH AND RESCUE  
AREA OF RESPONSIBILITY





SOP FOR SEARCH AND RESCUE

APPENDIX D

RESCUE REPORT

<b>Rescue Report</b> SAR Form 19-1/1	<b>SPECIAL HANDLING REQUIRED</b> SEE NWP 19-1 Appendix C For Completion Instructions	Page 1 of 2																																																																																																																																																																																																																																	
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10b. Equipment Failures/Difficulties (Explain): _____																																																																																																																																																																																																																																			

11. Personnel Recovered Data (Place total number in appropriate block(s))

<input type="checkbox"/>	Number of personnel recovered	<input type="checkbox"/>	Number of DOD personnel
<input type="checkbox"/>	Number of personnel not recovered	<input type="checkbox"/>	Number of non-DOD personnel
<input type="checkbox"/>	Number of personnel recovered by other means	<input type="checkbox"/>	Number of personnel requiring medical attention

12. Medical Difficulties (Place # of afflicted personnel in appropriate boxes)

<input type="checkbox"/>	Respiratory Problems	<input type="checkbox"/>	Bleeding	<input type="checkbox"/>	Anaphalaxis
<input type="checkbox"/>	Hypothermia	<input type="checkbox"/>	Burns	<input type="checkbox"/>	Shock
<input type="checkbox"/>	Broken Bones	<input type="checkbox"/>	Bends	<input type="checkbox"/>	Blunt Trauma
<input type="checkbox"/>	Dismemberment	<input type="checkbox"/>	Air Embolus	<input type="checkbox"/>	Neurological
<input type="checkbox"/>	Spinal injury	<input type="checkbox"/>	Internal Bleeding	<input type="checkbox"/>	Dead on Arrival
<input type="checkbox"/>	No Pulse	<input type="checkbox"/>	Animal Bite	<input type="checkbox"/>	Other (Explain)

12a. Distress vessel/aircraft:

13. Distress Narrative

14. Search Narrative

15. Recovery Narrative

16. Problems Encountered

17. Recommendations

18. Submitting Official: \_\_\_\_\_ Date: \_\_\_\_\_ POC: \_\_\_\_\_

19. Complete if rescue swimmer deployed:

a. Parachute Entanglement <input type="checkbox"/> Ballooned Canopy <input type="checkbox"/> Suspension (Shroud) Line <input type="checkbox"/> Other (explain under problems/recommendations)	b. Swimmer Deployments	
	Type	Number
	Jump 10/10	<input type="checkbox"/>
	Jump 15'	<input type="checkbox"/>
	Hoist	<input type="checkbox"/>
	Small Boat	<input type="checkbox"/>
	Other	<input type="checkbox"/>

Explain Other:

c. Rescue Swimmer Problems/Recommendations



**MEDICAL RESCUE REPORT**  
 SAR FORM 19-1A (PAGE 2 OF 2)

25 OXYGEN THERAPY				
TIME	DEVICE	LPM	TYPE AIRWAY	SIZE
	<input type="checkbox"/> NASAL CANNULA <input type="checkbox"/> SIMPLE MASK <input type="checkbox"/> NON REBREATHER <input type="checkbox"/> BVM/DEMAND VALVE		<input type="checkbox"/> OROPHARYNGEAL <input type="checkbox"/> NASPPHARYNGEAL <input type="checkbox"/> ETT/COMBITUBE <input type="checkbox"/> CRICOTHYROIDOTOMY	

26 IV THERAPY				
TIME	SOLUTION	RATE	NEEDLE	SITE
	<input type="checkbox"/> D5W <input type="checkbox"/> LR <input type="checkbox"/> NS	<input type="checkbox"/> TKO <input type="checkbox"/> WIDE OPEN <input type="checkbox"/> OTHER	<input type="checkbox"/> 18 GA <input type="checkbox"/> 16 GA <input type="checkbox"/> OTHER	

26 COMMENTS/NOTES: _____ _____ _____ _____ _____ _____ _____	<b>28 TREATMENT</b> <input type="checkbox"/> AIRWAY <input type="checkbox"/> CPR <input type="checkbox"/> DOA <input type="checkbox"/> EXTRICATION <input type="checkbox"/> MAST <input type="checkbox"/> SPINE IMMOB <input type="checkbox"/> CARDIAC MNTR <input type="checkbox"/> VS MONITOR
--	---

<b>29 TRAUMA SCORE</b> 29a      10-29/MIN    4 > 29/MIN     3 <b>RESPIRATORY</b> >36/MIN    2 <b>RATE</b> 6-9/MIN     1 ABSENT        0 29b <b>RESP EXPANSION</b> WNL 1 RETRACTIVE/ABSENT 0 29c      90mmHg OR>    4 <b>SYSTOLIC</b> 70-89mmHg    3 <b>B/P</b> 50-69mmHg    2 0-49mmHg    1 ABSENT        0 29d <b>CAPILLARY</b> WNL    2 <b>REFILL</b> DELAYED    1 ABSENT    0 29e <b>TOTAL</b> _____	<b>30 GLASGOW COMA SCALE</b> 30a      SPONTANEOUS    4 TO VOICE        3 TO PAIN        2 ABSENT         1 30b <b>MOTOR RESPONSE</b> OBEYS COMMANDS    6 LOCALIZES PAIN     5 WITHDRAWS (PAIN)   4 FLEXION (PAIN)     3 EXTENSION (PAIN)   2 NONE                1 30c <b>VERBAL RESPONSE</b> ORIENTED            5 CONFUSED            4 INAPPROPRIATE WORDS 3 UNCLEAR SOUNDS    2 NONE                 1 30d <b>TOTAL</b> _____	<b>31 TOTAL GLASGOW COMA SCALE POINTS</b> 13 - 15      - 5 9 - 12       - 4 6 - 8        - 3 4 - 5        - 2 <4           - 0 TRAUMA PNTS _____ GCS PNTS    + _____ TOTAL SCORE _____ <b>32 AID PROVIDED BEFORE ARRIVAL</b> YES    NO BY WHOM _____ _____ _____ WHAT _____ _____ _____
---	---	--

<b>33 TRANSFERRING HOSPITAL:</b> _____ <b>35 RECEIVING DOCTOR:</b> _____ <b>37 RECEIVED BY:</b> _____ <b>38 REPORT PREPARED BY:</b> _____ <b>39 REPORT RECEIVED BY:</b> _____ <b>40 EQUIPMENT LEFT AT:</b> _____	<b>34 RECEIVING HOSPITAL</b> _____ <b>36 RELEASE:</b> Having been advised of the need for further medical care/transport, of my own will, do hereby refuse any additional care and release the US Navy." Signed: _____ WITNESS: _____
---	--

SOP FOR SEARCH AND RESCUE

APPENDIX F

DUTY PILOT RESPONSIBILITIES

\*\* Ensure completion of other crewmember responsibilities \*\*

1. COMING ON DUTY

- a. Preflight the duty aircraft
- b. Paper work:
  - Date & sign Part A (check D&T).
  - Check weather.
  - Compute weight & balance.
  - Check yellow sheet (NAVFLIRS).
  - Check R & I board.
- c. Check for Demos, quiet hours, training, etc.
- d. Brief entire crew (NATOPS/Daily Plan).
  - Brief PUI separately (and thoroughly).
  - Ensure crewmen under instruction are briefed thoroughly by their instructor.

2. DURING DUTY

- a. Stay in contact with the crew (phone/pager).
- b. Ensure all pax/crew are properly manifested for each flight.
- c. Post flight aircraft (after each flight).
- d. Prepare MAF's (as required).
- e. Personally authorize any maintenance on duty aircraft and check aircraft after maintenance is completed.

3. SECURING

- a. Complete NAVFLIR on NALCOMIS for each flight.
- b. Inform schedule planners of flight cancellation, if necessary.
- c. Brief relief crew.



SOP FOR SEARCH AND RESCUE

APPENDIX G

DUTY CREW CHIEF RESPONSIBILITIES

1. COMING ON DUTY

- a. D&T the duty aircraft.
- b. Paper work:
  - Daily/Turnaround Cards.
  - Part A
  - NAVFLIR
- c. Check R&I boards.
- d. Brief with entire crew.
  - Brief CCUI separately and thoroughly.
- e. Remove Blue Lite kits.

2. DURING DUTY

- a. Stay in contact with the crew, (phone/pager).
- b. Perform Turnaround inspection after each flight.
  - Fill out turnaround card.
  - Fill out MAF's as required.
  - Wipe down aircraft rotor head.
- c. Monitor any maintenance on duty aircraft.
- d. Assist Corpsman in keeping SAR spaces clean.

3. SECURING

- a. Secure Aircraft.
  - Clean up aircraft.
  - Intake pillows, door locks, tip tiedown.
  - Hangared if winds forecast greater than 45 knots.
- b. Clean SAR spaces (as required)
- c. Lights, TV, all doors in ready room and Maintenance if last one out.
- d. Install Blue Lite kits.



SOP FOR SEARCH AND RESCUE

APPENDIX H

DUTY CORPSMAN RESPONSIBILITIES

1. COMING ON DUTY

- a. Inventory aircraft SAR gear and fill out inventory sheet.
- b. Check R&I board.
- c. Brief with entire crew.
  - Brief RAUI separately and thoroughly.
- d. Clean duty aircraft windshield.

2. DURING DUTY

- a. Stay in contact with duty crew, (phone/pager).
- b. Rerig aircraft, fuel and clean windows after each flight.
- c. Ensure all SAR gear is serviceable.
- d. Keep SAR spaces clean.
- e. Check flight schedules for 10 min ALERT status (inform crew)

3. SECURING

- a. Assist crew chief in securing aircraft.
- b. Make sure spaces are clean, trash emptied, and secure prior to leaving.
- c. Call Base Ops and advice of recall status.



SOP FOR SEARCH AND RESCUE

APPENDIX I

SEARCH AND RESCUE MCAS YUMA

DATE \_\_\_\_\_

DUTY AIRCRAFT \_\_\_\_\_  
STAND BY AIRCRAFT \_\_\_\_\_

- 1. Rescue Strop (1)   /  /
- 2. E-Tool (1)   /  /
- 3. Cranials (3)   /  /
- 4. Knife (1)   /  /
- 5. Chem Light Strap (2)   /  /
- 6. Zip Ties (pg) (1)   /  /
- 7. Pry Axe (1)   /  /
- 8. Cable Grip (1)   /  /
- 9. V-Blade Knife (1)   /  /
- 10. Quick Splice (1)   /  /
- 11. Chem Light -grn (F)   /  /
- 12. Chem Light - red (F)   /  /
- 13. Pneu Web Cutter (1)   /  /
- 14. Cable Cutters (1)   /  /
- 15. ICS Cords (6)   /  /
- 16. Carabineers (22)   /  /
- 17. Belay Pulley (1)   /  /
- 18. Shot Bags (2)   /  /
- 19. Gunners Belts (3)   /  /
- 20. Smoke Grenades (4)   /  /
- 21. Belay Rope (1)   /  /
- 22. Rappel Gloves XL (1)   /  /

- 1. Water Jug with Ice (1)   /  /
- 2. Level A Bag (1)   /  /
- 3. Level B Bag (1)   /  /
- 4. Patient Hoisting vest (1)   /  /
- 5. K. E. D. (1)   /  /
- 6. Sagar Splint (1)   /  /
- 7. Emergency Stretcher (1)   /  /
- 8. Spyder Strap (1)   /  /
- 9. Rappel Bags (2)   /  /
- 10. Sky Genies (2)   /  /
- 11. Litter Assembly (1)   /  /
- 12. Navigation Compartment (1)   /  /
- 13. Fuel Cards (2)   /  /
- 14. Flash Light (2)   /  /
- 15. Flat rope 3-6' 1-12' (4)   /  /
- 16. Medical Clip Board (1)   /  /
- 17. Pri. O2 psi    /    (1)   /  /
- 18. Auto Vent (1)   /  /
- 19. Blanket (Wool) (2)   /  /
- 20. Head Block (2)   /  /
- 21. Hand Held Radio (1)   /  /   \*/\*
- 22. Radio Antenna (2)   /  /   \*/\*
- 23. Vital Sign Monitor (1)   /  /   \*/\*
- 24. IFMT Jump Bag (1)   /  /   \*/\*

25. Clean Windows AM    PM   

AM CARABINEER INVENTORY

- (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)
- (11) (12) (13) (14) (15) (16) (17) (18)
- (19) (20) (21) (22)

AM CREW CHIEF \_\_\_\_\_

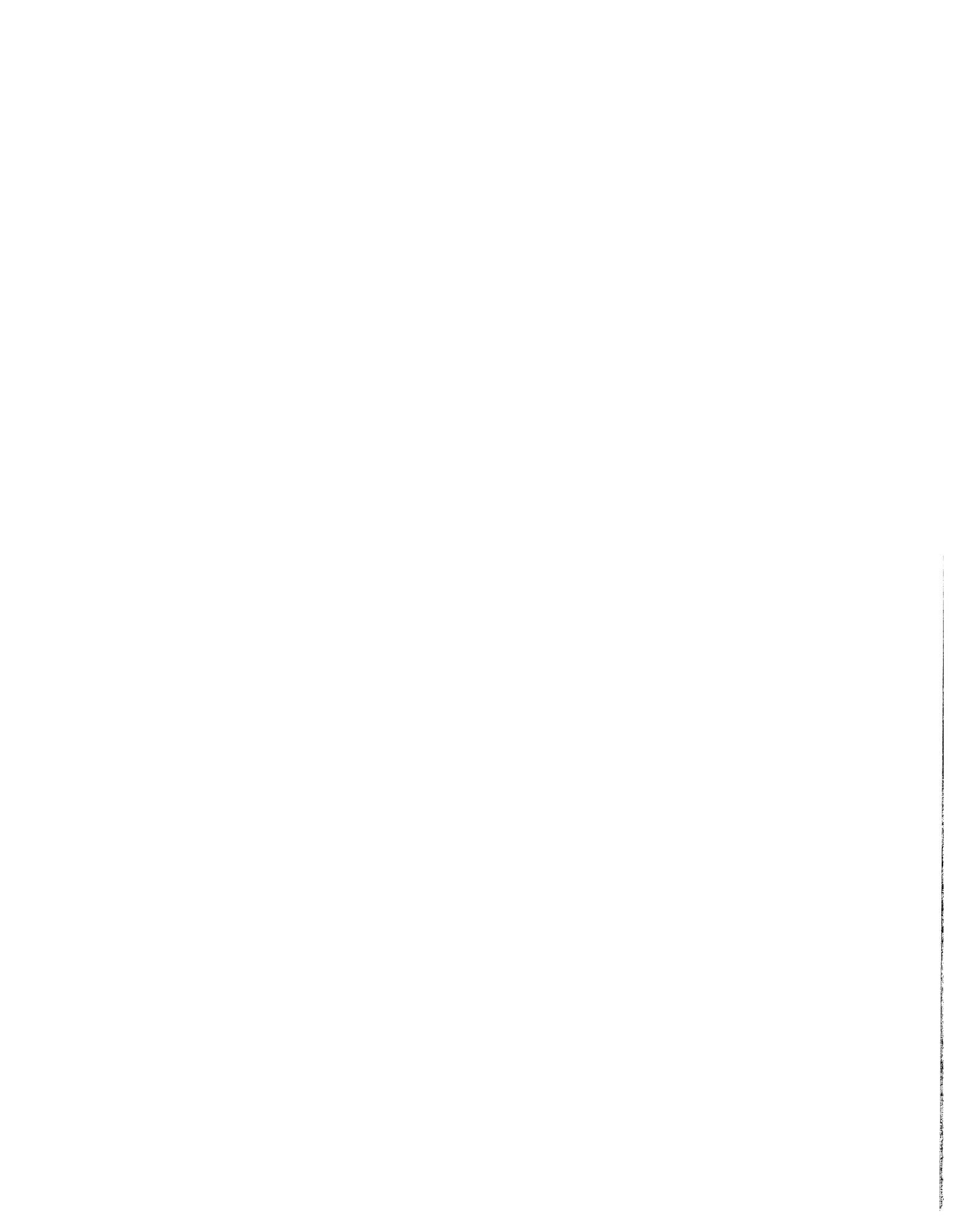
PM CREW CHIEF \_\_\_\_\_

PM CARABINEER INVENTORY

- (1) (2) (3) (4) (5) (6) (7) (8) (9) (10)
- (11) (12) (13) (14) (15) (16) (17) (18)
- (19) (20) (21) (22)

AM CORPSMAN \_\_\_\_\_

PM CORPSMAN \_\_\_\_\_



# SEARCH AND RESCUE CHECKLIST

*\*YOU ARE THE MAIN POINT OF CONTACT, YOU ARE NOT THE APPROVAL AUTHORITY\**

DATE: \_\_\_\_\_

TIME \_\_\_\_\_

## 1. INFORMATION ON WHO IS REQUESTING SAR SUPPORT

ORGANIZATION: \_\_\_\_\_

PHONE NUMBER: \_\_\_\_\_

POINT OF CONTACT: \_\_\_\_\_  
(AT REQUESTING AGENCY)

LOCATION OF ACCIDENT: \_\_\_\_\_  
(LAT/LONG, RANGE, ROAD INTERSECTION, MILE MARKER, IDENTIFYING FEATURES ETC..)

TYPE OF ACCIDENT: \_\_\_\_\_

NUMBER OF PATIENTS: \_\_\_\_\_

CONDITION OF PATIENTS: \_\_\_\_\_

CALLSIGN & RADIO FREQ. OF ON SCENE UNITS: \_\_\_\_\_  
(ASK THEM TO TURN THEIR P.L. TONES OFF)

LIGHTING AVAILABLE AT LANDING ZONE: \_\_\_\_\_

2. TELL REQUESTER YOU WILL CALL THEM BACK WHILE YOU OR A SECOND PERSON NOTIFY THE SAR DUTY CREW. LET THE REQUESTER KNOW THAT YOU MUST CONTACT THE APPROVING AUTHORITY FOR THE MISSION, ALSO INFORM THE REQUESTER THAT YOU WILL NEED UPDATES OF THE SITUATION AS THEY DEVELOP.

## 3. CONTACT SAR DUTY CREW (As per ft. schedule)

### a. WEEKDAYS DURING WORKING HOURS (0700-1700)

1. CALL SAR READY ROOM AT EXT. 2300/2533
2. BEEP DUTY CREW.

### b. WEEKENDS OR AFTER WORKING HOURS (After 1700)

1. CALL DUTY CREW AT HOME (*Speak directly to crewmember only*)
2. BEEP DUTY CREW (*Twice to ensure correct beeper number*)

\*ENSURE YOU ATTEMPT TO CONTACT CREW BY PHONE BEFORE BEEPING\*

APPENDIX J

IF SAR DUTY CREW IS FLYING, TRY YUMA COMMAND POST RADIO FIRST, IF NO RESPONSE HAVE TOWER CONTACT THEM AND HAVE THE CREW CONTACT YOU ON COMMAND POST FREQ. 337.9

IF **NO** RESPONSE ASK ATC TO TRY UHF GUARD & VHF TOWER FREQ. ALSO TRY A RADIO RELAY ON TOWER FREQ. WITH A FIXED WING A/C FOR RELAY.

***TO PROPERLY BEEP SAR PAGERS***

1. DIAL 2828
2. WAIT FOR THE TONE THEN DIAL APPROPRIATE BEEPER NUMBER.
3. AT THE NEXT TONE DIAL THE FOLLOWING:

PRIMARY: 2326\*911

IF 2326 IS BUSY OR INOP: 2077\*911

WHEN DIALING "911" THIS LETS THE SAR CREW KNOW THAT THIS IS AN  
**EMERGENCY**

IF SAR MISSION IS CANCELED REPEAT STEPS 1 & 2 AND DIAL "000" THAT WILL  
LET SAR CREW KNOW OF THE CANCELLATION

IF A RESPONSE FROM THE CREW IS NOT RECEIVED IN 5 MINS, THEN CALL A  
THIRD TIME (*Keep in mind, crew may be enroute to the airfield for the launch*)

4. CALL FOR MISSION APPROVAL FOR SAR SUPPORT IN THE FOLLOWING ORDER.

a. MAJ HANNA      HM 726-1209      WK 2896      BEEPER 045

b. LT COL COBURN    HM 782-0755      WK 3558      BEEPER 017

c. MAJ PEAVY      HM 726-3620      WK 3327

d. SAR DUTY PILOT (AS PER SCHEDULE & RECALL ROSTER)

\* NOTE WHO APPROVED SAR REQUEST. \_\_\_\_\_

5. **IF MISSION IS DENIED**, REMIND APPROVAL AUTHORITY OF HIS RESPONSIBILITY TO INFORM THE REQUESTING AGENCY AS TO THE REASON WE ARE UNABLE TO RESPOND TO THE MISSION.

**IF MISSION IS APPROVED**, YOU ARE NOW THE PRIMARY CONTACT BETWEEN THE REQUESTING AGENCY AND THE SAR AIRCRAFT. PASS ON ALL INFO

UPDATES TO THE SAR AIRCRAFT AS YOU RECEIVE THEM AND CONTINUE WITH THE CHECK LIST.

INFORM REQUESTER: RESCUE ONE HAS LAUNCHED TO THE SITE.

6. CONTACT LANGLEY AFRCC 1-800-851-3051 OR (AUTOVON) 574-8112 FOR MISSION NUMBER:

PERSON CONTACTED: \_\_\_\_\_

MISSION NUMBER: \_\_\_\_\_

7. SAR LAUNCHED \_\_\_\_\_  
(INFORM THE FUEL FARM @ 2234 THAT A SAR HAS LAUNCHED)

SAR LANDED AT HOSPITAL \_\_\_\_\_

SAR LAUNCHED FROM HOSPITAL \_\_\_\_\_

SAR RETURNED TO BASE \_\_\_\_\_

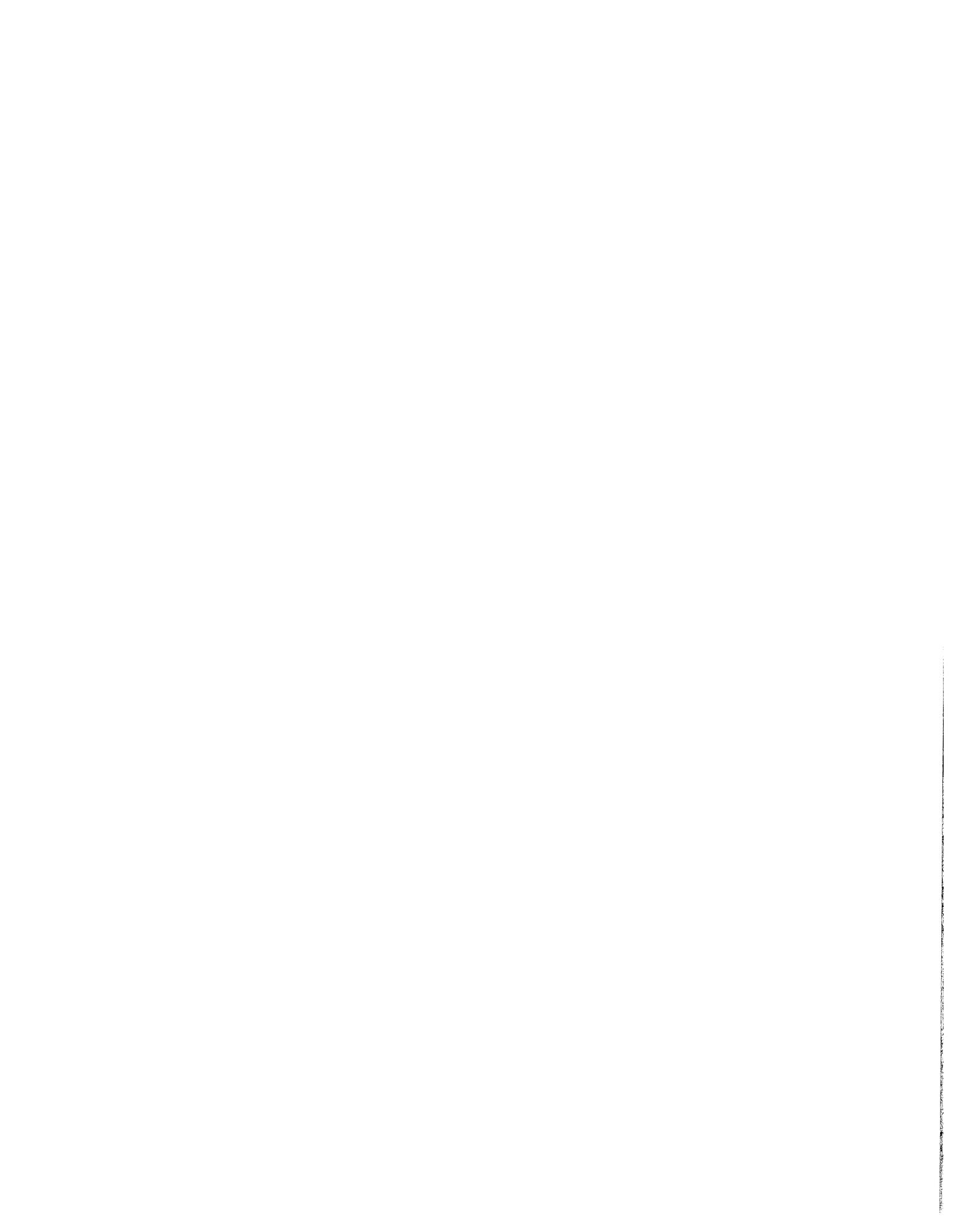
8. OPS CLERK: \_\_\_\_\_ SIGNATURE: \_\_\_\_\_  
(PRINT FULL NAME AND RANK)

***DO NOT FORGET TO FINISH THE SAR LOG BOOK!***

**NOTE:** IF CALLS ARE RECEIVED ASKING ABOUT THE ACCIDENT, STATE THE FOLLOWING:

"WE HAVE INITIATED A SAR LAUNCH OF THE RESCUE HELICOPTER. AT THIS TIME WE ARE UNABLE TO RELEASE ANY FURTHER INFORMATION. PLEASE PHONE OUR PUBLIC AFFAIRS OFFICE AT 341-2275 WITH ANY FURTHER QUESTIONS, THANK YOU."

IF CALLER IDENTIFIES HIMSELF / HERSELF AS SOMEONE IN THE CHAIN OF COMMAND, GET THEIR NUMBER AND TELL THEM YOU WILL CALL THEM BACK AS SOON AS PRACTICAL WITH MORE INFORMATION .



SOP FOR SEARCH AND RESCUE

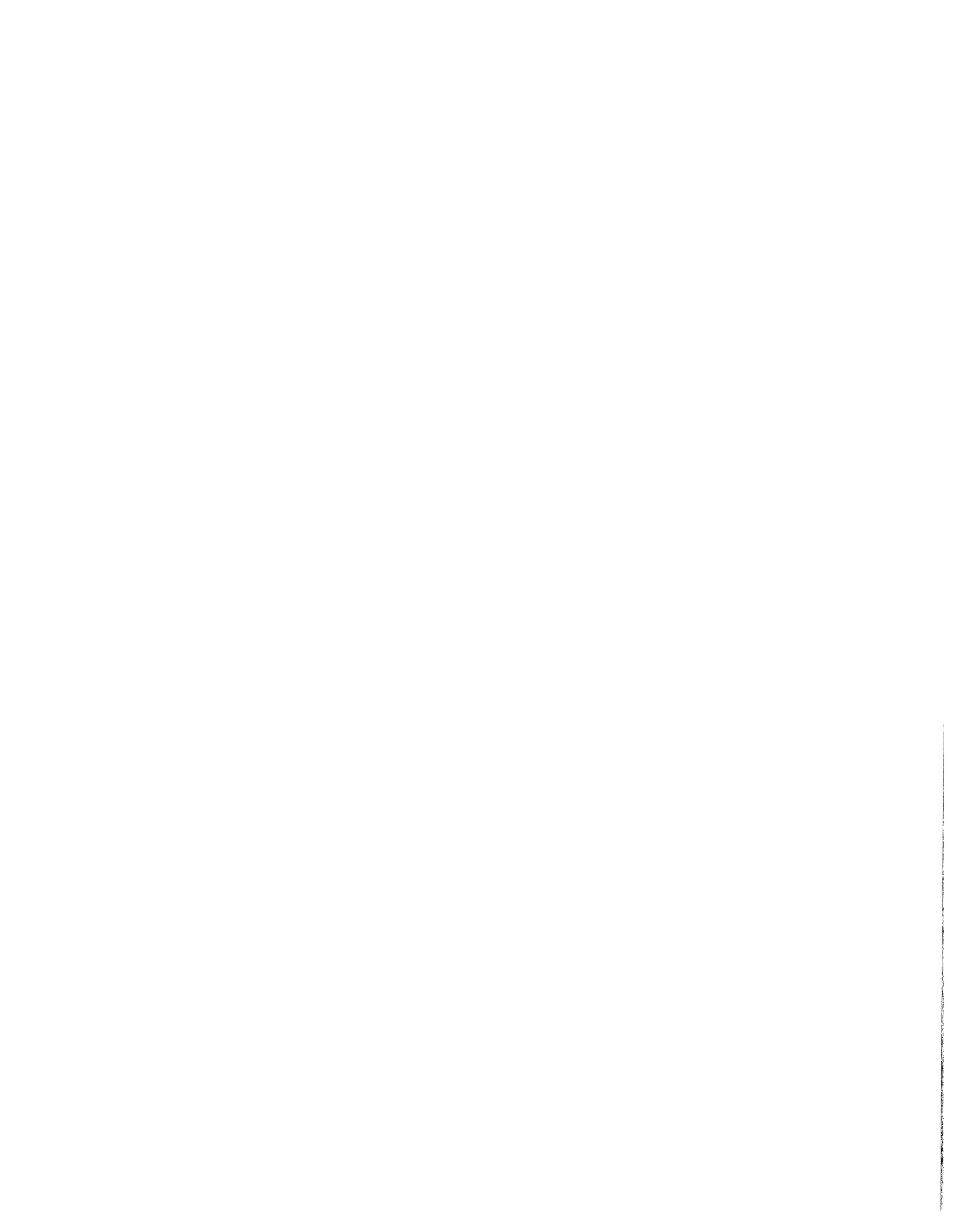
APPENDIX K

POINTS OF CONTACT

Air Force Rescue Coordination Center .....	800-851-3051\ DSN 638-4815
SAR Office .....	3653/2300
SAR Pagers .....	341-2828
Base OPS .....	3559
H&HS DNCO .....	3082
MCAS Yuma OOD .....	2252/2253/2226
MAG-13 DNCO .....	2124
MWSS-371 OOD .....	3079
VMA-211 ODO .....	2776
VMA-214 ODO .....	2399
VMA-311 ODO .....	2336
VMFT-401 ODO .....	2644
VMA-513 ODO .....	2819
MAWTS-1 ODO .....	3605
MACS-1 .....	2319
EOD .....	2788
Fuel Farm .....	2234
PMO.....	2204
Weather.....	2265
Medical .....	3210
VAL Line .....	2760
Base Information .....	3666
ATC.....	2231
CFR.....	2385
Yuma County Sheriff .....	783-4427
Yuma Police Dept .....	783-4421
Arizona Highway Patrol .....	782-1679
California Highway Patrol .....	(760)-352-4113
Imperial County Sheriff .....	(760)-572-0229
U.S. Border Patrol .....	344-8444
U.S. Fish and Wildlife Service .....	783-8644
Arizona Fish and Game Dept .....	344-3436
California Fish and Game .....	783-2866
U.S. Drug Enforcement Administration .....	726-2578
U.S. Customs Office .....	726-2522
FBI .....	344-3050
Bureau of Land Management .....	782-4757
Rural Metro .....	783-1805
Yuma Regional Medical Center.....	344-2000
Seal Camp.....	(760)-337-4940 DSN 958-4630

Notes

1. - Unless otherwise stated all numbers are (520) 341-XXXX and a Defense Switching Network 951- XXXX. Area codes are in ()'s.



SOP FOR SEARCH AND RESCUE

APPENDIX L

AREA SAR FACILITIES

The following aircraft are available to assist with searches in the Southwest United States. Call the listed number or contact the Coast Guard RCC at Long Beach, or the Air Force JRCC at Langley AFB. (Numbers are DSN unless noted otherwise).

MARINE CORPS

MCAS Yuma..... HH-1N (3)  
951-2300/2326

MCAS El Toro..... HH-1N (3)  
997-3913/2804

AIR FORCE

LUKE AFB..... UH-1P (2), UH-1F (1)  
853-7234

GEORGE AFB..... UH-1N (2)  
353-2127/2620

EDWARDS AFB..... UH-1H (1), UH-1N (2)  
350-3040

VANDENBURG AFB..... UH-1N (3)

NAVY

NAS NORTH ISLAND..... HH-3A (2)  
951-6814

NAF EL CENTRO..... CESSNA 402 (1)  
958-8601

POINT MUGU..... HH-46D (1), HH-46A (5)  
351-8521

CHINA LAKE..... UH-1N (2), UC-8A (1)

COAST GUARD

SAN DIEGO..... HU-25A (3) HH-3F(3)  
(619)-557-5870/5801

LOS ANGELES..... HH-52A (3)



SOP FOR SEARCH AND RESCUE

APPENDIX M

NEARBY MEDICAL FACILITIES

The following is a listing of medical facilities in the local and extended areas that have helicopter landing zones.

MCAS Yuma Branch Clinic .....	DSN 951-2772
Yuma Regional Medical Center .....	(520) 344-7100
NRMC Balboa, San Diego, Ca .....	DSN 987 2011
St. Josephs Hospital, Phoenix, Az .....	(602) 285-3861
Palo Verde Hospital, Blythe, Ca .....	(760) 922-4115
El Centro Hospital, El Centro, Ca .....	(760) 339-7100
Pioneers Memorial Hospital, Brawley, Ca .....	(760) 344-2120
Parker Community Hospital, Parker, Az .....	(520) 669-9201
Yuma Proving Grounds Dispensary.....	(520) 328-2961
Ballast Point Pressure Chamber, NAS North Island, Ca.....	DSN 993-1324
Barrows University Medical Center, Tucson, AZ .....	(520) 694-0111





