Navy Evaluates New Crash Crane for Carrier Decks



The Navy's Common Aviation Support Equipment program office (PMA-260) is currently evaluating electromagnetic environmental effects on a crash and salvage crane at the Aircraft Anechoic Test Facility in Patuxent River. *U.S. NAVY*

PATUXENT RIVER, Md.—The Navy's Common Aviation Support Equipment program office (PMA-260) is currently evaluating electromagnetic environmental effects on a crash and salvage crane at the Aircraft Anechoic Test Facility in Patuxent River, the Naval Air Systems Command said Sept. 20.

Electromagnetic waves within the radio frequency spectrum are used for communication, radar and information networks aboard ships. The E3 evaluation currently underway in the Aircraft Anechoic Test Facility will determine the crane's

compatibility with the RF environment.

RF cannot be seen or felt, but it can negatively affect other electrical systems if those systems are not properly protected. Testing will determine if the crane has an appropriate level of emissions, can withstand a general level of radiation across the whole RF spectrum, and can withstand high levels of radiation tailored to frequencies in its operational environment.

“The new amphibious and carrier CSC designs will ensure the warfighter has the safest, most modern and reliable equipment possible for years to come,” said Jim Choflet, PMA-260 crash crane team lead.

Crash and salvage cranes are critical pieces of equipment because no flight operations are allowed on ships without an operational CSC running on standby. They are used for lifting and moving disabled aircraft on carriers and landing helicopter dock flight decks. The new version, designed by industry partner Allied Systems Co., replaces the legacy carrier and amphibious assault crash cranes.