



Flying Operations

AIRDROP OPERATIONS
Abbreviated Loadmaster Airdrop Checklists

This checklist establishes procedures for the operation of C-5 aircraft employed by Mobility Air Forces (MAF) to accomplish their worldwide missions.

This checklist complements AFI 11-2C-5V3, *C-5 Operations Procedures*, and is printed on standard 8 ½” x 11” bond paper then trimmed to a unique size 4 ½ “ x 6 ½” that will fit the standard plastic C-5 aircrew checklist binders. Units may request copies of this checklist printed on a water proof-based media (in the size outlined) from the OPR. This product reduces weight and eliminates the need for plastic inserts. Limit water proof copies to aircrew only for use in-flight and training purposes.

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PARACHUTIST BRIEFING

The aircraft commander will advise the loadmaster(s) when mission profile is to be below 800 feet AGL with doors open. Restraint harness will be worn below 800 feet AGL when doors are open.

1. ROUTE, DROP TIME, AND WEATHER
2. SEATS AND SAFETY BELTS
3. EMERGENCY PROCEDURES TO INCLUDE:
 - a. BAILOUT (SIGNALS AND EXITS)
 - b. CRASH LANDING (SIGNALS AND EXITS)
 - c. LOCATION OF CRASH AXE AND FIRST AID KITS
 - d. DITCHING (SIGNAL AND EXITS, USE OF WATER SURVIVAL EQUIPMENT)
 - e. TOWED PARACHUTIST (AS COORDINATED WITH JUMPMaster)
 - f. FUSELAGE FIRE
4. SMOKING
5. AIR SICKNESS
6. USE OF LATRINE
7. PASSENGER OPERATED ELECTRONIC DEVICES
8. AIRCRAFT CLEANLINESS

PERSONNEL AIRDROP CHECKLISTS**Loadmaster Airdrop Checklist**

For subsequent drops or routes, re-accomplish applicable items contained in the appropriate checklist. Accomplish only (*) items if additional personnel racetrack passes are to be accomplished.

Personnel Pre-Slowdown Checklist

1. "PRE-SLOWDOWN CHECKLIST" (N), "PERSONNEL PROCEDURES" (P), "ACKNOWLEDGED" (LM 1, E)
2. Lights - CHECKED
3. Bundle Marker Lights - AS REQUIRED
4. Parachute/Safety Harness - ON/FASTENED
5. Out-Flow Valve - CHECKED
6. Pre-Slowdown Checklist - "COMPLETED" (LM 1, E)

***Personnel Slowdown Checklist**

1. "SLOWDOWN CHECKLIST" (CP), "ACKNOWLEDGED" (LM 1, E)
2. Jumpmasters - ALERTED
3. Paratroop Doors - "CLEARED TO OPEN" (P), "OPEN" (LM 1)
 - a. Air Deflectors - EXTENDED
 - b. Jump Platforms - EXTENDED
4. Slowdown Checklist - "COMPLETED" (LM 1, E)

***Personnel One-Minute Advisory**

1. "CREW, ONE-MINUTE ADVISORY" (N), "ACKNOWLEDGED" (LM 1)
2. Jumpmasters - ALERTED

***Personnel CARP Checklist**

1. "TEN SECONDS" (N)
2. Jumpmasters - ALERTED
3. "GREEN LIGHT" (N)

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4. Status of Load - "ALL CLEAR" or "MALFUNCTION" (LM)
5. "RED LIGHT" (N)
6. Jumpmasters/Safety - WARNED (on hearing or seeing RED LIGHT)

***Personnel Post-Drop Checklist**

- *1. "POST-DROP CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 1, E)
- *2. Jump Platforms - AS REQUIRED
- *3. Static Lines - RETRIEVED
- *4. Air Deflectors - AS REQUIRED
- *5. Paratroop Doors - "AS REQUIRED" (LM 1)
6. Parachute/Safety Harness - AS REQUIRED
7. Jump Platform Lights - OFF
- *8. Static Line Retriever Cables - CHECKED/SECURED
9. Cargo Compartment Light - AS REQUIRED
- *10. Post-Drop Checklist - "COMPLETED" (LM 1, E)

TOWED PARACHUTIST CHECKLIST

1. Remaining Parachutists - STOPPED
2. Pilot - Notified a Parachutist Is Being Towed
3. Red Light - ON

NOTE

Jumpmaster or loadmaster determines how jumper is being towed. Notify the pilot if the parachutist is conscious or unconscious. Parachutist will indicate consciousness and that a reserve parachute is ready by staying in a tight body position with both hands on the reserve. If parachutist is conscious, notify pilot and cut the towing static line on pilot's command. If parachutist is cut away, proceed to next step.

4. If Parachutist is to be Cut Free, Cut the Static Line on Pilot's Command
5. If Parachutist is to be Retrieved, Accomplish the Following:
 - a. Install retriever bar
 - b. Retract jump platform
 - c. Accomplish retrieval

WARNING

During retrieval, all possible action will be taken to ensure the parachutist does not slip back at any time.

6. Apply First-Aid to the Parachutist (if applicable)
7. "MALFUNCTION CHECKLIST COMPLETE" (LM)

EQUIPMENT AIRDROP CHECKLISTS

Pre-Slowdown Checklist

1. "PRE-SLOWDOWN CHECKLIST" (N), "HEAVY EQUIPMENT PROCEDURES" (P), "ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Inspection of Load and Extraction System – COMPLETED
3. Aft of Load Checked for Obstructions - COMPLETED
4. Bundle/Load Marker Lights - AS REQUIRED
5. Emergency Aft Restraint Chains - CHECKED
6. Extraction Parachute Manual Control Handle Pin – REMOVED
7. Lights - CHECKED/SET
8. Restraint Rails – CHECKED
9. Outflow Valve – CHECKED

10. Ramp Manual Locking Pins - REMOVED/STOWED
11. Pressure Door Side Seals - RETRACTED
12. "A" Valve Safety Guard - INSTALLED
13. Door Lock Status Lights - CHECKED
14. Pressure Door Upper Hinges - CHECKED
15. Pressure Door - "CLEARED TO OPEN" (P), "OPEN" (LM 1)
16. Extraction Line Guard - INSTALLED
17. Ramp Loading Lights - POSITIONED
18. Parachute/Safety Harness - ON/FASTENED
19. Pre-Slowdown Checklist - "COMPLETED"
(LM 3, 2, 1, E)

Equipment Slowdown Checklist

1. "SLOWDOWN CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Aft Doors - "CLEARED TO OPEN" (P), "OPEN"
(LM 1)
3. Right-hand Locks - RETRACTED
4. Left-hand Restraint Rail Master Control Shift Lever -
AIRDROP
5. Left-hand Restraint Locks - ARMED
6. Slowdown Checklist - "COMPLETED" (LM 3, 2, 1, E)

Equipment One-Minute Advisory

1. "CREW, ONE-MINUTE ADVISORY" (N),
"ACKNOWLEDGED" (LM 3, 2, 1)
2. Loadmasters - IN POSITION

Equipment CARP Checklist

1. "TEN SECONDS" (N)
2. "GREEN LIGHT" (N)
3. Status of Load - "ALL CLEAR" or "MALFUNCTION"
(LM 1)
4. "RED LIGHT" (N)

Equipment Post-Drop Checklist

1. "POST-DROP CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Center Door and Ramp - "CLOSED" (LM 1)
3. Parachute/Safety Harness - AS REQUIRED
4. Manual Parachute Release Handle - STOWED
(if required)
5. Extraction Line Guard - REMOVED
6. Pressure Door Side Seals - CHECKED/RETRACTED
7. "A" Valve Safety Guard - INSTALLED
8. Pressure Door Upper Hinges - CHECKED
9. Target Pin and Release Actuator - FULLY RETRACTED
10. Pressure Door - "CLOSED AND LOCKED" (LM 1)
11. Left-hand Restraint Locks - AS REQUIRED
 - a. If additional passes are to be accomplished, complete the following:
 - (1) Return shift lever to SECURE
 - (2) Operate the master control handle until number 2 (number 3 or 4 if additional passes have been accomplished) on the rack assembly is aligned with the SAFE arrow.
 - (3) Ensure all detents aft of the next platform to be airdropped have released clear of the inboard side of the rails.
 - (4) Ensure master control handle is in locked position.

- b. If no additional passes are to be accomplished, complete the following:
- (1) Operate master control handle until number 4 on the rack assembly is aligned with RELEASE arrow.
 - (2) Ensure all locks have released clear of inboard side of rails.
 - (3) Return shift lever to SECURE
 - (4) Operate master control handle until number 1 on the rack assembly is aligned with the SAFE arrow
 - (5) Check all locks have returned to the SAFE position
 - (6) Stow all sequence pins
 - (7) Left-hand locks - TENSION SET
12. Right-hand Restraint Locks - AS REQUIRED
13. Post-Drop Checklist - "COMPLETED" (LM 3, 2, 1, E)

HEP COMBINATION AIRDROP CHECKLISTS

HEP COMBO Pre-Slowdown Checklist

1. "PRE-SLOWDOWN CHECKLIST" (N), "HEP COMBO PROCEDURES" (P), "ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Inspection of Load and Extraction System – COMPLETED
3. Aft of Load Checked for Obstructions - COMPLETED
4. Bundle/Load Marker Lights - AS REQUIRED
5. Emergency Aft Restraint Chains - CHECKED
6. Extraction Parachute Manual Control Handle Pin – REMOVED
7. Lights - CHECKED/SET
8. Restraint Rails – CHECKED

9. Outflow Valve - CHECKED
10. Ramp Manual Locking Pins - REMOVED/STOWED
11. Pressure Door Side Seals - RETRACTED
12. "A" Valve Safety Guard - INSTALLED
13. Door Lock Status Lights - CHECKED
14. Pressure Door Upper Hinges - CHECKED
15. Pressure Door - "CLEARED TO OPEN" (P), "OPEN"
(LM 1)
16. Extraction Line Guard - INSTALLED
17. Ramp Loading Lights - POSITIONED
18. Parachute/Safety Harness - ON/FASTENED
19. Pre-Slowdown Checklist - "COMPLETED"
(LM 3, 2, 1, E)

HEP COMBO Slowdown Checklist

1. "SLOWDOWN CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Jumpmasters - ALERTED
3. Aft Doors - "CLEARED TO OPEN" (P),
"OPEN" (LM 1)
4. Right-hand Locks - RETRACTED
5. Left-hand Restraint Rail Master Control Shift Lever -
AIRDROP
6. Left-hand Restraint Locks - ARMED
7. Slowdown Checklist-"COMPLETED" (LM 3, 2, 1, E)

HEP COMBO One-Minute Advisory

1. "CREW, ONE-MINUTE ADVISORY" (N),
"ACKNOWLEDGED" (LM 3, 2, 1)
2. Loadmasters - IN POSITION

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HEP COMBO CARP Checklist

1. "TEN SECONDS" (N)
2. "GREEN LIGHT" (N)
3. Status of Load - "ALL CLEAR" or "MALFUNCTION"
(LM 1)
4. "RED LIGHT" (N)
5. Center Door and Ramp - "CLOSED" (LM 1)
6. Loadmasters - "IN POSITION" (LM 1)
7. Paratroop Doors - "CLEARED TO OPEN" (P),
"OPEN" (LM 1)
 - a. Air Deflectors - EXTENDED
 - b. Jump Platforms - EXTENDED
8. Reconfiguration for Personnel Airdrop -
"COMPLETED" (LM 1)
9. "PERSONNEL AIRDROP ONE-MINUTE
ADVISORY" (N), "ACKNOWLEDGED" (LM 1)
10. Jumpmaster - ALERTED
11. "TEN SECONDS" (N): Jumpmaster - ADVISED
12. "GREEN LIGHT" (N)
13. Status of Load - "ALL CLEAR" or "MALFUNCTION"
(LM 1)
14. "RED LIGHT"(N)
 - a. Jumpmaster/Safety - WARNED

NOTE

If personnel racetracks are to be accomplished, complete the following:

15. Jump Platforms - AS REQUIRED
16. Static Lines - RETRIEVED
17. Air Deflectors - AS REQUIRED

- 18. Paratroop Doors - "AS REQUIRED"
- 19. Static Line Retriever Cables – SECURED

NOTE

Return to CARP checklist, step 7, for additional personnel racetracks.

HEP COMBO Post-Drop Checklist

- 1. "POST-DROP CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 3, 2, 1, E)
- 2. Jump Platforms - RETRACTED
- 3. Static Lines - RETRIEVED
- 4. Air Deflectors - RETRACTED
- 5. Paratroop Doors - "CLOSED" (LM 1)
- 6. Parachute/Safety Harness - AS REQUIRED
- 7. Jump Platform Lights - OFF
- 8. Extraction Line Guard - REMOVED
- 9. Pressure Door Side Seals - CHECKED/RETRACTED
- 10. "A" Valve Safety Guard - INSTALLED
- 11. Pressure Door Upper Hinges - CHECKED
- 12. Target Pin and Release Actuator - FULLY RETRACTED
- 13. Pressure Door - "CLOSED AND LOCKED" (LM 1)
- 14. Left-hand Restraint Locks - AS REQUIRED
 - a. If additional passes are to be accomplished, complete the following:
 - (1) Return shift lever to SECURE
 - (2) Operate the master control handle until number 2 (number 3 or 4 if additional passes have been accomplished) on the rack assembly is aligned with SAFE arrow.

- (3) Ensure all detents aft of next platform to be airdropped have released clear of inboard side of rails
- (4) Ensure master control handle is in LOCKED position.
- b. If no additional passes are to be accomplished, complete the following:
 - (1) Operate master control handle until number 4 on the rack assembly is aligned with RELEASE arrow.
 - (2) Ensure all locks have released clear of inboard side of rails
 - (3) Return shift lever to SECURE
 - (4) Operate master control handle until number 1 on the rack assembly is aligned with SAFE arrow
 - (5) Check that all locks have returned to SAFE position.
 - (6) Stow all sequence pins
 - (7) Left-hand lock setting - TENSION SET
- 15. Right-hand Restraint Locks - AS REQUIRED
- 16. Post-Drop Checklist - "COMPLETED" (LM 3, 2, 1, E)

EQUIPMENT MALFUNCTION CHECKLIST

NOTE

Emergency procedures in this checklist apply to platforms being dropped on that pass. Platforms aboard aircraft for subsequent drops should not be considered in primary emergency action unless they are the cause of emergency.

- 1. Extraction Parachute Manual Release - STOWED
- 2. Platforms - RESTRAINED

Apply emergency aft restraint to platforms to be dropped on that pass, beginning with the forward most platform if safety fences are installed. If safety fences are not installed in the immediate vicinity of the platform, you need only to restrain the platform with the malfunction. Apply restraint simultaneously (chains and devices will be tight.)

WARNING

During drops utilizing three 28-foot chutes, it will not be possible to restrain the load. In this situation, do not perform step 2.

WARNING

When the extraction force is applied to the load, connect emergency restraint to the load. When the extraction force is applied to the platform, connect emergency restraint to the platform.

NOTE

If at least one chute is inflated, release the left-hand restraint locks (single platforms or last platform for sequential drops). If all chutes are deflated, proceed with checklist.

3. Extraction Line - CUT (if required)
4. Center Door and Ramp - CLOSED
5. Right Rail Detents - LOCKED

Manually lock detents with control handles. If unable to lock detents, secure the platform with chains.

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6. Left Rail Detents - LOCKED/SAFE

Place shift lever in "SECURE." Operate master control handle until the appropriate number on the rack assembly is aligned with the "SAFE" arrow. If unable to lock detents, secure platform with chains.

7. Pilot Notified - "MALFUNCTION CHECKLIST COMPLETED"(LM 1)

TOWPLATE RIGGING CHECKLIST

Aircraft Preparation for Equipment (Airdrop Utilizing A/A-37a-11 Towplate)

1. Mechanical and Electrical Cables - CHECKED, ROUTED, SECURED
2. Control Unit - INSTALLED

CAUTION

Do not connect the electrical cables to the aircraft until ready for operational check.

3. Towplate and Towplate End Protector - CONNECTED, ADJUSTED, INSTALLED
4. System Operational Check - COMPLETED
5. Manual Checkout - COMPLETED

INSPECTING/RIGGING DROGUE CHUTE

1. Drogue Chute - CHECKED
2. Drogue Chute - RIGGED
3. Drogue Line - CHECKED

4. Towplate Rigging - COMPLETED
5. Extraction Parachute Bag Bridle - CONNECTED TO LINK
6. Jettison Link to Extraction Link - ATTACHED
7. Extraction Link - LATCHED

NOTE

Place the extraction chute and line bag forward of the towplate and pull forward until the extraction chute bag bridles are taught.

8. Extraction Line To Load - CONNECTED

TOWPLATE CHECKLISTS

Towplate Pre-Slowdown Checklist

1. "PRE-SLOWDOWN CHECKLIST" (N),
"TOWPLATE PROCEDURES" (P),
"ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Inspection of Load and Extraction System – COMPLETED
 - a. Visually inspect each extraction system, to include the security of the recover parachutes.
 - b. Check extraction link/latch to ensure it's properly set.
 - c. Ensure jettison link is secure.
3. Aft of Load Checked for Obstructions - COMPLETED
4. Bundle/Load Marker Lights - AS REQUIRED
5. Extraction Parachute Manual Control Handle Pin – REMOVED
6. Cargo Compartment Lights - AS REQUIRED
7. Restraint Rails - CHECKED

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8. Emergency Aft Restraint Chains - CHECKED
9. Outflow Valve - CHECKED
10. Ramp Manual Locking Pins - REMOVED/STOWED
11. Pressure Door Side Seals - RETRACTED
12. "A" Valve Safety Guard - INSTALLED
13. Door Lock Status Lights - CHECKED
14. Pressure Door Upper Hinges - CHECKED
15. Pressure Door - "CLEARED TO OPEN" (P), "OPEN"
(LM 1)
16. Extraction Line Guard - INSTALLED
17. Ramp Loading Lights - POSITIONED
18. Towplate Control Unit - CHECKED
 - a. Electrical connector- CONNECTED TO AIRCRAFT
 - b. Handle - NEUTRAL
 - c. Safety pin - INSTALLED
 - d. Safety light - ON
19. Parachute/Safety Harness - ON/FASTENED
20. Pre-Slowdown Checklist - "COMPLETED"
(LM 3, 2, 1, E)

Towplate Slowdown Checklist

1. "SLOWDOWN CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Aft Doors - "CLEARED TO OPEN" (P),
"OPEN"(LM 1)
3. Towplate Control Unit Safety Light - CHECKED/ON

NOTE

If safety light is not on, proceed with the following.

- a. Press to test light
- b. Check line plug for security in receptacle and electrical connector at the control unit
- c. Check C/B on the control unit
- d. Check cargo service outlet DC C/B (main DC bus 1)

WARNING

Doors must be closed before continuing with troubleshooting towplate.

- e. Check electrical connectors at the towplate and microswitch against latch/link
4. Right-hand Locks - RETRACTED
5. Left-hand Restraint Rail Master Control Shift Lever – AIRDROP
6. Left-hand Restraint Locks - ARMED
7. Slowdown Checklist - "COMPLETED" (LM 3, 2, 1, E)

Towplate One-Minute Advisory

1. "CREW, ONE MINUTE ADVISORY" (N), "ACKNOWLEDGED" (LM 3, 2, 1)
2. Loadmasters - IN POSITION
3. Towplate Control Unit Safety Light - CHECKED/ON

WARNING

A no-drop condition exists if safety light is not illuminated.

4. Towplate Control Unit Handle Safety Pin - REMOVED

Drogue Chute Deployment

1. "TWENTY SECONDS" (N)
2. "DEPLOY DROGUE" (P)
3. Drogue Status - "DROGUE OK" or "DROGUE MALFUNCTION" (LM 3)

Towplate CARP Checklist

1. "TEN SECONDS" (N)
2. "GREEN LIGHT" (N) -
 - a. Towplate control unit handle - PULLED
 - b. Towplate control unit handle - PUSHED
3. Status of Load - "ALL CLEAR" or "MALFUNCTION" (LM 3)

WARNING

In the event of simultaneous negative transfer or negative jettison, loadmaster will state "NEGATIVE TRANSFER, NEGATIVE JETTISON" and complete the equipment malfunction checklist.

4. Left-hand Restraint Locks - RELEASED (if required)
5. "RED LIGHT" (N)

Towplate Post-Drop Checklist

1. "POST-DROP CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 3, 2, 1, E)
2. Towplate Control Unit - SET
3. Center Door and Ramp - "CLOSED" (LM 1)
4. Parachute/Safety Harness - AS REQUIRED

5. Manual Parachute Release Handle - STOWED
6. Extraction Line Guard - REMOVED
7. Pressure Door Side Seals - CHECKED/RETRACTED
8. "A" Valve Safety Guard - INSTALLED
9. Pressure Door Upper Hinges - CHECKED
10. Target Pin and Release Actuator - FULLY RETRACTED
11. Pressure Door - "CLOSED AND LOCKED" (LM 1)
12. Left-hand Restraint Locks - AS REQUIRED
 - a. If additional passes are to be accomplished, complete the following:
 - (1) Return shift lever to SECURE
 - (2) Operate the master control handle until number 2 (number 3 or 4 if additional passes have been accomplished) on the rack assembly is aligned with the SAFE arrow
 - (3) Ensure all detents aft of the next platform to be airdropped have released clear of the inboard side of the rails
 - (4) Ensure master control handle is in locked position
 - b. If no additional passes are to be accomplished, complete the following:
 - (1) Operate master control handle until number 4 on the rack assembly is aligned with RELEASE arrow
 - (2) Ensure all locks have released clear of inboard side of rails
 - (3) Return shift lever to SECURE
 - (4) Operate master control handle until number 1 on rack assembly is aligned with the SAFE arrow
 - (5) Check that all locks have returned to the SAFE position
 - (6) Stow all sequence pins
 - (7) Left-hand locks - TENSION SET
13. Right-hand Restraint Locks - AS REQUIRED
14. Post-Drop Checklist - "COMPLETED" (LM 3, 2, 1, E)

TOWPLATE MALFUNCTION CHECKLIST**Drogue Malfunction**

1. Pilot Notified - "DROGUE MALFUNCTION" (LM 3)
2. "JETTISON DROGUE" (P) - Towplate Control Handle - PUSHED
3. Status of Drogue - "DROGUE AWAY" (or condition) (LM 3)

WARNING

If drogue does not jettison, loadmaster will immediately complete drogue jettison malfunction checklist.

4. Right Rail Detents - LOCKED
5. Left Rail Detents - LOCKED/SAFE

NOTE

If unable to re-lock the locks, restrain load forward and aft using tie-down equipment.

6. Center Door and Ramp - CLOSED
7. "MALFUNCTION CHECKLIST COMPLETE" (LM 1)

Drogue Jettison Malfunction

1. Pilot Notified - "DROGUE JETTISON MALFUNCTION" (LM 3)
2. Platforms – RESTRAINED

WARNING

During drops using three 28-foot chutes, it will not be possible to restrain the load. In this situation, do not perform step 2.

3. Drogue Line - CUT
4. Status of Drogue - "DROGUE AWAY" (or condition) (LM 3)
5. Right Rail Detents - LOCKED
6. Left Rail Detents - LOCKED/SAFE
7. Center Door and Ramp - CLOSED
8. "MALFUNCTION CHECKLIST COMPLETE" (LM 1)

One or More Extraction Chutes Fail To Inflate

NOTE

If at least one chute is inflated, release left-hand restraint locks. (Single platforms or last platform for sequential drops.) If all chutes are deflated, proceed with checklist.

1. Pilot Notified - "MALFUNCTION" (LM 1)
2. Platform - RESTRAINED

WARNING

During drops using three 28-foot chutes, it will not be possible to restrain the load. In this situation, do not perform step 2.

3. Extraction Line - CUT
4. Center Door and Ramp – CLOSED
5. Right Rail Detents – LOCKED
6. Left Rail Detents - LOCKED/SAFE
7. "MALFUNCTION CHECKLIST COMPLETE" (LM 1)

TOWPLATE DE-RIGGING CHECKLIST***NOTE***

Prior to de-rigging towplate, insert extraction link in towplate and activate the towplate control handle to "MANUAL" and "DROGUE JETTISON" positions. This will ensure damage has not occurred to towplate system during extraction and that the system is operational.

1. Electrical Cables - DISCONNECTED
2. Mechanical Cable - DISCONNECTED/COILED

NOTE

Complete AFTO Form 244 after each mission.

3. Remaining Components - DISCONNECTED/ STOWED

HALO/HAHO AIRDROP CHECKLISTS

This checklist will be called prior to **all** high altitude drops and completed prior to initiating applicable pre-slowdown checklist. Navigator initiates this checklist by stating "HALO/HAHO AIRDROP CHECKLIST."

1. "HALO/HAHO AIRDROP CHECKLIST" (N), "RAMP EXIT PROCEDURE" or "PARATROOP DOOR EXIT PROCEDURE" (P), "ACKNOWLEDGED"
(CP, LM 2, 1, S, E)
2. Oxygen Mask - "ON, 100 PERCENT"
(CP, P, N, LM 2, 1, S, E)
3. Cargo Compartment Lights - AS REQUIRED
4. Jump Platform Lights - ON (if required)

HALO/HAHO Pre-Slowdown Checklist

1. "PRE-SLOWDOWN CHECKLIST" (N),
"ACKNOWLEDGED" (LM 2, 1, E)
2. Jumpmasters - ADVISED
3. Jump Signal Caution Light - RED
4. Bundle/Load Marker Lights - ON (if required)
5. Oxygen Quantity - "CHECKED" (LM 2, 1, E)
6. Outflow Valve - CHECKED

FOR PARATROOP DOOR EXIT

7. Pre-Slowdown Checklist - COMPLETED (LM 2, 1, E)

FOR RAMP EXIT

8. Ramp Manual Locking Pins - REMOVED/STOWED
9. Pressure Door Side Seals - RETRACTED
10. "A" Valve Safety Guard - INSTALLED
11. Door Lock Status Lights - CHECKED
12. Pressure Door Upper Hinges - CHECKED
13. Pressure Door - "CLEARED TO OPEN" (P), "OPEN"
(LM 1)
14. Parachute/Safety Harness - ON/FASTENED
15. Pre-Slowdown Checklist - "COMPLETED"
(LM 2, 1, E)

***HALO/HAHO Slowdown Checklist**

1. "SLOWDOWN CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 2, 1, E)
2. Jumpmaster/Safety - ADVISED

FOR RAMP EXIT

3. Aft Doors - "CLEARED TO OPEN" (P),
"OPEN" (LM 1)
4. Slowdown Checklist - "COMPLETED" (LM 2, 1, E)

FOR PARATROOP DOOR EXIT

5. Troop Doors - "CLEARED TO OPEN" (P),
"OPEN" (LM 1)
 - a. Air Deflectors - EXTENDED
 - b. Jump Platforms - EXTENDED
6. Slowdown Checklist - "COMPLETED" (LM 1, E)

***HALO/HAHO One-Minute Advisory**

1. "CREW, ONE-MINUTE ADVISORY" (N),
"ACKNOWLEDGED" (LM 2, 1)
2. Jumpmaster - ADVISED

***HAHO/HAHO HARP Checklist**

1. "TEN SECONDS" (N)
2. JumpmasterSafety - ALERTED
3. "GREEN LIGHT" (N)
4. Status of Load - "ALL CLEAR" or "MALFUNCTION"
(LM 1)
5. "RED LIGHT" (N)
6. Jumpmaster/Safety - WARNED (on hearing or seeing
RED LIGHT)

***HALO/HAHO Post-Drop Checklist**

- *1. "POST-DROP CHECKLIST" (CP),
"ACKNOWLEDGED" (LM 2, 1, E)

FOR PARATROOP DOOR EXIT

- *2. Jump Platforms - AS REQUIRED
- *3. Air Deflectors - AS REQUIRED
- *4. Paratroop Doors - "AS REQUIRED" (LM 1)
- 5. Parachute/Safety Harness - AS REQUIRED
- 6. Jump Platform Lights - AS REQUIRED
- 7. Cargo Compartment Lights - AS REQUIRED
- 8. Post-Drop Checklist - "COMPLETED" (LM 2, 1 E)

FOR RAMP EXIT

- 9. Center Door and Ramp - "CLOSED" (LM 1)
- 10. Parachute/Safety Harness - AS REQUIRED
- 11. Pressure Door Side Seals - CHECKED/RETRACTED
- 12. "A" Valve Safety Guard - INSTALLED
- 13. Pressure Door Upper Hinges - CHECKED
- 14. Target Pin and Release Actuator - FULLY RETRACTED
- 15. Pressure Door - "CLOSED AND LOCKED" (LM 1)
- 16. Post-Drop Checklist - "COMPLETED" (LM 2, 1, E)

**AIR DEFLECTOR MANUAL EXTENSION
CHECKLIST**

NOTE

Air deflector may be extended utilizing steps 3-6; however, more time will be required to extend air deflector.

1. Turn Brake Release Knob Counterclockwise Until Brake is Released
2. Extend the Air Deflector Door Manually As Far As Possible
3. Turn the Brake Release Knob Clockwise Until Snug

CAUTION

Damage to the brake and no-back assembly will result if the brake release knob is turned too tight.

4. Release Hand Crank from Stowage Brackets
5. Engage Hand Crank by Pressing In With 5-10 Pounds Of Pressure. While maintaining this pressure, crank counterclockwise until air deflector is fully extended.
6. Stow Handle
7. Air Deflector Checklist - COMPLETED

**AIR DEFLECTOR MANUAL RETRACTION
CHECKLIST****CAUTION**

Damage to the brake and no-back assembly will result if the hand crank is engaged and stowed when the brake is released.

1. Turn Brake Release Knob Counterclockwise Very Slowly Until the Air Deflector Door Retracts

WARNING

Never exceed more than five turns counterclockwise when using the brake release knob as failure of the brake and no-back assembly may occur.

2. Pull Air Deflector to the Fully Retracted Position
3. Re-Tighten Brake Release Knob until Snug.

CAUTION

Damage to the brake and no-back assembly will result if the brake release knob is turned to tight.

4. Air Deflector Manual retraction completed.

**LOADMASTER STANDARD AIRDROP
TRAINING BUNDLE**

1. INSPECTION:
 - a. Pendulum line taped to bundle
 - b. Pilot chute attached with single length ticket # 3
 - c. Bag closing tie - SINGLE TICKET #3 COTTON
 - d. Marker lights - ATTACHED (as required)
 - e. Bundle marked
2. RIGGING AND AIRDROP:
 - a. Simulate personnel - Attach static line to an installed anchor cable or available floor tie-down ring
 - b. Simulate heavy equipment - Attach static line to tie-down ring at FS 2089/BL 28R and drop using extraction release system
3. EMERGENCY PROCEDURES:
 - a. Bundle hung or towed:
 - (1) Cut static line on pilot's command
 - (2) Notify pilot - CHECKLIST COMPLETED

**ADS DOOR CLOSING MANUAL OVERRIDE
PROCEDURES**

1. Place the Cargo Doors Aft Arming Switch to SAFE.
2. Remove the safety guard from **A** valve.

NOTE

If only the ramp and center door are to be closed so that paratroops can be dropped from the paratroop doors, accomplish steps 3 thru 6. Then after the paratroop doors are closed accomplish all other steps.

3. Depress and hold the following valves until the ramp is closed: **J, C, G, and A**.
4. Still holding **J, C, G, and A** valves, depress **H** valve. Once the ramp locks, release **G** valve first, then all other valves.
5. Depress and hold the following valves until the center door is closed: **E and A**.
6. Still holding **E and A**, depress **H** valve. When the center door locks, release all valves.
7. Disconnect the electrical connectors on both ramp actuators.
8. Close the relief valves on both ramp actuators by turning knobs clockwise.
9. Visually check that the pressure door upper hinges are overcenter and against the stops.
10. Depress and hold the following valves until the ramp unlocks: **J, C, G, and A**. Release **G** only.

11. Still holding **J**, **C**, and **A** depress **F** until the ramp moves down at least three inches. Release **F** only.
12. Install safety guard over **F** valve.
13. Still holding **J**, **C**, and **A** depress **L** to close the pressure door.
14. Still holding **J**, **C**, **L**, and **A** depress **G** to close ramp.
15. Still holding **J**, **C**, **L**, **G**, and **A** depress **H** valve to lock the ramp. Once the ramp is locked release **G** then **J**, **L**, and **H**.
16. Still holding **C** and **A** depress **I** until the butt line 28 locks lock (about 1 minute). Once locked release **C**, **I**, and **A**.
17. Depress and hold the following valves to unlock the pressure door upper hinges and lock the pressure door to the ramp: **I**, **B**, and **A**. Once locked release all valves.
18. Install safety guard over **A** valve.
19. Remove and stow the safety guard from **F** valve.
20. Reconnect electrical connectors to ramp actuators.
21. Check ramp locks and install manual locking pins.
22. Close the side seals.

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