

**BY ORDER OF THE COMMANDER
AIR FORCE RESERVE COMMAND**

AIR FORCE JOINT INSTRUCTION 13-210



**AIR FORCE RESERVE COMMAND
Supplement 1**

1 November 2000

Operations

**JOINT AIRDROP INSPECTION RECORDS,
MALFUNCTION INVESTIGATIONS, AND
ACTIVITY REPORTING**

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Pages: 9
Distribution: F

The OPR for this supplement is HQ AFRC/DOTV (SMSgt Randy Griggs). This supplement implements and extends the guidance of Air Force Joint Instruction (AFJI) 13-210, 1 June 1998. This supplement describes Air Force Reserve procedures to be used in conjunction with the basic instruction.

1-4.b. Submit recommended improvements or revisions to this instruction on AF Form 847, **Recommendations for Changes of Publications**, to HQ AFRC/DOTV. HQ AFRC/DOTV forwards a copy to the HQ AMC/DOKT.

1-4.f. Aerial Delivery Review Panel (ADRP) members, with the exception of the maintenance representative, should be airdrop qualified where appropriate. Unit commanders ensure aircrew members involved in an airdrop malfunction, incident, or off DZ drop are not scheduled for any event that would delay convening an aerial delivery review panel. Send a copy of the results of the review panel within 3 duty days to HQ AFRC/DOTV.

1-5.c. (Added) In addition to sending malfunction reports to the USAQMC&S, AFRC units forward a copy of each DD Form 1748-2, **Airdrop Malfunction Report** or an acceptable computer-generated facsimile to HQ AFRC/DOTV. HQ AFRC/DOTV forwards a copy of the malfunction report to HQ AMC/DOKT.

1-6. HQ AFRC strongly encourages units with an airdrop mission to send a representative to each meeting. In addition to malfunction review and analysis, members review new procedures, view presentations on new systems, and participate in join-service discussions. Attendees also meet with Command representatives to discuss command-specific issues, possible trends and concerns.

Chapter 2 (Added) Each paragraph in this chapter applies to Joint Operations only, unless supplemented to apply to unilateral operations.

2-1. Applicable to unilateral operations.

2-2.a. For unilateral operations, do not accept airdrop loads unless they are rigged according to specific FM/TOs distributed in USAQMC&S, ADFSD, or JSOC manuals identified in aircrew publications. Submit waivers for non-standard airdrop loads to governing MAJCOM for approval with an info copy to HQ AFRC/DOTV.

2-2.a.(1) For unilateral operations, a rigger qualified Air Transportation Journeyman (AFSC 2T251 or higher), or a rigger qualified Joint Airdrop Inspector (AFJAI) Loadmaster (AFSC 1A250 or higher) accomplishes this inspection.

2-2.a.(2) For unilateral operations, a certified AFJAI accomplishes this inspection. A signature in the transported force signature block is not required.

2-2.a.(2)(a) Applicable to unilateral operations.

2-2.a.(2)(b) For unilateral operations, the AJAI function is accomplished by the aerial delivery function.

2-2.a.(2)(c) For unilateral operations, if the aircrew rejects a rigged load or any portion of that load offered for that sortie at the aircraft, annotate the reason in the "Remarks" section of the appropriate inspection form. The aircraft loadmaster and the AFJAI will retain the appropriate copies. The next duty day or upon return to home station, he or she submits the copy to their unit standardization and evaluation (Stan/Eval) function. Stan/Eval reviews and forwards a copy to the wing Tactics function or Operations Group Stan/Eval in the absence of a wing Tactics. (Forward an info copy HQ AFRC/DOTV). Wing Tactics/OGV develops a trends/metrics tool to monitor the number and type of rejections as well as the corrective actions taken. When trends are identified, the wing Tactics/OGV organization works with the aerial delivery organization to rectify the problem. This trends tool may be reviewed during ASEV/HQ MAJCOM Tactics visits.

2-2.a.(3) For unilateral operations, a certified AFJAI (1A2X0) and the aircraft loadmaster will accomplish this inspection.

2-2.a.(3)(a) (Added) For joint or unilateral operations, when multiple airdrops are planned from a single aircraft, in-flight rigging and inspection will be annotated on the back of the DD Form 1748, Joint Airdrop Inspection Record. Loadmasters will initial block 23 and write "see remarks on reverse." Aircraft loadmasters will use the DD Form 1748, **Joint Airdrop Inspection Record**, as a checklist to ensure in-flight rigging has been completed correctly.

2-2.a.(4) For unilateral operations, the AFJAI and the aircraft loadmaster sign the form certifying the load is ready for airdrop. Signature in the transported force inspector block is not required.

2-2.b. Applicable to unilateral operations.

2-3. This entire paragraph is applicable to unilateral operations.

2-3.b.(1) (Added) DD Form 1748-1, **Joint Inspection Records, Overprint for RAMZ**. Complete one form (set of three copies) for each RAMZ container rigged for airdrop.

2-4. Applicable to unilateral operations.

2-4.a. (Added) Maintain and dispose of DD Form 1748 series according to AFI 37-138, **Records Disposition, Procedures and Responsibilities**, Table 13-2 and AFMAN 37-139, **Records Disposition Schedule**.

2-5.a. For unilateral operations, a jumpmaster is not required for this inspection.

2-5.b. For unilateral operation, ensure the loads such as Rigging Alternate Method Zodiacs (RAMZ) and Bike Bundles with specific rigging procedures are rigged a by rigger qualified Air Transportation Journeyman (AFSC 2T251 or higher) or a rigger qualified Fabrication and Parachute Specialist (AFSC 2A7x4). When these loads are dropped as a Container Ramp Load (CRL) they will not require a formal AFJAI inspection. They will be inspected by the aircraft loadmaster and the agency delivering the CRL to the aircraft. Use the ACC/AFRC approved DD Form 1748-1, Joint Inspection Record, Overprinted for RAMZ, for this inspection. Use a Joint Airdrop Inspector (AFJAI) Loadmaster (AFSC 1A250 or higher) should be used for this inspection when available.

3-1.a. For unilateral operations, malfunction officer/NCO must be a minimum grade of E-5, AFSC 1A250 (or higher) or 2T251 (or higher), JAI or rigger qualified through the USAQMC&S and designated in writing by the unit commander.

4-3.a. Investigate and report all malfunctions/incidents to HQ AFRC/DOTV using the reporting procedures in chapter 5 and this supplement. Use the checklist provided in Appendix B, C and D as a guide when investigating malfunctions. HQ AFRC/DOTV forwards all reports to HQ AMC/DOKT.

5-1.a.(1) (Added) Use the following guidelines when initiating AFMAN10-206, Operational Reporting, reports to command post:

(a) The aircrew initiates the report for malfunctions or incidents occurring during the extraction or deployment phase of any airdrop or during the exit phase for jumpers where aircrew procedures or aircraft aerial delivery equipment are contributing factors.

(b) The malfunction NCO or service DZ officer will initiate the report for malfunctions or incidents occurring during the deployment or recovery phase of any airdrop load or jumper. Malfunctions/incidents believed to have been caused by aircrew procedures, i.e. low altitudes, DZ offset, will be coordinated with the aircrew for the most accurate information.

(c) At home station (within the local area), notify the unit command post. The malfunction officer prepares the appropriate report and forwards a copy to HQ AFRC/DOTV who forwards a copy to HQ AMC/DOKT.

(d) At a US Military installation other than home station, notify the command post at the installation.

(e) At a non-US Military installation, contact HQ AMC/TACC. Request the type of report applicable to the incident. TACC forwards a copy of the report to HQ AMC/DOKT and HQ AFRC/DOTV.

NOTE: The majority of DZs are located within large designated restricted areas often termed "Reservations." However, there are some DZs that are not located within or associated with a reservation. This is an important distinction when reporting off-DZ airdrops.

1. OPREP-3 BEELINE - Equipment or Personnel airdrops or dropped objects from an Air Force aircraft that result in:

a. Injury or death to personnel, damage to private or public property or significant damage to military equipment.

b. Impacting off-DZ and off a reservation.

c. Public media attention.

2. OPREP-3 HOMELINE - Reportable incidents are airdrops of personnel and equipment that:

a. Result in damage to military equipment.

b. Impact off-DZ and on a reservation.

c. Impact off a DZ located apart from a designated reservation unless there is damage to Private property, injury or death to personnel, significant damage to military equipment or likely to attract local public media attention.

(f). BEELINE and HOMELINE reports will include the following information as a minimum:

1. Date and time (local and zulu) of malfunction/incident.

2. Name, location, and axis of DZ.

3. USAF mission number.

4. Organization of the airlift unit and the transported force.

5. Telephone numbers of individuals who may have detailed information.

6. Mission commander and unit of assignment.

7. Type of aircraft and formation position (if applicable).

8. Estimated distance and clock position from the point of impact.

9. Estimated distance and clock position outside the DZ limits.

10. Weather at the time of the airdrop.

11. Altitude, mean effective, and surface winds.

12. Narrative description of occurrences (describe type and amount of equipment or number of personnel extracted or dropped).

13. Description of damage to equipment, property, or injuries to personnel.

14. Statement as to disposition of dropped cargo or personnel.

15. Statement if air force aircraft equipment or procedures are suspected as a factor.

16. Statement of Air Force personnel questioned or asked to participate in the investigation.

17. Name, rank, duty title (or position), and telephone number of person submitting the report.

5-5.a. Any time the airdrop process does not achieve the planned objective, it can be considered a malfunction or incident. The airdrop process consists of four separate areas: aircrew procedures; aircraft aerial delivery equipment; airdrop equipment (i.e., parachutes, releases, platforms, etc.); weather, drop zone closure, aircraft maintenance, etc. When a planned airdrop is not completed, identification of the appropriate area is essential in developing trend analysis and corrective action. All uncompleted JA/ATT and or joint airdrop missions due to one of these areas except, weather, drop zone closure or aircraft maintenance, will be reported through channels to HQ AMC/TACC and HQ AFRC/DOTV. HQ AFRC/DOTV forwards the information to HQ AMC/DOKT.

5-5.a.(1). (Added) Malfunctions fall into two categories: those which occur to Air Force assets and those which occur to other service's assets. Malfunctions other than those causing a towed parachutist or failure of an airdrop system are normally reported by the user service; however, all failures occurring inside the aircraft are reported by the Air Force.

5-5.a.(2). (Added) The aircraft commander or drop zone controller/malfunction officer completes the DD Form 1748-2, **Airdrop Malfunction Report** and provides any known particulars which contributed to or are suspected factors of the malfunction. The investigation at the DZ is conducted by the joint airdrop inspector/malfunction officer. Subsequent analysis is made by the aerial delivery review panel (ADRP), with appropriate wing/group agencies, (or unit commander, malfunction officer, and chief of standardization/evaluation involving personnel malfunction, incidents for combat control, pararescue and special operations weather teams), to determine the cause of the malfunction. If the review panel judges the malfunction to be of "immediate interest" to other units, send an immediate message outlining significant details and recommendations to HQ AFRC/DOTV. When the analysis identifies the problem, notify the appropriate group level activity for corrective action. Group tactics/panel chairman completes, signs and submits the DD Form 1748-2, **Airdrop Malfunction Report**.

5-5.a.(3). (Added) Submit reports and develop metrics to track and analyze data on:

- (a) Platforms/container, load, and parachutes.
- (b) Aircraft airdrop system (before and/or after drop).
 - 1. Ramp and door system, troop door, and air deflector door.
 - 2. Extraction parachute release mechanism.
 - 3. Restraint Rail system.
 - 4. CDS/CRS components including static line retrievers.
- (c) Components listed above which interfere with load exit or cause an off-DZ airdrop.
- (d) Personnel malfunctions/incidents if known:
 - 1. Breakaways and/or any use of the reserve.
 - 2. Hardpulls or floating ripcords.
 - 3. Any broken lines.
 - 4. Any significant tears.
 - 5. Tension knots.
 - 6. Extreme twists.
 - 7. Towed jumper incidents.
 - 8. Main parachute openings which take over 1,000 ft of vertical fall from activation to full canopy deployment.

5-5a.(5). (Added) For personnel malfunctions/incidents include the following information on the DD Form 1748-2, **Airdrop Malfunction Report**, if known. For data analysis that results in a negative trend requiring rectification, submit trend data and recommendations to HQ AFRC/DOTV. HQ AFRC/DOTV forwards the information to Aerial Delivery and Field Services Department, attn: ATSM-ADFSD, Fort Lee, VA 23801-1502.

(a) Item 19:

1. Total number of static line/freefall jumps.
2. Number of static line/freefall jumps within the last calendar year.
3. Number of static line/freefall jumps within the last 90 days.

(b) Item 31:

1. Description of the tactical grouping, planned and accomplished.
2. Body position during exit and parachute opening.
3. Aircraft exit used for deployment.
4. Describe in detail the steps taken to activate the reserve or perform breakaway (if applicable).

5-6.a.(2). AFRC units consolidate and submit monthly, a single report to the Director, Aerial Delivery and Field Services Department, ATTN: ATSM-ADFSD, Ft. Lee, VA 23801-1502. This may be accomplished via the FT. Lee web site at www.lee.army.mil/quartermaster/adsfsd/1748-3hm.html. Send a copy to HQ AFRC/DOTV, 155 Richard Ray Blvd, Robins AFB GA 31098-1635.

6-1.c. Submit all extension requests to HQ AFRC/DOTV, 155 Richard Ray Blvd, Robins AFB GA 31098-1635.

6-2.a. Operations group commanders pre-approve all unilateral airdrop events that require JAIs to perform both aircrew and JAI duties.

6-3.a. Unit commanders determine the required number of JAI qualified loadmasters. JAIs are drawn from the most experienced, highly qualified loadmasters within the unit.

(1) Those certified in writing are authorized to perform as the JAI on all unilateral training loads and in support of Joint Airborne/Air Transportability Training (JA/ATT) and Special Assignment Airlift Mission (SAAM) airdrops with any other unit having like aircraft.

(2) JAIs may perform inspections with active duty units in conjunction with joint training.

(3) JAIs will not normally be scheduled to perform aircrew and JAI duties simultaneously, however, due to unique manning requirements, mission requirements may dictate JAIs to perform both aircrew and JAI duties on separate aircraft with prior approval from the operation group commander. Under no circumstance will loadmasters JAI their own airdrop load.

6-3.b. Transportation Journeyman, AFSC 2T251 or higher and with a minimum grade of E-4, that are trained and certified by the Army's Fabrication of Aerial Delivery Loads Course (FADLC) and the Airdrop Load Inspector Course (ALIC) may perform the before and after loading inspections as the Transported Force Inspector in direct support of their unit's unilateral training loads that they did not rig. Qualified individuals may sign the inspector's block as the transported force only on the after loading inspection. These inspectors are authorized in writing by the unit commander and attend an annual revalidation course (see attachment 1 for course outline). A JAI qualified loadmaster is required to perform the after loading inspection as the Air Force Inspector.

6-4. Minimum course content for annual revalidation should include, but is not limited to, those items listed in attachment 1. All AFRC loadmasters designated as Joint Airdrop Inspectors (JAI) and 2T2XX

qualified JAIs will undergo annual revalidation training and certification through their assigned or attached wing. Each wing or group JAI function develops and administers the revalidation program.

Attachment 1**JOINT AIRDROP INSPECTOR (JAI) ANNUAL REVALIDATION/REFRESHER COURSE**

A1-1. The annual revalidation/refresher course is designed to improve standardization and to provide maximum training on aerial delivery related equipment. The course is normally scheduled to be complete in 6 hours (3 hours, hands on). Units use formal courseware when available and may add or delete items as applicable to their assigned aircraft and mission. Schedule an aircraft or part task trainer (PTT) for applicable portions of the course when practical. An end of course closed book exam is required, with a minimum passing score of 85 percent, critiqued to 100 percent. The exam consists of a minimum of 30 airdrop-related questions.

A1-2. Cover following items as a minimum:

a. Publications:

- (1) Explain the use of publications required for the JAI to perform their duties.
- (2) Field Manuals/Technical Orders.
- (3) Air Force publications.
- (4) Command publications.
- (5) Local procedures.
- (6) FCIFs, FCISs and FCBs.

b. Forms:

- (1) **Airdrop Inspection Form (JAI)** (DD Form 1748/1748-1).
- (2) **Airdrop Malfunction Report** (DD 1748-2).
- (3) **Joint Airdrop Summary Report** (DD Form 1748-3).

c. Aerial delivery equipment and limitations.

d. Platforms:

- (1) Extraction system/lines/parachutes.
- (2) Deployment lines.
- (3) Recovery parachutes.
- (4) Releases.
- (5) Suspension slings.
- (6) Platforms, platform lashings and other general airdrop equipment/items.
- (7) Hazardous cargo.
- (8) Accompanying load.
- (9) Sequential platform rigging.

e. Container Delivery System (CDS):

- (1) Skidboards and skidboard ties.

- (2) Slings and containers.
- (3) Recovery parachutes and releases.
- (4) Breakaway vs. non-breakaway static lines.
- (5) Other related equipment.
- f. Combat Rubber Raiding Craft (CRRC).
- g. Container Ramp Loads (CRL).
- h. Door bundles:
 - (1) A-7A/A-21 containers and equipment.
 - (2) Breakaway vs. non-breakaway static lines.

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