

**BY THE ORDER OF THE COMMANDER
AIR MOBILITY COMMAND**

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**AIR MOBILITY COMMAND
SUPPLEMENT 1**

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Reporting

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

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

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AFJ 13-210(I) JOINT AIRDROP INSPECTION RECORDS, MALFUNCTION INVESTIGATIONS, AND ACTIVITY REPORTING, 1 May 1998 is supplemented as follows: This supplement applies to all AMC active duty units and AMC-gained Air National Guard (ANG) units when published in NGR (AF) O-2 and to the United States Air Force Reserve Command (AFRC) units involved in unilateral and joint airdrop operations.

1.4.b. AMC, AFRC, and ANG units will submit recommended improvements or revisions to this regulation on **AF Form 847, Recommendations for Changes of Publications**, to HQ AMC/DOKT.

1-4.f. Aerial Delivery Review panel members, with the exception of the maintenance representative, should be airdrop qualified where appropriate. Unit commanders will 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 the results of the review panel within 3 duty days to Headquarters Air Mobility Command, Combat Operations Division (DOKT).

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

1-6. HQ AMC 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 joint-service discussions. Attendees also meet with command representatives to discuss command-specific issues, possible trends and concerns.

2-2. Do not accept airdrop loads unless they are rigged in accordance with specific FMs/TOs distributed by USAQMC&S, ADFSD, or JSOC manuals identified in aircrew publications. Waivers for nonstandard airdrop loads will be submitted to MAJCOM (i.e., PACAF, USAFE, AMC, AFRC, etc.) Tactics (DOK).

2-2.a. (1) This inspection will be accomplished by a rigger qualified Air Transportation Specialist (AFSC 2T251 or higher) or a Joint Airdrop Inspector (JAI) Loadmaster (AFSC 1A250 or higher) for all unilateral training loads.

2.2.a. (2) For unilateral training operations, the supporting aerial delivery function performs as transported force port inspector when accomplishing the before and after loading inspections. Signature in the transported force inspector block is not required.

2.2.a. (2)(c) The aircraft loadmaster will annotate the appropriate DD Form 1748 with the reason(s) for rejection and retain the copy. The next duty day or on return to home station, he/she will submit the copy to their wing tactics function. Wing Tactics will forward an info copy to Group Standardization and Evaluation (Stan /Eval) function. Wing Tactics will develop 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 organization will work with the aerial delivery organization to rectify the problem. This trends/metrics tool may be reviewed during HQ AMC ASEV visits.

2-2.a. (3) For AF unilateral training, inflight rigging and inspection items will be annotated on the front of DD Form 1748 by an asterisk (*). Block 23 on DD Form 1748 will state, "see remarks on reverse." Loadmasters will initial block 23 to identify there are remarks on the reverse. Loadmasters will use the items listed (i.e., 13c or 14d.) on DD Form 1748 reverse as a checklist to ensure inflight rigging has been accomplished correctly. Inflight rigging and inspection may be accomplished during JA/ATT and SAAM missions with MAJCOM approval.

2-2.a. (4) For unilateral training operations, the supporting aerial delivery function performs as the transported force inspector when accomplishing the before and after loading inspections. Signature in the transported force inspector block is not required.

2-4. Maintain and dispose of DD Form 1748 series IAW *AFI 37-139, Records Disposition*, table 13-2.

3-1.a. For unilateral training, the Malfunction Officer/NCO must be a minimum grade of SrA, AFSC 1A250, 2T251, or 2A750 JAI, or rigger qualified through the USAQMC&S. They must be designated in writing by the unit commander and assigned to an Aerial Port Squadron, Aerial Delivery Function or Weapons and Tactics Flight.

3-1.b. (2) A digital camera is the preferred method for documenting and reporting malfunctions. When feasible, video recording each airdrop is also highly recommended. These photographs and tapes can be transmitted electronically for dissemination and aid greatly during the Tri-annual Malfunction Review Boards.

4-3.a. Investigate and report all malfunctions/incidents to HQ AMC/DOKT using the reporting procedures in chapter 5 of AFJ 13-210 (I) and this supplement. Use the checklist provided in AFJ 13-210 (I), appendix B, C, and D as a guide when investigating malfunctions.

5-1.a. (Added) Use the following guidelines from *AFM 10-206 Operational Reporting* and AFI 13-210 (I) off drop zone instructions to initiate reports:

A. The aircrew will initiate 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. Malfunction/incidents believed to have been caused by aircrew procedures, i.e., low altitudes or DZ offset, will be coordinated with the aircrew for the most accurate information.

C. At home station (within the local area), notify unit command post. Unit command post will prepare the appropriate report and forward copies to HQ AMC/TACC and HQ AMC/DOKT.

D. At a US military installation other than home station, notify the command post at that installation.

E. At a non-US military installation, contact HQ AMC/TACC. Request the type of report applicable to the incident. HQ AMC/TACC will forward a copy of the report to HQ AMC/DOKT.

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) Involving 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 airdrop incidents 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 as a minimum the following information:

- (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 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:

- (1) Aircrew procedures
- (2) Aircraft aerial delivery equipment
- (3) Airdrop equipment (i.e., parachutes, releases, platforms, etc.)
- (4) Weather, drop zone closure, aircraft maintenance, range clearance, 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 the above areas (1)-(3) will be reported through channels to HQ AMC/TACC and HQ AMC/DOKT.

5-5.a. (1) Malfunctions fall into two categories: those that occur to Air Force assets and those that occur to other services' 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 will be reported by the Air Force.

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

- a. Platforms/container, load, and parachutes, including jettisoning of drogue parachute due to material failure.
- b. Aircraft airdrop system (before and/or after drop)

- (1) Ramp and door system, troop door, air deflector door, logic failure resulting in no drop
- (2) Extraction parachute release mechanism, Parachute Deployment Mechanism, Towplate Release Mechanism
- (3) Restraint Rail System to include locks

CDS/CRS components including static line retrievers and Western Gear failures

NOTE: Above items are critical for reporting and developing trends. Especially critical items such as Western Gear failures and loss of logic should be reported and tracked. Include information on training lost or mission incompleteness in the tracking reports.

c. Components listed above which interfere with load exit or cause an off DZ airdrop

d. Personnel malfunctions/incidents

- (1) Breakaways and/or any use of the reserve
- (2) Hardpulls or floating ripcords
- (3) Any significant tears
- (4) Tension knots
- (5) Extreme twists
- (6) Towed jumper incidents or ruptured static lines
- (7) Main parachute openings which take over 1,000 feet of vertical fall from activation to full canopy deployment

5-6.a. (4). For personnel malfunctions/incidents, the following information will be included on DD Form 1748-2:

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).

6-1.c. Submit all waiver requests to HQ AMC/DOKT, 402 Scott Drive, Unit 3A1, Scott AFB IL 62225-5302.

6-2.f. Transportation specialist, AFSC 2T251 or higher and with a minimum grade of SrA, that are trained and certified by the USAQMC&S as Joint Airdrop Inspectors may perform only the before-loading inspection and sign the appropriate inspection form for their unit's unilateral training loads that they did not rig. These inspectors will be authorized in writing by the unit commander and attend an annual revalidation course (see Attachment 1 for course outline). A Joint Airdrop Inspector qualified loadmaster is required to perform the after-loading inspection as the Air Force Inspector.

6-3.a. AFRC and ANG units will be manned IAW AFI 13-210 ANG and AFRC Supplements.

6-4. Conduct annual revalidation training on or before the individual's birth month. Minimum course contents for annual revalidation should include, but are not limited to, those items in Attachment 1. All AMC loadmasters designated as Joint Airdrop Inspectors (JAI) in paragraph 6.1.a. and those falling under any exceptions will undergo annual revalidation training and certification through their assigned or attached wing. An end of course closed book examination is required, with a minimum passing score of 85% and critiqued to 100%. Each wing or group JAI function will develop and administer the revalidation program.

6-5. (Added) Joint Airdrop Inspectors should not rig items that will be inspected by them.

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

A1-1. The annual revalidation/refresher course is designed to improve standardization and provide maximum training on aerial delivery related equipment. The course is normally scheduled to be completed in six hours of which three are hands-on. Units shall develop formal courseware and may in add items as applicable for their assigned aircraft and mission. An end for course closed book examination is required, with a minimum passing score of 85%, critiqued to 100%. The examination will consist of 30 airdrop related questions.

A1-2. The following items will be covered 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) FCIF and FCBs

b. Forms

- (1) Airdrop inspection checklists
- (2) Airdrop malfunction report (DD Form 1748-2)
- (3) Joint Airdrop Summary Report (DD Form 1748-3)

c. Aerial Delivery equipment and limitations**1. Platforms (LVAD)**

- i. Extraction lines/systems/parachutes
- ii. Deployment lines
- iii. Recovery parachutes
- iv. Releases
- v. Suspension Slings
- vi. Platforms, platform lashings and other general airdrop equipment items
- vii. Hazardous Cargo
- viii. Sequential platform rigging

2. Container Delivery System (CDS)

- i. Skid boards and skid board ties
- ii. Slings and containers
- iii. Recovery parachutes and releases
- iv. Other related equipment

3. Special Operations Loads

- i. CRRC
- ii. RAMZ
- iii. Rigging Motorcycles for Airdrop
- iv. Door Bundles

4. Aircraft Differences Training

- i. C-130
- ii. C-17
- iii. C-141
- iv. C-5

A1-3. The above is a suggested guide for developing courseware for use at Wing level. Units will use this outline as a minimum when conducting training.

ROGER A. BRADY, Major General, USAF
Director of Operations