

**BY ORDER OF THE
SECRETARY OF THE AIR FORCE**

**AFI 11-2C-141V3 CL-6
1 JUNE 2000**



Flying Operations

AIRDROP

AIRDROP CHECKLISTS – LOADMASTER

This checklist establishes procedures for the operation of C-141 aircraft employed by Mobility Air Forces (MAF) to accomplish their worldwide missions.

This checklist complements AFI 11-2C-141V3, *C-141 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-141 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 loadmaster will brief the following when parachutists are on board. (*Italicized items are briefed only when in-flight rigging is to be accomplished.*)

1. Attention to Parachutist's Briefing. The route of flight for today's mission will be _____, our scheduled drop time is _____, and drop zone weather is forecast to be _____.
2. Ensure your seat belt is securely fastened. *Remain seated with your seat belt fastened until you have been advised that it is safe to move around the aircraft.*
3. Should an emergency occur during ground operations, our primary escape route will be through the _____ (e.g. troop doors, etc.). Follow all instructions of crewmembers.
4. Emergency exits are outlined in yellow. The crew entrance door is located at the front of the aircraft, two window exits in the front and rear of the aircraft, and the two paratroop doors. There are also three overhead escape hatches in the cargo compartment. Additionally, the ramp may be available. Familiarize yourself with the exit nearest you.

NOTE: Brief the following emergency procedures as required.

5. **OVERWATER FLIGHTS:** Your life vest is located behind the webbing of your seat. Direct your attention to _____ who will demonstrate the donning of the life vest. Please observe. To use the life vest, pull it over your head and place the long straps around your waist. Attach the buckle into the fitting at the bottom center of the life vest and pull the loose end until the strap is snug around your waist. The vest is properly adjusted when you can place your closed fist between the strap and your waist. Do not inflate the vest inside the aircraft.

After leaving the aircraft, inflate the vest by pulling down on the two red tabs on the front of the vest. The vest can also be inflated by blowing into the tubes located at both shoulders.

6. **OXYGEN MASKS:** Oxygen masks are attached along the red seats. If there is a sudden change in cabin pressure, a warning horn will sound. (Demonstrate the donning of the mask) Pull the tab on the container and remove one of the yellow masks. Place the yellow cup over your nose and mouth and secure with the white headband. Pulling the tabs located on either side of the mask will tighten the headband. Continue to breathe normally. Even though oxygen is flowing, the plastic bag may not inflate. If someone requires assistance, put your mask on first.

7. **EPOS:** *In addition to our troop oxygen provisions, this aircraft is equipped with the Emergency Passenger Oxygen System, or EPOS. The EPOS is intended for use in the event of an in-flight or ground egress emergency in a smoke or toxic fume environment. Each seat is equipped with an EPOS located (state location). When directed to put on the EPOS, open the flap on the storage pouch and remove the vacuum bag from the stowage pouch. Tear open the bag by pulling the red tape. Remove the EPOS hood from the pouch and unfold. Hold the EPOS hood with the silver end of the neck seal facing you. Pull the red ball with one hand while holding the oxygen cylinder with the other hand. The red ball and lever must pull free of the oxygen bottle. Spread the neck seal open with palms facing towards each other, by pushing both hands inside then stretching it open. Pull the hood over your head and neck with the neck seal stretched open and breathe normally. While wearing the hood, an audible hiss tells you oxygen is flowing. If you don't hear a hissing sound after the red ball has been pulled (or breathing becomes difficult), remove the EPOS from your head.*

And finally, remove the EPOS after you are clear of the hazard or when instructed by aircrew personnel. As with other oxygen equipment, ensure that you have your own EPOS on and operating correctly before attempting to assist others.

NOTE: Brief towed parachutist procedure/hand signals as agreed with the jumpmaster.

8. If you are being towed by anything other than your static line, you will be cut free by the jumpmaster. If you are being towed by your static line, our first priority will be to retrieve you.

9. Latrine facilities are located _____. *For your safety, sitting or sleeping on the aircraft floor, on the cargo, or inside vehicles is prohibited.*

10. Airsickness bags are located _____. Please use these bags as needed and properly dispose of them.

11. *The use of portable electronic devices is prohibited during takeoffs and landing, and anytime the aircraft is below 10,000 feet. Portable transmitting devices such as cellular phones will not be used anytime aboard this aircraft. Non-transmitting devices such as cassette and CD players, computers, video games, and radio receivers may only be operated above 10,000 feet. You will be advised when it is safe to turn these devices on.*

12. Please assist us to keep our aircraft as clean as possible. Trash bags are available for the collection of refuse.

13. Disposable earplugs will be offered for your protection. Thank you for your attention.

PERSONNEL AIRDROP CHECKLIST

For subsequent drops or routes, re-accomplish applicable items contained in the appropriate checklists.

WARNING

Pilot must advise the loadmaster when altitude will be below 800 feet (AGL) with the doors open. Restraint Harness must be worn for door open operations below 800 feet (AGL).

PERSONNEL PRE-SLOWDOWN CHECKLIST

1. "PRE-SLOWDOWN CHECKLIST" –
"ACKNOWLEDGED" (LM, E)
2. Chem Light(s) - ON (For night drops only)
3. Parachutes/Safety Harnesses/Seat Belts - ON/FASTENED
4. Jump Platform Lights - ON (Night Only)
5. Red Light – ON
6. Pre-Slowdown Checklist - "COMPLETED"

PERSONNEL SLOWDOWN CHECKLIST

1. "SLOWDOWN CHECKLIST" (CP) –
"ACKNOWLEDGED (LM)
2. Troop Door By-Pass Switches - NORMAL
3. Helmet Visor - DOWN
4. Jump Platform(s) - SECURED
5. Paratroop Door(s) - "CLEARED TO OPEN" (P), OPEN
AND LOCKED
6. Air Deflector(s) - EXTENDED
7. Jump Platform(s) - LOCKED IN PLACE
8. Slowdown Checklist - "COMPLETED" (LM, E)

PERSONNEL ONE MINUTE ADVISORY

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

PERSONNEL CARP CHECKLIST

1. "TEN SECOND ADVISORY - (N) - JUMPMaster ADVISED
2. "GREEN LIGHT" (N), "ALL CLEAR" OR
"MALFUNCTION" (LM)
3. Jumpmaster/Safety - WARNED (Upon seeing or hearing
RED LIGHT)

PERSONNEL POST DROP CHECKLIST

- * Denotes item(s) to be accomplished for multiple passes.
- *1. "POST DROP CHECKLIST" (CP) –
"ACKNOWLEDGED" (LM, E)
- *2. Jump Platform(s) - AS REQUIRED
- *3. Static Lines - RETRIEVED
- *4. Air Deflector(s) - AS REQUIRED
- *5. Paratroop Door(s) - "AS REQUIRED" (LM)
- *6. Troop Door By-Pass Switches - NORMAL
- *7. Static Line Retriever Cables - CHECKED/SECURED
- 8. Parachutes/Safety Harnesses/Seat Belts - AS REQUIRED
- 9. Cargo Compartment Lights - AS REQUIRED
- 10. Jump Platform Lights - AS REQUIRED
- *11. Loadmasters Post Drop Checklist - "COMPLETED" (LM)

**TOWED PARACHUTIST MALFUNCTION
CHECKLIST**

1. Remaining Parachutists - STOPPED
2. Pilot - NOTIFIED
3. Red Light - CONFIRMED ON
4. Loadmaster/Jumpmaster - DETERMINE HOW
PARACHUTIST IS BEING TOWED
5. Parachutist Condition - BRIEFED TO PILOT

NOTE: The parachutist will indicate consciousness and that a reserve parachute is ready by staying in a tight body position with both hands on the reserve.

6. If Parachutist is Conscious:
 - a. Towing Static Line - CUT ON PILOT'S COMMAND
(Proceed to step 9)

NOTE: Proceed with step 7 if parachutist is unconscious

7. If Parachutist is Unconscious:
 - a. Retriever Bar - INSTALLED
 - b. Jump Platform - RETRACTED
 - c. Paratrooper - RETRIEVED

WARNING

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

- d. Pilot Notified - RETRIEVAL IS COMPLETE
- e. First Aid - ADMINISTERED TO PARATROOPER
AS REQUIRED

8. Retriever Bar - REMOVED
9. Static Lines - RETRIEVED
10. Air Deflectors - RETRACTED
11. Paratroop Door(s) - CLOSED AND LOCKED
12. Troop Door By-Pass Switch - NORMAL
13. Cargo Compartment Lights - WHITE
14. Jump Platform Lights - OFF
15. Parachutes/Safety Harnesses/Seat Belts - AS REQUIRED
16. Pilot Notified - TOWED PARACHUTIST CHECKLIST COMPLETED

EQUIPMENT AIRDROP CHECKLIST

EQUIPMENT PRE-SLOWDOWN CHECKLIST

1. "PRE-SLOWDOWN CHECKLIST" (N) –
"ACKNOWLEDGED" (LM, E)
2. Cargo Compartment Lights - AS REQUIRED
3. Remote Control Mechanisms (Proper Setting) -
CHECKED
4. Aft Emergency Restraint Chains - CHECKED
5. Inspection of Load and Extraction System - COMPLETE
6. Check Aft of Load for Obstructions and Remove –
CHECKED
7. Inspect Locks on Both Rails Aft of Load for Retraction of
Detents – RETRACTED

NOTE: Repeat steps 4-7 when sequential platforms are being dropped.

8. Retractable Lips - RETRACTED AND SECURED

NOTE: Step 9 will not be accomplished until aircraft is de-pressurized.

9. Auxiliary Door Locks and Cam Jacks - REMOVED AND STOWED

10. Pressure Door - "CLEARED TO OPEN" (P) "OPEN" (LM)

NOTE: Open Pressure Door by Aft Control.

11. Aft End of Ramp - TAPED/INSTALLED

NOTE: Tape or install Ramp End Cover on sequential platform airdrop. Ramp end cover and skid blocks required for platform weights above 25,000 pounds.

12. Chem Light(s) - ON (night drops only)

13. Ramp Manual Safety Pins - REMOVED AND STOWED

14. Ramp Loading Lights - OFF (night drops only)

15. Parachutes/Safety Harnesses/Seat Belts - ON/FASTENED

16. Red Light - ON

17. PRE-SLOWDOWN CHECKLIST - "COMPLETED" (LM, E)

EQUIPMENT SLOWDOWN CHECKLIST

1. "SLOWDOWN CHECKLIST" (CP) – "ACKNOWLEDGED" (LM)

2. Right Hand Locks – CHECKED

CAUTION

Ensure yellow tab(s) are locked in place on mechanism(s) being used for aft restraint. Visually check to ensure that the detent(s) are engaged in the platform.

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3. ADS Arming Switch - DEARMED
4. Doors - "CLEAR" (LM)
5. Doors - "OPEN" (LM)
6. Left Hand Locks - UNLOCKED AS REQUIRED

CAUTION

Do not unlock left-hand locks until doors are opened to airdrop position. The assistant loadmaster, moving forward as platform(s) are sequentially unlocked, will visually check to ensure each lock is disengaged. After locks are unlocked, stow remote control handle.

7. Slowdown Checklist - "COMPLETED" (LM, E)

EQUIPMENT ONE MINUTE ADVISORY

1. "ONE MINUTE ADVISORY" (N) –
"ACKNOWLEDGED" (LM)
2. Assistant Loadmaster - STAND BY RIGHT RAIL
REMOTE CONTROL

WARNING

Emergency release applicable to single platform drops and last platform in a sequential.

EQUIPMENT CARP CHECKLIST

1. "TEN SECOND ADVISORY" (N)

NOTE: At Navigator's call of 10, position the ADS arming switch to the ARMED position and standby with hand adjacent to manual control handle. Do not place hand on manual control handle.

2. "GREEN LIGHT" (N)
 - a. Manual Control Handle - RELEASE POSITION
(AS REQUIRED)

NOTE: If extraction parachute is not visible or fails to release electrically, immediately pull manual control handle to release position. Pull handle only after hearing or seeing GREEN LIGHT.

- b. Right Rail Remote Control Handle – EMERGENCY RELEASE POSITION (As Required)
- 3. Status of Load - “ALL CLEAR” or “MALFUNCTION” (LM)

EQUIPMENT POST DROP CHECKLIST

- 1. “POST DROP CHECKLIST” (CP) – “ACKNOWLEDGED” (LM, E)
- 2. Manual Control Handle - SAFE POSITION
- 3. ADS Arming Switch - DEARMED
- 4. All Doors Switch - CLOSED

CAUTION

Ensure doors are clear prior to closing doors. LM will close the petal doors and ramp utilizing the ALL DOORS switch on the Ramp Control Panel.

- 5. Petal Doors and Ramp - “CLOSED” (LM)

NOTE: If aircraft is to be pressurized, remove tape/end cover from ramp, close pressure door, install door locks, cam jacks, and manual safety pins. Advise pilot on completion.

- 6. Parachutes/Safety Harnesses/Seat Belts - AS REQUIRED
- 7. Cargo Compartment Lights - AS REQUIRED
- 8. Left Rail Locks - AS REQUIRED

CAUTION

If more platforms are to be dropped, ensure locks used on the previous drop are retracted and return to a setting on “9”.

9. Right Rail Locks - AS REQUIRED

CAUTION

If more platforms are to be dropped, ensure locks used on previous drop are retracted, lock the tab, then rotate the adjustment knob until the catch handle releases the slide link tab. Check the tab to insure it will not lock.

10. Emergency Restraint Chains - AS REQUIRED

CAUTION

If more platforms are to be dropped, ensure chains positioned for previous drop are removed.

11. Loadmaster's Post Drop Checklist - "COMPLETED" (LM)

EQUIPMENT MALFUNCTION CHECKLIST

NOTE: The emergency procedures listed herein apply to platforms being dropped on that pass. Platforms aboard the aircraft for subsequent drops should not be considered in the primary emergency action unless they are a cause of the emergency.

1. Extraction Parachute Manual Release - SAFE
2. ADS Arming - DEARMED
3. Platforms - RESTRAINED

NOTE: Apply emergency aft restraint to platforms to be dropped on that pass beginning with the forward most platform. Apply restraint simultaneously (chains and devices will be tight).

4. Extraction Line - CUT (if required)

WARNING

Exercise extreme caution because of line recoil.

5. All Doors Switch - CLOSED

CAUTION

Ensure doors are clear prior to closing doors. LM will close the petal doors and ramp utilizing the ALL DOORS switch on the Ramp Control Panel.

6. Left Rail Detents - ENGAGED

NOTE: If unable to engage detents, secure platforms with chains.

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

CDS AIRDROP CHECKLIST**CDS PRE-SLOWDOWN CHECKLIST**

1. "PRE-SLOWDOWN CHECKLIST" (N) –
"ACKNOWLEDGED" (LM, E)
- **2. Oxygen -"CHECKED" (E, CP, P, N, S, LM)
** Step not completed if drop altitude is below 10,000
feet MSL.
3. Forward Restraint Barrier - CHECKED
4. Rail Locks and Vertical Lips - RETRACTED/SECURED
5. Release Gate Tiedown Attachments - CHECKED
6. Retriever Cable and Knife Assembly - CHECKED AND
SAFETIED
7. Auxiliary Door Locks and Cam Jacks - REMOVED AND
STOWED

NOTE: Step 7 will not be accomplished until aircraft is de-
pressurized.

8. Anchor Cable Restraint Hooks – REMOVED
9. Pressure Door - "CLEARED TO OPEN" (P) "OPEN" (LM)

NOTE: Open pressure door by aft control.

10. Aft Anchor Cable Supports - EXTENDED/CHECKED
11. Chem Light(s) - ON (For night drops only)
12. Check Aft of Load for Obstructions and Remove –
COMPLETE
13. Ramp Manual Safety Pins - REMOVED AND STOWED
14. Ramp Loading Lights - OFF (For night drops only)
15. Load Vertical and Aft Restraint - Removed (As
Required)

16. Final Load Inspection - COMPLETE
17. Retriever Remote Control Box:
 - a. Arming Switch - DEARMED
 - b. Selector Switch - SET
 - c. Directional Control Switch - SET

NOTE: For high altitude CDS, remove safety pins on all timer elements for loads on this pass. Report number of pins removed to pilot.

18. Parachutes/Safety Harnesses/Seat Belts - ON/FASTENED
19. Red Light - ON
20. Pre-Slowdown Checklist - "COMPLETED" (LM, E)

CDS SLOWDOWN CHECKLIST

1. "SLOWDOWN CHECKLIST" (CP) –
"ACKNOWLEDGED" (LM)
- **2. Oxygen - "CHECKED, _____ LITERS" (CP)
"CHECKED" (LM)
** Step not completed if drop altitude is below 10,000 feet MSL.
3. Doors - "CLEAR" (LM)
4. Doors - "OPEN" (LM)
5. Slowdown Checklist - "COMPLETED" (LM, E)

CDS ONE MINUTE ADVISORY

1. "CREW, ONE MINUTE ADVISORY" (N) –
"ACKNOWLEDGED" (LM)

CDS CARP CHECKLIST

1. "TEN SECOND ADVISORY" (N)

NOTE: At navigator's 10-second call, place retriever arm switch to the armed position and stand-by with hand adjacent to retriever switch.

2. "GREEN LIGHT" (N) - Retriever Switch - ACTIVATED, "ALL CLEAR" or "MALFUNCTION" (LM)

CDS POST DROP CHECKLIST

1. "POST DROP CHECKLIST" (CP) – "ACKNOWLEDGED" (LM, E)
2. Retriever Arming Switch - AS REQUIRED (DEARMED if no further drops are planned or AFT if multiple passes are planned)
3. Static Line(s) - RETRIEVED
4. All Doors Switch - CLOSED

CAUTION

Ensure doors are clear prior to closing doors. LM will close the Petal Doors and Ramp utilizing the ALL DOORS switch on the Ramp Control Panel.

5. Petal Doors and Ramp - "CLOSED" (LM)

NOTE: If aircraft is to be pressurized, stow anchor cables. Close pressure door, install door locks, cam jacks, and manual safety pins. Advise pilot on completion.

6. Parachute/Safety Harnesses/Seat Belts - AS REQUIRED
7. Cargo Compartment Lights - AS REQUIRED
8. Loadmaster Post Drop Checklist - "COMPLETED" (LM)

CDS MALFUNCTION CHECKLIST

1. Pilot Notified - "MALFUNCTION" STATE NATURE OF MALFUNCTION
2. Retriever Arming Switch - DEARMED

WARNING

Do not proceed aft of load until cleared by the pilot.

3. Loadmaster Clearance - "CLEARED AFT TO SECURE LOAD" (P)
4. Load - SECURE
5. Malfunction Checklist - "COMPLETED" (LM, E)

NOTE: Proceed with CDS Post Drop Checklist

90/270 MANEUVER CHECKLIST

The following items will be accomplished for personnel drops from the troop doors, on completion of the CDS CARP Checklist. The pilot will initiate this checklist by stating, "90/270 MANEUVER CHECKLIST." After jumpers have exited the aircraft, continue with the Personnel Post Drop Checklist.

1. "90/270 MANEUVER CHECKLIST (P) – "ACKNOWLEDGED" (LM, E)
2. Retriever Arming Switch - AFT POSITION
3. Static Line(s) - RETRIEVED
4. All Doors Switch - CLOSED
5. Petal Doors and Ramp - CLOSED (LM)
6. Jumpers - MOVED AFT TO LEFT PARATROOP DOOR
7. Dual Rail Adjacent to Left Troop Door - REMOVED AND SECURED

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8. Jump Platform(s) - INSTALLED and CHECKED
9. Intermediate Anchor Cable Support - CONNECTED
10. Personnel Static Line Retriever Cable –
CHECKED/SAFETIED
11. Paratroop Door(s) - “CLEARED TO OPEN” (P), OPEN
AND LOCKED

WARNING

Doors will not be opened until directed to do so by the pilot. Ensure static lines are attached to the anchor cables before doors are opened.

12. Air Deflector(s) – EXTENDED
13. Jump Platform(s) - LOCKED IN PLACE
14. Reconfiguration - “COMPLETED” (LM)

90/270 MANEUVER ONE MINUTE ADVISORY

1. “CREW, ONE MINUTE ADVISORY” (N) –
“ACKNOWLEDGED” (LM) JUMPMaster ALERTED

90/270 MANEUVER CARP CHECKLIST

1. “TEN SECOND ADVISORY” (N) - JUMPMaster
ADVISED
2. “GREEN LIGHT” (N) - “ALL CLEAR” or
“MALFUNCTION” (LM)
3. Jumpmaster/Safety - WARNED (upon seeing or hearing
Red Light)

NOTE: Resume checklist with the Personnel Post Drop Checklist.

HIGH ALTITUDE AIRDROP CHECKLIST

This checklist prepares the crew and aircraft for high altitude operations. It will be called prior to ALL high altitude drops (personnel and/or CDS) in time to ensure completion prior to initiation of the applicable Pre-Slowdown checklist (High Altitude Personnel or Normal CDS). Navigator initiates this checklist by stating "HIGH ALTITUDE AIRDROP CHECKLIST."

1. "HIGH ALTITUDE AIRDROP CHECKLIST" (N) –
"ACKNOWLEDGED" (P, CP, N, E, S, LM)
- **2. Oxygen Mask - "ON - 100 PERCENT" (P, CP, N, E, S, LM)
** Item not accomplished below 10,000 feet MSL.
3. Jumpmaster - ADVISED
4. Cargo Compartment Dome Lights Circuit Breakers –
PULLED (night only)
5. Warning Horn - SILENCED (Silence as cabin altitude passes 12,000 feet, if applicable)
6. Jump Platform Lights - AS REQUIRED (night only, paratroop door exit)
7. High Altitude Checklist "COMPLETED" (LM, E)

NOTE: For high altitude CDS, return to CDS Checklist; for personnel, continue with High Altitude Personnel Checklist.

**HIGH ALTITUDE PERSONNEL AIRDROP
CHECKLIST****HIGH ALTITUDE PERSONNEL PRE-SLOWDOWN
CHECKLIST**

1. "PRE-SLOWDOWN CHECKLIST" (N) –
"ACKNOWLEDGED" (LM, E)
- **2. Oxygen - "CHECKED" (E, CP, P, N, S, LM)
** Step not accomplished if drop altitude is below
10,000 feet MSL.
3. Auxiliary Door Locks and Cam Jacks - REMOVED AND
STOWED (ramp exit only)
4. Pressure Door - "CLEARED TO OPEN" (P) "OPEN"
(LM) (ramp exit only)
5. Ramp Manual Safety Pins - REMOVED AND STOWED
(ramp exit only)
6. Parachutes/Safety Harnesses/Seat Belts - ON/FASTENED
7. Warning Horn - SILENCED (Silence as cabin altitude
passes 12,000 feet, if applicable)
8. Red Light - ON
9. Pre-Slowdown Checklist - "COMPLETED" (LM, E)

**HIGH ALTITUDE PERSONNEL SLOWDOWN
CHECKLIST**

1. "SLOWDOWN CHECKLIST" (CP) –
"ACKNOWLEDGED" (LM)
- **2. Oxygen - "CHECKED, _____ LITERS" (CP),
"CHECKED" (LM)
** Step not accomplished if drop altitude is below
10,000 feet MSL

NOTE: Loadmaster will check the quantity in the walk around bottle(s).

NOTE: - For High Altitude drops over the ramp, accomplish steps 3 and 4, and then proceed to step 11. Items 5-10 are not accomplished for ramp exit:

- For troop door exit, proceed to item 5.

3. Doors - "CLEAR" (LM)
4. Doors - "OPEN" (LM)
5. Troop Door By-Pass Switches - NORMAL
6. Helmet Visor - DOWN
7. Jump Platform(s) - SECURED
8. Paratroop Door(s) - "CLEARED TO OPEN" (P), OPEN AND LOCKED
9. Air Deflector(s) - EXTENDED
10. Jump Platform(s) - LOCKED IN PLACE
11. Slowdown Checklist - "COMPLETED" (LM, E)

HIGH ALTITUDE PERSONNEL ONE MINUTE ADVISORY

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

HIGH ALTITUDE PERSONNEL CARP CHECKLIST

1. "TEN SECOND ADVISORY" (N) - JUMPMaster ADVISED
2. "GREEN LIGHT" (N) - "ALL CLEAR" or "MALFUNCTION" (LM)
3. Jumpmaster/Safety - WARNED (on seeing or hearing Red Light)

**HIGH ALTITUDE PERSONNEL POST DROP
CHECKLIST**

* Denotes item(s) to be accomplished for multiple passes.

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

NOTE: - For High Altitude drops over the ramp, accomplish steps 2 and 3, and then proceed to step 10. Items 4-9 are not accomplished for ramp exit:

- For troop door exit, proceed to item 4.

2. All Doors Switch - CLOSED

3. Petal Doors and Ramp - "CLOSED" (LM)

*4. Jump Platform(s) - RETRACTED

*5. Static Lines - RETRIEVED

*6. Air Deflector(s) - RETRACTED

*7. Paratroop Door(s) - "AS REQUIRED" (LM)

*8. Troop Door By-Pass Switches – NORMAL

9. Static Line Retriever Cables - CHECKED/SECURED

10. Parachutes/Safety Harnesses/Seat Belt - AS REQUIRED

11. Cargo Compartment Dome Light Circuit Breakers –
RESET (night only)

12. Cargo Compartment Lights - AS REQUIRED (White)

13. Jump Platform Lights - AS REQUIRED

*14. Loadmasters Post Drop Checklist - "COMPLETED"
(LM)

STANDARD AIRDROP TRAINING BUNDLE (SATB)

1. Inspection:
 - a. Pendulum Line - ATTACHED
 - b. Pilot Chute - ATTACHED (single length Ticket #3 cotton thread)
 - c. Bag Closing Tie – SECURED (single length Ticket #3 cotton thread)
 - d. Chem Light – ATTACHED/AS REQUIRED
 - e. Bundle - MARKED
2. Rigging and Airdrop for:
 - a. Personnel - ATTACH STATIC LINE TO AN INSTALLED ANCHOR CABLE OR AVAILABLE FLOOR TIE-DOWN RING.
 - b. Heavy Equipment - ATTACH STATIC LINE TO RECEPTACLE D-56 AND DROP USING PENDULUM RELEASE.
3. Emergency Procedures:
 - a. Extraction Parachute Holder fails to release electrically and manually:
 - (1) Manual Control Handle - SAFE
 - (2) ADS Arming Switch - DEARM
 - (3) Pilot – NOTIFIED
 - b. Bundle falls on ramp:
 - (1) Bundle - RETRIEVED
 - (2) Pilot – NOTIFIED
 - c. Bundle hung or towed:
 - (1) Static Line - CUT (On pilot's command)
 - (2) Pilot - NOTIFIED

**AIR DEFLECTOR MANUAL EXTENSION
CHECKLIST**

NOTE: Air Deflector may be extended utilizing steps 3 through 6, however, more time will be used to extend air deflector.

1. Brake Release Knob – RELEASED
Turn brake release knob counterclockwise until brake is released.
2. Air Deflector –EXTENDED
Extend the air deflector manually as far as possible.
3. Brake Release Knob – TIGHTENED
Turn 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. Hand Crank – RELEASED
Release hand crank from stowage brackets.
5. Hand Crank – ENGAGED
Engage hand crank by pressing in with 5 to 10 pounds of pressure. While maintaining this pressure, crank counterclockwise until air deflector door is fully extended.
6. Hand Crank - STOWED
7. Air Deflector Extension 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.

PRIMARY METHOD:

1. Brake Release Knob – RELEASED

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. Air Deflector – RETRACTED

Pull air deflector to the fully retracted position.

3. Brake Release Knob – TIGHTENED

Retighten brake release knob until snug.

4. Air Deflector Retraction Checklist – COMPLETED

NOTE:

Retraction may also be accomplished as follows; however, more time will be used to retract air deflector.

SECONDARY METHOD:

1. Brake Release Knob – TIGHTENED

Turn brake release knob clockwise until snug.

CAUTION

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

2. Hand Crank – RELEASED

Release hand crank from stowage brackets.

3. Hand Crank – ENGAGED

Engage hand crank by pressing in with 5 to 10 pounds of pressure. While maintaining this pressure, crank clockwise until air deflector door is fully extended.

4. Hand Crank - STOWED

5. Air Deflector Retraction Checklist – COMPLETED

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