

PERSONNEL AIRDROP				
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NORMAL PROCEDURES

PRE-SLOWDOWN

PILOTS

1. CP "PERSONNEL AIRDROP
PRE-SLOWDOWN
WARNING"

2. CP Depressurize aircraft
 - Packs - OFF
 - When DIFF < 0.2 PSI
 - Press dump - OPEN
 - Packs - As required

LOADMASTER

1. "ACKNOWLEDGED
LOADMASTER"
2. JUMPMaster - ALERTED
3. (JM) To paratroopers - "GET
READY"
4. Helmet - ON
5. Aerial delivery rotary selector
to PERSONAL - CHECKED

PILOTS

- 3. CP Ramp CYL visual indicator (TAILGATE exit) - ON
- 4. CP Red light - ON
- 5. P/CP Seat belts and harnesses - FASTENED

LOADMASTER

- 6. Anchor cables in position (only for personnel static line):
 - Paratroop DOOR exit:
 - CENTRAL CONFIGURATION AND INSIDE SUPPORT (STA 16820)
 - TAILGATE EXIT:
 - LATERAL CONFIGURATION AND OUTSIDE OVERHEAD BRACKETS (STA 17686)
- 7. Anchor cable static line retrieving spool positioned at STA 18800 - CHECKED
- 8. Cargo cabin lights - As required
- 9. Jump platforms (DOOR exit) - FITTED AND RETRACTED
- 10. Wind deflectors and fuselage catch (TAILGATE exit) - CHECKED
- 11. Hydraulic stops (TAILGATE exit) - LOCKED POSITION
- 12. Telescopic bars (TAILGATE exit) - CONNECTED
- 13. Ramp CYL visual indicator (TAILGATE exit) - ON
- 14. Retrieval bar and cord - READY FOR IMMEDIATE USE

PILOTS

LOADMASTER

6. CP "PRE-SLOWDOWN
COMPLETED COPILOT"

13. Winch cable - THROUGH
PULLEY, EXTENDED AND
SECURED (only for personnel
static line)
14. Safety harness - ADJUSTED
15. "PRE-SLOWDOWN
COMPLETED LOADMASTER"

SLOWDOWN

PILOTS

LOADMASTER

1. CP "30 SECONDS FOR
SLOWDOWN"
2. CP "SLOWDOWN NOW"
3. P Slow down to 180 KIAS.
4. CP Hydraulic pumps - ON
Flaps - APPR
PRs - TOGA

1. "ACKNOWLEDGED
LOADMASTER"
2. "ACKNOWLEDGED
LOADMASTER"
3. Jumpmaster - ALERTED
4. (JM) Parachute/Harness -
ADJUSTED

PILOTS

Autofeather - ON

TAILGATE exit:

Ramp control - CARGO

5. CP "OPEN DOORS (OR RAMP)"

6. CP Contact with DZ (authorization to drop, request data and adjust CARP).

7. CP "SLOWDOWN COMPLETED
COPILOT"

LOADMASTER

5. (JM) "STAND UP, RAISE SEATS (As required), SECURE AND HOOK UP"

6. (JM) Seats raised and secured - CHECKED (As required)

7. (JM) Paratroopers hooked up to anchor cable - CHECKED

8. Safety harness - FASTENED AND CHECKED

9. "CLEAR TO OPEN DOORS (OR RAMP)"

10. Open doors (or ramp).

11. Paratroop DOOR exit:
Jump platforms - EXTEND

12. "DOORS (or RAMP) OPEN AND CLEAR"

13. "SLOWDOWN COMPLETED
LOADMASTER"

RELEASE POINT

PILOTS**LOADMASTER**

1. CP "1 MINUTE WARNING"

1. "ACKNOWLEDGED
LOADMASTER"

2. P Slow down to 115 KIAS.

2. Jumpmaster - ALERTED

3. CP Altitude, heading and zone -
CHECK

3. (JM) Clear to jump – STAND
IN THE DOOR

4. CP Reaching DZ - "FIVE
SECONDS, 4, 3, 2, 1 GO!!!"
Green light - ON
Horn - ON

4. (JM) To paratroopers - "GO"

5. "PERSONNEL JUMPING.....
PERSONNEL CLEAR"

5. CP Green light - OFF
Horn - OFF
(on receiving "STICK CLEAR"
or at DZ end)
Red light ON - CHECKED

6. Red light ON - CHECKED
Jumpmaster(s) - ALERTED

AFTER JUMP

PILOTS

LOADMASTER

1. (JM) No towed paratroopers -
CHECKED
2. (OJM) Static line retrieval
pulley - HOOKED UP (if
required)
3. Jump platforms (paratroop
DOOR exit) - RETRACTED
4. Static lines - RETRIEVED
5. "CLEAR TO CLOSE RAMP (or
DOORS)"
6. Close ramp (or doors).
7. "RAMP (or DOORS) CLOSED"
8. Anchor cable (TAILGATE
EXIT) - INSIDE OVERHEAD
BRACKETS (STA 17686)
9. "END OF AIRDROP"

1. CP "CLOSE RAMP (or DOORS)"

2. CP "ACKNOWLEDGED
COPILOT"
Red light - OFF
Aircraft configuration - As
required

EMERGENCY PROCEDURES

RESERVE PARACHUTE OPEN INSIDE AIRCRAFT

PILOTS

1. P/CP "ACKNOWLEDGED
PILOT/COPILOT"

LOADMASTER

1. "EMERGENCY: PARACHUTE
OPEN INSIDE AIRCRAFT"

PARATROOPER FAR FROM EXIT

2. (JM) Unhook and move aside
from rest of stick exit way.

JUMP INITIATED, PARATROOPER AT EXIT DOOR AND PARACHUTE GOES OUT OF THE AIRCRAFT

2. P/CP "ACKNOWLEDGED
PILOT/COPILOT"

2. (JM) Get paratrooper out of the
aircraft as quickly as possible,
whether hooked up or not.
3. (JM) to LM - "EMERGENCY
CANCELLED"
4. "END OF EMERGENCY"

JUMP REFUSAL (PARATROOPER REFUSES TO JUMP)

PILOTS

1. P/CP "ACKNOWLEDGED
PILOT/COPILOT"

LOADMASTER

1. "EMERGENCY: JUMP
REFUSAL"

PARATROOPER DOOR EXIT

2. (JM) to JUMP REFUSAL
"GREEN LIGHT, GO; GREEN
LIGHT, GO; GREEN LIGHT,
GO". If the paratrooper does
not exit, he tells to the jump
refusal, "YOU ARE A JUMP
REFUSAL AND I AM TAKING
YOU OUT OF THE DOOR".
3. (JM) Move paratrooper to one
side without unhooking him
from stick exit way so as not to
impede continuity of the jump.

If not possible, or during
training, cancel jump.

PILOTS

LOADMASTER

TAILGATE

2. P/CP "ACKNOWLEDGED
PILOT/COPILOT"

2. (JM) Stops the remaining
paratroopers.
3. (JM) to LM - "END OF
EMERGENCY or JUMP
CANCELLED"
4. "END OF EMERGENCY or
JUMP CANCELLED"

WARNING

To avoid paratrooper from
being drawn under the
propellers when descending
the aircraft, JM will accompany
him to exit through the ramp to
meet boarding master.

AIRCRAFT EMERGENCY EVACUATION

PILOTS

LOADMASTER

IF THERE IS TIME TO HOOK UP

1. P/CP "EMERGENCY... HOOK UP
AND GO"

Green light - ON

Horn - ON

1. "ACKNOWLEDGED
LOADMASTER"

2. (JM) "HOOK UP AND GO"

3. (JM) Keep stick order.

IF THERE IS NO TIME TO HOOK UP

1. P/CP "EMERGENCY, GO"

Green light - ON

Horn - ON

1. "ACKNOWLEDGED
LOADMASTER"

2. (JM) "GO"

3. (JM) Keep stick order and
jump as quickly as possible.

PILOTS

LOADMASTER

JUMP INTERRUPTION

2. P/CP Green light - OFF
Horn - OFF

4. (JM) "JUMP STOPPED"

5. (JM) Paratroopers seated with
seat belts fastened.

EMERGENCY LANDING

3. P/CP "EMERGENCY LANDING"

6. "ACKNOWLEDGED
LOADMASTER"

7. (JM) Paratroopers seated with
seat belts fastened.

TOWED PARATROOPER

WARNING

JM will position ready to cut static line (if either main or reserve parachute opens) without losing sight of hung up paratrooper.

CAUTION

Maintain drop conditions, climbing to 2400-ft AGL over the zone and in ground visual contact, hold a minimum of 1000-ft AGL at all times and avoid flying over water or urban areas. Always try to pull the paratrooper back on board. Make smooth turns towards opposite side to that on which the paratrooper is hung up in a ramp jump or towards same side to that on which the paratrooper is hung up in a paratroop door jump. If an emergency occurs and aircraft evacuation is required, jump over any zone provided that a minimum height of 450-ft AGL is available.

PILOTS

1. P/CP "ACKNOWLEDGED
PILOT/COPILOT"

LOADMASTER

1. "TOWED PARATROOPER"
2. (OJM) Static line retrieval
pulley - HOOKED UP (if
required)

PILOTS

LOADMASTER

RETRIEVAL ON-BOARD

3. (OJM) Order the rest of the stick to unhook and sit down.
 4. (JM) Check whether towed paratrooper is conscious or unconscious.
 5. Position retrieval bar.
 6. Take up position at rear part of the aircraft to have the winch cable hook ready for the OJM.
 7. (OJM) Hook up retrieval cord to static lines.
 8. (OJM) Fasten winch snap hook to retrieval cord.
 9. Operate winch as instructed by JM.
 10. (JM/OJM) Retrieve paratrooper inside the aircraft.
 11. "PARATROOPER
RETRIEVED. END OF
EMERGENCY"
2. P/CP "ACKNOWLEDGED
PILOT/COPILOT"

IF IT IS NOT POSSIBLE TO RETRIEVE PARATROOPER ON BOARD

The paratrooper will bang his helmet with one or both hands to indicate he is conscious. Once he has checked his reserve parachute, the Pilot in Command (PIC), at his discretion, will order JM to cut static line.

If hung up paratrooper is unconscious, PIC will decide what action has to be taken.