

Sustained Airborne Training

The skills discussed during sustained Airborne training are perishable and Airborne operations are inherently high-risk training. Sustained Airborne training is performance-oriented training and must be performed by all personnel prior to conducting Airborne operations. The purpose of this appendix is to assist JM teams during the conduct of mock door training and the five points of performance for the T-11 and MC-6 parachute systems for a high performance aircraft Airborne operation.

Sustained Airborne training consists of three phases. The three phases are highly recommended to be conducted in the order listed below. Commanders should only authorize a deviation to the training plan if training requirements or apparatus restrictions do not allow. This order of events is the logical progression of training for the Airborne operation. Prior to conducting SAT, ensure the jumpmaster team inspects the helmets, identification tags and cards, and performs a technical inspection of the jumper's combat equipment when applicable. The three phases of SAT are:

- 1. Actions in the aircraft brief (static line control, exiting procedures, red light procedures, jump refusals, towed jumper procedures, emergency procedures) and mock door training.
- 2. Prejump training.
- 3. Parachute landing falls.

MOCK DOOR TRAINING

E-1. The bullets listed below serve as the standard guideline that will be followed. Information can always be added to the brief, but never take away from the standard outlined; so long as the fundamentals never change. This brief follows the logical progression of a jumper safely exiting an aircraft (static line control and exiting procedures) followed by all subsequent adverse actions (red light procedures, jump refusals, and towed jumper procedures).

E-2. During the first half of the brief, jumpers are oriented around the mock door, receiving the brief from a well-rehearsed jumpmaster team. Prior to beginning the second half of the brief (emergency procedures) jumpers are placed in reverse chalk order and loaded into the mock up for the brief, and performance oriented training. If using a nonstandard or foreign aircraft where the specific emergency procedures are not known, they may be briefed by the loadmaster, but all actions involving the jumpmaster team must be rehearsed. The standard guideline is:

- Static line control:
 - Hook up.
 - Bite.
 - Arm position.
 - Control of static line.
- Exiting procedures:
 - “STAND-BY” (actions of the number one jumper and safety).
 - Movement to door or ramp.
 - Proper hand off of static line to the safety.
 - Proper exit (first point of performance).

- Red light procedures:
 - Reasons for red light.
 - Actions of the JM team.
 - Actions of the jumpers.
- Jump refusals:
 - Jumpmaster actions (repeat three times, physically and verbally).
 - Safety removes jumper and gives lawful order.
 - Jumpmaster controls jump door.
 - Positive control and transfer of Jump refusal to DACO
- Towed jumper procedures:
 - Jumper actions (conscious and unconscious).
 - Jumpmaster actions and identification (green/ yellow).

Note. Jumpers seated in mock doors in chalk order for performance-oriented training.

- Emergency procedures:
 - Ground evacuation.
 - Crash landing or ditching.
 - Activation of reserve inside the aircraft: doors closed, doors open (fore), and doors open (aft).
 - Fire in flight.
 - Bailout.
- Execute mock door training:
 - The jumpmaster team may exit the jumpers from the mock doors as many times as they feel necessary.
 - Jumpers are required to perform at least two exits, with the last exit being conducted as planned for the Airborne operation.

Note. All topics must be covered. The training must be tailored to the aircraft that is being utilized.

STATIC LINE CONTROL AND EXITING PROCEDURES

E-3. The following is conducted by the JM team inside the mock door with the jumpers observing from outside the mock door. After the jumpmaster issues the command “HOOK UP,” jumpers remove the universal static line snap hook from the top carrying handle of their reserve parachutes. They hook up to the appropriate anchor line cable with the spring opening gate facing toward the skin of the aircraft.

E-4. They then form a bite in the universal static line modified making sure they have a good four in the hand and two below bite. They will not touch the double sewn portion (the double sewn portion is for the jumpmaster safety). Jumpers trace the universal static line modified over the appropriate shoulder then cover their rip cord handle with their nonstatic line hand. The first three jumpers have their arms in the elbow-lock position. This creates their one second interval. The remaining jumpers have their arms up high and stagger inboard and outboard.

E-5. As the jumpers move to the paratroop door, they lock their arms out to the elbow-lock position. As they near the jump door they make eye-to-eye contact with the safety, who takes control of their universal static lines modified, then jumpers place both hands on the ends of their reserve (ensuring that they DO NOT swim the static line). Jumpers then turn at a 90-degree angle into the paratroop door make a vigorous exit (up six inches and out 36 inches), and count to 6000.

RED LIGHT PROCEDURES AND JUMP REFUSALS

E-6. There are multiple reasons for a red light during flight. These reasons include out of drop zone, obstacles on the drop zone, low flying aircraft, rotary-wing aircraft, and other situations. If a red light occurs during exit, the jumpmaster places their hand in the jumpers face, gives the command, "RED LIGHT, REDLIGHT, RED LIGHT," and informs the stick to move back away from the paratroop door. If jumpers have already bisected the paratroop door, they will proceed to exit out of the aircraft.

E-7. If jumpers refuse to jump, the jumpmaster will give the following command three times both physically and verbally: "GREEN LIGHT GO." If the jumper fails to exit after the third command, the safety secures the jumper by the pack tray, and states, "YOU ARE A JUMP REFUSAL, I AM REMOVING YOU FROMTHE PARATROOP DOOR." The safety then removes the jumper from the paratroop door. The jumpmaster secures the open paratrooper door. The safety seats the jumper out of the way (ramp or inboard seat) and gives the jumper a lawful order to not touch any equipment.

E-8. The jumpmaster team then continues to exit jumpers if green light permits. Once the paratroop doors are closed, the safety unhooks the universal static line of any jump refusals and moves them toward the forward portion of the aircraft. The safety tells the jump refusals to sit down and again states, "DO NOTTOUCH YOUR EQUIPMENT." Upon landing, the safety takes positive control of the jump refusals and transfers them to the DACO. The jump refusals receive a JMPI from the DACO and a technical inspection is conducted of their equipment by a parachute rigger. If something is found wrong with the jumper's equipment, no action against the jumper is taken. If no deficiencies are found, the jumper is turned over to the chain of command for appropriate actions according to the unit SOP.

TOWED JUMPER

E-9. All towed jumpers who are unconscious and are being towed by their universal static line modified are retrieved and placed inside the aircraft. Towed jumpers who are conscious should maintain a good tight body position with both hands covering their rip cord handles and an attempt is made to retrieve them and place them inside the aircraft. As the conscious towed jumpers near the paratroop door, they do not reach for personnel, but should continue to protect their rip cord handles.

E-10. [If you cannot be retrieved, your universal static line modified will be cut. Once you feel yourself falling free from the aircraft, count to 6000 and activate your reserve parachute using the pull drop method. If you are being towed by your equipment, regardless of whether you are conscious or unconscious, that item of equipment will be cut or jugged free, and your main canopy will deploy.](#)

EMERGENCY PROCEDURES

E-11. In emergencies, the following is conducted by the JM team with the jumpers inside the mock door. The JM team should explain the actions for each type of emergency and then have jumpers demonstrate the emergency actions. If there is:

- Ground evacuation or continuous ringing of the alarm bell: if jumpers inside the aircraft hear one continuous ring of the alarm bell, there is a crash landing during takeoff. Jumpers should remain seated, extend their legs to a 45-degree angle, wrap their arms around their legs, and place their heads on their knees until the aircraft stops. Jumpers then exit under the direction of the jumpmasters or loadmaster.
- Crash landing, ditching, six short rings of the alarm bell, or oral warning: if jumpers inside the aircraft hear six short rings of the alarm bell or an oral warning, there is a crash landing during flight. Jumpers should remain seated, rotate their legs to a 45 degree angle, wrap their arms around their legs, and place their heads on their knees until the aircraft stops. Jumpers then exit under the direction of the jumpmasters or loadmaster.
- Accidental activation of the reserve inside the aircraft with doors closed: if a reserve is activated when jumpers are inside the aircraft and the doors are closed, jumpers sound off with "RESERVE, RESERVE, RESERVE." Once the parachute is contained, one of the jumpers alerts the jumpmasters' by placing their hand or arm over an anchor line cable. The jumpmaster then replaces that reserve with a new one and the Airborne operation continues.

- Accidental activation of the reserve inside aircraft with doors open: if a reserve is activated when jumpers are inside the aircraft and the doors are open, jumpers who are forward of the wheel well (towards the pilots compartment) sound off, “RESERVE, RESERVE, RESERVE.” Once the parachute is contained, one of the jumpers alerts the jumpmasters by placing their hand or arm over the anchor line cable. The jumpmasters close the jump doors, then replace that reserve with a new one, and jumpers will exit the aircraft on the next pass. If jumpers are aft of the wheel well (toward jump doors) or center mass aft towards the paratroop door on a C-17, every attempt is made to contain the parachute. If the reserve starts to snake towards the jump door, the jumper exits the aircraft immediately. Jumpers in front of the activated reserve clear a path for the jumper by either exiting the aircraft, standing on their seat, or moving onto the ramp.
 - Fire during flight: if jumpers are inside the aircraft and hear an oral warning of a fire while in flight, they move from the area, and the loadmasters attempt to extinguish the fire. Jumpers should be prepared to execute bailout procedures if instructed to do so.
 - Bailout, or three short rings of alarm bell, or oral warning: if jumpers are inside the aircraft and they hear three short rings of the alarm bell or an oral warning, there is an emergency bailout. The jumpmasters issue shortened jump commands “STAND UP, HOOK UP” on the continuous ring; jumpers will exit the aircraft under the direction of the PJM.
- E-12. Jumpers must make a minimum of two exits with the last exit as planned for the Airborne operation. All topics must be covered and tailored to the aircraft used for the operation.

PREJUMP TRAINING

- E-13. Prior to prejump training, place the jumpers into a formation that allows the jumpmaster to easily control them and make on-the-spot corrections. The extended rectangular formation and the horseshoe formation are the two preferred configurations. It is recommended that the jumpers be placed at double-arm intervals to allow the jumpmasters to easily move through the formation.
- E-14. Prior to placing the jumpers into formation, ensure the jumpmaster team inspects the helmets, identification cards, and tags. The jumpmasters or the safeties can accomplish this inspection.
- E-15. Although prejump can be given by anyone on the jumpmaster team, the primary jumpmaster can delegate authority, but not responsibility. Holding, running, and other information can be inserted into prejump as the Airborne commander sees fit.
- E-16. Although prejump training should be tailored to fit the mission, emergency landings are always covered due to the many variables involved in emergency situations, such as jumpers having to conduct an emergency bailout over unfamiliar terrain.
- E-17. Prejump training is performance-oriented training, and the jumpmaster team ensures that the jumpers are performing the actions as they are being covered. During prejump training, use the “HIT IT” exercise as often as needed to keep the jumpers actively involved. Jumpmasters will refer to their unit SOPs for additional guidance.

T-11 PREJUMP

- E-18. The five points of performance are performance-oriented training and individual actions that are essential on every parachute jump. Each of the points, specific to the T-11 ATPS, are described in this section. Failure to perform any one point correctly could result in a jump injury. The following instructions are issued from the jumpmaster’s point of view.
- E-19. “The first point of performance is PROPER EXIT, CHECK BODY POSITION, and COUNT. JUMPERS HIT IT. Upon exiting the aircraft, snap into a good tight body position. Keep your eyes open, chin on your chest, elbows tight into your sides, hands on the end of the reserve, with your fingers spread. Bend forward at the waist, keeping your feet and knees together, knees locked to the rear, and count to 6000.”
- E-20. “At the end of your 6000 count, immediately go into your second point of performance, CHECK CANOPY AND GAIN CANOPY CONTROL. Reach up to the elbow-locked position and secure the front set of risers in each hand, simultaneously conducting a 360-degree check of your canopy. Your slider will be fully extended and begin to slide down the suspension lines. If, during your second point of performance, you find that you have twists, you must compare your rate of descent with your fellow jumpers. If you are falling faster than your fellow jumpers or you cannot compare your rate of descent with fellow jumpers, immediately activate your reserve parachutes using the pull drop method. If you are not falling faster than fellow jumpers, reach up and grasp a set of risers in each hand, thumbs down, knuckles to the rear. Pull the risers apart and begin a vigorous bicycling motion. When the last twist comes out, immediately check canopy and gain canopy control.”
- E-21. “Your third point of performance is KEEP A SHARP LOOKOUT AT ALL TIMES and CONSTANTLY COMPARE YOUR RATE OF DESCENT. Remember the three rules of the air and repeat them after me. ALWAYS LOOK BEFORE YOU SLIP, ALWAYS SLIP IN THE OPPOSITE DIRECTION TO AVOID COLLISION, and THE LOWER JUMPER ALWAYS HAS THE RIGHT OF WAY. Avoid fellow jumpers all the way to the ground by maintaining a 25-foot separation and continue to compare your rate of descent with fellow jumpers. During your third point of performance, release all appropriate equipment tie-downs.”
- E-22. “This brings you to your fourth point of performance, which is PREPARE TO LAND. At approximately 100 feet above ground level or tree top level, look below you to ensure there are no fellow jumpers and lower your equipment, then slip into the wind. Attempt to utilize the slip assist loops or slip assist tabs and execute a one riser slip opposite your direction of drift. You will execute a one riser slip by grabbing 1-3 arm lengths depending on the wind. If the wind is blowing from your left, reach up with your left hand and grab either riser on the left side and pull a 1-3 arm lengths slip deep into your chest. If the wind

is blowing from your front, reach up with either hand and grab either riser on the front side and pull a 1-3 arm lengths slip deep into your chest. . If the wind is blowing from your right, reach up with your right hand and grab either riser on the right side and pull a 1-3 arm lengths slip deep into your chest. If the wind is blowing from your rear, reach up with either hand and grab either riser on the rear side and pull a 1-3 arm lengths slip deep into your chest. If you decide to pull a two-riser slip, secure the risers opposite your direction of drift, and hold them deep into your chest. After you have slipped into the wind, you will assume a landing attitude by keeping your feet and knees together, knees slightly bent, elbows tight into your sides, with your head and eyes on the horizon. When the balls of your feet make contact with the ground put your chin down to your chest and execute a proper parachute landing fall.”

E-23. “The fifth point of performance is LAND. You will make a proper parachute landing fall by hitting all five points of contact. Touch them, and repeat them after me. One, BALLS OF YOUR FEET; two, CALF; three, THIGH; four, BUTTOCKS; and five, PULL UP MUSCLE. You will never attempt to make a standing landing.”

E-24. “Remain on the ground and activate both of your canopy release assemblies using either the “hand to shoulder” method or the “hand assist” method. To activate your canopy release assembly using the “hand to shoulder” method, reach up with either hand and grasp the corresponding safety clip. Pull out and down on the safety clip, exposing the cable loop. Insert the thumb, from bottom to top, through the cable loop. Turn your head in the opposite direction, and pull out and down on the cable loop. To activate your canopy release assembly using the “hand assist” method, reach up and grasp the corresponding safety clip. Pull out and down on the safety clip, exposing the cable loop. Insert the thumb, from bottom to top, through the cable loop. Reinforce that hand with the other. Turn your head in the opposite direction, and pull out and down on the cable loop. Place your weapon into operation and remove the parachute harness.”

E-25. “The next item I will cover is RECOVERY OF EQUIPMENT. Once you are out of the parachute harness, remove all air items from the equipment rings. Unzip and turn the universal parachutist recovery bag right side out. Place the parachute harness inside the universal parachutist recovery bag with the smooth side facing up. Secure the risers and place them under the parachute harness.”

E-26. Nontactical: “Elongate the suspension lines and canopy, removing all debris. Once you reach the bridle line, secure the drogue parachute and deployment sleeve in one hand and begin to figure-eight roll your canopy and suspension lines all the way to the UPRB, leaving the drogue parachute, deployment sleeve, and bridle assembly on top of the main canopy.”

E-27. Tactical: “Remain on a knee at the universal parachutist recovery bag. Begin pulling the suspension lines and canopy towards the universal parachutist recovery bag, stuffing them in as you go. Place the drogue parachute, deployment sleeve, and bridle assembly on top of the main canopy. Snap, do not zip, the universal parachutist recovery bag. Place the reserve parachute in the reserve parachute stowage pocket. Secure all of your equipment, conduct a 360-degree check of your area, and move out to your assembly area.”

E-28. “The next item I will cover is the ACTIVATION OF THE T-11 RESERVE PARACHUTE. To activate the T-11 reserve parachute, you will use the pull drop method. JUMPERS HIT IT, maintain a good, tight body position. Grasp the rip cord handle with either hand. Throw your head back and to the rear, pull out on the rip cord handle, and drop it. Your reserve parachute will activate. Ensure neither hand is in front of the reserve parachute as it deploys. After you activate your T-11 reserve parachute, secure the reserve risers. At approximately 200 feet above ground level, slip into the wind, and prepare to land.”

E-29. “The next item I will cover is TOWED JUMPER PROCEDURES. JUMPERS HIT IT. If you become a towed jumper, and are being towed by your universal static line modified and are unconscious; you will be retrieved back inside the aircraft. If you are conscious, maintain a good tight body position with both hands covering your rip cord handle and an attempt will be made to retrieve you inside the aircraft. As you near the paratroop door, DO NOT REACH FOR US, continue to protect your rip cord handle. If you cannot be retrieved, your universal static line modified will be cut. Once you feel yourself falling free from the aircraft, count to 6000 and activate your reserve parachute using the pull drop method. If you are being towed by your equipment, regardless of whether you are conscious or unconscious, that item of equipment will be cut or joggled free, and your main canopy will deploy.”

E-30. “The next item I will cover is MALFUNCTIONS. Remember to continue to check your canopy for any damage or irregularities and compare your rate of descent throughout your entire jump. If at any time you cannot compare your rate of descent or you are falling faster than your fellow jumpers, immediately activate your reserve parachute using the pull drop method.”

E-31. “The next item I will cover is COLLISIONS AND ENTANGLEMENTS. JUMPERS HIT IT. CHECK CANOPY AND GAIN CANOPY CONTROL. If you see another jumper approaching, immediately look, and then slip away. If you cannot avoid the collision, assume a spread eagle body position and attempt to bounce off the jumper’s canopy or suspension lines and immediately look, and then slip away. If you pass through the suspension lines, snap into a modified position of attention. With either hand protect your ripcord handle. With the opposite hand attempt to weave your way out of the suspension lines the same way you entered. Once clear, immediately look then slip away. If you become entangled, the higher jumper will climb down to the lower jumper using the hand under hand method. Once both jumpers are even, they will face each other and grasp each other’s left main lift web. Both jumpers will discuss which PLF they will execute. Both jumpers will conduct the same PLF. Neither jumper will execute a front PLF. Both jumpers will continue to observe their canopies all the way to the ground. If one canopy collapses both jumpers will ride the one good canopy all the way to the ground. If both canopies collapse, both jumpers will immediately turn away, in order to create a clear path, and activate their reserve parachute using the pull drop method. Should you find yourself on another jumper’s canopy, without rolling, use whatever means necessary to get off of the canopy and immediately activate your reserve parachute. Attempt to avoid the four corner vents on the canopy. Should you fall through a corner vent, stay where you are and be prepared to conduct a PLF. If you have another jumper on top of your canopy, continually compare your rate of descent. If you are falling faster than fellow jumpers, immediately activate your reserve parachute using the pull drop method.”

E-32. “The next item I will cover is EMERGENCY LANDINGS. The first emergency landing I will cover is the TREE LANDING. If you are drifting toward the trees, immediately look then slip away. If you cannot avoid the trees and have lowered your equipment, look below you to ensure there are no fellow jumpers, and jettison your equipment making a mental note of where it lands. If you have not lowered your equipment, keep it on you to provide extra protection while passing through the trees. At approximately 200 feet aboveground level, assume a good landing attitude by keeping your feet and knees together, knees slightly bent, and chin on your chest. When you make contact with the trees, rotate your hands in front of your face with your elbows high. Be prepared to execute a proper PLF if you pass through the trees. If you get hung up in the trees and you do not feel you can safely lower yourself to the ground, stay where you are and wait for assistance.”

E-33. “If you decide to climb down, jettison all unneeded equipment. Ensure that you maintain your helmet. Activate the quick release in your waistband. With either hand, apply inward pressure on the rip cord assembly. With the opposite hand remove the top tuck tab. Maintain steady inward pressure and with the opposite hand insert it behind the rip cord assembly and apply inward pressure. Grasp the rip cord handle with the opposite hand, pull it and drop it. With both hands, control the activation of the reserve parachute to the ground ensuring that all suspension lines and risers are completely deployed. Disconnect the left

connector snap and rotate the reserve to the right. Attach the left connector snap to the triangle link on your right side. Seat yourself well into the saddle. Activate the quick release in the chest strap and completely remove the chest strap from the chest strap friction adapter. Grasp the right main lift web with either hand below the canopy release assembly and with the other hand activate the leg strap ejector snaps and climb down the outside of the reserve parachute. Caution must be taken when climbing down the T-11 reserve suspension lines because of the slippery coating applied to the suspension lines. Remember, when in doubt, stay where you are and wait for assistance.”

E-34. “The next emergency landing I will cover is the WIRE LANDING. If you are drifting towards wires, immediately look and try to slip away. If you cannot avoid the wires, look below you to ensure there are no fellow jumpers and jettison your equipment, making a mental note of where it lands. Ensure that you maintain your helmet. Assume a landing attitude by keeping your feet and knees together, exaggerating the bend in your knees, eyes open, chin on your chest with your back arched. Place the palms of your hands high on the inside of the front set of risers with the elbows locked. When you make

contact with the wires, begin a vigorous rocking motion in an attempt to pass through the wires. Be prepared to execute a proper PLF in the event you pass through the wires. If you get hung up in the wires, do not attempt to lower yourself to the ground. Stay where you are and wait for assistance.”

E-35. “The next emergency landing I will cover is the WATER LANDING. If you are drifting towards a body of water, immediately look then slip away. If you cannot avoid the water, look below you to ensure there are no fellow jumpers and lower your equipment. Next, jettison your helmet, making a mental note of where it lands. Activate the quick release in the waistband. Disconnect the left connector snap and rotate the reserve parachute to the right. Seat yourself well into the saddle and activate the quick release in the chest strap, completely removing the chest strap from the chest strap friction adapter. Regain canopy control. Prior to entering the water, assume a landing attitude by keeping your feet and knees together, knees slightly bent, and place your hands on both leg strap ejector snaps. When the balls of your feet make contact with the water, activate both leg strap ejector snaps, arch your back, throw your arms above your head, and slide out of the parachute harness. Be prepared to execute a proper PLF if the water is shallow. Swim upwind, or upstream, away from the canopy. If the canopy comes down on top of you, locate a seam, and follow it to the skirt of the canopy.”

E-36. 012. “The next item I will cover is LIFE PRESERVERS. When jumping a life preserver and you are unable to slip away from the water, lower your combat equipment, activate your life preserver, then jettison your combat equipment prior to making contact with the water. Be prepared to execute a proper PLF if the water is shallow. Once in the water, activate both canopy release assemblies.”

E-37. “The next item I will cover is NIGHT JUMPS. When conducting night jumps, be sure to give your canopy an extra look if you have any reason to believe you are falling faster than fellow jumpers immediately activate your reserve parachute. Maintain noise discipline and a good interval between fellow jumpers. Be prepared to conduct a PLF because you will hit the ground approximately five to 10 seconds before you think you will.”

E-38. “The next item I will cover is instrument meteorological conditions. When jumping under IMC, do not lower your equipment until you have passed through the clouds. Do not slip unless you have to avoid a collision. If you have any type of malfunction or any reason to believe you are falling faster than fellow jumpers, immediately activate your reserve parachute using the pull drop method because you cannot compare your rate of descent with fellow jumpers. Ensure you recheck your canopy once you pass through the clouds.”

E-39. “The final item I will cover is PARACHUTE LANDING FALLS. We will now move to the PLF platform and conduct one satisfactory PLF in each of the four directions.”

MC-6 PREJUMP

E-40. The five points of performance are performance oriented training and individual actions that are essential on every parachute jump. Each of the points specific to the MC-6 series parachute are described in this section. Failure to perform any one point correctly could result in a jump injury. The following instructions are issued from the jumpmaster’s point of view.

E-41. "The first point of performance is PROPER EXIT, CHECK BODY POSITION, and COUNT.JUMPERS HIT IT. Upon exiting the aircraft, snap into a good tight body position. Keep your eyes open, chin on your chest, elbows tight into your sides, hands on the end of the reserve, with your fingers spread. Bend forward at the waist keeping your feet and knees together, knees locked to the rear, and count to 4000."

E-42. "At the end of your 4000 count, immediately go into your second point of performance, CHECKCANOPY and GAIN CANOPY CONTROL. When jumping the MC-6 series parachute, secure a toggle in each hand and pull them down to eye level, simultaneously conducting a 360-degree check of your canopy. If during your second point of performance you find that you have twists, you must compare your rate of decent with your fellow jumpers. If you are falling faster than your fellow jumpers or you cannot compare your rate of descent with fellow jumpers, immediately activate your reserve parachute using the pull drop method. If you are not falling faster than fellow jumpers, then reach up and grasp a set of risers in each hand, thumbs down, knuckles to the rear. Pull the risers apart and begin a vigorous bicycling motion. When the last twist comes out, immediately check canopy and gain canopy control."

E-43. "Your third point of performance is KEEP A SHARP LOOKOUT AT ALL TIMES and CONSTANTLY COMPARE YOUR RATE OF DESCENT. Remember the three rules of the air and repeat them after me. ALWAYS LOOK BEFORE YOU TURN, ALWAYS TURN IN THE OPPOSITEDIRECTION TO AVOID COLLISIONS, and THE LOWER JUMPER ALWAYS HAS THE RIGHT OFWAY. Avoid fellow jumpers all the way to the ground by maintaining a 50-foot separation and continue to compare your rate of descent with fellow jumpers."

E-44. "This brings you to your fourth point of performance which is PREPARE TO LAND. At approximately250 feet above ground level, determine your direction of drift. If the wind is blowing from your left, pull your left toggle down to the elbow locked position. One you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from your right, pull your right toggle down to the elbow locked position. Once you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from your rear, pull either toggle down to the elbow locked position. Once you are facing into the wind, let up slowly to prevent oscillation. If the wind is blowing from your front, make minor corrections to remain facing into the wind. Look below you to ensure there are no fellow jumpers. Transfer control of one toggle to the opposite hand, so that the other hand is controlling both toggles in front of your face. With the free hand, release all appropriate equipment tie-downs, and lower your combat equipment. Now regain canopy control with both hands. Assume a proper prepare to land attitude by pulling the toggles to the appropriate break position. After you have turned into the wind, you will assume a landing attitude by keeping your feet and knees together, knees slightly bent, elbows tight into your sides, with your head and eyes on the horizon. When the balls of your feet make contact with the ground, put your chin down to your chest and execute a proper parachute landing fall."

E-45. "The fifth point of performance is LAND. You will make a proper parachute landing fall by hitting all five points of contact. Touch them and repeat them after me. One, BALLS OF YOUR FEET; two, CALF; three, THIGH; four, BUTTOCKS; and five, PULL UP MUSCLE. You will never attempt to make a standing landing."

E-46. "Remain on the ground, and activate one of your canopy release assemblies using either the hand to shoulder method, or the hand assist method. To activate your canopy release assembly using the hand to shoulder method, reach up with either hand and grasp the corresponding safety clip. Pull out and down on the safety clip exposing the cable loop. Insert your thumb, from bottom to top, through the cable loop. Turn your head in the opposite direction and pull out and down on the cable loop. To activate your canopy release assembly using the hand assist method, reach up and grasp the corresponding safety clip. Pull out and down on the safety clip exposing the cable loop. Insert your thumb, from bottom to top, through the cable loop. Reinforce that hand with the other. Turn your head in the opposite direction and pull out and down on the cable loop. If your canopy fails to deflate, activate the other canopy release assembly. Place your weapon into operation and remove the parachute harness."

E-47. "The next item I will cover is RECOVERY OF EQUIPMENT. Once you are out of the parachute harness, remove all air items from the equipment rings. Unzip and turn the universal parachutist recovery bag right side out. Place the parachute harness inside the universal parachutist recovery bag with the smooth side facing up and leave the waistband exposed. Secure the risers and place them under the parachute harness."

E-48. Nontactical: "Elongate the suspension lines and canopy removing all debris. Once you reach the bridle loop, insert your thumb in the bridle loop and begin to figure-eight roll your canopy and suspension lines all the way to the universal parachutist recovery bag. Route the waistband through the bridle loop, leaving six to eight inches of the waistband exposed."

E-49. Tactical: "Remain on a knee at the universal parachutist recovery bag. Begin pulling the suspension lines and canopy towards the universal parachutist recovery bag, stuffing them in as you go. Route the waistband through the bridle loop leaving six to eight inches of the waistband exposed."

E-50. "Snap, do not zip, the universal parachutist recovery bag. Place the reserve parachute in the reserve parachute stowage pocket. Secure all of your equipment, conduct a 360-degree check of your area, and move out to your assembly area."

E-51. "The next item I will cover is the ACTIVATION OF THE T-11 RESERVE PARACHUTE." To activate the T-11 reserve parachute, you will use the pull drop method. JUMPERS HIT IT. Maintain a good, tight body position. Grasp the rip cord handle with either hand. Throw your head back and to the rear, pullout on the rip cord handle, and drop it. Your reserve parachute will activate. Ensure neither hand is in front of the reserve parachute as it deploys. After you activate your T-11 reserve parachute, secure the reserve risers. At approximately 200 feet above ground level, slip into the wind, and prepare to land."

E-52. "The next item I will cover is TOWED JUMPER PROCEDURES." JUMPERS HIT IT. If you are being towed by your universal static line modified and are unconscious you will be retrieved back inside the aircraft. If you are conscious, maintain a good, tight body position with both hands covering your rip cord handle. An attempt will be made to retrieve you inside the aircraft. As you near the paratroop door, do not reach for us, but continue to protect your rip cord handle. If you cannot be retrieved, your universal static line modified will be cut. Once you feel yourself falling free from the aircraft, count to 4000 and activate your reserve parachute using the pull drop method. If you are being towed by your equipment, regardless of whether you are conscious or unconscious, that item of equipment will be cut or joggled free, and your main canopy will deploy."

E-53. "The next item I will cover is MALFUNCTIONS. Remember to continue to check your canopy for any damage or irregularities and compare your rate of descent throughout your entire jump. If at any time you cannot compare your rate of descent or you are falling faster than your fellow jumpers, immediately activate your reserve parachute using the pull drop method. If the MC-6 canopy becomes inverted, pulling a toggle will turn you in the opposite direction. Do not activate your reserve parachute unless the canopy was damaged during inversion. If you have broken control lines, you must use your rear risers to turn."

E-54. "The next item I will cover is COLLISIONS AND ENTANGLEMENTS. JUMPERS HIT IT. CHECKCANOPY and GAIN CANOPY CONTROL. If you see another jumper approaching, immediately look, and then turn away. If you cannot avoid the collision, assume a spread eagle body position and attempt to bounce off the jumper's canopy or suspension lines, then immediately look, and then turn away. If you pass through the suspension lines and you do become entangled, snap into a modified position of attention. With either hand protect your rip cord handle. With the opposite hand, attempt to weave your way out of the suspension lines the same way you entered. Once clear, immediately look then turn away. If you become hopelessly entangled, both jumpers will remain where they are, obtain a clear path, and immediately activate their reserve parachutes using the pull drop method."

E-55. "The next item I will cover is EMERGENCY LANDINGS. The first emergency landing I will cover is the TREE LANDING. If you are drifting towards the trees, immediately look, then turn away. If you cannot avoid the trees, and have lowered your equipment, look below you to ensure there are no fellow jumpers and jettison your equipment, making a mental note of where it lands. If you have not lowered your equipment, keep it on you to provide extra protection while passing through the trees. At approximately 200feet above ground level, assume a good landing attitude by keeping your feet and knees together, knees slightly bent, and chin on your chest. When you make contact with the trees, rotate your hands in front of your face with your elbows high. Be prepared to execute a proper PLF if you pass through the trees. If you get hung up in the trees and you do not feel you can safely lower yourself to the ground, stay where you are and wait for assistance."

E-56. "If you decide to climb down, jettison all unneeded equipment. Ensure that you maintain your helmet. Activate the quick release in your waistband. With either hand, apply inward pressure on the rip cord

assembly. With the opposite hand, remove the top tuck tab. Maintain steady inward pressure and with the opposite hand insert it behind the rip cord assembly and apply inward pressure. Grasp the rip cord handle with the opposite hand, pull it and drop it. With both hands, control the activation of the reserve parachute to the ground, ensuring that all suspension lines and risers are completely deployed. Disconnect the left connector snap and rotate the reserve to the right. Attach the left connector snap to the triangle link on your right side. Seat yourself well into the saddle. Activate the quick release in the chest strap and completely remove the chest strap from the chest strap friction adapter. Grasp the right main lift web with either hand below the canopy release assembly, and with the other hand activate the leg strap ejector snaps and climb down the outside of the reserve parachute. Caution must be taken when climbing down the T-11 reserve suspension lines because of the slippery coating applied to the suspension lines. Remember, when in doubt, stay where you are and wait for assistance.”

E-57. “The next emergency landing I will cover is the WIRE LANDING. If you are drifting towards wires, immediately look, then turn away. If you cannot avoid the wires, look below you to ensure there are no fellow jumpers and jettison your equipment, making a mental note of where it lands. Ensure that you maintain your helmet. Assume a landing attitude by keeping your feet and knees together, exaggerating the bend in your knees, eyes open, chin on your chest, with your back arched. Place the palms of your hands high on the inside of the front set of risers with the elbows locked. When you make contact with the wires, begin a vigorous rocking motion in an attempt to pass through the wires. Be prepared to execute a proper PLF in the event you pass through the wires. If you get hung up in the wires, do not attempt to lower yourself to the ground. Stay where you are, and wait for assistance.”

E-58. “The next emergency landing I will cover is the WATER LANDING. If you are drifting towards a body of water, immediately look, then turn away. If you cannot avoid the water, look below you to ensure there are no fellow jumpers and lower your equipment. Next, jettison your helmet, making a mental note of where it lands. Activate the quick release in the waistband. Disconnect the left connector snap and rotate the reserve parachute to the right. Seat yourself well into the saddle. Activate the quick release in the chest strap, completely removing the chest strap from the chest strap friction adapter. Regain canopy control. Prior to entering the water, assume a landing attitude by keeping your feet and knees together, knees slightly bent, and place your hands on both leg strap ejector snaps. When the balls of your feet make contact with the water, activate both leg strap ejector snaps, arch your back, throw your arms above your head, and slide out of the parachute harness. Be prepared to execute a proper PLF if the water is shallow. Swim upwind, or upstream, away from the canopy. If the canopy comes down on top of you, locate a seam, and follow it to the skirt of the canopy.”

E-59. “The next item I will cover is LIFE PRESERVERS. When jumping a life preserver and you are unable to slip away from the water, lower your combat equipment, activate your life preserver, then jettison your combat equipment prior to making contact with the water. Be prepared to execute a proper PLF if the water is shallow. Once in the water, activate both canopy release assemblies.”

E-60. “The next item I will cover is NIGHT JUMPS. When conducting night jumps, be sure to give your canopy an extra look. If you have any reason to believe you are falling faster than fellow jumpers, immediately activate your reserve parachute. Maintain noise discipline and a good interval between fellow jumpers. Be prepared to conduct a PLF because you will hit the ground approximately five to 10 seconds before you think you will.”

E-61. “The next item I will cover is INSTRUMENT METEOROLOGICAL CONDITIONS. When jumping under IMC, do not lower your equipment until you have passed through the clouds. Do not turn unless you have to avoid a collision. If you have any type of malfunction, or any reason to believe you are falling faster than fellow jumpers, you must immediately activate your reserve parachute using the pull drop method because you cannot compare your rate of descent with fellow jumpers. Ensure you recheck your canopy once you pass through the clouds.”

E-62. “The final item I will cover is PARACHUTE LANDING FALLS. We will now move to the PLF platform and conduct one satisfactory PLF in each of the four directions.”

jumpers, and be prepared to conduct a PLF because you will hit the ground approximately five to 10 seconds before you think you will.”

E-85. “When jumping under instrument meteorological conditions, do not lower your equipment until you have passed through the clouds. Do not turn unless you have to avoid a collision. If you have any malfunction, or any reason to believe you are falling faster than fellow jumpers, immediately activate your reserve parachute because you cannot compare your rate of decent with your fellow jumpers. Ensure you recheck your canopy once you pass through the clouds.”

E-86. “At this time, we will move to the parachute landing fall platform and execute at least one satisfactory PLF in each of the four directions.” (Directions to be conducted should be front left, front right, rear left, and rear right.)