

Annex G (Jump Branch Operations) to 1-507th BACSOP

1. **General.** Jump week is the culmination of the training in the Basic Airborne Course. Everything we do leads to one single end state – successful completion of five parachute jumps. Every cadre member must set the example and lead our students through the proper execution in all aspects of jumping. We must never forget that, although we may be confident and routine in our actions, airborne operations in any environment are always high risk. It is imperative we remain vigilant throughout the entire week. We can never make any compromise on any issue of safety. ***If there is ever any doubt about the safety of equipment or actions, fix the problem or call a “no drop.”*** We must continue to practice and emphasize to the students to always pay attention to detail. We must remember that jump week is a continuation of training for from ground and tower weeks and that we must continue to train and progress in jump week.

2. Training sequence.

a. Operations during jump week can be broken down into the following phases:

- (1) Preparation by the company (to include Jumpmaster/Safety rehearsals), coordination with Jump Branch Master Trainers, and manifest call.
- (2) Movement to the training area.
- (3) Equipment Rigging.
- (4) Orientation to the training area, pre-jump, and mock door rehearsals will be conducted Daily prior to that day's jumps.
- (5) Parachute draw.
- (6) Donning parachute/equipment.
- (7) Loading the aircraft.
- (8) Airborne operations.
- (9) Recovery.

b. Jump Week Training Schedule:

Monday: Jump 1 – ADEPT Option 2

Tuesday: Jump 2 – A/NT/ME
 Jump 3 – CE/ME

Wednesday: Jump 4 – A/NT/ME
 Jump 5 – ADEPT 2/ N/CE or N/ME

c. Standard Jump Week Timeline:

5-day “standard” training week:

Start Time	End Time	Event	Who	Location	Reference
Monday					
0600	0615	Movement to McCarthy Hall	All	Company Area	Co SOP
0615	0630	Jump Week orientation (AJ 104)	All	McCarthy Hall	Co SOP
0630	0700	Pre-Jump training/ PLF	All	McCarthy Hall	TC 3-21.220
0700	0800	Mock door training/ JM brief	All	McCarthy Hall	TC 3-21.220
0800	0830	Breakfast	All	McCarthy Hall	Co SOP
0830	0900	Parachute issue	All	McCarthy Hall	Co SOP
0900	1145	Don Parachutes and JMPI	All	McCarthy Hall	ABN POI
1145	1215	AMB (Company Commander, 1SG, PJ for each Aircraft)	CO, 1SG, PJs	McCarthy Hall	TC 3-21.220
1145	1200	MACO brief	All	McCarthy Hall	TC 3-21.220
1215	1300	Front and Rears	All	McCarthy Hall	ABN POI
1300		Load time (Jump #1)	All	McCarthy Hall	TC 3-21.220
1300	UTC	Airborne operations (A/NT, ADEPT Option 2)	All	Fryar Drop Zone	TC 3-21.220
TBD		Chow	All	McCarthy Hall	Co SOP
TBD		Shake parachutes	Select personnel	Pack Shed	Co SOP
Tuesday					
0300	0315	Movement to McCarthy Hall	All	Company Area	Co SOP
0315	0345	Pre-Jump training/ PLF	All	McCarthy Hall	Co SOP
0345	0445	Mock door training/ JM brief	All	McCarthy Hall	TC 3-21.220
0445	0515	Breakfast	All	McCarthy Hall	TC 3-21.220
0515	0530	Parachute issue	All	McCarthy Hall	Co SOP
0530	0815	Don Parachutes and JMPI	All	McCarthy Hall	Co SOP
0815	0830	MACO brief	All	McCarthy Hall	ABN POI
0815	0900	Front and Rears	All	McCarthy Hall	TC 3-21.220
0900		Load time (Jump #2)	All	McCarthy Hall	TC 3-21.220
0900	UTC	Airborne operations (A/NT, ME)	All	McCarthy Hall	ABN POI
TBD		Chow	All	McCarthy Hall	TC 3-21.220
1400		Load time (Jump #3)	All	Fryar Drop Zone	TC 3-21.220
1400	UTC	Airborne operations (A/NT/CE, ME)	All	McCarthy Hall	Co SOP
TBD		Chow	All	McCarthy Hall	Co SOP
TBD		Shake parachutes	Select personnel	Pack Shed	
Wednesday					
0900	0915	Movement to McCarthy Hall	All	Company Area	Co SOP
0915	0945	Pre-Jump training/ PLF	All	McCarthy Hall	Co SOP
0945	1045	Mock door training/ JM brief	All	McCarthy Hall	TC 3-21.220
1045	1115	Breakfast	All	McCarthy Hall	TC 3-21.220
1115	1130	Parachute issue	All	McCarthy Hall	Co SOP
1130	1400	Don Parachutes and JMPI	All	McCarthy Hall	Co SOP
1400	1415	MACO brief	All	McCarthy Hall	ABN POI
1415	1500	Front and Rears	All	McCarthy Hall	TC 3-21.220
1500		Load time (Jump #4)	All	McCarthy Hall	TC 3-21.220
1500	UTC	Airborne operations (A/NT, ME)	All	McCarthy Hall	ABN POI
TBD		Chow	All	McCarthy Hall	TC 3-21.220
2000		Load time (Jump #5)	All	Fryar Drop Zone	TC 3-21.220
2000	UTC	Airborne operations (A/NT/CE/N ADEPT Option 2 or A/NT, ME)	All	McCarthy Hall	Co SOP
TBD		Chow	All	McCarthy Hall	Co SOP
TBD		Shake parachutes	Select personnel	Pack Shed	
Thursday					
TBD		Weather Day	All	McCarthy Hall	
Friday					
TBD		Weather Day	All	McCarthy Hall	

4-day “non-standard” training week:

Start Time	End Time	Event	Who	Location	Reference
Day 1					
0600	0615	Movement to McCarthy Hall	All	Company Area	Co SOP
0615	0630	Jump Week orientation (AJ 104)	All	McCarthy Hall	Co SOP
0630	0700	Pre-Jump training/ PLF	All	McCarthy Hall	TC 3-21.220
0700	0800	Mock door training/ JM brief	All	McCarthy Hall	TC 3-21.220
0800	0830	Breakfast	All	McCarthy Hall	Co SOP
0830	0900	Parachute issue	All	McCarthy Hall	Co SOP
0900	1145	Don Parachutes and JMPI	All	McCarthy Hall	ABN POI
1145	1215	AMB (Company Commander, 1SG, PJ for each Aircraft)	CO, 1SG, PJs	McCarthy Hall	TC 3-21.220
1145	1200	MACO brief	All	McCarthy Hall	TC 3-21.220
1215	1300	Front and Rears	All	McCarthy Hall	ABN POI
1300		Load time (Jump #1)	All	McCarthy Hall	TC 3-21.220
1300	UTC	Airborne operations (A/NT, ADEPT Option 2)	All	Fryar Drop Zone	TC 3-21.220
TBD		Chow	All	McCarthy Hall	Co SOP
TBD		Shake parachutes	Select personnel	Pack Shed	Co SOP
Day 2					
0300	0315	Movement to McCarthy Hall	All	Company Area	Co SOP
0315	0345	Pre-Jump training/ PLF	All	McCarthy Hall	Co SOP
0345	0445	Mock door training/ JM brief	All	McCarthy Hall	TC 3-21.220
0445	0515	Breakfast	All	McCarthy Hall	TC 3-21.220
0515	0530	Parachute issue	All	McCarthy Hall	Co SOP
0530	0815	Don Parachutes and JMPI	All	McCarthy Hall	Co SOP
0815	0830	MACO brief	All	McCarthy Hall	ABN POI
0815	0900	Front and Rears	All	McCarthy Hall	TC 3-21.220
0900		Load time (Jump #2)	All	McCarthy Hall	TC 3-21.220
0900	UTC	Airborne operations (A/NT, ME)	All	McCarthy Hall	ABN POI
TBD		Chow	All	McCarthy Hall	TC 3-21.220
1400		Load time (Jump #3)	All	Fryar Drop Zone	TC 3-21.220
1400	UTC	Airborne operations (A/NT/CE, ME)	All	McCarthy Hall	Co SOP
TBD		Chow	All	McCarthy Hall	Co SOP
TBD		Shake parachutes	Select personnel	Pack Shed	
Day 3					
0300	0315	Movement to McCarthy Hall	All	Company Area	Co SOP
0315	0345	Pre-Jump training/ PLF	All	McCarthy Hall	Co SOP
0345	0445	Mock door training/ JM brief	All	McCarthy Hall	TC 3-21.220
0445	0515	Breakfast	All	McCarthy Hall	TC 3-21.220
0515	0530	Parachute issue	All	McCarthy Hall	Co SOP
0530	0815	Don Parachutes and JMPI	All	McCarthy Hall	Co SOP
0815	0830	MACO brief	All	McCarthy Hall	ABN POI
0815	0900	Front and Rears	All	McCarthy Hall	TC 3-21.220
0900		Load time (Jump #2)	All	McCarthy Hall	TC 3-21.220
0900	UTC	Airborne operations (A/NT, ME)	All	McCarthy Hall	ABN POI
TBD		Chow	All	McCarthy Hall	TC 3-21.220
1400		Load time (Jump #3)	All	Fryar Drop Zone	TC 3-21.220
1400	UTC	Airborne operations (A/NT/CE, ME)	All	McCarthy Hall	Co SOP
TBD		Chow	All	McCarthy Hall	Co SOP
TBD		Shake parachutes	Select personnel	Pack Shed	
Day 4					
TBD		Weather Day	All	McCarthy Hall	

d. Special Considerations:

(1) Jump week training schedule is subject to change based on weather and AC maintenance issues. Company Commanders and Master Trainer with the BN S3 will recommend changes to the BN Commander for approval. Load times are hard times and any changes must be approved by the BN Commander.

(2) The times for the night jump are seasonal. Load time is normally EENT. During the summer months, (APR-OCT night operation timeline will shift to the right to meet EENT).

(3) During inclement weather, the Battalion Commander may cancel the night jump and execute jump five as a day jump.

(4) During normal four or five day jump weeks, the company will conduct graduation at the Airborne Walk at 0900 from APR-SEP and 1100 from OCT-MAR. Drop zone graduations will execute approximately one hour after last jumper is accounted for on the drop zone.

(5) Battalion non-POI Proficiency jumps will be scheduled by the BN S3 with coordination with the Jump Branch Master Trainer.

(6) Silver Wings and E CO HALO operations will be scheduled through Jump Branch and will only be executed during fly away missions or using PWAC aircraft. HALO jumps will not interfere with BAC jumps.

(7) PWAC will be executed with PWAC aircraft. PWAC will only be executed on BAC aircraft when PWAC aircraft are unavailable.

(8) All BAC drops will be executed from 1,250' AGL. The Battalion Commander may request a waiver to 1,000' AGL based on weather. The Air Force requires 500 feet of clear altitude above the drop altitude before dropping jumpers. 1,250' AGL is the maximum altitude for all F/W static line parachuting operations in the 1-507 PIR. JM will not make changes to the Air Mission brief without Bn Commander's PRIOR approval.

(9) A Battalion representative will be on the DZ at ALL times during BAC student operations. A memorandum will ID any other personnel authorized for this purpose.

(10) Company Commander or 1SG will be on the drop zone during airborne operations.

e. Wind/Weather/Limited Visibility Jump Criteria:

(1) The jump company will submit a manifest to the Jump Branch Master Trainer each morning for wind testers prior to conducting SAT. There will be a minimum of two jumpers for the wind tester pass with both jumper being from the 1-507th PIR. The wind testers will be equipped in the same configuration and take the same actions as the students (cannot "ride in" combat equipment). Both of the jumpers have to be jumpers and not part of the jumpmaster team. This rule applies for every jump unless the company is conducting continuous operations or any time the a/c doesn't drop for a period of 45 minutes or more with the same type of configuration, (moving straight from one jump to another). This is the jump company's responsibility.

(2) If winds exceed tolerance levels during any given jump, the DZSO will put the BAC aircraft into a 10-minute hold. If 3 consecutive or 5 cumulative 10-minute windows occur due to high winds, aircraft will land for a period of 45 minutes. DZSO will continue monitoring winds and report to the DACO. Provided there are no winds over 13 knots 12 minutes prior to the end of the 45 minute window, the company will resume the operation. This provides the air crew and JM teams 12 minutes for final prep prior to take off.

(3) The jump company will re-validate the CARP after a 45 minute shutdown because of winds by completing another wind-tester pass before resuming student operations. The jump company will identify and send two coaches back to McCarthy Hall to wind test as soon as the

45 minute halt is established. Any delay longer than 45 minutes the jump Company must provide a wind tester prior to student exiting the aircraft. Time starts when the aircraft lands.

(4) Should winds remain out of tolerance during the entire 45 minutes; the Airborne Commander will determine the next COA (i.e., delay, shift, cancel, etc) and make recommendations to the Battalion Commander. If delays continue past the initial 45 minute halt, JMs will unload the aircraft per guidance from the Commander and First Sergeant.

(5) Any jump during which there are 3 gusts of 17+ knots the Airborne Commander will determine the next COA and make recommendations to the Battalion Commander. If it's the first jump of the day, the company can reorganize and attempt to complete the first jump, provided adequate wind conditions have been met. If a jump is resumed, the DZSO will request winds at altitude (MEW) from the aircraft navigator prior to any jumper exiting. MEW will be recorded on the AF IMT 4304 by the DZSO as a measure to reconfirm the CARP. When jumping the T-11 parachute system there is a BN MEW consideration of 20 knots. The BN commander can waive this consideration based on drop zone conditions and drift of the parachute system.

(6) If rain is likely or there are wet conditions on the DZ, the company will ensure that each student has a plastic bag for his reserve parachute to be placed in. The jump Company will contact the Chief Rigger to ensure that they can support wet chutes prior to requesting approval from the BN Commander to execute jumps in wet conditions.

(7) For jumps during hours of limited visibility each student will be issued a red chem-light in the event the student is injured on the jump. Cadre will ensure each student has a red chem-light in their right calf pocket.

3. Jump Week Preparation.

a. All cadre will read and understand their assigned duty positions prior to assuming duties during jump week.

b. Initial manifest call always includes inspection of student ID cards, ID tags, and ACH during Tower Week. This practice should also be conducted every morning prior to the student s coming down the hill at cable time. No Students will exit the aircraft without an ID card and ID tags. All chinks will be manifested with 26 PAX except for the first lift to load in order to maximize student jumpers and accommodate guest jumpers. This will be finalized at Friday's initial manifest call.

c. Companies will provide the Harness Shed NCOIC with a training schedule and six copies of the manifest prior to beginning of Jump Week. The jump company will coordinate for parachute draw times and accountability of equipment IAW annex O (E/1-507th PIR Operating Procedures) of this BACSOP. Ensure that the Company coordinates with Echo Company C& I by Thursday of Tower week for the jump schedule.

d. The Harness Shed NCO, Recovery NCO, DZSO, Boat NCO and Jump 2 will sign for equipment and keys from the outgoing Company prior to day one with Jump Branch Master Trainer's assistance. If the jump week is after a no-fly week the company will sign from the equipment from the Jump Branch Master Trainers. All radios, NVGs, spot lights, yeti cooler and tents etc., will be turned in each day to inspect for serviceability and accountability. The incoming company will note any deficiencies with any equipment and have the outgoing

company correct the deficiencies with Master Trainer assistance prior to signing for the equipment.

e. HHC will provide the jump detail (20 Soldiers). Jump 2 will ensure that they have the appropriate equipment for weather conditions and receive an MRE for lunch or subsequent meals. 4 boat, 4 recovery, 4 D-bag, 2 smoke, 2 entrucking and 4 road guards for a total of 20. Remember the holdover are soldiers as well despite the situation that they are in. Be an NCO and ensure these soldiers are taken care of.

f. The jump company 1SG will coordinate for a minimum of 2 Jumpmasters and 2 safeties per aircraft and 6 coaches for all day jumps and 8 coaches for night jumps. The Company will ensure that it has wind testers for each aircraft for each jump (see para 11n for details). The harness shed NCO must have a copy of the jump week support matrix from their company to enable proper coordination's. Company Jumpmaster Teams will conduct Jumpmaster rehearsals prior to conducting Mock Door training with the students.

g. The jump company 1SG will coordinate with the HHC 1SG and Supply Sergeant on the last day of training prior to jump week for a time to pick up the drop zone detail and sign for tactical vehicles. The jump Company 1SG will ensure that the jump matrix is submitted to Jump Branch NLT COB the Thursday prior to jump week.

4. Movement to the training area. Companies will run to McCarthy Hall as a company whole every morning at no more than a 9 minute mile pace with a truck following and NCOs designated to police fallouts. Students will not be allowed to move on their own under any circumstances. This is conducted to assess students for possible injuries before jumping each day. Cadre need to focus on all students during the movement to locate and address any injuries.

5. Orientation to the training area/ pre-jump/ mock door rehearsals.

1. Companies will orientate the students to the Jump Branch training area through a formal period of instruction (AJ 104). AJ 104 will be given prior to pre-jump training on day one of jump week. The PI will conduct a full dress rehearsal of AJ-104 prior to giving this period of instruction to the students. Instructors will be in the same uniform during SAT, PLF's and in the same uniform as they are flying in during Mock Door training.

b. Students will receive a harness shed orientation from the Harness Shed NCO (may be executed on the previous Friday before rigging). The Harness Shed NCO will brief the students on the rules of the harness shed which are as follows:

(1) Helmets will be worn at all times while in the harness shed during the airborne timeline.

(2) While seated on the benches and in the harness students will maintain rip cord handle awareness by having the right hand over the rip handle. This will be reinforced on an hourly basis.

(3) Students will maintain toe to toe and heel to heel contact while seated on the benches to reinforce keeping feet and knees together for performing a proper PLF. This drill should be executed every half hour to build muscle memory.

(4) Students will get permission from a jumpmaster prior to touching any equipment while in the harness. Prior to pulling a Student out of training, Company will receive guidance from the CSM and or Battalion Commander.

(5) Students will not talk in the Harness Shed.

(6) Students will not sleep in the Harness Shed.

c. Pre-jump training will be given at Jump Branch IAW TC 3-21.220 and BACSOP. This training will be conducted as a company whole. Companies will ensure all Jumpmasters (to include certifying Jumpmasters) are roving throughout the formation and making corrections. Students will execute four parachute landing falls in the PLFs in the pit at Jump Branch. Each student will conduct four consecutive falls (one in each direction) prior to the next group of students, and then move to the cables. Cadre will observe and make corrections one jumper at a time as needed.

(1) Pre-Jump Training (IAW TC 3-21.220 Chapters 3 & 8):

NOTE: Missing any bold items is an automatic no-go for certifying.

NOTE: Prior to executing pre-jump training, the jumpmaster will put students in the extended rectangular formation.

“Good Morning! I am (Jumpmaster Rank and Name), I will be giving you today’s pre-jump training. Today you will exit from **(Type of aircraft)**, utilizing the T-11 parachute system. (Note if they are jumping combat equipment and on what jump for a two jump day). Pre-jump training is performance oriented meaning as I say it you will do it. The first items I will cover are the five points of performance.

PRE- JUMP TRAINING (T-11)

THE FIVE POINTS OF PERFORMANCE:

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.

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 you canopy. Your slider should

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 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.

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 collisions, 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.

This brings you to your fourth point of performance, which is **PREPARE TO LAND**.

At approximately 200 feet AGL, look below you to ensure there are no fellow jumpers and lower your equipment and then slip into the wind. Attempt to utilize the slip assist loops or slip assist tabs. If the wind is blowing from your left, reach up with both hands and grasp the left set of risers and pull them deep into your chest. If the wind is blowing from your front, reach up with both hands and grasp the front set of risers and pull them deep into your chest. If the wind is blowing from your right, reach up with both hands and grasp the right set of risers and pull them deep into your chest. If the wind is blowing from your rear, reach up with both hands and grasp the rear set of risers, and pull 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 (PLF).

The fifth point of performance is "**LAND**".

You will make a proper parachute landing fall (PLF) by hitting all five points of contact. Touch them, and repeat them after me. 1) **BALLS OF YOUR FEET**, 2) **CALF**, 3) **THIGH**, 4) **BUTTOCKS** and 5) **PULL UP MUSCLE**. You will never attempt to make a standing landing.

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.

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. Unsnap and unzip the Aviator’s Kit Bag (AKB) and roll it two-thirds of the way down, or unzip and turn right side out the Universal Parachutist Recovery Bag (UPRB). Place the parachute harness inside the AKB or UPRB with the smooth side facing up. Secure the risers, and place them under the parachute harness.

Non-Tactical:

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 AKB or UPRB, leaving the drogue parachute, deployment sleeve and bridle assembly on top of the main canopy.

Tactical:

Remain on a knee at the AKB or UPRB. Begin pulling the suspension lines and canopy towards the AKB or UPRB, 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 AKB or UPRB. Secure the reserve parachute to the handles of the AKB or 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.

The next item I will cover is the **ACTIVATION OF THE T-11 RESERVE PARACHUTE**.

To activate the T11 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 AGL, slip into the wind, and prepare to land.

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 ripcord 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 ripcord handle. If you cannot be retrieved, your universal static line modified will be cut. Once you feel yourself falling free from the aircraft, immediately 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 jogged free, and your main canopy will deploy.

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**.

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 and or suspension lines and immediately look, and then slip 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 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 4 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**.

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 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 AGL, 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. 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 ripcord assembly. With the opposite hand remove the top tuck tab. Maintain steady inward pressure and with the opposite hand insert it behind the ripcord assembly and apply inward pressure. Grasp the ripcord 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.

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.

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.

The next item I will cover is **LIFE PRESERVERS**:

When jumping a life preserver and you are unable to slip away from the water, activate it during your third point of performance. Lower but do not jettison combat equipment. Be prepared to execute a proper PLF if the water is shallow. Once in the water, activate both canopy release assemblies.

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 5 to 10 seconds before you think you will.

The next item I will cover is Instrument Meteorological Conditions (**IMC**):

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, 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.

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.

Note: Turn off all lights at completion of mock door training.

(1) SERJTE Brief:

(a) Static line Control. After the Jump Master issues you the command of, "Hook Up", you will remove the universal static line snap hook from the top carrying handle of your reserve parachute. You will hook up to the out board anchor line cable with the spring opening gate facing toward the skin of the aircraft. You will then form a bite in the universal static line modified making sure you have a good four in the hand two below bite and you're not touching the double sawn portion (the double sewn portion is for the jumpmaster safety). Trace the universal static line modified over the appropriate shoulder then drop your non static line hand to your side. The first three jumpers will have their arm in the elbow lock position. This will create your one second interval. The remaining jumpers will have their arm up high bent in a 90 degree angle and stagger inboard and outboard. As the jumpers move to the jump door, you will lock your arm out to the elbow lock position. As you near the jump door you will make eye to eye contact with the Jumpmaster safety, hand him your static line turn towards the jump door, place both hands on the ends of your reserve (ensuring that you **DO NOT** swim the static line) and make a vigorous exit (up six inches and out 36 inches for C-130) (at a 45 degree angle for C-17) and count to 6000. **(It should look and sound like this, Demos' will demonstrate exactly as briefed)**

(b) Activation of the Reserve Parachute inside the Aircraft. If you're inside the aircraft and the doors are closed and a reserve is activated. The jumpers will sound off with **RESERVE, RESERVE, RESERVE**. Once the parachute is contained one of the jumpers will get the Jumpmasters attention by placing their hand or arm over the anchor line cable. The Jumpmaster will then replace that reserve with a new one and you will exit the aircraft on the next pass **(It should look and sound like this, Demo's will demonstrate exactly as briefed)**. If you're inside the aircraft and the doors are opened and a reserve is activated. If your forward of the wheel well (towards the pilots compartment) you will sound off with **RESERVE, RESERVE, RESERVE**. Once the parachute is contained one of the jumpers will get the Jumpmasters attention by placing their hand or arm over the anchor line cable. The

Jumpmasters will close the jump doors then replace that reserve with a new one and you will exit the aircraft on the next pass. If you're aft of the wheel well (toward jump doors) every attempt will be made to contain the parachute. If the reserve starts to snake towards the jump door the jumper must exit the aircraft immediately, jumpers in front of the activated reserve must clear a path for the jumper by standing on their seat or up on the ramp. **(It should look and sound like this, Demo's will demonstrate exactly as briefed.)**

(c) Red light Procedures. There are multiple reasons a red light could come on during flight. Out of drop zone, obstacles on the drop zone, low flying aircraft, rotary wing aircraft etc... If a red light comes on during exit the Jumpmaster will place his hand in the jumpers face and give the command "**red light, red light, red light**" pushing the stick away from the paratroop door. If you have already started your exit go ahead and get a good solid exit. **(It should look and sound like this, Demo's will demonstrate exactly as briefed)**

(d) Jump Refusals. There should be **no** jump refusals on the aircraft today but if you refuse the jump the Jumpmaster will give the command of "green light go" a total of three times. If the jumper fails to exit after the third command, the safety will secure the jumper by the pack tray, and remove you from the paratroop door. The safety will seat the jumper out of the way (ramp or seat) and give the jumper a lawful order to not touch their equipment. If time allows he will move back to the jump door and continue exiting jumpers. Upon landing the jumper will be re-inspected by Jump Branch Master Trainer and receive a technical inspection by a rigger. If something was found wrong with your equipment you will be issued new equipment and placed back into the stick. If nothing was found wrong with your equipment you will be subject to UCMJ. **(It should look and sound like this, Demo's will demonstrate exactly as briefed)**

(e) Emergency Procedures.

1. If you're inside the aircraft and you hear **one continuous ring of the alarm bell**. That's crash landing during takeoff. Remain seated extend your legs out to a 45 degree angle rap your arms around your legs and place your head on your knees until the aircraft stops. Then exit under the direction of the Jumpmasters or loadmaster. **(It should look and sound like this, Demo's will demonstrate exactly as briefed)**

2. If you're inside the aircraft and you hear **six short ring of the alarm bell or oral warning**. That's crash landing during flight. Remain seated rotate your legs out to a 45 degree angle wrap your arms around your legs and place your head on your knees until the aircraft stops. Then exit under the direction of the Jumpmasters or loadmaster. **(It should look and sound like this, Demo's will demonstrate exactly as briefed)**

3. If you're inside the aircraft and you hear **three short rings of the alarm bell or oral warning**. That's emergency bailout. The Jumpmasters will issue you shortened jump commands, "stand up, hook up" on the continuous ring; exit the aircraft under direction of the PJM. **(It should look and sound like this, Demo's will demonstrate exactly as briefed)**

(f) Towed Jumper Procedures. If you become a towed jumper and are being towed by your 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 ripcord 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 ripcord handle. If you cannot be retrieved, your universal static line modified will be cut. Once you feel yourself falling free from the aircraft, immediately 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 jogged free, and your main canopy will deploy.

7. Parachute Draw.

a. Riggers will give the students a brief on how to carry their equipment. The jump company will post at least one instructor along the flight line to maintain accountability of students and enforce the proper handling of the parachute.

b. First Sergeants will ensure that a cadre member is designated for parachute draw and accountability and remains at C&I during all parachute movement.

8. Donning Parachute/Equipment.

a. Donning parachutes. Once chalk accountability is complete, the students will rig as buddy teams under the supervision of the Harness Shed NCO. Other instructors will circulate through the students, assisting them in donning their parachutes as required. A slide show will be shown on displays as part of rigging to show the correct way to don parachutes.

b. Combat Equipment Rigging/Donning. The company will assign cadre to individual chinks and conduct a thorough talk through on how to attach their combat equipment to their parachute harness. Non-jumpmasters will walk through the chinks and fix common deficiencies prior to JMPI.

9. Loading Aircraft.

a. The Harness Shed NCO will have the students conduct an equipment check prior to loading each and every chalk. For example, "*chalk number X, on your feet. Turn and face the flight line. Check equipment – helmet, chinstrap, chest strap, left and right leg straps, HPT lowering line on the left side.*" The Harness Shed NCO will also emphasize the importance of not yelling or talking during descent and WHY. The Harness Shed NCO will give this brief only after all students have received all safety inspections. The Harness Shed NCO will address any other issues with the class from the previous jump at this time i.e. proper static line control, activation of the T-11 reserve on the ground or any other issues the cadre have noticed.

b. The Harness Shed NCO will stand up the chinks for loading at the direction of the Harness Shed NCOIC or Jump Branch Master Trainer, and inform them of the number of students for that lift. A cadre member will lead the chinks to the ramp of the aircraft and make a positive handoff of the students to the Jumpmasters of that aircraft.

c. The Company chain of command must exercise its best judgment on how long to keep students rigged in the harness before loading the aircraft. Differing conditions will vary how long it is safe to leave students in the harness before they become safety hazards. Safety of the students is the number one consideration at all times. At the six hour delay mark, a decision will be made by the Battalion Commander, on keeping the students in the harness. When reasonable, the students will be allowed to go to the restroom, eat and stretch while in the harness.

d. Safeties will physically load the aircraft based on the mission and load plan. Seat belts will be worn by students and cadre (safety lines are acceptable).

10. Drop Zone Operations.

a. Jump 2 will have the DZ set up at least one-hour prior to the first load time of the day. The DZ party includes DZSO, IPA-1(ADZSO), Jump 2, malfunctions, boat, medics with two FLAs, and recovery with forklift and all road guards in place.

Note: None of these positions should be considered to be “wind testers”.

b. Cadre members such as the DZSO, Entrucking, Recovery, Boat, etc. That have personnel working under their control will account for and brief those detail personnel and, if necessary, rehearse so that they can properly perform their duties.

c. Speed limit on the DZ is 15 miles per hour. Vehicles will not move on or around the DZ while jumpers are in the air.

d. Students will “double time” off the DZ unless heat category five conditions exist or conducting combat equipment/night jump.

e. No cadre or students will ride in the back of uncovered trucks to or from the DZ. Cadre may transport detail personnel on the DZ in the back of trucks, provided that passengers have ACH on and all passengers are seated inside the bed of the truck. The vehicle driver will not exceed the 15-mile per hour speed limit.

f. All DZ party personnel will read annex G (Jump Branch Operations) to 1-507 BACSOP prior to the start of jump operations.

g. Two of the coaches required to run the DZ may jump into the DZ at the start of the Jump. Coaches will not jump onto the DZ for night operations. Coaches must be in position prior to student jumps. Jump 2 can cover down on one of the positions until the designated coach is in place. This is the responsibility of the DZSO to ensure all conditions have been met prior to dropping the first student.

11. Non-Student jumpers (Guest Jumpers).

a. All jumpers’ paperwork must be verified by the Jump Branch Master Trainers. Jumpers must present a copy of their hazard duty orders in order to jump with 1-507 PIR in order to be manifested.

b. All jumpers will coordinate to jump through their units S3 Air and to the Jump Branch Master Trainers the Thursday prior to the desired jump week. Jumpers will not exceed the seating limitations of the aircraft and will not exceed any pass other than the wind tester pass. A maximum of five guest jumpers per a/c is the planning factor for the Company.

c. “Guest” Jumpers, cadre, and staff must coordinate with the Jump Branch Master Trainers NLT Thursday prior to the desired jump week. Guest Jumpers should schedule jumps on jumps two through five. Guest Jumpers for Jump one are at the discretion of the Jump Branch Master Trainer.

d. Guest jumpers who are “jumping” with a student must be escorted by Cadre while at McCarthy Hall.

e. "Guest" jumper priorities: (at the discretion of the Master Trainer)

- (1) VIP jumpers.
- (2) 507th personnel
- (3) Pay losses. (Regardless of unit).
- (4) Pay hurts.
- (5) Guest jumpers

f. All "Guest" jumpers will be issued jump tickets from their Primary Jumpmaster. A Jump Branch Master Trainer will issue tickets to the Primary Jumpmasters after SAT.

g. All "Guest" jumpers will receive SAT from the Company in training. The exceptions to this rule will be VIPs that have coordinated with the S3. At that point a Jump Branch Master Trainer will be assigned as a member of that Jumpmaster team and they will conducted SAT.

h. The Primary Jumpmaster will turn in a completed manifest to the DACO signed and handwritten after SAT. The Primary Jumpmaster is responsible for an accurate and readable manifest. DACO will type and publish the final manifest.

12. Recovery/clearing operations and preparation for follow-on operations.

a. The jump company must clear Jump Branch training area IAW appendix 1 (Jump Branch Preparation/Clearing Checklist) to annex G (Jump Branch Operations) to 1-507 BACSOP.

b. Outgoing Company will clear jump branch with the follow-on Company signing for the next jump week equipment to ensure proper handover of equipment to include serviceability. All equipment will be clean and serviceable. Master Trainers will initiate statement of charges for equipment damaged due to negligence. Companies must coordinate with the Riggers to shake all parachutes. Jump Companies must supply their own cleaning supplies.

Appendix 1 (JMPI Procedures)

1. General. All new and incoming jumpmasters must be certified by the Jump Branch Master Trainers before performing jumpmaster duties in the BAC. Newly arrived jumpmasters will complete jumpmaster refresher training with the Jumpmaster School prior to certification. Jumpmasters must be certified with both combat equipped jumpers as well as “Hollywood” jumpers. JMPI procedures with students should be reserved for “black hat” instructors only, company command and higher should refrain from conducting these duties unless mission dictates otherwise.

2. Preparation. Prior to certification the jumpmaster’s company chain of command will request certification through the Jump Branch Master Trainers the Thursday prior to requested certification. The jumpmaster must arrive with their jumpmaster certificate, jump log, and a copy of their hazard duty orders. If the jumpmaster attended refresher the jumpmaster will also provide that documentation. The jumpmaster must be a current a qualified jumpmaster for the T-11 parachute system. This will be the beginning of all certifications. The documents will be maintained in the Jump Branch certification book for future certifications.

3. Certification.

a. The Jumpmaster will be instructed by the Jump Branch Master Trainer on the proper procedures for conducting JMPI with BAC students to include BAC specific commands such as:

- (1) Turn toward the door that you are jumping (When originally routing static line)
- (2) Place your hands on your head and tilt your head to the rear
- (3) Check canopy and gain canopy control (When checking the back straps)

b. The jumpmaster will be instructed by the Jump Branch Master Trainer on the proper methods to perform the front and rear line inspections prior to loading the aircraft. The jumpmaster must be able to articulate how to conduct front and rear line inspections for both Hollywood and combat equipped jumpers.

c. The Jump Branch Master Trainer will pair the jumpmaster up with an experienced BAC certified jumpmaster to shadow and observe the procedures for proper JMPI with front and rears.

d. Once the jumpmaster feels confident that they are prepared to be certified they will notify the Master Trainer and execute the certification.

e. The jumpmaster will conduct a complete JMPI IAW TC 3-21-220 on a student “Alpha” in front of the Master Trainer and demonstrate the proper procedures to conduct the front and rear line inspection. The jumpmaster must be able to articulate the BAC specific instructions to the jumper in order to facilitate a smooth JMPI sequence with the BAC student.

4. Decertification. A jumpmaster can be decertified by the Battalion Commander, Command Sergeant Major, or the Jump Branch Master Trainers for any of the following reasons:

a. Substandard JMPI.

b. If a Jumpmaster is observed violating JMPI standards (i.e. not looking at what they are touching, sequence violations, or excessive talking and not focusing on JMPI)

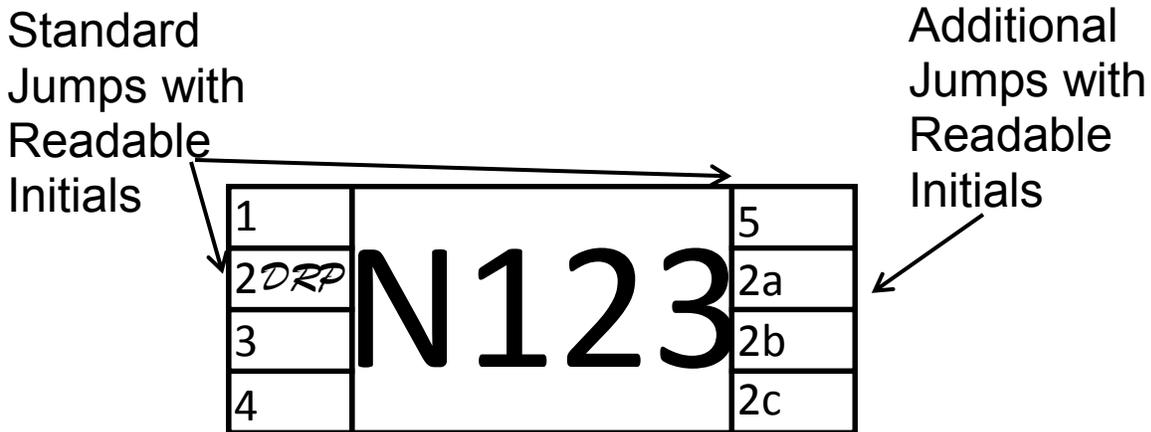
- c. Missing a major deficiency.
- d. Any unsafe act that could injure the jumper.

NOTE: The jumpmaster will first be given a written warning, the second warning will be addressed to the company chain of command, and on the third occurrence the jumpmaster will be decertified. If the incident results in an injury as the result of the jumpmaster’s actions the jumpmaster will be recommended for decertification.

5. Retrain/Recertification. Once a jumpmaster has been decertified for any of the above actions, they will be retrained on the proper JMPI sequence by attending jumpmaster refresher course through Jumpmaster School and perform the certification process again.

6. Procedures.

a. JMPI will be conducted IAW TC 3-21.220. Prior to conducting JMPI the Jumpmaster will initial the Jumpmaster Sign in sheet. Jumpmasters must maintain absolute professionalism during safety inspections. The professionalism and concentration of the Jumpmaster during all of their duties plays a key role in bolstering the confidence of novice jumpers. Jumpmasters must keep talking to a minimum and should only use the bodily contact necessary during JMPI, not as an opportunity to physically abuse students. Once a Jumpmaster has completed a JMPI on a jumper he will initial the jumper’s helmet. The Jumpmaster will initial the helmet in the blocks provided in the corresponding order. The jumpmaster will not initial anywhere other than the blocks, see example below:



b. Front/rear inspections. Front and Rear inspections are an additional safety measure used at the Basic Airborne Course due to the inexperience of our students. They are designed to identify any deficiencies that may have been caused by students adjusting their equipment between JMPI and load time. These inspections are conducted after JMPI and no earlier than one hour prior to load. (See appendix 1)

(1) Front inspection:

a. ACH- Inspect that there are Jumpmasters initials on the ACH. Check the chin strap fastener of the modified chin strap assembly on the ACH. Ensure that it is properly

fastened. Check to ensure the exposed screws are covered by an oval pad. Ensure that the free running ends of the modified chin strap assembly are stowed in the webbing retainers.

b. Canopy Release Assemblies - Inspect for proper seating and looseness of the safety clip. If a deficiency is found, call for a Rigger.

c. Tuck Tabs - Ensure they are properly stowed in the jump configuration.

d. Chest Strap - Inspect the chest strap to ensure it has a quick release and that the tab portion is facing back towards the chest strap friction adaptor, and that both are secured in the webbing retainers.

e. Leg Strap Ejector Snaps- Check the leg straps to ensure they are properly seated and the free running ends are stowed in the webbing retainers.

NOTE: For combat equipment, visually inspect upper tie down tape, left and right leg straps on the combat equipment.

(2) Rear inspection:

(a) ACH - ensuring the nape pad is present and not twisted and exposed screws are covered by an oval pads. Ensure free running ends of the modified chin strap assembly are stowed in the webbing retainers.

(b) Static Line – Trace from the top carrying handle to first stow in the pack tray to ensure it is not misrouted.

(c) Risers – Trace to ensure the static line is not misrouted.

(d) Inspect the main curve pin protector flap to ensure that the jumper has been placed back into jump configuration.

(e) Inspect the quick release in the waistband to ensure there is a proper quick release.

NOTE: For combat equipment inspect the HPT lowering line ejector snap to ensure that it is properly seated and not misrouted.

c. The company will designate a corrections station in order to correct major deficiencies. This station can be run by a non-Jumpmaster qualified cadre. Jumpmasters must remove the student's static line from the carrying handle of the reserve parachute and connect it to the right side outer static line stow bar prior to sending the student to corrections. This is done to ensure the student receives another JMPI after his/her deficiency has been fixed. Students will not return to their stick until the deficiency is fixed and they have received new JMPI.

Appendix 2 (Flyer Duties)

1. **General.** In order to conduct jumpmaster duties in the aircraft as an instructor with students, the instructor must be a current and qualified jumpmaster and possess a Black Hat. Newly arrived jumpmasters must complete jumpmaster refresher training with the Jumpmaster School within 180 days. Newly graduated jumpmaster must complete on full BAC cycle with their company. This is done to ensure the jumpmaster is properly trained and comfortable with the task that they are about to conduct.

2. **Preparation.** Prior to certification the jumpmaster's company chain of command will request certification through the Jump Branch Master Trainers the Thursday prior to requested certification. The jumpmaster must have been certified by a Jump Branch Master Trainer for JMPI procedures, with a memorandum for record, prior to certification. The Jumpmaster must also have completed two safety duties on Fryar DZ with cadre jumpers.

NOTE: Newly arrived or newly graduated jumpmasters must have been present and conducted Jumpmasters/Safety duties during MDME PE of tower week prior to certification. This is to show the mission specific actions taken with student jumpers for the safety of the student and Jumpmasters. They must have a signed memorandum by the Company Commander stating this requirement has been met.

3. **Certification.**

a. The certifier will give a successful pre-jump (including combat equipment) and SERJTE block of instruction to the Jump Branch Master Trainer the week prior to certification. Failure to give a successful block of instruction will result in the certifier not being able to certify the next week.

b. Certifiers will only give pre-jump and SERJTE blocks of instructions on jump day two and three, day one is reserved for current certified instructors.

c. The certifier will only be allowed to observe jump one operations. The certifier will conduct hands on training with students during Jumps 2-4 under the direct supervision of only the Primary Jumpmaster. If mission allow during Jump 4 the Jump Branch Master Trainers will conduct a courtesy check of the certifier prior to Jump 5 certification. On Jump 5 the certifier will be evaluated on their ability to perform PWAC with students with no assistance from the Primary Jumpmaster. This is done to ensure that the certifier, regardless of rating, has the opportunity to observe all actions prior to, during, and after all jumps. In addition, this will allow the certifier adequate hands on experience with below novice jumpers for the entire jump progression. Areas of special emphasis during the observation day are:

(1) Safety duties to include:

(a) Inventory Safety Kit, Inspect the additional T-11R and T-11 Main Parachute for serviceability.

(b) The SAF/ AJ is responsible for inspecting the students as they enter the a/c. The specific areas of interest are the length of static line the jumper has, reseating the main curved pin and if wearing combat equipment checking the ejector snap, of the hook pile tape lowering line to ensure it is properly routed and seated.

- (c) Prepare jumpers for take-off (i.e. checking static lines, HPT routed and secured properly).
- (d) Student head count.
- (e) Safety personnel inspection of stick from front to rear of the a/c.
- (f) Proper spotting of the Drop Zone
- (g) Controlling student's static lines IAW TC 3-21.220.
- (h) Conduct final clear to the rear for towed jumpers.

(2) Jumpmaster (AJ/PJ) duties to include:

- (a) Proper jump commands.
- (b) Proper door safety check.
- (c) Proper and accurate time warnings.
- (d) Proper outside safety check.
- (e) Proper control of jumper flow to the door.
- (f) Proper exiting procedures.

(3) Air Craft inspection IAW a/c safety inspection sheet.

d. The certifier must demonstrate the above actions listed in order to be certified to execute PWAC with BAC students.

e. Once a JM is certified as a flyer the JM must fly with students within 180 days. If a flyer goes out of tolerance he must fly for one jump to start recertification. This recertification will be observing first lift, followed by pulling duties on the second lift then recertification on the third lift by the Master Trainer's.

4. Decertification. A flyer can be decertified by the Battalion Commander, Command Sergeant Major, or the Jump Branch Master Trainers for any of the following examples:

- a. As soon as a static line injury or safety incident occurs on that a/c, an internal investigation will be initiated by the Jump Branch Master Trainer. The affected door's camera will be removed from the a/c and the MTs will view the camera. If the incident is founded the Jumpmaster team on that door of the a/c will be decertified. If it is determined that the jumpmaster team was not at fault they will continue mission.
- b. Improper static line control (Jumpmaster safety).
- c. Demonstrates inability to conduct proper PWAC as stated above.
- d. Any other unsafe act inside the AC that could cause harm to the jumper.
- e. Or any unsafe act

NOTE: If the Flyer fails to perform his duties safely, he can be decertified, the Company Chain of Command will be given the opportunity to fix the situation, unless the Master Trainer deems the incident severe enough that the incident warrants immediate action. If the incident results in an injury due to the Flyer actions the Flyer will be recommended for decertification.

5. Retrain/Recertification: Once a jumpmaster has been decertified for any of the above actions, they will be retrained on the proper procedures by the Jump Branch Master Trainers and complete the entire certification process again.

6. Jumpmaster Actions at Departure Airfield.

a. Upon arrival at the airfield, the Primary Jumpmaster reports to the Jump Branch Master Trainer for an update briefing to include:

- a. Current weather and winds.
- b. Parking plan of aircraft (location and tail number of the assigned aircraft).

(3) Receive the DACO brief for all Jumpmasters conducting duties either with students or cadre/guest jumpers directly following SAT unless otherwise coordinated.

(4) Receive a “daily certificate of aircraft inspection” sheet. The Safety will return completed inspection sheet to the Jump Branch Master Trainer. Aircraft inspections will be conducted daily.

(5) The Primary Jumpmaster is responsible for ensuring the Jumpmaster Team is present for aircrew brief prior to load time. Jumpmasters will complete aircraft inspections and crew brief NLT 15 minutes prior to load.

(6) The Jump Branch Master Trainer will provide the MEW to Primary Jumpmasters prior to Load.

b. Jumpmasters and Safeties will see to the proper seating of the chalk(s), ensuring that each jumper is wearing their seatbelt (this is an FFA regulation). Jumpmasters and Safeties will have the chalk count off for the appropriate exiting procedure and they will ensure that all jumpers know their stick number and position in the stick. Conduct another visual check of the T-11R tuck tabs.

c. Jumpmasters will ensure that all cadre members are wearing their helmets, parachutes, ear plugs, and seatbelts prior to the aircraft beginning to taxi. No gloves are authorized without prior approval of the Jump Branch Master Trainers.

d. All Jumpmasters and Safeties will perform duties IAW BACSOP and TC 3-21.220.

e. Jumpmaster passes are only authorized on the last pass of the day. Jumpmaster passes are reserved for 1-507 PIR jumpmasters only. On rare occasions a MCOE or ARTB VIP will be authorized to jump. There will be no Jumpmaster pass in between jumps on two jump days. All aircraft will land with two current and qualified Jumpmasters. The Jump Branch Master Trainer has flexibility when it comes to Jumpmaster passes.

f. At the end of the day’s operations, safeties will secure the safety kit from the aircraft and turn it into C&I and the Go-Pro’s are returned to the Jump Branch Master Trainers. Jumpmasters and Safeties will check out through the Jump Branch Master Trainer and the Harness Shed NCO to confirm the training schedule for the following day.

g. Multiple types of chutes will never be used on a single pass over the Drop Zone; all chutes (students and Cadre) will be turned in at the end of the jump day.

h. Jumpmasters will ensure that there are a minimum of five jumpers on passes with students.

- i. As an exception, lighter jumpers will be front loaded for each pass.

7. Jumps (Standard Set).

a. Jump 1 (A/NT, ADEPT option 2 - day) Jumpmasters will stand up eight jumpers per door. Eight jumpers will exit the primary door followed by eight jumpers on the opposite door. All jumps, the wind restrictions are 13 knots.

b. Jump 2 (A/NT, mass exit - day) Jumpmasters will stand up thirteen jumpers per door. Jumpmasters must emphasize during the mock door rehearsals the need to keep a proper one-second interval between jumpers. During the jump, the Jumpmasters must control the flow of jumpers to achieve the goal of having students exiting from alternating doors rather than from both doors simultaneously.

c. Jump 3 (A/NT/CE, mass exit - day) Jumpmasters will stand up eight jumpers per door. Jumpmasters must emphasize during the mock door rehearsals the need to keep a proper one-second interval between jumpers. During the jump, the Jumpmasters must control the flow of jumpers to achieve the goal of having students exiting from alternating doors rather than from both doors simultaneously.

d. Jump 4 (A/NT, mass exit- day) Jumpmasters will stand up thirteen jumpers per door. Jumpmasters must emphasize during the mock door rehearsals the need to keep a proper one-second interval between jumpers. During the jump, the Jumpmasters must control the flow of jumpers to achieve the goal of having students exiting from alternating doors rather than from both doors simultaneously.

f. Jump 5 (A/NT/N, mass exit – night) Jumpmasters will stand up thirteen jumpers per door. Jumpmasters must emphasize during the mock door rehearsals the need to keep a proper one-second interval between jumpers. During the jump, the Jumpmasters must control the flow of jumpers to achieve the goal of having students exiting from alternating doors rather than from both doors simultaneously. This jump will be executed at night with combat equipment

7. Recovery for flyers.

- a. Prior to leaving the aircraft at the end of the day the Primary Jumpmaster will ensure that all items have been removed from the aircraft.
- b. The Primary Jumpmaster will ensure that all incidents have been reported.
- c. All Jumpmasters must turn in a bail out chutes to C & I.
- d. Ensure that all deployment bags have been recovered and turned in to C & I.

Appendix 3 (Harness Shed NCO Duties)

1. **General.** The Harness Shed NCO must be a current Jumpmaster and a Black Hat, Platoon Sergeant, or senior SFC appointed by the Company Chain of Command who demonstrates the leadership ability to control other Jumpmasters and have completed the Harness Shed certification process. This is a leadership role and is one of the keys to success during jump week. The Harness Shed NCO will be certified by the Jump Branch Master Trainers prior to performing Harness Shed duties.

Note: The Harness Shed NCO is a non-jumping position for the week.

2. **Preparation.** Prior to certification the certifiers Company Chain of Command will request certification through the Jump Branch Master Trainers the Thursday prior to requested certification. The certifier must have been certified by a Jump Branch Master Trainer for JMPI procedures, with a memorandum for record, prior to certification.

3. Certification.

a. The certifier will shadow an experienced certified Harness Shed NCO for one complete jump week cycle in order to gain the total working knowledge of each daily task required to conduct a successful Harness Shed operation from day to day with all coordination between each jump.

b. The certifier will observe the signing of equipment from the previous company in order to understand all the equipment involved and ensure that the equipment is serviceable, present, and ready for use by the company.

c. The certifier will observe the entire day one operation and then with the supervision of the certified Harness Shed NCOIC perform hands on duties during the remainder of the cycle in order to perform duties with assistance from certified Harness Shed NCOIC. On the final day the certifier will be evaluated on their ability to perform these duties with no assistance. Areas of special emphasis during the observation day are:

(1) Preparation for receiving students on day one to include knowledge of the day one timeline for students and cadre.

(2) Preparation of manifest and harness shed control log to ensure all jumpers are manifested with proper control of JMPI and front/rear line inspections are complete.

(3) Talk through procedures for donning the T-11 parachute read directly from the harness shed book with useful TTP's on how to properly don the T-11 (certifier will not conduct the walkthrough, however certifiers must understand they will read from the book).

(4) Timeline for donning, JMPI, MACO brief, front and rear line inspections, and loading of aircraft for students.

(5) Reporting procedures during jumps for incidents

(6) Timeline for returning jumpers and TTP's to effectively make load time for two jump days.

(7) Recovery of the Harness Shed after the jumps for the day have been complete (i.e. contacting buses, chute truck, coordinate chute shake, establish next day timeline, clean-up and lock-up) .

d. The jumpmaster will demonstrate the following in order to be certified:

- (1) Proper knowledge of equipment and signing procedures.
- (2) Preparation of harness shed to receive students.
- (3) Ability to conduct effective walk-through and talk through of the T-11 parachute.
- (4) Ability to properly fill out all required documents (i.e. manifest, harness shed control sheet, and timeline matrix).
- (5) Ability to control Harness Shed operations during timeline.
- (6) Recovery and signing of equipment from current Harness Shed NCO to incoming NCO.
- (7) Must pass the Harness Shed NCO written exam, with an 80% or better, which covers current safety of use messages and Harness Shed operations.

4. Decertification. A Harness Shed NCOIC can be decertified by the Battalion Commander, Command Sergeant Major, or the Jump Branch Master Trainers for any of the following examples:

- a. Loading students in the Aircraft without proper JMPI or front and rears.
- b. Failure to properly manifest students.
- c. Failure to show students the MACO brief.
- d. Failure to keep student informed on changing conditions.
- e. Abuse of or unprofessional behavior.
- f. Loss of control in the Harness Shed, including rigging procedures.
- g. Any other unsafe act deemed by the Battalion Commander, Battalion Command Sergeant Major or Jump Branch Master Trainers.

NOTE: If the Harness Shed NCOIC fails to maintain control the Harness Shed the NCOIC can be decertified, the Company Chain of Command will be given the opportunity to fix the situation, unless the Master Trainer deems the incident severe enough that they must take charge of his/her Harness Shed NCOIC duties. If the incident results in an injury due to the Harness Shed NCOIC actions the Harness Shed NCOIC will be recommended for decertification

5. Retrain/Recertification. The Harness Shed NCO in question will be retrained and recertified during their company's next jump week.

6. Prepare to Receive Students.

a. The Harness Shed NCO is in charge of the entire harness shed operation following the guidance from the Company Commander and First Sergeant, to include movement to and from C&I, pre-jump, and chow for both students and instructors. The Harness Shed NCO will ensure

that all available instructors are in the harness shed assisting and that students are supervised each step of the way while at the Jump Branch. AI's should be available to assist in rigging to catch any deficiencies prior to any Soldier being sent to a correction station. The Harness Shed NCO is also responsible for ensuring that all chinks are JMPI'd and given front/rear inspections in the order that they will load the aircraft.

b. The Harness Shed NCO will be thoroughly prepared to receive the students in order ensure load time is met. Cadre must have all the necessary items that students must have to don the equipment: retainer bands, upper tie downs, masking tape, magic markers, etc... Cadre will receive one aviator's kit bag for each chalk from Jump Branch.

c. In order to properly prepare the harness shed to receive students, the Harness Shed NCO must open all doors and turn on all lights, turn on and check the volume of the microphone, and ensure that there is sufficient equipment to DX unserviceable items.

7. Rigging. One hundred percent chalk accountability must be confirmed prior to rigging. Harness Shed NCO will read the donning of T-11 Parachute straight from the Harness Shed Book. All available cadre will be assigned a chalk and supervise proper rigging and donning of the parachute. This will ensure that the student understand each step of the way how to properly rig their equipment, which will reduce rigging deficiencies. The following will be read verbatim to the students for the first jump of the week.

a. Using the buddy system to properly don and adjust the troop parachute harness provides an additional safety check, prevents delays during JM inspection, and provides minimum discomfort to the parachutist while aboard the aircraft or when receiving the opening shock of the parachute. The buddy system method provides the best combination of speed and accuracy for parachutists to adjust and check each other's parachutes.

NOTE: First, each parachutist checks the parachute assembly for visible defects while removing it from its folded configuration.

b. Step 1: The main parachute harness requires pre-adjustment prior to fitting. Lay the parachute out with the Pack Tray face down. There are two points of adjustment located at the shoulder of the harness, the Diagonal Back Strap Retainers are routed through the Sizing Channels on the Diagonal Back Strap and attach to the Pack Tray. There are five settings for the jumpers' chest size. Each setting is numbered, with 1 being the smallest size and 5 being the largest. There is a Main Lift Web tuck tab assembly, a Main Lift Web adjustment strap and a Main Lift Web adjuster located on each Main Lift Web. The Main Lift Webs have 3 size settings and are adjustable to the jumper's torso length. The adjustment point above the chest strap is the small setting, the adjustment point below the chest strap is the medium setting and the fully extended Main Lift Web is the large setting.

NOTE: After donning the parachute harness the buddy checks the jumper to ensure the optimum fit has been achieved. The top edge of the Pack Tray will be in line with the jumper's shoulder blades and the canopy release assemblies will rest in the hollows of the jumper's shoulders just below the collar bones.

- c. To prepare the parachute for fitting, carry out the following:
- (1) Unfasten the Directional Snap Fastener of the Diagonal Back Strap Retainer.
 - (2) Select the appropriate Sizing Channel.
 - (3) Re-channel the Back Strap Retainer in the appropriate Sizing Channel and fasten the Directional Snap Fastener.
 - (4) Unfasten the Snap Fastener on the Main Lift Web tuck tab assembly.
 - (5) Set the required size of small, medium or large by inserting the tuck tab into the tuck pocket and snapping the Snap Fastener.
 - (6) Ensure all slack in the Main Lift Web Adjustment Strap is removed using the Main Lift Web adjuster.
 - (7) Let out the excess webbing in the Horizontal Back Strap, and leg straps.

NOTE: The tuck pocket above the chest strap is the Small setting, the tuck pocket below the chest strap is the Medium setting, and Large is fully extended.

- d. Step 2: Donning the parachute (requires the aid of a buddy):
- (1) Jumper Action - assume a modified "High Jumper" position.
 - (2) Buddy Action - place harness over jumper's arms and hold Pack Tray high on jumper's back
 - (3) Jumper Action – secure the Chest Strap, secure a two to three fingers quick release in its webbing retainer, "S" fold or accordion fold and secure the excess webbing in its webbing retainer ensuring that the tabbed ending points towards the Chest Strap Friction Adapter.
 - (4) Jumper Action – secure the Aviator's Kit Bag and Leg Straps ensuring that the Ejector Snaps and "L" Shaped Ejector Snap Pads are as far forward as possible. This is achieved during preparation by ensuring that the Horizontal Back Strap is completely extended. Secure the free running ends of the Leg Straps in their Webbing Retainers.
 - (5) Jumper Action – secure the "D" rings pull downward to ensure the Pack Tray remains high on your upper back; hold in place while standing erect.
 - (6) Buddy Action – Ensure that the saddle is under the jumper's hamstrings and remove all slack from the Horizontal Back strap by simultaneously pulling up on both sides.
 - (7) Jumper Action – remain standing erect, release the "D" rings and apply pressure to the Horizontal Back strap just above the Ejector Snaps when a tight but not uncomfortable adjustment has been made.
 - (8) Buddy Action - with one hand hold each Diagonal Back strap in place while tightening down the free running ends of the Horizontal Back straps; secure all excess in the Webbing Retainers.

NOTE: Both jumpers will don the main parachute before donning the reserve parachute.

(9) Buddy Action - remove all twist from the Waistband and issue the Reserve Parachute and Waistband to the jumper.

(10) Jumper Action – Jumper will place the reserve in the crook of the left arm and route the Waistband through Waistband Retainers and attach the Connector Snaps to the “D” rings.

(11) Buddy Action - assist the jumper in attaching the Reserve Parachute; secure the Waistband with a two to three fingers quick release to the Waistband Adjuster Panel and ensure that the free running end is accessible to the jumper.

(12) Jumper Action – confirm that you can access the free running end of the Waistband and a two to three fingers quick release is present.

NOTE: The remaining steps for donning remain unchanged for a Hollywood equipped jumper.

(13) Buddy Action - If the Pack Tray is riding improperly on the back, or the canopy release assemblies are not resting in the hollows of the shoulders, remove the harness, make the proper adjustments and repeat steps.

(14) Buddy Action – Inspect the jumper, confirming that all excess webbing is stowed in the webbing retainers and the free running end of the chest strap is “S” folded or accordion folded and properly stowed with the tabbed ending towards the Chest Strap Friction Adapter.

8. Recovery of Harness Shed.

a. Clean up and secure the harness shed after the last jump of each day. The Harness Shed NCO is responsible for the security of the equipment and the harness shed, to include the parachutes that the students bring into the harness shed. You are responsible for locking up and cleaning each day and at the end of the week. If Staff Duty finds the Harness Shed unsecured Cadre will notify Jump Company’s First Sergeant to have building secured.

b. Maintain and account for all of the combat equipment (Ensure all equipment is properly secured in provided lockers/sheds and cables provided).

c. Clean up and prepare for the next day's operation as per the checklist (see appendix four). At a minimum the latrines should be cleaned on a daily basis.

d. Switch off all electrical equipment and lock all doors.

e. The Harness Shed NCO must call for recovery of the parachute trailer one hour prior to jumps complete at (706) 544-8702.

f. Ensure lights in the training area, i.e. lights in the PLF pit and Mock Doors, are turned on during hours of darkness and turned off during hours of light.

g. At the end of the week the Harness Shed NCO will clear Jump Branch with the follow-on company with the Jump Branch Master Trainers assistance.

h. Clearing will be conducted in accordance with the clearing checklist (see appendix 4).

i. Any lost or damaged equipment will result in a statement of charges.

Appendix 4, Jump Branch Preparation / Clearing Checklist

- | | |
|--|----------|
| 1. McCarthy Hall | Initials |
| a. Equipment: | _____ |
| (1) 100% accountability of all equipment | |
| (2) Laid out IAW instructions from Jump Branch MTs | |
| (3) Equipment cleaned off and free of mud | |
| b. Corrections station free of trash and parts | |
| c. Harness shed floor swept and mopped | |
| d. Trash cans emptied and liners replaced | |
| e. Refrigerator and microwave cleaned and tables wiped off | |
| 2. Outside McCarthy Hall. | _____ |
| a. Latrines: | |
| (1) Swept and mopped | |
| (2) Clean toilets and sinks | |
| (3) Empty trash | |
| (4) Re-stock toilet paper (three rolls per stall) | |
| (5) Re-stock paper towels in paper towel dispensers | |
| (6) Re-fill soap dispensers if needed | |
| b. Mess area: | |
| (1) Area policed | |
| (2) Trash can area policed and lids closed | |
| c. PLF pit leveled and dragged | |
| d. Mock doors: | |
| (1) Swept out | |
| (2) Weeds cut | |

e. Bleacher area:

(1) Free of trash

(2) Weed and grass, pulled and cut

f. Outside area free of trash and debris

3. Drop Zone:

a. Entrucking area:

(1) Weed and grass, pulled and cut

(2) Area policed, free of trash

(3) Latrines cleaned and restocked with toilet paper

b. Bleacher area:

(1) Weed and grass, pulled and cut

(2) Area policed, free of trash

c. Chute “shake out” area (used or not):

(1) Weed and grass, pulled and cut

(2) Area policed, free of trash

d. Coach Points:

(2) Centerline of Drop Zone / Coach Points policed.

Name: _____

Signature: _____

Appendix 5, Jump 2 Duties

1. General. The Jump 2 is overall in charge of the drop zone and everything that happens on the DZ. This is a leadership role and is one of the keys to success in the management of jumps on the drop zone during jump week. The Jump 2 NCO will be certified by the Jump Branch Master Trainers prior to performing Jump 2 duties. In order to serve as the Jump 2 NCO, an instructor must be a current Jumpmaster and possess a Black Hat, be a Platoon Sergeant or a senior SFC that has demonstrated the abilities to operate independently and be appointed by the company chain of command, approved by the Battalion Commander in memorandum format and have completed the Jump 2 certification process. The certifier must have an RSO card, be CLS qualified, and ammo handler certified.

Note: The Jump 2 is a non-jumping position for the week.

2. Preparation. Prior to certification the certifiers Company Chain of Command will request certification through the Jump Branch Master Trainers the Thursday prior to requested certification. The certifier must have been certified by a Jump Branch Master Trainer for JMPI procedures, with a memorandum for record, prior to certification.

3. Certification.

a. The certifier will shadow an experienced certified Jump 2 NCO for one complete jump week cycle in order to fully understand the total working knowledge of each daily task required in order to conduct a successful week and all coordination's required for each jump.

b. The certifier will observe the signing of equipment from the previous company in order to understand all the equipment involved and ensure that the equipment is serviceable, present, and ready for use by the in-coming company. Also to ensure proper signing and turn-in off the key from "Base OPS" and the proper signing and turn-in of smoke from the bunker.

c. The certifier will observe the entire day one operation and then under the supervision of the certified Jump 2 NCO will perform hands on duties during the remainder of the cycle. On the final day the certifier will be evaluated on their ability to perform these duties with no assistance. Areas of special emphasis during the observation day are:

(2) Understand where "Base OPS" is located in order to sign for the gate key every morning to draw allocated smoke for the day.

(3) Understanding the number of passes for that day in order to draw the proper amount of smoke required to complete all jumps for one day operation.

(4) Link up with Drop Zone MEDICS at the harness shed every morning and conduct the check list provided by the Jump Branch Master Trainers and brief the MEDICS are their required duties and responsibilities.

(5) Reporting procedures during jumps for all incidents such as injuries, tree jumpers, malfunctions etc.

(6) Understanding and ensuring when all drop zone personnel should be in place to meet the required jump timeline for the day.

(7) Understanding the daily break down of the drop zone including all support personnel. Know the contact number to the parachute truck for a timely pick-up.

d. The certifier will demonstrate the following in order to be certified:

(1) Proper knowledge of equipment and all signing procedures.

(2) Proper knowledge of all required duties on the drop zone in order to effectively communicate to the company chain of command.

(3) Report all serious incidents on the drop zone to include all proper documentation.

(4) Demonstrate proper MEDEVAC procedures as outlines in the BACSOP.

(5) Know and explain the proper procedures are for lost soldiers during day/night operations IAW annex P.

(6) Demonstrate/explain all requirements needed to conduct a night jump operation to include required amount of personnel and equipment needed.

(7) Explain what the requirements/duties and responsibilities are for all drop zone personnel. (DZSO, Malfunctions, Recovery, Entrucking, Boat NCO and Coaches)

(8) Recovery and signing of equipment from current Jump 2 NCO to incoming Jump 2 NCO.

(9) Must pass the Jump 2 NCO written exam that covers current drop zone SOPs and pass with a minimum of 80%.

4. Decertification. A Jump 2 NCOIC can be decertified by the Battalion Commander, Command Sergeant Major, or the Jump Branch Master Trainers for any of the following examples:

a. Not ensuring the DZ detail is set-up one hour prior to BAC original load time.

b. Failure to report any serious incident on the DZ.

c. Failure to properly secure an accident site.

d. Leaving the DZ for any reason not previously cleared by the Jump Branch Master Trainer.

e. Performing any unsafe act on the DZ that endangers any personnel

NOTE: If the Jump 2 NCOIC to perform his duties safely, he can be decertified, the Company Chain of Command will be given the opportunity to fix the situation, unless the Master Trainer deems the incident severe enough that the incident warrants immediate action. If the incident results in an injury due to the Jump 2 NCOIC actions the Jump 2 NCOIC will be recommended for decertification.

5. Retrain/Recertification. The Jump 2 NCOIC in question will be retrained and recertified during their company's next jump week.

6. Daily Duties/DZ Set-up.

a. Prior to movement to the DZ, Jump 2 will:

- (1) Assign and brief all company personnel supporting the airborne operation,
- (2) Ensure three (3) vehicles are drawn prior to training, (2 ea. HMMWV and 1 ea. 2 ½ ton/tactical vehicle). All personnel driving these vehicles must have the proper documents in hand.
- (3) Draw all required equipment necessary for each day, making sure all equipment is tested and inspected. The Jump 2 equipment list is in the Jump Branch Master Trainer's office. Jump 2 will draw bullhorns from their company.
- (4) Determine the amount of smoke needed for each jump and draw the appropriate amount of smoke from the bunker for the day. Prepare the Jump 2 pickup truck to deliver red or violet smoke to DZSO point, and HC smoke to IPA, A/DZSO and DZSO points, ensuring ammo placards are posted on vehicle, one each on left, right, front, and rear. Uniform for smoke detail is ACU's, gloves, eye protection, and Helmet. No Smoke will be stored at McCarthy Hall for any reason.
- (5) Check with the Harness Shed NCO as to the designation of personnel for wind testers and guest jumpers and their numbers for each aircraft.
- (6) Inspect Medics daily utilizing the inspection checklist available from the Jump Branch Master Trainer at Jump Branch (2 FLA and 4 personnel), and return it to the DACO prior to moving to the DZ. Identify the Senior Medic and have them in the Jump 2 vehicle during the entire operation. Jump 2 is overall responsible for the decision to medevac a student from the drop zone.
- (7) Ensure the Malfunctions NCO links up with Jump 2 prior to moving to the DZ and that they have linked up with the DZSO on the DZ.

b. Upon arrival at the DZ, Jump 2 will:

- (1) Verify with DZSO time Air MEDEVAC is available for the day.
- (2) Verify that you have all support: buses, medics, sound, Malfunctions NCO, water trailer, Boat NCO, DZ detail, Entrucking NCO, Recovery NCO, A/DZSO's, Coaches, DZSO, the parachute truck, If any part of the DZST is missing, notify the company chain of command and DACO immediately.
- (3) Ensure all personnel are in place. You must have a minimum of 6 coaches' day time and 8 coaches for the night jump in place prior to the first student jumper. Make sure you have briefed them and that each coach is properly equipped. Coaches jumping in must be approved by the chain of command and they must move directly to their assigned points prior to the first student pass. In the event that a coach does not make it to the DZ for whatever reason, assign back up personnel to accomplish the mission.

(4) During all airborne operations, the Senior Medic (with assigned equipment) will be co-located in the jump 2 vehicle at all times.

(5) In the event of an injury, collect detailed information regarding type of injury, circumstances, and cause of injury and send it to the DZSO and DACO immediately. Notify the Entrucking NCO of all injuries for accountability. Complete MEDEVAC worksheet.

(6) If the Senior Medic or Jump 2 recommends a student for MEDEVAC, follow the MEDEVAC procedures outlined in appendix 11 (MEDEVAC Procedures) to annex J (Jump Branch Operations) to 1-507th BACSOP. The DZSO and DACO must be notified of all MEDEVACs from the DZ. Any jumper that requires additional medical evaluation will be medically evacuated from the drop zone, do not send back to harness shed on buses.

(7) Collect all equipment from any injured jumpers and turn it in to the Harness Shed NCO.

(8) Notify the malfunctions NCO of any problems with a parachute if there is a malfunction Jump 2 will notify DACO and DZSO as soon as possible with a detailed description.

(9) Medical personnel will not leave the DZ until the last bus leaves. Two FLAs and 4 medics will report back to Jump Branch and will stay to ensure that there are no additional unreported injuries.

(10) Conduct periodic checks on the road guard detail.

7. Recovery of DZ.

a. Confirm with the DZSO the time of the last student jumper, the total number of jumpers for that jump, the number of reported injuries, number of entanglements, malfunctions, and deployed reserve parachutes.

b. Confirm with the Entrucking NCO the number of students that they have received at Entrucking and reconcile accountability to 100%. Do not release any DZ personnel until the Entrucking NCO has 100% accountability of all jumpers. Also confirm the numbers and information on any injured jumpers.

c. Clear and inspect the DZ after the last jumper has departed the DZ. Ensure coaches do the same.

d. Recover all DZ detail personnel and equipment and confirm 100% accountability. No personnel will leave the Drop Zone until 100% accountability of personnel and equipment has been given to Jump 2.

e. Turn-in all radios, NVGs and spot lights daily to Jump Branch Master Trainers for accountability and serviceability.

f. The DZSO and the Jump 2 will link up at Jump Branch at the end of the day to ensure accurate reporting for the Closure Report. All items will be discussed for the Closure Report at that time.

8. Night Jump Operations.

- a. Conduct a cadre briefing on night jump duties, responsibilities, and operation.
- b. Ensure that there are eight coaches identified prior to movement to the DZ. Coaches will not jump onto the DZ for night operations.
- c. Draw 13 NVGs from Jump Branch supply and issue to the following PAX:
 - (1) Minimum of seven (7) to the coaching positions (to facilitate cadre accompaniment during critical student MEDEVACs)
 - (2) A/DZSO
 - (3) DZSO
 - (4) Jump 2
 - (5) Recovery NCO
 - (6) Battalion Representation on the DZ
 - (7) Malfunctions NCO
- d. Ensure amber rotating beacon is in place.
- e. Ensure the Entrucking NCO turns on the lights at the Entrucking point when the last jumper lands for the night jump.
- f. In the event of an air MEDEVAC, use a strobe light to signal the aircraft. To minimize confusion, only mission critical information will be passed over the radio nets during any air MEDEVAC operation.
- g. NOBODY (Straps included) will not leave the DZ until 100% accountability is confirmed. 100% accountability of personnel before any students or cadre depart drop zone.

Appendix 6 (Drop Zone Safety Officer Duties)

1. General. In order to serve as the DZSO, an instructor must meet at a minimum all the qualifications listed in TC 3-21.220. Also, an instructor must be a Black Hat, a current and qualified Jumpmaster, SSG or above, RSO qualified, and must have been certified by the Jump Branch Master trainers. To be certified as a DZSO, the instructor must have served as the A/DZSO, and have completed the DZSO certification process as listed below.

Note: The DZSO is a non-jumping position for the week.

2. Preparation. Prior to certification the certifiers Company Chain of Command will request certification through the Jump Branch Master Trainers the Thursday prior to requested certification. The certifier must have been certified by a Jump Branch Master Trainer for JMPI procedures, with a memorandum for record, prior to certification. The certifier must present a current Fort Benning RSO card.

3. Certification.

a. The certifier will link up with the Jump Company's DSZO in order to sign for all appropriate equipment. (I.e. vehicle, keys, radios, etc.)

b. The certifier must understand the procedures on how to set up the drop zone and ensure set up is complete at least one hour prior to requesting opening code from range control.

c. The certifier will observe the entire day one operation and then under the supervision of an experienced certified DZSO, will perform hands on duty during the remainder of the cycle. On the final day the certifier will be evaluated on their ability to perform these duties with no assistance. Areas of special emphasis during the observation day are:

(1) Understand the company's jump timeline to ensure all drop zone personnel are in place at a minimum of one hour prior to load time. Before the one hour timeline the certifier will also get the M.E.W. and surface winds. Once all personnel are in place at the one hour before timeline, the certifier will call range control and request an opening code. He will also notify E911, Lawson Army Airfield and the DACO of the opening code, M.E.W., surface winds, and number of students training.

(2) Certifier must be able to call accurate wind readings to the A/C and properly fill out the AMF 4304 along with the DA Form 1594 for each jump, and will turn in all documentation to DACO.

(3) At the end of each jump the certifier must ensure the company has 100% accountability before calling range control and requesting a closing code. Once the certifier has received the closing code he will call the DACO and give an accurate closing report.

(4) The certifier must be able to report all incidents that require reporting. (entanglements, delayed openings, emergency landings, high speed reserve activations)

d. The certifier will demonstrate the following in order to be certified:

(1) Proper knowledge of equipment and all signing procedures.

(2) Proper knowledge of all required duties on the drop zone in order to effectively communicate to the company chain of command.

(3) Understanding how to report all serious incidents on the drop zone to include all proper documentation.

(4) Understanding and explain the proper procedures for lost soldiers during day/night operations IAW Annex

(5) Demonstrate/explain all requirements needed to conduct a night jump operation to include required amount of personnel and equipment needed.

(6) Must pass the DZSO written exam that covers current drop zone SOPs with a minimum score of 80%.

4. Decertification. A DZSO can be decertified by the Battalion Commander, Command Sergeant Major, or the Jump Branch Master Trainers for any of the following examples:

a. If a wind safety violation is identified prior to exiting jumpers and a “no drop” is not initiated.

b. If the winds are out of tolerance while exiting jumpers and a “no drop” is not initiated and continues to exit jumpers.

c. Failure to conduct PCCs/PCIs.

NOTE: If the DZSO fails to perform his duties safely, he can be decertified, the Company Chain of Command will be given the opportunity to fix the situation, unless the Master Trainer deems the incident severe enough that the incident warrants immediate action. If the incident results in an injury due to the DZSO actions the DZSO will be recommended for decertification.

5. Retrain/Recertification. Once a DZSO has been decertified for any of the above actions, they will be retrained by Jump Branch Master Trainers on the proper procedures and complete the entire certification process again.

6. Daily Preparation.

a. The DZSO will sign for all equipment from outgoing DZSO. Inspect and check all equipment for serviceability and function. DZSO will conduct a radio check with Jump Branch Master Trainer prior to leaving for DZ.

b. The DZSO will link up with the Malfunctions NCO at the harness shed, brief them of their duties.

c. The DZSO will keep in his/her possession a copy of the air MEDEVAC timeline.

d. The DZSO will open and close the DZ through range control via radio. The DZSO must maintain constant communications with range control and Lawson tower.

e. The DZSO must have the DZ open and ready for operations (all supporting personnel, with the exception of coaches, in place (to include medical support) one hour prior to load time. The DZSO will call the Jump Branch Master Trainer and report when the DZ is ready for jumpers. The DZSO will also note where the number one jumper lands and utilize the estimated method of measurement and clock direction of the number one jumper in relation to the PI.

f. The DZSO will take an initial wind reading on the DZ one hour prior to load time and call the wind reading back to the Jump Branch Master Trainer. Jump 2 will verify initial winds are correct and report to Jump Branch Master Trainer. DZSO will relay Mean Effective Winds (MEW) readings to the Jump Branch Master Trainer 20 minutes prior to load time.

g. Two coaches may jump on the wind-tester pass from the first Aircraft, but all five coaches must be in place prior to the first student jumper pass. These two coaches should be coach points one and two in order to ensure they are in place prior to student passes.

7. Drop Zone Operations.

a. Continually monitor the winds on the DZ at the PI. The surface wind limitation for jumping is 13 knots. The T-11 Parachute System has a 20 knot MEW consideration. The DZSO will report to the Jump Branch Master Trainer by phone all "no drops" for excessive wind. The DIC-3 is the only authorized wind measuring device.

b. Maintain continuous communications with the aircraft, range control, Lawson tower, Jump 2, and all other sections of the DZST. When calling wind speed and direction to the aircraft ensure that the wind direction is given "FROM." Due to how the navigator has to feed data into the computer for C-130J and the C-17, the DZSO should relay winds from, and speed using three digits and knots example; i.e. "Winds from zero niner zero degrees at five knots."

c. Count all jumpers as they exit the aircraft and observe the jumpers during descent for malfunctions or trouble.

d. Maintain the AF form 4304 (strike report) and transmit flight corrections to the aircraft. The DZSO will transmit the strike report as clock direction from the PI and distance in yards.

e. Supervise the smoke detail in the vicinity of the PI. All smoke grenades will be thrown into the smoke barrel. Uniform for personnel throwing smoke grenade will be duty uniform complete, ACH, leather gloves and eye protection.

f. Advise the Jump Branch Master Trainer of changed conditions on or around the DZ.

g. Call the Jump Branch Master Trainer to report the time and winds for the first and last student jumpers.

h. Assist Jump 2 as necessary in MEDEVACs and tree-jumper recovery operations.

i. Maintain a DA 1594 to log in the time the DZ was opened, first jumper high winds malfunctions, entanglements, and record opening and closing of FOB Voyager road.

8. DZSO High Winds Criteria.

a. If winds exceed tolerance levels during any given jump, the DZSO will put the BAC aircraft into a 10-minute hold. If 3 consecutive or 5 cumulative 10-minute windows occur due to high winds, aircraft will land for a period of 45 minutes. DZSO will continue monitoring winds and report to the DACO. Provided there are no winds over 13 knots 12 minutes prior to the end of the 45 minute window, the company will resume the operation. This provides the air crew and JM teams 12 minutes for final prep prior to take off.

b. Should winds remain out of tolerance during the entire 45 minutes; the Airborne Commander will determine the next COA (i.e., delay, shift, cancel, etc) and make recommendations to the Battalion Commander. If delays continue past the initial 45 minute halt, JMs will unload the aircraft per guidance from the Commander and First Sergeant.

c. Any jump during which there are 3 gusts of 17+ knots the Airborne Commander will determine the next COA and make recommendations to the Battalion Commander. If it's the first jump of the day, the company can reorganize and attempt to complete the first jump, provided adequate wind conditions have been met. If a jump is resumed, the DZSO will request winds at altitude (MEW) from the aircraft navigator prior to any jumper exiting. MEW will be recorded on the AF IMT 4304 by the DZSO as a measure to reconfirm the CARP.

d. During windy conditions DZSO will send up a PI ball before each jump and in between aircraft land to get a good MEW reading to ensure that winds have not become out of tolerance for the drift of the T-11 parachute.

9. Night Operations.

a. Set up code letter "A" on the PI IAW FMs 3-21.38 and TC 3-21.220.

b. Set out the flanker lights 250 meters to the east and west of the PI on a line perpendicular to the line of flight.

c. Set out the amber rotating beacon 1,000 meters from the PI toward the trail edge of the DZ along the line of flight.

d. Vehicles on the DZ will have NO lights on during jump operations and will be marked with a chemical light on the antenna or other highly visible location.

e. Perform a functions check on all night vision goggles and conduct commo checks with all DZ party personnel.

f. The DZ must be set up prior to calling for opening code from Range Control, and one hour prior to first drop time.

10. Recovery of DZSO.

a. The DZSO will return all unused smoke to Jump 2. Unused smoke WILL NOT be expended on the DZ for the purpose of easing turn-in. Grenade pins and spoons must be turned back into Jump Branch at the end of the jump week.

b. Once the DZSO has accountability of ALL jumpers, the DZSO will close the DZ with range control and report the closing code to the DACO.

c. The DZSO will coordinate with Jump 2 and the Entrucking NCO to ensure all students are accounted for.

d. DZSO will send up closure report once Jump 2 has verified 100% accountability of students. The closure report will be a detailed report. The closure report should be given after all information is received from Jump 2, IPA, and the Malfunctions NCO.

e. In the event that an incident occurs on the drop zone (i.e. delayed opening, hung slider, high speed activation, injured jumper, etc.) the DZSO will make contact with the Malfunctions NCO and Jump 2. The DZSO will get as much detail as possible and relay that information to the Jump Branch Master Trainer as soon as possible.

f. The DZSO will turn-in all radios at the end of each day for accountability and serviceability.

g. The DZSO and the Jump 2 will link up at Jump Branch at the end of the day to ensure accurate reporting for the Closure Report. All items will be discussed for the Closure Report at that time.

Appendix 7 (A/DZSO Duties)

1. General. In order to perform duties as IP Alpha (A/DZSO), assigned personnel must be a SGT or above, a Black Hat, a current Jumpmaster, and be certified by the jump company. The IP Alpha NCO must conduct all operations for ADZSO IAW TC 3-21.220.

Note: The A/DZSO is a non-jumping position for the week.

2. Certification. The IP Alpha must demonstrate to the company chain of command the proper procedures for conducting ADZSO duties IAW TC 3-21.220 and the BACSOP.

3. Drop Zone Operations.

a. The A DZSO/IPA monitors the winds at the center of the DZ and maintains constant communications with the DZSO. IPA will inform the DZSO whenever the winds exceed the surface wind limitations.

b. IPA will control the second smoke man on the DZ to help students determine the wind direction at ground level.

c. IPA will maintain control of the Malfunctions NCO if the Malfunctions NCO is not with Jump 2 or the DZSO.

d. For night operations, IPA will have functioning NVGs and a flashlight.

e. The IPA will have a red smoke grenade for "no drop" signaling and a violet smoke grenade for MEDEVAC operations.

f. Overall the DIC 3 is the only authorized wind measuring device for the 1-507th PIR.

4. Recovery of IPA.

a. IPA will return all unused smoke and residue to Jump 2.

b. IPA will assist the coaches in sweeping the DZ at the conclusion of jump operations.

Appendix 8 (Drop Zone Coach Duties)

1. **General.** In order to perform duties as a coach, the instructor must be SGT or above and certified by the jump company through the India program.

2. **Certification.** Prior to the instructor executing this duty, they must shadow a certified instructor one complete jump and be familiar with the duties expected of a Coach IAW the BACSOP. This is the jump company's responsibility.

3. Drop Zone Coach Operations.

a. Coaches will draw a megaphone and radio from Jump 2. For night drops Jump 2 will issue each coach team a radio, spotlight, and a set of NVGs.

b. Coaches will set up initially along the center line road down the length of the DZ. Coaches will adjust to the changing landing pattern of the jumpers to maintain their relative positions to the dropping sticks of jumpers.

c. The cadre will coach jumpers in his/her assigned area of responsibility utilizing the megaphone to talk the jumpers through proper actions in the air, proper prepare to land actions, and proper actions on the ground.

d. At no time will coaches address corrections for individual jumpers in the air except for jumpers with malfunctions. Remind jumpers, of the three rules of the air. Inform the jumpers to take up a good "prepare to land" attitude by pulling a two-riser slip opposite direction of drift, feet and knees tight together, knees slightly bent, and head and eyes straight ahead. If necessary, rotate the lower body for a front or rear PLF; hit, shift, and rotate; kick it up and over; and activate both CRA.

e. If you observe any jumpers making any mistakes, you will critique him/her before the jumper departs the DZ.

f. If you see an injured jumper, notify Jump 2 immediately by radio, and administer any aid needed until the Medic arrives.

g. At the completion of the last jump of the day, sweep the DZ in your assigned area.

h. Only two coach points are authorized to wind test from the first aircraft only.

i. Coaches are not authorized to jump in on the night jump.

j. Any type of parachute mishap the Cadre will treat the injury first, if no injury, inform the jumper not to move until Jump 2 arrives with malfunction NCO to assess the situation and gather the required data.

4. **Decertification.** Any unsafe act or the inability to treat/ asses an injured student or the inability to cordon off an area around a parachute mishap until Jump 2 arrives to assess the situation.

5. **Retrain/Recertification.** The instructor in question will be recertified with his Company during the next jump week. This process will involve the instructor shadowing a qualified coach.

Appendix 9 (Boat NCO Duties)

1. General.

a. In order to conduct Boat NCO Duties and instructor will be SGT or above, CLS qualified and be certified by the Company in training through the Instructor Development Program.

b. The survey of Fryar DZ identifies a water hazard located North West side of Drop Zone. The hazard is a pond located to the west of the DZ, approximately 388 yards from the northwest corner. The pond is triangular in shape and is 120 yards X 95 yards in size. Maximum depth is nine feet during peak rainfall season and six feet or less during the dry summer months.

Note: The Boat NCO is a non-jumping position for the week.

2. Drop Zone operations.

a. The boat detail will require a minimum of one NCO and four recovery personnel. All personnel must be strong swimmers. The NCO will be CLS qualified. Boat detail members must be able to operate the boat and its assigned equipment in all types of surface/weather conditions. One member will be the boat operator, one the boat commander (boat NCO), and the other two will be the recovery team.

b. The boat detail will be located North West Side of the Drop Zone. The Boat NCO will ensure the boat and equipment are at the road junction ready for emergency use.

c. On each jump day, The Boat NCO will lead his detail through a rehearsal of the jumper in the water recovery drill. The boat detail will not actually launch the boat in the pond during the rehearsal. The boat detail will enter the pond only during an actual emergency.

d. The Boat NCO will maintain constant communications with Jump 2 and the DZSO. If Jump 2, the DZSO, or A/DZSO suspects that one or more jumpers are drifting over the trees towards the pond, they will immediately alert the Boat NCO, who will put his detail on alert and prepare to execute the water jumper recovery drill.

e. The Boat NCO will ensure that all detail members have properly donned their life jackets before he launches the boat on the pond. The NCO will communicate commands to the jumper. Once the jumper is recovered, the Boat NCO will render any aid necessary to the jumper until the medic arrives and relieve him.

f. As soon as Jump 2 arrives on the site, he will assume control of the situation to include initiation of a MEDEVAC if necessary.

g. Jump 2 will report any jumpers landing in the pond to the Commander, DZSO and Jump Branch Master Trainer.

h. Required equipment:

(1) 1 each, boat with drain plug

(2) 2 each, paddle

- (3) 1 each, shepherds hook
- (4) 2 each, ropes (20 ft)
- (5) 2 each throw rings (flotation)
- (6) 4 each, life jackets (large)
- (7) 1 each, long backboard to facilitate CPR
- (8) 1 each, NVG with spare batteries for night operations
- (9) 1 each, radio with spare batteries
- (10) 1 search light for boat operations

3. Certification. Instructor must have knowledge of the operation and have received a briefing from the Jump Branch Master Trainers or Jump 2 and be familiar with the duties expected of the Boat NCO IAW the BACSOP.

4. Decertification.

a. Instructor will be decertified from his duties as the Boat NCO if at any point during an Airborne Operation it is found that he and or his team are not ready to react to any situation concerning jumpers in the water.

b. Instructor places any jumpers and detail personnel in danger or for any other unsafe acts.

5. Retrain/Recertification. The instructor in question will be recertified with his Company during the next jump week. This process will involve the instructor shadowing another qualified Boat NCO.

Appendix 10 (Recovery NCO Duties)

1. **General.** To perform duties as the Recovery NCO, an instructor must be familiar with SH-2 and the tree landing demonstration in the SLT pit, a SGT or above, be licensed, and certified on the forklift and chainsaw. The recovery NCO will be certified by the jump company through the "India" program.

Note: The Recovery NCO and the Forklift operator are a non-jumping position for the week.

2. **Preparation.** Each company will ensure that any cadre member fully understands all policies and procedures governing environmental considerations on Fort Benning prior to performing recovery duties. Prior to a company certifying the recovery NCO the company chain of command will coordinate with Ground Branch Master Trainer to be licensed on the forklift and recovery vehicle. Additionally, the company will contact Jump Branch Master Trainers in order to get a class on the use of equipment (i.e. chainsaw, tree climbing gear, etc.)

3. **Certification.** The certifier will demonstrate the following to the company chain of command prior to performing duties as Recovery NCO.

- a. Use and maintenance of chainsaw.
- b. Use and operation of forklift.
- c. Demonstrate the use of tree climbing equipment.
- d. Give a detailed and confident tree recovery talk through for tree jumper during SH-2.

4. **Decertification.** A recovery NCO can be decertified for the following:

- a. Demonstrating the inability to recover a jumper from the trees.
- b. Failing to maintain the proper equipment required to recover jumpers.
- c. For any unsafe act that endangers a jumper.

NOTE: If the Recovery NCO fails to perform his duties safely, he can be decertified, the Company Chain of Command will be given the opportunity to fix the situation, unless the Master Trainer deems the incident severe enough that the incident warrants immediate action. If the incident results in an injury due to the Recovery NCO actions the Recovery NCO will automatically be decertified.

5. **Retrain/Recertification:** Once a Recovery NCO has been decertified for any of the above actions, they will be retrained on the proper procedures and complete the entire certification process again.

6. **Drop Zone Operations.**

a. The Recovery NCO must maintain constant communications with Jump 2 and the DZSO and position themselves where they can best support the operation. Recovery NCO will ensure to read and be highly familiar with the recovery book and recovery procedures. Recovery NCO

must have the forklift and LMTV license on their person while driving these pieces of equipment. When forklift needs fuel or maintenance issues, recovery NCO will notify Jump 2 who will in-turn notify their Company XO.

b. Recovery NCO will be responsible for the Forklift Operator and ensure the forklift moves with the recovery truck for recovery operations.

c. Upon arrival at the location of a jumper in the trees, ensure that the jumper is OK and not in need of medical assistance. Establish a good line of communications with the jumper, reassuring them that they will be fine and you will help them to get down. Pass the roster number and status of the jumper to Jump 2, DZSO and Entrucking as soon as possible.

d. Determine how you will recover the jumper. You will use one of four methods (listed in priority):

(1) Forklift recovery utilizing the following steps:

(a) Ensure the bolts with cotter retaining pins secure the basket to the forks.

(b) Ensure the stabilizing legs are extended in the down position.

(c) Ensure the Recovery NCO in the basket is wearing the modified harness and attached to the basket. ACH must be worn.

(d) The Recovery NCO will have an additional safety strap to secure the jumper to the basket and recovery rope to recover the parachute system from the tree.

(e) Raise the Recovery NCO to the jumper.

(f) The Recovery NCO will place the jumper into the basket and secure them with the safety strap by the "D" rings to the basket.

(g) Tie the recovery rope through the risers of the parachute system. Release the risers from the jumpers harness.

(h) Lower the jumper and Recovery NCO to the ground.

(i) Use the rope routed through the risers of the parachute system to pull the parachute from the tree.

NOTE: NEVER PULL A PARACHUTE FROM THE TREES WITH PERSONNEL IN THE BASKET

(2) Climbing down the tree/ladder. If the jumper can get to the main trunk of the tree and there are branches that will support their weight, have them climb down the tree to a point where they can reach the ladder (if required).

(3) Using the recovery equipment (climbing spikes, harness, and safety ropes) utilizing the following steps:

(a) Lay out the climbing kit and secure all the items you will need.

(b) Don the harness, safety ropes, and spikes.

(c) Tie an overhand, figure 8, or bowline in the end of the climbing rope to form a loop. Use a snap link to attach the end of the rope to the safety harness.

(d) Carry the tree saw with you as you begin climbing the tree.

(e) Climb to a point where you can reach the jumper or where you can pass the rope to him. Route the rope over a stout limb and through the jumper's risers (or just through the risers if no strong limb is available) and attach the rope to the jumper's "D" rings on their harness. When the jumper is lowered to the ground the rope will be running through the risers, thus giving the detail on the ground a chance to pull the canopy out of the tree without having to climb back up and attach another rope.

(f) Use the snap link or tie a secure knot onto the "D" rings. Have the jumper tug on the rope to ensure that the knot is good.

(g) Have the detail on the ground take up the slack on the rope. Have the jumper activate his canopy release assemblies. The detail can then lower the jumper to the ground.

(4) Climbing down the reserve. If the jumper can reach the ground by climbing down the reserve, carefully talk them through the process. Make sure that the reserve reaches the ground before you have the jumper get out of their harness. This is a "last resort" method of recovering a jumper from a tree and should only be used if all other methods have been exhausted.

(a) The standard is to safely get the jumper out of the tree, then recover the parachute system, attempting not to damage the system. The jump company must make every safe effort to recover the parachute.

(b) If the Company Commander determines that the canopy cannot be recovered from the tree, he/she must inform the Echo Company Commander and/or the Airdrop Systems Technician and the Battalion XO.

NOTE: If a jumper lands in wires the Recovery NCO will not allow anyone to touch the jumper or any piece of equipment attached to the wires. The Recovery NCO will immediately notify the Jump Branch Master Trainers and notify Alabama Power at 1-800-888-2726. The Recovery NCO will have this number readily assessable in the event a jumper does land in electrical wires. Once Alabama Power is on location they will execute the recovery of that jumper.

Appendix 11 (Entrucking NCO Duties)

1. **General.** In order to perform duties as the Entrucking NCO, an instructor must be a SGT or above, and be certified by their company through the Instructor Development Program.

Note: The Entrucking NCO is a non-jumping position for the week.

2. Drop Zone Operations.

a. The Entrucking NCO is responsible for accountability of all students, parachutes, and combat equipment once they come off the DZ until they return to the harness shed. The Entrucking NCO is also responsible for maintaining control of the entire Entrucking area to include the latrines, parking lots, and bleachers. The Entrucking NCO will maintain control of the medics and the FLA whenever it is present in the Entrucking area. The Entrucking NCO is encouraged to utilize the student leadership to assist in the accountability and control of all student jumpers.

b. As soon as the Entrucking NCO arrives on the DZ, he must ensure that buses and the parachute recovery truck are present. If not the Entrucking NCO must inform Jump 2 or DACO. Conduct police call of spectator area, check latrines for cleanliness and toilet paper. Inform DACO of any maintenance issues with the latrines or Entrucking area lights.

c. As students arrive in the entrucking area, have the student's line up on the black line in roster number order as they come in. They will lay their kit bag on the black line to the front with their reserves on the ground to the rear, but still touching the kit bag. Ensure the rip cord handle is facing up. Once all the jumpers for that chalk have come in and air items have been accounted for, they must place their main parachutes onto the parachute recovery truck, from front to rear. From there, move them to the break area and explain to them the location of the latrines and the layout of the entrucking area. Have the stick and chalk leaders get accountability of all their personnel.

d. Once you have received a complete planeload, line them up in manifest order, load them on the bus and account for equipment. Have the chalk leaders count their personnel on each bus and give you the final count. Also, brief students that there is no smoking on the bus, no arms out of the bus windows, and that headgear remains on while en-route to the rear. Then make the appropriate entry on the transportation form and have the bus depart. Call Jump 2 for notification of the first and last bus leaving the DZ.

e. On "double jump" days, Entrucking will expedite the movement of students back to the harness shed after the first jump of the day once the student has eaten their meal. The entrucking NCO will be critical in making the second jumps load time.

f. On days when combat equipment is jumped, the entrucking NCO will ensure accountability of all air items to include (MOLLIE, MAWC, harness single point release, adjustable D ring attaching straps, female portion leg straps).

g. The Entrucking NCO will call Jump 2 and inform him of any jump injuries immediately. The Entrucking NCO will assist Jump 2 in completing injury reports.

h. KEEP CONTROL OF SPECTATORS! Be courteous to the spectators, brief them on DZ operations and attempt to answer any questions they may have. Point out the latrines. Keep spectators away from the Entrucking area. You may allow individual Soldiers to visit the bleacher area after their chinks have turned in parachutes.

i. Keep the Entrucking and spectator areas in a high state of police. This includes cutting grass and trimming weeds around the area when necessary.

j. For night jump operations, do not release anybody from the drop zone until 100% accountability has been achieved.

k. Inform the DACO when the last bus of students has departed the drop zone, and follow the last bus (unless it has already departed) back to Jump Branch.

Appendix 12 (MEDEVAC Procedures)

1. Jump 2 makes the decision to MEDEVAC injuries from the DZ with recommendations from the Senior Medic on the ground. Jump 2 will inform the DZSO and DACO of the MEDEVAC. **Jump 2 will call for air MEDEVAC only when the injured Soldier is in danger of losing life, limb, eyesight, or needs further treatment. Jump 2 will request whether it is a GROUND or AIR MEDEVAC.** MEDEVAC freq. MACOM P5100, E-911 OPS and the DZSO will put all BAC a/c in a holding pattern south of the DZ. He / She will then switch one of his/her Harris radios to UHF 372.1 to send any updates to the a/c or alert them of possible issues they may have inbound to the DZ.

2. Jump 2 will call Fort Benning EMS for ground evacuation and will call for air MEDEVAC through E911-OPS or range control.

3. If Jump 2 calls for an air MEDEVAC, he must inform the DZSO and DZSO will inform Lawson tower and have them keep all aircraft in the air clear of the airspace over the DZ.

4. Jump 2 will use the standard nine-line MEDEVAC request:

a. 9-line Emergency MEDEVAC Call:

(1) LINE #1: 8 digit grid coordinates of pick-up site

(2) LINE #2: Radio frequency, call sign and suffix of the requesting unit

(3) LINE #3: Number of patients by precedence

(a) Urgent

(b) Urgent-Surgical

(c) Priority

(d) Routine

(4) LINE #4: Special equipment needed

(a) Aircraft rescue hoist

(b) Jungle/forest penetrator

(c) Semi-rigid litter

(d) Stokes basic litter

(e) Kendrick Extraction Device (KED)

(5) LINE #5: Number of patients by type

(a) Litter patients

- (b) Ambulatory patients
- (6) LINE #6: Type of injury
 - (a) Gunshot, shrapnel
 - (b) Broken bones
 - (c) Illness
- (7) LINE #7: Method of marking the site
- (8) LINE #8: Patient nationality and status
 - (a) U.S. Military
 - (b) U.S. Civilian
 - (c) Non-U.S. Military
 - (d) Non-U.S. Civilian
- (9) LINE #9: Description of the terrain in and around the pick-up site to aid the pilot in locating your site

5. Primary and alternate means of marking the site:

a. Day:

- (1) Primary – violet smoke
- (2) Alternate – VS-17 panel (orange side) *advise pilot

b. Night:

- (1) Primary – strobe light
- (2) Alternate – chem. lights

6. Once the injured student is loaded, DZSO must call range control to inform them of the take-off time of the aircraft. Jump 2 will ensure that all equipment of the injured student is accounted for. If the harness must be cut to save a life, then the medical support may cut the harness, but a statement has to be initiated immediately after the air evacuation. The Echo Company Commander or Air Drop Technician must be informed of that action.

7. BAC leadership may send a cadre member with a student during air MEDEVAC based on severity of injuries, depending on availability of personnel.

8. Jump 2 will fill out the injury report and submit to Jump Branch Master Trainers at the end of the jump day.

Appendix 13 (Investigation Procedures)

1. **General.** Anytime there is an incident regardless of the severity all involved parties must take the appropriate actions. In the case of incidents where injury is present first priority is to ensure the safety of that individual and render aid. Once the scene allows the following investigative procedures will occur:

2. **Training Injury Investigation Procedure (Injuries inside/exiting Aircraft).** If a jumper is injured, the jumper will prepare a sworn statement at Jump Branch, if capable. If the injured jumper was evacuated to MACH, the Black hat from the jump company at the hospital will collect the sworn statement and deliver it to Jump Branch as soon as possible.

a. The jumpers in front of and behind the injured jumper will also provide sworn statements.

b. The Jumpmaster team on the door in question will provide sworn statements to the Master Trainers (immediately once the aircraft has landed)

c. The Loadmaster from the door in question will also be asked to provide a sworn statement.

d. The Jumpmaster team in question and the students will be kept separated during the sworn statement process.

e. Review video footage if applicable.

f. The Jump Branch Master Trainer will collect the sworn statements from the parties involved, read and develop a synopsis of the incident, and e-mail the synopsis to the Battalion Commander and CSM.

g. If the inquiry does not find the Jumpmaster team at fault, the team will be reinstated. If the incident is founded by the Inquiry, the Commander can make the decision to do a formal 15-6 or adjudicate at his level.

h. If the inquiry finds the Jumpmaster team at fault, the team on that door will be decertified until the Jumpmasters re-certify.

3. **Investigation Procedure (Incidents on DZ).** Sworn statements will be collected from the DZSO, the Field Grade on the ground, and the aircrew to determine why the jumpers landed off the surveyed DZ.

a. The DZSO will also provide his copy of the AF IMT 4304 in order to provide information on what winds were being relayed to the aircraft.

b. The Master Trainer will collect the sworn statements from the parties involved, read and develop a synopsis of the incident and e-mail the synopsis to the Battalion Chain of Command.

c. If the investigation does not find the DZSO at fault, the DZSO will be reinstated.

d. If the investigation finds the DZSO at fault, the DZSO will be decertified until the Cadre member re-certifies by shadowing a certified DZSO during their company jump week, re-take the written exam, and be evaluated by the Jump Branch Master Trainer on BAC jump number 5.

Appendix 14 (Extended Weekend Refresher Training)

1. General.

a. This appendix is a condensed and abbreviated reference to the current existing ground and tower branch SOP.

b. This training is only conducted following an extended weekend and company recall formation. Refresher training will be conducted at Tower Branch (seats in the MDs); training conducted at Ground Branch will be approved by the Battalion Commander.

2. Training.

a. The refresher training students receive following an extended weekend will reinforce the techniques and practices already taught. The intent is to re-focus the students' airborne state-of-mind. This will reduce the potential injuries that may occur during jump week.

b. Refresher training will include: PLF Training and Mock Door Training

3. Parachute Landing falls (PLF).

a. The sequence of refresher training PLFs is:

(1) Four PLFs off the wall; one left fall, one right fall, one front fall, one rear fall

b. Provide NCO for additional one-on-one training if necessary.

4. Mock Door Training/Pre-Jump.

a. A non-standard Pre-jump (A/NT) will be given during Refresher Training to include, at a minimum, the five points of performance, entanglements, and malfunctions.

b. Count 3 of the Hit-It Exercise will be conducted prior to mock door training.

c. Student will exit a minimum of 2 exits per aircraft: each student will exit twice from each aircraft mock up from both doors, with the last exit being combat equipment.

d. The training in the mock-ups requires two jumpmasters, two safeties, and two observers stationed outside the jump doors. The jumpmasters will be Jumpmaster qualified, preferably using the JM Teams flying during the company's Jump Week if available. Emphasis will be placed on static line control and strong exits with elbows tight into jumper's sides.

e. The following points must be covered in addition to the exits:

S. Static-line control.

A. Activation of the reserve inside the aircraft.

R. Red light procedures.

J. Jump refusals.

E. Emergency procedures

T. Towed Jumper procedures.