

## CHAPTER 26

# EXIT PROCEDURES

*Two types of exit procedures can be used on USAF aircraft: ADEPT exit and mass exit.*

**DANGER**

ONLY ONE TYPE OF PARACHUTE (T-10C OR MC1-1B/C) MAY BE USED DURING ANY ONE GIVEN PASS OVER A DROP ZONE. THE MIXING OF PARACHUTES THAT HAVE DIFFERENT OPENING PERFORMANCE CHARACTERISTICS (NONSTEERABLE [T-10] VERSUS STEERABLE [MC1-1B/C]) CAN CAUSE HIGH-ALTITUDE INCIDENTS DURING EITHER ADEPT OPTION 2 OR MASS EXIT OPERATIONS.

### **26-1. ALTERNATE DOOR EXIT PROCEDURES FOR TRAINING (ADEPT) OPTIONS 1 AND 2**

The ADEPT options are used when jumping the MC1-1B/C parachute. This training safety measure allows the maximum number of parachutists to exit the aircraft with a minimum risk of high-altitude entanglements.

#### **a. ADEPT Option 1.**

(1) During a single pass over the drop zone, only one stick of parachutists on one side of the aircraft jumps. After issuing the eighth jump command, the PJM turns toward the paratroop door and regains control of his static line. He is positioned close enough to the door to control the flow of jumpers, but far enough back not to impede the jumpers' movement to the door. The JM controls the number 1 jumper by grasping the jumper's saddle. When the jump caution lights turn green, the JM (on the active door for the pass) issues the ninth jump command, GO, to the first parachutist and taps him on the thigh. The JM controls the flow of parachutists (performing a visual inspection of each parachutist, his static line, and his equipment as he approaches the door) and observes the jump caution lights; the safety takes the static lines.

(2) Once the last parachutist exits the active door, the safety visually clears to the rear, gives the loadmaster a thumbs-up signal, and, with the assistance of the loadmaster and or static line retriever, pulls in the static lines and deployment bags.

(3) During the pass, the JM in the inactive door performs outside air safety checks and then observes the actions in the active door, since (under this option) he will not have any parachutists exiting his door.

(4) Subsequent passes alternate from door to door until all parachutists have exited. The AJM is the last parachutist on his side of the aircraft. The PJM is the last parachutist on board the aircraft; he exits from his door.

#### **b. ADEPT Option 2.**

(1) During a single pass over the drop zone, one stick of parachutists exit from the PJM's door, followed by a stick of parachutists from the AJM's door. After issuing the eighth jump command, the PJM turns toward the paratroop door and regains control of his static line. He is positioned close enough to the door to control the flow of jumpers, but far enough back not to impede the jumpers' movement to the door. The JM controls the number 1 jumper by grasping the jumper's saddle. When the jump caution lights turn green, the PJM (on the primary door for the pass) issues the ninth jump command, GO, to the first parachutist and taps him on the thigh. The PJM controls the flow of parachutists (performing a visual inspection of each parachutist, his static line, and his equipment as he approaches the door) and observes the jump caution lights; the safety takes the static lines.

(2) The AJM observes the actions in the PJM's door. When he sees only three parachutists remaining in the PJM's stick, he faces his parachutists and issues the eighth jump command. When the AJM sees the last parachutist clear the jump platform in the PJM's door, he turns and rechecks his jump caution lights. (The PJM is now observing the actions in the AJM's door.)

(3) If the jump caution lights are still green, the AJM verbally issues the ninth jump command, GO, to his first parachutist and taps him on the thigh. He controls the flow of parachutists (performing a visual inspection of each parachutist and his equipment as he approaches the door) and observes the jump caution lights; the safety takes the static lines.

(4) When the last parachutist exits from his side of the aircraft (last pass), the AJM gives his static line to the safety, checks the jump caution lights, and, if they are green, exits. The PJM, seeing the AJM exit, passes his static line to the safety, checks the jump caution lights, and, if they are green, exits.

(5) Safety personnel visually clear to the rear of the aircraft and give the loadmaster a thumbs-up signal. They assist the loadmaster recover static lines and deployment bags.

## **26-2. MASS EXITS**

This exit procedure is used only when jumping the T-10C parachute. During this type of exit, parachutists may exit from both doors at the same time. The PJM gives the command GO, and the AJM turns and gives his jumper the command GO to create a staggered effect.