
Note. If vacuum loss occurs, the AEBP is still serviceable for the mission. After the completion of the mission, the AEBP must be repacked.

- Conduct an overall visual inspection of the container for seam separation, holes, cuts, tears, frays, burns, and the presence of the Army Parachute Log Record.

JUMPMASTER PERSONNEL INSPECTION, T-11 AND MC-6

9-14. The PJM is responsible for the inspection of the jumpers on the aircraft before an Airborne operation. Only by a complete and systematic equipment inspection of each jumper can the PJM ensure that personnel aboard their aircraft are safe to jump. Jumpmasters must observe all jumpers don the equipment, and make corrections as needed to prevent deficiencies. Buddy rigging is used:

- The buddy system is a systematic method of donning and adjusting the main and reserve parachutes. It provides an additional safety check, prevents unnecessary delays during JMPI, and provides the jumper with the maximum amount of comfort while wearing the parachute harness.
- To increase efficiency and reduce risks, jumpmasters are encouraged to gather the chalk and provide a demonstration of the buddy system prior to donning parachutes. This is especially beneficial during reintegration jumps.
- If a jumpmaster rigs a jumper, it is acceptable for the jumpmaster to JMPI that jumper. The rigging procedures and the JMPI sequence are two different systematic checks. However, if another JM is available, then that JM should not inspect the jumper that they rigged.

Note. **ALL PERSONNEL** must utilize the buddy system to don the main and reserve parachute, **INCLUDING THE JUMPMASTERS** upon their completion of JMPI.

9-15. Prior to inspecting the jumper, the JM will conduct an overall inspection of the jumper prior to placing the jumper into JMPI configuration. The JM will conduct an overall inspection of the jumper to ensure the following:

- Boots: inspect the jumper's boots for open lacing hooks. If the jumper is wearing open lacing hooks, they must be taped prior to the JM placing the jumper into JMPI configuration.
- Combat equipment: inspect the MAWC to ensure the bottom of the adjustable nose cone is at least six inches above the ground and the top of the MAWC rests between the top of the D-ring and the base of the left canopy release assembly.
- The JM will look at the canopy release assemblies to ensure they are seated in the hollows of the jumper's shoulders, below the collar bone at approximately the name tape level. They look at the riser assemblies to ensure that the type of parachute being inspected either has or does not have blue confluence wrap.

9-16. The only person authorized to place the jumper into JMPI configuration is the jumpmaster who will inspect that jumper. In order to place the jumper into JMPI configuration, the following will occur:

- Move behind the jumper and open the main, curved, pin protector flap from the tuck flap.
- Disconnect the universal static line snap hook from the right outer static line stow bar and ensure the spring opening gate has spring tension. Remove all excess universal static line modified from the static line slack retainer band on the static line slack retainer loop, remove all twists, route the universal static line snap hook through the static line slack retainer band and over the jumper's shoulder corresponding with the paratroop door the jumper is to exit.
- The JM will secure the universal static line snap hook to the carrying handle of the T-11 reserve parachute, with the spring opening gate facing the jumper. Remove the top and bottom tuck tabs, taking care to ensure that both side tuck tabs remain secure. If the side tuck tabs become unsecure the jumpmaster will notify a rigger.

WARNING

Boots fitted with lacing hooks must have the hooks taped prior to placing the jumper into JMPI configuration. Taping hooked eyelets is an individual responsibility that must be verified and checked by the jumpmaster.

- The JM may now begin their inspection. The general principle during JMPI is that the JM's head and eyes will always be looking where their hands are working. After the JM has completed the JMPI, the JM will place the jumper into jump configuration.

Note. If jumping the MC-6 parachute or any other steerable, military, static line parachute, the JM will identify blue confluence wrap on both riser assemblies. Steerable and nonsteerable canopies cannot be dropped onto the same drop zone during the same pass.

FIVE-FOOT UNIVERSAL STATIC LINE EXTENSION

9-17. For jumps from C-17 aircraft, the universal static line modified will be configured with the five-foot universal static line extension. JMs must supervise during parachute issue to ensure their jumpers do not draw incorrectly configured parachutes for the aircraft that they will be jumping.

9-18. The T-11 series parachutes are easily identifiable when configured with five-foot universal static line extensions by one additional stow on the left and right inner static line stow bars, and the girth hitch formed by the upper looped portion of the universal static line modified and the cotton buffer of the five-foot universal static line extension, which will be centered between the top two stows.

9-19. JMs must inspect this prior to detaching the universal static line snap hook from the right outer static line stow bar. Push in on the girth hitch at the upper looped portion of the universal static line modified and the cotton buffer of the five-foot universal static line extension and visually inspect both of them for any burns, cuts, or frays. Ensure that the girth hitch is centered between the first stow on the left and right inner static line stow bars or the ninth and 10th stows. Once complete, redress the girth hitch. Then, remove the universal static line snap hook from the right outer static line stow bar and remove all twists in the universal static line modified, but do not break the first stow (top left inner) when using the five-foot universal static line extension. Then, route the universal static line snap hook over the jumper's appropriate shoulder and connect it to the carrying handle of the reserve parachute with the spring opening gate facing towards the jumper.

9-20. During JMPI, the jumpmaster will trace between the top two stows as normal, bypassing the girth hitch of the upper looped portion of the universal static line modified and the cotton buffer of the five-foot universal static line extension that has already been inspected, while still keeping constant contact with the thumb or index finger of their working hand.

ADVANCED COMBAT HELMET (FRONT)

9-21. To inspect the front of the advanced combat helmet, the JM will place both hands, fingers and thumbs extended and joined, fingertips pointing skyward, palms facing the jumper, on the right side of the advanced combat helmet. The right hand is the working hand; the left hand is the control hand. With the working hand, trace across the rim of the advanced combat helmet feeling for any sharp or protruding edges that may cut or damage the jumper's universal static line modified upon exiting the aircraft. Once both hands are parallel, place the thumbs on the rim of the advanced combat helmet and tilt the jumper's head to the rear. Conduct a visual inspection to ensure the three suspension pads are present, are flush with the outer rim, and the oval pads are covering the bolt ends.

9-22. The JM will place the right index finger on the front left adjustable buckle, to ensure it is free of all cracked components, is serviceable, the front left adjustable strap is properly routed through it, and the free

running end is secured in the webbing retainer. Trace the front left adjustable strap down. Ensure it is not twisted, cut, or frayed to the chinstrap fastener. Ensure the chinstrap fastener is free of all cracked components and properly secured. Trace the long portion chinstrap under the jumper's chin to ensure it is not twisted, cut, or frayed to the place where it is sewn into the front right adjustable strap. Trace the front right adjustable strap up, ensure it is not twisted, cut, or frayed to the front right adjustable buckle. Ensure it is free of all cracked components, is serviceable, the front right adjustable strap is properly routed through it, and the free running end is secured in the webbing retainer. Place the right index finger on the right side of the short portion chinstrap, trace it across the front of the jumper's chin, ensure it is not twisted, cut, or frayed, and drop both hands.

CANOPY RELEASE ASSEMBLIES

9-23. The next items of equipment for inspection are the canopy release assemblies. The inspection begins with the canopy release assembly opposite the jumper's USLM. For the purpose of this example, the jumper will be exiting the right paratroop door. Since the universal static line modified is routed over the jumper's right shoulder, begin the inspection with the jumper's left canopy release assembly:

- Look at the left canopy release assembly and tap it with the knuckles of the right hand one time to ensure that it sounds solid.

Note. This is the cue for jumpers to place both hands on top of their helmet.

- With the right hand, form a knife-cutting edge, fingers extended and joined, palm facing towards the jumpmaster, and insert it from outside to inside behind the main lift web just below the canopy release assembly. Place the right thumb on the outside corner of the canopy release assembly, and rotate it a quarter turn to the outside.
- With head and eyes approximately six to eight inches away, conduct a visual inspection to ensure the male fitting canopy release assembly is properly secured by the female fitting canopy release assembly, and is properly secured by the latch.
- Ensure the cable loop is properly secured by the safety clip and the canopy release assembly is free of all dirt or foreign material that will keep it from seating completely. Let the canopy release assembly return back to its normal position. Keep the right hand in place.
- The universal static line modified is routed over the jumper's right shoulder. With the left hand, secure the universal static line modified and rotate it over to the right thumb and secure it in place. Look at the right canopy release assembly; tap it with the knuckles of the left hand one time to ensure that it sounds solid.
- With the left hand, form a knife-cutting edge, fingers extended and joined palm facing towards the jumpmaster, and insert it from outside to inside behind the main lift web just below the canopy release assemblies. Place left thumb on the outside corner of the canopy release assembly and rotate it a quarter turn to the outside and conduct the same inspection. Now, let the canopy release assembly return to its normal position.

MAIN LIFT WEB, CHEST STRAP, AND WAISTBAND

9-24. The JM inspects the **main lift web** next by taking the following actions:

- Leave the right hand in place. Look at the left hand and the right main lift web. First make note of which of the three sizes the main lift web is configured. Keep this in mind and ensure the main lift web tuck tab assembly is properly assembled and the snap fastener is secure.
- With the left hand, trace down the main lift web, ensure it is not twisted, cut, or frayed, until making contact with the main lift web adjuster.
- Leave the left hand in place. Look at the right hand and conduct the same inspection. Ensure the left main lift web tuck tab assembly is in the same location as the right main lift web tuck tab assembly. Leave the right hand in place.

9-25. The JM inspects the **chest strap** by taking the following actions:

- Look at the chest strap to ensure that it is not misrouted around the left main lift web. With the left hand palm facing the reserve parachute, grasp the carrying handle and lift up and out.
- Insert the right hand, fingers and thumb extended and joined, fingertips pointing down, palm facing towards the jumpmaster, from top to bottom behind the chest strap, next to where it is sewn into the left main lift web. Trace the chest strap, ensuring it is not twisted, cut, or frayed, until contact is made with the chest strap friction adapter.
- Visually inspect to ensure it has a two to three finger quick release that is secured in its webbing retainer, the free running end has been “S” folded or accordion folded, not rolled, and is secured in its webbing retainer with the tab portion on top and facing towards the chest strap friction adapter.
- Continue to trace the chest strap, ensure it is not twisted, cut or frayed, until contact is made with the right main lift web. Leave the right hand in place.

9-26. The JM begins inspecting the **waistband** by leaning to the right side of the jumper and taking the following actions:

- Remove the left hand and insert it, fingers and thumb extended and joined, fingertips pointing skyward, palm facing the jumpmaster, from bottom to the top behind the waistband next to where it is sewn to the pack tray.
- Look at the waistband where it is sewn to the pack tray to ensure it is secured to the pack tray by a box “X” stitch, with at least 50 percent of the stitching present.
- Trace the waistband forward, ensure it is not twisted, cut, frayed, or misrouted behind the horizontal back strap or the right main lift web. Continue tracing the waistband forward until the right waistband retainer rests in the palm of the left hand. Leave the left hand in place.
- Remove the right hand from behind the chest strap and insert it, fingers and thumb extended and joined, fingertips pointing skyward, palm facing the jumpmaster, from bottom to top behind the reserve parachute so the left waistband retainer rests in the palm of the right hand. Make fingertip to fingertip contact, and conduct a physical inspection to ensure the waistband is not twisted and has been routed through both waistband retainers. Leave the left hand in place.
- With the right hand continue to trace the waistband back. Ensure it is not twisted, cut, frayed and has not been misrouted behind the left main lift web, until the metal adjuster rests in the palm of the right hand.
- Remove the left hand from behind the reserve parachute and insert the index and middle fingers from top to bottom into the quick release formed by the waistband. Ensure it is no more than three fingers, no less than two, and it is not a false quick release.
- Remove the index and middle fingers from the quick release and with the index finger and thumb of the left hand, pinch off the free running end of the waistband where it re-emerges from the metal adjuster. Trace the free running end of the waistband to ensure it is not cut, torn, or frayed and is easily accessible to the jumper, until the fingertips fall off the end. (For JMPI sequence for the waistband extension refer to chapter 12 of this publication.)
- With the left hand palm facing the reserve parachute, grasp the carrying handle, and look at the right hand and the waistband adjuster panel.
- With the right hand, trace the waistband adjuster panel back, ensure it is not twisted, cut, or frayed, and has not been misrouted behind the horizontal back strap to where it is sewn to the pack tray. Ensure it is properly secured to the pack tray by a box “X” stitch, with at least 50 percent of the stitching present.
- Remove right hand and move back to the front of the jumper.

T-11 RESERVE PARACHUTE

9-27. The next item that the jumpmaster inspects is the reserve parachute in its entirety. To do so, take the following actions:

- Look at the left connector snap. With the index finger of the right hand, finger the opening gate one time to ensure it is properly secured to the left D-ring, has spring tension, has not been safetied, and the opening gate is facing towards the jumper with the butterfly portion to the outside.

Note. Jumpers can now place their hands back down to their sides.

- With the left hand, lift up and out on the carrying handle. Conduct a visual inspection of the left connector snap retaining tie to ensure it is serviceable and secured, then visually inspect the left spreader bar tie to ensure it is properly routed through both grommets and is secured with a surgeon's knot, locking knot with overhand knots.
- Insert the right index finger from top to bottom into the Army Parachute Log Record stow pocket and conduct a physical and visual inspection to ensure an Army Parachute Log Record is present. Transfer control of the carrying handle from the left hand to the right hand, palm facing the reserve parachute and continue to lift up and out.
- Conduct the same inspection of the right spreader bar tie and the right connector snap retaining tie. Let the reserve parachute return to its natural position. While leaving right hand in place, inspect the right connector snap with the left index finger in the same manner. Now remove right hand.
- With the left hand, form a knife-cutting edge, palm facing towards the jumpmaster, and sweep the carrying handle and universal static line snap hook towards the jumper. Place the left thumb on the top right corner of the rip cord assembly and apply inward pressure. Conduct a visual inspection of the top tuck tab to ensure a directional arrow is present and pointing skyward. With the thumb and index finger of the right hand, pinch off the top tuck tab and gently pull it down. Take care to ensure the side tuck tabs remain secure. Expose the curved pin and reserve closing loop.
- Place the left thumb on top of the top tuck tab and apply inward pressure. Place the right index finger on the upper portion of the curved pin and trace it down, ensuring it is not bent, cracked, or corroded, and is properly routed through the reserve closing loop to its point of attachment, the curved pin lanyard. Leave the right index finger in place. Conduct a visual inspection of the reserve closing loop to ensure it is not cut, frayed, or burned, and the curved pin is not puncturing it in any manner. Conduct a visual inspection of the grommet to ensure it is not bent, cracked, or corroded.
- Insert the index finger of the right hand from top to bottom behind the rip cord assembly and with the meaty portion of the index finger, trace down the curved pin lanyard to ensure is not twisted, cut, or frayed, and it is properly attached to the rip cord assembly by reinforced stitching. Withdraw the right index finger.
- With the thumb and index finger of the right hand, pinch off the bottom tuck tab and gently lift it up. Take care to ensure the side tuck tabs remain secure. Expose the curved pin and reserve closing loop. Place the left thumb on top of the bottom tuck tab and apply inward pressure. Place the right index finger on the lower portion of the curved pin and trace it up, ensure it is not bent, cracked, or corroded, and is properly routed through the reserve closing loop to its point of attachment, the curved pin lanyard. Leave the right index finger in place.
- Conduct a visual inspection of the reserve closing loop to ensure it is not cut, frayed, or burned, and the curved pin is not puncturing it in any manner. Conduct a visual inspection of the grommet to ensure it is not bent, cracked, or corroded. Insert the index finger of the right hand from bottom to top behind the rip cord assembly and with the meaty portion of the index finger, trace up the curved pin lanyard to ensure it is not twisted, cut, or frayed, and it is properly attached to the rip cord assembly by reinforced stitching. Withdraw the right index finger.

- An overall inspection of the reserve parachute must be conducted to ensure it is free of grease, oil, dirt, mud, tears, and exposed canopy. Place both hands, fingers and thumbs extended and joined palms facing the reserve parachute on the top right corner. Take care not to cover up the seams. The left hand is the control hand and the right hand is the working hand. With the head and eyes approximately six to eight inches from the working hand, trace across the top pack closing flap, down the left pack closing flap. Bend over so to see where you are working, and trace across the bottom pack closing flap. Turn the working hand over so the pinky finger leads the way and trace up the right pack closing flap until skin-to-skin contact is made with the control hand. Raise the control hand up out of the way and trace where the control hand had been.
- Raise the reserve parachute to the jumper and issue the command, “HOLD SQUAT.”

LEG STRAPS, AVIATOR’S KIT BAG AND UNIVERSAL PARACHUTIST RECOVERY BAG

9-28. The inspection of the **leg straps rigged with an aviator’s kit bag**, is conducted by taking the following actions:

- Insert the index and middle finger of each hand from outside to inside, behind the leg straps, below the aviator’s kit bag where the natural pocket is formed. Simultaneously slide both hands back towards the saddle, to ensure the leg straps are not crossed. Leave the right hand in place.
- With the left hand, trace the right leg strap up, ensuring it is not twisted, cut, or frayed, and the free running end is secured in the webbing retainer, until contact is made with the quick-fit V-ring. With the left thumb, press in on the activating lever of the ejector snap to ensure it is properly seated over the ball detent and is free of foreign matter.
- Leave the left hand and thumb in place and look at the left leg strap. With the right hand, trace the left leg strap up, ensuring it is not twisted, cut, or frayed, the free running end is secured in the webbing retainer, and it is properly routed through the exposed carrying handle of the aviator’s kit bag; over the bottom and under the top, until contact is made with the quick-fit V-ring. With the right thumb, press in on the activating lever of the ejector snap to ensure it is properly seated over the ball detent and is free of foreign matter. Leave both hands and thumbs in place.
- Conduct a visual inspection to ensure the aviator’s kit bag is present, has not been reversed, and the reinforced sewn portion is facing away from the jumper.
- Once satisfied with the inspection, stand up in front of the jumper and issue the command of “RECOVER.”

9-29. The inspection of the **leg straps rigged with a universal parachutist recovery bag**, is conducted by taking the following actions:

- Insert the index and middle finger of each hand from outside to inside, behind the leg straps, below the universal parachutist recovery bag where the natural pocket is formed. Simultaneously slide both hands back towards the saddle, to ensure the leg straps are not crossed. Leave the right hand in place.
- With the left hand, trace the right leg strap up, ensuring it is not twisted, cut, or frayed until contact is made with the right leg strap retainer. Now remove the index finger and middle finger of the left hand, and reinsert them just above the right leg strap retainer and trace up the right leg strap to ensure that it is not twisted, cut, or frayed. The free running end is properly routed behind the leg strap retainer and is secured in the webbing retainer until contact is made with the quick fit V-ring. With the left thumb, press in on the activating lever of the ejector snap to ensure it is properly seated over the ball detent and is free of foreign matter.
- Leave the left hand and thumb in place and look at the left leg strap. With the right hand, conduct the same inspection of the left leg strap. Leave both hands and thumbs in place.

- Conduct a visual inspection to ensure the universal parachutist recovery bag is present, neither leg strap retainer is cut or frayed more than 50 percent, and the folded portions are facing skyward. The direction of the trapezoid sewn portion has no bearing on how the UPRB is worn on the jumper.
- Once satisfied with the inspection, stand up in front of the jumper, and issue the command of “RECOVER.”

UNIVERSAL STATIC LINE MODIFIED

9-30. Inspect the universal static line modified by taking the following actions:

- With the right hand grasp the universal static line snap hook, ensuring the spring opening gate is facing towards the jumper. Open the right hand and let the universal static line snap hook rest in the palm.
- Place the index finger of the left hand on the girth hitch of the universal static line modified. Ensure the green identification marking thread is present and the girth hitch has not been reversed. Place the index finger of the left hand in the vicinity of the rivet pin (do not cover the rivet pin), to ensure it is present and free of rust and corrosion.
- With the right hand, regrasp the universal static line snap hook and hold it perpendicular to the reserve parachute with the spring opening gate facing towards the jumper.
- With the index finger and thumb of the left hand, index finger on top, thumb on bottom, palm facing the jumper, grasp the universal static line modified at the end of the double sewn portion. Rotate the universal static line modified down and to the jumper’s right, and push it toward the universal static line snap hook. Visually inspect inside the girth hitch to ensure it is free of all cuts, frays, and burns.
- With the index finger or thumb of the right hand, push the girth hitch back towards the universal static line snap hook and again visually inspect inside the girth hitch for any cuts, frays, or burns.
- Redress the girth hitch down around the narrow portion of the universal static line snap hook and release the universal static line modified with the left hand.
- Since the universal static line modified is routed over the right shoulder; with the index finger and thumb of the right hand, form an “O” around the universal static line modified just above the universal static line snap hook. The jumpmaster should see metal through the “O”.
- Raise the right hand up, simultaneously inspecting the universal static line modified as it passes through the “O” to ensure it is free of all cuts, frays, or burns.
- Raise the right hand as high as it can go or until resistance is felt, and issue the jumper the command, “TURN.” Once the jumper has completed the turn, the right hand should be raised high enough to keep the universal static line modified tight between the control hand and the first stow.
- Place the index finger or index and middle finger of the left hand behind the universal static line modified below the right hand, making skin-to-skin contact. Trace the universal static line modified down, ensuring it is free of all cuts, frays, and burns, and it has not been misrouted under or through either riser assembly to the static line slack retainer band. Withdraw the index finger or index and middle finger and place below the static line slack retainer band and continue to trace the universal static line modified to the first stow.
- With either hand, form a bite in the universal static line modified and look at the static line slack retainer loop. Ensure it is present, serviceable, and two serviceable static line slack retainer bands are attached.
- Place the bite on top of the pack tray and control it with either hand. This hand becomes the control hand. The opposite hand becomes the working hand.
- With the index finger and thumb of the working hand, pinch off the first stow and pull it one to two inches towards the center of the pack tray. Look behind the first stow, and ensure the universal static line modified is free of cuts, frays, or burns, and has not been misrouted around the static line stow bar. Release the first stow and let it pop back into place.

Note. When the jumpmaster traces the universal static line modified towards them self, only the index finger will be used. When tracing away, only the thumb may be used.

- Insert the index finger or thumb of the working hand from bottom to top behind the first strand of universal static line modified, as close as possible to the first stow. Trace the first strand of universal static line modified, ensure that it is free of all cuts, frays, or burns to the second stow.
- With the index finger and thumb of the working hand, pinch it off and pull one to two inches towards the center of the pack tray, and conduct the same inspection. Place the index finger or thumb of the working hand from bottom to top behind the second strand of universal static line modified and trace it to ensure it is not cut, frayed, or burned.
- Continue to inspect the universal static line modified in the same manner to the main curved pin cover. Ensure the last strand of universal static line modified is routed from the right outer static line stow bar.
- With the index finger of the working hand, gently lift up on the main curved pin cover. Inspect the main curved pin attaching loop to ensure that it is properly attached to both the universal static line modified and the main curved pin.
- Visually inspect the main curved pin from its point of attachment to ensure it is not bent, cracked, or corroded, and is properly routed from left to right through the main closing loop. Visually inspect to ensure the main curved pin securing tie is present and made of only one turn of “Orange ticket 3” thread, and that it is secured by a surgeons knot locking knot with the ends trimmed to approximately one inch..
- Visually inspect the main closing loop to ensure it is not cut, frayed, or burned, and the main curved pin is not puncturing it in any manner. Conduct a visual inspection of the grommet to ensure it is not bent, cracked, or corroded.
- With the index finger and thumb of the working hand, gently lift up on the main curved pin protector flap and conduct a visual inspection of the main closing loop, ensuring it is not cut, frayed, or burned, and the grommet is not bent, cracked, or corroded. Stand up behind the jumper.
- With the index finger and thumb of the working hand, gently lift up on the main curved pin protector flap and conduct a visual inspection of the main closing loop, ensuring it is not twisted, cut, frayed, or burned, and the grommet is not bent, cracked, or corroded.
- Stand behind the jumper.

Notes. Broken securing ties: if a tie breaks any time after the original packer makes the tie, prior to getting on the aircraft, it can be replaced by another qualified parachute rigger skill level 1 or higher, after a routine inspection is conducted on the parachute. If the parachute passes the routine inspection, the tie can be replaced and the parachute returned to service without being repacked. Once the tie is made, a qualified parachute rigger inspector skill level 2 or higher must inspect the tie. Both the individual replacing the tie and the inspector must sign the DA Form 3912, Army Parachute Log Record. If the parachute does not pass the routine inspection, it must be returned to the parachute pack facility for repack.

If a securing tie breaks on the aircraft and the main curved pin is still seated in the closing loop, the parachute is still serviceable and can be jumped.

ADVANCED COMBAT HELMET (BACK)

9-31. The jumpmaster inspects the rear of the advanced combat helmet by taking the following actions:

- Places both hands, fingers and thumbs extended and joined, fingertips pointing skyward, palms facing towards the jumper, on the left side of the advanced combat helmet. The left hand is the control hand and the right hand is the working hand. With the working hand, traces across the rim of the advanced combat helmet feeling for any sharp or protruding edges that may cut or damage the jumper’s universal static line modified upon exiting the aircraft.

- Once both hands are parallel, places the thumbs on the rim of the advanced combat helmet and gently tilts the jumper's head forward. Conducts a visual inspection to ensure the oval pads are covering the bolt ends, they are flush with the rim of the advanced combat helmet, and the rear trapezoid pad is flush or protruding slightly past the rim of the advanced combat helmet, no more than one-half inch.
- Places the right index finger on the rear right adjustable buckle. Ensures it is free of all cracked components and is serviceable, the rear right adjustable strap is properly routed through it, and the free running end is secured in the webbing retainer.
- Traces the rear right adjustable strap down, ensuring it is not twisted, cut, or frayed until contact is made with the long portion chin strap. Leaves the right index finger in place.
- Places the left index finger on the rear left adjustable buckle and conducts the same inspection all the way down to the chinstrap fastener. Leaves the left index finger in place.
- Conducts a visual inspection of the nape pad to ensure it is present, secure, serviceable, and has not been reversed.

Notes. Ensure there is a minimum of seven suspension pads inside the advanced combat helmet, one crown pad, two trapezoid pads and four oval pads that are covering the bolt ends.

All four oval pads and the front trapezoid pad must be flush with the rim of the advanced combat helmet. The rear trapezoid pad must be flush with the rim of the advanced combat helmet or may extend past the rim of the advanced combat helmet, no more than half an inch.

INSPECTING RISER ASSEMBLIES AND PACK TRAYS

9-32. The jumpmaster performs the **inspection of the riser assemblies** by taking the following actions:

- Reaches over the jumper's shoulders and grasps a riser assembly in each hand, thumbs down, knuckles pointing skyward, just above the canopy release assemblies. Since these are like items of equipment, either riser assembly can be inspected first. For this example, begin the inspection with the left riser assembly.
- Gives the left riser assembly a sharp tug to the rear. Opens the left hand to form a distinguishable "L." Applies upward pressure with the left thumb and traces the riser assembly rearward, conducting a physical and visual inspection to ensure that an Army Parachute Log Record is present, and that the riser assembly is not twisted, cut, or frayed to where it disappears into the main pack tray. Leave the left hand in place
- With the right hand, conducts the same inspection on the right riser assembly. The jumpmaster must ensure that only one riser assembly contains an Army Parachute Log Record.

9-33. An overall inspection of the pack tray is conducted to ensure the pack tray is free of grease, oil, dirt, mud, or tears. The jumpmaster performs the **inspection of the pack tray** by taking the following actions:

- Places both hands, fingers and thumbs extended and joined palms facing towards the pack tray, on the top left corner of the pack tray. The left hand is the control hand and the right hand is the working hand.
- With the head and eyes six to eight inches away from the working hand, traces across the top pack closing flap, down the right pack closing flap. The jumpmaster bends over to see what they are doing and traces across the bottom pack closing flap.
- Turns the working hand over so the pinkie finger leads the way and traces up the left pack closing flap until skin-to-skin contact is made with the control hand. Raises the control hand up out of the way and traces where the control hand had been.
- The JM forms knife-edges with both hands, palms facing towards them self, and issues the command, "ARCH YOUR BACK."

DIAGONAL AND HORIZONTAL BACK STRAPS

9-34. The jumpmaster inspects the diagonal or horizontal back straps by taking the following actions:

- Inserts both hands behind the diagonal back straps where the natural pocket is formed. Ensures that thumbs rest just below the “X” formed by the diagonal back strap retainers. Looks at the diagonal back straps to ensure they are properly routed over the appropriate shoulder, and the top diagonal back strap has one more row of exposed stitching than the bottom. Looks at the diagonal back strap retainers to ensure they are routed through the sizing channels on the diagonal back straps, the diagonal back strap retainers are routed around the diagonal back strap keepers, and the directional snap fasteners are secure.
- To further ensure the directional snap fasteners are secure, with both thumbs, The JM plucks the tab portion of the diagonal back strap retainers upward from bottom to top. The JM looks at the left hand and with that hand, traces down the diagonal back strap to ensure it is not twisted, cut, or frayed to the back strap adjuster.
- Grasps the back strap adjuster with the left hand and looks at the right hand and the right diagonal back strap. With the right hand traces down the diagonal back strap, ensuring it is not twisted, cut, or frayed.
- Bypasses the back strap adjuster and picks up the inspection of the horizontal back strap. Traces down, ensuring it is not twisted, cut, or frayed, and the free running end is secured in the webbing retainer until it disappears into the right main lift web.
- Withdraws the right hand from under the horizontal back strap, and reinserts it, fingers and thumb extended and joined, fingertips pointing skyward, palm facing towards them self. Then traces from bottom to top behind the horizontal back strap where it reemerges from the right main lift web. Issues the jumper the command, “BEND”.
- Places the left shoulder on the bottom pack closing flap and pushes up on the bottom of the pack tray. Simultaneously, with the left hand, pulls down on the back strap adjuster. With head and eyes approximately six to eight inches away, traces the horizontal back strap across the small of the jumper’s back until the right pinkie finger makes contact with the main lift web on the jumper’s left side.
- Inspects the horizontal back strap is to ensure it is not twisted, cut, or frayed, that the horizontal back strap retainers are properly routed over the horizontal back strap, then under and back over the horizontal back strap keepers, and secured with directional snap fasteners. Nothing is misrouted behind the horizontal back strap.
- Withdraws the right hand from behind the horizontal back strap, and reinserts it from top to bottom behind the horizontal back strap and behind the waistband adjuster panel, where it re-emerges from the left main lift web. Traces up until making skin-to-skin contact with the left hand, ensuring that it is not twisted, cut, frayed, the free running end is secured in the webbing retainer, and nothing has been misrouted behind it. Removes the right hand and gets left hip to head with the jumper.

SADDLE

9-35. The jumpmaster inspects the saddle by taking the following actions:

- Places the fingertips of the right hand, fingers and thumb extended and joined, palm facing towards the jumper, on the lower portion of the left main lift web adjuster. Traces down the lower portion of the main lift web, transitioning to the saddle to ensure it is not twisted, cut, frayed, or been inverted, and neither leg strap has been misrouted around the saddle. Continues to trace until making contact with the lower portion of the right main lift web adjuster.
- Reaches back and gets a handful of air and issue the jumper the good seal of approval by tapping the jumper on the buttocks while issuing the command, “RECOVER”.

Note. Once the jumpmaster has completed the inspection, they will place the jumper into jump configuration.

9-36. After the JM has completed their JMPI, they will place the jumper into jump configuration and take the following actions:

- The JM traces the universal static line modified from the universal static line snap hook to ensure that the universal static line modified is routed over the shoulder corresponding with the door the jumper is to exit.
- Once behind the jumper, the JM removes all slack from the universal static line modified and stows it in the static line slack retainer band.
- The JM reinserts the main curved pin protector flap into the tuck flap, ensuring that the main curved pin cover is the only item of equipment behind it.
- The JM places either hand on the rip cord assembly, applies steady inward pressure, and reinserts the top and bottom tuck tabs, taking care to ensure that both side tuck tabs remain secure.
- If the side tuck tabs become unsecure the JM notifies a rigger.

9-37. If the jumper requires the T-11R inserts, ensure that the T-11 reserve parachute is marked on the carrying handle with quarter-inch yellow pressure-sensitive tape. (See figure 9-7.) The jumpmaster:

- Places a T-11R insert in the top tuck pocket.
- Ensures that the top edge of the T-11R insert is flush with the binding tape on the tuck pocket and the yellow tab is visible. (See figure 9-8 on page 9-20.)
- Places a T-11R insert in the bottom tuck pocket.
- Ensures that the bottom of the T-11R insert is flush with the binding tape on the tuck pocket and the yellow tab is visible. (See figure 9-9 on page 9-20.)
- Verifies that the side tuck tabs have not been removed from their tuck pockets. If the side tuck tabs become unsecure, immediately notify a rigger.

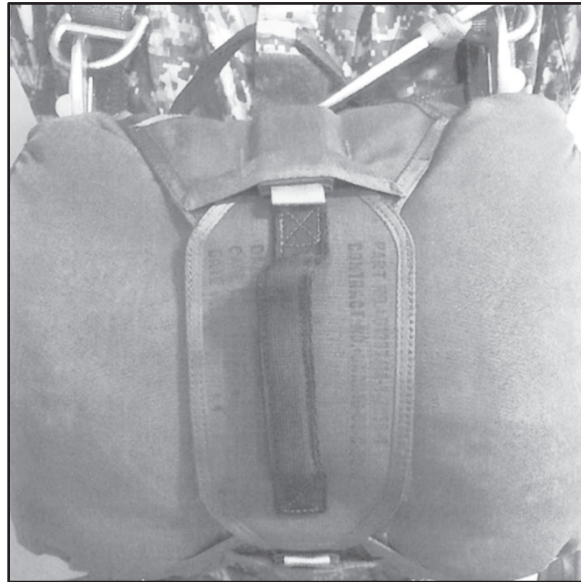


Figure 9-7. Quarter-inch yellow pressure-sensitive tape

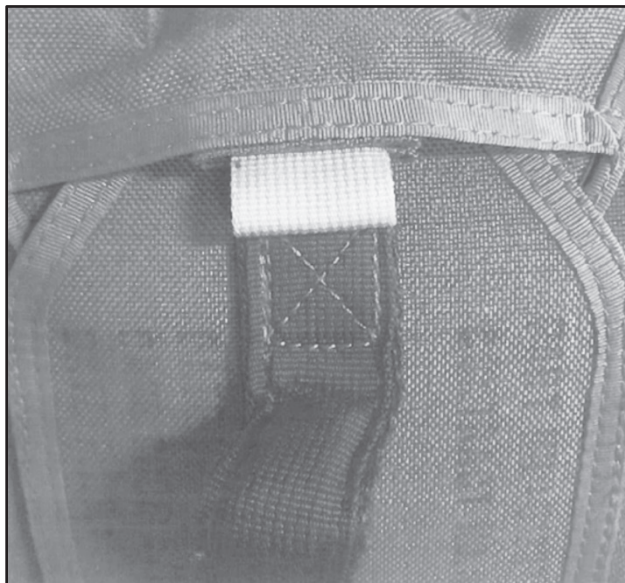


Figure 9-8. T-11R insert is flush with the binding tape

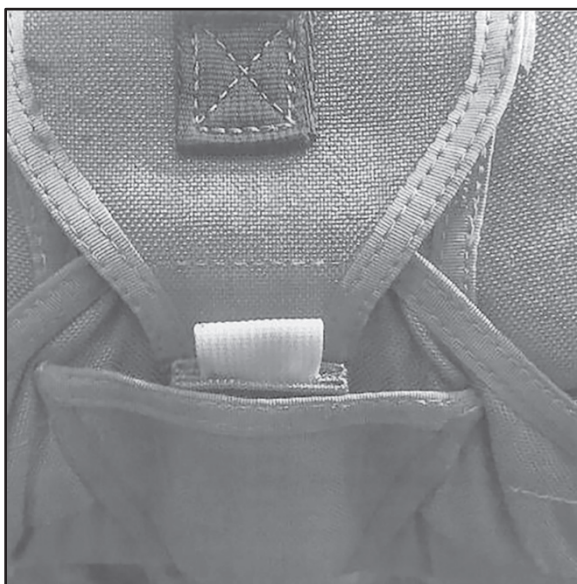


Figure 9-9. T-11R bottom insert is flush with the binding tape

Notes. At a minimum, the PJM and AJM will have the T-11R inserts. If the NUMBER ONE JUMPER is assisting in pushing a door bundle, that jumper is required to have the T-11R inserts.

While conducting rotary-winged operations it is recommended that jumpers exposed to winds that cross the front of the reserve parachute have the T-11R inserts emplaced. (UH-60 and UH-1.)

INSPECTION OF COMBAT EQUIPMENT (MAWC)

9-38. When jumping a modular Airborne weapon's case, the inspection sequence for a combat equipped jumper is the same as a noncombat equipped rigged jumper all the way down to the waistband. So inspect advanced combat helmet, canopy release assemblies, main lift webs, and the chest strap, as prescribed previously, then take the following actions:

- Insert the right hand behind the chest strap as close as possible to where it is sewn into the right main lift web. Lean to the right side of the jumper. Insert the left hand, fingers and thumb extended and joined, fingertips pointing skyward, palm facing towards the jumpmaster, from bottom to the top behind the waistband next to where it is sewn to the pack tray.
- Look at the waistband where it is sewn to the pack tray to ensure it is secured to the pack tray by a box "X" stitch, with at least 50 percent of the stitching present.
- Trace the waistband forward. Ensure it is not twisted, cut, frayed, or been misrouted behind the horizontal back strap, and is routed over the right main lift web and under the right equipment ring. Continue tracing the waistband forward until the right waistband retainer rests in the palm of the left hand. Leave the left hand in place.
- Remove the right hand from behind the chest strap and insert it, fingers and thumb extended and joined, fingertips pointing skyward, palm facing towards the jumpmaster, from bottom to top behind the reserve parachute outside of the left adjustable D-ring attaching strap, so that the left waistband retainer rests in the palm of the right hand. Make fingertip to fingertip contact and conduct a physical inspection to ensure the waistband is not twisted and has been routed through both waistband retainers.
- Leave the right hand in place and rotate the left hand over the right forearm, and grasp the left pack closing flap of the reserve parachute, palm facing the reserve parachute. Remove the right hand from behind the waistband retainer and with the right forearm push out on the lead edge of the MAWC for the first time. Look at the waistband to ensure it is not twisted, cut, or frayed, has been properly routed over the left main lift web and under the left equipment ring.
- With the right hand, grasp the trail edge of the MAWC and pull it forward. With the right hand, fingers and thumb extended and joined, fingertips pointing skyward, palm facing the jumpmaster, insert it from bottom to top behind the metal adjuster.
- Remove the left hand from the left pack closing flap of the reserve parachute and insert the index finger and middle finger of the left hand from top to bottom into the quick release formed by the waistband. Ensure that it is no more than three fingers, no less than two and it is not a false quick release.
- Remove the index finger and middle finger from the quick release and with the index finger and thumb of the left hand, pinch off the free running end of the waistband where it re-emerges from the metal adjuster. Trace the free running end of the waistband, ensure it is not cut, torn, or frayed and is easily accessible to the jumper, until the fingers fall off the end.
- Place the left hand on the left pack closing flap of the reserve parachute, palm facing the reserve parachute and look at the right hand and the waistband adjuster panel. With the right hand, trace the waistband adjuster panel back. Ensure it is not twisted, cut, or frayed, and has not been misrouted behind the horizontal back strap to where it is sewn to the pack tray. Ensure it is properly secured to the pack tray by a box "X" stitch, with at least 50 percent of the stitching present.
- Remove the right hand and move in front of the jumper. With the right forearm, push out on the lead edge of the MAWC for the second time.

9-39. The modular Airborne weapon's case will be inspected in its entirety prior to inspecting the reserve parachute. The inspection of the MAWC begins with its point of attachment, the snap shackle:

- Look at the snap shackle to ensure it is the outermost item of equipment on the left equipment ring, and the opening gate is facing the jumper. With the right thumb and index finger, rotate the snap shackle one quarter of a turn so the opening gate is facing towards the jumper, and conduct a visual inspection of the locking pin to ensure it is seated. Conduct a visual inspection to ensure the yellow safety lanyard is present and is secured to the appropriate snap fastener.

- With the right hand form a fist, leaving the index finger exposed and trace down the adjusting strap, ensuring that it is properly routed through all of the pouch attachment ladder system webbing until coming into contact with the friction adapter.
- Leave the right index finger in place and visually inspect for proper routing, ensuring the adjusting strap is routed through the friction adapter from top to bottom, then routed up over the bottom bar and under the top bar to keep the adjusting strap from slipping. Visually inspect to ensure as much of the excess webbing of the adjusting strap is stowed under the pouch attachment ladder system webbing as possible.

Note. The jumpmaster must ensure the excess webbing of the adjusting strap is not routed over the snap shackle.

- Once satisfied with the inspection, the JM continues tracing down the inside of the modular Airborne weapon's case until the right index finger naturally falls off the end.
- With the right hand, form a knife-cutting edge with the fingers extended and joined, palm facing skyward, and trace from front to rear along the bottom of the MAWC until the hand falls off of the rear, to ensure the muzzle of the weapon is not protruding. With the palm of the right hand, gently lift up on the base of the adjustable nose cone to ensure that the nose cone securing straps are tightened, and the hook-pile tape is properly secured.
- Place the index finger of the right hand on the quick release buckle at the bottom of the closing flap. Visually inspect to ensure it is free of all cracked components and is properly secured. Then, visually inspect to ensure the free running end of the compression strap has been secured in the webbing retainer. Continue to trace up the slide fastener to ensure it is secured with all teeth engaged until making contact with the second quick release buckle, and visually inspect to ensure it is free of all cracked components and is properly secured. Then, visually inspect to ensure the free running end of the compression strap has been secured in the webbing retainer. Continue tracing the slide fastener until making contact with the slide fastener and tabbed thong.
- Leave the right index finger in place and conduct a visual inspection of the upper spring stop to ensure the spring portion is present and serviceable. With the index finger of the right hand, form a hook and insert it from back to front into the window created in the tabbed thong portion of the slide fastener and tabbed thong. Gently pull up on the slide fastener and tabbed thong to ensure it is secured by the snap fastener, and the upper tie down tape is properly routed through it.
- With the right hand, form a knife-cutting edge, fingers and thumb extended and joined, palm facing the MAWC, and trace down approximately 10 to 12 inches from the top of the modular Airborne weapon's case. Give it a sharp slap, feeling for the forward assist of the M4/M16 series rifle or the charging handle of the M249 squad automatic weapon (SAW).
- With the index finger and thumb of the right hand, pinch off the bowknot of the upper tie down tape on the lead edge of the MAWC. Visually inspect the upper tie down tape to ensure it is properly routed behind the modular Airborne weapon's case, through the small cut-away portion of the equipment ring from back to front, and is secured by a single or double-loop bowknot on the lead edge of the MAWC.
- With the left hand, secure the carrying handle of the reserve parachute, palm facing the reserve with the knuckles skyward. This concludes the inspection of the MAWC. Inspect the reserve parachute in the same manner as if it were on a noncombat equipped rigged jumper, all the way down to the command, "HOLD."

MODULAR LIGHTWEIGHT LOAD-CARRYING EQUIPMENT II RUCKSACK

9-40. After completing the overall inspection of the reserve parachute, the JM then inspects the modular lightweight load-carrying equipment (MOLLE) II rucksack.

- The inspection of the harness single point release begins with the adjustable D-ring attaching straps. These are like items of equipment so either one can be inspected first. However, for the purpose of this talk through, begin with the right adjustable D-ring attaching strap.

- Simultaneously, with both hands form fists with index fingers exposed. Place index fingers on the snap hooks of the adjustable D-ring attaching straps. Focus attention to the left hand. Conduct a visual inspection to ensure that the snap hook is not bent, cracked, corroded, or distorted out of shape, and that the opening gate is facing towards the jumper.
- With the index finger of the left hand, finger the opening gate one time to ensure that it is properly secured to the right equipment ring, and it has spring tension and has not been reversed. With the left thumb, flip the free running end of the right adjustable D-ring attaching strap out of the way. Place the left index finger on the black intermittent stitching on the front of the right adjustable D-ring attaching strap just below the snap hook. Trace down the right adjustable D-ring attaching strap ensuring that it is not twisted, cut, or frayed until contact is made with the triangle link.
- Bypass the triangle link and pick up the inspection of the attaching loops, ensuring that the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop is routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, and also routed from bottom to top through the grommet in the female portion leg strap release assembly. Place the index finger of the left hand on the single box “X” stitch on the release handle cross strap.
- Look at the release handle cable where it emerges from the release handle cross strap. Ensure the release handle cable is properly routed through the red attaching loop and secured by the cable loop retainer. Leave the left index finger in place and with the right hand, conduct the same inspection on the left adjustable D-ring attaching strap until the right index finger rests on the single box “X” stitch.
- Focus attention on the release handle. With the right index finger and thumb, index finger on top, thumb on the bottom, lift up gently on the release handle. Ensure the release handle and release handle cable is properly routed between the two plies of the release handle cross strap, and the release handle is secured by the hook-pile tabs.
- Now form a hook with the right index finger and insert it from outside to inside and lift up on the release handle lanyard to ensure it is not twisted, cut, frayed, or misrouted around the equipment retainer strap or the release handle cross strap. Place the right index finger back on the single box “X” stitch.
- Trace the equipment retainer straps down the outside of the pouch on the MOLLE rucksack until making contact with the box “X” stitches on either side of the adjustable cross strap.
- Leave the left index finger in place and with the index finger and thumb of the right hand, grasp the free running end of the adjustable cross strap and give it a tug to the jumper’s left, ensuring that all the slack has been removed from the adjustable cross strap. Place the right index finger back on the single box “X” stitch and continue to trace the equipment retainer straps down until fingers fall off.
- Secure the sides of the MOLLE rucksack and raise it to eye level. Look at the equipment retainer straps to ensure they are routed through the slots at the top corners of the MOLLE rucksack frame and have not been twisted, cut, or frayed. Raise the MOLLE rucksack to the jumper and issue the command, “HOLD.”

Note. Jumpers will secure the top of the MOLLE rucksack and hold it up high.

- Continue the inspection of the equipment retainer straps as they route through the adjustable shoulder carrying straps from outside to inside. Ensure the equipment retainer straps are routed over the comfort pad and form an “X” configuration on the rear of the MOLLE rucksack and are not twisted, cut or frayed. Bypass the girth hitch of the hook-pile tape lowering line and continue the inspection until fingers rest on the friction adaptors and behind the two to three finger quick releases in the equipment retainer straps.
- Simultaneously, inspect the two to three finger quick releases by placing the index and middle finger of each hand, palms toward the face, on the outside of the quick releases. Visually inspect the free running ends of the equipment retainer straps to ensure they are S-folded or accordion folded, never rolled, and secured with either one turn of masking tape or two turns of retainer bands (one or the other, never both) and not secured to the quick releases. Conduct

a visual inspection of the friction adapters to ensure they are routed through the oval cutouts at the base of the MOLLE rucksack frame. With the index finger of each hand, lightly tap them to ensure they are secure.

- With the thumb and index fingers of each hand, form an “O” around the base of the adjustable shoulder carrying straps. Whenever possible, the free running ends should be on top of both hands. Simultaneously, pull out to ensure they are properly secured to the MOLLE rucksack frame. Visually inspect the free running ends of the adjustable shoulder carrying straps to ensure they are S-folded or accordion folded, never rolled, and secured with either one turn of masking tape or two turns of retainer bands (one or the other, never both). With the index fingers of each hand, lightly tap the free running ends of the adjustable shoulder carrying straps to ensure they are secure.

ALICE PACK

9-41. After completing the overall inspection of the reserve parachute, the JM then inspects the all-purpose, lightweight, individual, carrying equipment (ALICE) pack. To inspect this pack:

- The inspection of the harness single point release begins with the adjustable D-ring attaching straps. These are like items of equipment, so either one can be inspected first. However, for the purpose of this talk through, begin with the right adjustable D-ring attaching strap.
- Simultaneously, with both hands form fists with your index fingers exposed. Place index fingers on the snap hooks of the adjustable D-ring attaching straps. Now, focus attention to the left hand. Conduct a visual inspection to ensure that the snap hook is not bent, cracked, corroded, distorted, or out of shape, and that the opening gate is facing towards the jumper.
- With the index finger of the left hand, finger the opening gate one time to ensure that it is properly secured to the right equipment ring, that it has spring tension, and has not been reversed. With the left thumb, flip the free running end of the right adjustable D-ring attaching strap out of the way. Place the index finger of the left hand on the black intermittent stitching on the front of the right adjustable D-ring attaching strap just below the snap hook. Trace down the right adjustable D-ring attaching strap, ensuring that it is not twisted, cut, or frayed until contact is made with the triangle link.
- Bypass the triangle link and pick up the inspection of the attaching loops and ensure that the white attaching loop is routed from bottom to top through the triangle link, the green attaching loop is routed from bottom to top through the white attaching loop, the red attaching loop is routed from bottom to top through the green attaching loop, and routed from bottom to top through the grommet in the female portion leg strap release assembly. Place the index finger of the left hand on the single box “X” stitch on the release handle cross strap.
- Look at the release handle cable where it emerges from the release handle cross strap. Ensure the release handle cable is properly routed through the red attaching loop and secured by the cable loop retainer. Leave the left index finger in place and with the right hand, conduct the same inspection on the left adjustable D-ring attaching strap until the right index finger rests on the single box “X” stitch.
- Focus attention on the release handle. With the right index finger and thumb, index finger on top, thumb on the bottom lift up gently on the release handle. Ensure the release handle and release handle cable is properly routed between the two plies of the release handle cross strap and the release handle is secured by the hook-pile tabs.
- Now form a hook with the right index finger and insert it from outside to inside and lift up on the release handle lanyard to ensure it is not twisted, cut, frayed, or misrouted around the equipment retainer strap or the release handle cross strap. Place the right index finger back on the single box “X” stitch.
- Trace the equipment retainer straps down between the external cargo compartments of the ALICE pack until making contact with the adjustable cross strap. Leave the left index finger in place and with the index finger and thumb of the right hand, grasp the free running end of the adjustable cross strap and give it a tug to the jumper’s left, insuring that all the slack has been removed fro

- the adjustable cross strap. Now, place the right index finger back on the single box “X” stitch and continue to trace the equipment retainer straps down until all fingers fall off.
- Secure the sides of the ALICE pack and raise it to eye level and look at the equipment retainer straps to ensure they are routed behind the envelope cushion and have not been twisted. Raise the ALICE pack to the jumper and issue the command, “HOLD.”

Note. Jumpers will secure the top of the ALICE pack and hold it up high.

- Continue the inspection of the equipment retainer straps as they route through the envelope cushion. Ensure the equipment retainer straps form an “X” configuration on the rear of the ALICE pack and are not twisted, cut, or frayed. Continue inspection until all fingers rest on the friction adapters and behind the two-to-three finger quick releases in the equipment retainer straps.
- Simultaneously, inspect the two-to-three finger quick release by placing the index and middle finger of each hand, palm facing toward the body, on the outside of the quick release. Now, visually inspect the free running ends of the equipment retainer straps to ensure they are S-folded or accordion folded, never rolled, and secured with either one turn of masking tape or two turns of retainer bands (one or the other, never both) and not secured to the quick releases. With the index finger of each hand, lightly tap them to ensure they are secure.
- With the thumb and index fingers of each hand, form an “O” around the lower portion of the adjustable shoulder carrying straps. Simultaneously, pull out to ensure they are properly secured to the ALICE pack frame. Visually inspect the free running ends of the adjustable shoulder carrying straps to ensure they are S-folded or accordion folded, never rolled, and secured with either one turn of masking tape or two turns of retainer bands (one or the other, never both). With the index fingers of each hand, lightly tap the free running ends of the adjustable shoulder carrying straps to ensure the S-folds are secure.

HOOK-PILE TAPE LOWERING LINE (MAWC)

9-42. Inspect the hook-pile tape lowering line, when rigged with a MAWC, by taking the following actions:

- With the index finger of the right hand, place it on the hook-pile tape lowering line (HPTLL) just to the left of the girth hitch. Visually inspect to ensure the girth hitch is properly routed north to south, south to north, but never east to west.
- With the right index finger, trace the HPTLL, ensuring that the HPTLL is properly routed over the left adjustable shoulder carrying strap until making contact with the first set of hook-pile tabs. Visually inspect to ensure the hook-pile tabs are present, secured, and there are no S-folds protruding from the end of the retainer flap.
- Continue to inspect down the retainer flap ensuring that it is secured to the MOLLE rucksack frame by two sets of girth hitched retainer bands on either end of the retainer flap.
- Continue to trace down until making contact with the second set of hook-pile tabs. Once again ensure they are present, secured, and there are no S-folds protruding from the end of the retainer flap.
- Continue to trace the HPTLL until the index finger disappears behind the modular Airborne weapon’s case. Visually inspect to ensure the HPTLL is properly routed between the main body of the modular Airborne weapon’s case and the attachment strap. Leave the right index finger in place.
- Route the left hand over the right forearm and secure the trail edge of the MAWC and pull it forward. Make a mental note of where the right index finger is, remove the right index finger and place it back on the HPTLL where it just was. Continue to trace up until making contact with the ejector snap, ensuring the HPTLL is not routed through the carrying handle.
- With the right thumb press in on the activating lever to ensure that it is properly seated over the ball detent, free of all foreign matter that will keep it from seating completely, the opening gate is facing the jumper, and is secured to the triangle link. Turn the ejector snap one-quarter turn away from the jumper to ensure the small tooth is present.

- Visually inspect the yellow safety lanyard to ensure that it is serviceable and it has not been wired, tied, or taped down. Drop both hands and move back to the front of the jumper and issue the command, “SQUAT.”

UNIVERSAL PARACHUTIST RECOVERY BAG AND AVIATOR’S KIT BAG

9-43. Inspect the UPRB by taking the following actions:

- Insert the index and middle finger of each hand, from outside to inside, behind the leg straps, below the universal parachutist recovery bag where the natural pocket is formed. Simultaneously, slide both hands back towards the saddle to ensure the leg straps are not crossed. Leave the right hand in place.
- With the left hand trace the right leg strap up, ensure it is not twisted, cut, or frayed, until contact is made with the right leg strap retainer. Now remove the index finger and middle finger of the left hand and reinsert them just above the right leg strap retainer and trace up the right leg strap to ensure it is not twisted, cut, or frayed, the excess webbing is properly routed behind the leg strap retainer, and is secured in the webbing retainer until contact is made with the quick-fit V-ring. With the thumb, press in on the activating lever of the ejector snap to ensure it is properly seated over the ball detent and is free of foreign matter that would keep it from seating completely. Leave the left hand and thumb in place and look at the left leg strap.
- With the right hand conduct the same inspection of the left leg strap. Once skin to metal contact is made, remove the right hand and use the right forearm to lift up and out on the modular Airborne weapon’s case. With the right thumb, press down on the activating lever to ensure it is properly seated over the ball detent and that it is free of any foreign material that will keep it from seating completely. Now leave both hands and thumbs in place.
- Rock back on heels and conduct a visual inspection to ensure the universal parachutist recovery bag is present, neither leg strap retainer is cut or frayed more than 50 percent, and the folded portions are facing skyward. Once satisfied with the inspection, stand up in front of the jumper. Secure the sides of the MOLLE rucksack and issue the command of “RECOVER.”

Note. Jumpers pick up on the reserve parachute and jumpmasters simply allow the MOLLE rucksack or ALICE pack to rotate between the jumpmaster’s body and the jumper’s body.

9-44. Inspect the AKB, by taking the following actions:

- Insert the index and middle fingers of both hands, from outside to inside, behind the leg straps below the aviator’s kit bag where the natural pocket is formed. Simultaneously, slide both hands back towards the saddle, to ensure the legs straps are not crossed. Leave the right hand in place.
- With the left hand trace the right leg strap up, ensure that it is not twisted, cut, or frayed, the excess webbing is secured in its webbing retainer until there is skin-to-metal contact with the quick-fit V-ring. Rotate the left thumb up and press down on activating lever to ensure it is properly seated over the ball detent, and that it is free of any foreign material that will keep it from seating completely. Leave the left hand and thumb in place and look at the left leg strap.
- With the right hand, trace the left leg strap up to ensure it is not twisted, cut, or frayed, it is properly routed through the exposed carrying handle of the aviator’s kit bag, over the bottom and under the top, and the free running end is secured in the webbing retainer, until contact is made with the quick-fit V-ring. Once skin to metal contact is made, remove the right hand, and use the right forearm to lift up and out on the MAWC. With the right thumb, press down on activating lever to ensure it is properly seated over the ball detent and that it is free of any foreign material that will keep it from seating completely. Leave both hands and thumbs in place.
- Rock back on heels and conduct a visual inspection to ensure the aviator’s kit bag is present, has not been reversed, and the re-enforced sewn portion is facing away from the jumper. Secure the sides of the MOLLE rucksack and issue the command of “RECOVER.”