

Table 2-8. Extraction Line Requirements for C-130, C-141, and C-17 Aircraft

Extraction Parachute	C-130	C-141	C-17
15-Foot	1-Loop 60-Foot	1-Loop 160-Foot	1-Loop 160-Foot
22-Foot	3-Loop 60-Foot	3-Loop 140-Foot	3-Loop 140-Foot
28-Foot	3-Loop 60-Foot	3-Loop 140-Foot	3-Loop 140-Foot
Two 28-Foot	6-Loop 60-Foot	6-Loop 120-Feet	6-Loop 140-Foot Note 3

Notes:

- 1. All extraction lines, except for the C-17 drogue line must be packed in an extraction line bag according to TM 10-1670-286-20/TO 13C5-2-41.**
- 2. A 15-foot extraction parachute is used as a drogue with a 1-loop 60-foot type XXVI extraction line used as a drogue line.**
- 3. A 120-foot extraction line may be used for loads placed no further forward than fuselage station 680 (C-17 only).**
- 4. All extraction lines are type XXVI nylon webbing.**

Table 2-9. Extraction Line Requirements for C-5 Aircraft

Extraction Parachute	Fuselage Station	Extraction Line
15-Foot	1187-1971	1-Loop 160-Foot
22-Foot	1427-1971	3-Loop 140-Foot
22-Foot	707-1426	3-Loop 140-Foot+3-Loop 60-Foot
28-Foot	1427-1971	3-Loop 140-Foot
28-Foot	707-1426	3-Loop 140-Foot+3-Loop 60-Foot
Two 28-Foot	1667-1971	6-Loop 120-Foot
Two 28-Foot	947-1666	6-Loop 120-Foot+6-Loop 60-Foot
Two 28-Foot	574-947	6-Loop 120-Foot+6-Loop 120 Foot

Notes:

1. The length of the extraction line will be determined upon positioning the load in the aircraft.
2. When connecting extraction lines, the shortest line will be attached to the extraction parachute (s).
3. The most forward fuselage station on which the aft edge of the airdrop platform shall be positioned is based on the length of the extraction line. The above limitations shall not be exceeded. The actuator arm of the EFTC must not be positioned forward of fuselage station 574.

b. Low Velocity Airdrop Using the Towplate from the MC-130 Aircraft. Use Table 2-10 as a guide for determining the extraction/drogue parachute and extraction/drogue line needed for low-velocity platform airdrop from tow plate equipped C-130/MC-130 aircraft. See Table 2-11 for the link and tie requirements to connect the 15-foot drogue parachute to the drogue extraction line.

Table 2-10. Extraction/Drogue Parachute and Extraction/Drogue Line Requirements for Low-Velocity Airdrop using the Towplate from the MC-130 Aircraft

Extracted Load Range (pounds)	Main Extraction Parachute	Main Extraction Line	Drogue Parachute	Drogue Line
2,520-8,000 (4)	15-ft	1-loop, type XXVI, 60-ft	15-ft	1-loop, type XXVI, 60-ft
7,000-17,500 (2,4)	22-ft	3-loop, type XXVI, 60-ft	15-ft	1-loop, type XXVI, 60-ft
16,000-30,000 (2,4)	28-ft	3-loop, type XXVI, 60-ft	15-ft	1-loop, type XXVI, 60-ft
28,000-35,000 (3)	Two 28-ft	6-loop, type XXVI, 60-ft	15-ft	1-loop, type XXVI, 60-ft

Notes:

1. When the extracted weight falls into the load range of two parachutes, the larger extraction parachute should be used.
2. The 22-foot and 28-foot extraction parachute and the 3-loop, type XXVI, 60-foot extraction line will be rigged according to TM 10-1670-286-20/TO 13C5-2-41.
3. Two 28-foot main extraction parachutes and the 6-loop, type XXVI, 60-foot extraction line will be rigged according to TM 10-1670-286-20/TO 13C5-2-41.
4. All extraction lines and drogue extraction lines except the drogue lines used in the C-17 must be in line bags in accordance with TM 10-1670-286-20/TO 13C5-2-41

Table 2-11. Link and Tie Requirements for Parachutes

C-130, C-141, and C-5 Aircrafts

Parachute	Link	Tie
15-foot	3 3/4-inch, two-point	1 turn single of type I, 1/4-inch cotton webbing
22-foot	3 3/4-inch, two-point	1 turn single of type I, 1/4-inch cotton webbing
One 28-foot	5 1/2-inch, two point	1 turn double of type I, 1/4-inch cotton webbing
Two 28-foot	Four-point	1 turn single of type III nylon cord

Table 2-11. Link and Tie Requirements for Parachutes (Continued)

C-17 Aircraft

Parachute	Link	Tie
*15-foot drogue	3 3/4-inch, two-point	1 turn single of type I, 1/4-inch cotton webbing
15-foot extraction	3 3/4-inch, two-point	1 turn single of 1/2-inch tubular nylon Note: When used in sequential airdrop, safety tie the two-point link with type III nylon cord.
22-foot extraction	3 3/4-inch, two-point	1 turn single of type III nylon cord
28-foot extraction	5 1/2-inch, two-point	1 turn single of type III nylon cord
Two 28-foot extraction	four-point	1 turn single of 1/2-inch tubular nylon

* The bag closing ties for the 15-foot drogue parachute with a 60-foot 1-loop drogue line will be one turn double ticket number 5 cord. A 3 3/4-inch, two-point link is used to connect the drogue line to the drogue parachute. Use one turn single, 1/4-inch cotton webbing to secure the link to the drogue parachute. Pass the 1/4-inch cotton webbing through the link and the top and bottom bag closing loops on the grommet side of the bag and secure with a surgeon's knot and locking knot.

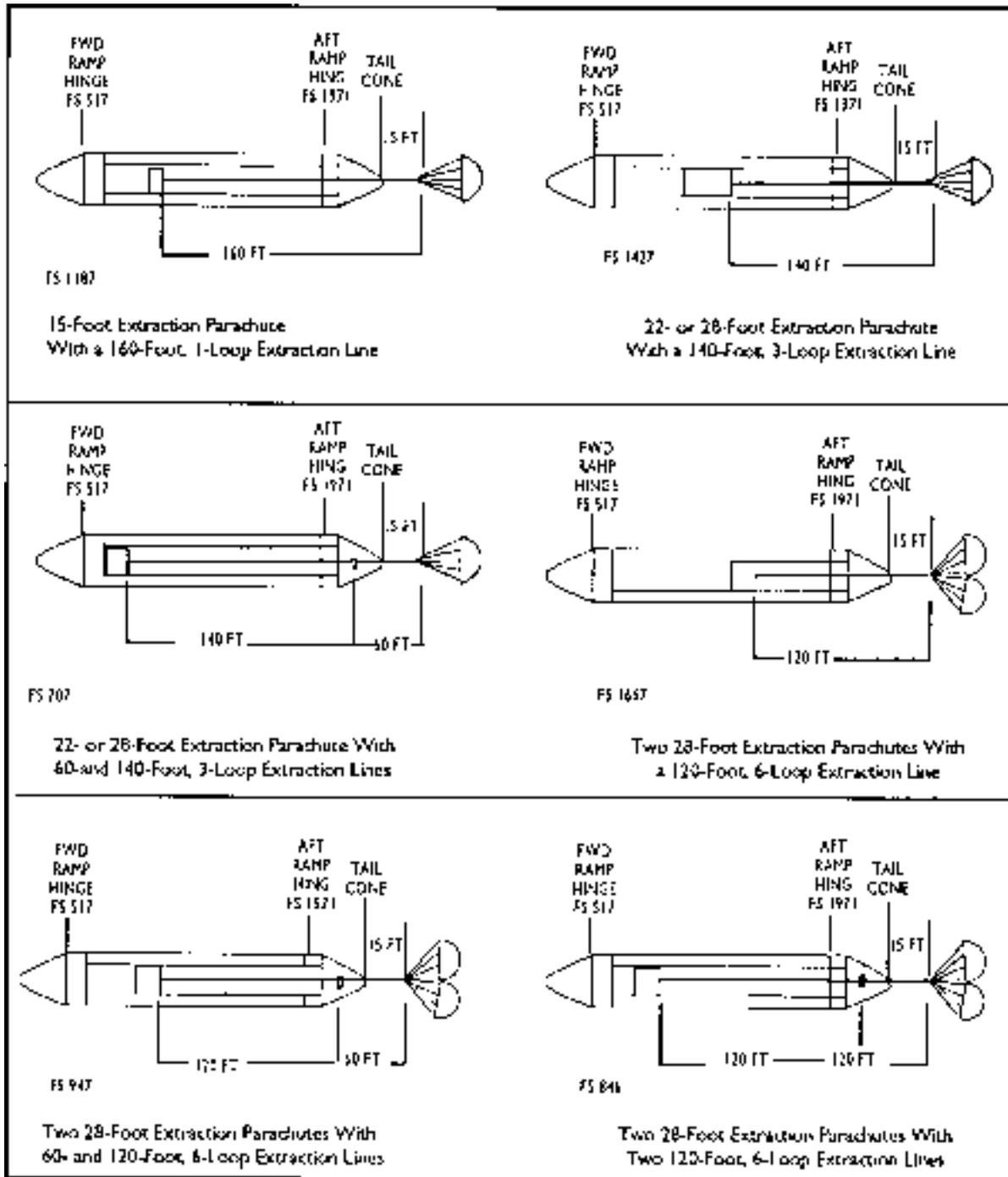


Figure 2-10. C-5 Aircraft Extraction Parachute and Extraction Line Requirements

EXTRACTION LINE PANEL

2-24. The extraction line panel, as shown in Figures 2-11 and 2-12, is used to store the extraction lines. Extraction line panels shown in Figure 2-13 are used to store the extraction lines when used in conjunction with towplate operations. Stow the different extraction lines in the extraction line bag according to TM 10-1670-286-20/TO 13C5-2-41.

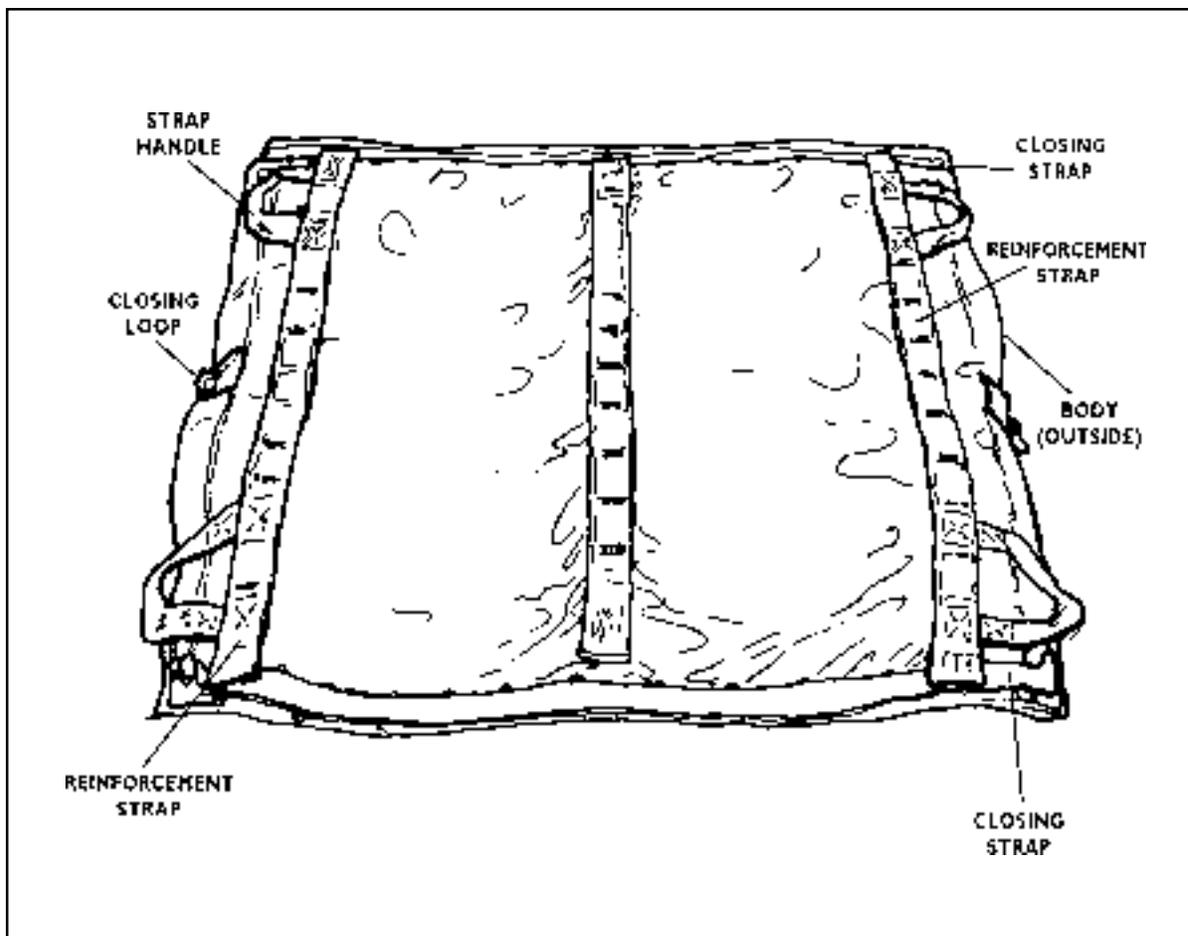


Figure 2-11. Outside View of Extraction Line Panel

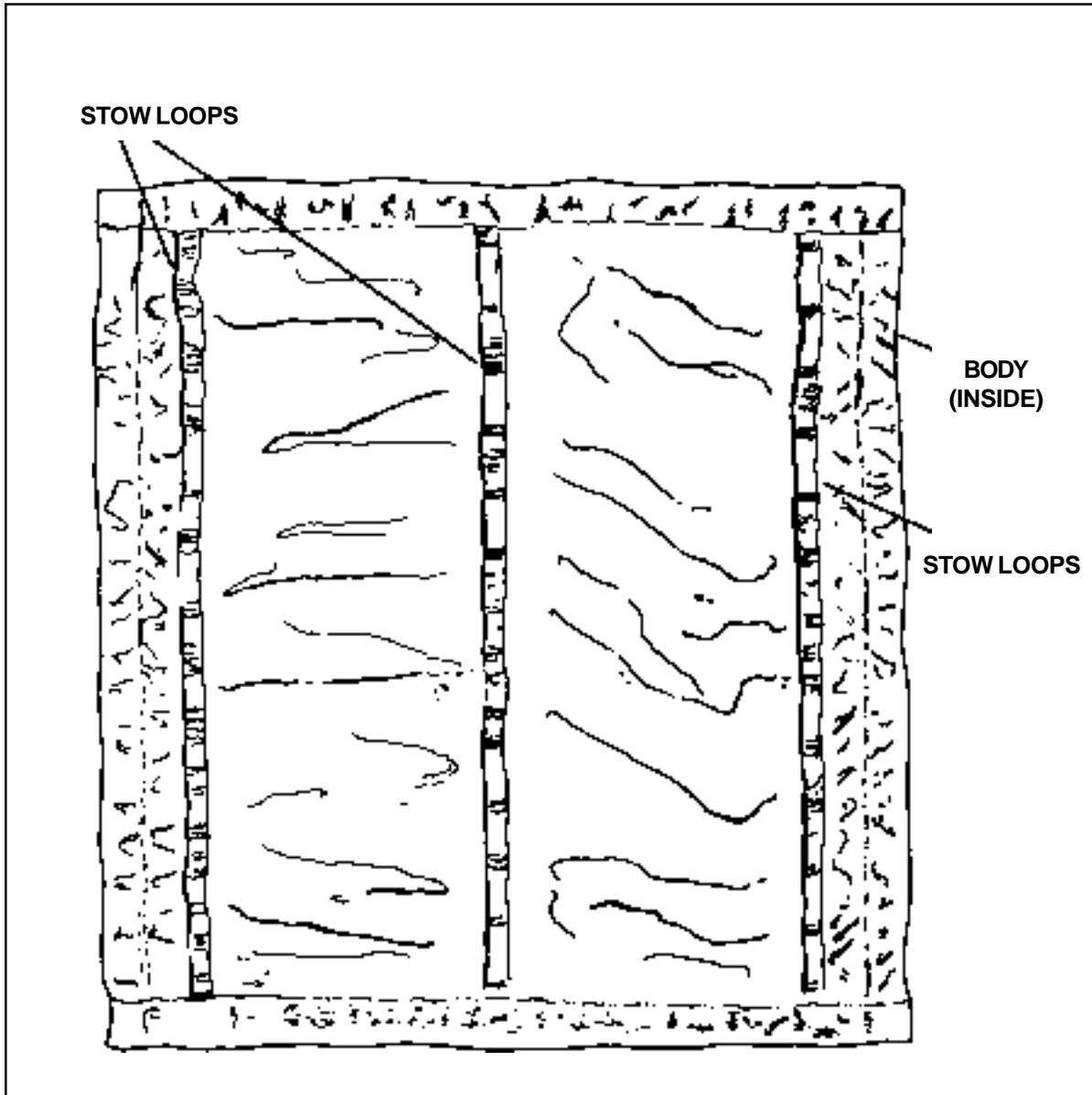


Figure 2-12. Inside View of Extraction Line Panel

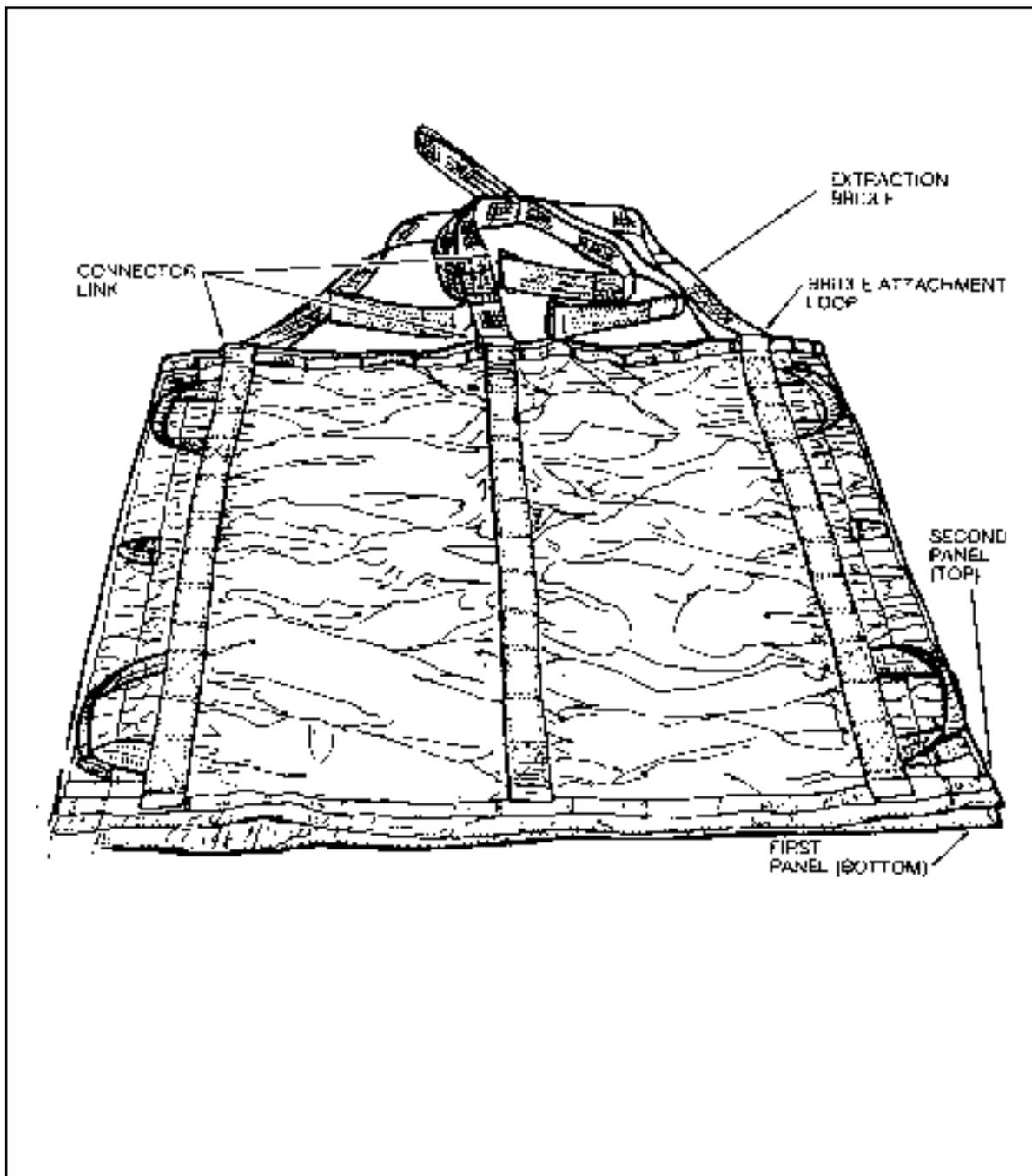


Figure 2-13. Extraction Line Panel for Tow Plate Operations

Section X

Transportation of Rigged Loads

RESPONSIBILITIES

2-25. The using unit is responsible for coordinating transportation of the rigged load from the rigging site to the aircraft. To prevent damage, loads must be lashed to the transporting vehicle and protected during transport. The transporting force must ensure that the off-loading equipment is compatible with the aircraft to be used.

TYPICAL LOADING AND TRANSPORTING EQUIPMENT

2-26. Some of the equipment that may be used to load and transport rigged loads is listed below.

a. *Materials-Handling Equipment.* If a loading ramp is not available to use in loading the rigged load onto the transporting vehicle, the load is hoisted aboard the vehicle. The materials-handling equipment used to hoist the loads may include but not limited to the 5-ton wrecker, the 10,000- or 15,000-pound-capacity warehouse crane, or the 15,000-pound-capacity forklift truck.

b. *Transporting Vehicle.* Any standard military truck or semitrailer with sufficient cargo space and payload capacity can be modified to transport a rigged load from the loading area to the cargo aircraft. However, not all military trucks are compatible with the cargo-loading system of all types of cargo aircraft now in use. Rigged platform loads require straight-in loading over a horizontally positioned ramp from a truck, a forklift, a flatbed, or a cargo loader. Consequently, this may require transfer of the rigged load at the aircraft site before it is off-loaded into the cargo aircraft. The following types of materials-handling equipment can be used to transport and/or off-load platform loads:

(1) The 6- or 10-ton cargo semitrailer can transport loads rigged on airdrop platforms.

(2) The 25,000-pound-capacity cargo loader can move the maximum weight of 25,000 pounds up a 3-percent incline at 15 miles per hour. It can be used for loading all aircraft.

(3) The 40,000-pound-capacity cargo loader can move the maximum weight of 40,000 pounds up a 3-percent incline at 15 miles per hour.

(4) The 60,000-pound-capacity cargo loader (the Tunner) can move the maximum weight of 60,000 pounds up a 3-percent incline at 15 miles per hour.

(5) The model M172 (lowboy) semitrailer can load C-130 and C-141 aircraft. Any similar vehicle can be used if its loading floor meets the cargo floor heights of the aircraft. For C-130 aircraft, this is 39 to 42 inches. For C-141 aircraft, this is 48 to 52 inches.