

**BY ORDER OF THE** *AFI 11-2C-130V3 CL-10*  
**SECRETARY OF THE AIR FORCE** *17 APRIL 2000*



*Flying Operations*

**LOADMASTER MAFFS CHECKLIST**

This checklist establishes procedures for the operation of C-130 aircraft employed by Mobility Air Forces (MAF) to accomplish their worldwide missions.

This checklist complements AFI 11-2C-130V3, *C-130 Operations Procedures*, and is printed on standard 8 1/2" x 11" bond paper then trimmed to a unique size 4 1/2" x 6 1/2" that will fit the standard plastic C-130 aircrew checklist binders. Units may request copies of this checklist printed on a water proof-based media (in the size outlined) from the OPR. This product reduces weight and eliminates the need for plastic inserts. Limit water proof copies to aircrew only for use in-flight and training purposes.

**Summary of Revisions:** Redundant pages removed.

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OPR: HQ AMC/DOV (CMS Finnegan)

Certified by: HQ USAF/XOO (Maj Gen Michael S. Kudlacz)

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**PART ONE - NORMAL PROCEDURES  
MAFFS PRE-FLIGHT CHECKLIST**

(Those items identified by an asterisk need to be accomplished on initial installation only.)

1. Left and Right Hand Dual Rail Locks - Checked; Right Hand Locks Set to 4.0
2. V-Band Clamps on all Tanks - Checked
3. Air Hoses all Tanks - Connected
4. Tie Plates - Checked
5. Tiedown Chains on Control Pallet - Checked
6. Restraint Hooks on Ramp Pallet - Checked
7. Battery - Checked

**ELECTRICAL PRE-FLIGHT CHECKLIST**

**CAUTION**

Aft cargo door must be open before lowering ramp

1. Aft Cargo Ramp and Door - Door OPEN/Ramp DOWN
2. Battery - Connected
3. Selector Knob - OFF
4. Air Control Supply Valve - CLOSED
5. Circuit Breaker - ON
- \*6. Air Servicing Line between Control Pallet and Tanks - Disconnected

**NOTE**

If the air control supply tank is less than 600 PSI, service system in accordance with air charging procedures.

7. Aircraft Power - Disconnected/AIRCRAFT Power Light - OFF

8. BATTERY Power Light - ON
9. MAIN POWER Button - Depress/ON
10. The following lights should illuminate (If Applicable):
  - a. MAIN POWER - RED
  - b. Selector Knob OFF - RED
  - c. Tanks 1, 2, 3, 4 and 5 - GREEN (Non-incremental)
  - d. CLOSE ARM - RED
  - e. CLOSE DROP - RED
11. Emergency Selector Valves - AUTOMATIC
12. Aircraft Power - Connected/ AIRCRAFT Power Light ON
13. Battery Power - Disconnected
14. TUBES IN Button - Depress and Hold
15. Air Control Supply Valve - OPEN/150 PSI Pressure Indicated
16. TUBES IN Button - Released
17. Selector Knob - FILL/Green Light ON/Red Light OFF
18. FILL Button - Depress/Red Light ON/Green Light ON
19. Vent Valves - Checked OPEN
20. FILL Button - Depress/Red Light OFF
21. Vent Valves - Checked CLOSED

**CAUTION**

Ramp must be in horizontal position and cargo door up and locked.

**WARNING**

Personnel must be clear of tubes.

22. TUBES OUT Button - Depress to Activate
23. TUBES LOCKED Left and Right - Checked/Lights ON
24. Tank Arm Switches - All UP (Incremental System Only)

25. Selector Knob - ON-ARM/Green Light ON

**WARNING**

All personnel should be positioned forward or aft of all tanks.

26. ON ARM Button - Depress/Red Light ON  
27. ARMED Lights - ON  
28. ARMED Light Copilot's Position - ON  
29. Arming Valves - OPEN Position

**WARNING:** Stand clear of the discharge valve actuator.

**NOTE**

Discharge valve will only be activated on initial checkout.

- \*30. DROP Button - Depress/Yellow Light ON  
\*31. Discharge Valves - OPEN  
\*32. Yellow DROP Button Light - Copilot's Position/ON  
\*33. Selector Knob - CLOSE DROP/Green Light ON  
(Non-incremental)

**WARNING:** Stand clear of the discharge valve actuator.

- \*34. CLOSE DROP Button - Depress/Red Light ON  
(Non-incremental)  
\*35. Discharge Valves - Checked Closed  
36. Tank Arm Switches - All DOWN (Incremental System only)  
37. Selector Knob - CLOSE ARM/Green Light ON  
38. CLOSE ARM Button - Depress/Red Light ON  
39. ARMED Lights - OUT

**WARNING:** Stand clear of the discharge valve actuator.

**WARNING:** All personnel will be positioned forward or aft of all tanks.

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\*40. EMERGENCY DROP Button - Depress/Yellow Light ON

\*41. ON ARM Light - ON/RED

\*42. Discharge Valves - OPEN

\*43. Selector Knob - CLOSE DROP (Non-incremental)

**WARNING:** Stand clear of the discharge valve actuator.

\*44. CLOSE DROP Button - Depress (Non-incremental)

\*45. Selector Knob - CLOSE ARM

\*46. CLOSE ARM Button - Depress/ARM Lights OFF

47. Selector Knob - OFF

**WARNING:** Personnel must be clear of tubes.

48. TUBES IN Button - Depress/GREEN Lights OFF.

49. Tubes - IN

50. MAIN POWER Button - Depress/OFF

51. Circuit Breaker - OFF

52. Air Control Supply Valve – CLOSED

\*53. Air Servicing Line between Control Pallet and Tanks - Reconnected

**AIR CHARGING PROCEDURES FOR MANUAL  
EMERGENCY DROP SYSTEM**

1. Emergency Selector Valves - AUTOMATIC

2. Ground Air Supply Hose - Connect to Emergency Drop Cylinder

3. Ground Air Supply Control Handle - OPEN

4. Emergency Drop Cylinder Valve - OPEN

**NOTE**

Charge system to 1200  $\pm$  50 PSI.

5. Emergency Drop Cylinder Valve - CLOSED
6. Ground Air Supply Hose Pressure - Release Pressure
7. Ground Air Supply Hose - Disconnected

**MAFFS RETARDANT AND AIR SERVICING  
PROCEDURES**

**CAUTION**

Before proceeding with steps 1 through 11, high pressure air gauge must indicate a minimum of 600 PSI and electrical power must be connected.

1. Battery - Connected
2. Circuit Breaker - ON
3. MAIN POWER Button - Depress/ON

**WARNING**

Ensure the cargo door is up and the ramp is down before opening the Air Control Supply Valve.

4. Air Control Supply Valve - OPEN
5. Emergency Drop Control Valve - AUTOMATIC
6. Tubes Out Button - Depress
7. Left and Right Tubes - Out and Locked
8. Cargo Ramp - POSITION AS REQUIRED
9. Retardant Fill Cap - Removed
10. Selector Knob - FILL
11. FILL Button - Depress to Activate
12. VENT Valves - Checked /OPEN
13. FILL Valves - Checked/OPEN

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14. ARMING Valves - Checked/CLOSED
15. Ground Nozzle - Connect to Retardant Fill Line
16. Ground Air Supply Hose - Connected

**CAUTION**

If electrical power fails during filling operations, shut off the retardant fill line immediately.

**NOTE**

Monitor high pressure air gauge while loading retardant. Shut off ground air supply handle when  $1200 \pm 50$  PSI is reached and disconnect air supply hose.

17. Retardant Fill Line - OPEN

**CAUTION**

Shut off retardant fill line when the unit indicates full. DO NOT OVER FILL.

18. Retardant Fill Line - CLOSED
19. Ground Nozzle - Disconnected
20. FILL Button - Depress to Deactivate
21. VENT Valve - Checked/CLOSED
22. FILL Valve - Checked/CLOSED
23. Retardant Fill Line Cap - ON
24. Air Control Supply Valve - CLOSED
25. Selector Knob - OFF
26. MAIN POWER Button - Depress/OFF
27. Circuit Breaker - OFF
28. Battery - Disconnected

**MAFFS IN-FLIGHT OPERATING PROCEDURES  
(OTHER THAN INCREMENTAL SYSTEM)**

**BEFORE TAKE-OFF PROCEDURES**

1. Battery - Connected
2. Circuit Breaker - ON
3. MAIN POWER Button - Depress/ON
4. Selector Knob - OFF
5. Emergency Selector Valves - AUTOMATIC

**WARNING**

Ensure the door is up and the ramp is down before opening the air control supply valve.

6. Air Control Supply Valve - OPEN (150 PSI)
7. Tubes Out Button - Depress
8. Left and Right Tubes - Out and Locked
9. Cargo Ramp - UP
10. Discharge Pressure Control - Set to 5 PSI
11. Seat - Adjusted to Reach all Controls
12. Helmets - ON
13. Restraint Harness - ON/CONNECTED

**PRE-SLOWDOWN CHECKLIST**

1. **“PRE-SLOWDOWN CHECKLIST ACKNOWLEDGED”**  
(LM)
2. Helmets - ON
3. Left and Right Hand Dual Rail Locks - Checked
4. ADS Ramp Support Arms Connected - Checked



7. Cabin Pressurization Safety Valve (Cargo Door) -  
Checked/CLOSED

**CAUTION**

The pressure gauge must be set at 5 PSI prior to arming system.

8. Selector Knob - ON ARM
9. ON ARM Button - Depress
10. ARMED Lights - Illuminated
11. Pressure Selector Knob - Turn to Desired Pressure Setting
12. **"SLOWDOWN CHECKS COMPLETE "** (LM, E)

**ONE MINUTE WARNING**

1. **"ONE MINUTE WARNING ACKNOWLEDGED "** (LM)

**WARNING:** Stand clear of discharge valve actuator.

**RELEASE POINT CHECKLIST**

1. DROP Button - Depress when directed by Pilot
2. Status of Load - **"LOAD CLEAR"** (Or condition) (LM)
3. Selector Knob - CLOSE DROP

**WARNING:** Stand clear of discharge valve actuator.

4. CLOSE DROP Button - Depress and hold until dump valves close.

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**COMPLETION OF DROP CHECKLIST**

1. Selector knob - CLOSE ARM
2. CLOSE ARM Button - Depress

**NOTE**

Wait 30 seconds before operating TUBES IN button.

3. Selector Knob - OFF
4. Pressure Gauge Selector Knob - Set to 5 PSI
5. Aft Cargo Door - OPEN
6. TUBES IN Button - Depress
7. Left and Right Tubes - IN
8. Cargo Ramp - CLOSED
9. Aft Cargo Door - CLOSED and LOCKED
10. Aux Pump - OFF
11. MAIN POWER Button - Depress/OFF
12. Circuit Breaker - OFF
13. Air Control Supply Valve - CLOSED
14. Battery - Disconnected
15. **"DROP CHECKS COMPLETE"** (LM, E)

**MAFFS IN-FLIGHT OPERATING PROCEDURES  
(INCREMENTAL SYSTEM)**

**BEFORE TAKE-OFF PROCEDURES**

1. Battery - Connected
2. Circuit Breaker – ON

3. MAIN POWER Button - Depress/ON
4. Selector Knob - OFF
5. Tank Arm Switches - All DOWN/Lights OUT
6. Emergency Selector Valves - AUTOMATIC

**WARNING**

Ensure the door is up and the ramp is down before opening the air control supply valve.

7. Air Control Supply Valve - OPEN (150 PSI)
8. Tubes Out Button - Depress
9. Left and Right Tubes - Out and Locked
10. Cargo Ramp - UP
11. Discharge Pressure Control - Set to 5 PSI
12. Seat - Adjusted to Reach all Controls
13. Helmets - ON
14. Restraint Harness - ON/CONNECTED

**PRE-SLOWDOWN CHECKLIST**

1. **"PRE-SLOWDOWN CHECKLIST ACKNOWLEDGED"** (LM)
2. Helmets - ON
3. Left and Right Hand Dual Rail Locks - Checked
4. ADS Ramp Support Arms Connected - Checked
5. Tiedown Chains - Checked
6. Restraint Hooks on Ramp Pallet - Checked
7. Personnel Restraint Harness - ON and Connected to Anchor Cable
8. **"PRE-SLOWDOWN CHECKS COMPLETE"** (LM, E)

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**SLOW-DOWN CHECKLIST**

**WARNING**

Prior to arming any tanks all personnel should be positioned forward or aft of all tanks.

**CAUTION**

The LM will not open the ramp and door until receiving clearance. The aft cargo door must be opened before lowering the ramp.

**NOTE**

In the event any selected arming light does illuminate, the emergency drop button should be depressed when directed by the pilot.

1. Aux Pump - ON

**CAUTION**

The aux pump will remain on throughout the drop.

2. Aft Cargo Ramp and Door - Door Open/Ramp Down
3. Air Control Supply Valve - OPEN (150 PSI)
4. TUBES OUT Button - Depress
5. Left and Right Tubes - Out and Locked
6. Aft Cargo Door - CLOSED
7. Cabin Pressurization Safety Valve (Cargo Door) – Checked /CLOSED

**CAUTION**

The pressure gauge must be set a 5 PSI prior to arming system.

**NOTE**

At this time, it is necessary to finalize the mode of fluid discharged (1, 2, or 3 increments). However, in the event of an air abort after system has been armed, accomplish the Completion of Drop Checklist.

**ONE (1) INCREMENT DROP**

(Total Load: 3,000 Gallons)

**SETUP CHECKLIST**

1. Tank Arm Switches - All UP
2. Selector Knob - ARM
3. ON ARM Button - Depress to Activate
4. TANK ARM Lights and ALL ARMED Light - All ON
5. Discharge Pressure Control - Set to Desired Drop Pressure
6. "SLOWDOWN CHECKS COMPLETE" (LM, E)

**ONE-MINUTE WARNING**

1. "ONE MINUTE WARNING ACKNOWLEDGED" (LM)

**WARNING:** Stand clear of discharge valve actuator.

**RELEASE POINT CHECKLIST**

1. DROP Button - Depress when directed by the Pilot.
2. Status of Load - "LOAD CLEAR" (Or condition) (LM)
3. Drop Valves - OPEN (Automatically Close)
4. Tank Fluid Level - System Empty

**CAUTION**

Any premature closure of the drop valves may indicate a problem which could result in hazardous over-pressurization of the discharge tubes. Discontinue system use and investigate cause in accordance with sections 7.4.1.2, 7.4.2.1, 7.4.2.2, and 8 of the MAFFS maintenance manual.

**COMPLETION OF DROP CHECKLIST**

1. Selector Knob - CLOSE ARM
2. CLOSE ARM Button - Depress

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3. Selector Knob - OFF
4. Discharge Pressure Control - Return to 5 PSI
5. Tank Arm Switches - All DOWN/Lights OFF
6. Aft Cargo Door - OPEN

**NOTE**

Allow 30 seconds between depressing CLOSE ARM button and TUBES IN button.

7. TUBES IN Button - Depress
8. Left and Right Tubes - IN
9. Cargo Ramp and Aft Cargo Door – CLOSED
10. Aux Pump - OFF
11. MAIN POWER Button - Depress/OFF
12. Circuit Breaker - OFF
13. Air Control Supply Valve - CLOSED
14. Battery - Disconnected
15. **"DROP CHECKS COMPLETE"** (LM, E)

**TWO (2) INCREMENT DROP**

(2 DROPS: 1,500 Gallons Each)

**SETUP FOR 1ST DROP**

(1,500 Gallons)

**WARNING**

The drop sequences specified must be followed to avoid adverse center of gravity during flight.

1. Tank Arm Switches - 2 and 3 UP
2. Selector Knob - ARM

3. ON ARM Button - Depress to Activate
4. TANK ARM Lights - 2 and 3 ON
5. Discharge Pressure Control - Set to Desired Drop Pressure
6. **"SLOWDOWN CHECKS COMPLETE"** (LM, E)

**ONE-MINUTE WARNING**

1. **"ONE MINUTE WARNING ACKNOWLEDGED"** (LM)

**WARNING:** Stand clear of discharge valve actuator.

**RELEASE POINT CHECKLIST**

1. DROP Button - Depress when directed by Pilot
2. Status of Load - **"LOAD CLEAR"** (Or Condition) (LM)
3. Drop Valves - OPEN (Automatically Close)

**CAUTION**

Any premature closure of the drop valves may indicate a problem which could result in hazardous over-pressurization of the discharge tubes. Discontinue system use and investigate cause in accordance with the MAFFS maintenance manual.

**NOTE**

Proceed with steps 4 through 9 and soon as possible after discharge is complete to minimize leakage of large check valves.

4. Tank Fluid Level - Tanks 2 and 3 Empty
5. Discharge Pressure Control - Return to 5 PSI.
6. Tank Arm Switches - 1 UP (2 and 3 will remain up)
7. TANK ARM Lights - 1, 2, and 3 ON

**CAUTION**

Limit maximum discharge pressure setting to 30 PSI during fluid transfer, or lower drop setting.

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8. Discharge Pressure Control - Set to Desired Drop Pressure.
9. Tank Fluid Level - Tank 1 Transferred into Tubes
10. Discharge Pressure Control - Return to 5 PSI

**SETUP FOR 2nd DROP**  
**(1,500 Gallons)**

1. Tank Arm Switches - 4 and 5 UP (1, 2, 3 will remain UP)
2. TANK ARM Lights and ALL ARMED Light - All ON

**CAUTION**

Limit maximum discharge pressure setting to 30 PSI or lower for final increment drop.

3. Discharge Pressure Control - Set to Desired Drop Pressure
4. "SLOWDOWN CHECKS COMPLETE" (LM, E)

**ONE-MINUTE WARNING**

1. "ONE MINUTE WARNING ACKNOWLEDGED" (LM)

**WARNING:** Stand clear of discharge valve actuator.

**RELEASE POINT CHECKLIST**

1. DROP Button - Depress when directed by Pilot
2. Status of Load - "**LOAD CLEAR**" (Or Condition) (LM)
3. Drop Valves - OPEN (Automatically Close)
4. Tank Fluid Level - All Tanks Empty

**CAUTION**

Any premature closure of the drop valves may indicate a problem which could result in hazardous over-pressurization of the discharge tubes. Discontinue system use and investigate cause in accordance with the MAFFS maintenance manual.

**COMPLETION OF DROP CHECKLIST**

1. Selector Knob - CLOSE ARM
2. CLOSE ARM Button - Depress
3. Selector Knob - OFF
4. Discharge Pressure Control - Return to 5 PSI
5. Tank Arm Switches - All DOWN/Lights OFF
6. Aft Cargo Door - OPEN

**NOTE**

Allow 30 seconds between depressing CLOSE ARM button and TUBES IN button.

7. TUBES IN Button - Depress
8. Left and Right Tubes - IN
9. Cargo Ramp and Aft Cargo Door - CLOSED
10. Aux Pump - OFF
11. MAIN POWER Button - Depress/OFF
12. Circuit Breaker - OFF
13. Air Control Supply Valve - CLOSED
14. Battery - Disconnected
15. **"DROP CHECKS COMPLETE "** (LM, E)

**THREE INCREMENT DROP  
(3 DROPS: 1,000 Gallons Each)**

**SETUP FOR FIRST DROP  
(1,000 Gallons)**

**WARNING**

The drop sequences specified must be followed to avoid adverse center of gravity during flight.

1. Tank Arm Switch - Tank 3 UP

2. Selector Knob - ARM
3. ON ARM Button - Depress to Activate
4. TANK ARM Light - Tank 3 ON
5. Discharge Pressure Control - Set to Desired Drop Pressure
6. **"SLOWDOWN CHECKS COMPLETE "** (LM, E)

#### **ONE-MINUTE WARNING**

1. **"ONE MINUTE WARNING ACKNOWLEDGED"** (LM)

**WARNING:** Stand clear of discharge valve actuator.

#### **RELEASE POINT CHECKLIST**

1. DROP Button - Depress when directed by Pilot
2. Status of Load - **"LOAD CLEAR"** (Or Condition) (LM)
3. Drop Valves - Open (Automatically Close)
4. Tank Fluid Level - Tank 3 Empty

#### **CAUTION**

Any premature closure of the drop valves may indicate a problem which could result in hazardous over-pressurization of the discharge tubes. Discontinue system use and investigate cause in accordance with the MAFFS maintenance manual.

#### **NOTE**

Proceed with steps 5 through 10 as soon as possible after discharge is complete to minimize internal leakage of large check valves.

5. Discharge Pressure Control - Return to 5 PSI
6. Tank Arm Switches - Tank 2 UP (3 remains UP)
7. TANK ARM Lights - 2 and 3 ON
8. Discharge Pressure Control - Set to Desired Drop Pressure
9. Tank Fluid Level - Tank 2 Transferred into Tubes
10. Discharge Pressure Control - Return to 5 PSI

**SETUP FOR SECOND DROP**  
**(1000 Gallons)**

1. Tank arm switches - Tank 4 UP (2 and 3 remain UP)
2. TANK ARM Lights - 2, 3 and 4 ON
3. Discharge Pressure Control - Set to Desired Drop Pressure
4. "SLOWDOWN CHECKS COMPLETE" (LM, E)

**ONE-MINUTE WARNING**

1. "ONE MINUTE WARNING ACKNOWLEDGED" (LM)

**WARNING**

Stand clear of discharge actuator valve.

**RELEASE POINT CHECKLIST**

1. DROP Button - Depress, when directed by Pilot
2. Status of Load - "LOAD CLEAR" (Or Condition) (LM)
3. Drop Valves - OPEN (Automatically Close)
4. Tank Fluid Level - Tanks 2, 3 and 4 Empty

**CAUTION**

Any premature closure of the drop valves may indicate a problem which could result in hazardous over-pressurization of the discharge tubes. Discontinue system use and investigate cause in accordance with the MAFFS maintenance manual.

**NOTE**

Proceed with steps 5 through 10 as soon as possible after discharge is complete to minimize internal leakage of large check valves.

5. Discharge Pressure Control – Return to 5 PSI
6. Tank Arm Switches – Tank 1 UP (2, 3 and 4 remain UP)

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7. TANK ARM Lights - 1, 2, 3, and 4 ON

**CAUTION**

Limit maximum discharge setting to 30 PSI during fluid transfer, or lower drop setting.

8. Discharge Pressure Control - Set to Desired Pressure
9. Tank Fluid Level - Tank 1 Transferred into Tubes
10. Discharge Pressure Control – Return to 5 PSI

**SETUP FOR THIRD DROP**  
**(1,000 Gallons)**

1. Tank Arm Switches – Tank 5 UP (1, 2, 3 and 4 remain UP)
2. TANK ARM and ALL ARMED Lights - All ON

**CAUTION**

Limit maximum discharge pressure setting to 30 PSI or less for final increment drop.

3. Discharge Pressure Control - Set to Desired Drop Pressure
4. "SLOWDOWN CHECKS COMPLETE" (LM, E)

**ONE-MINUTE WARNING**

1. "ONE MINUTE WARNING ACKNOWLEDGED" (LM)

**WARNING:** Stand clear of the discharge valve actuator.

**RELEASE POINT CHECKLIST**

1. DROP Button - Depress when directed by Pilot
2. "LOAD CLEAR" (Or Condition) (LM)
3. Drop Valves – OPEN (Automatically Close)

4. Tank Fluid Level - All Tanks Empty

**CAUTION**

Any premature closure of the drop valves may indicate a problem which could result in hazardous over-pressurization of discharge tubes. Discontinue system use and investigate cause in accordance with the MAFFS maintenance manual.

**COMPLETION OF DROP CHECKLIST**

1. Selector Knob - CLOSE ARM
2. CLOSE ARM Button - Depress
3. Selector Knob - OFF
4. Discharge Pressure Control - Return to 5 PSI
5. Tank Arm Switches - All DOWN/Lights OFF
6. Aft Cargo Door - OPEN

**NOTE**

Allow 30 seconds between depressing CLOSE ARM button and TUBES IN button.

7. TUBES IN Button - Depress
8. Left and Right Tubes - IN
9. Cargo Ramp and Aft Cargo Door - CLOSED
10. Aux Pump - OFF
11. MAIN POWER Button - Depress/OFF
12. Circuit Breaker - OFF
13. Air Control Supply Valve - CLOSED
14. Battery - Disconnected
15. **"DROP CHECKS COMPLETE"** (LM, E)

**RETARDANT DE-SERVICING PROCEDURES****CAUTION**

Aft cargo door must be opened before lowering the ramp to the horizontal position.

**NOTE**

Use the following procedures to transfer the retardant from the five modular tanks into the ground storage tank.

1. Aft Cargo Door - OPEN
2. Cargo Ramp - DOWN
3. Right Retardant Fill Line Cap - Removed
4. Ground Fill Line - Connect to Right Retardant Fill Line
5. Circuit Breaker - ON

**WARNING**

Personnel must be clear of tubes.

6. MAIN POWER Button - Depress/ON
7. Air Control Supply Valve - OPEN
8. TUBES OUT Button - Depress
9. TUBE LOCK Lights - ON
10. Right Hand Retardant Fill Line Check Valve - OPEN
11. Tank Arm Switches - All Up (If Applicable)
12. Selector Knob - ON ARM

**WARNING**

All personnel should be forward or aft of all tanks.

13. ON ARM Button - Depress
14. Tanks - Empty.
15. Selector Knob - CLOSE ARM

16. CLOSE ARM Button - Depress
17. Tank Arm Switches - All DOWN (If Applicable)
18. Right Hand Retardant Fill Line Check Valve - CLOSED
19. Ground Fill Line - Disconnected
20. Right Retardant Fill Line Cap - ON

**NOTE**

The left hand tube will not empty through the retardent fill line.

21. TUBES IN Button - Depress
22. Air Control Supply Valve - CLOSED
23. MAIN POWER Button - Depress/OFF
24. Circuit Breaker - OFF

**SYSTEM DE-ARMING CHECKLIST**

**NOTE**

In the event of an air abort after the system has been armed, use the following checklist to reset the system for further use.

1. Pressure Gauge Selector Knob - Set to 5 PSI
2. Selector Knob - CLOSE ARM
3. CLOSE ARM Button - Depress
4. Arming Valves - Checked/CLOSED
5. Selector Knob - FILL
6. FILL Button - Depress
7. Vent Valves - Checked/OPEN
8. FILL Valves - Checked/OPEN
9. FILL Button – Depress
10. Vent Valves – Checked/CLOSED

11. Fill Valves - Checked/CLOSED
12. Selector Knob - OFF
13. Tubes In Button - Depress
14. Left and Right Tubes - IN
15. Cargo Ramp - CLOSED
16. Aft Cargo Door - CLOSED
17. Aux Pump - OFF
18. Main Power Button - Depress/OFF
19. Circuit Breaker - OFF
20. Air Control Supply Valve - CLOSED
21. System De-Arm Checklist - COMPLETE

## **PART TWO - EMERGENCY PROCEDURES**

### **EMERGENCY DROP AFTER TAKEOFF**

1. Emergency Drop - "**CLEARED TO DROP**" (P)  
**WARNING:** Stand clear of discharge valve actuator.
2. EMERGENCY DROP Button - Depress

#### **NOTE**

Immediately dial up pressure regulator setting to 40 PSI.

3. Status of Load - "**LOAD CLEAR**" (State Condition) (LM)  
**WARNING:** Stand clear of discharge valve actuator.

#### **NOTE**

Actions a through n will be accomplished by the LM.

- a. Selector Knob - CLOSE DROP
- b. CLOSE DROP Button - Depress and hold until drop valves close (If required)

- c. Selector Knob - CLOSE ARM and Depress Close Arm Button
- d. Tank Arm Switches - All Down/Lights Off (If Applicable)
- e. Selector Knob - OFF
- f. Aux Pump - ON
- g. Cargo Ramp - LOWERED upon clearance from Pilot

**WARNING**

Lowering the ramp will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

- h. TUBES IN Button - Depress
  - i. Cargo Ramp - UP
  - j. Aft Cargo Door - CLOSED
  - k. Aux Pump - OFF
  - l. MAIN POWER Button - Depress/OFF
  - m. Circuit Breaker - OFF
  - n. Air Control Supply Valve - CLOSED
4. **"EMERGENCY DROP CHECKLIST COMPLETE"**  
(LM, E)

**EMERGENCY DROP PROCEDURES**  
**(Aft Cargo Door Closed and Tubes Retracted)**

**NOTE**

This procedure assumes normal electrical and pneumatic power is available to the MAFFS units.

- 1. Pressurization - **"EMERGENCY DEPRESSURIZE"** (E)

2. Ramp and Door - "**CLEARED TO OPEN**" (P)

**WARNING**

Lowering the ramp will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

3. Aux Pump - ON (LM)

**NOTE**

The aft cargo door and ramp will be operated by the LM from the rear of the aircraft.

4. Aft Cargo Door - OPEN (LM)
5. Cargo Ramp - LOWERED (LM)
6. Air Control Supply Valve - Checked OPEN (150 PSI) (LM)
7. TUBES OUT Button - Depress (LM)
8. Left and Right Tubes - Out and Locked (LM)
9. Emergency Drop - "**CLEARED TO DROP**" (P)

**WARNING:** Stand clear of the discharge valve actuator.

10. EMERGENCY DROP Button - Depress (LM)
11. Status of Load - "**LOAD CLEAR**" (State Condition) (LM)

**WARNING:** Stand clear of discharge valve actuator.

**NOTE**

Actions a through l will be accomplished by the LM.

- a. Selector Knob - CLOSE DROP
- b. CLOSE DROP Button - Depress and Hold until the Drop Valves Close (If Applicable)
- c. Selector Knob - CLOSE ARM and Depress CLOSE ARM Button
- d. Tank Arm Switches - All Down/Lights Off (If Applicable)

- e. Selector Knob - OFF
  - f. TUBES IN Button - Depress
  - g. Cargo Ramp - UP
  - h. Aft Cargo Door - CLOSED
  - i. Aux Pump - OFF
  - j. MAIN POWER Button - Depress/OFF
  - k. Circuit Breaker - OFF
  - l. Air Control Supply Valve - CLOSED
12. **"EMERGENCY DROP CHECKLIST COMPLETE"**  
(LM, E)

**EMERGENCY DROP WITHOUT ELECTRICAL POWER**  
**(Aft Cargo Door Closed and Tubes Retracted)**

- 1. Pressurization - **"EMERGENCY DEPRESSURIZE"** (E)
- 2. Ramp and Door - **"CLEARED TO OPEN"** (P)

**WARNING**

Opening the ramp and door will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

- 3. Aux Pump - ON (LM)

**NOTE**

The aft cargo ramp will be operated by the LM from the rear of the aircraft.

- 4. Aft Cargo Door - OPEN (LM)
- 5. Cargo Ramp - LOWERED (LM)
- 6. Emergency Drop - **"CLEARED TO DROP"** (P)

**WARNING:** Stand clear of discharge valve actuator.

**NOTE**

Action a through c must be accomplished by the LM to complete the drop.

- a. Air Control Supply Valve - Checked OPEN (150 PSI)
  - b. Extend Nozzles Manually by Depressing OUT Button (B) on the Solenoid Located on the Ramp Pallet.
  - c. Retardant - To Release Retardant, Depress OPEN (B) Control Button on Solenoid Located on Control Pallet (Retardant will gravity drain)
7. Status of Load - "**LOAD CLEAR**" (State Condition) (LM)

**WARNING:** Stand clear of discharge valve actuator.

**NOTE**

Actions a through f will be accomplished by the LM.

- a. Close Drop Valve - Depress CLOSE (A) Control Button on Control Pallet.
  - b. Nozzles - Retract Nozzles by Depressing IN Button (A) on Ramp Pallet.
  - c. Cargo Ramp - UP
  - d. Aft Cargo Door - CLOSED
  - e. Aux Pump - OFF
  - f. Air Control Supply Valve - CLOSED
8. "**EMERGENCY DROP CHECKLIST COMPLETE**" (LM, E)

**EMERGENCY DROP WITHOUT PNEUMATIC POWER**  
**(Aft Cargo Door Closed & Tubes Retracted)**

1. Pressurization - "**EMERGENCY DEPRESSURIZE**" (E)

2. Ramp and Door - “**CLEARED TO OPEN**” (P)

**WARNING**

Opening the ramp and door will increase aerodynamic drag significantly. Ensure a safe altitude and airspeed can be maintained prior to lowering the ramp.

3. Aux Pump - ON (LM)

**NOTE**

The aft cargo ramp will be operated by the LM from the rear of the aircraft.

4. Aft Cargo Door - OPEN (LM)
5. Cargo Ramp - LOWERED (LM)

**WARNING**

Since an air charge of 150 PSI may be stored in the line, exercise extreme caution while disconnecting.

**WARNING**

Stand clear of discharge valve actuator.

**NOTE**

Actions a through e must be accomplished by the LM to complete the drop.

- a. Air Line to Ramp Pallet - Disconnected
- b. Tubes – Manually Push Each Tube to the OUT Position
- c. Emergency Selector Valves - MANUAL
- d. Emergency Air Cylinder Valve - OPEN
- e. Retardant - Allow to Gravity Drain

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6. Status of Load - "**LOAD CLEAR**" (State Condition) (LM)
7. Cargo Ramp - UP (LM)

**CAUTION**

Because of the inability to retract the tubes, the cargo door must not be closed.

8. Aux Pump - OFF (LM)
9. "**EMERGENCY DROP CHECKLIST COMPLETE**"  
LM, E)

MARVIN R. ESMOND, Lt General, USAF  
DCS/Air and Space Operations