

PARACHUTE SYSTEMS



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Despite not having the following for the MT-3 parachute system: 1) Equipment on the Authorized for Navy Use List (ANU), 2) initial skills/apprenticeship jumper and maintainer qualification training and 3) MT-3- approved technical manual for maintenance and operating parameters, a contract was awarded to the MT-3 manufacturer that allowed a unit to execute a basic military free fall pilot course in September 2023. The plan was to use contracted staff (riggers, jump masters, instructors) with a Commercial Off-the-Shelf (COTS) variant without approval from OPNAV N95, based solely on an "equipment waiver" for one-time use. As a result, significant residual risk has been transferred to the end-user via absent or inaequate guidance.

PARACHUTE DEPLOYMENT DIFFERENCES

WHAT WE HAVE TODAY

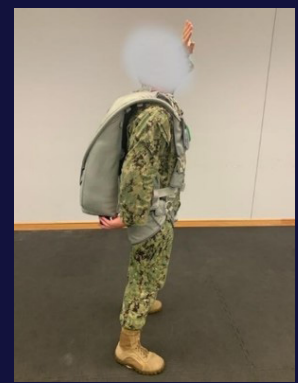
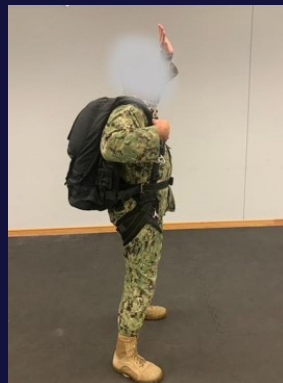
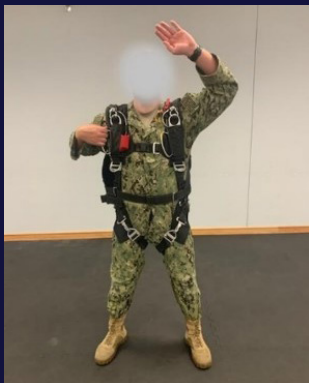
MT-2XX/SL:

- * Uses an "over-the-shoulder" (OTS) ripcord main parachute deployment method.
- * The jumper reaches for and pulls a metal ripcord handle on their right side, shoulder height.
- * During activation, the jumper pulls the ripcord handle which initiates a large spring-loaded drogue parachute into the surrounding airstream.
- * Altitude restriction - 24,999 ft
- * Weight restriction - 360 lbs

WHERE WE ARE GOING

MT-3 / MT-4:

- * Uses a "Bottom of Container" (BOC) pilot chute main parachute deployment method.
- * The jumper reaches for and pulls a "hacky sack" style ball attached to a small pilot chute located mid-buttocks, right side.
- * During activation, the jumper grabs and then sets the pilot chute into the surrounding airstream.
- * Altitude restriction - 12,999 ft
- * Weight restriction - 378 lbs



****Death or serious injury via negative habit transfer will occur if transition training at the operational level is insufficient and without regard to key main parachute deployment differences with the MT-2XX/SL and MT-3/MT-4 parachute systems****

PARACHUTE SYSTEMS



EFFORTS SINCE 2019

In 2019, Naval Special Warfare identified a capability gap with their current MFF parachute system: MT-2XX/SL. The procurement followed the Abbreviated Acquisition Program (AAP) planning process (Acquisition Category IV or higher) and did not include certain risk-mitigation planning and review. In July 2021, PMS 340 requested Naval Safety Command's (NAVSAFECOM) concurrence with placing the MT-3 on the ANU.

NAVSAFECOM non-concurred with PMS 340's request. NAVSAFECOM sought clarity/mitigation efforts regarding parachute rigger and jumper transition training in addition to manpower concerns.

Current status: Initial skills/apprenticeship training not established, transition training for MT2XX/SL not developed, and techniques and procedures for operational use awaiting development by training agent.



POINT OF CONTACT

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