

NPA/25/30

Title of Proposal: RA 2130 Issue 10

RA(s) or Manual Chapter(s): RA 2130, RA 2130 Form 1

Organizations and / or business sectors affected: All of the Regulated Community

RFC Serial No: MAA/RFC/2024/196 and 2025/078

MAA Author

Post	Name	Rank	Signature
DSA-MAA-Reg-Fly2	Redacted	Redacted	Redacted - Original Signed

MAA Supervisor

Post	Name	Rank	Signature
DSA-MAA-Reg-Fly	Redacted	Redacted	Redacted - Original Signed

MAA Independent

Post	Name	Rank	Signature
DSA-MAA-Reg-Eng-1200a	Redacted	Redacted	Redacted - Original Signed

MAA LegAd (if required)

Post	Name	Rank	Signature
N/A	N/A	N/A	N/A

Cross-references to Other Documents or Relevant Sources

Other MRP Amendments: N/A

Service Inquiry Recommendations: N/A

AAIB Recommendations: N/A

Other Investigation Recommendations: N/A

Any Other Document: N/A

Feedback Notes for the Regulated Community

The Regulated Community are invited to offer feedback about the proposed amendment in the following areas:

- Air or Flight Safety impact
- Operational impact
- Errors or omissions
- Timescale for implementation
- Cost of implementation
- Amendment to internal processes/orders
- Resourcing the outcome of change

- (Contract amendments because of the change)

The format for feedback is available within a single Excel Template file on both internal and external MAA websites; it is important to use this format to ensure that your responses are considered and answered correctly.

Summary of Proposed Amendment

Objective: Periodic Review

Changes made: RA 2130 Issue 10 incorporates a request for change (RFC) that clarifies the required signatures and updates the DIN on the Form 1; and a RFC that removes the requirement for temporary exemptions or dispensations from being recorded in the Air System Safety Case.

Winching periodicities have been amended in line with SME advice and guidance. Additionally, the content of Winching drills and demonstration has been clarified.

Although Sea/EPT life raft drill periodicities were reviewed, on SME advice they were not changed and it is believed that they are evidence based, appropriate and proportionate.

Impact Assessment: Minor – No Significant impacts identified (pending NPA consultation).

Consultation Period Ends: 31 October 2025

The consultation period for this proposed amendment ends on the stated date. Please send your feedback, using the Response Form, via email to DSA-MAA-MRPEnquiries@mod.gov.uk

MAA Approval

Post	Name	Rank	Signature
DSA-MAA-OpAssure-Test-DepHd	Redacted	Redacted	Redacted - Original Signed

RA 2130 - Survival Equipment, Drills and Training

Rationale

All personnel who fly in Aircraft are subject to a degree of Risk. Without the correct Survival Equipment (SE) and survival training, personnel will be exposed to increased Risk to Life (RtL). This Regulatory Article (RA) requires Aviation Duty Holders (ADH) and Accountable Managers (Military Flying) (AM(MF)) to detail in orders the SE and survival training required for all personnel who fly, or are flown in, UK military registered Aircraft within their Areas of Responsibility (AoR).

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2130(4): Aircraft Survival and Rescue Equipment

2130(5): Seat Anthropometrics

2130(6): Fire, Smoke and Fumes Training

Regulation 2130(1)

Survival Training and Currency

2130(1) The ADH and AM(MF) **shall** publish orders that detail the survival drill training requirements for Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers on Aircraft within their AoR.

Acceptable Means of Compliance 2130(1)

Survival Training and Currency

1. ADH and AM(MF) orders **should** specify, as a minimum, the following:
 - a. The survival drills to be conducted by Aircrew, ► **Supernumerary Crew, Supernumerary Support Crew and Passengers** ◄ within their AoR, in accordance with (iaw) the minimum requirements and periodicity as detailed in Annex A.
 - b. ►►
 - c. Any additional requirements to those detailed at Annex A to be applied within their AoR.
 - d. The procedures to be followed when a dispensation or extension is required. Personnel who have exceeded the maximum periodicity for a required element of survival training **should not** be permitted to fly unless a dispensation or extension has been granted.
 - e. The survival drill requirements following conversion to a different Aircraft type.
 - f. Underwater Escape Training (UET) requirements for Supernumerary Crew, Supernumerary Support Crew and, if appropriate, Passengers who fly frequently¹ in helicopters over the sea.
 - g. The Aircrew Equipment Assemblies (AEA) and SE to be worn during survival training.
 - h. The qualifications to be held by personnel delivering survival training.
2. The ADH and AM(MF) **should** ensure that all drill SE is suitably representative, exhibits the same dynamics and operation as the actual SE used onboard the Aircraft, and / or is most likely to be used in a survival situation. Whilst differences may exist,

¹ Passengers who exceed one flight in a 4 month period are classed as undertaking 'frequent' flights. However, in the case of Service personnel flying as Passengers to undertake an operational task, the series of flights required to complete the task might be considered a single flight.

Acceptable Means of Compliance 2130(1)

the ADH and AM(MF) **should** be satisfied that sufficient resolution exists to provide effective training to aid survival.

3. Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers **should** be current for all survival drill requirements as stipulated in ADH / AM(MF) orders.
4. **Safety Boat.** Whenever survival training is carried out at sea or in open water, a Safety boat **should** be in attendance.
5. **Dry Training.** Where applicable, ADH and AM(MF) orders **should** detail the content of:
 - a. Abandon Aircraft drills. As a minimum these **should** be practised from the strapped in position.
 - b. The ejection and manual separation drill. As a minimum this **should** include:
 - (1) A comprehensive review of the seat components, operation, limitations and ejection sequence.
 - (2) The strapping in procedure and Safety implications of not strapping in correctly.
 - (3) Practical drills in the use of each firing handle and seat failures.
 - c. The dry life raft and life preserver drills. As a minimum these **should** include:
 - (1) A lecture and appropriate demonstrations covering all aspects of personal SE carried.
 - (2) Instruction in helicopter rescue techniques.
 - d. Synthetic Parachute Training (SPT). As a minimum this **should** include:
 - (1) Parachute flight drills.
 - (2) Parachute landing drills.
 - (3) A briefing to cover ground dragging and harness release.
 - e. **▶ Winching drill theory and demonstration requirements iaw the Defence Survival, Evasion, Resistance and Extraction Training Organization (DSTO) learning specification. As a minimum this **should** include:**
 - (1) **Prepare for winching drills.**
 - (2) **Winching techniques, including Hi-Line transfers. ◀**

Guidance Material 2130(1)

Survival Training and Currency

6. The ADH and AM(MF) may grant extensions to the periodicities detailed at Annex A for operational reasons or in exceptional circumstances.
7. The ADH and AM(MF) may exempt units from a specific drill detailed at Annex A in exceptional circumstances, when they consider that the drill is not applicable to an Aircraft type and / or role. Additionally, the ADH and AM(MF) may exempt Aircrew from the life raft / preserver drills, wet winching drills and UET / Short Term Air Supply System (STASS) drills where those Aircrew are not required to conduct over water sorties. **▶ Other than individual temporary dispensations or extensions, ◀ any Exemption must be formally recorded in the Air System Safety Case².**
8. **▶ The ADH and AM(MF) may increase the frequency of drills at Annex A to improve skill retention. This is particularly relevant when considering low drill experience levels for trainees and for those returning to flying. ◀**
9. **Wet Drills. ▶ Before a wet drill is conducted, the participant will be in-date for the relevant dry drill. ◀** When a sea / Environmental Pool Trainer (EPT) drill is completed the associated pool drill is also deemed to have been completed.

² Refer to RA 1205 – Air System Safety Cases.

Guidance Material 2130(1)

10. **Synthetic Parachute Training.** Normally SPT is ►◄ conducted wearing full AEA and SE appropriate to the Aircraft type. However, the ADH and AM(MF) may detail alternative AEA and SE (as per para 1.g.) where they assess the wearing of full AEA and SE to be inappropriate. Water parachute dragging drills will normally be practised in conjunction with wet life raft drills.
11. **Wet Multi-Seat Life Raft Drill.** Multi-seat life raft drills are a requirement for Aircrew whose Aircraft do not normally carry multi-seat life rafts. They are conducted to familiarize Aircrew with the type of life raft that may be supplied by rescue crews or when flying as a Passenger in a transport Aircraft. However, some dispensations are given in the periodicity detailed at Annex A.
12. **Underwater Escape Training.** UET will normally be carried out in a suitable rotary-wing module at the UET Unit (UETU), RNAS Yeovilton, although alternative facilities may be used for detached units or Defence Contractor Flying Organizations.
13. **STASS Dry Drill.** Initial STASS dry drills will be completed at the UETU. Subsequent STASS dry drills may be carried out locally.
14. **STASS Wet Drill.** STASS wet drills will be completed by eligible personnel at the same time as UET. All personnel required to undertake wet STASS training will be medically screened prior to the training, using the Medical Screening Questionnaire³.
15. **STASS Exemptions.** The ADH and AM(MF) may permit personnel who are medically boarded and assessed as permanently unfit for wet STASS training, but who have previously completed wet STASS training, to conduct dry STASS drills only. This judgement will be made with medical guidance on a case by case basis and will be recorded in the individual's Flying Logbook⁴.
16. **Environmental Pool Trainer.** ►The initial exposure of◄ military student Aircrew ►to◄ the effects of cold-water shock and sea survival ►will take place during◄ their initial Aircrew Maritime Survival Drills provided by the DSTO. Thereafter, the EPT (including winch trainer) is entirely interchangeable with the sea for drill validities detailed at Annex A.
17. **Survival, Escape / Evasion, Resistance and Extraction (SERE).** The requirements for land-centric SERE training, for operating in a potentially hostile environment, are directed in Joint Service Publication (JSP) 998⁵. These requirements are theatre specific and will be initiated as required by the relevant Force Commanders after consultation with Permanent Joint Headquarters. The currency and revalidation of SERE training is detailed in JSP 911⁶.

Regulation 2130(2)

Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment

- 2130(2) The ADH and AM(MF) **shall** publish orders that detail the wearing and carriage of AEA and SE on Aircraft within their AoR.

Acceptable Means of Compliance 2130(2)

Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment

18. ADH and AM(MF) orders **should** detail the minimum AEA and SE to be worn and carried on the person by all Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers within their AoR. If AEA or SE is ►◄ worn or carried on the ►Aircraft,◄ it **should** be authorized in the Air System Document Set.
19. AEA and SE users **should** conduct Before Flight Visual Examinations⁷ of the AEA / SE to assess serviceability prior to accessing an ►Aircraft.◄

³ The Medical Screening Questionnaire is available on the [RA 2130 page of the MAA gov.uk website](#).

⁴ Refer to AP1269A – RAF Manual of Medical Fitness; Leaflet 4-02 Annex J - Fitness for Short Term Air Supply System (STASS) Wet Drill Training.

⁵ Refer to JSP 998 – MOD Policy for Joint Personnel Recovery (JPR); Annex B – JPR and SERE Training Policy.

⁶ Refer to JSP 911 – Survival, Evasion, Resistance and Extraction; Part 1 – Directive.

⁷ Refer to DAP108A-0006-2(N/A/R)1 (Chap 9.1) - Support Policy Statement - Aircrew Equipment.

Acceptable Means of Compliance 2130(2)

20. **Modification of Equipment.** The Approval of the relevant Engineering Authority **should** be sought prior to any Modification to AEA or SE. The ADH and AM(MF) **should** consult the Aircraft Type Airworthiness Authority or Type Airworthiness Manager, prior to seeking Approval for Modifications to AEA and SE.

Guidance Material 2130(2)

Wearing and Carriage of Aircrew Equipment Assemblies and Survival Equipment

21. **Immersion Thermal Protection.** Guidance on the wearing of AEA to protect against cold water Immersion is available in JSP 911⁶.

22. **Chemical Warfare Training.** See RA 2135(7)⁸ for details regarding flying in clothing or equipment following exposure to any chemical warfare training agents.

Regulation 2130(3)

Restraint Systems

2130(3) The ADH and AM(MF) **shall** publish orders detailing the wearing of restraint systems on Aircraft within their AoR.

Acceptable Means of Compliance 2130(3)

Restraint Systems

23. The pilot controlling the Aircraft **should** be securely strapped into their seat at all times.

24. All other Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers **should** wear an appropriate restraint system, secured to a suitable anchorage point, at all times, except when attached to a winch cable or when specifically authorized by the Aircraft Commander. The time spent solely restrained in a dispatcher harness or attached to a winch cable **should** be kept to a minimum consistent with the safe completion of the task.

25. Aircraft Commanders **should** only allow restraint systems to be unfastened in flight when necessary to complete authorized tasks.

26. The ADH and AM(MF) **should** specify the occasions, and Safety procedures, when an ejection seat occupant is permitted to unstrap in flight.

27. For take-off and landing, Aircrew and Supernumerary Crew **should** normally be seated and restrained using a seat harness. The ADH and AM(MF) **should** detail the specific circumstances when a seat-harness restraint is not required for Aircrew or Supernumerary Crew during take-off and landing.

28. Passengers and Supernumerary Support Crew **should** be securely strapped into their seats at all times when the Aircraft is moving, except when authorized by the Aircraft Commander.

Guidance Material 2130(3)

Restraint Systems

29. Dispatcher harnesses, whilst preventing the wearer from inadvertent exit from the Aircraft, do not provide the same degree of restraint or protection as seat harnesses.

Regulation 2130(4)

Aircraft Survival and Rescue Equipment

2130(4) The ADH and AM(MF) **shall** publish orders detailing the survival and rescue equipment to be carried in Aircraft within their AoR.

⁸ Refer to RA 2135(7): Temporary Medical Restrictions to Flying Duties.

**Acceptable
Means of
Compliance
2130(4)**

Aircraft Survival and Rescue Equipment

30. ADH and AM(MF) **should** detail in orders the type and quantity of Aircraft survival and rescue equipment to be carried. The following equipment **should** be detailed as a minimum:

- a. **Life Rafts.** As a minimum these **should** be carried when it may not be possible to achieve a forced landing over land. They **should** be of sufficient number and capacity to accommodate all the occupants of the Aircraft.
- b. **Medical Supplies / First Aid Kits.** These **should** be appropriate to the Aircraft role and number of occupants.
- c. **Survival packs.** These **should** be appropriate to the Aircraft role, operating environment and number of occupants.

**Guidance
Material
2130(4)**

Aircraft Survival and Rescue Equipment

31. **Life Rafts.** Operational considerations may render the carriage of life rafts impractical. For guidance on ADH responsibilities in Operations see RA 1020⁹.

**Regulation
2130(5)**

Seat Anthropometrics

2130(5) The ADH and AM(MF) **shall** ensure that personnel who occupy seats with cleared and Authorized anthropometric limitations, are anthropometrically fit to do so.

**Acceptable
Means of
Compliance
2130(5)**

Seat Anthropometrics

32. As a minimum, ADH and AM(MF) orders **should** detail:

- a. When a seat check is required.
- b. Who can conduct a seat check.
- c. The AEA and SE to be worn by the seat occupant during a seat check.
- d. Where a weight limit is applicable to the seat:
 - (1) The minimum and maximum boarding weight limits for the seats within their AoR.
 - (2) Where **▶the◀** minimum and maximum boarding weight limits **▶need◀** to be displayed.
 - (3) The frequency of boarding weight checks.

33. Where Supernumerary Crew, Supernumerary Support Crew or Passengers have not previously had a seat anthropometric check, the ADH or AM(MF) **should** ensure an anthropometric check is conducted prior to flight.

**Guidance
Material
2130(5)**

Seat Anthropometrics

34. **Seat Check.** The ADH and AM(MF) may wish to stipulate different levels of AEA and SE to be worn during a seat check for Aircrew, Supernumerary Crew, Supernumerary Support Crew and Passengers based on the sortie to be flown.

**Regulation
2130(6)**

Fire, Smoke and Fumes Training

2130(6) The ADH and AM(MF) **shall** detail in their orders the required Fire, Smoke and Fumes Training with associated periodicities for the Aircraft within their AoR.

⁹ Refer to RA 1020 – Aviation Duty Holder - Roles and Responsibilities.

**Acceptable
Means of
Compliance
2130(6)****Fire, Smoke and Fumes Training**

35. As a minimum, ADH and AM(MF) orders **should** detail:
- The periodicity and conduct of Aircrew on-Aircraft fire training.
 - The periodicity and conduct of Aircrew live fire extinguisher training¹⁰, where possible using a type of extinguisher suitably representative of that installed in the Aircraft.
 - The periodicity and conduct of Aircrew smoke and / or fumes training (to include cabin crew protective breathing equipment training where appropriate).

**Guidance
Material
2130(6)****Fire, Smoke and Fumes Training**

36. Civil Aviation Authority (CAA) Paper 2009 / 01¹¹ provides useful guidance and recommendations for fire, smoke and protective breathing equipment training, including the management of Passengers, directly relevant to large Passenger carrying Aircraft.
37. ADH and AM(MF) may wish to consider the following in relation to Fire, Smoke and Fumes Training:
- Periodicity requirements based on the type, complexity and number of fire, smoke or fume sources that Aircrew might be expected to manage (Aircraft type specific).
 - Requirements for realism and accuracy in the conduct of training.
 - Ensuring practice equipment if not identical (eg Halon Fire Extinguishers) is suitably representative.

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¹⁰ Only fire extinguishers that are safe to operate will be used for practice at a dedicated fire training facility.

¹¹ Refer to CAA Paper 2009 / 01 - Cabin Crew Fire Training - Training Needs Analysis.

Annex A

► Minimum ◀ Periodicity of Survival Drills (Months)

	Fixed Wing Aircraft with Ejection Seats			Fixed Wing Aircraft with Parachutes			Fixed Wing Aircraft without Parachutes			Helicopters		
Role	Maritime (1)	Non-Maritime (7)	Overland (2)	Maritime (1)	Non-Maritime (7)	Overland (2)	Maritime (1)	Non-Maritime (7)	Overland (2)	Maritime (1)	Non-Maritime (7)	Overland (2)
Dry Training												
Non-airborne abandon Aircraft	6	6	6	6	6	6	6	6	6	6	6	6
Ejection and manual separation	6	6	6									
Bale out (static seat)				6	6	6				6(5)	6(5)	6(5)
Synthetic parachute training	24	24	24	24	24	24				24(5)	24(5)	24(5)
► Winching brief ◀	► 12 ◀	► 12 ◀		► 12 ◀	► 12 ◀		► 12 ◀	► 12 ◀		► 12 ◀	► 12 ◀	
Dry life raft (primary) and preserver drill	12	12		12	12		12	12		12	12	
Dry multi-seat life raft drill (3)(4)	24	24		24	24		12	12		12	12	
Pool Training (6)												
Parachute dragging	12	12		12	12					12(5)	12(5)	
► Prepare for winching drill ◀	► 12 ◀	► 12 ◀		► 12 ◀	► 12 ◀		► 12 ◀	► 12 ◀		► 12 ◀	► 12 ◀	
Pool life raft (primary) and preserver drill	12	12		12	12		12	12		12	12	
	Fixed Wing Aircraft with Ejection Seats			Fixed Wing Aircraft with Parachutes			Fixed Wing Aircraft without Parachutes			Helicopters		

Role	Maritime (1)	Non-Maritime (7)	Overland (2)	Maritime (1)	Non-Maritime (7)	Overland (2)	Maritime (1)	Non-Maritime (7)	Overland (2)	Maritime (1)	Non-Maritime (7)	Overland (2)
Training at sea or Environmental Pool Trainer												
Parachute dragging	24	24		24	24					24(5)	24(5)	
Sea / EP life raft (primary) and preserver drill	24	24	I/O	24	24	I/O	24	I/O		12	I/O	
Sea / EP multi-seat life raft drill (3)(4)	I/O	I/O	I/O	I/O	I/O	I/O	24	I/O		12	I/O	
► Prepare for winching drill ◀	► 24 ◀	► 24 ◀		► 24 ◀	► 24 ◀		► 24 ◀	► I/O ◀		► 12 ◀	► I/O ◀	
Wet winching ► (9) ◀	► ◀ O	► ◀ O		► ◀ O	► ◀ O		► ◀ O	► ◀ O		► O ◀	► ◀ O	
Underwater Escape Training Unit												
STASS dry drill										12	12	
STASS wet drill										24	36	
Underwater escape training	48									24	36	

► I – Initial – Drill **should** be conducted during the initial Aircrew Maritime Survival Course
 O – Opportunity – Drill **should** be conducted on an opportunity basis. ◀

Notes

1. 'Maritime Role' includes, but is not limited to, Aircrew who during their posting / appointment, might be required to serve at, to or from sea with up to 3 months' notice.
2. 'Overland Role' is declared by the ADH or AM(MF) and describes Aircrew who operate Aircraft that remain within gliding or autorotative distance from land.
3. Drill applies when the multi-seat life raft is not the primary Aircraft life raft.
4. Helicopter crews who fly with both single and multi-seat life rafts **should** carry out the drills for both.
5. Drill applies when helicopter Aircrew fly with parachutes.
6. Training can also be conducted at sea or the RNAS Yeovilton EPT, or comparable EPT as approved by the Operating Duty Holder / AM(MF).
7. 'Non-Maritime Role' includes Aircrew who operate Aircraft beyond gliding or autorotative distance from land, but are not expected to serve at, to or from sea with up to 3 months' notice.
8. To aid with the management of individual drill currencies, drill expiry dates will be the end of the last calendar day of the month in which they are due.
9. ► Although a live helicopter winch does not provide additional knowledge and skill on top of that acquired during dry / pool drills, it does provide valuable experience. It is therefore recommended that Aircrew conduct a helicopter winch whenever possible. For those personnel that have a UET currency to maintain, the EPT winching facility at RNAS Yeovilton **should** be utilized at the same time. ◀

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Medical Screening Questionnaire Prior To Short Term Air Supply System (STASS) Wet Drills**Part A** To be completed by the individual at their own unit.**Personal Details**

Surname: []

Initials: []

Rank / Rate: []

Service Number: []

Date of last Periodic Medical Examination (PME)¹: []

Medical Category: A [] L [] M [] E []

If the last PME was annotated as 'Fit wet STASS training' complete **Part B**, if not complete **Part C**.**Part B** To be completed by the individual at their own unit.**Past Medical History**

Since your last PME have you suffered from any of the following:	Yes	No
B1. Any lung disorder or abnormality.	☐	☐
B2. Any heart disorder.	☐	☐
B3. Any nervous system disorder	☐	☐
B4. A fractured skull.	☐	☐
B5. A penetrating chest injury.	☐	☐
B6. A collapsed lung.	☐	☐
B7. Asthma.	☐	☐
B8. Any form of recurring wheezing.	☐	☐
B9. Ear or sinus problems associated with pressure exposure.	☐	☐
B10. An operation on the heart.	☐	☐
B 11. An operation on the chest or lungs.	☐	☐

If the answers to questions B1 to B11 are all **No** go to **Part D**.If any of the answers to questions B1 to B11 are **Yes** go to **Part C**.¹ Refer to RA 2135 – Aircrew Medical Requirements.

Part C To be completed by the individual's Medical Officer.

Note: Guidance for Medical Officers on fitness for Wet STASS training is available in BRd 1750A (Handbook of Naval Medical Standards) Chapter 12, Leaflet 12 - 05. Specialist advice may be sought from the Senior Medical Officer (Diving Medicine) at the Institute of Naval Medicine.

Applicability and more detailed information is contained in The Royal Navy Centre of Maritime SERE and Underwater Escape Training (RNCMSUET) Defence Instruction and Notice (DIN).

I consider [] to be [FIT* / UNFIT*] for Wet STASS training.

Date: []

Signature: []

Appointment: []

Part D To be completed by the individual on the day of the Wet STASS training at the Underwater Escape Trainer.

I certify that I am not suffering from asthma or any chest disease, I am able to clear my ears easily and without discomfort, and I know of no illness or medical condition that makes me unfit to dive.

Date: []

Signature: []

Note: If the individual is unable to certify Part D on the day of training, they are to be referred to the Principal Medical Officer RNAS Yeovilton and Part E completed in lieu of Part D.

Part E To be completed by the Principal Medical Officer RNAS Yeovilton.

I consider [] to be [FIT* / UNFIT*] for Wet STASS training.

Date: []

Signature: []

[PMO*

DPMO*

MO1*

MO2*]

* Delete as necessary.