

APPENDIX O

PREPARATION OF EQUIPMENT AND SUPPLIES AND JOINT INSPECTION (JI) PROCEDURES FOR MILITARY AIRLIFT

A. AIR TRANSPORTED VEHICLES AND EQUIPMENT

1. Vehicles and equipment having characteristics presenting air movement transportability problems as identified in Department of Defense Instruction 4540.07, Operation of the DoD Engineering for Transportability and Deployability Program, must be approved by the Air Transportability Test Loading Activity (ATTLA) at ATTLA@us.af.mil or be listed in an aircraft weapon system Dash 9 technical order.
2. Vehicles and equipment will be prepared so as not to diminish their combat capability. They will be reduced only enough to meet the dimensional and weight restrictions of the aircraft that will transport them. Extensive use of masking tape and wood on windows is discouraged.
NOTE: All required mounting bolts for generators and shelters installed on trailers or vehicles (or an integral part of each) will be secured in accordance with (IAW) specific vehicle/equipment applicable technical directives.
3. For dimensional load factors refer to Appendix V.

B. FUEL IN AIR TRANSPORTED EQUIPMENT

1. Fuel-level requirements must conform to AFMAN 24-204_IP, Preparing Hazardous Materials for Military Air Shipments at <http://www.e-publishing.af.mil/>; select “Departmental”, “24 Transportation”, and “AFMAN 24-204”.
2. Tankers and refuelers containing fuel are not authorized for air movement. They will be emptied, labeled, and purged according to technical directives (some do not require purging; see technical data for individual fuel vehicles).
3. Collapsible, 500-gallon fuel containers may be filled with fuel for air movement under “Chapter 3” movement only. Otherwise, containers must be drained to the greatest extent possible, then certified and labeled per AFMAN 24-204_IP.
4. Aircraft external fuel tanks must be drained IAW TO 00-85A-03-1, Preservation, Packaging and Packing External Aircraft Fuel Tanks/Cells, and AFMAN 24-204_IP prior to air shipment.
 - a. Drained and purged tanks will be identified with an “EMPTY” label IAW Paragraph A15.3.4 of AFMAN 24-204_IP prior to air shipment. Additionally, the accompanying DD Form 1500-Series serviceability tag will be annotated, “Tank Purged to Lower Explosive Level Reading 5% and Preserved IAW TO 00-85A-03-1.”

C. WATER TANKS

Water tanks and water trailers will be empty with the following exception. When water is not available at destination, the M149A2 water trailer may be used in compliance with established procedures. Water may also be transported in certified air transportable containers such as 5-gallon water cans, 55-gallon drums, 250-gallon rubber water bladders, and 500-gallon fabric, collapsible drums. Consult mobility force personnel for current guidance.

D. GENERAL CARGO

1. General cargo may be carried in or on any type of vehicle if the cargo can be properly secured and restrained. Cargo load must not exceed maximum axle limitations as indicated on the vehicle data plate or technical directives.
2. Supplies and equipment not loaded into vehicle cargo compartments will be secured on 40-by 48-inch pallets (wooded skids) or packed in container inserts or other containers. Do not exceed 1,000 Pounds (lbs) per insert or 2,000 lbs per pallet. Pallets and inserts will be identified in the unit's load plans.

E. CONTAINERS

Internal airlift and helicopter Slingable Unit (ISU) containers are certified for movement. They are 463L compatible and with a gross weight capacity of 10,000-lb. The base measures 88 inches by 108 inches and contains forklift tine entry slots. ISUs are available in heights of 60 inches and 90 inches. Serviceable freight containers and International Organization for Standardization shipping containers are also air transportable when palletized. Keys and/or combinations to containers must be available during all phases of marshalling, JI, loading, and transportation. Cargo within ISUs and freight containers must be secured/restrained to prevent movement and damage during flight. The objective is to protect the internal contents and minimize movement within the container (e.g., secure a top heavy/loose load to prevent shifting and potentially causing damage to contents, container, and/or aircraft). All hazardous cargo shipped within ISUs and containers must be declared, identified, properly packaged, certified, and secured/restrained by the shipper prior to the joint inspection.

NOTE: Mobility Forces personnel will have access to all ISUs/containers for inspection purposes. Seals applied to containers prior to the inspection process, to include those that are sealed by either the customer or United States Customs officials, will be removed to facilitate internal inspection. Pre-coordination with JI personnel to ensure concurrent Customs inspection prior to unit or Customs seal application, is highly recommended.

NOTE: Hazardous cargo within ISUs or containers must be accessible in-flight. See Paragraph 1.11 of **AFMAN 24-204_IP** for accessibility guidance.

F. HAZARDOUS MATERIALS (HAZMAT)

AFMAN 24-204_IP provides instructions for preparation, packaging, and handling of HAZMAT for shipment aboard military aircraft. These instructions are intended to ensure such materials are properly prepared for airlift. (See Appendix J.)

WARNING: Shipping organizations failing to declare and identify hazardous cargo may be subject to disciplinary action under the Uniform Code of Military Justice (UCMJ) and/or civil penalties outlined in CFR 49, Part 107, Subpart D, Equipment.

G. HELICOPTERS/AIRCRAFT

Information and guidance concerning loading procedures and instructions for preparing helicopters and aircraft for transport can be found in the Service technical manuals, ATTILA, and AFMAN 24-204_IP.

H. PALLETIZED CARGO

Follow pallet build-up checklist at Paragraph J. See related Service publications and applicable aircraft Dash 9 TOs (aircraft roller limitations) for additional guidance.

I. CARGO, CONTAINER, AND PALLET MARKING FOR MOVEMENT

Unit move cargo, containers, and built-up 463L pallets will be marked with a Military Shipping Label (MSL) IAW Appendix H and this Regulation, Part II, Cargo Movement. A properly completed DD Form 1387-2, Special Handling Data/Certification, [Figure O-2](#), must be attached to any classified item and sensitive cargo requiring protective service or other special services. (See DTR Part II, Chapter 205, Paragraph I, for instructions.)

J. PALLET BUILD-UP PROCEDURES CHECKLIST

1. Are you prepared to follow good safety practices?
 - a. Do personnel have steel toed safety shoes and work gloves?
 - b. Have personnel been briefed on proper lifting techniques?
2. Is the pallet skin free of damage, top and bottom and free of bent lips on the pallet perimeter?
3. Are tie down rings serviceable?
4. Is the pallet level and not warped?
5. Is the pallet free of corrosion?
6. Is the pallet clean and free of dirt?
7. Is the pallet right-side up?
8. Is the pallet/ISU placed on three-point dunnage?
9. Is cargo to be placed on the pallet securely packaged?
10. Does cargo have required markings?
11. Is DD Form 1387-2 properly prepared for any classified item and sensitive cargo requiring protective service or other special services? (See DTR Part II, Chapter 205, Paragraph I, for instructions.)
12. Are HAZMAT labels prepared, attached, and visible for all hazardous cargo and their containers IAW AFMAN 24-204_IP?
13. Is cargo marked with orientation arrows, (e.g., “This Side Up,” placed with arrows pointing up)?
14. Are hazardous items on pallet or within an ISU/freight container compatible IAW AFMAN 24-204_IP?
 - a. Are hazardous items “Chapter 3” approved?
15. Is all hazardous cargo positioned for easy access during flight IAW AFMAN 24-204_IP?
 - a. Are hazardous items within an ISU/container accessible as per Paragraph 1.11 of AFMAN 24-204_IP?
 - b. Are hazardous cargo labels visible from an 88-inch side of the pallet or on 108-inch side when loaded in logistics rails? Do the doors of mobility bins containing hazardous items open to an 88-inch side of the pallet?

NOTE: Consult aircraft Dash 9 for requirements. Pallets on the C-17, when utilizing the Logistics Rail System, are loaded 88-inch side first (long ways), which can effect access to HAZMAT during flight.

16. Is cargo arranged on the pallet to meet the following criteria:
 - a. Are the heavier boxes and crates placed on the bottom of the pallet load?
 - b. Is lighter, more fragile cargo placed on the top of the pallet load?
 - c. Is the cargo arranged and properly stacked so that it is stable?
17. Is the height of the built-up pallet 96-inches or less from the top skin of the pallet? If it is not and the height cannot be reduced to under 96-inches, consult your affiliated Air Movement Control Unit for guidance to determine if the pallet will fit inside the aircraft.
 - a. Is the cargo loaded so it is no more than 104-inches wide with no overhang over either of the 108-inch sides?
18. Is the pallet loaded with no more than 10,000 lbs of cargo?
19. Is pallet loading limited to less than 250 lbs per square inch on the pallet's surface?
20. Is plywood or cardboard used on pallet surface when cargo has sharp edges?
21. Is cargo susceptible to weather damage?
 - a. If so, is a plastic pallet cover used before installing cargo nets?
22. Is cargo secured to the pallet using two side nets and a top net?
 - a. If low profile cargo does not permit the use of side nets, a top net may be used to restrain cargo (a top net alone may be used as long as pallet weight does not exceed 2,500 lbs. or 45 inches in height, otherwise four cargo straps will be added for forward, aft, and lateral restraint).
 - b. If side nets only are used to restrain low profile cargo, a minimum of seven straps (four longitudinal and three lateral) will be used.
23. Does the top net have serviceable hooks? (five on each long side, four on each short side and two on the belly band).
24. Does each side net have serviceable hooks? (six along each side of its length, five along each side of its width and four going vertical along the length of the net).
25. Are nets free of tears, rips or broken rings?
26. Is dunnage (three pieces) provided for each pallet to include ISUs? (Dunnage must meet United Nations WPM requirements IAW DTR Part II, Chapter 208, Paragraph K, when going overseas).
27. Are keys or combinations provided to any/all locked ISUs/containers? (This includes locked boxes, crates, etc., inside ISUs, containers, or on 463L pallets).
28. Is a copy of the ATTLA air transportability certification for vehicles and equipment, if required, available?
 - a. Is shoring and/or equipment required by certification available?

K. INSPECTION STANDARDS

DD Form 2133, Joint Airlift Inspection Record/Checklist ([Figure O-1](#)), will be used to document that all cargo, vehicles, equipment, and HAZMAT has been declared and properly prepared for airlift. The completed form will indicate to the aircraft loadmaster that the required JI has been accomplished.

1. Responsibilities.

- a. The deploying force is responsible for the proper preparation of materiel, to include weighing, marking, labeling, palletization, and the preparation of all documentation (to include HAZMAT certification on the Shippers Declaration) prior to JI. The deploying force representative will declare and identify all hazardous cargo to the mobility inspector during JI of cargo.

WARNING: Shipping organizations failing to declare and identify hazardous cargo may be subject to disciplinary action under the UCMJ and/or civil penalties outlined in CFR 49 Part 107 Subpart D.

- b. Prior to aircraft loading, a JI will be performed by a qualified mobility force inspector (e.g., Contingency Response Element (CRE)/Cargo Deployment Function (CDF), aerial port, Arrival/Departure Airfield Control Group) along with a representative from the deploying force. The mobility force inspector must have, as a minimum, completed HAZMAT “Inspector” training required in AFMAN 24-204_IP. Also, the mobility force inspector must be knowledgeable of cargo, vehicle, and equipment preparation requirements specified in this Appendix, Appendix P, and Appendix V. In addition to HAZMAT inspector training, qualification standards for mobility force inspectors will be identified in Service/Major Command directives.
- c. All cargo will be inspected for safety of flight and any undeclared/unidentified HAZMAT. This will include a 100 percent inspection of all contents of containers/ISUs to ensure all cargo is properly secured and any undeclared HAZMAT are properly identified, manifested, prepared, packaged, marked, labeled, and certified IAW AFMAN 24-204_IP.

NOTE: All cargo is subject to inspection by the mobility force inspector and by the aircrew. If the cargo is determined by the deploying force to be “sight-sensitive” and should be exempt from inspection, prior approval must be obtained from the Air Mobility Command (AMC) Director of Operations (AMC/A3) or Director of Logistics (AMC/A4) or the Service/Major Command having operational control of the aircraft. If the prior approval letter is not present during inspection, the item(s) will either be inspected as is or removed from the chalk.

- d. Deploying units moving by air must update load plans post JI with final/accurate weights NLT six hours prior to aircraft departure. These updates must be provided to the 618th AOC/TACC via email to tacc.fm.do@us.af.mil and subject line must be in the following format: Subject: Departure ICAO – Mission Number. For example; KDOV - PVRA75477241. Submit NLT six hours prior to aircraft departure to ensure Flight Managers to perform final aircraft mission planning, calculate fuel loads, etc.

2. Form Completion and Distribution.

- a. Three copies of the DD Form 2133 will be completed for each aircraft load and signed by the appropriate personnel.
 - (1) One signed copy will be attached to the aircraft cargo manifest.
 - (2) One signed copy for the station file (Original).
 - (3) One signed copy for the deployed force.

- (4) Additional copies, as required.
 - (5) Once the JI is complete, all load plans are considered final and must reflect accurate weights.
- b. Header Information (Blocks 1 – 10)
- (1) Item 1: DEPLOYING FORCE. Enter the numerical designation and geographic location of the military unit responsible for the equipment being airlifted (e.g., 14th Fighter Squadron, Kadena AB, Okinawa).
 - (2) Item 2: DEPARTURE AIRFIELD. Enter the name of the facility the airlifted unit is departing (e.g., Langley AFB VA).
 - (3) Item 3: DATE. Enter year, month, and day that the JI is accomplished.
 - (4) Item 4: AIRCRAFT TYPE AND MISSION NUMBER. Enter the type and mission number of the aircraft on which the equipment is to be loaded (e.g., C-17/PMXA145EF075).
 - (5) Item 5: LOAD/CHALK NUMBER. Enter the transported force assigned aircraft load number that establishes the desired load movement sequence (e.g., Chalk 1).
 - (6) Item 6: START TIME. Enter the local time the JI actually started.
 - (7) Item 7: COMPLETE TIME. Enter the local time JI was completed and the load is ready for movement.
 - (8) Item 8: MOBILITY FORCE. Enter the numerical designation of the mobility force responsible for JI at the operating location (e.g., 437 APS).
 - (9) Item 9: CHAPTER 3 MOVEMENT: Place an “X” in the appropriate block to indicate whether or not movement is authorized under AFMAN 24-204_IP, Chapter 3. To determine whether or not a specific mission is authorized Chapter 3 movement, review mission remarks in Global Decision Support System 2 (GDSS2) or Single Mobility System (SMS).
 - (10) Item 10. INCREMENT/SERIAL/BUMPER NUMBER AND TYPE/TCN. Utilize one of the above to identify an individual shipment. (Must stay consistent for entire JI)
- c. Legend.
- (1) Place a check mark for applicable inspection items that meet standards (Satisfactory).
 - (2) Place an “X” for applicable inspection items that do not meet standards (Unsatisfactory). Place a circle around the “X” when inspection items have been corrected and are now in compliance with standards.
 - (3) If an inspection item is not applicable to the item being inspected, place a “-“ (Dash) in that block.
- NOTE:** All blocks of sections 11 and 12 will be marked appropriately; however, blocks 13, 14 and 15 will only be utilized for the applicable items (i.e., rolling stock will have block 13 marked appropriately and blocks 14 and 15 will be left blank).

d. Documentation (Block 11)

- (1) Item 11 a: PRE-LOAD PLAN. Deploying force will provide a pre-load plan. The mobility force inspector will ensure the entire load is accounted for utilizing the pre-load plan.
- (2) Item 11 b: MANIFEST/LOAD LIST/PACKING LIST. Deploying force will provide these documents to the mobility force inspector. The mobility force inspector will utilize these documents to assist in verifying/locating any undeclared hazardous shipments.
- (3) Item 11 c: SHIPPERS DECLARATION FOR DANGEROUS GOODS (SDDG). The deploying force will submit SDDGs for all hazardous cargo presented for movement. The mobility force inspector will inspect the SDDG for proper preparation and certification IAW AFMAN 24-204_IP.
- (4) Item 11 d: DD FORM 1387-2. The deploying force will submit this document for all items requiring signature service, transportation protective service, or any other kind of special services. See the DTR Part II, Chapter 205 for guidance on proper completion.
- (5) Item 11 e: MILITARY SHIPPING LABEL (2D Bar Code). All items presented for movement will have a military shipping label attached. See the DTR Part III, Appendix H for additional information.
- (6) Item 11 f: ATTLA Certification. An ATTLA letter is required for vehicles and equipment that are not listed in applicable aircraft Dash 9 TO. Follow link in [Paragraph A.1](#) of this appendix to determine ATTLA requirements.

e. General Requirements (Block 12)

Inspection items listed in this area may be applicable to Vehicles/Non-powered Equipment, Pallets/Pallet Trains/ISUs and Helicopters.

NOTE: This block is applicable to blocks 13, 14, and 15.

- (1) Item 12.a: Clean each item to ensure they are free of all grime, oil, soil, pest infestation, and prohibited agricultural items. Pressure wash (minimum 90 psi) or steam clean items if necessary. Ensure all vehicle tires are free of debris (rocks, pebbles, sand) embedded in the treads. See DTR Part V, Chapter 505 for additional agriculture cleaning and inspection requirements.
- (2) Item 12.b: FLUID LEAKS. A loss of fluid at a rate which is readily detected or seen is a leak. Five drops or more per minute from a cooling system, crank case, or gear case is a leak. Fuel or brake system leaks, no matter how minor, will prevent air shipment until corrective action has been accomplished. Do not consider a damp or discolored seal a leak unless any of the above conditions exist.
- (3) Item 12.c: SCALE WEIGHT. Ensure gross weight/axle weights are accurate and properly marked on both sides for vehicles/non-powered equipment and helicopters. Pallets will be placarded on two adjacent sides with scale weight.
- (4) Item 12.d: DIMENSIONS. Ensure item fits aircraft profile/contour. Item must negotiate the aircraft ramps and interior dimensions and will not come in contact with aircraft floor, sidewalls or ceiling at any time. Consult applicable aircraft Dash 9 TO to ensure pallet position restrictions are met (i.e., aisle ways, pallet heights on aircraft ramps).

- (5) Item 12.e: CENTER OF BALANCE. If applicable, ensure item is clearly/properly marked on both sides. Indicate the Center of Balance (CB) to the nearest whole inch. Consult the DTR Part III, Appendix P, for CB calculation/determination.
- (6) Item 12.f: KEYS/COMBINATIONS (All Locks). If an item is secured with a lock, the keys or combination will be made available to the mobility force inspector. The keys/combination will be attached to the item during transport or provided to the aircrew in the aircraft manifest package.
NOTE: Locks without keys/combos will be removed from the item or the item will be removed from chalk.
- (7) Item 12.g: SHORING. Check that all shoring is serviceable and immediately available. Check floor/roller limitations to ensure neither is exceeded. Consult applicable aircraft Dash 9 TO or ATTLA certification for shoring calculation and requirements.
- (8) Item 12.h: HAZARDOUS MATERIALS PREPARATION/PACKAGING. Check that all HAZMAT submitted for movement are properly prepared, positioned and compatible with other HAZMAT on same aircraft IAW AFMAN 24-204_IP. Check that all HAZMAT are properly secured.

f. Vehicles/Non-Powered Equipment (Block 13)

This section applies to vehicles/non-powered equipment palletized or loaded as rolling stock on aircraft.

- (1) Item 13.a: MECHANICAL CONDITION. Unless a vehicle is shipped as retrograde cargo, it must be in good condition. Ensure self-propelled vehicles are operational (engine runs).
- (2) Item 13.b: BRAKES OPERATIONAL. Check service and emergency brakes for operation. Check brakes by having operator demonstrate braking capability while vehicle is moving.
- (3) Item 13.c: BATTERY. Ensure battery terminals are properly protected to prevent damage or short circuits (e.g., rubber covers, taped). Ensure battery is secured to prevent damage or short circuit.
- (4) Item 13.d: FUEL TANKS, LEVEL, CAPS. Vehicles and self-propelled units will not exceed one-half (1/2) a tank of fuel unless “Chapter 3” has been approved (see the DTR Part III, Appendix J). If “Chapter 3” is approved, tank fuel levels will not exceed three-quarters (3/4). Wheeled engine-powered Support Equipment (SE) will be drained to the greatest extent unless “Chapter 3” has been approved. If “Chapter 3” is approved, fuel levels will not exceed one-half (1/2) regardless of the unit’s position in the aircraft. Ensure fuel caps are installed. On closed fuel system equipment, loosen caps to allow pressure equalization.
 - (a) In no case will a vehicle with more than one-half (1/2) tank of fuel be loaded on the aircraft cargo ramp.
 - (b) Vehicles and SE loaded on the aircraft cargo ramp must be positioned with fuel tank filler openings on the high side of the ramp.
 - (c) SE mounted on a single axle disconnected from its prime mover and loaded with its tongue resting on the aircraft floor must be drained, but need not be purged.
 - (d) Regardless of “Chapter 3” approval, do not exceed one-half (1/2) tank of fuel for units loaded aboard aircraft with a steep angle of ascent (i.e., KC-10, KC-135).

- (5) Item 13.e.1-2: JERRICANS.
- (a) Dot 5L Jerricans must be in approved racks, secured to the vehicle or support equipment and completely drained.
 - (b) United Nations (UN) performance specification jerricans are authorized for transporting flammable liquid fuel stocks. Ensure all racks attached to vehicles or support equipment are designed to accommodate and secure jerricans to prevent movement or leakage during airlift. Jerricans must have a serviceable gasket in place on the screw cap closure. Jerrican(s) can be utilized to ship bulk fuel.
- (6) Item 13.f: TIE-DOWN POINTS. Ensure all clevises and tie-down points are serviceable. Include interior and exterior cargo restraint tie-downs in the inspection.
- (7) Item 13.g: PINTLE HOOK(S). If a Pintle Hook is to be utilized for loading/unloading or in-flight for trailers, ensure all devices are serviceable. Check to make sure all required pins or cotter keys are properly installed and serviceable. Pins or cotter keys must be attached to the pintle hook using a chain or other similar device.
- (8) Item 13.h: VEHICLE EQUIPMENT SECURED (i.e., Tools, Tires). Ensure all vehicle accessory items are secure. This includes fire extinguishers, seats\brackets and any other loose equipment that could become a projectile during flight.
- (9) Item 13.i: TIRE PRESSURE. Check to ensure tire pressure is within the manufacturer's specifications on the sidewall of the tire. Tires must be sufficiently inflated to prevent wheel-rim contact with aircraft floor.
- NOTE:** Maximum tire pressure is 100 PSI. When a tire pressure exceeds 100 PSI it is considered a steel wheel or hard rubber wheel. Reference the applicable aircraft Dash 9 TO or ATTLA certification for guidance on required shoring.
- (10) Item 13.j: ACCOMPANYING LOAD. All items must be within vehicle/equipments rated capacity and secured to vehicle/equipment. Normally, this information is located on the vehicle data plate or manufacturer's technical publication. Do not exceed the sidewall height (e.g., truck bed or trailer walls) unless the cargo can be properly restrained. Equipment permanently installed in a vehicle will be transported as a vehicle load regardless of height. This provision does not include signal shelters or other easily removed equipment. Check that all secondary cargo (consider all locally manufactured modifications as secondary cargo) is properly secured to the vehicle and/or accompanying trailers. The cargo must meet the same restraint criteria required for the vehicle. Use a minimum of one-half (1/2)-inch diameter rope (not nylon) or approved cargo restraint systems to secure the cargo. Ensure rope actually touches the cargo, not just holds the side racks down. See the DTR Part III, Appendix H, Paragraph D.3 restriction if HAZMAT is not secured in approved holders or as authorized in technical directives (i.e., TO, Field Manual, and Training Manual).
- NOTE:** Check to ensure Shelters and Generators mounted on vehicles and/or trailers have all bolts/nuts installed as applicable.
- (11) Item 13.k: LOX/NITROGEN CART (Vent kit required). Ensure all vent kit materials are with the cargo. Technicians will be required at load time to install vent kit.

g. Pallets/Pallet Trains/ISUs (Block 14)

- (1) Item 14.a: SERVICEABLE (Pallet, Tie-down Rings, Nets). Pallets must be thoroughly cleaned and inspected (top and bottom) for missing and/or cracked D rings, warping, exposed core and/or delamination.
 - (a) Inspect tie-down equipment used to restrain cargo to the pallets for damage. Do not use damaged tie-down equipment.
 - (b) Inspect nets for damage (e.g., cuts, frays, missing components). Do not use damaged nets.
- (2) Item 14.b: CORRECTLY BUILT/ITEMS SECURED.
 - (a) Check to ensure cargo nets are properly installed.
 - (b) When nets are not used or additional restraint is required, ensure chains, tie-down devices, or straps are properly installed. Ensure adequate restraint is provided to safely transport cargo to aircraft. Attach tie-down equipment in pairs (i.e., if devices, chain or straps are used on one side of the pallet, use an equal number of devices, chains or straps on the opposite side).
 - (c) All cargo within ISUs and other freight containers must also be secured/restrained to prevent movement and damage during flight.

NOTE: All HAZMAT must be accessible and secured/restrained to prevent movement and damage during flight.

- (3) Item 14.c: DUNNAGE (3 pieces per pallet or ISU). Ensure proper dunnage, three pieces, 4" X 4" X 88", accompanies the pallet during shipment. Shippers providing Wood Packaging Material (WPM) will ensure that any packing material that consists/made of wood (to include, but not limited to, dunnage, pallets, boxes, cleats, crates, and frames) meet the phytosanitary (e.g., rules governing plants, seeds) requirements set forth in DoD 4140.65-M, Issue, Use, and Disposal of Wood Packaging Material.

NOTE: Plywood does not require treatment or marking due to the nature of how the material is produced.

- (a) All WPM is required to meet the requirements of International Standards for Phytosanitary Measures Publication (ISPM 15), Guidelines for Regulating WPM in International Trade, Food and Agriculture Organization of the United Nations (FOA), Rome (2002) with modifications to Annex I (2006). These requirements are detailed in 7 CFR 319.40, Foreign Quarantine Notices. This standard requires WPM used in international trade to be treated. The approved treatments are:
 - 1 Heat treatment to a minimum wood core temperature of 56° C for a minimum of 30 minutes or
 - 2 The compliant WPM also must be marked with the International Plant Protection Convention (IPPC) logo, Figure 208-5.
 - 3 Additional information on WPM requirements can be found at: <https://www.aphis.usda.gov/aphis/ourfocus/planthealth/import-information/wood-packaging-material> and the American Lumber Standard Committee, Inc. web page, <http://www.alsc.org/>.

- h. Helicopters (flyaway) (Block 15).
 - (1) Item 15.a: FUEL QUANTITY (Gallons). Fuel quantities cannot exceed three-fourths (3/4) full or 150-gallons per tank, whichever is less.
 - (2) Item 15.b: CONFIGURATION (applicable TO or ATTLA certification). Check applicable directives to ensure helicopter is properly configured to fit aircraft contour without making contact with sidewalls, ceiling, or floor.
 - (3) Item 15.c: BATTERY. Must be disconnected and taped. Ensure user disconnects and tapes battery terminals and secures the battery to prevent damage and/or short circuits.
 - (4) Item 15.d: SPECIAL LOADING EQUIPMENT. Ensure special equipment necessary to load this cargo is available (i.e., Tow bars, tools, jacks, pintle hooks, pumps, ramps).
 - (5) Item 15.e: ACCOMPANYING LOAD. Ensure all secondary cargo (consider all locally manufactured modifications as secondary cargo) is properly secured within the helicopter. Cargo must meet the same restraint criteria required for the helicopter. Use a minimum of one-half (1/2)-inch diameter rope (not nylon) or approved cargo restraint systems to secure cargo.
- i. Deploying Force Representative and Mobility Force Inspector.
 - (1) Item 16: DEPLOYING FORCE REPRESENTATIVE. Legibly printed name, rank and signature are required. To be signed by the deploying force representative accompanying mobility force inspector. The deploying force representative certifies that all items, including all hazardous materials, have been declared, properly prepared and presented for airlift IAW all applicable directives.

WARNING: Shipping organizations failing to declare and identify hazardous cargo may be subject to disciplinary action under the UCMJ and/or civil penalties outlined in CFR 49 Part 107 Subpart D.
 - (2) Item 17: MOBILITY FORCE INSPECTOR. Printed name, rank, and signature are required. To be completed by the mobility force inspector accomplishing the JI. The mobility force inspector certifies that all declared items have been inspected and are properly prepared for airlift IAW all applicable directives.
- j. Additional Information (On Back).

List and explain, in detail, any discrepancies found during the inspection and actions taken to correct the problem. Pertinent information regarding the specific item will be listed in this block.

JOINT AIRLIFT INSPECTION RECORD/CHECKLIST										Page	of	Pages
(Reference DTR Part III Appendix O For Form Completion)												
1. DEPLOYING FORCE:					2. DEPARTURE AIRFIELD:					3. DATE:		
4. AIRCRAFT TYPE AND MISSION NUMBER:				5. LOAD/CHALK NO.		6. START TIME:		7. COMPLETE TIME:		8. MOBILITY FORCE:		
9. CHAPTER 3 MOVEMENT			Yes		No		10. INCREMENT/SERIAL/BUMPER NUMBER AND TYPE/TCN					
LEGEND (Mark blocks after each item as follows) ✓ = Satisfactory X = Unsatisfactory Circle the " X " for items that have been corrected If not applicable, Enter " - " (Dash)												
11. DOCUMENTATION												
a. Pre-Load Plan												
b. Manifest/ Load List/Packing List												
c. Shippers Declaration for Dangerous Goods (SDDG)												
d. DD Form 1387-2												
e. Military Shipping Label/DD Form 1387												
f. ATTLA Certification (Reference DTR Part III, App O)												
12. GENERAL REQUIREMENTS (Applicable to Blocks 13, 14, 15)												
a. Clean												
b. Fluid Leaks (Reference DTR Part III, App O)												
c. Scale Weight (GW, Axle Weight, Marked on Both Sides)												
d. Dimensions (Fits Aircraft Contour)												
e. Center of Balance (Marked on Both Sides)												
f. Keys/Combinations (All Locks)												
g. Shoring (Floor/Roller Limitations)												
h. Hazardous Materials Preparation/Packaging												
13. VEHICLES/NON-POWERED EQUIPMENT												
a. Mechanical Condition (Engine Runs)												
b. Brakes Operational (Service/Emergency)												
c. Battery (Secured, Terminals Protected, No Leaks)												
d. Fuel Tank(s), Level, Caps												
e. Jerricans (Secure, Fuel Level, Seal)												
(1) DOT 5L (Metal) MUST BE EMPTY												
(2) UN Specification (Plastic)												
f. Tiedown Points/Clevises (Serviceable)												
g. Pintle Hooks (If Used)												
h. Vehicle Equipment Secured												
i. Tire Pressure												
j. Accompanying Load (w/in Rated Capacity and Secured)												
k. Lox/Nitrogen Cart (Vent Kit)												
14. PALLETS/PALLET TRAINS/ISU'S												
a. Serviceable (Pallet and Tiedown Rings)												
b. Correctly Built/Items Secured												
c. Dunnage (3 Pieces Per Pallet or ISU)												
15. HELICOPTERS (Flyaway)												
a. Fuel Quantity (As Required)												
b. Configuration (T.O./Cert Letter)												
c. Battery (Disconnected, Covered/Taped)												
d. Special Loading Equipment (Tow bars, etc.)												
e. Accompanying Load (w/in Rated Capacity and Secured)												
I certify that all items, including hazards, have been declared, properly prepared, and presented for airlift in accordance with all applicable directives.						I certify the above declared items have been inspected and properly prepared for airlift in accordance with all applicable directives.						
16. DEPLOYING FORCE REPRESENTATIVE (Print Name/Rank/Signature)						17. MOBILITY FORCE INSPECTOR (Print Name/Rank/Signature)						

DD FORM 2133, JUN 2013

PREVIOUS EDITION IS OBSOLETE.

Adobe Professional X

Figure O-1. DD Form 2133, Joint Airlift Inspection Record

SPECIAL HANDLING DATA/CERTIFICATION

1. ITEM NOMENCLATURE	2. NET QUANTITY PER PACKAGE	3. TRANSPORTATION CONTROL NO.
	4. CONSIGNMENT GROSS WEIGHT	5. DESTINATION
6. SUPPLEMENTAL INFORMATION		
This is to certify that the above named materials are properly classified, described, packaged, marked and labeled, and in proper condition for transportation according to the applicable regulations of the Dept of Transportation. THIS IS A U.S. DEPARTMENT OF DEFENSE SHIPMENT! <i>(Complete applicable blocks below)</i>		
7. DTR REFERENCE		
8. HANDLING INSTRUCTIONS		
9. ADDRESS OF SHIPPER	10. TYPED NAME, SIGNATURE AND DATE	

DD FORM 1387-2, NOV 2004

PREVIOUS EDITION IS OBSOLETE.

Form Approved/OMB No. 0704-0188

Figure O-2. DD Form 1387-2, Special Handling Data/Certification