CHAPTER 611

CONTINGENCY MANAGEMENT OF SYSTEM 463L PALLETS AND NETS

A. GENERAL

1. The entire DOD airlift system is built around the System 463L air cargo handling system and its unique components, including MHE, air cargo pallets and nets, and the aircraft air cargo restraint system.
2. Failure or weakness in any one of these critical components can cause disruptions in the flow of cargo to its destination. System 463L system air cargo pallets and nets are especially significant in that their availability allows for prepalletization of cargo and advance load planning and prioritization. This advanced planning ensures available airlift capacity is fully utilized. It also contributes to efficient flight line cargo loading operations that expedite critical aircraft turnaround.
3. The efficient operation of the 463L air cargo handling system is crucial during contingencies when large volumes of cargo must be moved on an international scale over a short period of time. The availability of air cargo pallets and nets for the prepalletization of cargo during contingencies is assumed in the logistics distribution planning process. Their nonavailability could totally disrupt the scheduled airlift flow of cargo and ultimately impact the outcome of the operation.
4. Using System 463L system pallets for purposes other than prepalletizing and transporting cargo is strictly prohibited. Contingencies do not change this fundamental procedure.

B. CONTINGENCY NOTIFICATION

Upon notification by the USTRANSCOM Deployment Distribution Operations Center (DDOC) of a CJCS warning order (contingency alert) that contains force deployment orders, the DOD Operational Manager will require a baseline inventory of all System 463L pallets and nets. Inputs will be collected via the Item Manager (IM) who will use the resulting baseline data as a point of reference for calculating estimates of attrition, damage, and usage later in the operation. The IM may also use these inventory figures as justification for decisions that must be made concerning accelerated production or repair of assets, including new contracts.

C. OPERATIONAL VERSUS WRM ASSETS

Upon receipt of a warning order, the DOD Operational Manager has the authority to merge WRM designated assets into the operational inventory. Upon implementation of war plans and notification from the DOD Operational Manager, WRM-coded pallets and nets will be converted to operational status.

D. THEATER WORKING LEVELS

During a major contingency force mobilization, deployed organizations will establish validated in-theater working levels (i.e., for forward movements). Deployed organizations will turn in all excess pallets and nets to the local aerial port function for immediate reinsertion into the airlift system or report IAW COCOM guidance.

E. REDISTRIBUTION OF ASSETS

To sustain airlift operations during a crisis, the DOD Operational Manager may require MAJCOM and DOD Components to redistribute assets due to inadequate return of pallets and nets from the supported theater; greater than anticipated attrition or damage rates; delays in accelerated or new production; or general malpositioning of assets. MAJCOM and DOD Components must be ready to expeditiously prepare and ship pallet and net assets to other organizations in response to redistribution

orders from the DOD Operational Manager. CCDRs will establish and validate theater levels for System 463L assets to the DOD Operational Manager. Asset levels in excess of theater levels will be returned to the airlift system.

F. REQUESTING PALLETS AND NETS

1. During a contingency, unique procedures apply for requesting pallets and nets:
   a. All subordinate units must contact their MAJCOM or DOD Component pallet and net manager for assistance.
   b. MAJCOMs and DOD Components must first use assets from their on-hand inventory. If sufficient assets are not available, the MAJCOM or DOD Component pallet and net manager will notify the DOD Operational Manager and request assistance.
   c. Theater level pallet and net requirements will be submitted to the CDR forward.
   d. The DOD Operational Manager will direct immediate redistribution of assets to support these requests.
   e. The DOD Operational Manager will be the focal point for all pallet and net requests.

G. REPORTING REQUIREMENTS

The TAM has overall responsibility for System 463L assets within the Supported Theater. The TAM will monitor and report all DOD common user System 463L assets moving into, within and out of the Supported Theater IAW DTR/COCOM guidance.

H. ACCOUNTABILITY

All organizations must revise their pallet and net records to reflect the transfers of accountability, without deleting validated WRM-coded authorizations.

I. RETURN OF ASSETS

1. System 463L system pallet and net inventory objectives are based on the timely return of serviceable assets from the supported theater.
2. Deployed organizations will break down pallets as soon as practical and return the excess to the airlift system. MAJCOMs and DOD Components must advise their deploying units of this crucial responsibility. IAW JP 3-35, Joint Deployment and Redeployment Operations and JP 4-01, during contingencies and major deployments, the supported geographic CDR is responsible for establishing and enforcing an effective pallet and net return program.

J. REPAIR

Organizations must return pallets to serviceable condition as expeditiously as possible IAW TO 35D33-2-2-2. Contact the DOD Operational Manager for shipping instructions for depot repairable pallets.

K. CONTINGENCY ASSETS RECOVERY TEAM (CART)

1. The recovery of System 463L pallets and nets is a priority task in contingency operations. The recovery process involves the establishment of CARTs. The COCOM TAM is responsible for the establishment and management of the CART. See Table 611-1 for recommended CART structure. The CART will be a deployable unit. The CART will recover pallets and nets from exercise, humanitarian, and contingency operations.
2. The CART will be responsible for identification of System 463L assets, evaluation of asset serviceability, arranging recovery of pallets and related assets, planning for and evacuating the pallets and other related assets such as specialized shoring kits to an aerial port for insertion in the

airlift system, and reporting the status of identified, but non recoverable System 463L assets to the TAM.

3. The CART will not disassemble shelters, bunkers or other facilities to obtain pallet assets used in their construction. The team can direct others in such disassembly IAW this regulation, JP 3-35, 4-01, 4-01.7 and TOs 35D33-2-2-2 and 35D33-2-3-1.

4. Serviceable or repairable pallets will be recovered to an aerial port by airlift or ground transport. In contingency operations, pallets will be recovered and moved by theater lift assets to the nearest aerial port for insertion into the Defense Transportation System (DTS).

5. Pallets/assets leaving an overseas location will be cleaned to meet US Department of Agriculture, and this Regulation, Parts III and V requirements. The CART or the owning agency will clean the pallets. Cleaned pallets/assets will be stacked and made movement ready. The CART will coordinate the return destination through the TAM with the DOD Operational Manager.

6. The following technical publications apply in making serviceable and repairable decisions:

   a. Technical Order 35D33-2-2-2.

   b. Technical Order 35D33-2-3-1.

   c. Technical Order 36M-1-141.

Table 611-1. Recommended CART Structure

Team Composition	Personnel	Vehicles	Related Equipment
1-1000 pallets 4 - 5 locations	1 – 0-3 1 – E/6 or E/7 4 – E/1 to E/4	2 – 10K A/T forklifts 2 – HMMWV	1 – pressure washer or steam cleaner and pallet dunnage
1-2000 pallets 4 – 10 locations	1 – 0-3 2 – E/6 or E/7 8 – E/1 to E/4	3 – 10K A/T forklifts 3 – HMMWV	2 – pressure washers or steam cleaners and pallet dunnage

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