

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 and Test Loading Agency (ATTLA): <http://www.wpafb.af.mil/library/factsheets/factsheet.asp?id=16730> 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.
3. For dimensional load factors refer to Appendix V.

B. FUEL IN AIR TRANSPORTED EQUIPMENT

1. Fuel level requirements must conform to Air Force Manual (AFMAN) 24-204(I), Technical Manual (TM) 38-250, Marine Corps Order (MCO) P4030.19I, Naval Supply (NAVSUP) Pub 505, Defense Logistics Agency Instruction (DLAI) 4145.3, and Defense Contract Management Agency Directive (DCMAD) 1, CH 3.4 (HM24), Preparing Hazardous Materials for Military Air Shipments at <http://www.e-publishing.af.mil/>, then select Air Force-Departmental-24 Transportation-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. Containers must be labeled and/or purged per AFMAN 24-204(I), TM 38-250, MCO P4030.19I, NAVSUP Pub 505, DLAI 4145.3, and DCMAD 1, CH 3.4 (HM24).

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.
2. Supplies and equipment not loaded into vehicle cargo compartments will be secured on 40- by 48-inch pallets 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 have a 10,000-lb capacity. The base measures 88 inches by 108 inches and allows forklift entry. 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 to containers must be available during all phases of marshalling, inspection, loading, and transportation. Cargo within ISUs and freight containers must be secured/restrained to prevent movement and damage during flight.

F. HAZARDOUS MATERIALS (HAZMAT)

AFMAN 24-204(I), TM 38-250, MCO P4030.19I, NAVSUP Pub 505, DLAI 4145.3, and DCMAD 1, CH 3.4 (HM24) 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.)

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 and AFMAN 24-204(I), TM 38-250, MCO P4030.19I, NAVSUP Pub 505, DLAI 4145.3, and DCMAD 1, CH 3.4 (HM24).

H. PALLETIZED CARGO

Follow pallet build-up checklist at Para J. See related Service publications 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) In Accordance With (IAW) Appendix H and this Regulation, Part II, Cargo Movement. A properly completed DD Form 1387-2 must be attached to any classified item and sensitive cargo requiring protective service or other special services.

J. PALLET BUILD-UP PROCEDURES CHECKLIST

- a. Are you prepared to follow good safety practices?
 - (1) Do personnel have steel toed safety shoes and work gloves?
 - (2) Have personnel been briefed on proper lifting techniques?
- b. Is the pallet skin free of damage, top and bottom, and any bent lips on the pallet perimeter?
- c. Are tie down rings serviceable?
- d. Is the pallet level and not warped?
- e. Is the pallet free of corrosion?
- f. Is the pallet clean and free of dirt?
- g. Is the pallet right-side up?
- h. Is the pallet placed on three-point dunnage?
- i. Is cargo to be placed on the pallet securely packaged?
- j. Does cargo have required markings?
- k. Is DD Form 1387-2 properly prepared for any classified item and sensitive cargo requiring protective service or other special services?
- l. Are HAZMAT labels prepared and attached to hazardous cargo or their containers IAW AFMAN 24-204(I), TM 38-250, MCO P4030.19I, NAVSUP Pub 505, DLAI 4145.3, and DCMAD 1, CH 3.4 (HM24)?
- m. Is cargo marked with arrows, (e.g., “This Side Up,” placed with arrows pointing up)?
- n. Are hazardous items on pallet or within an ISU/freight container compatible IAW AFMAN 24-204(I), TM 38-250, MCO P4030.19I, NAVSUP Pub 505, DLAI 4145.3, and DCMAD 1, CH 3.4 (HM24)? Are hazardous items “Chapter 3” approved?
- o. Is all hazardous cargo positioned for easy access during flight IAW AFMAN 24-204(I), TM 38-250, MCO P4030.19I, NAVSUP Pub 505, DLAI 4145.3, and DCMAD 1, CH 3.4 (HM24)? Are hazardous cargo labels visible from an 88-inch side of the pallet? 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.
- p. Is cargo arranged on the pallet to meet the following criteria:
 - (1) Are the heavier boxes and crates placed on the bottom of the pallet load?
 - (2) Is lighter, more fragile cargo placed on the top of the pallet load?
 - (3) Is the cargo arranged and properly stacked so that it is stable?
- q. 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. Is the cargo loaded so it is no more than 104-inches wide with no overhang over either of the 108-inch sides?
- r. Is the pallet loaded with no more than 10,000 lbs of cargo? Is pallet loading limited to less than 250 lbs per square inch on the pallet’s surface? Is plywood or cardboard used on pallet surface when cargo has sharp edges?
- s. Is cargo susceptible to weather damage? If so, is a plastic pallet cover used before installing cargo nets?
- t. Is cargo secured to the pallet using two side nets and a top net? If low profile cargo does not permit the use of side nets (and weight does not exceed 2,500 lbs and cargo height does not exceed 45 inches from the surface of the pallet) is restraint provided by a minimum of seven straps (four longitudinal and three lateral)?
- u. Does the top net have five serviceable clips? Does each side net have five serviceable hooks along each side of its length, four along each side of its width, and one at each corner? Are nets free of tears, rips, and broken rings?
- v. Is dunnage (three pieces) provided for each pallet?
- w. Are keys or combinations provided to any locked containers?
- x. Is a copy of the ATTLA air transportability certification for vehicles and equipment, if required, available? Is shoring required by certification available?

K. INSPECTION STANDARDS

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

1. Responsibilities.

- a. The deploying unit is responsible for the preparation of cargo, including weighting, marking, palletization, and the preparation of all documentation (to include HAZMAT certification) prior to inspection and aircraft loading.
- 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(I), TM 38-250, MCO P4030.19I, NAVSUP Pub 505, DLAI 4145.3, and DCMAD 1, CH 3.4 (HM24). Also, the mobility force inspector must be knowledgeable of cargo, vehicle, and equipment preparation requirements specified in this Appendix. In addition to HAZMAT training, qualification standards for mobility force inspectors will be identified in Service/Major Command directives.

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 will 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.

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.
 - (3) One signed copy for the deployed force.
- b. Preparation Instructions
 - (1) Item 1: UNIT BEING AIRLIFTED. Enter the numerical designation and geographic location of the military unit responsible for the equipment being airlifted (e.g., 1st Fighter Wing, Langley AFB VA).
 - (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.

- (5) Item 5: LOAD/CHALK NUMBER. Enter the transported force assigned aircraft load number that establishes the desired load movement sequence.
- (6) Item 6: START TIME. Enter the local time the JI actually started.
- (7) Item 7: COMPLETE TIME. Enter the local time load was checked and is ready for movement.
- (8) Item 8: CRE/CDF. Enter the numerical designation of the unit having mobility force inspection responsible for the operating location.
- (9) Legend: Place a check mark in appropriate block if satisfactory. Use an “X” if unsatisfactory. The “X” may be circled when corrected. If a block is not applicable, leave blank (“N/A” may be used).

c. Documentation

- (1) Item 9: MANIFESTS/LOAD PLANS. Ensure completion of the required number of copies. Check for proper manifesting of the entire chalk and the load plan scale weights match the manifest weights. Ensure the load is correctly sequenced IAW the load plan and complies with all aircraft loading and safety of flight limitations. If required, a copy of the airlift transportability certification must also be provided.
- (2) Item 10: SHIPPER’S DECLARATION. Check for the proper preparation of all required HAZMAT documentation and certification. (See Appendix J.)
- (3) Item 11: HAZARDOUS MATERIALS PREPARATION. Check that all HAZMAT in the load are properly prepared, positioned, and compatible with other HAZMAT in this chalk. (See Appendix J.)
- (4) Item 12: LOAD LISTS/CARGO TRANSFER FORMS. Ensure the preparation of all required load lists and/or cargo transfer documentation.

d. Vehicles/Non-Powered Equipment

- (1) Item 13: CLEAN (No dirt, trash, or pests). Clean each item of all grime, oil, dirt. Steam clean if necessary. Ensure all vehicle tires are free of debris (rocks, pebbles, sand.) embedded in the treads.
- (2) Item 14: 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. Do not consider a damp or discolored seal a leak unless any of the above conditions exist.
- (3) Item 15: MECHANICAL CONDITION.
 - (a) Engine Runs. Unless a vehicle is shipped as retrograde cargo, it must be in good condition. Ensure self-propelled vehicles are operational.
 - (b) Brakes Operational. Check brakes by having driver demonstrate braking capability while vehicle is moving. Check the emergency brake for operation.

- (4) Item 16: BATTERY.
 - (a) Secure-No Leaks. Ensure battery is correctly installed (i.e., holding clamp secure, filler caps tightly installed, battery connectors are tight, and all cables and clamps are not in contact with any grounding point during loading or flight).
 - (b) Post/Cables Protected. Ensure battery terminals are protected (e.g., rubber covers, tape, battery box) to prevent damage or short circuits.
- (5) Item 17: FUEL TANK(S) LEVELS.
 - (a) Vehicles and self-propelled units will not exceed one-half (1/2) a tank of fuel unless “Chapter 3” has been approved (see Appendix J). If “Chapter 3” is approved, tank fuels 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.
 - 1 In no case will a vehicle with more than one-half (1/2) tank of fuel be loaded on the aircraft cargo ramp.
 - 2 Vehicles and SE loaded on the aircraft cargo ramp must be positioned with fuel tank filler openings on the high side of the ramp.
 - 3 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.
 - 4 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).
 - (b) Fuel Tank Caps Installed. Ensure fuel caps are installed. On closed fuel system equipment, loosen caps to allow pressure equalization.
- (6) Item 18: JERRICANS (Secure, Fuel Level, Seal).
 - (a) DOT 5L Jerricans must be completely drained.
 - (b) United Nations (UN) performance specification jerricans are authorized for transporting flammable liquid fuel stocks. Ensure that all racks 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.
- (7) Item 19: DIMENSIONS (Fits A/C Profile or Contour). Ensure equipment will negotiate the aircraft ramps and interior dimensions and will not come in contact with aircraft sidewalls or ceiling at any time. For C-130 aircraft, the height may not exceed 103 inches and 102 inches, respectively, or 76 inches on the cargo ramp position.
- (8) Item 20: CENTER OF BALANCE (Both Sides). Indicate the Center of Balance (CB) to the nearest whole inch.

NOTE: The only vehicles that require a combined CB are coupled; tractor-trailer units that will remain coupled during flight.

- (9) Item 21: SCALE WEIGHT (Both Sides). Show the gross vehicle weight to the nearest whole pound on both sides of the vehicle.
- (10) Item 22: AXLE WEIGHTS (Both Sides). Mark axle weights above each axle.
- (11) Item 23: TIEDOWN POINTS (Serviceable). Ensure all clevises and tiedown points are serviceable. Include interior and exterior cargo restraint tiedowns in the inspection.
- (12) Item 24: PINTLE HOOKS/CLEVISES.
 - (a) Serviceable. Ensure all devices required for loading or off-loading trailers and cargo are serviceable.
 - (b) Safety Pin Attached. Ensure all required pins or cotter keys are properly installed and serviceable.
- (13) Item 25: VEHICLE EQUIPMENT SECURE (Tools, Tires.). Ensure all vehicle accessory items are secure. This includes fire extinguishers, seat brackets, and any other loose equipment that may become a projectile during flight.
- (14) Item 26: TIRE PRESSURE (Maximum 100 PSI). Check to ensure that tire pressure is within the manufacturer's specifications. Tires must be sufficiently inflated to prevent wheel-rim contact with aircraft floor.
- (15) Item 27: SHORING (Rolling, Parking, Sleeper, Approach). Check that all shoring is serviceable and immediately available. Consult aircraft loading manual for shoring requirements.
- (16) Item 28: ACCOMPANYING LOAD.
 - (a) Within Vehicle Rated Capacity. Do not exceed the rated capacity of the vehicle. Normally, this information is located on the vehicle data plate or manufacturer's technical publication. Do not exceed sidewall height unless 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.
 - (b) Secure to Vehicle. Check that all secondary cargo (consider all locally manufactured modifications as secondary cargo) is properly secured to the vehicle and/or accompanying trailers. 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 cargo. Ensure rope actually touches the cargo, not just hold the side racks down. See Appendix H, Para D.3 restriction if HAZMAT is not secured in approved holders or as authorized in technical directives (i.e., Technical Order, Field Manual, and Training Manual).
- (17) Item 29: LOX/NITROGEN CART (Vent Kit). Ensure vent kit materials are with the cargo. Technicians will be required at load time to install vent kit.

e. Pallets and ISUs

- (1) Item 30: CLEAN. Clean pallet (and accompanying cargo) of all grime, oil, dirt. Steam clean if necessary. Ensure no soil is transported on or under items loaded on the pallet/ISU. Ensure any pallet/ISU damage will not affect loading or damage aircraft.
- (2) Item 31: SCALE WEIGHT. Ensure scale weight is attached to one 88-inch side and one 108-inch side of the pallet/ISU.
- (3) Item 32: DIMENSIONS (Fits A/C Profile or Contour). Check that each pallet/ISU does not exceed the dimensions of the planned aircraft position. Refer to aircraft loading manual for aircraft pallet/ISU limitations.
- (4) Item 33: CARGO PROPERLY SECURED.
 - (a) Netted. Check that all cargo nets are serviceable and properly installed.
 - (b) Chained/Strapped. When nets are not used or additional restraint is required, check that chains or straps are properly installed. Be sure they provide adequate restraint.
 - (c) Cargo within ISUs and other freight containers, particularly HAZMAT, must be secured/restrained to prevent movement and damage during flight.
- (5) Item 34: DUNNAGE (3 Pieces per Pallet). Ensure proper dunnage, three pieces, 4" x 4" x 88", accompanies the pallet during shipment.

f. Helicopters (Flyaway)

- (1) Item 35: FUEL QUANTITY (Gallons). Fuel quantities can not exceed three-fourths (3/4) full or 150-gallons per tank, whichever is less.
- (2) Item 36: BATTERY (Disconnected/Taped). Ensure user disconnects and tapes battery terminals and secures the battery to prevent accidental leaks and short circuits.
- (3) Item 37: CENTER OF BALANCE (Both Sides). Ensure user clearly marks the CB on both sides of the item.
- (4) Item 38: SCALE WEIGHT (Both Sides). Ensure gross weight is clearly marked on both sides of the item.
- (5) Item 39: SHORING (Rolling, Parking, Approach). Check that all shoring is serviceable and immediately available for use.
- (6) Item 40: SPECIAL LOADING EQUIPMENT (i.e., Towbars). Ensure special equipment necessary to load this cargo is available. (Tools, jacks, pintle hooks, pumps, ramps.)
- (7) Item 41: REMARKS. List and explain, in detail, any discrepancies found during the inspection and actions taken to correct the problem. Pertinent information regarding the load/chalk will also be listed in this block.

- (8) Item 42: DEPLOYING FORCE REPRESENTATIVE (Signature/Rank/Unit of Assignment). To be signed by the deploying unit representative accompanying the mobility force inspector.
- (9) Item 43: MOBILITY FORCE INSPECTOR (Signature/Rank/Unit of Assignment). To be signed by inspector qualified personnel.

L. DD FORM 2775, PALLET IDENTIFIER

1. Prepare two copies of the pallet placard, DD Form 2775, Pallet Identifier (Figure O-2), to identify all completed 463L pallets/trains loaded with cargo/mail. Air freight personnel will complete all entries and attach the copies to the upper left hand corner at eye level (when pallet height permits) on one 88-inch side and on one 108-inch side. Place the form inside interlocking closure plastic bags (NSN 8105-00-837-7757, or suitable substitute). The form may be computer generated. Do not staple directly to cargo nets. Placards will be attached to upper left-hand corner at eye level on the 88-inch and 108-inch sides of a loaded pallet. Additional information required by the Services may be entered in the miscellaneous block of the form.
2. Enter port of embarkation and port of debarkation codes in letters as large as possible. The intent is to make the entries visible from a distance when pulling pallets for a load.

NOTE: This form must never reflect the words “classified”, “small arms/weapons”, “munitions”, or other highly sensitive items by name.
3. Annotate the amount of straps, chains, devices, and net sets used on a particular pallet or pallet train in the blocks of the form.
4. The scale weight certification block will be completed by legibly printing the name, and grade of the individual who performed the weighing of the pallet and the date.

JOINT AIRLIFT INSPECTION RECORD <i>(See Instructions on back)</i>							Page	of	Pages		
1. UNIT BEING AIRLIFTED			2. DEPARTURE AIRFIELD				3. DATE (YYYYMMDD)				
4. AIRCRAFT TYPE AND MISSION NUMBER			5. LOAD/CHALK NO.		6. START TIME		7. COMPLETE TIME		8. CRE/CDF		
LEGEND <i>(Mark blocks after each item as follows)</i>			INCREMENT/SERIAL BUMPER NUMBER AND TYPE								
3= SATISFACTORY x = UNSATISFACTORY IF NOT APPLICABLE, LEAVE BLANK											
A. DOCUMENTATION											
9. MANIFESTS/LOAD PLANS											
10. SHIPPERS DECLARATION											
11. HAZARDOUS MATERIALS PREPARATION											
12. LOAD LISTS/CARGO TRANSFER FORMS											
B. VEHICLES/NON-POWERED EQUIPMENT											
13. CLEAN											
14. FLUID LEAKS											
15. MECHANICAL CONDITION											
a. ENGINE RUNS											
b. BRAKES OPERATIONAL											
16. BATTERY											
a. SECURE – NO LEAKS											
b. POST/CABLES-PROTECTED											
17. FUEL TANK(S) LEVELS											
a. AS REQUIRED											
b. FUEL TANK CAPS INSTALLED											
18. JERRY CANS											
a. DOT 5L <i>(Metal)</i>											
b. POP <i>(Plastic)</i>											
19. DIMENSIONS <i>(Fits A/C Profile or Contour)</i>											
20. CENTER OF BALANCE <i>(Both Sides)</i>											
21. SCALE WEIGHT <i>(Both Sides)</i>											
22. AXLE WEIGHTS <i>(Both Sides)</i>											
23. TIEDOWN POINTS <i>(SERVICEABLE)</i>											
24. PINTLE HOOKS/CLEVISSES											
a. SERVICEABLE											
b. SAFETY PIN ATTACHED <i>(Safety Chains)</i>											
25. VEHICLE EQUIPMENT SECURE <i>(Tools, tires, etc.)</i>											
26. TIRE PRESSURE											
27. SHORING <i>(Rolling, Parking, Sleeper, Approach)</i>											
28. ACCOMPANYING LOAD											
a. WITHIN VEHICLE RATED CAPACITY											
b. SECURE TO VEHICLE											
29. LOX/NITROGEN CART <i>(Vent Kit)</i>											
C. PALLETS/PALLET TRAINS											
30. CLEAN											
31. SCALE WEIGHT											
32. DIMENSIONS <i>(Fits A/C Profile or Contour)</i>											
33. CARGO PROPERLY SECURED											
a. NETTED											
b. CHAINED/STRAPPED											
34. DUNNAGE <i>(3 Pieces Per Pallet)</i>											
D. HELICOPTERS <i>(Flyaway)</i>											
35. FUEL QUANTITY <i>(Gallons)</i>											
36. BATTERY <i>(Disconnected/Taped)</i>											
37. CENTER OF BALANCE <i>(Both Sides)</i>											
38. SCALE WEIGHT <i>(Both Sides)</i>											
39. SHORING <i>(Rolling, Parking, Approach)</i>											
40. SPECIAL LOADING EQUIPMENT <i>(Towbars, etc.)</i>											
41. REMARKS											
THE ABOVE LISTED ITEMS HAVE BEEN INSPECTED FOR PROPER SHIPPING CONFIGURATION.											
42. DEPLOYING FORCE REPRESENTATIVE <i>(Signature/Rank/Unit of Assignment)</i>						43. MOBILITY FORCE INSPECTOR <i>(Signature/Rank/Unit of Assignment)</i>					

DD FORM 2133, OCT 1998 (EG)

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

INSTRUCTIONS	
<u>1. RESPONSIBILITIES</u>	
1.1. Qualified CRE/CDF or aerial port personnel are responsible for acceptance of cargo for airlift	
1.2. The deploying unit is responsible for the preparation of cargo, including weighting, marking, palletization, and the preparation of all documentation.	
1.3. The joint inspection, including documentation and inspection of all items prepared for air shipment, must be accomplished prior to loading. This inspection will be performed by qualified CRE/CDF or aerial port personnel with a representative from the transported force.	
<u>2. INSPECTION PROCEDURES</u>	
2.1. All inspections will be conducted by qualified inspectors and transported force representatives. The CRE/CDF or aerial port representative accepting cargo for air shipment must have completed HAZMAT inspector training required in Air Force Manual 24-204(l), Technical Manual 38-250, Marine Corps Order P4030.191, Naval Supply Pub 505, Defense Logistics Agency Instruction 4145.3, and Defense Contract Management Agency Directive 1, CH 3.4 (HM24) <u>Preparing Hazardous Materials for Military Air Shipments</u> . The completed form will indicate to the aircraft loadmaster that the required inspection has been accomplished.	
2.2. This form will be used as the source document for joint inspection. Three copies 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 CRE/CDF or aerial port station file.	
(3) One signed copy for the transported force.	
<u>3. PREPARATION INSTRUCTIONS</u>	
3.1. Heading.	
(1) Block 1, Unit Being Airlifted. Enter the numerical designation and geographic location of the military unit responsible for the equipment being airlifted. For example, 1 st Tactical Fighter Wing, Langley AFB, VA.	
(2) Block 2, Departure Airfield. Enter the name of the facility the airlifted unit is departing (i.e., Langley AFB, VA).	
(3) Block 3, Date. Day, month and year that the inspection is accomplished.	
(4) Block 4, Aircraft Type and Mission Number. Enter the aircraft type on which the equipment is to be loaded and the airlift mission number as designated in the plan or operations order.	
(5) Block 5, Load/Chalk Number. Enter the deploying force assigned aircraft load number that establishes the desired load movement sequence.	
(6) Block 6, Start time. Enter the local time that the inspection was started.	
(7) Block 7, Complete Time. Enter the local time that the load was checked, and is ready for movement.	
(8) Block 8, CRE/CDF. Enter the numerical designation of the unit that has CRE/CDF or aerial port responsible for the operating location.	
3.2. Body.	
(1) Enter the increment/serial/bumper number and type of equipment in the appropriate block. The legend for completing the inspection is contained in the block on the left. Annotate the appropriate entry in the proper column. Make only one entry in each inspection block for each item.	
(2) Enter items not initially accepted in the remarks section and indicate corrective action.	
(3) Blocks 42 and 43. Signature must be legible. Indicate the rank and unit of assignment of the individual signing the form.	

Figure O-1. DD Form 2133 (Reverse), Joint Airlift Inspection Checklist (Cont'd)

