

## APPENDIX O

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

#### A. AIR TRANSPORTED VEHICLES

1. 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.
2. For dimensional load factors refer to Appendix V.

#### B. FUEL IN AIR TRANSPORTED EQUIPMENT

1. Fuel level requirements must conform to Air Force Interservice Manual 24-204, Technical Manual 38-250, Marine Corps Order P4030.19H, Naval Supply Pub 505, and Defense Logistics Agency Instruction 4145.3, Preparing Hazardous Materials for Military Air Shipments.
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 P4030.19H/NAVSUP Pub 505/DLAI 4145.3.

#### 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 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, and loading. Hazardous Materials (HAZMAT) must be accessible at all times when carried within containers. Keys, or other methods of opening containers containing HAZMAT, must accompany these containers during transportation.

## **F. HAZMAT**

AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3 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 P4030.19H/NAVSUP Pub 505/DLAI 4145.3.

## **H. PALLETIZED CARGO**

Follow pallet build-up checklist at Paragraph 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 In Accordance With (IAW) Appendix H and this Regulation, Part II, Cargo Movement.

## **J. PALLET BUILD-UP PROCEDURES CHECKLIST**

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| <ul style="list-style-type: none"><li>a. Are you prepared to follow good safety practices?<ul style="list-style-type: none"><li>(1) Do personnel have steel toed safety shoes and work gloves?</li><li>(2) Have personnel been briefed on proper lifting techniques?</li></ul></li><li>b. Is the pallet skin free of damage, top and bottom, and any bent lips on the pallet perimeter?</li><li>c. Are tie down rings serviceable?</li><li>d. Is the pallet level and not warped?</li><li>e. Is the pallet free of corrosion?</li><li>f. Is the pallet clean and free of dirt?</li><li>g. Is the pallet right-side up?</li><li>h. Is the pallet placed on three-point dunnage?</li><li>i. Is cargo to be placed on the pallet securely packaged?</li></ul> |
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- j. Does cargo have required markings?
- k. Are HAZMAT labels prepared and attached to hazardous cargo or their containers IAW 49 Code of Federal Regulations 172.400, General Labeling Requirements and AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3?
- l. Is cargo marked with arrows, e.g., “This Side Up,” placed with arrows pointing up?
- m. Are hazardous items on pallet compatible IAW AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3?
- n. Is all hazardous cargo positioned for easy access during flight? 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. In all cases, hazardous cargo must be accessible by aircrew personnel before and during flight.
- o. 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?
- p. 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 AMCU 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? Consult C-17 Dash 9 for unique characteristics when utilizing the Logistics Rail System. Front and rear overhang over the 88 inch side of the pallet is acceptable if it cannot be avoided because of a single large item. Ensure sufficient space is allotted for cargo to be loaded in front of and behind pallets with overhang. Consult C-17 Dash 9 for unique characteristics when utilizing the Logistics Rail System
- q. Is the pallet loaded with no more than 10,000 lbs of cargo?
- r. Is pallet loading limited to less than 250 lbs per square inch on the pallet’s surface? Normally, this is a problem only with very heavy cargo with a small “footprint,” such as full oil drums with a rim, heavy skid-mounted cargo, or maintenance stands, with heavy cargo stacked on top of them.
- s. Is cargo susceptible to weather damage? If so, cover the cargo with a plastic pallet cover before installing cargo nets.
- t. Is cargo secured to the pallet using two side nets and a top net? When low profile cargo does not permit the use of side nets, the top net may be used for restraint in all directions (vertical, lateral, forward, and aft), provided the net weight of the pallet does not exceed 2,500 lbs and cargo height does not exceed 45 inches from the surface of the pallet. Exceeding weight or height limitations requires supplemental restraint (straps or chains) be applied to provide the required restraint.
- 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. Lay the side nets out so that the length and width are aligned with the length and width of the pallet. Make sure the adjusting straps are on the outside of the net after installation. Beginning at any corner and proceeding to the corner diagonally opposite, attach the clips to the D-rings around the edge of the pallet and continue with the other side of the net making sure the straps are not twisted. Go back and criss-cross the two slips at each corner. Fasten the side nets together by starting at the bottom and attaching the hook at the edge of one net to the ring at the edge of the other. Make sure the straps are not twisted and the hooks open outward so the strap length can be adjusted. Pull the nets up as high as possible. Temporarily tightening the side straps is permissible, however, remember to loosen them later when tightening the top net.

- w. Spread the top net on the ground top-side down, and align its length with that of the pallet. After verifying no one is standing on the far side of the pallet, throw the net over the pallet, flipping it over so it lands top-side up. Adjust the net so it is centered on the pallet. Fasten the top net hooks to the highest side net rings possible and still be able to remove all slack out of the side nets when the top net is cinched down. Make sure the straps are not twisted, then tighten the top net by shortening the straps (pulling down), alternating from end-to-end. Now go back and retighten the side net straps. Tuck all strap ends into the netting to prevent tangling in the aircraft rail or roller system.
- x. Attach a placard with pallet gross weight, identification, and other information, to the netting on the 88-inch and 108-inch sides of the pallet. Pallets will also be marked with an MSL IAW Appendix H and this Regulation, Part II.
- y. Dunnage (3 pieces) must accompany each pallet during deployment.
- z. Keys or combinations to any locked containers must accompany the item and be made available to the troop commander or cargo courier/custodian during transport in the event of an in-flight emergency.

## **K. INSPECTION STANDARDS**

DD Form 2133, Joint Airlift Inspection Record (Figure O-1), will be used as a guide when preparing equipment and cargo for airlift. The following standards will be applied when preparing and inspecting cargo for airlift.

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.

Item 2 DEPARTURE AIRFIELD. Enter the name of the facility the airlifted unit is departing; e.g., Langley AFB VA.

Item 3 DATE. Enter year, month, and day that the inspection is accomplished.

Item 4 AIRCRAFT TYPE AND MISSION NUMBER. Enter the type and mission number of the aircraft on which the equipment is to be loaded.

Item 5 LOAD/CHALK NUMBER. Enter the transported force assigned aircraft load number that establishes the desired load movement sequence.

Item 6 START TIME. Enter the local time the inspection actually started.

Item 7 COMPLETE TIME. Enter the local time load was checked and is ready for movement.

Item 8 TALCE/CDF. Enter the numerical designation of the unit having Tanker Airlift Control Element/Cargo Deployment Function or aerial port responsible for the operating location.

## **L. DOCUMENTATION**

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.

Item 10 SHIPPER'S DECLARATION. Check for the proper preparation of all required hazardous material documentation and certification IAW AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3.

Item 11 HAZARDOUS MATERIALS PREPARATION. Check that all HAZMAT in the load are properly prepared, positioned, and compatible with other HAZMAT in this chalk, as restricted by AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3.

Item 12 LOAD LISTS/CARGO TRANSFER FORMS. Ensure the preparation of all required load lists and/or cargo transfer documentation.

## **M. VEHICLES/NON-POWERED EQUIPMENT**

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.

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.

Item 15 MECHANICAL CONDITION.

1. Engine Runs. Unless a vehicle is shipped as retrograde cargo, it must be in good condition. Ensure self-propelled vehicles are operational.
2. Brakes Operational. Check brakes by having driver demonstrate braking capability while vehicle is moving. Check the emergency brake for operation.

Item 16 BATTERY.

1. 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.
2. Post/Cables Protected. Ensure battery terminals are covered if disconnected, e.g., rubber covers or tape, to prevent damage or short circuits.

Item 17 FUEL TANK(S) LEVELS.

1. Three-Fourths (3/4) Tank. Vehicles and self-propelled units will not exceed three-fourths (3/4) tank of fuel when loaded on the aircraft floor and one-half (1/2) tank of fuel when loaded on the aircraft cargo ramp. Wheeled engine-powered support equipment will not exceed one-half (1/2) tank of fuel regardless of the unit's position in the aircraft. Units loaded on the aircraft cargo ramp must be positioned with fuel tank filler openings on the high side of the ramp. These fuel limits are based on operational necessity IAW AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3, Chapter 3.
2. Drained. Equipment 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.

**Note:** 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.

3. Fuel Tank Caps Installed. Ensure fuel caps are installed. On closed fuel system equipment, loosen caps to allow pressure equalization.

Item 18 JERRY CANS (Secure, Fuel Level, Seal). United Nations (UN) performance specification packaging -certified Jerry cans, listed in AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3, Attachment 7, Paragraph 7.3, are authorized for transporting flammable liquid fuel stocks. Ensure that all racks are designed to accommodate and secure Jerry cans to prevent movement or leakage during airlift. Provide cushioning material or fiberboard separation to prevent metal-to-metal contact for Jerry cans not secured in racks. Jerry cans must have a serviceable gasket in place on the screw cap closure. Any leakage from or dent at the seam of a Jerry can will prohibit its acceptance for air shipment. DOT 5L Jerry cans, used to transport HAZMAT, will not be palletized. When combined with the fuel shipped in the tanks of the vehicles or equipment, DOT 5L Jerry cans will not exceed a two full-tank supply. DOT 5L Jerry cans may be palletized when drained, purging not required.

**Note:** There is no minimum fuel requirement for this container. Maximum quantity is five gallons, measured to the weld bead near top of can.

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-141 and C-130 aircraft, the height may not exceed 103 and 102 inches, respectively, or 76 inches on the cargo ramp position. Vehicles under crew rest facilities on C-141 may not exceed 80 inches in height.

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.

Item 21 SCALE WEIGHT (Both Sides). Show the gross vehicle weight to the nearest whole pound on both sides of the vehicle.

Item 22 AXLE WEIGHTS (Both Sides). Mark axle weights above each axle.

Item 23 TIEDOWN POINTS (Serviceable). Ensure all clevises and tiedown points are serviceable. Include interior and exterior cargo restraint tiedowns in the inspection.

Item 24 PINTLE HOOKS/CLEVISES.

1. Serviceable. Ensure all devices required for loading or off-loading trailers and cargo are serviceable.
2. Safety Pin Attached. Ensure all required pins or cotter keys are properly installed and serviceable.

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.

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.

Item 27 SHORING (Rolling, Parking, Sleeper, Approach). Check that all shoring is serviceable and immediately available. Consult aircraft loading manual for shoring requirements.

Item 28 ACCOMPANYING LOAD.

1. 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.
2. Secure to Vehicle. Check that all secondary cargo is properly secured to the vehicle and will meet the same restraint criteria required for the vehicle. Use a minimum of one-half (1/2)-inch diameter rope (not nylon) for cargo restraint. Consider all locally manufactured modifications as secondary cargo. Ensure rope actually touches cargo, not just hold the side racks down.

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.

## **N. PALLETS/PALLET TRAINS**

Item 30 CLEAN. Clean each piece of equipment and pallet of all grime, oil, dirt. Steam clean if necessary. Ensure no soil is transported on or under items loaded on the pallet.

Item 31 SCALE WEIGHT. Ensure pallet scale weight is attached to one 88-inch side and one 108-inch side of the pallet.

Item 32 DIMENSIONS (Fits A/C Profile or Contour). Check that each pallet does not exceed the dimensions of the planned aircraft position. For example, pallet position number 1 on the C-141B may not exceed 76 inches in height measured from the top surface of the pallet. Refer to aircraft loading manual for aircraft pallet limitations.

Item 33 CARGO PROPERLY SECURED.

1. Netted. Check that all cargo nets are serviceable and properly installed.
2. 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.

Item 34 DUNNAGE (3 Pieces Per Pallet). Ensure proper dunnage, three pieces, 4" x 4" x 88", accompanies the pallet during shipment.

## **O. HELICOPTERS (FLYAWAY)**

Item 35 FUEL QUANTITY (Gallons). Fuel quantities can not exceed three-fourths (3/4) full or 150-gallons per tank, whichever is less.

Item 36 BATTERY (Disconnected/Taped). Ensure user disconnects and tapes battery terminals and secures the battery to prevent accidental leaks and short circuits.

Item 37 CENTER OF BALANCE (Both Sides). Ensure user clearly marks the CB on both sides of the item.

Item 38 SCALE WEIGHT (Both Sides). Ensure gross weight is clearly marked on both sides of the item.

Item 39 SHORING (Rolling, Parking, Approach). Check that all shoring is serviceable and immediately available for use.

Item 40 SPECIAL LOADING EQUIPMENT (Towbars, etc.). Ensure special equipment necessary to load this cargo is available. (Tools, jacks, pintle hooks, pumps, ramps.)

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 should also be listed in this block.

Item 42 DEPLOYING FORCE REPRESENTATIVE (Signature/Rank/Unit of Assignment). To be signed by the deploying unit representative accompanying the mobility force inspector.

Item 43 MOBILITY FORCE INSPECTOR (Signature/Rank/Unit of Assignment). To be signed by inspector qualified personnel.

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. TALCE/CDF		
LEGEND <i>(Mark blocks after each item as follows)</i>			<b>INCREMENT/SERIAL BUMPER NUMBER AND TYPE</b>						
✓ = 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/CLEVISES									
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

### **1. RESPONSIBILITIES**

- 1.1. Qualified TALCE/CDR 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 TALCE/CDF or aerial port personnel with a representative from the transported force.

### **2. INSPECTION PROCEDURES**

2.1. All inspections will be conducted by qualified inspectors and transported force representatives. The TALCE/CDF or aerial port representative accepting cargo for air shipment must have completed hazardous materials inspector training required in paragraph 1.17.3, AFMAN 24-204(I)/TM 38-250/MCO P4030.19H/NAVSUP Pub 505/DLAI 4145.3. 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 TALCE/CDF or aerial port station file.
- (3) One signed copy for the transported force.

### **3. PREPARATION INSTRUCTIONS**

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<sup>st</sup> 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, TALCE/CDF. Enter the numerical designation of the unit that has TALCE/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)**



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