

TRAINER GUIDANCE

Line Item 1.5 *Inspect, inventory, and store 463L pallets, nets, and tie down equipment*

Prerequisites:	The trainee will possess all required Personal Protective Equipment (PPE); i.e. gloves, hearing protection, steel-toed boots, and reflective gear (during the hours of darkness and/or inclement weather).
Training References:	A. AFI 24-605 Vol 2, Air Transportation Operations B. DoD 4500.9-R, Defense Transportation Regulation, Part VI Management and Control of Intermodal, Chapter 608 C. T.O. 35D33-2-2-2, 463L Air Cargo Pallets D. T.O. 35D33-2-3-1, Maintenance and Repair Instructions Air Cargo Pallet Net
Additional Supporting References:	N/A
Training Support Material:	463L Pallet Top Net Side Net
Specific Techniques:	This lesson plan is designed for hands-on (demonstration/performance). Trainers will demonstrate, document, and verify training using a variety of hands-on scenarios with actual missions or simulated training scenarios.
Criterion Objective:	<p>A. Upon completion of training, the trainee will:</p> <ol style="list-style-type: none"> Understand the General Guidance Surrounding Net and Pallet Management How to Maintain 463L Pallets and Nets. Tie-down Equipment principles. <p>B. Trainee will:</p> <ol style="list-style-type: none"> Review the training objectives. Review the training references. <p>C. Trainer will:</p> <ol style="list-style-type: none"> Review the training objectives. Review the training references. Conduct the training using the attached lesson plan. Perform remedial training if necessary. Comply with the duties outlined in AFI 24-605. Complete the AMC TTG (EOS CRS Feedback). https://www.usafecsurvey.com/se/251137455E5A907801
NOTES to Trainer:	It is imperative that trainers demonstrate, document and verify training using a variety of hands-on and scenario-based techniques to achieve the desired proficiency prior to signing the Task Evaluation Checklist (TEC).

TASK STEPS

Line Item 1.5 *Inspect, inventory, and store 463L pallets, nets, and tie down equipment*

Learning Objective 1: Understand the general guidance:

- A. Each unit appoints, at a minimum, a primary and alternate System 463L asset manager with a signed letter by unit Commander or designated representative. This letter will include the name, rank, DSN, and office symbol of the appointees.

- B. Unit pallet and net managers will create/maintain a System 463L asset management continuity book with a minimum of the latest revalidation letter, control log/1297s, appointment letters, and appropriate messages.
- C. Each unit is required to request a Global Asset Reporting Tool (GART) account through its MAJCOM/DoD Component pallet and net manager for the purpose of submitting or viewing unit reports. Each unit is authorized no more than five GART accounts. This limitation is required to keep the bandwidth to a minimum for workability of the system.
- D. Each unit's System 463L asset manager is responsible for issuing, accounting for, and controlling System 463L pallets, nets, tie-down chains and devices, straps, pallet couplers, and radio frequency identification tags.
- E. Accurate inspection is vital to maintaining accurate levels of System 463L assets. Each unit will inspect all System 463L assets in its possession on a monthly (between the 15th and 20th) basis utilizing TO 35D33-2-2-2 and TO 35D33-2-3-1
- F. Accurate reporting is essential in the accountability of all System 463L assets within the DTS. Each unit is required to report all System 463L assets in its possession and submit a monthly (between the 15th and 20th) asset report. Input data in GART using the following link: <https://webapp.amc.af.mil/GART/Login.aspx>

Learning Objective 2 Understand how to maintain pallets and nets:

A. Maintaining Pallets

- 1. Cleaning Pallets: Prior to use, pallets must be thoroughly cleaned and inspected for missing and cracked D rings, warping, exposed core, and/or surface de-lamination.
- 2. Pallet Storage: Never store empty pallets upside down. This can cause the pallet tie-down rings to swing under the pallet and damage the surface beneath the pallet. Dunnage must be placed under all pallets and be uniform in thickness of 3 inches or more and 88 inches long at a minimum. Place the dunnage parallel to the short side of the pallet. You must use three pieces per pallet. Not complying can cause the pallets to warp, making it difficult for them to fit into the rail system. Stack empty pallets 50 high with dunnage placed between each group of 10. Make sure rings are in the lowered position.
- 3. Damage Pallets: Inspect pallets for defects IAW T.O. 35D33-2-2-2. Pallets with missing ring assemblies and/or external de-lamination are unserviceable and will not be loaded prior to maintenance. This affects the restraint requirements and is a risk of flight safety. Unserviceable pallets will be tagged with a DD Form 1577-2, Unserviceable (Repairable) Tag Material. Each tag will note the type of repair required. Ensure tag is securely attached to the pallet and marked with a weatherproof marker.

B. Maintaining Nets

- 1. Cleanliness: If nets contain a large amount of residue (oil/grease), they must be washed with mild soap and water.

2. Storage: Each box will be labeled with the type and quantity of nets it contains. Boxes must be lined with water and vapor proof barrier material or a polyethylene cargo pallet bag. DO NOT store nets in direct sunlight or store wet. NEVER use hot air to dry nets; it could damage them.
3. Damaged Nets: Inspect nets for defects IAW T.O. 35D33-2.3.1 Nets must be inspected each time they are used. Anytime a net's webbing is frayed or cut, do NOT use it without first repairing it or sending it out for repair IAW local procedures. If sliding or moving parts cannot be manually freed and/or continue to bind, the hardware part shall be replaced. Hardware twisted or bent out of shape shall be replaced.

Learning Objective 3 *Understand tie-down equipment principles used to restrain cargo:*

- A. Cargo is restrained (tied down) in an aircraft so that it remains stationary in the cargo compartment when the aircraft is subjected to rough air, vibration, acceleration, deceleration, and rough landings.
- B. Cargo loaded in an aircraft is restrained so that it will not shift during any condition the aircraft experiences in flight. Basic principles of restraint apply to tying down cargo. Although the details vary for different kinds of cargo, the basic principles of restraint do not change.
 1. Tie-down cargo to prevent movement in all directions
 - a). Forward 3G
 - b). Aft 1.5G
 - c). Lateral (Left and Right) 1.5 G
 - d). Vertical 2G
 2. Attach tie down devices in symmetrical pairs
 3. Do not combine straps and chains when restraining cargo
- C. Types of Tie-down Equipment
 1. MB-1 – 10,000 lbs.
 2. MB-2 – 25,000lbs
 3. CGU-1/B – 5,000lbs