

**BY ORDER OF THE COMMANDER
AIR MOBILITY COMMAND**

**AIR MOBILITY COMMAND INSTRUCTION
24-101, VOLUME 13**



30 JANUARY 2014

Transportation

463L PALLET AND NET MANAGEMENT

COMPLIANCE WITH THIS PUBLICATION IS MANDATORY

ACCESSIBILITY: Publications and forms are available on the e-Publishing website at www.e-publishing.af.mil for downloading or ordering.

RELEASABILITY: There are no releasability restrictions on this publication.

OPR: HQ AMC/A4TR

Certified by: HQ AMC/A4T
(Col Thomas J. Trumbull II)

Pages: 19

Supersedes: AMCI24-101V13,
14 September 2011

This instruction outlines policy, provides guidance, and establishes uniform procedures for managing pallet and net programs. Air Mobility Command (AMC) authority, as the Department of Defense (DOD) single operational manager for 463L system equipment worldwide, is derived from Defense Transportation Regulation (DTR) 4500.9-R, Part VI, *Management and Control of Intermodal Containers and System 463L Equipment, Nov 2012*. The guidance contained in this instruction is applicable to all organizations involved in pallet and net management. This publication applies to Air Force Reserve Command (AFRC) units. This publication does not apply to the Air National Guard (ANG). Ensure that all records created as a result of processes prescribed in this publication are maintained in accordance with Air Force Manual (AFMAN) 33-363, *Management of Records*, and disposed of in accordance with Air Force Records Information Management System (AFRIMS) Records Disposition Schedule (RDS) located at <https://www.my.af.mil/gcss-af61a/afirms/afirms/>. Refer recommended changes and questions about this publication to the Office of Primary Responsibility (OPR) using the AF Form 847, *Recommendation for Change of Publication*; route AF Form 847s from the field through the appropriate functional's chain of command.

1.	Scope.	3
2.	General Requirements.	3
3.	Authorized Uses for Pallets and Nets.	3
4.	Ownership and Funding.	4
5.	HQ AMC/A4TR is the DOD Operational Manager as designated by United States Transportation Command (USTRANSCOM) and provides direction for worldwide DOD 463L asset management.	4
6.	Major Command (MAJCOM) Pallet and Net Managers.	4
7.	DOD Pallet and Net Distribution Center will:	6
8.	Base/Unit Pallet and Net Managers:	6
9.	Annual Revalidation.	8
10.	Accountability.	8
11.	Requesting Pallets and Nets.	9
12.	Reporting Requirements.	9
13.	Global Asset Reporting Tool (GART).	9
14.	Repairing Pallets and Nets.	9
15.	Shipping.	10
16.	Inspecting Pallets and Nets.	11
17.	Associated Equipment.	11
18.	Subfloor Requirements.	11
19.	Modification of 463L Pallets and Nets.	12
20.	Return of Assets - Retrograde of pallets and nets.	12
21.	Contingency Assets Recovery Team (CART).	12
22.	Temporary and Long Term Asset Loans.	13
23.	Storage.	13
24.	Nets (WRM).	14
25.	Worldwide Pallet and Net Conference.	14
26.	Pallet and Net Working Group.	15
	Attachment 1—GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION	16
	ATTACHMENT 2—TAGS	18
	Attachment 3—NATIONAL STOCK NUMBER LISTING	19

1. Scope. This volume contains procedures and guidance to control and monitor 463L pallet and net assets throughout the AMC and Defense Transportation System (DTS). These procedures apply to all AMC operated air terminals and DOD agencies including those supporting deployed operations.

2. General Requirements.

2.1. The unit commander or designated representative will appoint in writing a primary and alternate 463L asset manager.

2.1.1. Appointment letters must include primary/alternate's name, rank, DSN, (DEROS for overseas locations) and office symbol. Letters will be updated annually or anytime there are changes that deem the previous appointment letter to be obsolete. Appointment letters will be electronically sent and filed at the respective regional DOD Pallet and Net Distribution Center.

3. Authorized Uses for Pallets and Nets.

3.1. Pallets, nets and associated 463L equipment will be used as intermodal assets only. These assets interface with the aircraft's cargo restraint system within extremely limited tolerances. Assets are easily damaged when used for other than their intended purpose. Using them for any purpose other than the movement of cargo/baggage for airlift is therefore strictly prohibited.

3.2. Intra or inter-theater surface (ground or sea) transportation of cargo-loaded pallets and nets (palletized) is restricted.

3.2.1. Cargo may remain palletized if being moved over the road to another location for eventual airlift or delivery to the ultimate consignee or for ALOC/HHG movement.

3.2.2. Units are permitted to palletize cargo for surface movement during inspections/exercises or for special programs.

3.2.3. Units desiring surface transport of 463L pallets with loaded cargo must request a waiver through the COCOM Theater Asset Manager (TAM) or, Headquarters Air Mobility Command (HQ AMC/A4TR) DOD Operational Pallet and Net Manager.

3.2.3.1. When over-the-road movement of built-up pallets is authorized, units must ensure adequate three-point dunnage is used as outlined in Technical Order (TO) 35D33-2-2-2, 463L Air Cargo Pallets, Types HCU-6/E and HCU-12/E (Instruction with Parts Breakdown), paragraphs 2.7.

3.3. Use of pallets, nets and associated equipment (operational or training) for long-term storage (more than three days) is prohibited. However, during non-contingency time periods, use of pallets and nets for pre-built mobility kits (see NOTE below) is permitted (refer to T.O. 35D33-2-2-2, para 2.1 for proper storage requirements). The DOD Operational Manager may restrict or edit this authorization during contingencies and periods of 463L asset shortages unless a unit desiring to pre-build cargo possesses a validated movement order.

NOTE: The term "Mobility kits" is meant to describe unit assets belonging to designated quick response organizations such as a Contingency Response Group or War Readiness Spares Kit, Mission Support Kit, etc. It is not the intent of this instruction to allow pallets to be used as

long-term storage for any/all UTCs in a functional area (e.g. maintenance, aerial port, supply, etc.).

4. Ownership and Funding.

4.1. Pallets and nets are funded and procured by Air Force Material Command (AFMC) and are Air Force property. Pallets and nets may be authorized and in the custody of any Service, DOD or Federal Agency.

5. HQ AMC/A4TR is the DOD Operational Manager as designated by United States Transportation Command (USTRANSCOM) and provides direction for worldwide DOD 463L asset management.

5.1. HQ AMC/A4TR will:

5.1.1. Provide operational management oversight for the Item Manager (IM) and Program Management Office. AMC/A4TR will focus on operational management and control of all 463L assets from origin to final destination, to include return or allocation of 463L assets within a theater of operation in coordination with the TAM.

5.1.2. Distribute new production and depot-repaired pallets in coordination with IM, all Services, MAJCOMs, and DOD Component organizations.

5.1.3. Identify and redistribute excess assets to fill shortages in coordination with all Services, MAJCOMs, and DOD Component organizations.

5.1.4. Provide special shipping instructions for redistribution actions.

5.1.5. Redistribute assets during a conflict or contingency to satisfy urgent, mission essential requests for additional pallets and nets.

5.2. Compile and submit reports as requested using inputs from all Services, MAJCOMs, and DOD Component organizations.

5.3. Compile monthly pallet and net inventory reports into a DOD worldwide operational and War Reserve Material (WRM) pallet and net status report.

5.4. Request an immediate baseline inventory of pallet and net assets (compilation of most recent reports maintained at unit level) upon notification of an impending conflict or contingency situation. Requests are initiated by each Service and/or COCOM Pallet and Net Managers.

5.5. Chair the Pallet and Net Working Group.

5.5.1. Review and approve/disapprove WRM pre-positioning locations and levels.

5.5.2. Review and approve/disapprove requests for redistribution of WRM assets.

6. Major Command (MAJCOM) Pallet and Net Managers.

6.1. Managers will:

6.1.1. Control, maintain, and report operational and WRM pallet and net assets IAW the guidelines and precepts established in this instruction and TO 35D33-2-2-2.

6.1.2. Develop, obtain approval for, publish, update, and distribute supplements to this instruction.

- 6.1.3. Use inputs from subordinate organizations to compile and submit reports.
- 6.1.4. Revalidate and revise operational and WRM pallet and net requirements annually.
- 6.1.5. Ensure and document, on the revalidation report, that requirements submitted are the minimum essential required to accomplish the mission by verifying subordinate activities are adhering to pallet and net requirements determination procedures.
- 6.1.6. Notify the DOD Operational Manager on all inter-MAJCOM or inter-DOD Component redistributions.
 - 6.1.6.1. Redistribute assets to reduce significant overages and fill shortages in coordination with DOD Operational Manager.
- 6.1.7. At their discretion, delegate to unit commanders the responsibility to assess (based on unit manning, workload, facilities, and equipment) their unit's capability (i.e. capable/not capable) to perform repairs on pallets and nets. Commanders will document the assessments in locally filed memorandums
- 6.1.8. Report overages, shortages, or urgent requirements to the DOD Operational Manager by inputting the data into the Global Asset Reporting Tool (GART).
- 6.1.9. Ensure all subordinate activities are reporting their 463L assets in GART. Update pallet and net records to reflect gains or losses as a result of redistribution actions during a contingency or conflict.
- 6.1.10. Ensure GART accounts are established for all subordinate activities with pallet and net requirements.
- 6.1.11. Comply with directives pertaining to the responsibility for loss, damage, and destruction of public property in management, control, and use of pallets and nets. Ensure unit pallet and net managers comply with TO 35D33-2-2-2 and 35D33-2-3-1 and take action if pallets and nets are damaged or destroyed due to negligence.
- 6.1.12. Periodically evaluate unit level pallet and net revalidation process.
- 6.1.13. Follow up on inspection or audit findings on pallet and net management and take corrective action.
- 6.1.14. Make assets available to organizations that do not possess WRM pallets and nets but require them for deployments, Special Assignment Airlift Missions (SAAM), or exercises.
- 6.1.15. Delete permanently modified pallets from the pallet inventory and discontinue reporting them in the monthly reports. Modification of pallets is prohibited without the approval of the DOD Operational Manager. Pallets modified without DOD Operational Manager approval are considered unserviceable and are required to be turned into the depot repair facility.
- 6.1.16. Compile and submit an immediate baseline inventory of both operational and WRM assets (using data from reports maintained at unit level) when directed by the DOD Operational Manager.
 - 6.1.16.1. Release 463L assets at direction of DOD Operational Manager to support increased worldwide airlift requirements during conflict or contingency.

6.1.16.2. Use assets within MAJCOM or DOD Component WRM and operational stockpiles before requesting additional assets.

6.1.16.3. Immediately notify the DOD Operational Manager and request assistance if 463L assets are not available for missions supporting conflict or contingency operations.

6.1.17. Ensure deployed organizations are aware pallet and net assets must be returned to the airlift system immediately upon arrival at the final deployed destination or reported IAW COCOM guidance.

7. DOD Pallet and Net Distribution Center will:

7.1. Provide program oversight within a designated geographical area by maintaining contact with the units within the geographical area either by e-mail, phone or in person to ensure proper management of unit programs.

7.1.1. Distribute 463L assets within designated geographical area by directing movement of pallets and/or nets from one location in the designated geographical area to another in the same geographical area. Use of TAC QMRS may be used for airlift of assets; however, use of TAC FPLT for ground transportation will be approved by HQ AMC/A4TR prior to tasking a movement.

NOTE 1: TAC FPLT will not be used for OCONUS ground transportation.

7.1.1.1. Monitoring pallet and net levels within geographical area by reviewing GART reports from units within designated geographical locations. When locations are low on assets, contact that unit to inquire if they need resupply before tasking.

7.1.2. Maintaining and storing the local on-hand levels of pallets and nets: For DOD Pallet and Net Distribution Center storage, 90 days or less refer to paragraph 23. For DOD Pallet and Net Distribution Center storage, over 90 days refer to paragraph 24.

7.1.2.1. Each location will maintain the capability to hold the directed asset levels:

60 APS Travis AFB, CA- 15K Pallets, 15K Top Nets, 30K Side Nets
 436 APS Dover AFB, DE- 10K Pallets, 10K Top Nets, 20K Side Nets
 437 APS Charleston AFB, SC- 5K Pallets, 5K Top Nets, 10K Side Nets
 721 APS Ramstein AB, GE- 10K Pallets, 10K Top Nets, 20K Side Nets

7.1.3. DOD Pallet and Net Distribution Centers will only be responsible for Air Force agencies within their region. All other commands/components located within that region will be managed by the command/component POC and the DOD Operational Manager (HQ AMC/A4TR).

8. Base/Unit Pallet and Net Managers:

8.1. Managers will:

8.1.1. Control, maintain, and report pallets and nets IAW the DTR, this instruction, its supplements, TO 35D33-2-2-2 and TO 35D33-2-3-1.

8.1.2. Conduct inspections to ensure proper use and storage of WRM pallets and nets, as required in TO 35D33-2-2-2 and TO 35D33-2-3-1.

- 8.1.2.1. Revalidate requirements annually or as mission dictates IAW this instruction.
- 8.1.3. Provide a clear audit trail for pallet and net losses or gains.
- 8.1.4. Control and account for WRM assets in GART.
- 8.1.5. Reply to HQ AMC/A4TR or DOD Pallet and Net Distribution Center taskings within 24 hours (Monday-Thursday), 72 hours (Friday-Sunday). Assets will be shipped as soon as possible, but not later than five days after notification. Shortfalls must include an itemized (inventory) justification showing valid need for retaining assets.
 - 8.1.5.1. Adhere to shipping instructions prescribed in referenced TOs when preparing to ship assets.
 - 8.1.5.2. Ensure unit personnel are aware that pallet and net assets must be returned to the airlift system immediately upon arrival at the final deployed destination or reported IAW COCOM guidance.
 - 8.1.5.3. Conduct investigations of unexplained pallet and net losses. Forward results to the MAJCOM pallet and net manager.
- 8.1.6. Scrutinize approved over-the-road movement of pallets to reduce the possibility of damage and loss of control/accountability of assets.
 - 8.1.6.1. Conduct and monitor installation-level field repair of pallets and nets as determined by Unit Commander, IAW DTR Part 6, Ch 608, para. G.1, Field Level Repairs and TO 35D33-2-2-2 and document field level repair capability at the Unit/MAJCOM level.

NOTE: All units, whether capable of field-level repairs or not, will document in writing the level of repair capacity available at that unit.

- 8.1.7. Be prepared to ship (on short notice) large quantities of serviceable pallets and nets to other organizations at the direction of the MAJCOM pallet and net manager during conflict or contingency.
- 8.1.8. Account for, issue, and control pallets, nets, tiedown chains, straps, devices, pallet couplers, and RFID tags in GART.
- 8.1.9. Inventory pallets, nets, RFID tags, and tiedown equipment assets, as required, and submit a weekly inventory report (NLT 2100Z every Tuesday) to HQ AMC/A4TR (pallet/net and tiedown equipment manager) using GART.
- 8.1.10. Determine equipment authorization levels based on the historical workload or wartime requirements and submit to HQ AMC/A4TR on the annual revalidation letter. Validated authorization levels will be updated in GART by HQ AMC/A4TR.
- 8.1.11. To decrease these established minimum levels and waiver must be approved by HQ AMC/A4TR. However, units may increase these levels, with A4TR concurrence, if consumption experience indicates they are inadequate.
- 8.1.12. Maintain a continuity book. Minimum requirements for continuity book are HQ AMC/A4TR contact information, current GART appointment letter, current annual revalidation letter, current commander's pallet and net manager appointment letter, and appropriate messages.

9. Annual Revalidation.

9.1. HQ AMC/A4TR will provide detailed guidance annually concerning revalidation requirements.

9.2. All units/organizations with pallets and net authorization are required to submit an annual pallet and net revalidation letter, signed by the unit commander/designated representative. Units/organizations will submit letters to their MAJCOM POC who will in turn submit a consolidated letter to HQ AMC/A4TR NLT 15 September each year unless requested earlier by HQ AMC/A4TR at AMCA4TR.Plt.Equip@us.af.mil

9.3. DOD Pallet and Net Distribution Center will ensure units, within their geographical area, submit their annual revalidation requirements to HQ AMC/A4TR.

NOTE: Annual revalidation demands organizations deliberately plan for operational pallet and net requirements. Organizations must continuously refine pallet and net needs based on experience and enhanced planning techniques. Air Force organizations will forward a letter with their annual or updated requirements to the DOD Operational Manager (HQ AMC/A4TR) for authorization approval. Annual revalidation letters will also detail the computation method used to determine requirements and include a statement certifying the submission as the minimum essential quantity needed to accomplish the mission.

10. Accountability.

10.1. Organizations possessing pallets and nets must maintain a clear audit trail for assets that enter or leave their control. The following procedures apply:

10.2. Account for operational and WRM assets using an adopted form (Overprint General Purpose AF Form 3132) as a 463L Asset Control Log (see Table 10-1). Record the types and quantities of equipment (e.g. pallets, nets, straps, etc.) released or received. Balance the control log at the end of every month. The 463L asset manager will ensure all 463L assets signed out in the control log are returned within 60 days of issuance. Maintain control log as working materials that can be destroyed once all items listed have been returned.

10.3. Obtain an AF Form 1297, Temporary Issue Receipt for loaned pallets and nets. The 463L asset manager will ensure that all 463L assets signed out are returned within 60 days of issuance.

Table 10-1. 463L Asset Control Log (Overprint General Purpose AF Form 3132)

DATE	NAME / UNIT / PHONE #	ITEMS	QUANTITY	ESTIMATED DATE OF RETURN	DATE ITEMS RETURNED	ITEMS RETURNED	QUANTITY RETURNED

Overprint

11. Requesting Pallets and Nets.

11.1. Units will submit all requests to designated DOD Pallet and Net Distribution Center.

11.2. DOD Pallet and Net Distribution Center will submit all requests to HQ AMC/A4TR amca4tr.plt.equip@us.af.mil

11.3. AMC Deployed location will submit all requests for pallets and nets to respective TAM.

12. Reporting Requirements.

12.1. Units will report on-hand assets as: available (empty serviceable assets awaiting use), in use (built up and ready for shipment, expected to move within 10 days), unserviceable (assets that have been inspected and determined either field reparable/depot reparable/modified), and uninspected (assets that have been delivered to your installation but not yet inspected for serviceability).

12.2. Accurate reporting is essential in the accountability of all 463L assets within the DTS. Units are required to report all 463L assets in their possession and submit a weekly 8001 asset report NLT 2100Z every Tuesday. Input 8001 data in GART using the following link: <https://private.amc.af.mil/Gart/Login.aspx>

12.2.1. Units unable to report their weekly 8001 in GART, will e-mail their 8001 asset report to HQ AMC/A4TR amca4tr.plt.equip@us.af.mil with the same reporting timeline criteria as paragraph 12.2.

NOTE: GATES has the capability to produce an inventory report for 463L assets that your unit has placed in Capped, Partial or Frustrated status. You will still need to do an inventory of assets that are not being used or have not been reported in GATES.

13. Global Asset Reporting Tool (GART).

13.1. GART will be utilized to report unit asset levels. Assets in GART include pallets, top nets, side nets, MB-1 (10,000 lbs) chains and devices, MB-2 (25,000 lbs) chains and devices, KC10 couplers, standard couplers, straps, etc. Workload history will determine authorization on quantity of equipment (except pallets and nets). It is imperative that information updated in GART is accurate to ensure mission requirements are met. The Operational Manager utilizes GART to monitor asset levels throughout the DOD.

13.2. Each unit is required to provide a written request to their respective MAJCOM or DOD Pallet and Net Distribution Center for unit personnel assigned a GART account for the purpose of submitting or viewing unit 8001 reports. The written request should at a minimum list the name, rank, DSN, e-mail address, DEROS, and if they will be a submitter or viewer of the unit 8001 report. Requests will be signed by Flight/Section OIC or equivalent. Each unit is authorized no more than five GART accounts.

14. Repairing Pallets and Nets.

14.1. Asset Repair. Repair of damaged pallets and nets is a critical part of overall mission success. IAW T.O. 35D33-2-2-2 responsible servicing Air Terminal Manager and Base Maintenance Officer shall, within existing facilities, capabilities and personnel allowances, determine the extent of damage repair, which shall be performed at the locations under their cognizance.

14.2. Pallets are repairable at the unit or depot level. Unit personnel can repair many types of pallet damage IAW TO 35D33-2-2-2. Do not dispose of unserviceable pallets at the unit level unless directed by the IM. Report unserviceable pallets in GART. TO 35D33-2-2-2, Chapter 5, further defines repair and condemnation criteria. Notify the DOD Operational Manager and IM of pallet field repair contracts initiated.

14.3. Nets. Return all nets identified for installation level repair to serviceable condition as expeditiously as possible. TO 35D33-2-3-1, Section 3, outlines the criteria for net maintenance and repair. If field repair is not feasible, return the unserviceable nets to the depot. Upon initial inspection of nets which have been stored for any length of time and the presence of mold is identified, immediately stop inspection and contact the HQ AMC/A4TR for disposition instructions.

NOTE: Nets found to contain mold WILL NOT BE SHIPPED. Immediately contact HQ AMC/A4TR and provide the amount of nets along with pictures. Once received, HQ AMC/A4TR will forward the information to the WR-ALC/WNZDA Program Manager for final disposition instructions. Upon final disposition instructions, units will contact their local Bioenvironmental for assistance to properly dispose of the nets.

14.4. Depot-Level Repair: Contact HQ AMC/A4TR (amca4tr.plt.equip@us.af.mil) for shipping instructions and fund citations for the transportation of all depot repairable pallets and nets. Prepare, mark, and label unserviceable pallets to be consigned to the depot repair facility IAW TO 35D33-2-2-2. Prepare and ship nets to the depot IAW TO 35D33-2-3-1. Ensure trailer data is entered in GATES when shipping pallets and nets to describe what is being shipped (such as 20 serviceable pallets, 300 unserviceable side nets, etc).

14.4.1. Pallets. Do not allow unserviceable pallets (pallets that cannot be repaired at the unit level) to accumulate at installations. Do not ship or transfer unserviceable pallets without the proper condition tags. Identify them with the DD Form 1577, Unserviceable (Condemned) Tag-Materiel, Attachment 2 or DD Form 1577-2, Unserviceable (Reparable) Tag-Materiel, Attachment 2. Send large quantities of reparable pallets directly to the contractor's repair facility using shipping instructions provided by the IM through the MAJCOM pallet and net manager. OCONUS, turn in reparable pallets IAW TO 35D33-2-2-2. Do not ship nets on pallets to the depot repair facility.

NOTE: For instructions on filling out DD Form 1577 Tags please see following link www.apd.army.mil/pdffiles/p738_751.pdf

14.4.2. Nets. The depot repair facility will handle all repairs not within the maintenance capability of the installation or unit. Ensure nets are dry before packing them for shipment. Enclose them in vapor proof barriers and ship to the depot repair facility. Attach the condition tag to an outer surface of the shipping container. Shipments to depot repair facility must be in a closed box truck to protect nets from the weather elements. Tri-walls of nets must be loaded and shipped on a wooden/plastic skid accessible by a standard 4K forklift. Do not ship nets on pallets to the depot repair facility and/or to any other DOD Agency.

15. Shipping.

15.1. HQ AMC/A4TR or a DOD Pallet and Net Distribution Center will officially task units to ship 463L assets. The official tasking will include a tasking number, shipping address,

DODAAC, POC name and contact number at the receiving station, amount of 463L assets to be shipped, and the appropriate Transportation Account Code (TAC) authorized for use.

NOTE: Nets will be transported utilizing an enclosed Box Truck to protect nets from heat, direct sunlight, moisture and humidity. Pallets shipped via surface transportation will be banded together using 1-1/4 inch metal strapping, two on the 88" side and two on the 108" side, stacked 10-20 high without dunnage between each ten pallets to minimize shifting during over-the-road transportation. Banding pallets in this manner will reduce unsafe conditions and/or personal injuries during surface movements IAW TO 35D33-2-2-2, paragraph 5.5.3.

15.2. TAC codes used are limited to:

15.3. FPLT- CONUS surface movement of empty pallets and nets to the depot repair facility.

15.4. QMRS- Air movement of empty 463L assets aboard AMC owned or controlled aircraft.

15.5. QMRS and FPLT can only be used with permission from HQ AMC/A4TR.

15.6. Units must respond to HQ AMC/A4TR or DOD Pallet and Net Distribution Center official taskings within 24 hours for CONUS locations, and within 72 hours for OCONUS locations. The response to HQ AMC/A4TR or DOD Pallet and Net Distribution Center official taskings must include the Transportation Control Number (TCN) and estimated ship date.

16. Inspecting Pallets and Nets.

16.1. Accurate inspections are vital to maintaining proper levels of 463L assets. Each unit will inspect all 463L assets in their possession IAW TO 35D33-2-2-2 and TO 35D33-2-3-1.

17. Associated Equipment.

17.1. Equipment that is identified by nomenclature and national stock number in DTR Part VI, Chapter 608, Table 608-1. Secure cargo to the aircraft floor using tiedown equipment stored on the aircraft or assets provided by the local air terminal. However, to secure cargo to pallets, units must procure and control their own pallet couplers, plastic coverings, tiedown equipment (less nets), dunnage, and shoring. It is not the responsibility of the local air terminal to provide tiedown equipment/463L assets to deploying units. For cargo moving via channel missions, tiedown equipment is subject to one-for-one exchange (from aircraft inventory) for serviceable items only. If one-for-one exchange is not feasible due to limited aircraft inventory enter required information on the 463L asset control log and contact cargo termination point to coordinate return of assets.

Note: TO 13C2-1-1, Cleaning, Repair and Test Instructions for Cargo Tie - Down Equipment, provides cleaning and maintenance instructions for tiedown equipment.

17.2. Units and shippers will program and fund the acquisition of tiedown equipment to move their shipments on pallets to preclude work stoppages, cancellation or delay of missions.

18. Subfloor Requirements.

18.1. HQ AMC/A4TR will provide pallets, chains, devices, and couplers when commercial aircraft are used to move rolling stock. Couplers will only be provided if needed to couple pallets together as a subfloor (i.e. rolling stock subfloored prior to aircraft arrival). Subfloors already installed on aircraft do not require couplers. The deploying unit will provide pallets, tiedown, and couplers for cargo not intended to be loaded as rolling stock.

18.2. Record pallets and tiedown equipment issued to commercial aircraft as subfloors on the unit 463L asset control log with mission number, type aircraft, and APOD.

19. Modification of 463L Pallets and Nets.

19.1. The IM may approve requests for modifications to pallets for specialized transportation purposes. Units must remove these permanently modified pallets from their inventory and discontinue accounting for them as pallets.

20. Return of Assets - Retrograde of pallets and nets.

20.1. COCOM 463L TAMs will ensure proper retrograde plans are in place to support the return of pallets and nets to DOD Pallet and Net Distribution Centers, aerial ports, or repair facilities. 463L assets supporting sustainment operations will be returned to the nearest aerial port within three days of delivery at the forward operating base.

20.1.1. The TAM will ensure the task of recovering retrograde 463L assets is included in operations/fragmentary orders as part of the routine base/camp procedures.

21. Contingency Assets Recovery Team (CART).

21.1. The recovery of 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 21-1 for recommended CART structure. The CART will be a deployable team. The CART will recover pallets and nets from exercise, humanitarian, and contingency operations.

21.2. The CART will be responsible for identifying 463L assets (including items such as specialized shoring kits), evaluating serviceability, arranging recovery, and reporting the status of identified but non-recoverable 463L assets to the TAM.

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

21.4. 463L assets will be transported to the nearest aerial port by airlift or ground transport for insertion into the DTS.

21.5. 463L assets leaving an overseas location will be cleaned to meet US Department of Agriculture guidance, the DTR Parts III and V requirements, and IAW this instruction. The CART or the owning agency will clean, stack, and prepare assets for movement as soon as possible. The CART will coordinate the return destination through the TAM with the DOD Operational Manager.

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

21.6.1. TO 35D33-2-2-2, *463L Air Cargo Pallets, Types HCU-6/E and HCU-12/E* 15 Jul 2005.

21.6.2. Technical Order 35D33-2-3-1, *Air Cargo Pallet Net, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top*, 30 Jun 1993.

21.6.3. Technical Order 36M-1-141, *Operator and Operation Instruction -- Materials Handling Equipment System Components of 463L*, 19 Nov 1974.

Table 21-1. Recommended CART Structure.

# Assets to Recover/Locations	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
1001-2000 pallets 6 - 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

22. Temporary and Long Term Asset Loans.

22.1. Units/Organizations may loan operational pallets and nets for up to 60 days as long as the equipment is used only as authorized in the DTR Part VI and TOs referenced in this instruction. Advise units/organizations requesting loans of pallets and nets to establish their own pallet and net validation. Ensure loaned assets are returned as expeditiously as possible. Units must notify the MAJCOM manager of all temporary and long term loans. Units will include a statement in remarks section of GART indicating estimated return date.

22.2. Issuing tiedown equipment to other-than-AMC aircraft:

22.2.1. Ramp services tiedown personnel are responsible for issuing tiedown equipment to other-than-AMC aircraft, using AF Form 1297, Temporary Issue Receipt.

22.2.2. Prepare the AF Form 1297 in duplicate. Print the name, organization and location of the individual who signs for the tiedown equipment legibly on the form. Annotate the following statement on the AF Form 1297: "Tiedown equipment will be returned to issuing station within 60 days." The original copy of the AF Form 1297 is kept by the flight crew and the duplicate copy is maintained by the unit pallet/net and tiedown equipment manager for future reference (dispose of IAW AF Records Disposition Schedule available on-line at <https://afrims.amc.af.mil>.)

22.3. Issuance of pallets, nets, tiedown equipment and dunnage to other activities:

22.3.1. Record pallets, nets and tiedown equipment issued to other activities on the unit's 463L Asset Control Log at time of issue and return.

23. Storage.

23.1. Nets. Operational, non-operational, and WRM will be packaged in tri-walls, bins, or suitable boxes (e.g. nets packed 40 per container) lined with water-vapor proof barrier

material (e.g., MIL-B-131) or a polyethylene cargo pallet bag, NSN 3990-00-930-1480, according to the quantity and type to be stored or stored on racks.

23.2. Store in cool, dry, covered space since heat, direct sunlight, and moisture cause deterioration.

23.3. Do not store with/near acid, batteries, chemicals or alkaline substances.

23.4. Do not place nets in storage while wet.

23.5. When nets are no longer in operational status and are being returned to storage (temporary storage not to exceed 90 days) the following procedures shall be observed:

23.5.1. Remove existing corrosion in accordance with Chapter 5, Section 1 of TO 1-1-691, Technical Manual, Cleaning and Corrosion Prevention and Control, Aerospace and Non-Aerospace Equipment.

23.5.2. Coat all hardware with one coat of MIL-C-85054, Corrosion Preventative compound, water displacing.

23.5.3. Once complete, package nets IAW paragraph 23.1.

24. Nets (WRM).

24.1. Nets stored as part of WRM and DPNDC stock will be inspected once each year on a staggered inspection basis, (e.g. one half of inventory) each six month period.

24.2. Nets packed in containers will be inspected by removal of 10% of the total including a portion of the bottom layer in each container.

24.3. Visually inspect for wet, presence of mold and/or corroded material and return nets to the original container.

NOTE-1: Upon initial inspection of nets which have been stored for any length of time and the presence of mold is identified, immediately stop inspection and contact the HQ AMC/A4TR for disposition instructions as necessary.

NOTE-2: Nets found to contain mold WILL NOT BE SHIPPED. Immediately contact HQ AMC/A4TR and provide the amount of nets along with pictures. Once received, HQ AMC/A4TR will forward the information to the WR-ALC CE/ WNZDA Program Manager for final disposition instructions. Upon final disposition instructions, units will contact their local Bioenvironmental for assistance to properly dispose of the nets.

24.4. The total number of nets packed in containers will be reported as being inspected, (e.g. nets packed 40 per container), 10% removed and inspected, will be reported as 40 nets being inspected.

24.5. Return nets to storage following the procedures in Storage of Nets (23.1).

24.6. A record of inspections will be maintained by the installation pallet and net manager and a copy furnished to the MAJCOM pallet and net manager.

25. Worldwide Pallet and Net Conference. The IM will conduct and chair a worldwide Pallet and Net Conference on a biennial basis as needed. The conference charter is to review worldwide pallet and net requirements, evaluate inventories, report new technological advances,

and address any issues impacting effective management of pallets and nets. Invitees include representatives from all DOD Components authorized operational or WRM pallets and nets.

26. Pallet and Net Working Group. The DOD Operational Manager will convene a separate Pallet and Net Working Group during the Pallet and Net Conference off years, as necessary, to discuss and resolve problems identified by the users and to lay the groundwork for the biennial worldwide conference. The working group includes representatives from HQ Air Force, Warner Robins Air Logistics Center, USTRANSCOM, each DOD Component, and HQ AMC. Other agencies may attend if the agenda topics indicate their participation is warranted.

JOHN C. TOBIN, Col, USAF
Deputy Director of Logistics

Attachment 1**GLOSSARY OF REFERENCES AND SUPPORTING INFORMATION*****References***

DOD 4500.9-R, *Part VI Management and Control of Intermodal Containers and System 463-L Equipment*, Apr 2011

Joint Publication 3-35, *Deployment and Redeployment Operations*, 31 Jan 2013

Joint Publication 4-01, *Joint Doctrine for the Defense Transportation System*, 19 Mar 2003

TO 35D33-2-2-2, *463L Air Cargo Pallets, Types HCU-6/E and HCU-12/E* 15 Jul 2005

TO 35D33-2-3-1, *Air Cargo Pallet Net, HCU-7/E, I, Side, HCU-15/C, II, Top, HCU-11/C, III, Side, HCU-16/C, IV, Top*, 30 Jun 1993

TO 36M-1-141, *Operator and Operation Instruction -- Materials Handling Equipment System Components of 463L*, 19 Nov 1974

Abbreviations and Acronyms

AFMAN—Air Force Manual

AFMC—Air Force Materiel Command

AFRIMS—Air Force Records Information Management System

ALOC—Army Logistics Operations Center

AMC—Air Mobility Command

ANG—Air National Guard

CART—Contingency Assets Recovery Team

DPNDC—DOD Pallet and Net Distribution Center

DTS—Defense Transportation System

GART—Global Asset Reporting Tool

HHG—Household Goods

HQ AMC—Headquarters Air Mobility Command

IM—Item Manager

MAJCOM—Major Command

OPR—Office of Primary Responsibility

RDS—Records Disposition Schedule

SAAM—Special Assignment Airlift Missions

SSN—Social Security Number

STD—Standard

TAC—Transportation Account Code

TAM—Theater Asset Manager

TCN—Transportation Control Number

TO—Technical Orders

WRM—War Reserve Material

Terms

Aerial Port—An airfield that has been designated for the sustained air movement of personnel and materiel as well as an authorized port of entrance into or departure from the country where located.

Airfield—An area prepared for the accommodation (including any buildings, installations, and equipment), landing, and takeoff of aircraft.

Defense Transportation System—That portion of the Nation’s transportation infrastructure that supports Department of Defense common—user transportation needs across the range of military

operations. It consists of those common—user military and commercial assets, services, and systems organic to, contracted for, or controlled by the Department of Defense.

Dunnage—Lumber or other material used to brace and secure cargo to prevent damage.

463L Assets—Pallets, Top/Side nets, MB-1(10,000)/MB-2(25,000) chains/devices, couplers, CGU/1-B cargo straps, RFID tags.

463L Pallet—An 88” x 108” aluminum flat base used to facilitate the upload and download of aircraft.

Special Assignment Airlift Mission—A mission performing special assignment airlift. Special assignment airlift missions are defined as airlift requirements for special pickup or delivery by Air Mobility Command AMC at points other than established AMC routes, and which require special consideration because of the number of passengers involved, the weight or size of the cargo, the urgency or sensitivity of movement, or other special factors.

Transportation Account Code—A four-digit alphanumeric code by which the Service, Agency, or contractor identifies the account to be charged for transportation.

**ATTACHMENT 2
TAGS**

Figure 1. DD Form 1577, Unserviceable (Condemned) Tag-Materiel

<p>WARNING: Unauthorized persons removing, defacing, or destroying this tag may be subject to a fine of not more than \$1,000 or imprisonment for not more than one year or both (18 USC 1361)</p>	FSN, PART NO AND ITEM DESCRIPTION		UNSERVICEABLE (REPARABLE) TAG - MATERIEL	
			INSPECTION ACTIVITY	CONDITION CODE
			REASON FOR REPARABLE CONDITION	
	SERIAL NUMBER / LOT NUMBER	UNIT OF ISSUE	REMOVED FROM	
CONTRACTOR OR PURCHASE ORDER NO.	QUANTITY	INSPECTOR'S NAME OR STAMP AND DATE		
REMARKS				

DD Form 1577-2, OCT 66

Figure 2. DD Form 1577-2, Unserviceable (Reparable) Tag-Materiel

Attachment 3

NATIONAL STOCK NUMBER LISTING

<u>Nomenclature</u>	<u>NSN</u>	<u>FUNDING</u>
CGU-1/B Nylon Straps	1670-00-725-1437	Unit
HCU-6/E 463L Pallets	1670-00-820-4896CT	AFMC
10,000 lbs Chain	1670-00-516-8405	Unit
Device (CGU-4/E) 10,000 lbs	1670-00-212-1149	Unit
Device (MB1) 10,000 lbs	1670-01-580-3069	Unit
25,000 lbs Chain	1670-00-778-4079	Unit
Device (CGU-3/E) 25,000 lbs	1670-00-212-1150	Unit
Device (MB2) 25,000 lbs	1670-07-508-3080	Unit
Pallet Coupler (STD)	1670-01-061-0990CT	Unit
Pallet Coupler (KC-10)	1670-01-487-8743CT	Unit
Pallet Covers	3990-00-930-1480	Unit
Side Nets	1670-00-996-2780CT	AFMC
Top Nets	1670-00-969-4103CT	AFMC