



Internal Air Transport Certification

AFLCMC/EZFC (ATTLA)
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<https://cs3.eis.af.mil/sites/AFLCMCEZF/AirCerts>



Date: 7 February 2014

Item Nomenclature: CBRNE NOR-E 24NG Decon Trailer

File Number: 2014.01.23

Requestor: 142 LRS Portland Air NG (TSgt Mike Morris)

Item Description: The subject item is identified to be a CBRNE NOR-E 24NG Decon Trailer. Approximate dimensions are 360" L x 96" W x 102" H. The gross weight is 12,430 lbs with a gross vehicle weight rating (GVWR) of 15,000 lbs. The front axle is reported to weigh 5,340 lbs with a rating of 7,000 lbs. The rear axle is reported to weigh 5,590 lbs with a rating of 7,000 lbs. The landing gear has a rating of 7,000 lbs.

NOTE: The listed dimensions are approximations. Actual dimensions can vary as long as aircraft limitations published in applicable cargo loading manuals and the conditions of certification listed below are not violated. Adjustments to approach shoring and/or loading methods shall be reported to ATTLA.



Figure 1: CBRNE NOR-E 24NG Decon Trailer

Certified Aircraft: USAF C-130, C-17, and C-5

Conditions of Certification:

1. Maximum Weight for Air Transport:

- a. Gross Vehicle Weight: 12,000 lbs (without sleeper shoring); 15,000 lbs (with sleeper shoring)
- b. Axle/Landing Gear Limits:
 - Front and Rear, each – 5,600 lbs (without sleeper shoring); 7,000 lbs (with sleeper shoring)
 - Landing Gear – 1,040 lbs (for flight)

2. Item Preparation:

- a. Shipper is responsible for providing all shoring materials. See paragraph 5 for specifications.
- b. All hazardous materials (to include fuel level, batteries, etc.) must be prepared and certified for airlift in accordance with TM 38-250/AFMAN 24-204(I). Do not consider this air transport certification as approval for hazardous materials. Authorization for airlifting hazardous material is the responsibility of AFMC/A4RT (DSN 787-4503 or COM (937) 257-4503).

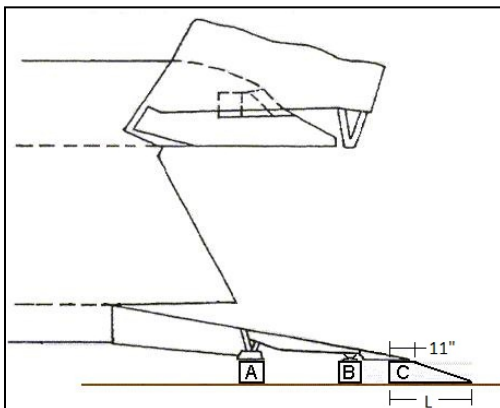
3. Loading Instructions:

- a. The CBRNE Decon Trailer can be loaded using general loading procedures as listed in the respective aircraft cargo loading manual. Approach shoring dimensions are shown in paragraph 5.
- b. C-5: Configure the aircraft to the forward kneel configuration when loading through the forward complex. For loading through the aft ramp, configure the aircraft to aft kneel and re-compute over the ramp approach shoring IAW the aircraft cargo loading manual.
- c. Trailer can remain connected to the prime mover during flight. If the trailer is disconnected from the prime mover, the landing gear may be deployed to keep the trailer level. If the landing gear weight exceeds 1,040 lbs, do not deploy the landing gear and place support shoring behind the hitch; see paragraph 5c.

4. Restraint Requirements: The CBRNE NOR-E 24NG Decon Trailer and all accompanying cargo must be restrained to meet MIL-STD-1791 requirements of 3G forward, 1.5G aft and lateral, and 2G up. In addition, stored or installed equipment must meet these requirements and be capable of withstanding a 4.5G down load. Restraint may be applied to axles up to their axle ratings in longitudinal and lateral directions as listed in the Item Description paragraph. Do not apply more than 50% of required restraint to vehicle axles for longitudinal and lateral directions. Spring mounted axles provide zero vertical restraint. There are four tie down provisions, two each in the front and rear, with a de-rated capacity of 11,700 lbs each.

5. Shoring Dimensions & Diagrams:

- a. Approach shoring: minimum recommended dimensions for 7° approach angle, requirements for other configurations are in the applicable aircraft loading manual.



C-5 Forward Shoring (Forward Kneel)

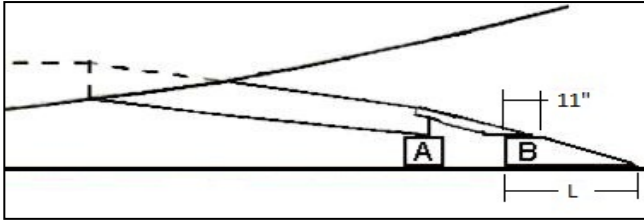
Pedestal Shoring

- "A" 16" L x 13" W x 8" H (2 each inboard)
 18" L x 15" W x 8" H (2 each outboard)
 "B" 15" L x 15" W x 18" H (4 each)

Approach Shoring

- "C" 195" L x 24" W x 23" H (2 required)
 (Length (L) includes 11" to support the ramp toe)

(C-5) CAUTION: Width of approach shoring "C" in the area under the toe must be as wide as the ramp toe it is placed under. The remaining approach shoring extending away from the ramp toe extension contact point must be a minimum of 24 inches wide.



C-17 Shoring

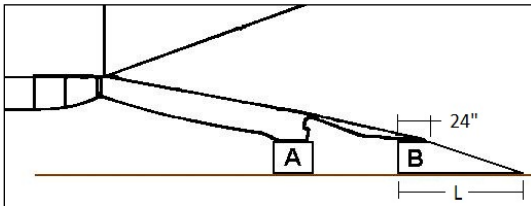
Ramp Pedestal Shoring

"A" 18" L x 30" W x 10" H

Approach Shoring

"B" 218" L x 24" W x 25" H (2 required)

(Length (L) includes 11" to support the ramp toe)



C-130 Shoring

Pedestal Shoring

"A" 18" L x 18" W x 10" H

Approach Shoring

"B" 160" L x 24" W x 18" H (2 required)

(Length (L) includes 24" to support the auxiliary ground loading ramp.)

(C-130) CAUTION: Width of approach shoring "B" under the ground loading ramp must be 24" wide. The remaining approach shoring extending away from the auxiliary ramp contact must be a minimum of 24 inches wide.

- b. Sleeper Shoring: 9" L x 9" W (2 stacks) for each axle that exceeds paragraph 1b. The sleeper shoring must be built up so that it is snug against the frame of the trailer.
- c. Hitch Support Shoring – when disconnected from prime mover: 9" L x 9" W (1 stack). The sleeper shoring must be built up so that it is snug against the frame behind the hitch.
- d. Floor Protection: Sufficient to prevent metal-to-metal contact with aircraft floor if landing gear is deployed.

Required Distribution:

1. Shipper shall give a copy of this certification to the ATOC representative when the item is presented for airlift. This memo shall be part of the official cargo manifest documentation package and shall be briefed to the aircraft loadmaster prior to loading this item.
2. AMC/A3V & AMC/A4T.
3. SDDC TEA.

Point of Contact: Peggy Miedlar, at peggy.miedlar@us.af.mil or ATTLA@us.af.mil, DSN 986-9856 or Commercial (937) 656-9856. Refer to file number 2014.01.23 to reference this item.

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