Internal Air Transport Certification

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Date: 30 September 2014
Item Nomenclature: DAMAS 13K/20K (DOMOPS Airlift Modular Approach Shoring)
File Number: 2012.02.06.1 Rev 1
Requestor: 137 ALCF (SMSgt John Wesley)
Superseded Certification Date: 24 August 2012

New Information Summary: Removed 36" wide components (separately certified), added pooched plate option and changed example figures.

Reference Documents:
1. ASC/ENFC memo, 17 February 2012, Internal Air Transport Evaluation of Heavy Duty Ramps.

Item Description: DAMAS 13K/20K (DOMOPS Airlift Modular Approach Shoring) is adjustable metal ramps for loading cargo on aircraft. The items come in widths of 24" and 30". All components comply with concentrated load aircraft limitations.

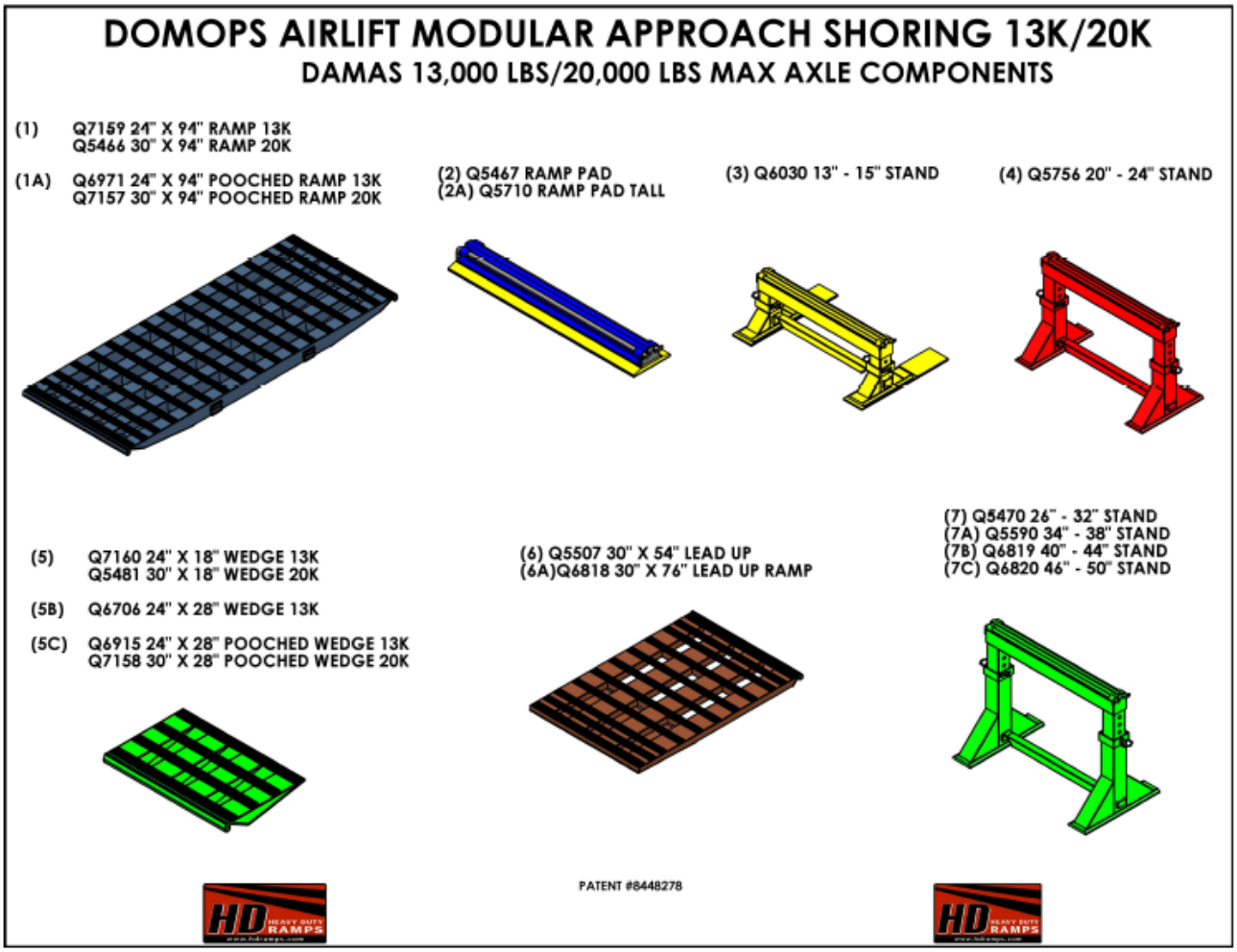

Figure 1: DOMOPS Airlift Modular Approach Shoring Components

Certified Aircraft: The DAMAS is approved for use as approach shoring and approved for transporting DAMAS components on USAF C-130, C-130J-30, C-17 and C-5

Conditions of Certification:

1. Maximum Weight on DAMAS ramps per paired ramp section or aircraft limitation:

a. Single Axle – 24" width is rated at 13,000 lbs
30" width is rated at 20,000 lbs

b. Multiple Axles (spaced less than 48" apart) –
24" width is rated at 13,000 lbs
30" width is rated at 20,000 lbs

c. Multiple Axles (spaced 48" apart or greater) –
24" width is rated at 13,000 lbs
30" width is rated at 35,000 lbs (17,500 lbs each axle)

d. If nonstandard cargo/equipment is presented for airlift with the use of DAMAS 13K/20K ramps, the items may be loaded provided they do not exceed the limitations/procedures of this certification letter or the aircraft loading manual. Items that exceed the aircraft loading manual (i.e. projection, ramp cresting, ramp pedestal shoring, etc.) should use the individual airlift certification letter in conjunction with this certification letter.

2. Item Preparation:

a. The adjustable metal ramps may be used in multiple configurations to meet any required length, height or angle. A few examples are illustrated in Figures 2-9.

b. Over the toes/ramp configurations: components 2, 2A, 3, 5, 6 and 6A with PVC belting mounted to the bottom can be placed directly on the aircraft toes/ramp without exceeding aircraft PSI limitations and avoid metal-to-metal contact. All other components require shoring placed between the aircraft and component to prevent metal-to-metal contact.

c. C-130: Use auxiliary truck loading ramps in accordance with published procedures. NOTE: All aircraft do not have auxiliary loading ramps per AFI 11-2C-130 Vol 3 Addenda A.

Figure 2: Over C-17 Ramp Toes

Figure 3: Over C-5 Ramp Toes

Figure 4: C-130 Using Auxiliary Truck Loading Ramps

Figure 5: Over C-130 Ramp

Figure 6: Under C-17 Ramp Toes (in accordance with para 1.d.)

Figure 7: Detail of Pooched Plate

Figure 8: CH-47 using Pooched Plate (in accordance with para 1.a.)

Figure 9: UH-60 using Pooched Plate

3. Loading Instructions:

a. Items that require rolling shoring inside the aircraft will also require the same amount of rolling shoring on top of the DAMAS ramps.

b. Use general procedures to load and restrain DAMAS components/containers in available aircraft space.

c. For unpaved or soft ground, component 3 (13" – 15" stand) will need 15" L x 9" W x 3" H shoring under the base to spread the weight of the heaviest wheel/axle below 50 psi.

Required Distribution:

1. AMC/A3V & AMC/A4T.

2. SDDC TEA.

Point of Contact: Thomas McPeak, at thomas.mcpeak.1@us.af.mil or ATTLA@us.af.mil, DSN 986-9903, Commercial (937) 656-9903. Refer to file number 2012.02.06.1 Rev 1 to reference this item.

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