



# Internal Air Transport Certification

AFLCMC/EZFC (ATTLA)  
2145 Monahan Way  
WPAFB, OH 45433-7017  
<https://cs3.eis.af.mil/sites/AFLCMCEZF/AirCerts>



**Date:** 16 June 2014

**Item Nomenclature:** DAMAS 26K (DOMOPS Airlift Modular Approach Shoring)

**File Number:** 2012.02.06.02 Rev 1

**Requestor:** 137 ALCF (SMSgt John Wesley)

**Superseded Certification Date:** 3 March 2014

**New Information Summary:** added pooched plate option.

**Item Description:** DAMAS 26K (DOMOPS Airlift Modular Approach Shoring) is adjustable metal ramps for loading cargo on aircraft. All components are at least 36" wide and comply with concentrated load aircraft limitations.



**Figure 1: DAMAS 26K Components**

**Certified Aircraft:** The DAMAS 26K is approved for use as approach shoring and approved for transporting DAMAS 26K components on USAF C-130, C-130J-30, C-17 and C-5.

**Conditions of Certification:**

**1. Maximum Weight(s) on DAMAS 26K ramps:**

- a. Single Axle – 26,000 lbs per paired ramp section or aircraft limitation.
- b. Multiple Axles (spaced a minimum of 50” apart) – 40,000 lbs total (20,000 lbs each axle) per paired ramp section or aircraft limitation. Axles spaced less than 50” apart, the combined weight will not exceed 26,000 lbs.
- c. If nonstandard cargo/equipment is presented for airlift with the use of DAMAS 26K 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 2-5.
- b. Over the ramp toes/cargo ramp/cargo floor configurations: Components 2, 2A, 3, 5, 6 and 6A with PVC belting mounted to the bottom can be placed directly on the aircraft cargo ramp toes/cargo ramp/ cargo floor without exceeding aircraft PSI limitations or metal-to-metal contact. All other components will require shoring placed between the aircraft and the 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 4).



**Figure 2: C-17 Over the Ramp Toes**



**Figure 3: C-5 Over the Ramp**



**Figure 4: C-130 Using Auxiliary Truck Loading Ramps**



**Figure 5: C-130 Over the Ramp**



Figure 6: Detail of Poached Plate



Figure 7: CH-47 using Poached Plate



Figure 8: Combined 26K and 10K for loading UH-60 on a C-5



Figure 9: Loading UH-60 using Poached Plate Ramps

### 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 26K ramps.
- b. Use general procedures to load and restrain DAMAS 26K 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](mailto:thomas.mcpeak.1@us.af.mil) or [ATTLA@us.af.mil](mailto:ATTLA@us.af.mil), DSN 986-9903, Commercial (937) 656-9903. Refer to file number 2012.02.06.02 Rev 1 to reference this item.

Reviewed by: DAVID W. DANIELS  
Aerial Delivery Engineer  
Crew Systems Branch

Approved by: MARK A. KUNTAVANISH  
Aerial Delivery Technical Expert  
Crew Systems Branch