

Summary Report for Individual Task
551-88H-1506
Secure Cargo Aboard Aircraft
Status: Approved

Distribution Restriction: Approved for public release; distribution is unlimited.

Destruction Notice: None

Foreign Disclosure: FD5 - This product/publication has been reviewed by the product developers in coordination with the Fort Lee, VA 23801 foreign disclosure authority. This product is releasable to students from all requesting foreign countries without restrictions.

Condition: Assigned as a Cargo Checker/Handler on an aircraft load team, given a requirement to secure cargo aboard aircraft, a completed risk assessment, safety clothing, a cargo load plan, an aircraft, standard tie-down devices, chains, cargo to be loaded, an air terminal or designated field area, and references, day or night, in normal weather conditions, in an operational environment scenario. This task should not be trained in MOPP 4.

Standard: Secure cargo using aircraft tie-down devices without injury to personnel or damage to equipment.

Special Condition: None

Safety Risk: Low

MOPP 4: Never

Task Statements

Cue: You are assigned as a Cargo Checker/Handler and member of aircraft load team and tasked to secure cargo using tie-down devices.

DANGER

Adhere to all DANGER statements listed in the equipment or vehicle technical operator's manual applicable to this procedure. Failure to comply may result in injury to personnel or damage to equipment.

WARNING

Adhere to all WARNING statements listed in the equipment or vehicle technical operator's manual applicable to this procedure. Failure to comply may result in injury to personnel or damage to equipment.

CAUTION

Adhere to all CAUTION statements listed in the equipment or vehicle technical operator's manual applicable to this procedure. Failure to comply may result in injury to personnel or damage to equipment.

Remarks: None

Notes: None

Performance Steps

1. Position vehicle at prescribed station number in accordance with aircraft load plan.

Note: 1. Position rolling, approach or parking shoring prior to moving (if needed) vehicle onto aircraft. 2. Ensure that the center of balance marking is aligned with the designated station number and the vehicle is centered from left to right of the aircraft floor.

2. Apply shoring if vehicle weighs over 20,000 pounds and has low pressure off-road tires to prevent the load from bouncing during the flight to avoid damage to aircraft.

3. Select tie-down devices.

- a. Identify gross weight of the load.
- b. Determine the force to be restrained.
- c. Identify number and capacity of tie-down devices.

4. Install tie-down devices (see Figure 3-3).

Note: 1. Do not place chains against brake, hydraulic, or fuel lines, tires, or electrical wiring. Do not attach tie-down devices to steering mechanism, tie-rods, drive shafts, grills, fenders, or body braces. Do not apply more than 50 percent of required tie-down devices to the vehicle axles. 2. Before attaching tie-down devices, make certain that the tie-down fitting is the same capacity of the tie-down device. 3. CGU-1/B and tie-down devices must be attached in a symmetrical pattern and in pairs. Whenever possible, install tie-down devices at an angle of 30 degrees from the cargo floor and 30 degrees from the longitudinal axis.

- a. Attach the hook end of the tie-down device to the aircraft floor with the hook end pointed up and apply tension to the top of the ring.
- b. Attach the chain end of the tie-down device to the structural points of the vehicle.
- c. Ensure chains pull in a straight line and not against one another.

5. Install CGU-1/B tie-down devices (see Figure 3-4).

Note: 1. Use cargo protective padding when using CGU-1/B strap to secure cargo with sharp edges. 2. Use cargo straps on cargo that may be damaged by chains. 3. Before using the CGU-1/B tie-down device, unwind the spool.

- a. Attach the stationary end of the hook to aircraft floor with the hook end pointed up.
- b. Apply tension to the strap by operating the handle with a rocking motion until it tightens.
Note: Do not force with added leverage and do not use nylon devices over sharp edges.

6. Tighten tie-down devices.

- a. Tighten devices with equal tension.
- b. Conduct final inspection of tie-down restraints.

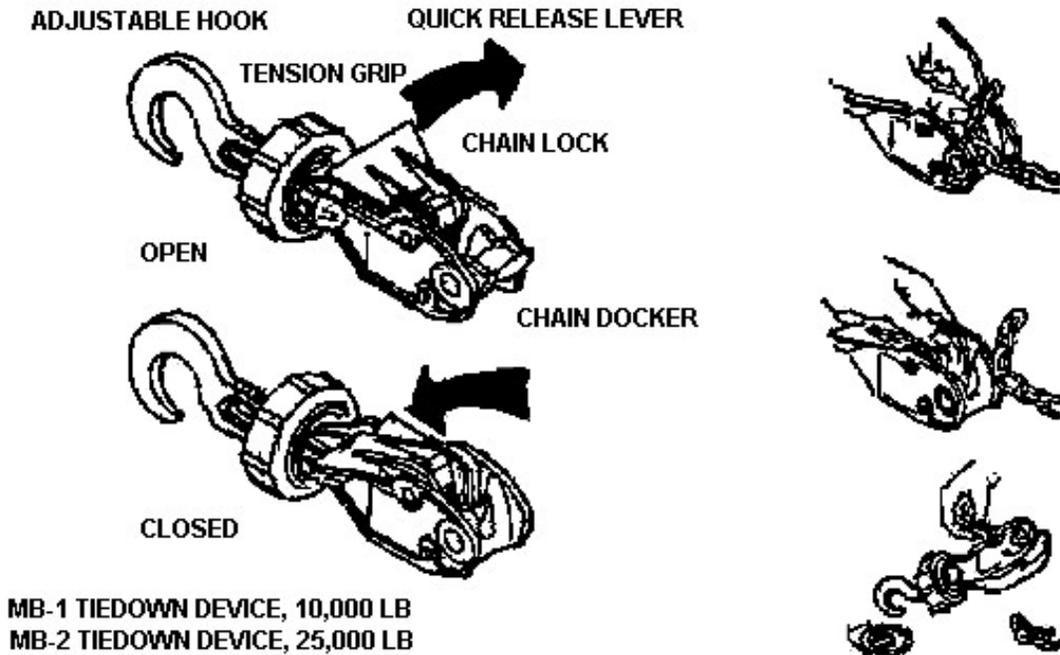


Figure 3-3
 Tie-down Devices

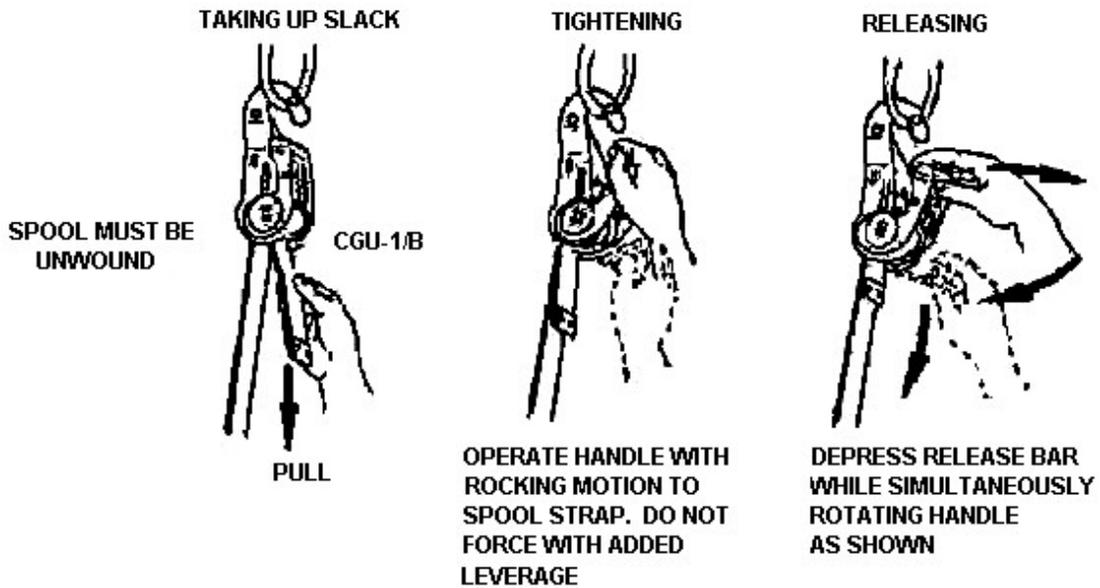


Figure 3-4
 CGU-1/B Tie-down Devices

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the Soldier GO if all performance steps are passed (P). Score the Soldier NO-GO if any performance step is failed (F). If the Soldier fails any step, show what was done wrong and how to do it correctly.

Evaluation Preparation: Ensure that all materials required to perform the task are available. Tell the Soldier that he/she will be evaluated on securing cargo aboard aircraft.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Positioned vehicle at prescribed station number in accordance with aircraft load plan.			
2. Applied shoring (if required).			
3. Selected tie-down devices.			
4. Installed tie-down devices.			
5. Installed CGU-1/B tie-down devices.			
6. Tightened tie-down devices.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	DTR 4500.9-R PART II	Defense Transportation Regulation, Part II (Cargo Movement)	Yes	No
	FM 3-35	Army Deployment and Redeployment	Yes	No
	TC 4-13.17	Cargo Specialist's Handbook	Yes	No

Environment: Environmental protection is not just the law but the right thing to do. It is a continual process and starts with deliberate planning. Always be alert to ways to protect our environment during training and missions. In doing so, you will contribute to the sustainment of our training resources while protecting people and the environment from harmful effects. Refer to FM 3-34.5 Environmental Considerations and GTA 05-08-002 ENVIRONMENTAL-RELATED RISK ASSESSMENT. AR 200-1 delineates TRADOC responsibilities to integrate environmental requirements across DOTMLPF and ensures all training procedures, training manuals, and training doctrine includes sound environmental practices and considerations. The Army's environmental vision is to be a national leader in environmental and natural resource stewardship for present and future generations as an integral part of all Army missions. Environmental protection is never completed. Continuously be alert to ways to protect our environment and reduce waste.

Leaders must ensure that their unit has an active and strong environmental program. They must understand the laws and know what actions to take. Leaders bring focus, direction, and commitment to environmental protection. They should ensure the following environmental programs are in place and are being maintained:

- Hazardous materials program.
- Hazardous waste program.
- Hazardous communications program.
- Pollution prevention and hazardous waste minimization recycling program.
- Spill prevention and response plan program.

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Risk Management. Leaders will complete a DA Form 7566 COMPOSITE RISK MANAGEMENT WORKSHEET during the planning and completion of each task and sub-task by assessing mission, enemy, terrain and weather, troops and support available-time available and civil considerations, (METT-TC). Note: During MOPP training, leaders must ensure personnel are monitored for potential heat injury. Local policies and procedures must be followed during times of increased heat category in order to avoid heat related injury. Consider the MOPP work/rest cycles and water replacement guidelines IAW FM 3-11.4, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. All operations will be performed to protect and preserve Army personnel and property against accidental loss. Procedures will provide for public safety incidental to Army operations and activities and safe and healthful workplaces, procedures, and equipment. Observe all safety and/or environment precautions regarding electricity, cable, and lines. Provide ventilation for exhaust fumes during equipment operation and use hearing protection when required IAW ARR 385-10, the Clean Air Act (CAA) and the CAA amendments, and the OSHA Hazard Communication standard.

Accidents are an unacceptable impediment to Army missions, readiness, morale, and resources. Decision makers at every level will employ risk management approaches to effectively preclude unacceptable risk to the safety of personnel and property affiliated with this task.

- (a) Take personal responsibility
- (b) Practice safe operations.
- (c) Recognize unsafe acts and conditions.
- (d) Take action to prevent accidents.
- (e) Report unsafe acts and conditions.
- (f) Work as a team.

Prerequisite Individual Tasks : None

Supporting Individual Tasks :

Task Number	Title	Proponent	Status
551-88H-1508	Mark Center of Balance for a Multi-axle or Tracked Vehicle	551 - Transportation (Individual)	Approved
551-88H-1511	Escort Passengers and Chalks to Aircraft	551 - Transportation (Individual)	Approved

Supported Individual Tasks :

Task Number	Title	Proponent	Status
551-88H-2504	Direct Securing of Cargo Aboard Aircraft	551 - Transportation (Individual)	Approved
551-88H-4502	Monitor Air Terminal Operations	551 - Transportation (Individual)	Approved
551-88H-3512	Manage Aircraft Load Teams	551 - Transportation (Individual)	Superseded
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Supported Collective Tasks :

Task Number	Title	Proponent	Status
55-5-0043	Conduct Aerial Port of Debarkation Operations	55 - Transportation (Collective)	Approved
55-2-0106	Perform Arrival or Departure Airfield Control Group Functions	55 - Transportation (Collective)	Approved

ICTL Data :

ICTL Title	Personnel Type	MOS Data
MOS 88H - CARGO SPECIALIST SL2	Enlisted	MOS: 88H, Skill Level: SL2, Duty Pos: ABW
MOS 88H - CARGO SPECIALIST SL1	Enlisted	MOS: 88H, Skill Level: SL1, Duty Pos: TAZ
MOS 88H - CARGO SPECIALIST SL3	Enlisted	MOS: 88H, Skill Level: SL3, Duty Pos: TBA
MOS 88H - CARGO SPECIALIST SL4	Enlisted	MOS: 88H, Skill Level: SL4, Duty Pos: TGI