

Summary Report for Individual Task
551-88H-1501
Perform Hookup Team Duties
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 Transportation School Fort Lee, VA 23801 foreign disclosure authority.

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Condition: Assigned as a Cargo Checker/Handler given a requirement to perform hookup team duties in an operational environment , during day or night, in normal weather conditions, a completed risk assessment, safety briefing, safety clothing, inside/outside signalmen, frequency modulated (FM) radio, a hookup person, a helicopter, static wand, sling assembly, flashlights (if required), a load, assistance from a sling leg crew, a designated field site, TM 4-48.09, and TM 4-48.10. This task should not be trained in MOPP 4.

Standard: Perform individual hookup team duties, to include outside signalman, static wand person, hookup person, and sling leg crew duties without injury to personnel or damage to equipment or surroundings.

Special Condition: Static wand personnel trained on the effects of static electricity.

Safety Risk: Medium

MOPP 4: Never

Task Statements

Cue: You are assigned a Cargo Checker/Handler tasked with hooking up cargo for slingload operations.

DANGER

Adhere to all DANGER statements listed in this task. Failure to comply could result in injury to personnel or damage to equipment.

WARNING

Adhere to all WARNING statements listed in this task. Failure to comply could result in injury to personnel or damage to equipment.

CAUTION

Adhere to all CAUTION statements listed in this task. Failure to comply could result in injury to personnel or damage to equipment.

Remarks: None

Notes: None

Performance Steps

1. Perform pre-operations checks.

- a. Inspect sling equipment for serviceability.
- b. Ensure load being lifted is within aircraft weight limits.
- c. Ensure cargo being transported is correctly prepared, rigged, and inspected for sling load movement.
- d. Receive a safety briefing.
- e. Ensure ground crew/HST personnel have protective equipment.
- f. Ensure landing zone is free of debris before start of operation.
- g. Maintain radio communication with helicopter pilot and aircrew.
- h. Ensure outside signalman gives hand and arm signals to pilot.

Note: The inside signalman is a part of the aircrew and ensures the aircraft is properly positioned over the load.

2. Perform outside signalman duties.

- a. Establish location of the load to be lifted.
- b. Position yourself approximately 45 degrees off the nose of aircraft (left or right) depending on which pilot has control as helicopter approaches the load.
- c. Provide hand/arm signals to pilot to position aircraft over the load.
Note: Signalman must ensure pilot can always see signals by moving with the aircraft.
- d. Communicate hand/arm signals to inside signalman with primary directions when aircraft is over the load.
- e. Signal ground crew to connect or disconnect to load.
- f. Clear aircraft for departure once load is off the ground.

3. Perform static wand personnel duties.

- a. Connect the static discharge wand to the cargo hookup (see Figure 3-1).

Note: When performing the Hookup team duties the Static Discharge Wand is not required if the Reach Pendant is being used (see Figure 3-2).

- b. Ensure that static discharge wand maintains contact until the hookup/manual release crew clears the load.
- c. Hookup/manual release crew clears the load.

Note: If contact is lost, all personnel will pull back until contact is reestablished between the wand and the aircraft's cargo hook. A strong static charge can jump up to 12 inches.

WARNING

A helicopter will generate static electricity within 5 seconds after grounding is disconnected. Static electricity is dangerous and may cause injury or death.

4. Perform hookup personnel duties.
 - a. Ensure hookup person is on or near the load in a stable position (see Figure 3-3).
 - b. Attach the sling or net apex fitting to the cargo hook.

WARNING

In an emergency, the ground crewman or aircrew members can rotate the knob or lever counterclockwise and open the cargo hook.

- c. Manually release the cargo hook (if required).
5. Perform sling leg crew duties.
 - a. Direct the sling leg crew to position themselves on or near the load on a stable surface.
 - b. Ensure they hold the sling legs clear of obstructions until the aircraft has lifted enough to apply tension.
 - c. Ensure they exit the area of the load and move to the team rendezvous point or exit direction.
 - d. Direct team to stand by to return to the load upon signal in case helicopter dips down and sling legs become entangled in the load.

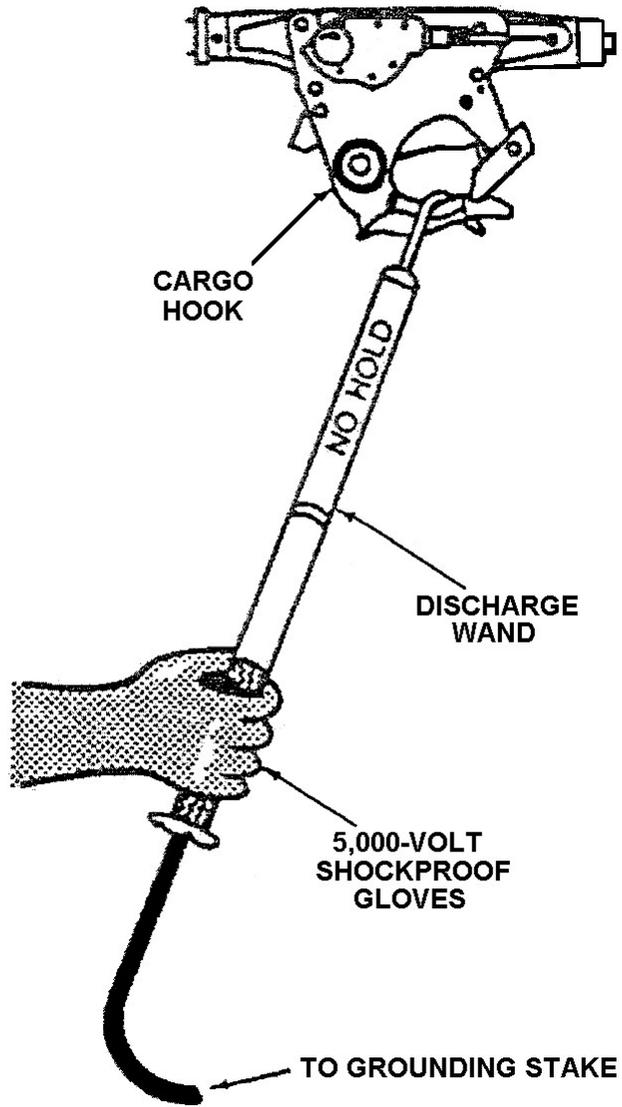


Figure 3-1
Connecting the Static Discharge Wand to the Cargo Hookup

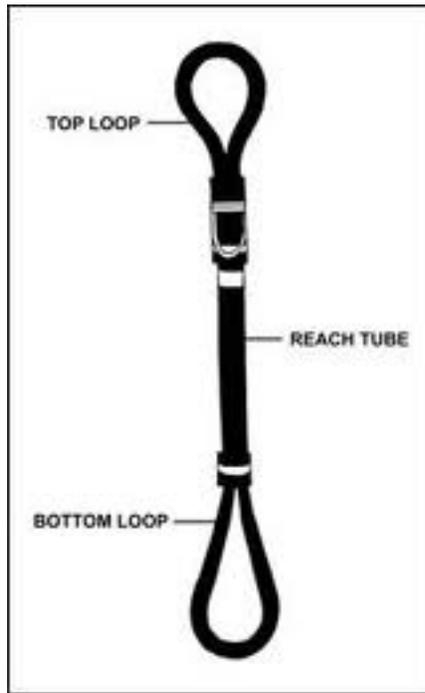


Figure 3-2

Note: When performing the Hookup team duties the Static Discharge Wand is not required if the Reach Pendant is being used.

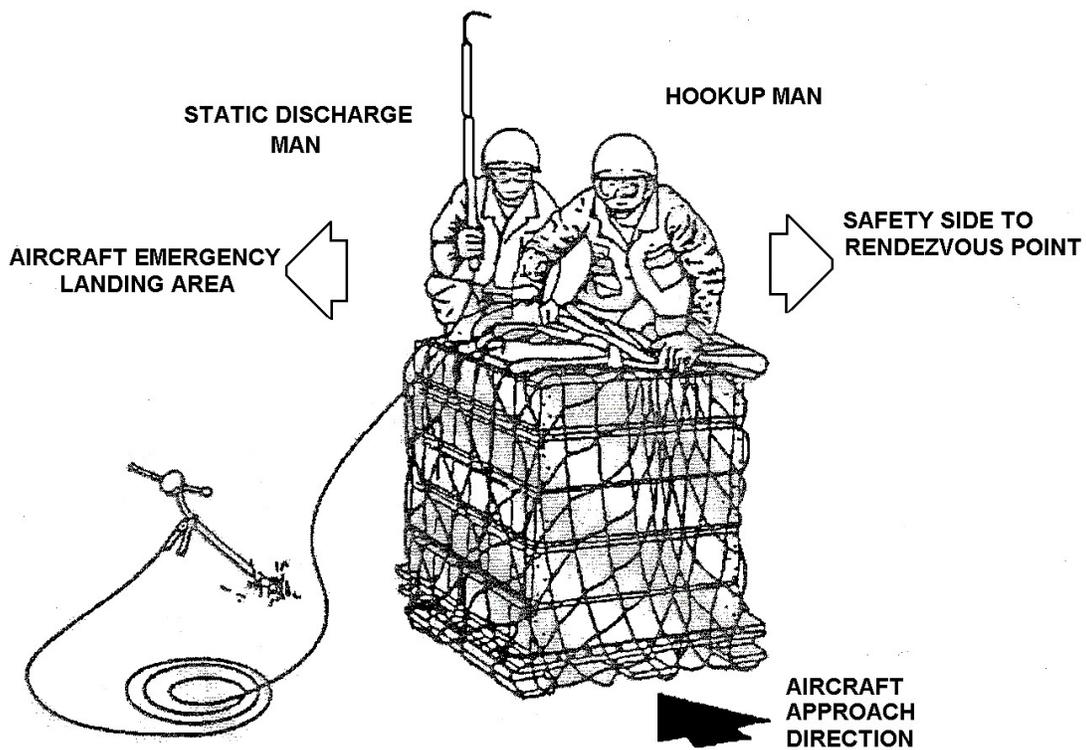


Figure 3-3

Hookup person on or near the load in a Stable Position

(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 performing hookup team duties.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Performed pre-operations checks.			
2. Performed outside signalman duties.			
3. Performed static wand personnel duties.			
4. Performed hookup personnel duties.			
5. Performed sling leg crew duties.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	TM 4-48.09	Multiservice Helicopter Sling Load: Basic Operations and Equipment {MCRP 4-11.3E, VOL I; NTTP 3-04.11; AFMAN 11-223 (I), VOL I; COMDTINST M13482.2B}	Yes	No
	TM 4-48.10	MULTISERVICE HELICOPTER SLING LOAD: SINGLE-POINT LOAD RIGGING PROCEDURES	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. Commanding officers 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 Soldiers and leaders must maintain a proactive posture towards safety in day-to-day operations. The need for total commitment to safety should be evident to commanders, senior Soldiers, and their subordinates. The importance of safety is intensified for personnel conducting helicopter external air transport hookup operations. Safety awareness is most effective at three levels: command, leader, and individual. Observe all Warnings and Cautions and remain aware of the following:

- Hearing protection requirements.
- High velocity rotor wash/flying debris.
- Danger of suspended loads.

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 AR 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 : None

Supported Individual Tasks :

Task Number	Title	Proponent	Status
551-88H-3522	Rig a Single Point Load for External Air Transport	551 - Transportation (Individual)	Approved
551-88H-3523	Rig a Cargo Net (Helicopter)	551 - Transportation (Individual)	Approved
551-88H-2501	Lead Hook-up Team Duties	551 - Transportation (Individual)	Approved

Supported Collective Tasks :

Task Number	Title	Proponent	Status
55-5-1411	Coordinate Air Transportation Support	55 - Transportation (Collective)	Approved

ICTL Data :

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