

**Summary Report for Individual Task
551-88H-3522
Rig a Single Point Load for External Air Transport
Status: Approved**

DISTRIBUTION RESTRICTION: Approved for public release; distribution is unlimited.

DESTRUCTION NOTICE: None

Condition: Assigned as a Foreman of an external sling load operation in an operational environment, during the day or night, in normal weather conditions, given a completed risk assessment, safety briefing, an operation order/plan, safety equipment, pressure-sensitive tape or 1/4-inch cotton webbing, Type III nylon cord, 10,000 or 25,000 pound sling set, equipment to be rigged, FM 4-48.09 and FM 4-48.10. This task should not be trained in MOPP 4.

Standard: Rig a single point load for external transport by a helicopter without injury to personnel or damage to equipment.

Special Condition: Ensure all personnel safety warnings are observed.

Safety Level: Medium

MOPP: Never

Task Statements

Cue: You are assigned as a Foreman tasked to rig a single point load for external air transportation.

DANGER

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

WARNING

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

CAUTION

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

Remarks: None

Notes: None

Performance Steps

1. Locate the rigging procedure for the item of equipment found in TM 4-48.10.
2. Verify that the equipment corresponds to the item nomenclature in the load description section of the rigging procedure.
3. Ensure that the items on the certified materials list are available before rigging the load.
4. Ensure that all preparation steps outlined in TM 4-48.10 are followed before rigging the load.
5. Prepare the load.
6. Remove the sling from the storage bag.
7. Place the apex fitting centered at the top of the load.
8. Route the outer sling legs and the inner sling legs to their respective lifting provisions.
9. Loop the free end of the chain on each sling through the lifting provision and insert the proper chain in the grabhook.
10. Secure any excess chain with tape or nylon cord.
11. Tape or tie (breakaway technique) the sling legs to the load or other sling legs to prevent any entanglement of the sling legs with the load when the helicopter removes the slack in the legs.
12. Check the rigging to ensure it will not become entangled with the load (see Figure 3-115).
13. Check for untaped or unpadding load areas that could damage the slings.

Note: All loads rigged must be inspected by a certified Sling Load Inspector and a copy of the Sling Inspection Record must be attached to the load.

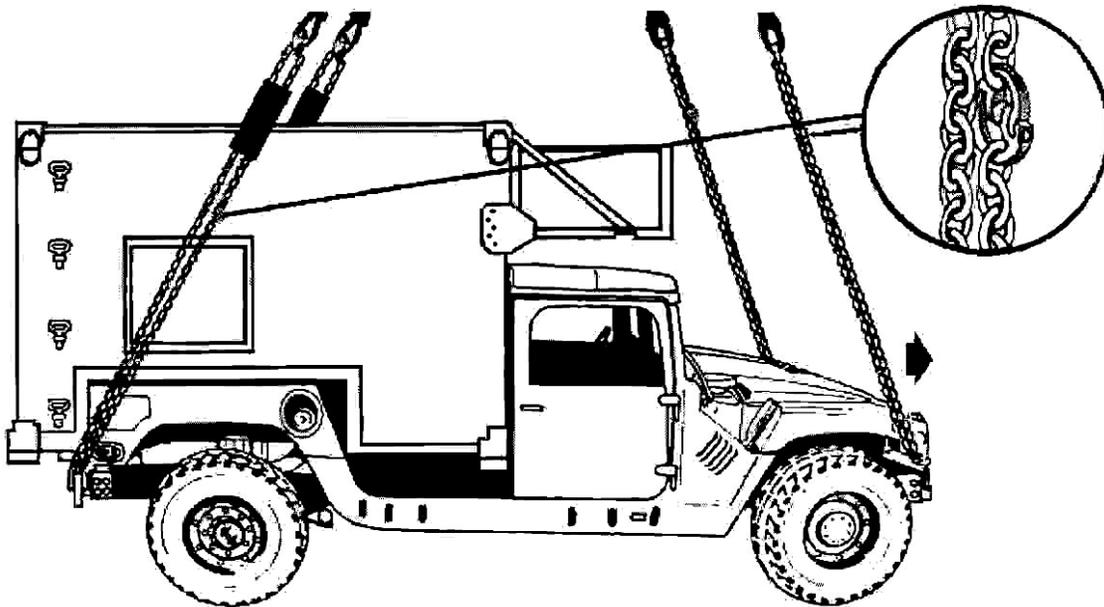


Figure 3-115
Load With Four-Lift Points

(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: Test this task in conjunction with the Cargo Specialist assessment. Ensure Soldier understands why this task is important to the overall safety during Cargo Handling operations. Ensure that all materials required to perform the task are available. Tell the Soldier that he/she will be evaluated on rigging a single point load for external air transport.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Located the rigging procedure for the item of equipment.			
2. Verified that the equipment corresponded to the item nomenclature in the load description section of the rigging procedure.			
3. Ensured that the items on the certified materials list were available before rigging the load.			
4. Ensured that all preparation steps were followed before rigging the load.			
5. Prepared the load.			
6. Removed the sling from the storage bag.			
7. Placed the apex fitting centered at the top of the load.			
8. Routed the outer sling legs and the inner sling legs to their respective lifting provisions.			
9. Looped the free end of the chain on each sling through the lifting provision and inserted the proper chain in the grabhook.			
10. Secured any excess chain with tape or nylon cord.			
11. Taped or tied (breakaway technique) the sling legs to the load or other sling legs.			
12. Checked the rigging to ensure it would not become entangled with the load.			
13. Checked for untaped or unpadded load areas that could damage the slings.			

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 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 :

Task Number	Title	Proponent	Status
551-88H-1501	Perform Hookup Team Duties	551 - Transportation (Individual)	Analysis Completed

Supported Individual Tasks : None

Supported Collective Tasks : None