

Report Date: 25 Mar 2014

**Summary Report for Individual Task
551-88H-3501
Manage Helicopter External Sling Load Operations
Status: Approved**

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DESTRUCTION NOTICE: None

Condition: Assigned as a Load Planner in an operational environment, given a completed risk assessment, safety briefing, an operation order/plan, sling load inspection record (DA Form 7382-R), hook-up team, safety clothing, helicopter, external load, cargo hook, pendant, static discharge wand if reach pendant not used, TM 4-48.09, and FM 3-21.38. This task should not be trained in MOPP 4.

Standard: Manage helicopter external sling load operations without injury to personnel or damage to equipment.

Special Condition: None

Safety Level: Medium

MOPP: Never

Task Statements

Cue: You are assigned as Section Chief tasked with managing helicopter external sling load operations upon receipt of mission orders.

DANGER

Adhere to all DANGER statements listed in the technical manuals and field manuals applicable to this procedure. Failure to comply may result in injury to personnel or damage to the equipment.

WARNING

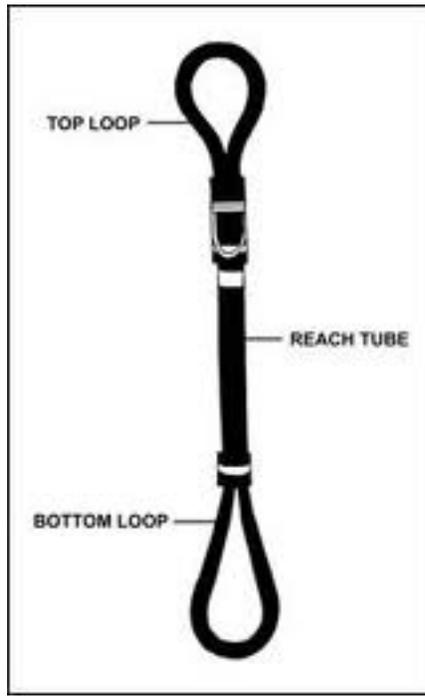
Helicopters are susceptible to high levels of stored static electrical energy. Severe electrical shock may result from improper grounding of the cargo hook. Use extreme caution when attaching the apex fitting to the cargo hook during a dual-point hookup. The aircraft must hover close to the load which could cause the aircraft to strike the load or personnel. Special care must be taken when connecting the aft hook. The rear of the aircraft has a tendency to dip down if the pilot has to move to the rear. The rigged load must weigh less than the capacity of the vertical pendant. Aircraft must land when using the longline sling procedures. If the load is on a slope, make sure the area up slope of the load is clear to allow the helicopter to land on the up slope side of the load. Longline sling procedures are not authorized on tandem loads.

CAUTION

Accompanying loads must be authorized for sling load in the appropriate rigging procedures. Do not exceed sling set, cargo hook, and aircraft limitations.

Remarks: None

Notes: When a reach pendant is used, a static discharge wand is not required.



Reach Pendant
Reach Pendant



Reach Pendant
Reach Pendant

Performance Steps

1. Establish a Helicopter Support Team (HST) upon receipt of mission orders.
 - a. Brief the support team leader on the sling load mission.
 - b. Determine the priority of what items to be sling loaded.
 - c. Ensure that all sensitive items of supplies or equipment are secured.
 - d. Ensure that the Hook-up Team is provided a copy of the Sling Load Inspection Record (see Appendix I-2 TM 4-48.09).
 - e. Survey the Helicopter landing site.
2. Establish communication and terminal guidance to be followed during the operation.
 - a. Maintain coordination with commander and S3/G3 for logistical support.
 - b. Ensure that all safety warnings are observed.

c. Ensure that the command, staff, and aviation crew leader have been briefed on the emergency lighting pattern established for the operation.

d. Ensure that HST personnel are wearing protective clothing.

e. Ensure that only trained ground crew members are used to Rig and Hook-up sling loads to a helicopter.

f. Ensure safe use of material handling equipment (MHE) at all times.

3. Brief hook-up team leader to ensure that the ground crew knows the location of the aircraft emergency area and personnel rendezvous point.

a. Coordinate with HST team leader to confirm that the grounding rod is put in the ground on the opposite side of the rendezvous point.

b. Coordinate to confirm that the signalman knows how to use day and night signals.

c. Coordinate to confirm that the signalman is positioned correctly so that the pilot can see him at all times

4. Coordinate with HST team leader to ensure that the external load is rigged properly and in compliance with all safety rules for sling loading equipment and supplies.

a. Check to see if all debris has been removed from the landing site.

b. Check to see if the landing sites are marked properly.

c. Check to see if security and concealment for sensitive items are maintained (If required).

d. Verify that loads are rigged to meet helicopter flight requirements.

e. Verify that the ground crew knows the emergency light patterns to be used in case of an emergency.

f. Verify that the ground slope does not exceed the maximum angle of approach.

5. Coordinate with HST team leader to ensure that the static discharge man is positioned on or near the load/equipment when the helicopter arrives.

a. Manage the operation to verify that the static discharge wand is being used to discharge the static electricity.

b. Manage the operation to verify that the static discharge wand cable is attached to a ground rod.

Note: Be prepared to stop the operation if an unsafe act has occurred.

6. Coordinate with HST team leader to ensure that the Hook-up man stands on the load after the nose of the helicopter passes overhead.

a. Manage the operation to ensure that the hook-up man kneels on top of the load on the rendezvous point side of the load.

b. Manage the operation to ensure that the hook-up man places the apex fitting on the cargo hook after the static discharge man has maintained contact between the static discharge wand and the cargo hook.

c. Manage the operation to ensure that the hook-up man departs the load on the rendezvous point side and moves from directly below the helicopter.

d. Manage the operation to ensure that the Hook-up team moves to the rendezvous point when the signalman gives the affirmative signal to the pilot.

e. Manage the operation to ensure that the static discharge man throws the static discharge wand on the ground rod and follows the hook-up man off the load on the rendezvous point side.

Note: Be prepared to stop the operation if an unsafe act has occurred.

7. Coordinate with HST team leader to verify that on-the-spot corrections are made and verify that the Sling Load Inspection Record is completed properly (see Appendix I-2 TM 4-48.09).

Note: FM 4-48.09 states that the inspector must be a Pathfinder, an Air Assault, or a person who has obtained a Sling Load Inspection Certification.

SLING LOAD INSPECTION RECORD			
For use of this form, see FM 4-20.197; the proponent agency is TRADOC.			
1. SUPPORTED UNIT <i>ADFSD</i>	2. ITEM DESCRIPTION AND SERIAL/BUMPER NO. <i>HMMWV ADFSD-14</i>	3. WEIGHT <i>5,200</i>	
4. SUPPORTING AVIATION UNIT <i>3/157TH AVN</i>	5. TYPE AIRCRAFT <i>UH-60</i>	6. RIGGED IAW FM NO. <i>FM 4-20.198</i>	
INITIAL ONLY ITEMS APPLICABLE TO YOUR SPECIFIC LOAD		LOAD RIGGED BY	LOAD INSPECTED BY
7. VEHICLE OR LOAD			
A. CORRECTLY POSITIONED		<i>gg</i>	<i>ggw</i>
B. EMERGENCY BRAKE SERVICEABLE AND SET		<i>gg</i>	<i>ggw</i>
C. FUEL LEVEL NOT TO EXCEED 3/4 TANK		<i>gg</i>	<i>ggw</i>
D. PREPARED AND PADDED IAW THE APPROPRIATE FM		<i>gg</i>	<i>ggw</i>
8. SLING SET			
A. CORRECT NUMBER AND SIZE (10K OR 25K)	<i>10k</i>	<i>gg</i>	<i>ggw</i>
B. INSPECTED FOR SERVICEABILITY IAW FM 4-20.197		<i>gg</i>	<i>ggw</i>
C. SLING LEGS PROPERLY ROUTED AND ATTACHED TO LIFT POINTS		<i>gg</i>	<i>ggw</i>
D. CORRECT LINK COUNT FRONT AND REAR	<i>F-30 R-3</i>	<i>gg</i>	<i>ggw</i>
E. CHAIN SECURED IN GRAB LINK		<i>gg</i>	<i>ggw</i>
F. EXCESS CHAIN TIED OR TAPED (10 links or more)		<i>gg</i>	<i>ggw</i>
G. BREAKAWAY TIES INSTALLED		<i>gg</i>	<i>ggw</i>
H. APEX ATTACHED		<i>gg</i>	<i>ggw</i>
I. APEX SPACER INSTALLED		<i>gg</i>	<i>ggw</i>
J. REACH PENDANT INSTALLED		<i>gg</i>	<i>ggw</i>
9. A-22 CARGO BAG			
A. INSPECTED FOR SERVICEABILITY IAW FM 4-20.197			
B. RIGGED IAW FM 4-20.197			
C. SUSPENSION WEBS ATTACHED TO CONTAINER AND TAPED			
D. CLEVIS BOLT THROUGH SUSPENSION WEB D-RINGS (4 each)			
10. CARGO NETS			
A. CORRECT SIZE (5k or 10k)			
B. INSPECTED FOR SERVICEABILITY IAW FM 4-20.197			
C. LOAD CORRECTLY POSITIONED			
D. LIFTING LEGS PROPERLY CONNECTED TO APEX FITTING			
E. HOOKS TAPED			
F. LIFTING LEGS TIED (Breakaway)			
G. CORRECT NUMBER AND SIZE SLING LEGS			
H. RIGGED IAW FM 4-20.197			
11. REMARKS:			
12. LOAD RIGGED BY:			
a. UNIT (Print) <i>ADFSD</i>	b. NAME (Print) <i>JACKSON, JOE</i>	c. INITIALS <i>gg</i>	d. RANK <i>SSG</i>
e. SIGNATURE <i>Joe Jackson</i>		f. DATE (YYYYDDMM) <i>1 JUL 05</i>	
13. LOAD INSPECTED BY:			
a. UNIT (Print) <i>ADFSD</i>	b. NAME (Print) <i>WILSON, JONATHAN</i>	c. INITIALS <i>ggw</i>	d. RANK <i>SPC</i>
e. SIGNATURE <i>Jonathan Wilson</i>		f. DATE (YYYYDDMM) <i>01 Jul 05</i>	

Figure 3-148
Sample of Sling Load Inspection Record

(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 managing helicopter external sling load operations.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Established a Helicopter Support Team (HST) upon receipt of mission orders.			
2. Established communication and terminal guidance to be followed during the operation.			
3. Briefed hook-up team leader to ensure that the ground crew knew the location of the aircraft emergency area and personnel rendezvous point.			
4. Coordinated with HST team leader to ensure that the external load was rigged properly and in compliance with all safety rules for sling loading equipment and supplies.			
5. Coordinated with HST team leader to ensure that the static discharge man was positioned on or near the load/equipment when the helicopter arrived.			
6. Coordinated with HST team leader to ensure that the Hook-up man stood on the load after the nose of the helicopter passed overhead.			
7. Coordinated with HST team leader to verify that on-the-spot corrections were made and verified that the Sling Load Inspection Record was completed properly.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	DA FORM 7382	SLING LOAD INSPECTION RECORD	Yes	No
	FM 3-21.38	PATHFINDER OPERATIONS	No	No
	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

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 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-2501	Lead Hook-up Team Duties	551 - Transportation (Individual)	Approved
551-88H-3523	Rig a Cargo Net (Helicopter)	551 - Transportation (Individual)	Analysis
071-900-0002	Conduct Slingload Operations	071 - Infantry (Individual)	Approved
071-120-0107	Inspect Equipment Rigged for Sling Load Operations	071 - Infantry (Individual)	Approved

Supported Individual Tasks :

Task Number	Title	Proponent	Status
551-88H-4501	Monitor External Sling Load Operation	551 - Transportation (Individual)	Approved

Supported Collective Tasks :

Task Number	Title	Proponent	Status
63-2-4573	Provide Slingload and Palletized Resupply Support	63 - Multifunctional Logistics (Collective)	Approved