

Report Date: 20 Mar 2014

**Summary Report for Individual Task
551-88H-2504
Direct Securing of Cargo Aboard Aircraft
Status: Approved**

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

DESTRUCTION NOTICE: None

Condition: Assigned as an cargo checker in an operational environment, during day or night, in normal weather conditions, given a completed risk assessment, an Operation Order/Plan, safety equipment, cargo load plan, standard tie-down devices, chains, cargo to be loaded, air terminal or designated area, FM 3-35, TC 4-13.17, and DTR 4500.9-R, Part II. This task should not be trained in MOPP 4.

Standard: Direct securing of cargo aboard aircraft, ensuring proper use of aircraft tie-down devices without injury to personnel or damage to equipment.

Special Condition: None

Safety Level: Medium

MOPP: Never

Task Statements

Cue: You are assigned as a Cargo Checker tasked with directing the securing of cargo aboard an aircraft.

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

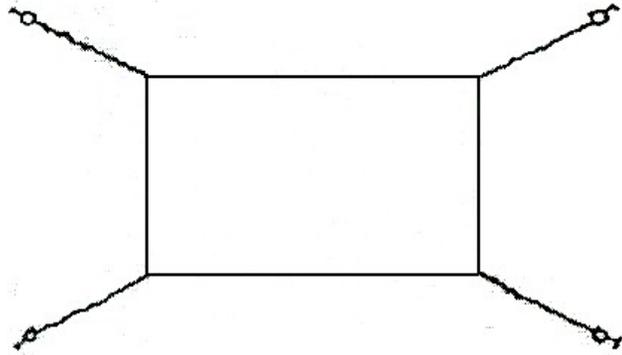
Notes: Ensure that chains are not placed against brake lines, hydraulic lines, fuel lines, tires, or electrical wiring. Ensure that tie-down devices are not attached to steering mechanisms, tie rods, drive shafts, grills, or fender and body braces.

Performance Steps

1. Direct the positioning of cargo aboard the aircraft.
2. Direct the attachment of MB1 and MB2 tie-down devices in a symmetrical pattern and in pairs (see Figure 3-113).
3. Direct team members to turn the rings in the floor tie-down fittings so that the tension is applied to the top of the ring.
4. Direct the attachment of the hook end of the tie-down device to the aircraft floor with the hook end pointed up (see Figure 3- 114).
5. Direct the attachment of the chain end of the tie-down device to the cargo item.
6. Ensure the attachment of no more than 50 percent of required tie-down devices to vehicle axles.
7. Ensure the attachment of tie-down devices to strong structural points on vehicles.
8. Ensure, when possible, the installation of tie-down devices at 30-degree angles from the cargo floor and 30 degrees from the longitudinal axis.
9. Direct team members to place chain loops against the solid part of the structure when forming chain loops around axles and bumpers.

Note: Ensure that chains are not placed against brake lines, hydraulic lines, fuel lines, tires, or electrical wiring. Ensure that tie-down devices are not attached to steering mechanisms, tie rods, drive shafts, grills, or fender and body braces.
10. Direct the attachment of chains so that they pull in a straight line and not against one another.
11. Ensure that tie-down devices lead directly from the floor fitting to the load being restrained.
12. Ensure the use of tie-down devices and fittings of equal strength.
13. Conduct final inspection of tie-down restraints.

Symmetrical



Unsymmetrical

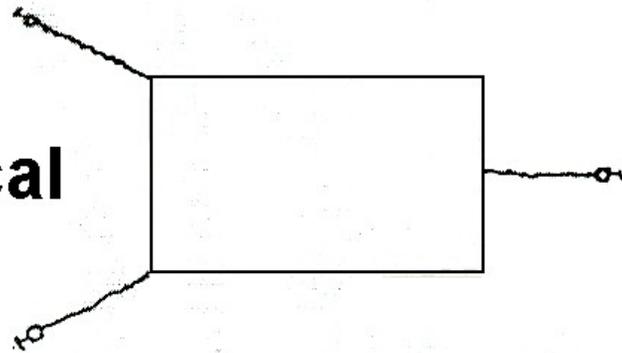


Figure 3-113

Attachment of MB1 and MB2 Tie-down Devices in a Symmetrical Pattern

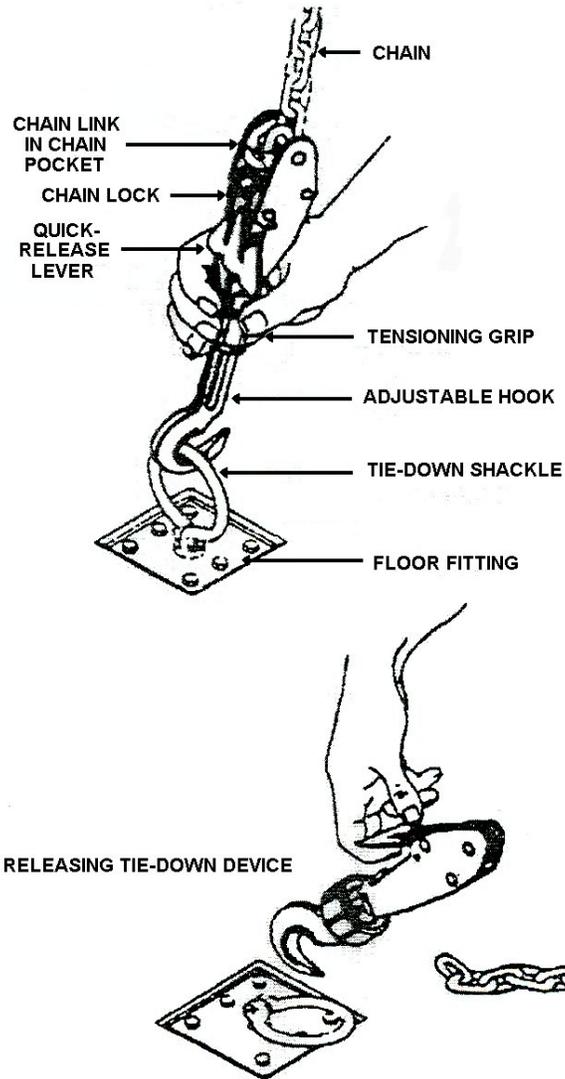


Figure 3-114

Attachment of Hook End of Tie-down Device to Aircraft Floor With Hook End Pointed UP

(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 directing the securing of cargo aboard aircraft.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Directed the positioning of cargo aboard the aircraft.			
2. Directed the attachment of MB1 and MB2 tie-down devices in a symmetrical pattern and in pairs.			
3. Directed team members to turn the rings in the floor tie-down fittings so that the tension is applied to the top of the ring.			
4. Directed the attachment of the hook end of the tie-down device to the aircraft floor with the hook end pointed up.			
5. Directed the attachment of the chain end of the tie-down device to the cargo item.			
6. Ensured the attachment of no more than 50 percent of required tie-down devices to vehicle axles.			
7. Ensured the attachment of tie-down devices to strong structural points on vehicles.			
8. Ensured, when possible, the installation of tie-down devices at 30-degree angles from the cargo floor and 30 degrees from the longitudinal axis.			
9. Directed team members to place chain loops against the solid part of the structure when forming chain loops around axles and bumpers.			
10. Directed the attachment of chains so that they pull in a straight line and not against one another.			
11. Ensured that tie-down devices lead directly from the floor fitting to the load being restrained.			
12. Ensured the use of tie-down devices and fittings of equal strength.			
13. Conducted final inspection of tie-down restraints.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	DTR 4500.9-R	Part II Cargo Movement	Yes	No
	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. Commanding officers should ensure the following environmental programs are in place and are being maintained:

- 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-1506	Secure Cargo Aboard Aircraft	551 - Transportation (Individual)	Analysis Completed

Supported Individual Tasks :

Task Number	Title	Proponent	Status
551-88H-3512	Manage Aircraft Load Teams	551 - Transportation (Individual)	Analysis Completed
551-88H-4502	Monitor Air Terminal Operations	551 - Transportation (Individual)	Analysis Completed

Supported Collective Tasks :

Task Number	Title	Proponent	Status
55-2-0106	Perform Arrival or Departure Airfield Control Group Functions	55 - Transportation (Collective)	Approved
55-2-4810	Perform Aerial Port of Embarkation Activities for Deployment	55 - Transportation (Collective)	Approved
55-2-4821	Perform Aerial Port of Debarkation Activities for Redeployment	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