

Summary Report for Individual Task
551-88H-1511
Escort Passengers and Chalks to 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 given a requirement to escort passengers and chawks to aircraft in an operational environment, during day or night, in normal weather conditions, a completed risk assessment, safety briefing, safety clothing, hand-held radio, personnel, manifest, chawks consisting of passengers and vehicles with operators to be escorted and loaded aboard an aircraft at an air terminal or designated field area under supervision of the ramp Noncommissioned Officer (NCO)/loadmaster, FM 3-35, TC 4-13.17, and DTR 4500.9-R, Part II. This task should not be trained in MOPP 4.

Standard: Safely escort personnel (chawks) to the aircraft as directed by the ramp NCO or loadmaster without injury to personnel or damage to equipment.

Special Condition: None

Safety Risk: Medium

MOPP 4: Never

Task Statements

Cue: You are assigned as a Cargo Checker/Handler that has been tasked to escort personnel and chawks to the aircraft.

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 equipment.

WARNING

Do not approach within 50 feet of an engine intake or within 200 feet of the blast area to the rear when the jet engines are running.

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 equipment.

Remarks: None

Notes: None

Performance Steps

1. Prepare to escort personnel chawks to aircraft.
 - a. Ensure communication equipment is working properly.
 - b. Coordinate with ramp NCO or Loadmaster before proceeding with escorting personnel chawks.
 - c. Identify the location of the aircraft and loading ramp.
 - d. Coordinate with ramp NCO or Loadmaster to obtain airfield clearance.
2. Conduct safety briefing for all deploying personnel and inform them:
 - a. A chalk commander will be assigned to each personnel chalk.
 - b. Troops will move onto the airfield in a controlled formation.
 - c. They will halt at least 100 feet from the edge of runways, taxi strips, and ramp area awaiting clearance.
 - d. No smoking is allowed on the aircraft parking ramp or flight line, except in designated areas.
 - e. Not to allow trash or debris to be thrown on the flight line. Police up any trash or debris immediately.
 - f. Not to stand or walk directly in front of or behind vehicles being driven or backed into the aircraft.
 - g. Not to approach within 50 feet of an engine intake or within 200 feet of the blast area to the rear when jet engines are running.
 - h. To observe a 3-mph (walking speed) when within 10 feet of the aircraft.
 - i. Troops not allowed on flight line without an Air Force or A/DACG escort.
 - j. Propeller-driven aircraft danger area is 10 feet in front and 200 feet to the rear.
 - k. To walk to the outside of the wing tips and keep a minimum of 10 feet from the aircraft.
 - l. After receiving instruction on various hand and arm signals used on the airfield, obey all hand and arm signals used while on flight line or terminal area.
 - m. To wear ear protection.
 - n. To enter the aircraft upon direction of the aircraft loadmaster.
3. Escort personnel chawks to the aircraft.
 - a. Identify personnel (chawks) sequence as described by the Manifest.
 - b. Direct designated team chiefs to form troops prior to proceeding to the flight line.
 - c. Direct all chalk commanders to follow you as you walk toward the aircraft, using hand and arm signals to control troop movements.

d. Halt formations at least 100 feet from the edge of the runway, taxi strip, or flight line awaiting an Air Force or A/DACG escort.

e. Direct movement of troops upon arrival of Air Force or A/DACG escort by following them to the aircraft.

f. Direct movement of troops into the aircraft under the direction of the ramp NCO or loadmaster.

g. Report all violations of instructions and no-show passengers to your supervisor for immediate corrective action.

4. Prepare to escort cargo chawks to aircraft.

a. Establish hand-held radio communication.

b. Ensure communication equipment is working properly.

c. Coordinate with ramp NCO or Loadmaster before proceeding with escorting vehicle chawks.

d. Identify the location of the aircraft and loading ramp.

e. Coordinate with ramp NCO or loadmaster to obtain airfield clearance.

5. Conduct safety briefing by informing all vehicle operators and vehicle spotters of the following safety guidelines:

a. Speed limit for all vehicles on the flight line is 15 mph.

b. Speed limit for all vehicles within 25 feet of the aircraft is 5 mph.

c. Speed limit for all vehicles within 10 feet of the aircraft, on the aircraft loading ramp, and inside the aircraft is extremely slow and cautious.

d. They must not approach within 50 feet of an engine intake or within 200 feet of the blast area to rear when jet engines are running.

e. They must approach an aircraft in a vehicle with the driver's side nearest the aircraft.

f. They do not drive under any part of the aircraft or between the wing tips of parked aircraft.

g. No vehicle will be parked closer than 10 feet to an aircraft, except those being loaded.

h. Propeller-driven aircraft danger area is 10 feet in front and 200 feet to the rear.

i. The inside of the aircraft is controlled by the loadmaster.

j. All vehicles must be loaded from the rear of aircraft and spotters must be placed at the front and rear corners of the vehicle.

k. Spotters must walk to the outside of the wing tips and keep a minimum of 10 feet from the aircraft during exit procedures

l. Vehicle operators and spotters are not to stand or walk directly in front or directly behind vehicles being escorted or loaded.

m. Vehicle operators and spotters obey all hand and arm signals used while on flight line or in terminal area.

n. They are not to back vehicles towards or into an aircraft without spotters being placed at the front or rear corner's of the vehicles.

o. There is no smoking on the parking ramp area except in designated smoking zones.

p. The wearing of jewelry is not authorized and they must wear gloves and goggles.

q. Report any violations of instructions to the ramp NCO or Loadmaster for immediate corrective action.

6. Escort vehicle chawks to the aircraft (see Figure 3-15).

a. Identify vehicle (chawks) sequence.

b. Direct operators to start their engines.

c. Direct all operators to follow you as you walk toward the aircraft, using hand and arm signals to control vehicle movement.

d. Ensure vehicles approach the aircraft so that the driver's side is toward the aircraft.

e. Ensure no vehicle drive under any part of the aircraft or between the wing tips of parked aircraft.

f. Ensure the spotters are not directly in front or behind any moving vehicle.

g. Ensure the aircraft loadmaster directs all backing of vehicle onto the aircraft.

h. Ensure the vehicle operator stay in vehicles until cleared by NCO or loadmaster.

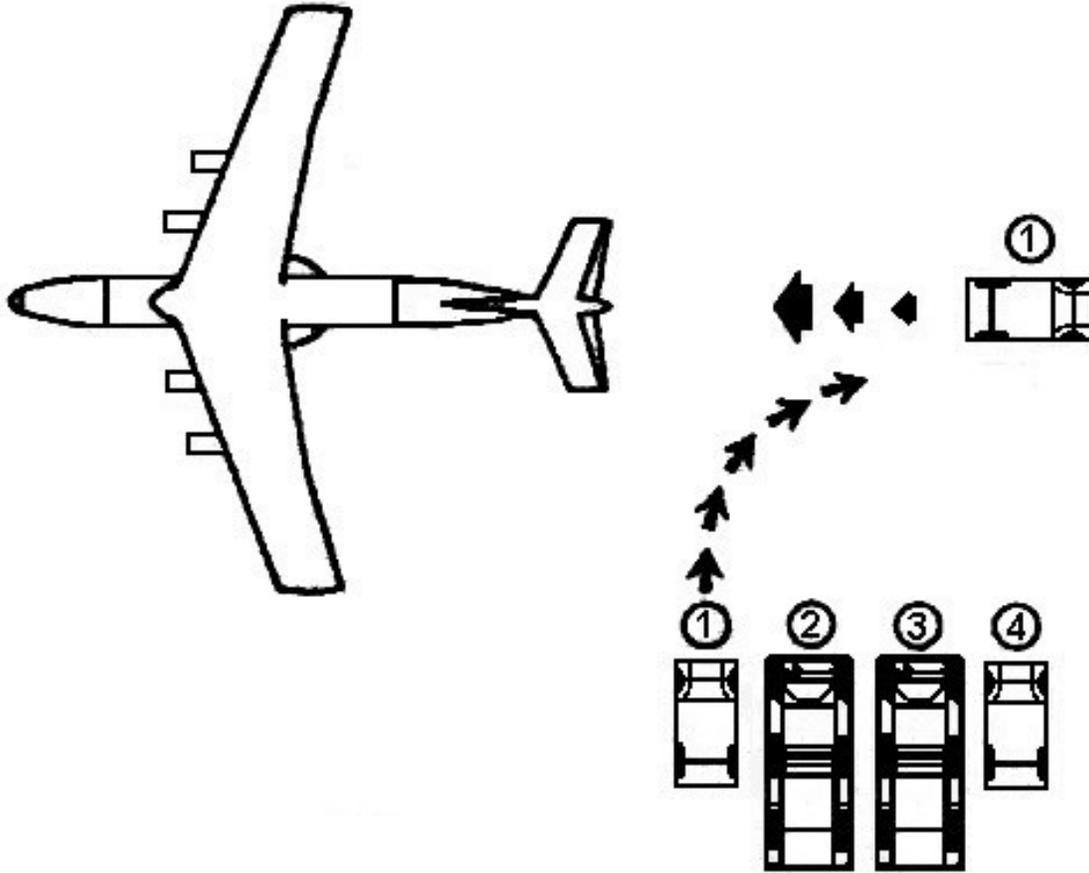


Figure 3-15
Escorting Vehicle Chalks to the Aircraft

(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 escorting passengers and chalks to aircraft.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Prepared to escort personnel chalks to aircraft.			
2. Conducted safety briefing for all deploying personnel.			
3. Escorted personnel chalks to the aircraft.			
4. Prepared to escort cargo chalks to aircraft.			
5. Conducted safety briefing for all vehicle operators and vehicle spotters.			
6. Escorted vehicle chalks to the aircraft.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	DTR 4500.9-R	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 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 aircraft cargo 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.
- Aircraft propeller/jet wash/flying debris.
- Vehicle/equipment movement on the airfield.

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-4502	Monitor Air Terminal Operations	551 - Transportation (Individual)	Approved
551-88H-3512	Manage Aircraft Load Teams	551 - Transportation (Individual)	Approved
551-88H-2507	Inspect Vehicles for Air Movement	551 - Transportation (Individual)	Approved

Supported Collective Tasks :

Task Number	Title	Proponent	Status
55-2-4810	Perform Aerial Port of Embarkation Activities for Deployment	55 - Transportation (Collective)	Approved

55-2-0106	Perform Arrival or Departure Airfield Control Group Functions	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 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