

TRAINER GUIDANCE

Line Item 1.8 Perform spotter/chocker duties

Prerequisites:	<p>A. Trainee will:</p> <ol style="list-style-type: none"> 1. Complete the Aerial Port Vehicles DL Course // Basic Operation // Spotter Basics https://lms-jets.cce.af.mil/moodle/ 2. Complete AMC Spotter Training Slides (General, Forklift, K-Loader) located in Section 5 of the QTPs on ATSEV Website. 3. Possess a valid AF IMT 483, Certificate of Competency for Flight Line Training if performing operations on the flight line. 4. Possess all required Personal Protective Equipment, i.e., gloves, hearing protection, steel-toed boots, and reflective gear (during the hours of darkness or inclement weather). <p>B. Trainer will:</p> <ol style="list-style-type: none"> 1. Establish a timeline for completing the required training with the trainee.
Training References:	<p>A. TC 21-305-20/AFMAN 24-306 (I), Manual for the Wheeled Vehicle Operator B. Defense Travel Regulation, 4500.9-R-Part III, Mobility Appendix X C. AFMAN 91-203, Air Force Consolidated Occupational Safety, Fire, and Health Standards D. AMC myLearning Course // Aerial Port Vehicles // Basic Operation // Spotter Basics</p>
Additional Supporting References:	N/A
Training Support Material:	N/A
Specific Techniques:	This lesson plan is designed for hands-on (demonstration/performance). Trainers will demonstrate, document, and verify training using a variety of hands-on scenarios with actual missions or simulated training scenarios.
Criterion Objective:	<p>A. Upon completion of training, trainee will be able to:</p> <ol style="list-style-type: none"> 1. Identify the conditions when spotters and secondary spotters are required. 2. Identify the action(s) to take if visual contact is lost with either the operator or the secondary spotter. 3. Identify the different AMC approved hand signals. 4. Identify the hand signals unique to forklifts and K Loaders. 5. Properly use hand signals during daytime. 6. Properly use hand signals during nighttime. 7. Identify chocking procedures. 8. Properly apply chocking procedures.
NOTES to Trainer:	<p>This lesson plan is designed for hands-on training (demonstration-performance). Aerial port missions are inherently different from station to station; training sessions may or may not easily lend themselves to hands-on training. Therefore, it is imperative that trainers demonstrate, document and verify training using a variety of hands-on and scenario-based techniques to achieve the desired proficiency prior to signing the Task Evaluation Checklist (TEC).</p> <p>Prior to accomplishing the practical application of this lesson, ensure the trainee has the necessary PPE; i.e., gloves, steel-toed boots, hearing protection, and reflective gear during hours of darkness. Use caution while maneuvering around the Mechanized Material Handling System (MMHS), if applicable.</p> <p>Brief the trainee to remain aware of vehicles/Material Handling Equipment (MHE) operating in the warehouse/pallet grid yard. Additionally, remind the trainee to remove all rings and exposed jewelry.</p>

TASK STEPS

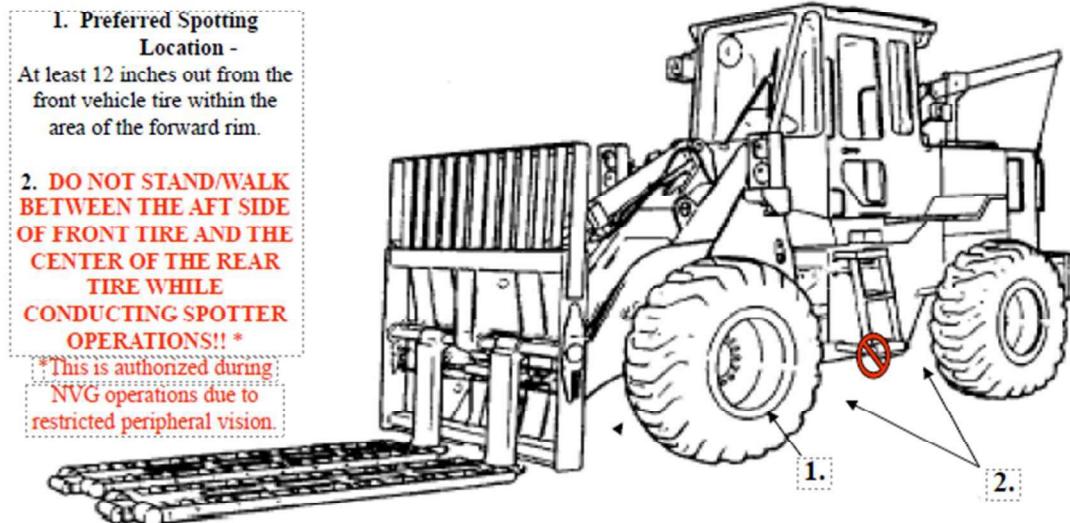
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Learning Objective 1: *Preform spotting procedure for vehicles:*

- A. Spotters must be in a position that ensures all movements are visible to the driver/operator.
 - 1. The spotter and driver must ensure the required hand signals are understood.



- B. Visual contact between the driver and the spotter must be maintained until a safe distance is reached from surrounding objects
 - 1. Proper placement of your spotter is essential. Operator must maintain visual contact with spotter at all times.
 - 2. Spotters will NEVER spot between the tires of an AT Forklift.
 - a). At least 12 inches out from the front vehicle tire within the area of the forward rim.



- C. If for any reason visual contact is lost with the spotter, the operator will stop the vehicle until contact is reestablished.
- D. In most cases only one spotter is required. The spotter will be positioned so he/she will be seen by the operator at all times.
- E. In the event more than one spotter is required, one will be designated as the primary spotter. The primary spotter will be responsible for the overall operation
- F. Use a spotter when the Tunner is within 15 feet of any stationary vehicle or obstacle
- G. Ensure that guides are stationed inside and outside the aircraft to monitor clearances
- H. General spotting signals



1. **Forward-Bend** both elbows, palms or night wands facing up. In unison, move forearms forward. Signal either above your head, or to the sides of your body to ensure hand movements are clearly seen



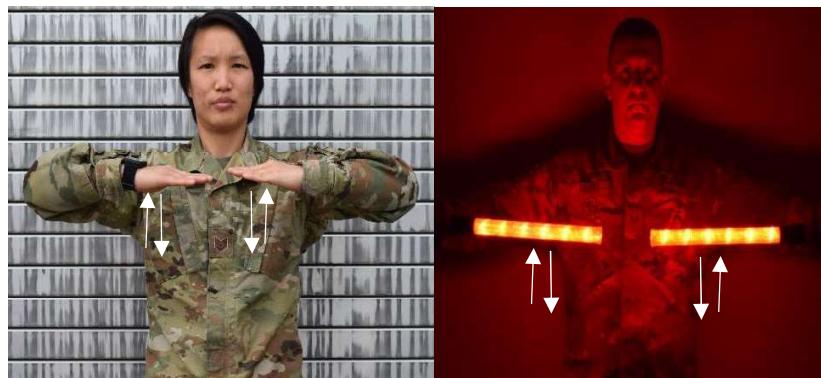
2. **Backing up**-Extend both arms downward with palms facing away and wands pointing down. In unison, move arms forward and back. At no time should hands be above waist height. Repeat this movement until you want the driver to stop



3. **Left turn**-Raise your right arm or wand, pointing to the right. Raise left arm and bend elbow. Hand or wand will be pointing up. Motion left hand or wand right and left.



4. **Right turn**-Raise your left arm or wand, pointing to the left. Raise right arm and bend elbow. Hand or wand will be pointing up. Motion right hand or wand left and right



5. **Slow down**-Raise both arms, bend elbows. Position palms or wands facing down, in front of body. Move either hands or wands in an up and down motion.



6. **Stop**-Extend and raise both arms. Cross arms or wands in front of body.

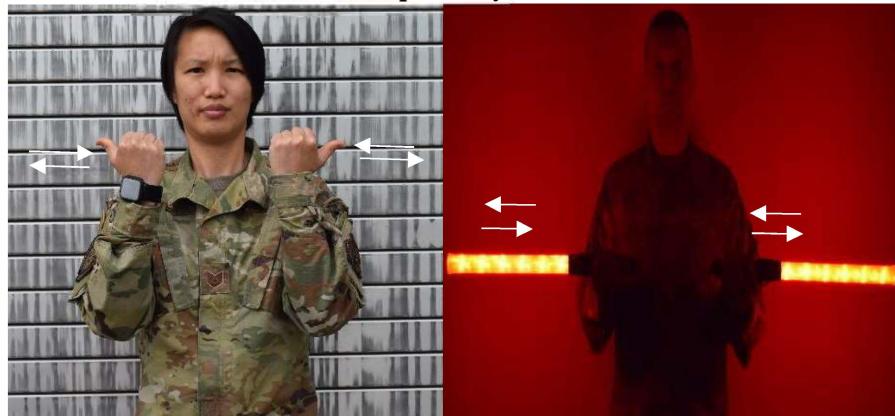


7. **Shut down**-Position palm or wand facing down, horizontally across your neck. Move your hand, or wand in a sweeping motion from left to right.

I. Forklift Spotting



1. **Close fork tines**-Bend elbows and point your thumbs or wands, at each other. Move thumbs or wands toward each other repeatedly



2. **Open fork tines**-Bend elbows and from each other. Move thumbs or wands point your thumbs, or wands, away from each other repeatedly



3. **Side shift right**-Bend elbows, with hands closed or holding wands, point thumbs or wands to the right and motion side to side



4. **Side shift left**-Bend elbows, with hands closed or holding wands, point thumbs or wands to the left and motion side to side



5. **Raise carriage**-Bend elbows and point your thumbs or wands in the up position, and motion up and down



6. **Lower carriage**-Bend elbows and point your thumbs or wands in the down position, and motion up and down



7. **Tilt mast forward**-Bend one elbow, palm or wand facing out. Place your other arm or wand across your chest, as shown in picture. Move your forearm or wand up and down away from chest



8. **Tilt mast back**-Bend one elbow, palm or wand facing in. Place your other arm across your chest, as shown in picture. Move your forearm or wand up and down towards chest

J. K-Loader spotting



1. **Front up**-Place left hand or wand in the center of your chest. Extend right hand and point upward with your thumb or wand



2. **Front down-**Place left hand or wand in the center of your chest. Extend your right hand and point downward with your thumb or wand



3. **Rear up-** Place your left hand or wand behind your back (in a manner that clearly indicates your back). Extend your right hand and point upward with your thumb or wand



4. **Rear down-**Place your left hand or wand behind your back (in a manner that clearly indicates your back). Extend your right hand and point downward with your thumb or wand



5. **Raise deck**-Bend elbows, point thumbs or wands in the up position and motion up and down



6. **Lower deck**-Bend elbows, point thumbs or wands in the down position, motion up and down



7. **Roll deck right**-Bend elbows, point left thumb or wand down and right thumb or wand up. Move your hands up and down (alternating).



8. **Roll deck left**-Bend elbows, point left thumb or wand up and right thumb or wand down. Move your hands up and down (alternating).



9. **Side shift right**-Bend elbows, with hands closed or holding wands, point thumbs or wands, to the right and motion side to side.



10. **Side shift left**-Bend elbows, with hands closed or holding wands, point thumbs or wands to the left and motion, side to side

Learning Objective 2 Perform choker duties:

- A. Chocks are required for vehicles within 10 feet of aircraft.
 1. A good sense of distance is important
 2. If your chock is too close to the aircraft your loader could damage the ramp.



3. Each vehicle has a unique Front and Rear End clearance.



- a). These clearances are critical the individual used as the chocker needs to remain aware of the distance between contact surfaces of the vehicle in use, as well as the object being approached.
 - b). Proper placement of the chock is paramount.

TASK EVALUATION CHECKLIST (TEC)

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Directions: Given all applicable materials, the trainee will complete the following items unassisted and without error.	YES	NO	N/A
1. Training Assessment			
N/A			
2. Perform spotter duties			
Trainee demonstrated proficiency by:			
A. Discussing signals with vehicle operator prior to operations.			
B. Position them in the proper area to be seen by the driver.			
C. Ensuring the chock was positioned correctly.			
D. Performing clear signals during daytime.			
E. Performing clear signals during nighttime.			
NOTES:			

Trainee (print): _____

Start Date: _____

Trainer's Signature: _____

Complete Date: _____