

Training and Evaluation Outline Report

Task Number: 01-6-0440

Task Title: Coordinate Aviation in Lines of Communication and Aerial Convoy Security

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FM 3-04.111	Aviation Brigades (This item is included on EM 0205)	Yes	Yes
	FM 4-01.30	MOVEMENT CONTROL	Yes	No

Condition: The Aviation Brigade receives a warning order (WARNORD) from higher headquarters to secure lines of communication (LOC) and provide aerial convoy security in support of the coalition ground forces. Aviation brigade assets are establishing a support relationship with the maneuver units. The brigade has established digital communications and connectivity via the Army Battle Command System (ABCS), when equipped, with the maneuver units, subordinate units, adjacent units, and higher headquarters. The brigade is passing information IAW higher headquarters' and the unit's standing operating procedures (SOP). Some iterations of this task should be performed in MOPP.

Standard: The aviation brigade staff is integrated into the ground force military decision making process (MDMP). The aviation brigade staff plans and coordinates the LOC and aerial convoy security mission with the maneuver unit. Airspace utilization conflicts are resolved. The aviation brigade assets conduct an initial route reconnaissance and then establishes a screen. The aviation brigade elements overwatch critical points, choke points, and bridges along their route. The ground force establishes defensive positions on both flanks of the route, supported by attack helicopter fires. The ground force establishes combat outposts (OPs) and used aggressive patrolling between the OPs, supported by attack helicopter fires. The maneuver unit and the aviation brigade establish a quick reaction force (QRF) to conduct counterattacks and destroys enemy ambush forces. The aviation brigade complies with the rules of engagement (ROE) and rules of interaction (ROI). Aviation forces are integrated into the scheme of maneuver and employed IAW the commander's intent. The air mission commander (AMC) performs the correct actions during the route reconnaissance, screen, and QRF missions.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: N/A

DANGER
None

WARNING
None

CAUTION

None

Remarks: I task steps and performance measures, prerequisite and supporting collective tasks, supporting individual tasks and supporting reference numbers were reviewed/updated on 31 January 2013.

Notes: If equipped, the task steps below may be accomplished using ABCS if applicable. Units without ABCS will follow unit SOPs. When pre-formatted messages do not exist, free text messages may be substituted for Force XXI Battle Command Brigade and Below (FBCB2) and Maneuver Control System (MCS) messages identified in task steps and performance measures.

TASK STEPS

* 1. The aviation brigade Commander and staff directly coordinate with the ground force Commander and staff, to gain knowledge of their mission and the ground tactical plan.

a. The Commander visualizes how the battlefield will look at various stages and develops a scheme of maneuver.

b. The staffs war-game enemy COAs at critical points and develop integrated aviation-ground COAs to maintain the initiative.

c. The aviation brigade Commander receives and reviews the ground force commander's air-ground integration SOP for route reconnaissance, screens, LOC and convoy security and makes recommendations as appropriate.

d. The aviation brigade Commander recommends that fully qualified aviation liaison officers (LNOs) participate in the MDMP and related staff planning.

e. The aviation brigade Commander requests a ground LNO join the aviation brigade staff.

Note: The aviation brigade Commander must implement an LNO certification program at home station to ensure that aviation LNOs are proficient in the full spectrum of air-ground integration. Fully qualified aviation LNOs should be captain career course graduates and have pilot-in-command (PC) experience. They should possess a strong knowledge of the aircraft and the units in the aviation brigade.

* 2. The aviation brigade Commander and staff obtain the minimum planning requirements required to better integrate aviation into the ground scheme of maneuver and ensure accurate and timely support.

Note: If equipped, digital transmission of information, such as coordinates, is faster and more accurate; however, voice communication is still necessary for clarification.

a. Plots friendly forces' locations, enemy air defense artillery (ADA) locations, tentative engagement area (EA) coordinates, and the BCT area of operations (AO).

b. Receives the ground force and battalion level graphics via MCS, or aviation mission planning system (AMPS), or radio communications to update critical items including limit of advance (LOA), fire-control measures, and maneuver graphics.

c. Receives fire support coordination information including location of direct support (DS) artillery, organic mortars, call signs, and frequencies.

d. Identifies routes into and out of the AO including air passage points into sector or zone, and air routes to the holding area (HA) or landing zone (LZ).

e. Receives maneuver forces command frequencies and call signs of the ground units in contact, to facilitate air-ground coordination down to company level, and provide situational awareness (SA) to all elements.

f. Coordinates the correct time for the global positioning system (GPS) and the single channel ground and airborne radio system (SINCGARS).

* 3. The aviation brigade operations officer (S3) briefs and dispatches aviation LNOs to the ground force S3.

* 4. The senior aviation LNO works with the S3-Air to advise and assist the ground force Commander and staff.

a. Receives the missions of aviation forces and coordinates same with the aviation brigade Commander and aviation brigade S3.

b. Understands the ground force commander's intent, scheme of maneuver, and how the aviation assets are integrated into it.

c. Alerts the appropriate aviation units of their mission.

- d. Informs the aviation brigade Commander and aviation brigade S3 of the status of aviation assets
 - e. Advises the ground force Commander and S3 on the proper employment and missions for Army aviation.
 - f. Coordinates with the ground force S2 and extracted information pertinent to Army aviation planning.
 - (1) Obtains mission area and LOC intelligence products.
 - (2) Updates the common operational picture (COP).
 - (3) Updates the intelligence preparation of the battlefield (IPB).
 - (4) Updates the intelligence, surveillance, and reconnaissance (ISR) plan.
 - (5) Obtains weather and terrain data.
 - (6) Updates the Commander's Critical Information Requirements (CCIR).
 - (7) Obtains location of bridges, choke points that may canalize troop movement, defiles, intersections, roadway fills.
 - g. Advises the S3 on requesting additional aviation assets, with supporting elements, as required.
 - h. Assists the S3 in the development of the OPORD.
 - i. Acts as liaison between air defense units and air traffic control units.
5. The aviation LNO and the S3-Air coordinate Army aviation employment with the air defense (AD) officer.
- a. Receives, processes, and disseminates AD information to the aviation brigade staff and aviation units OPCON to the BCT by providing:
 - (1) Early warning intelligence information.
 - (2) Friendly ADA unit locations.
 - (3) Identification, friend or foe (IFF)/selective identification feature (SIF) procedures for Army aircraft, to include location of IFF/SIF line.
 - (4) Known enemy ADA locations.
 - (5) Minimum risk routes.
 - (6) Airspace Command and Control (AC2) rules and procedures.
 - (7) Coordinating flight altitudes.
 - (8) All known positive and procedural controls.
 - b. Establishes coordination with friendly high-to-medium-altitude air defense (HIMAD) units and advises the aviation brigade staff and aviation units of HIMAD locations and frequencies.

- c. Advises friendly ADA Commander on types of aircraft and unmanned aerial vehicles (UASs) in use.
- d. Coordinates aviation information with the fire support element (FSE).
- e. Coordinates Army aviation communications and logistical requirements.

6. The aviation LNO / S3-Air monitor aviation operations.

- a. Ensures aviation forces are properly employed and in compliance with the Commander's intent and overall scheme of maneuver.
- b. Ensures aviation-related reports to higher headquarters are accurate and submitted in a timely manner.
- c. Maintains a current status of aviation assets.
- d. Coordinates all current and future logistical requirements with the sustainment staff.

7. During operations, the aviation LNO / S3-Air assist in the identification and resolution of airspace conflicts.

- a. Monitors current operations of airspace users.
- b. Monitors intelligence reports.
- c. Disseminates unscheduled high-volume use of airspace.
- d. Informs airspace users at each echelon of any loss of communication affecting any airspace user.
- e. Identifies and correlates situations affecting airspace use for unscheduled events.
- f. Analyzes airspace use on the situation map (SITMAP) to determine and resolve conflicts.
- g. Recommends shifting or ending fires when affecting high priority aviation missions.
- h. Disseminates changes of control or restriction measures affecting airspace users.
- i. Analyzes future OPODs/OPLANs for possible conflicts of flight control measures, friendly field artillery (FA)/ADA locations, and flight obstructions.

(1) Determines impact on aviation and unit operations.

(2) Develops and recommends alternatives.

8. The aviation air cavalry elements conduct security missions and route reconnaissance IAW the Commander's intent and the factors of mission, enemy, terrain and weather, troops and support available, time available, and civil considerations (METT-TC).

Note: Route security is defensive in nature and terrain oriented. It is designed to prevent the enemy from disrupting traffic and/or interdicting the route.

- a. The S3-Air calls for suppression of enemy air defense (SEAD) operations and informs all ground unit leaders that supporting aircraft are operating in the mission area.

b. The air cavalry AMC conducts aerial surveillance of the route and the flanks of the route in support of ground elements conducting irregular but continuous ground patrols on, and to the flanks of, the route.

c. The air cavalry AMC conducts increased surveillance around bridges, potential choke points, defiles, intersections, and roadway fills, in support of ground elements.

d. The attack AMC conducts support by fire (SBF) missions in support of established ground security forces around bridges, potential choke points, defiles, intersections, and roadway fills.

e. The attack AMC conducts SBF missions in support of ground defensive positions on the flanks of the route to prevent enemy observed direct fires on the route.

f. As part of the QRF, the attack AMC conducts attack by fire (ABF) missions to destroy the enemy.

g. The ground units cordons off sections along the route to search for enemy positions.

(1) Calls for attack helicopter ABF missions.

(2) Calls for attack helicopter SBF missions.

Note: Locations may be expressed by grid coordinates, distance/direction from a known point, or common graphics.

h. The air cavalry AMC conducts route reconnaissance.

(1) Conducts air reconnaissance at irregular intervals to avoid developing a pattern.

(2) Conducts aerial surveillance and combat escort for engineers checking the route, bridges, and choke points.

i. The air cavalry AMC conducts cordon security.

9. The aviation brigade conducts aerial convoy security missions IAW the Commander's intent and the factors of METT-TC.

Note: Convoy security is offensive in nature and force-oriented. It is designed to prevent the enemy from disrupting or destroying the convoy element.

a. Air cavalry elements conducts route reconnaissance in advance of the convoy.

b. The ground force commander accepts and transfers control of the convoy from/to the designated organization at the specified location.

c. The air cavalry AMC conducts security missions while engineer elements clear the route of obstacles.

d. The air cavalry AMC conducts security missions while military police (MP) elements clear the route of obstacles.

e. The aviation LNO, air cavalry AMC and BCT S3-Air plans for convoy escort through the following actions:

(1) Organizes into ground and air cavalry reconnaissance, security, and escort elements.

(2) Organizes a QRF to include attack helicopter assets.

(3) Coordinates with escorted elements.

(4) Designates movement order, vehicle distances, and march rates of the escorted elements.

(5) Designates movement order, vehicle distances, and march rates.

(6) Plans actions at danger and congested areas.

(7) Plans actions on contact to include escorted vehicles, security elements, escorted elements, and the QRF.

f. The ground and air cavalry elements conducts convoy escort and defends security missions while the military police (MP) elements clears the route of obstacles.

(1) Reconnaissance element (Air and ground cavalry) conducts route reconnaissance.

(2) Security element (Air and ground cavalry) and attack helicopters conducts limited advanced guard and rear guard missions, and flank screening missions.

(3) Escort element (Air and ground cavalry) disperses throughout the march order.

Note: Escort element may operate up to one kilometer to the flanks of the main body.

(4) The QRF (Air and ground cavalry/attack helicopters) is positioned where it can best react to the enemy based on terrain and avenues of approach.

Note: The QRF (Air and ground cavalry/attack helicopters) may be organized into several teams and positioned at several locations along the march order.

g. The air cavalry elements reconnoiteres in advance and to the flanks or the ground elements thus extending the eyes and ears of the Commander.

h. The air cavalry elements establishes a moving flank screen for the convoy's main body.

i. The air cavalry AMC controls indirect fire support and close air support as needed and maintains communications with these fire support elements.

* 10. S3 identifies and control hazards IAW risk management procedures.

(Asterisks indicates a leader performance step.)

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-6-0436	Coordinate Air-Ground Integration when Providing Close Combat Attack (CCA) Support	01 - Aviation/Aviation Logistics (Collective)	Approved

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	011-141-4401	Participate in the Military Decision Making Process	011 - Aviation (Individual)	Approved
	011-300-0005	Communicate Brigade Combat Team (BCT) Airspace Changes to Airspace Users	011 - Aviation (Individual)	Approved
	011-300-0006	Integrate Airspace Command and Control (AC2) into Army Airspace Requirements for the Brigade Combat Team (BCT)	011 - Aviation (Individual)	Approved
	011-510-0011	Integrate Fundamentals of Air-Ground Operations	011 - Aviation (Individual)	Approved
	011-510-0018	Employ Army Airspace Command and Control	011 - Aviation (Individual)	Approved
	011-510-0026	Operate Aviation Mission Planning System (AMPS)	011 - Aviation (Individual)	Approved
	011-510-0310	Perform the duties of Aviation Liaison Officer	011 - Aviation (Individual)	Approved
	052-192-1274	Conduct a Route Search	052 - Engineer (Individual)	Approved
	052-192-1275	Conduct an Area Search	052 - Engineer (Individual)	Approved
	052-192-3261	React to an Improvised Explosive Device (IED) Attack (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-3262	Prepare for an Improvised Explosive Device (IED) Threat Prior to Movement (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Superseded
	052-192-4532	Manage Military Search Operations	052 - Engineer (Individual)	Approved
	052-703-9107	Plan for an Improvised Explosive Device (IED) Threat in a COIN Environment (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Approved
	052-703-9113	Plan for the Integration of C-IED Assets in a COIN Environment	052 - Engineer (Individual)	Approved
	052-703-9114	Respond to an IED at the Company Level	052 - Engineer (Individual)	Approved
	150-718-2300	Perform Information Collection	150 - Combined Arms (Individual)	Approved
	150-718-5111	Participate in the Military Decision Making Process	150 - Combined Arms (Individual)	Approved
	150-718-5315	Establish the Common Operational Picture	150 - Combined Arms (Individual)	Approved
	171-300-0083	Enforce Rules of Engagement (ROE)	171 - Armor (Individual)	Approved
	301-192-6001	Apply Predictive Analysis to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Approved
	301-192-6001	Apply Predictive Analysis to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Analysis
	301-192-6002	Apply Pattern Analysis Products to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Approved
	301-192-6002	Apply Pattern Analysis Products to Support Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Analysis
	301-192-6003	Prepare Request for Intelligence, Surveillance, and Reconnaissance in Support of Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Approved
	301-192-6003	Conduct Information Collection in Support of Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Analysis
	301-192-6004	Conduct Tactical Questioning of Combatants and Civilians on the Battlefield	301 - Intelligence (Individual)	Approved

	301-230-6001	Integrate CREW Systems	301 - Intelligence (Individual)	Approved
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Supporting Drill Task(s): None

TADSS

Step ID	TADSS ID	Title	Product Type	Quantity
No TADSS specified				

Equipment (LIN)

Step ID	LIN	Nomenclature	Qty
No equipment specified			

Materiel Items (NSN)

Step ID	NSN	LIN	Title	Qty
No equipment specified				

Environment: 1. 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

2. All aerial defensive and offensive tactical operations require an area in which to maneuver. Most training areas have environmental restrictions that a unit must follow during tactical operations. The flight-route parameters resulting from environmental and noise complaint restrictions are unique to aviation. These restrictions must be considered when planning training aviation missions and during mission briefs.

3. Aviation units use large amounts of hazardous materials during routine maintenance. Commanders will be held responsible for the proper disposal of hazardous materials (HAZMAT). The operation of FARPs is especially challenging because of the potential for major environmental catastrophes. The SOPs specify the proper disposal of HAZMAT (such as oils and lubricants, used drip pans, and grease and oil washed off vehicles).

4. All gunnery ranges have environmental SOPs which aviation units need to comply with. These restrictions include normal environmental guidance. They also include specific instructions for the disposal of casings and ammunition boxes and maneuvering weapon systems.

Note. Each U.S. installation is subject to local and state environmental regulations as well as to federal legislation. For information pertaining to a specific location, contact the installation environmental office. When overseas or on deployment, contact operations and plans, and training staff officer (S3) or the assistant chief of staff, operations (G3).

Safety: In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite 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, NBC Protection, FM 3-11.5, CBRN Decontamination. 1. In a training environment, leaders must perform a risk assessment in accordance with FM 5-19, Composite 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, NBC Protection, FM 3-11.5, CBRN Decontamination.

2. Composite risk management identifies operational risks so hazards can be reduced or eliminated. Composite risk management allows units to operate in high-risk environments. Leaders at every level are responsible for identifying hazards, taking measures to reduce or eliminate hazards, and accepting risk only to the point that the benefits outweigh the potential losses. The Army's doctrinal manuals articulate the risk-management process as the principal risk-reduction tool. Composite risk management is not an add-on feature to the decision-making process but, rather, a fully integrated element of planning and executing operations. The goal is to make composite risk management a routine part of planning and executing operational and training missions.

3. Composite risk management is a continuous process for each assigned mission or training event. It must be integral to military decisions tied into each training plan and become a continuous part of preparation for training. Safety demands total chain of command involvement in planning, preparing, executing, and evaluating training.