Training and Evaluation Outline Report

Task Number: 01-4-7556

Task Title: Control Vehicle Access to Airfield with Associated Ramps

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	FM 3-04.120	Air Traffic Services Operations	Yes	No
	FM 3-04.300	Airfield and Flight Operations Procedures	Yes	Yes
	TC 3-04.81(FM 3-04.303)	Air Traffic Control Facility Operations, Training, Maintenance, and Standardization	Yes	No

Condition: The battalion is in a simulated (live, virtual, or constructive) combat environment. The unit has received an OPORD/ FRAGO which dictates to control vehicle access to airfields with associated ramps. The main CP is operational and the staff sections are functioning. Some iterations of this task should be performed in MOPP.

Standard: Vehicle access to airfields with associated rampsare controlled IAW unit SOP's, commanders guidance and applicable regulations and publications.

Special Equipment: None

Safety Level: Low

Task Statements

Cue: None

DANGER

none

WARNING

none

CAUTION

None

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

Notes: None

TASK STEPS

1. Flight operations shift leader directs control of aircraft and surface vehicular traffic operating on runways, taxiways, and other designated movement areas of the airfield.

2. Flight operations shift leader ensures the availability of an Standard Operating Procedure (SOP) that requires pilots and vehicle drivers to obtain tower clearance before they proceed onto the aircraft movement area.

3. Flight operations personnel manages vehicle usages for air traffic control.

a. Ensures vehicle is properly used and marked.

b. Ensures that vehicle movement on the runway is held to a minimum when conducting runway inspections and maintenance.

c. Ensures vehicles is painted yellow in accordance with TM 1-1500-204-23-1 when authorized to report on the airfield.

d. Displays Air Traffic Control (ATC) light signals on the dashboard of vehicles that regularly operate on the airfield.

e. Closely supervises vehicles operating near petroleum, oils, and lubricants (POL) and aircraft refueling areas.

f. Ensures the maximum speed limit for vehicles operating on a ramp is observed.

Note: The maximum speed limit for a vehicle operating on a ramp will not exceed five miles per hour.

g. Ensures that drivers of vehicles that operate on a ramp, taxiway, or runway should have on file evidence of satisfactorily passing a written examination.

h. A flagman is stationed so as to be clearly visible to approaching aircraft.

4. Control Tower Team controls friendly aircraft operating within the towers assigned airspace.

5. Control Tower Team coordinates air and vehicular traffic operating on runways, taxiways, ramps and other designated areas of the airfield.

Note: Controlled area is typically limited to an area approximately 5 nautical miles radius from the center of the airfield up to an altitude of 2500 AGS.

6. Air Traffic Services (ATS) Facility Chief establishes procedures for the positive control and coordination of personnel, ground vehicles, and aircraft on or near taxiways, runways, ramps and landing areas.

* 7. Commander/Leader performs, or delegates the performance of, the steps in the composite risk management process for each step in troop leading procedures.

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Flight operations shift leader directed control of aircraft and surface vehicular traffic operating on runways, taxiways, and other designated movement areas of the airfield.			
2. Flight operations shift leader ensured the availability of an Standard Operating Procedure (SOP) that requires pilots and vehicle drivers to obtain tower clearance before they proceed onto the aircraft movement area.			
3. Flight operations personnel managed vehicle usages for air traffic control.			
4. Control Tower Team controled friendly aircraft operating within the towers assigned airspace.			
5. Control Tower Team coordinated air and vehicular traffic operating on runways, taxiways, ramps and other designated areas of the airfield			
6. Air Traffic Services (ATS) Facility Chief established procedures for the positive control and coordination of personnel, ground vehicles, and aircraft on or near taxiways, runways, ramps and landing areas			
7. Commander/Leader performed, or delegated the performance of, the steps in the composite risk management process for each step in troop leading procedures			

TASK PERFORMANCE / EVALUATION SUMMARY BLOCK							
ITERATION	1	2	3	4	5	M	TOTAL
TOTAL PERFORMANCE MEASURES EVALUATED							
TOTAL PERFORMANCE MEASURES GO							
TRAINING STATUS GO/NO-GO							

ITERATION: **1 2 3 4 5 M**

COMMANDER/LEADER ASSESSMENT: **T P U**

Mission(s) supported: None

MOPP: Sometimes

MOPP Statement: None

NVG: Never

NVG Statement: None

Prerequisite Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-1-5123	Conduct Aerial Security Missions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-5128	Conduct Protection of the Force	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-3-7913	Conduct UAS Data Collecting and Reporting	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7538	Conduct Airfield Inspections and Policing	01 - Aviation/Aviation Logistics (Collective)	Approved

Supporting Collective Task(s):

Step Number	Task Number	Title	Proponent	Status
	01-4-7527	Conduct Communications-Electronics (COM/NAV) Maintenance	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7538	Conduct Airfield Inspections and Policing	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7539	Coordinate Aircraft Services	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7542	Manage En-route Aircraft	01 - Aviation/Aviation Logistics (Collective)	Approved

Supporting Individual Task(s):

Step Number	Task Number	Title	Proponent	Status
	011-143-0015	Control Aircraft, Vehicles, and Personnel by ATC Light Gun Signals	011 - Aviation (Individual)	Approved
	011-143-1063	Install the AN/TSQ-198A Tactical Terminal Control System (TTCS)	011 - Aviation (Individual)	Approved
	011-143-2012	Manage the Operation of Tactical Terminal Control System (TTCS)	011 - Aviation (Individual)	Approved
	011-143-3022	Manage Controller Training for Fixed Operations or Tactical Operations	011 - Aviation (Individual)	Analysis
	011-412-0066	Provide Airfield Management Technical Assistance for Commanders and Staff	011 - Aviation (Individual)	Approved
	052-192-1271	Identify Visual Indicators of an Improvised Explosive Device (IED) (UNCLASSIFIED//FOR OFFICIAL USE ONLY (U//FOUO)	052 - Engineer (Individual)	Approved
	052-192-1272	Conduct a Person Search	052 - Engineer (Individual)	Approved
	052-192-1273	Conduct an Occupied Vehicle 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
	150-718-2300	Perform Information Collection	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)	Analysis
	301-192-6001	Apply Predictive Analysis 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)	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
	301-230-6002	Manage CREW Systems	301 - Intelligence (Individual)	Approved

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.