

## Training and Evaluation Outline Report

**Task Number:** 01-4-7542

**Task Title:** Manage En-route Aircraft

**Supporting Reference(s):**

| Step Number | Reference ID | Reference Name  | Required | Primary |
|-------------|--------------|---|----------|---------|
|             | 011-420-0018 | Implement Army Airspace Command and Control (A2 C2)                       | Yes      | No      |
|             | AR 385-10    | The Army Safety Program (*RAR 004, 10/04/2011)                            | Yes      | No      |
|             | AR 40-8      | TEMPORARY FLYING RESTRICTIONS DUE TO EXOGENOUS FACTORS                    | Yes      | No      |
|             | AR 530-1     | Operations Security (OPSEC)   | Yes      | No      |
|             | AR 600-8-6   | Personnel Accounting and Strength Reporting (Reprinted W/Basic Incl C1-2) | Yes      | No      |
|             | AR 95-2      | AIRSPACE, AIRFIELDS/HELIPORTS, FLIGHT ACTIVITIES, AIR TRAFFIC             | Yes      | No      |
|             | FM 3-04.120  | Air Traffic Services Operations   | Yes      | Yes     |

**Condition:** The higher headquarters is in a simulated (live, virtual, or constructive) environment. The main Command Post is operational and the staff sections are functioning. The unit receives an Operations Order/ Fragmentary Order (OPORD/FRAGO) and the commander's guidance. The Airspace information Services Platoon deploys to an operational area as per OPORD/FRAGO. All soldiers and equipment are available. Some iterations of this task should be performed in MOPP.

**Standard:** The Airspace information services Platoon plans, coordinates, and supervises the operation of all en-route assets, to include the AIC and tactical teams, using appropriate regulations and commanders guidance without damage to personnel or equipment.

**Special Equipment:** None

**Safety Level:** Low

|                        |
|------------------------|
| <b>Task Statements</b> |
|------------------------|

**Cue:** None

**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:** None

## TASK STEPS

1. The platoon leader manages all en-route aircraft using appropriate manuals and regulations.
  - a. Plans the operation of all en-route aircraft.
  - b. Coordinates the operation of all en-route aircrafts.
  - c. Supervises the operation of all en-route aircraft.
2. The platoon leader manages the AIC operations, to include:
  - a. En-route Air Traffic Control (ATC) services and navigational aids:
  - b. Installation of the AN/TSC 61B.
  - c. Installation of the AN/TRN-30 (V) 2.
3. The platoon leader manages the tactical control tower team which:
  - a. Provides a mobile tactical control tower team capability.
  - b. Provides tactical ATC services and navigational aids.
  - c. Provides approach control services to sequence arriving and departing flights into and out of tactical landing sites.
4. The Platoon Leader Manages the :
  - a. Installation of the AN/TRN-30 [V] 1.
  - b. Installation of the AN/TSQ-198.
  - c. Landing Zone/Pick Up Zone Operations.
  - d. Pathfinder support operations.
  - e. Air Traffic Services at a temporary landing site.
  - f. Tactical control tower operations.
5. The Airspace Information Services Platoon (AISP) Provides Navigational Assistance to Friendly Aircraft, Including En-route Air traffic Services.
  - a. Develops Local Flying Area Rules and Hazards Map.
  - b. Initiates Terminal Instruments Procedures (TERPS).
  - c. Transmits Flight Movement Messages.
  - d. Provides weather service (requires Augmentation).
  - e. Provides precision and non-precision navigational aids (NAVAIDS).



**Supporting Collective Task(s):**

| Step Number | Task Number | Title  | Proponent                                     | Status   |
|-------------|-------------|--|---|----------|
|             | 01-4-7521   | Install The AN/TRN-30 (V) 2  | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7523   | Install the AN/TPN-31 (ATNAVICS)   | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7524   | Install The AN/TSQ-70A Or AN/TSW-7A  | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7525   | Install The Tactical Airspace Integration System (TAIS) AN/TSQ-221                             | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7526   | Operate The Electronic Shop Shelter Mounted Avionics AN/ASM-146 and AN/ASM-147                 | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7527   | Conduct Communications-Electronics (COM/NAV) Maintenance                                       | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7531   | Conduct Ground Controlled Approach Radar Functions   | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7532   | Conduct Tower Missions   | 01 - Aviation/Aviation Logistics (Collective) | Approved |
|             | 01-4-7533   | Conduct Tactical Airspace Integration Systems-Airspace Information Center (TAIS-AIC) Functions | 01 - Aviation/Aviation Logistics (Collective) | Approved |

**Supporting Individual Task(s):**

| Step Number | Task Number  | Title   | Proponent                   | Status   |
|-------------|--------------|---|-----------------------------|----------|
|             | 011-141-1048 | Process Flight Orders for Flying Status   | 011 - Aviation (Individual) | Approved |
|             | 011-143-0006 | Prepare the Air Traffic Control Central, AN/TSW-7A, for Movement  | 011 - Aviation (Individual) | Approved |
|             | 011-143-0017 | Control the Flight of SVFR Arrival/Departure Aircraft   | 011 - Aviation (Individual) | Approved |
|             | 011-143-0023 | Issue Airport Condition Information   | 011 - Aviation (Individual) | Approved |
|             | 011-143-0028 | Control The Flight Of IFR Arrival/Departure Aircraft  | 011 - Aviation (Individual) | Approved |
|             | 011-143-0035 | Install the Tactical Airspace Integration System (TAIS), AN/TSQ-221                                     | 011 - Aviation (Individual) | Approved |
|             | 011-143-0038 | Control the Flight of VFR Arrival/Departure Aircraft  | 011 - Aviation (Individual) | Approved |
|             | 011-143-0068 | Install Non-Directional Radio Beacon Set  | 011 - Aviation (Individual) | Approved |
|             | 011-143-0069 | Operate Non-Directional Radio Beacon Set  | 011 - Aviation (Individual) | Approved |
|             | 011-143-0071 | Install the Mobile Tower System (MOTS): AN/MSQ-135  | 011 - Aviation (Individual) | Analysis |
|             | 011-143-3006 | Develop an Air Traffic Control Letter of Agreement  | 011 - Aviation (Individual) | Analysis |
|             | 011-143-3022 | Manage Controller Training for Fixed Operations or Tactical Operations                                  | 011 - Aviation (Individual) | Analysis |
|             | 011-415-3107 | Supervise Implementation of Airspace Control Measures (ACMs)  | 011 - Aviation (Individual) | Approved |
|             | 011-415-3125 | Recommend Revisions to Airspace Control Procedures  | 011 - Aviation (Individual) | Approved |
|             | 011-415-3127 | Provide Air Traffic Control (ATC) Technical Assistance to Host Nation Air Traffic and Airspace Agencies | 011 - Aviation (Individual) | Approved |
|             | 011-415-3128 | Supervise Host Nation Air Traffic and Airspace Restorative Operations                                   | 011 - Aviation (Individual) | Approved |

**Supporting Drill Task(s):** None

---

**TADSS**

| <b>Step ID</b>     | <b>TADSS ID</b> | <b>Title</b> | <b>Product Type</b> | <b>Quantity</b> |
|--------------------|-----------------|--------------|---------------------|-----------------|
| 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.