

## Training and Evaluation Outline Report

**Task Number:** 01-6-0436

**Task Title:** Coordinate Air-Ground Integration when Providing Close Combat Attack (CCA) Support

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	011-1T-8249	Single Channel Ground/Airborne Radio System (SINCGARS)	Yes	No
	011-420-0018	Implement Army Airspace Command and Control (A2 C2)	Yes	No
	011-420-0025	Integrate Aircraft Survivability Equipment (ASE) in Mission Planning	Yes	No
	011-A-3344	Single Channel Ground/Airborne Radio System	Yes	No
	ADP 3-0	Unified Land Operations	Yes	Yes
	AR 385-10	The Army Safety Program.	Yes	No
	FM 3-04.126	ATTACK RECONNAISSANCE HELICOPTER OPERATIONS	Yes	No
	FM 3-90.6	BRIGADE COMBAT TEAM	Yes	No

**Condition:** A mounted coalition brigade combat team (BCT) is conducting the Military Decision Making Process (MDMP) for a close combat attack. The aviation brigade receives a warning order (WARNORD) from higher headquarters to support the (Brigade Combat Team) BCT in the close combat attack. Aviation brigade assets are establishing a command and support relationship with the BCT. The BCT has established communications and digital connectivity via the Army Battle Command System (ABCS), when equipped, with the aviation brigade, BCT subordinates, adjacent, and higher headquarters. The BCT is passing information IAW higher headquarters' and the BCT's standing operating procedures (SOP). Some iterations of this task should be performed in MOPP.

**Standard:** The aviation brigade staff is integrated into the BCT planning and the Military Decision Making Process (MDMP). Airspace utilization conflicts are resolved. The aviation brigade Operational Control (OPCON) assets are integrated into the mounted BCT scheme of maneuver and employed IAW the BCT commander's intent. The air mission commander (AMC) performs the correct actions en route to the objective and during mission execution. The aviation team provides accurate aerial weapons delivery and there are no fratricide casualties or equipment damage to friendly units as a result of close combat fire support.

**Special Equipment:** None

**Safety Level:** Low

<b>Task Statements</b>
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**Cue:** N/A

<b>DANGER</b>
N/A

## WARNING

N/A

## CAUTION

N/A

**Remarks:** None

**Notes:** ARTEPS are no longer being produced and distributed. Information on this task is available through ATN and DTMS

## TASK STEPS

\* 1. The aviation brigade Commander and staff directly coordinate with the mounted BCT Commander and staff, to gain knowledge of the ground tactical plan.

a. The Commanders visualize how the battlefield will look at various stages and develop 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 receive and review the BCT's air-ground integration SOP for close combat attack and made recommendations as appropriate.

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

e. The aviation brigade Commander request 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 BCT 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. Plot the BCT friendly forces' locations, enemy air defense artillery (ADA) locations, tentative engagement area (EA) coordinates, and the BCT area of operations (AO).

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

f. Coordinate 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 BCT S3.

\* 4. The senior aviation LNO works with the BCT S3-Air to advise and assist the BCT commander and staff.

a. Receive the missions of aviation forces OPCON to the BCT and coordinated same with the aviation brigade Commander and aviation brigade S3.

b. Interprets the BCT 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 OPCON to the BCT.

e. Advises the BCT Commander and the BCT S3 on the proper employment and missions for Army aviation.

f. Coordinates with the BCT S2 and extracted information pertinent to Army aviation planning, such as-

- (1) Target location(s), objective, and EA.
- (2) Summary or synopsis of the intelligence preparation of the battlefield (IPB).
- (3) Commander's Critical Information Requirements (CCIR).
- (4) Weather and terrain.

g. Advises the BCT S3 on requesting additional aviation assets, with supporting elements, as required.

h. Assists the BCT S3 in the development of the OPORD, to include-

- (1) Air corridors to and from the forward line of own troops (FLOT), to include penetration corridor.
- (2) Movement to the objective.
- (3) Suppression of enemy air defense (SEAD) operations.
- (4) Actions on the objective.
- (5) Movement from the objective.
- (6) Deception plan.
- (7) Special instructions for Army aviation integration into the BCT air defense effort.
- (8) Coordination instructions.

i. Acted as liaison between air defense units and air traffic control units.

5. The aviation LNO and the BCT 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

- (1) Provides 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) Army 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 advised the aviation brigade staff and aviation units OPCON to the BCT, of HIMAD locations and frequencies.

c. Advises friendly ADA commander on types of aircraft and unmanned aerial vehicles (UAVs) in use.

d. Coordinates aviation information with the fire support element (FSE).

e. Coordinates Army aviation communications and logistical requirements.

f. Coordinates the following information with the aviation brigade AC2 element located at division-

(1) BCT AO.

(2) Air defense warnings.

(3) Rules of Engagement (ROE) (weapons control status and hostile criteria).

(4) Coordinating altitudes.

(5) Weather.

(6) Positive and procedural control measures.

(7) Types of aircraft and UAVs in use.

6. The aviation LNO and BCT S3-Air monitor aviation operations.

a. Ensures aviation forces are properly employed and in compliance with the BCT 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 combat service support (CSS) staff.

7. During operations, the aviation LNO and BCT 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 OPORDs/OPLANs for possible conflicts of flight control measures, friendly field artillery (FA)/ADA locations, and flight obstructions.

(1) Determines impact on aviation and BCT operations.

(2) Develops and recommends alternatives.

8. The aviation LNO, BCT S3-Air, and AMC coordinate aviation mission execution actions with the BCT units in close combat with the enemy.

a. The aviation LNO coordinate/confirm the locations for the HA (or orbiting area) within FM communications range of the ground unit, LZ, forward arming and refueling point (FARP), initial point (IP), battle position (BP), attack by fire (ABF), and/or support by fire (SBF) position.

Note: The BP and ABF/SBF positions are normally offset from the flank of the friendly ground position, but close enough to facilitate efficient target handoffs.

b. The BCT S3-Air calls for SEAD and informs the ground unit leader that supporting attack aircraft are inbound to their location.

c. The aviation LNO coordinate/confirm the use of the joint standard nine-line format for the close combat attack briefing with the BCT units in close combat with the enemy.

d. While en route to the HA, the attack AMC contact the supported ground unit leader on the unit's FM command network for a SITREP on the enemy and friendly situation.

(1) The close combat SITREP consist of the front line trace, enemy ADA threat, location of enemy vehicles/equipment and their direction of movement.

(2) The SITREP include the ground unit's mission, location of friendly ground elements in contact, location of friendly flank units, how they are marking their position, and how they will mark the enemy target.

(3) The SITREP include the call sign/frequency verification and method of contact.

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

9. The attack AMC conducts the aviation team check-in and close combat brief with the ground unit leader on the unit's FM command network.

a. The attack AMC provide the ground unit leader his concept of the operation, to include his attack route and the time required to move from the HA/orbiting area to the IP/BP.

b. Upon arrival at the HA/orbiting area, the attack AMC conduct the aviation team check-in with the ground unit leader.

(1) Make initial contact and informed the ground unit leader of his arrival.

- (2) Give the aviation team composition, altitude, and location.
- (3) State what weapons and munitions were available for the attack.
- (4) Estimate how long the aviation team could remain on station.
- (5) State night vision capabilities/type: image intensification, thermal, or both.

c. After the aviation team check-in, the ground unit leader present the close combat attack briefing to the AMC, using the joint standard nine-line format (without the line numbers), as follows:

- (1) Target location by grid coordinates, from a known reference point (IP, BP, ABF, or friendly location), or terrain feature.
- (2) Magnetic heading to target from a known point (IP, BP, ABF, or friendly location).
- (3) Distance to target in meters from a known point (IP, BP, ABF, or friendly location).
- (4) Target elevation in feet mean sea level.
- (5) Target description.
- (6) Target location in grid coordinates, or location from a known point/terrain feature.
- (7) Target marking (white phosphorous, laser, infrared, beacon), day/night code, and laser to target line in degrees, if appropriate.
- (8) Location of friendly troops by grid coordinates, or distance from a known point/terrain feature, to include type of marking (If smoke is used, AMC verifies color).

Note: The marking of friendly positions is done with great caution due to force protection.

- (9) Egress direction to avoid the enemy.

Note: A remarks line may be added to include special instructions, laser to target line (degrees), time on target (TOT), time-to-target (TTT), etc.

NOTE: When identifying a position by grid coordinates, during joint operations, include the map datum data. Combat lessons learned have shown that simple conversion to latitude/longitude is not sufficient. The location may be referenced on several different databases; for example, land-based versus sea-based data.

10. The attack AMC and the ground unit leader consider the risk to friendly forces and select the weapons/munitions to engage the target.
11. The attack AMC moves the aviation team from the HA/orbiting area to the BP and engages the target.
12. The attack AMC and the ground unit leader maintain open communication and coordination to ensure desired effect.
13. The attack AMC provides battle damage assessment (BDA) to the ground unit leader who determines if a reattack is required.
14. Commander/Leader performs, or designates the performance of, the composite risk management process for each task in troop leading procedures.

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. The aviation brigade Commander and staff directly coordinated with the mounted BCT Commander and staff, to gain knowledge of the ground tactical plan.			
2. The aviation brigade Commander and staff obtained the minimum planning requirements required to better integrate aviation into the BCT ground scheme of maneuver and ensure accurate and timely support.			
3. The aviation brigade operations officer (S3) briefed and dispatched aviation LNOs to the BCT S3.			
4. The senior aviation LNO worked with the BCT S3-Air to advise and assist the BCT commander and staff.			
5. The aviation LNO and the BCT S3-Air coordinated Army aviation employment with the air defense (AD) officer.			
6. The aviation LNO and BCT S3-Air monitored aviation operations.			
7. During operations, the aviation LNO and BCT S3-Air assisted in the identification and resolution of airspace conflicts.			
8. The aviation LNO, BCT S3-Air, and AMC coordinated aviation mission execution actions with the BCT units in close combat with the enemy.			
9. The attack AMC conducted the aviation team check-in and close combat brief with the ground unit leader on the unit's FM command network.			
10. The attack AMC and the ground unit leader considered the risk to friendly forces and selected the weapons/munitions to engage the target.			
11. The attack AMC moved the aviation team from the HA/orbiting area to the BP and engaged the target.			
12. The attack AMC and the ground unit leader maintained open communication and coordination to ensure desired effect.			
13. The attack AMC provided battle damage assessment (BDA) to the ground unit leader who determined if a reattack is required.			
14. Commander/Leader performed, or designated the performance of, the composite risk management process for each task 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:** Increase in MOPP levles may increase time required to complete task.

**NVG:** Never

**NVG Statement:** N/A

**Prerequisite Collective Task(s):**

<b>Step Number</b>	<b>Task Number</b>	<b>Title</b>	<b>Proponent</b>	<b>Status</b>
	01-1-0343	Coordinate Command and Control (C2) for Aviation Support Missions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-5122	Conduct Aerial Reconnaissance Missions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-5123	Conduct Aerial Security Missions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-5127	Conduct Aerial Close Combat Attack (CCA) Missions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-5133	Coordinate Aerial Support for Reconnaissance and Surveillance Missions	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-5140	Plan Aerial Close Combat Attack (CCA) Missions	01 - Aviation/Aviation Logistics (Collective)	Approved

**Supporting Collective Task(s):**

<b>Step Number</b>	<b>Task Number</b>	<b>Title</b>	<b>Proponent</b>	<b>Status</b>
	01-1-0344	Direct The Aviation Brigade/Battalion Staff	01 - Aviation/Aviation Logistics (Collective)	Approved
	71-8-5110	Plan Operations Using the Military Decision Making Process (Battalion - Corps)	71 - Combined Arms (Collective)	Approved

**Supporting Individual Task(s):**

Step Number	Task Number	Title	Proponent	Status
	011-300-0002	Advise the Brigade Combat Team (BCT) Commander During Planning, Preparation, and Execution of Assault Helicopter Battalion Operations	011 - Aviation (Individual)	Approved
	011-300-0004	Advise the Brigade Combat Team (BCT) Commander During Planning, Preparation, and Execution of Unmanned Aerial Vehicle System (UAVS) Operations	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
	011-300-0008	Integrate Army Aviation into the Brigade Combat Team (BCT) Personnel Recovery Operations.	011 - Aviation (Individual)	Approved
	011-405-0032	Perform Brigade Combat Team, (BCT) Small Unmanned Aircraft Systems, (SUAS) Asset Manager Duties	011 - Aviation (Individual)	Analysis Completed
	011-510-0011	Integrate Fundamentals of Air-Ground Operations	011 - Aviation (Individual)	Approved
	011-510-0015	Employ Attack Helicopter Operations	011 - Aviation (Individual)	Approved
	011-510-0019	Plan Aviation Brigade Operations	011 - Aviation (Individual)	Approved
	011-510-0310	Perform the duties of Aviation Liaison Officer	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
	052-192-3261	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)	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
	091-751-3400	Determine Vehicle Recovery Requirements	151 - Combined Arms Support (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
	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
	301-192-6003	Prepare Request for Intelligence, Surveillance, and Reconnaissance in Support of Counter Improvised Explosive Device Operations	301 - Intelligence (Individual)	Approved
	301-230-6001	Integrate CREW Systems	301 - Intelligence (Individual)	Approved
	551-751-3402	Plan Mounted/Dismounted Movement of Personnel and Equipment	551 - Transportation (Individual)	Approved

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

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**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.