

DEMONSTRATE THE ABILITY TO MONITOR AIR OPERATIONS

Given a radio and map, use the CAPF 109s for all deployed elements.

OBJECTIVES

Keep track of the location/status of deployed elements.

TRAINING AND EVALUATION**Training Outline**

1. It is the Air Branch Director's responsibility to monitor aircraft status from the time they leave mission base on a sortie until the time they return.
 - a. If you keep track of where your aircraft are and what they are doing, you can more easily coordinate their actions. For example, if you have to divert an aircraft to a new search area, it helps to know which aircraft are closest, which are engaged in search, which ones are out of service, or need to be rotated for fuel or crew rest. Additionally, you have to ensure the aircrews remain safe. Aircraft are complex machines and can be affected by mission, environment, and maintenance issues. Aircrews periodically lose their radio communications with mission base due to location and atmospheric conditions. If you are tracking your units, you will know which ones are overdue for a check-in or may require assistance.
 - b. You cannot always rely on the communications personnel to perform this task for you. Communications personnel may not be trained in air operations. When your crews call in with questions or reports, time may be critical. It is helpful often if the ABD can monitor radio communications and be available by radio.
2. To monitor deployed aircrews
 - a. Preparation:
 - 1) Prepare a "current operations area". You will need the following items.
 - a) A radio on the aircrew frequency. It's good to have a dedicated radio operator (on loan from the Communications Officer) to monitor it, but it is best be where you can hear and talk on it.
 - b) A radio log or Air/Ground point-to-point log. This can be as simple as a notebook of lined paper.
 - c) A map of the search area, and some way to mark aircraft working areas (alcohol pens, grease pencils, or small markers to stick on the map. This will be a "joint map" used for both air and ground branch element tracking.
 - d) A folder/envelope to keep the current sortie forms (CAPF 104) in, and one for completed sortie forms.
 - e) A status chart. The minimum categories on the sheet should be Team Name, Sortie Number, Task Description, Call sign, Location, Time Of Last Check-In, and Remarks.
 - 2) To run the operation:
 - a) After a crew is briefed, annotate the status chart with the information listed above. Then put the CAPF 104 for that sortie in the current sortie folder (if you have a lot of aircraft, you may want to also keep a log for all sorties listing the Team Name, Sortie Number, Task Description, and whether the task is pending, completed, or currently active).
 - b) The crew should report leaving mission base. Note the time on the status chart and list the location as "Leaving Mission Base." Mark the map with a symbol (or sticker) for that team. Normally, use the aircraft number or the active sortie number. That way, it's easy to correlate the map to the Status Chart.
 - c) The aircraft should be making radio checks on a regular basis, as per the instructions the briefing officer gave. Often, check-in is at one-hour intervals. Each time the aircraft calls in, update the map and the Status Chart with the new location and time. Any time an aircraft calls in, get an updated position from them, and treat it as a radio check in.

- d) If the aircraft calls in something unusual (reports a clue, runs into trouble, etc.), update the Remarks section of the Status Chart AND write it in the log (Team, event, time of event, and your initials). Pass the information to an appropriate staff member (For example, report clues to the Plans Section - see separate task) by writing it down on a message form or piece of paper and passing it to them. Log what you did with the information and what happened.
 - e) If an aircraft misses a scheduled radio check-in:
 - (a) Attempt to call the aircraft. If you can't contact them, try relaying through ground teams and aircraft in the area. Try cell phone numbers as well if you have them.
 - f) If the crew misses a second check-in in a row and you still cannot reach them, begin a search for that aircraft. You need to assume they are in trouble and cannot call you.
 - g) When a crew returns to base, log their return, clear them off the map and the Status Chart and hand off the CAPF 104 to the team debriefer.
- 3) If there are other deployed elements not under your control (aircraft, state police, etc), coordinate at least hourly to track these units on your map as well.

Additional Information

More detailed information on this topic is available in the Mission Base Reference Text.

Evaluation Preparation

Setup: This task is tested during a practice mission. Set up the current operations center as listed above.

Brief Student: Tell the student that he is responsible for tracking the status of deployed aircrews. At the end of the 4-hour evaluation block, quiz the student on the actions he would take if a crew missed their first communications check-in, and then their second.

Evaluation

<u>Performance measures</u>		<u>Results</u>	
For a minimum of 4 hours, the student:			
1. Correctly fills out the Status Chart for departing teams	P	F	
2. Keeps the map updated with the current positions of the crews as of their last radio message	P	F	
3. Keeps the Status Chart updated	P	F	
4. Correctly and efficiently handles incoming information and queries	P	F	
5. Keeps an accurate log of critical events	P	F	
6. Correctly handles crews returning from sorties	P	F	
7. Describes the procedures to be used if a crew misses radio check in	P	F	

Student must receive a pass on all performance measures to qualify in this task. If the individual fails any measure, show what was done wrong and how to do it correctly.