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Answers to composite risk management basic course exam

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If you need help, contact: DLS Help Desk Call Toll Free: 1-877-251-0730 Hours: 24/7 Ads Click here to download the presentation.IntroductionRisk Management FundamentalsRisk Management ProcessRisk Management ImplementationFM 100-14 applies across the wide range of Army operations.It explains the principles, procedures, and responsibilities to successfully apply the risk management process to conserve combat power and resources.The manual is intended to help all leaders develop a framework to make risk management a routine part of all tasks.Risk management is the process of identifying, assessing, and controlling risks arising from operational factors and making decisions that balance risk costs with mission benefits.Leaders and soldiers at all levels use risk management.It applies to all missions and environments across the wide range of Army operations.Integrating risk management into mission planning, preparation, and execution.Making risk decisions at the appropriate level in the chain of command.Accepting no unnecessary risk. Risk management assists the commander or leader in-Conserving lives and resources and avoiding unnecessary risk.Making an informed decision to implement a COA.Identifying feasible and effective control measures where specific standards do not exist.Providing reasonable alternatives for mission accomplishment. Risk management does not-inhibit the commander's and leader's flexibility and initiative.Remove risk altogether, or support a zero defects mindset.Require a GO/NO-GO decision.Sanction or justify violating the law.Remove the necessity for standard drills, tactics, techniques, and procedures.Risk management is the process of identifying and controlling hazards to conserve combat power and resources.There are 5 steps involved in risk management.5 Steps of Risk ManagementStep 1. Identify hazards.Step 2. Assess hazards to determine risks.Step 3. Develop controls and make risk decisions.Step 4. Implement controls.Step 5. Supervise and evaluate.5 Steps of Risk ManagementThere are 2 types of risks:1. Tactical risk2. Accident RiskTactical risk is risk concerned with hazards that exist because of the presence of either the enemy or an adversary. It applies to all levels of war and across the spectrum of operations.Accident risk includes all operational risk considerations other than tactical risk. It includes risks to the friendly force. It also includes risks posed to civilians by an operation, as well as an operations impact on the environment. It can include activities associated with hazards concerning friendly personnel, civilians, equipment readiness, and environmental conditions.Steps 1 and 2 together comprise the risk assessment. In Step 1, individuals identify the hazards that may be encountered in executing a mission. In Step 2, they determine the direct impact of each hazard on the operation. The risk assessment provides for enhanced situational awareness. This awareness builds confidence and allows soldiers and units to take timely, efficient, and effective protective measures.Steps 3 through 5 are the essential follow-through actions to effectively manage risk. In these steps, leaders balance risk against costs-political, economic, environmental, and to combat power- and take appropriate actions to eliminate unnecessary risk. During execution, as well as during planning and preparation, leaders continuously assess the risk to the overall mission and to those involved in the task. Finally, leaders and individuals evaluate the effectiveness of controls and provide lessons learned so that othersStep 1: Identifying HazardsIdentify hazards to people, property, and mission.Consider all aspects of past, present, and future problem areas.Conditions change quickly, consider all METT-TC involved in the operations.Complexity and difficulty of the mission or task.Terrain and environment.Weather and visibility.Equipment on hand and status.Time available for preparation.Time available for execution.SupervisionExperienceTrainingMoraleEndurance of the soldierHazardRiskProbabilitySeverityExposureControlsRisk assessmentResidual RiskAny existing or potential condition that can cause injury, illness, or death; damage to, or loss of equipment and property; or degradation of the mission.The chance of hazards or bad consequences; exposure to injury or loss. The risk level is expressed in terms of hazard probability and severity.The likelihood that an event will occur.Frequent-occurs often.Likely - Occurs several times.Occasional - occurs sporadically.Seldom - Unlikely, but could occur.Unlikely - Probably won't occur.Severity is the expected result of an event (degree of injury, property damage or other mission impairing factors.CatastrophicCriticalMarginalNegligibleSeveritySeveritySeverityExposure & ControlsExposure is the frequency and length of time soldiers, equipment, and missions are subjected to a hazard.Controls are the actions taken to eliminate or reduce the risks identified.Risk Assessment is the identification and assessments of an individual hazard or all identified hazards combined to complete a task.Risk Assessment Matrix is often used to estimate the degree of severity and probability for each hazard.Residual Risk is the level of risk remaining after controls have been implemented. Controls are altered until the residual risk is at an acceptable level or until it cannot practically be further reduced.This is for one task.Overall Residual RiskRisk Management ImplementationLeaders and soldiers at all levels are responsible and accountable for managing risks by ensuring that hazards and associated risks are -Identified during planning, preparation, and execution of operations.Controlled during preparation and execution of operations.Soldiers are responsible for executing risk controls to standards.They must continuously assess variable hazards such as fatigue, equipment serviceability, and the environment.They must take care of one another and make risk decisions consistent with the higher commander's guidance.Risk management is a two-way street.The objective of managing risk is not to remove all risk, but to eliminate unnecessary risk.Identify the hazardsAssess the hazards to determine risk.Develop controls and make risk decisions.Implement controls.Supervise and refine.Page 2Accident Avoidance Driver's Training / Causes and ReportClick here to download this presentation. ENABLING LEARNING OBJECTIVE # 2ENABLING LEARNING OBJECTIVE (Cont.)INTRODUCTION:INTRODUCTION (Cont.)I. ACCIDENT AVOIDANCE DRIVER'S TRAINING/CAUSES AND REPORT (IAW AR 385-55, APPENDIX B-4 PAGE 10)ACCIDENT AVOIDANCE (Continued)ACCIDENT AVOIDANCE (Continued)ACCIDENT AVOIDANCE (Continued)PRIMARY CAUSE OF ACCIDENT:Traveling at a speed too fast for conditionsFollowing too closelyDriving while fatigued or under influence of alcohol or drugsWrongfully assuming the right-of-wayMisjudging clearances on turns, in passing, and so forthBacking without exercising cautionCellular phonePROCEDURES IN CASE OF ACCIDENT:REMOVING VEHICLE FROM ACCIDENT SCENE:QUESTION:SF 91 Motor Vehicle Accident ReportSF 94 STATEMENT OF WITNESSForms needed for operation:License (DA Form 348/348-E) on file DA Form 5984-E/OF 346DA Form 5988-E/DA Form 2404 (Equipment Inspection and Maintenance Worksheet)DA Form 5987-E (Dispatch authorization form) or DD 1970 (Equipment Utilization record)DD Form 518 (Accident Identification Card) 2 ea.SF 91 (Operator report on Motor vehicle accidents)QUESTION:Who gets the DD Form 518Classifications of LeakageClass I leaks are indicated by wetness or discoloration not great enough to form dropsClass II leaks are great enough to form drops, but not enough to cause the drops to drip from the item being inspectedClass III leaks are great enough to form drops that fall from the item being inspected.ENVIRONMENTAL FACTORS/ROAD CONDITION: (AR 385-55, FORSCOM Regulation 381-1)QUESTION:SMOKING:VEHICLE FUELING:FIRE EXTINGUISHERS AND AMMUNITION ASPHYXIATION:USE OF SAFETY EQUIPMENT:ContinuedContinuedTransport of troops IAW AR 385-55 page 4, 2-17Canvas tops will be in place with sides rolled down when cargo space is used for passengers.All personnel are wearing protective headgear i.e. Kevlar, CVC, etc.Before starting the engine, drivers transporting troops must place the vehicle in first gear, or park if automatic, set the handbrake then walk to the rear of the vehicle to ensure the tailgate, safety device or troop strap is in place and all passengers seated.Have a ground guide in place while backing.QUESTION:GROUND GUIDES:GROUND GUIDESQUESTION:FREQUENTLY ASKED QUESTIONSUMMARY:Check on LearningTransition to Next Lesson:Page 30Ifroad Operation of vehicles and equipmentClick here to download this presentation.ENABLING LEARNING OBJECTIVE # 3 INTRODUCTION:OFF ROAD OPERATIONFM 21-305DTICHS WOODS: GULLIES AND RAVINESROCKY TERRAIN MUD AND SWAMPS MUD AND SWAMPS STREAMS STREAMS STREAMSWINTER DRIVING WINTER DRIVING POINTERS SKIDDING ON ICE CHAINSDriver Badge (AR 600-8-22) - Occupy a duty position with title of driver or assistant driver of AMV for minimum of 12 consecutive months or at least 8,000 miles and had no Army motor vehicle accident or traffic violation recorded in DA Form 348.Safety Award (AR 672-74) - Without any "at fault" military or civilian on duty vehicle accident or moving traffic violation. 12 months or 10,000 miles Army administrative vehicle, 12 months or 3,000 miles of tactical vehicle operation, 12 months or 1,500 miles of tracked vehicle and MHE operation.Awarded the Driver's BadgeU.S. Army Safety AwardCertificate of Merit for SafetyUnit/Battalion CoinsPassesCertificates of AchievementTRANSITION TO NEXT LESSONPage 4Discuss convoy proceduresClick here to download this presentation.ENABLING LEARNING OBJECTIVE # 5Action: Discuss Convoy ProceduresCondition: In a classroom setting, we will discuss the Convoy Procedures.In any case, the MISSION to be carried out will drive the planning process and how the convoy is to be organized and controlled. Your job as the motor vehicle operator is to be familiar with convoy procedures. There is probably a 90% chance, while stationed at Fort Lewis, to be involved in the preparation and execution of a convoy.q Convoy is defined as a group of six or more vehicles organized for the purpose of control under a single commander. The convoy commander, a platoon leader, or an NCO depending upon the size of the convoy.ORGANIZATIONAL CONCEPT OF A CONVOY:The March Column consists of all the vehicles involved in a single move over the same route. An example would be the entire 15th Engineer Battalion moving from Fort Lewis to Yakima The March unit is a subdivision of a serial. When marched serials exceed 20 vehicles, the commander will break them down into separate march units. An example would be a Squad in the 15th Engineer Battalion, moving from Fort Lewis to Yakima at the same time as does the platoon and unit. There will be a minimum of 15 minutes between marched units on the open road.QUESTION: What is a Convoy? a. A group of 4 or more vehicles organized for the purpose of control under a single commander b. A group of 5 or more vehicles organized for the purpose of control under a single commander.c. A group of 6 or more vehicles organized for the purpose of control under a single commander.d. A group of 7 or more vehicles organized for the purpose of control under a single commander.Elements of a convoy are: a. March column, serial, and unit b. Head, serial, and unit.c. March column, Main body, and unit. Head, main body, and unit. A convoy that exceeds vehicles should be broken down into serials and or marched units.The head is the first task vehicle of the column in order of marches. The pace setter rides here and sets the pace necessary to meet the travel schedule. The NCO or Officer at the head ensures that the column is following the proper route. He/She reports checks at scheduled point and receives orders or changes to orders. This allows the commander to move up and down the column to make necessary adjustments. The head must be a responsible person; not PVT Rusty Rifle or Dock Worker. The main body of the column, serial, or unit follows immediately after the pacesetter. It consists primarily of vehicles carrying troops and equipment. The trail is the last element of marches column, serial, or unit. The trail officer/NCO is responsible for maintenance and medical support for the rest of the column, serial, or unit. Wrecker, maintenance vehicles, and medical support vehicles/teams are located here. The trail Officer/NCO also assists in maintaining convoy march discipline and checks final clearance and checkpoints. Detached parties (Advance and follow-up) are not part of the main column. They are detailed to perform special duties such as quartering and reconnaissance. In some tactical situations, advance, flank, or rear guards may be required. Guides, escort, and patrols may also be needed for heavily traveled routes and at busy intersection. Each serial and marching unit must be identified and marked. The following applies: Mark each column, serial, and unit with flags that are 12"x18" inches. The head vehicle will carry a blue flag. Each vehicle in a convoy must have a convoy control/clearance number. This number will identify the convoy during the entire movement. It will be placed on both sides and, if possible, on the front of each vehicle. It will also be placed on the top or hood of the head and trail vehicles to assure identification from the air. Numbers are normally written in chalk and must be written large enough to be read from a short distance.TYPICAL CONTROL NUMBER: WA3261-44-03-C The 3rd convoy for members of the 15th Engineer Battalion will move on 26 January 2003. A "C" at the end of a convoy control indicates that the convoy is transporting general cargo. An "E" would indicate that one or more vehicles in the column, serial, or unit is transporting Explosives. An "S" would indicate that one or more vehicles in the column, serial, or unit is over/outsized. The three parts of a convoy marched column, serial, and march unit are:a. Head, main body, and trail b. Head, serial, and trail.c. March column, main body, and trail.d. March column, serial, and trail The trail is usually comprised of:a. Reconnaissance personnel b. Road guards.c. Medical and maintenance personnel.d. Fuel trucks The last vehicle in a convoy carries a flag BlueGreenBlack and WhiteAn "S" at the end of a convoy control/clearance number indicates:a. A sensitive load b. An oversized load.c. A shared load.d. A sample load. ◆ Convoy signs are also a mandatory marking for particular vehicles in a convoy. The material used for these signs will be yellow reflective paint or sheeting, 8" X 50", with a 3/8" black border: The letters should be 4" in height, non-reflective black, and centered.The materials used for these two signs will be yellow reflective paint or sheeting, 16" X 50", with a 3/8" black boarder. The letters will be 5" in height, non-reflective black, and centered.SAFETY (AR 385-55, AR 55-29, FL Reg. 55-2)Safety must be an important factor whenconducting convoy operations.1. Convoy speeds will not exceed posted speed limits or those established by State law for commercial trucks traffic. The speed limit of the head vehicle in any convoy will not exceed:a. 40 mph b. 45 mph.c. 50 mphd. 55 mph 2. Convoy driver will be given an opportunity for 8 hours of rest for each 10 hours of driving within 24hour period. Rest period will commence 12hours prior to departure of the convoy. Convoy Safety (Continued)Except in justified emergencies, convoys will not be on the roadway for more than 12 hours in a 24-hour period. All vehicles, regardless of size, will be equipped with the basic reflective warning devices, jack, jack handle, fire extinguisher, first aid kit, and troop strap when transporting troop in the rear of the vehicle.5. Head and trail vehicle of each serial and marching unit will operate their 4-way flasher or amber flashing light. Over/out sized vehicles will operate with an amber flashing light. 6. Each vehicle will carry a complete set of tire chains when traveling routes on which snow or ice conditions may be encountered.7. All vehicles in a convoy will operate with their headlights on.All drivers must receive a convoy safety briefing prior to departure. 9. Assistant drivers must remain awake at all times.Passing one-another in a convoy is restricted unless directed by the convoy/serial commander. All vehicles in the convoy must maintain the directed following distance.Road guides will wear high visibility devices.13. Drivers must exit the passenger side of the vehicle if your vehicle is parked on the shoulder of the road. Short halt will occur a minimum of 10 minutes for every two hours of driving. Longer halts, for dining and refueling are usually a minimum of 1 hour.15. If you become separated from the rest of the convoy, stop and wait for recovery.NIGHT CONVOY'S AND BLACKOUT DRIVE◆ Night moves are basically planned the same way as day moves. The main difference is the higher degree of coordination needed for a night convoy. Things to remember are: 1. Keep night convoy small 2. Use roads the driver are familiar with 3. Dim your dash lights 4. Increase the recovery and towing capability of the convoy 5. Avoid eye contact with a bright light 6. Allow a minimum of 30-45 minutes to reach maximum dark adaptation. 7. Don't smoke, smoking reduces your night visionQUESTION:CONVOY FOLLOWS" signs are:a. 16" X 50" with 5" letters b. 16" X 50" with 4" letters.c. 8" X 50" with 5" letters.d. 8" X 50" with 4" letters The speed limit of the head vehicle in any convoy will not exceed:a. 40 mph b. 45 mph.c. 50 mphd. 55 mph In a convoy, which vehicle(s) operate with their headlights on?a. Front vehicles b. Front and rear vehicles.c. All vehicles.d. Emergency vehicle Front and rear vehicles in a March column, serial, and unit will:a. Carry a convoy signs b. Carry a convoy flag.c. Operate their 4-way flashers.d. All of the above A white light illuminating from each of the rear blackout markers on the vehicle in front of you, while operating in a night convoy, tells you to:a. Slow down b. Stop.c. Speed up.d. Everything is OK If you see two red lights illuminating from each of the rear blackout markers on the vehicle in front of you, while operating in a night convoy you are:a. Too close b. The correct distance. c. Too far awayq Terminal Learning Objective was discussed Convoy Procedures the Enabling Learning Objective discussed was the elements of the convoy, convoy markings, convoy night driving and safety.As I stated in the introduction, you will be probably involved in convoy operation during your stay on Fort Lewis. Convoys are very effective when moving several vehicles from one place to another. However, special emphasis must be taken to ensure that you and your vehicle get there proper and safe.Question of me / I have question for youTransition to Next Lesson: q Now that you have learned and understand the Convoy Operations next class will be the PMCS, TEST (Academic)At this time take a ____ break.Page 5November 20th, 2014, 09:00:28November 18th, 2014, 09:00:34November 13th, 2014, 09:00:11How Does My Dad Transfer \$15,000 of His GI Bill Benefits to Me?November 11th, 2014, 09:00:45November 6th, 2014, 09:00:05

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