



# Introducing Task Oriented Training

Developed as part of the National  
Emergency Services Curriculum Project

# Purpose



- To explain the Task Oriented Training System
- To propose a format for standardizing how ES Tasks are written and published

# ES Training Problems



- Outside of Air Crews, few training standards exist
- Each Wing has to “reinvent the wheel”
- Standards vary from Wing to Wing
- “How can I trust people someone else trained?”
- Reliance on ES “experts” for training
- Lots of lecture, but little testing

# Proposed Solution



- Decide what a specialty holder must do
- Break it up into individual “tasks”
- For each task, determine:
  - What must the person know and/or do
  - How will you test it
  - What constitutes a “pass”
- Write up the training outline

# Not a New Concept....



- FAA Practical Test Standards
  - Breaks flying up into smaller tasks (like “Perform short field takeoff” and “Execute Emergency Engine Out Procedures”)
  - Determines standards for passing (like “maintains altitude +/- 100 feet”)
- U.S. Army Common Task Training
- USAF Instructional System Development Model

# Example - Driving a Car



- Possible Tasks
  - Identify Traffic Signs
  - Parallel Park
  - Perform Actions at an Intersection
  - Etc., Etc.

# Task - Identify Traffic Signs



- Possible Standards for passing:
  - Correctly identify 9 out of 10 signs and state their meaning
  - Each sign is presented for 10 seconds.

# What We Did



- Identified Simple Tasks, such as:
  - Interact with the Media or Interested Bystanders
  - Take Actions When Lost
  - Conduct a Witness Interview
  - Plan and Organize a Line Search

# What We Did Continued



- Tasks have been developed and released for:
  - General Emergency Services Personnel
  - Ground Team Members & Leaders
  - Mission Radio Operators
  - Mission Safety Officers
  - Urban DF Team\*

\* Denotes New Specialty Qualifications

# What We Did Continued



- As part of phase two of this project, tasks are being developed for the mission base staff
  - Incident Commanders
  - Command and General Staff
  - Branch Directors
  - ...
- Field tests of this curriculum will run from June through November of 2001
- Full implementation is expected to begin in March of 2002 of this curriculum

# What We Did Continued



- As part of phase three of this project, tasks are being developed for the mission aircrews and flight line personnel
  - SAR/DR Mission Pilot
  - Mission Observer
  - Mission Scanner
  - Flight Line Supervisor
  - Flight Line Marshaller
- Field tests of this curriculum will run from July of 2001 through January of 2002
- Full implementation is expected to begin in May of 2002 of this curriculum



# The Curriculum

- Task Guides (The Baseline Requirement)
  - Created a training outline
  - Created a simple “hands on” test (prove you can do it, not just that you know it)
- Reference Text Materials
- Powerpoint Slides
- Team Exercise Guide
- Tests and Quizzes

# Advantages



- Everyone knows the standards
- Anyone can train (but only supervisors can test)
- You can train/test anywhere & anytime
- Results
  - Units are conducting more training
  - Less “downtime” during training missions
  - Develops leaders as trainers at all levels
  - **MORE QUALIFIED PERSONNEL!**

# Summary



- Task Oriented Training increases:
  - standardization
  - training quality
  - number of trained personnel
- It is being applied to all specialties



# QUESTIONS?