

## Training and Evaluation Outline Report

**Task Number:** 01-4-7567

**Task Title:** Develop Terminal Instrument Procedures (TERPS) for Installed Navigational Aids (NAVAID)

**Supporting Reference(s):**

Step Number	Reference ID	Reference Name	Required	Primary
	AR 95-2	AIRSPACE, AIRFIELDS/HELIPORTS, FLIGHT ACTIVITIES, AIR TRAFFIC	Yes	No
	FM 3-04.300	Airfield and Flight Operations Procedures	Yes	No
	TC 3-04.81(FM 3-04.303)	Air Traffic Control Facility Operations, Training, Maintenance, and Standardization	Yes	No
	TM 95-226	UNITED STATES STANDARD FOR TERMINAL INSTRUMENT PROCEDURES (TERPS) {OPNAVINST 3722.16C;AFM 55-9;CG 318;FAA HDBK 8260.3B} (S&I, U.S. ARMY AERONAUTICAL SERVICES AGENCY, FT BELVOIR, VA) (REPRINTED W/BASIC	Yes	Yes

**Condition:** The battalion is in a simulated (live, Virtual or constructive) combat environment. The main CP is operational and staff sections are functioning. TERPS and TAPS are being developed and critical information is included in the Airspace Control order (ACO) This task should not be trained in MOPP.

**Standard:** TERPS and TAPS are developed in accordance with applicable regulations, standard operating procedures and commander's guidance by the most expeditious means possible and distributed to all assigned aviators. Mission accomplishment is not degraded by a lack of inadequate TERPS and TAPS.

**Special Equipment:** None

**Safety Level:** Low

<b>Task Statements</b>
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**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 designated Air Traffic Control (ATC) Facility Chief manages all Terminal Instruments Procedures (TERPS) data.
  - a. Gathers required TERPS data for the installed Navigational Aid (NAVAID).
  - b. Gathers necessary airfield data for the desired TERPS procedure.
  - c. Prepares DA Form 3479-8-R (TAPS).
  - d. Forwards all data for review.
2. The Committee for European Airspace Coordination Working Group on Communications and Navigation Aids (COMNAV) maintenance chief or Air Traffic Services (ATS) maintenance officer provides letter of certification that equipment meets applicable standards.
3. The Air Traffic Service (ATS) Platoon Sergeant reviews all NAVAID and airfield data, and DA Form 3479-8-R.
4. The ATS Platoon Leader develops requested TERPS procedures.
  - a. Coordinates TERPS procedures with supported aviation units.
  - b. Forwards TERPS procedures for review and approval.
5. The Operations Officer ensures that TERPS is included in the AACO as a complement to the Air Tasking Order (ATO) and that the TAPS from (DA Form 3479-8-R) is completed.
6. Develop TERPS based on the following.
  - a. locations.
  - b. obstacles.
  - c. airspace.
  - d. air traffic flow.
  - e. procedures desired.
  - f. aircraft performance.
7. Utilize Federal Aviation Administration Order (FAAO) 8260.15 and AR 95-2 for required information for TERPS procedure development.
- \* 8. Commander/Leader performs or delegated performance of the steps in the Composite Risk Management Process for each step in troop leading procedures.

(Asterisks indicates a leader performance step.)

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. The designated Air Traffic Control (ATC) Facility Chief managed all Terminal Instruments Procedures (TERPS) data.			
2. The Committee for European Airspace Coordination Working Group on Communications and Navigation Aids (COMNAV) maintenance chief or Air Traffic Services (ATS) maintenance officer provided letter of certification that equipment meets applicable standards.			
3. The Air Traffic Service (ATS) Platoon Sergeant reviewed all NAVAID and airfield data, and DA Form 3479-8-R.			
4. The ATS Platoon Leader developed requested TERPS procedures.			
5. The Operations Officer ensured that TERPS in included in the AACO as a compliment to the Air Tasking Order (ATO) and that the TAPS from (DA Form 3479-8-R) were completed.			
6. The Operations Officer developed TERPS			
7. The Operations Officer utilized Federal Aviation Administration Order (FAAO) 8260.15 and AR 95-2 for required information for TERPS procedure development.			
8. Commander/Leader performed or delegated performance of the steps in the Composite Risk Management Process for each step 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:** Never

**MOPP Statement:** None

**NVG:** Never

**NVG Statement:** None

**Prerequisite Collective Task(s):**

Step Number	Task Number	Title	Proponent	Status
	01-1-5166	Employ Aviation Mission Planning Systems	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-5175	Coordinate Tactical Mission Command Information Systems Planning	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-1-7530	Coordinate Flight Checks of Air Traffic Services (ATS) Facilities and Nav aids	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-3-7913	Conduct UAS Data Collecting and Reporting	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7541	Manage the Implementation of Terminal Control Assets	01 - Aviation/Aviation Logistics (Collective)	Approved

**Supporting Collective Task(s):**

Step Number	Task Number	Title	Proponent	Status
	01-1-5162	Comply With Unit's Established Security Measures	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-2-5198	Conduct Aviation Mission Planning/Preparation	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-3-7913	Conduct UAS Data Collecting and Reporting	01 - Aviation/Aviation Logistics (Collective)	Approved
	01-4-7541	Manage the Implementation of Terminal Control Assets	01 - Aviation/Aviation Logistics (Collective)	Approved

**Supporting Individual Task(s):**

Step Number	Task Number	Title	Proponent	Status
	011-141-1059	Operate the Aviation Mission Planning System (AMPS)	011 - Aviation (Individual)	Approved
	011-143-0012	Process Pilot Reports (PIREPS)	011 - Aviation (Individual)	Approved
	011-143-1043	Provide Non-Radar IFR Services	011 - Aviation (Individual)	Approved
	011-143-1046	Operate Theodolite	011 - Aviation (Individual)	Approved
	011-143-1099	Provide Nonradar IFR Service	011 - Aviation (Individual)	Analysis
	011-143-3022	Manage Controller Training for Fixed Operations or Tactical Operations	011 - Aviation (Individual)	Analysis
	011-143-3022	Manage Controller Training Program	011 - Aviation (Individual)	Approved
	011-143-3023	Coordinate the collection of Terminal Instrument Procedures Data	011 - Aviation (Individual)	Approved
	011-415-3130	Process the Air Tasking Order (ATO) and Airspace Control Order (ACO)	011 - Aviation (Individual)	Approved
	011-415-3131	Perform Airfield Manager Duties	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
	052-192-3262	Prepare for an Improvised Explosive Device (IED) Threat Prior to Movement (UNCLASSIFIED / FOR OFFICIAL USE ONLY) (U//FOUO)	052 - Engineer (Individual)	Superseded
	171-300-0083	Enforce Rules of Engagement (ROE)	171 - Armor (Individual)	Approved

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

Step ID	TADSS ID	Title	Product Type	Quantity
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 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.