

Summary Report for Individual Task
011-15Q-2009
Collect Terminal Approach Procedures Data
Status: Approved

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Destruction Notice: None

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Condition: At a site requiring a terminal instrument procedure, given FAAO 8260.3, FAAO 8260.15, TC 3-04.81, and AR 95-2, and the requirement to collect terminal approach procedures data. Some iterations of this task should be performed in MOPP 4.

Standard: Collect all required terminal approach procedures data with 100% accuracy IAW AR 95-2, FAAO 8260.3, and TC 3-04.81.

Special Condition: None

Safety Risk: Medium

MOPP 4: Sometimes

Task Statements

Cue: You determine the requirement exists to collect terminal approach procedures data.

DANGER
None

WARNING
None

CAUTION
None

Remarks: None

Notes: FAAO 8260.15 and FAAO 8260.3 are non-APD linked references; these publications can be found on the Federal Aviation Administration (FAA) website under "Air Traffic Plans and Publications" or by going to the following address: http://www.faa.gov/air_traffic/publications/.

Performance Steps

1. Identify terminal instrument procedures (TERPS) data requirements.

Note: Provide as much of the following information as possible. If required information is not provided, the procedure developer will make the best possible decision for the design of the procedure based on information provided.

a. Indicate for all instrument procedures IAW TC 3-04.81 App D, FAAO 8260.19 Chapter App.D(Ch)1, Section (Sec) 3, and AR 95-2, Chapter 6:

(1) Airfield ICAO Identifier. IAW AR 95-2 Chapter (Ch) 6, TC 3-04.81 Appendix D, FAAO 8260.19 Chapter (Ch) 1, Section (Sec) 3.

(2) Airfield location in LAT/LON and field elevation to 1/100th second or 1/100th foot. (Per TC 3-04.81 APP D; FAAO 8260.15, App 1)

(3) Data contained in the Airfield Obstruction Chart (AOC) Survey IAW AR 95-2, Para 13-4. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

(4) Airport magnetic variation and year. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

(5) Length and width of each landing area to the 1/100th foot. (TC 3-04.81 App D and FAAO 8260.15, App 1)

(6) Type of runway/pad/zone surface and condition. (Per AR 95-2, Para 6-14, FAAO 8260.15, App 1, and TC 3-04.81 App D)

(7) Type of runway/pad/zone markings and condition. (Per AR 95-2, Para 6-14, FAAO 8260.15, App 1, and TC 3-04.81 App D)

(8) Type of runway/pad/zone lights. (Per AR 95-2, Para 6-14, FAAO 8260.15, App 1, and TC 3-04.81 App D)

(9) Visual glide slope indicator (VGSI) angle and Threshold Crossing Height. (Per FAAO 8260.15, App 1)

(10) Type and length of approach lights. If displaced runway threshold operations are in effect, do the approach lights extend to the displaced runway threshold? (Per AR 95-2, Para 6-14, FAAO 8260.15, App 1, and TC 3-04.81 App D)

(11) Runway threshold LAT/LON and elevation to 1/100th second or 1/100th foot. (TC 3-04.81 App D and FAAO 8260.15, App 1)

(12) Runway departure end LAT/LON and elevation to 1/100th second or 1/100th foot. (TC 3-04.81 App D and FAAO 8260.15, App 1)

(13) Displaced threshold LAT/LON and elevation to 1/100th second or 1/100th foot. (TC 3-04.81 App D and FAAO 8260.15, App 1)

(14) Wheel height group classification for runway/airport. (FAAO 8260.15, App 1)

(15) Identify which agency provides the airport weather and state whether the weather station operates 24 hours. If not, identify who will provide airport weather and how it will be reported to air traffic control facilities. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

(16) Facility operating hours (times in Zulu); if fewer than 24 hours, what are the operating hours? (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

b. For ground-base non-precision instrument procedures:

(1) Type of NAVAID (Per TC 3-04.81 App D)

(2) NAVAID ICAO identifier and frequency (Per AR 95-2, Para 6-14, FAAO 8260.15, App 1, and TC 3-04.81 App D)

(3) NAVAID location in LAT/LON and elevation to 1/100th second or 1/100th foot. (Per TC 3-04.81 App D, Para G-3; FAAO 8260.15, App 1)

(4) Remote monitor location (radar facility, tower, base operations, police station, and so on). (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

(5) Data contained in the AOC report and the type of facility. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

c. For precision approach radar (PAR) -

(1) Data contained in the PAR (ground control approach) data on DA Form 3501-1-R. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

(2) Desired glide path angle. (Per AR 95-2, Para 6-14, FAAO 8260.15, App 1, and TC 3-04.81 App D)

(3) Requested threshold crossing height (TCH). (TC 3-04.81 App D)

(4) Runway point of intercept (RPI) LAT/LON, distance, and elevation to 1/100th second or 1/100th foot. (TC 3-04.81 App D; FAAO 8260.15, App 1)

(5) Ground plane intercept (GPI) LAT/LON, distance, and elevation to 1/100th second or 1/100th foot. (TC 3-04.81 App D; FAAO 8260.15, App 1)

(6) Requested decision height. (TC 3-04.81 App D)

(7) Radar location in LAT/LON and elevation to 1/100th second or 1/100th foot. (TC 3-04.81 App D; FAAO 8260.15, App 1)

d. For airport surveillance radar (ASR)-

(1) Provide type of radar. (Per AR 95-2, Para 6-14; TC 3-04.81 App D)

(2) Radar location in LAT/LON and elevation to 1/100th second or 1/100th foot. (Per TC 3-04.81 App D; FAAO 8260.15, App 1)

(3) Data contained in the AOC report. (Per FAAO 8260.15, App 1)

(4) Two copies of FAA Form 7210-9. (TC 3-04.81 App D)

(5) Two copies of drawn MVA Chart. (TC 3-04.81 App D)

e. Any obstacle data available. (Per AR 95-2, Para 6-14)

f. The following general TERPS information:

(1) Category (A/B/C/D/E) and type of aircraft/helicopter to fly the procedure. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)

(2) Type of procedure required. (Per AR 95-2, Para 6-14; TC 3-04.81 App D, and FAAO 8260.15, App 1)

- 1) (3) Circling authorized? If yes, list any circling area restrictions. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)
- (4) Suggested missed approach routes and altitudes. (Per AR 95-2, Para 6-14, FAAO 8260.15, App 1, and TC 3-04.81 App D)
- (5) Minimum vectoring altitude chart when vectoring is provided by the facility. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)
- (6) SUA near the airport. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)
- (7) Suggested final approach courses. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)
- (8) Airspace for the approach control facility and other nearby ATC facilities. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)
- (9) Holding pattern info to include: NAVAID, Altitude, Direction of turns, Restrictions. (Per TC 3-04.81 App D)
- (10) Suggested Final Approach Fix (FAF) Altitude. (Per AR 95-2, Para 6-14 and FAAO 8260.15, App 1)
- (11) Altimeter source for the approach. (Per FAAO 8260.15, App 1)

2. Identify data collection method based on METT-TC.

- a. PLGR/DAGR.
- b. Theodolite.
- c. Tape Measure/Cyclometer.
- d. Digital Obstacle Database Data.
- e. Pavement Condition Survey.
- f. Airport Obstruction Survey.

3. Review personnel qualifications to ensure data collected will be accurate.

- a. Theodolite qualified.
- b. PLGR/DAGR qualified.
- c. Scientific Calculator qualified.

4. Select personnel to perform data collection.

- a. Theodolite team.
- b. Measure team.
- c. Data Recorder.

5. Coordinate access to areas to ensure safety of personnel and minimal disruption of mission.

a. Schedule data collection times with affected facilities.

b. Provide two-way communication with tower facilities while operating on movement areas.

6. Review collected data using available tools.

a. FAA Terminal Instrument Procedures (TERPS) Tools (Ellipsoid Calculator, GQS Calculator, Precision Radar Calculator, Turns Calculator).

b. NOAA National Geophysical Data Center Magnetic Declination Calculation Tool.

(Asterisks indicates a leader performance step.)

Evaluation Guidance: Score the Soldier GO if all performance measures are passed (P). Score the Soldier NO GO if any performance measure is failed (F). If the Soldier scores NO GO, show the Soldier what was done wrong and how to do it correctly.

Evaluation Preparation: Setup: Test this task in conjunction with other air traffic control related tasks. Brief Soldier: Tell the Soldier to collect terminal approach procedures data.

PERFORMANCE MEASURES	GO	NO-GO	N/A
1. Identified terminal instrument procedures (TERPS) data requirements.			
2. Identified data collection method based on METT-TC.			
3. Reviewed personnel qualifications to ensure data collected was accurate.			
4. Selected personnel to perform data collection.			
5. Coordinated access to areas to ensure safety of personnel and minimal disruption of mission.			
6. Reviewed collected data using available tools.			

Supporting Reference(s):

Step Number	Reference ID	Reference Name	Required	Primary
	AR 95-2	AIRSPACE, AIRFIELDS/HELIPORTS, FLIGHT ACTIVITIES, AIR TRAFFIC (RAR 001, 16 Oct 2008)	Yes	No
	FAAO 8260.15	United States Army Terminal Instrument Procedures Service (Use Current Version)	Yes	No
	FAAO 8260.3	United States Standard for Terminal Instrument Procedures (TERPS)(Use Current Version)	Yes	No
	TC 3-04.81(FM 3-04.303)	Air Traffic Control Facility Operations, Training, Maintenance, and Standardization	Yes	Yes

Environment: 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. It is the responsibility of all Soldiers and DA civilians to protect the environment, and to participate in the Army's Environmental Management System (EMS) at the installation where they are assigned. The key points of an EMS are:

a. We are committed to the prevention of pollution.

- b. We are committed to meeting all applicable legal and regulatory requirements.
- c. We will strive for continual improvement in environmental management.

A sustainable installation will use resources wisely to support the current mission, without compromising the ability to accomplish future missions.

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 and reduce waste 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.

Safety: In a training environment, leaders must perform a risk assessment in accordance with ATP 5-19, Risk Management. Leaders will complete the current Deliberate Risk Assessment Worksheet in accordance with the TRADOC Safety Officer 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, Multiservice Tactics, Techniques, and Procedures for Nuclear, Biological, and Chemical (NBC) Protection, FM 3-11.5, Multiservice Tactics, Techniques, and Procedures for Chemical, Biological, Radiological, and Nuclear Decontamination. Everyone is responsible for safety. A thorough risk assessment must be completed prior to every mission or operation.

Prerequisite Individual Tasks : None

Supporting Individual Tasks : None

Supported Individual Tasks : None

Supported Collective Tasks : None