***T-44A Briefing Guides***



EVENT: **I4201**

**SYLLABUS NOTES:**

1. Each flight should consist of a mix of approaches flown in the I4100 block.
2. Events should have a minimum of four approaches per event and include at least two procedure turn approaches. Emergency procedures should be emphasized in this block.
3. Each event shall include a minimum of one approach with the flight director and one approach without the flight director.
4. Holding should be accomplished and graded on at least two events, one of which should be GPS holding.
5. All events shall include a missed approach and should include at least two circling missed approaches in the block.
6. One approach per event with IP as PF and SMA as PM, emphasizing CRM callouts, radio communications, and emergency procedures.
7. SMAs shall bring one DD 175 per flight plan per SMA and one DD 175-1 per aircraft for their planned profile to every brief. SMAs shall draft a flight plan than will execute the required maneuvers for the events.

**SPECIAL SYLLABUS:** I4201: Coupled approach demo. IP demo SSE approach and SSE missed approach.

**DISCUSS ITEMS:** SSE Approach Configuration Procedures, SSE Circling Approach/Missed Approach, Emergency Voice Reports, and Partial Panel/ESIS (T-44C) Approach.

**SSE Approach Configuration Procedures –**

As a general rule, if you can’t maintain glideslope or appropriate altitudes, clean up and configure later.

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| --- | --- | --- | --- | --- |
|  | **Precision** | **Non-Precision** | **Radar PAR** | **Radar ASR** |
| **NORMAL** | 1 ½ dots below GS at GS intercept altitude or 3 NM prior to FAF | 3 NM prior to FAF | Base or Dog-leg to Final | Base or Dog-leg to Final |
| **EMERGENCY (SSE)** | ½ dot below GS at GS intercept alt. | Runway in sight, In safe position to land | 10 Sec gear warning | 1. 10 sec gear warning 2. Safe position to land |

**SSE Circling Approach/Missed Approach -**

Circling approaches:

Circling MDA gives you 300 ft. protection from obstacles in the protected area.

Circling missed approach:

Climbing turn towards landing runway while remaining within the circling area. Immediately followed by interception and execution of the missed approach procedure. Comply with the intent of the missed approach procedure/instructions.

FAA vs. ICAO procedures:

Circling Approach Obstacle Clearance Protected Area:   
FAA - The protected area is much smaller in the USA (1.3 A, 1.5 B, 1.7 mile radius for approach category C and 2.3 mile radius for category D), this is well below ICAO requirements, and makes the circling approach even more difficult and dangerous.   
ICAO -Requires a much larger area. Circling area radius from threshold in ICAO (DOC 8168 OPS/ 611PANS-OPS-4, page 3-26): A: 1.68nm; B: 2.66nm; C: 4.20nm; D: 5.28nm; E: 6.94nm. The maximum speeds are A: 100KIAS; B: 135KIAS; C: 180KIAS; D:205KIAS; E: 240KIAS. The radius is the distance from the threshold used to determine the circling area.

**Emergency Voice Reports (souls/emergency/intentions) –**

Don’t be afraid to tell the person inquiring to “standby”. Nothing they want to know is worth sacrificing your aviating and navigating. Be directive for what you need and what you are planning on doing. Call fuel in minutes remaining. Do quick math. If you’re burning 250 pounds per hour per side and you have 1000 pounds per side… well that’s 4 hours of flight time. Adjust for you having a transfer pump inop., etc.

**Partial Panel –**

Initially, troubleshoot (breakers and god box) and transfer controls to co-pilot if the system failure only affects your side.

Remain VMC and land if this is an option. Secure the big 5 (windshield wipers, windshield heat, AC, heater, vent blower) and brief wet compass characteristics. Advise controller and request a no-gyro approach. Turn at standard rate turns until advised not to. Initiate turns immediately and stop them immediately as instructed.