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



EVENT: **I3202**

DISCUSS ITEMS: Holding, GCA approach, PAR/ILS/ASR configuration point, PAR vs ASR descent point, ASR Recommended Altitudes, NAVIAD Characteristics (ILS, LOC)

**Holding –**

 **FTI Information –** Consideration should be given to extended leg lengths if the delay exceeds 20 minutes. This will result in an easier time. Less turns. Use of TACAN station passage is not acceptable for holding fixes. Do not hold directly over a TACAN. Slow down 3 minutes prior to holding fix.

|  |  |
| --- | --- |
| Altitude (MSL) | Max Holding Airspeed (KIAS) |
| MHA – 6,000 | 200 |
| 6,001 – 14,000 | 230 |
| 14,001 and above | 265 |
| USAF Fields ONLY | 310 |
| Navy Fields ONLY | 230 |

Leg lengths: At or below 14k is 1 min. Above 14k standard is 1.5 mins.

Timing Outbound: Start timing outbound abeam the fix. If you can’t determine that, outbound wings level.

Inbound Timing: Begin timing wings level inbound.

Descending in holding: If you are holding above the minimum holding altitude published, once cleared for the approach you can descend to the minimum holding altitude. If no published altitude, the pilot must maintain last assigned altitude until established on a segment of the approach.

**AFI 11-217 Info -**

10.2.2. Non-charted Holding Patterns. If ATC clears you to hold in a non-charted holding pattern, they will provide you with the following information:

10.2.2.1. Direction. Direction of holding from the fix.

10.2.2.2. Holding fix. The holding fix.

10.2.2.3. Holding course. Radial, course, bearing, airway, or route on which the aircraft is to hold.

10.2.2.4. Leg length. Outbound leg length in miles, if DME or RNAV is to be used.

10.2.2.4.1. Direction of turn. Left turns, if nonstandard.

10.2.2.5. Expect Further Clearance. Time to expect further clearance and any pertinent additional delay information.

10.2.2.5.1. Example: Hold Northeast of the 106 radial, 40 DME fix, 10-mile legs, left turns. Expect further clearance at 1725Z, time now 1710Z.

### 10.3.5 When a specific DME or RNAV distance is specified, commence the inbound turn at that distance. ATC expects pilots to fly the complete holding pattern as published. Therefore, do not shorten the holding pattern without clearance from ATC.

***NOTE:*** *The “holding technique” discussed here encompasses both the “racetrack pattern” and “teardrop*

*procedure turn” mentioned in the AIM, Para.5-4-8.*

(b). Holding Technique. The holding technique is another method you may use to accomplish a

procedure turn course reversal on any approach designed using US TERPs. Enter the procedure turn

according to the holding entry procedures described in section 404 with the following exceptions:

• If your heading is within 90° of the outbound procedure turn course, you may use normal lead

points to intercept the procedure turn course outbound. (This includes all of the teardrop entry

sector and most of the parallel entry sector.)

• If you are properly aligned and elect a teardrop entry, your teardrop course must be within 30°

of the procedure turn course. Use course guidance if it is available.

• If you intercept the procedure turn course outbound, maintain the course for the remainder of

the outbound leg, then turn toward the maneuvering side to reverse course.

Holding – Holding airspeed for the T-44 is 150 kias. When crossing the holding fix, execute the 6 T’s.

**GCA Approach –**

FTI Info – When shooting a PAT, students shall brief that they will use the most precise approach available for the runway in use as a backup.

The transition to final segment of the approach includes all the maneuvering up to a point where the aircraft is inbound and approx. 8 miles from touchdown. Configure the aircraft on base or dogleg to final.

11-217 Information - 14.3.3. Voice Procedures. The radar approach is predicated entirely upon voice instructions from the approach control or radar controller. **Repeat all headings, altitudes (departing and assigned), and altimeter settings until the final controller advises "do not acknowledge further transmissions."**

14.3.4.3. Weather. Weather information issued by the radar controller will include altimeter setting, ceiling, and visibility. The controller is required to issue ceiling and visibility only when the ceiling is below 1,500 feet (1,000 feet at civil airports) or below the highest circling minimum, whichever is greater, or if the visibility is less than 3 miles.

PAR - Descend when the controller states “on glidepath”.

To prevent overshooting, AOB should approximate the number of degrees to be turned not to exceed ½ SRT.

DA is MSL altitude and DH is AGL height. Determined by reading on altimeter or advisory call by controller, whichever occurs first.

Two NATOPS qualified pilots are required to be at the controls to utilize minimums below 200 ft. Then can only descend to 100 ft.

AIM PAR Information - This service is provided only when the PAR Final Approach Course coincides with the final approach of the navigational aid and only during the operational hours of the PAR. The radar advisories serve only as a secondary aid since the pilot has selected the navigational aid as the primary aid for the approach.

11-217 PAR Information -

14.3.5.2.6 The controller will continue to provide advisory course and glide path information until the aircraft passes over the landing threshold at which time the controller will advise "over landing threshold."

##### 14.3.5.2.7. Approach Guidance Termination. The controller will cease providing course and glide path guidance when:

###### 14.3.5.2.7.1. The pilot reports the runway/approach lights in sight, and

###### 14.3.5.2.7.2. The pilot requests to or advises that he/she will proceed visually (E.g. “TRACK 32, runway in sight, taking over visual.”).

14.3.5.2.7.2.1. NOTE: A pilot’s report of “runway in sight” OR “visual” alone does not constitute a request/advisement to proceed visually and the controller will continue to provide course and glide path guidance.

ASR –

11-217ASR Information -

14.3.5.1.1. Controller. The controller will inform the pilot of the runway to which the approach will be made, the straight-in MDA (if a straight-in approach is being made), and the MAP location, and will issue advance notice of where the descent to MDA will begin. When the approach will terminate in a circling approach, furnish the controller with your aircraft category. The controller will then issue the circling MDA. Circling MDA for ASR approaches are found in the FLIP Terminal Book (the circling MDA found on the individual IAP refers only to non-radar approaches).

**PAR/ILS/ASR configuration point –**

|  |  |  |  |  |
| --- | --- | --- | --- | --- |
|  | **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. | In safe position to land | 10 Sec gear warning | 1. 10 sec gear warning
2. Safe position to land
 |

**PAR vs ASR descent point –**

PAR - When controller advises on glide slope.

ASR - begin decent what the controller advises “begin descent to MDA”. If there is an alt. restriction, the controller will specify the prescribed restriction altitude. When you are past, controller will tell you to continue to MDA.

**ASR Recommended Altitudes –**

14.3.1 Upon request, the controller will provide recommended altitudes on final to the last whole mile that is at or above the published MDA. Recommended altitudes are computed from the start descent point to the runway threshold. (At the MAP, the straight-in surveillance system approach error may be as much as 500 feet from the runway edges.)

###### 14.3.5.1.3.1. NOTE: Upon request, the controller will provide recommended altitudes on final to the last whole mile that is at or above the published MDA. Due to the possible different locations of the MAP, recommended altitudes may position you at MDA at or slightly prior to the MAP. Consider this in relation to the normal VDP required for your aircraft.

**NAVIAD Characteristics (ILS, LOC) -**