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



EVENT: **I3302**

**SYLLABUS NOTES:**

1. Emphasis for I3302 is PAS, ASR, and ILS approaches.
2. Minimum of three approaches per event.
3. Each even 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 four different events.
5. All events shall include a missed approach; at least two circling approaches in the block.
6. SMA in right seat shall be PM and graded accordingly, emphasizing CRM callouts and radio communications.

**DISCUSS ITEMS:** Weather Filing Criteria, Approach and Landing Minimums, SSE GCA Approach, SSE PAR Configuration Point, SSE ILS Approach, SSE ILS Configuration Point, SSE ASR Configuration Point with or without Recommended Altitudes.

**Weather Filing Criteria –**

SOPs –

TRAWING4 General SOPS:

1. General – All training flights shall be conducted in strict compliance with the applicable weather sections of this instruction and references. Non-training flights shall be conducted in strict compliance set forth solely by reference (d OPNAV 3710.7). Standard instrument rating takeoff minimums shall apply regardless of rating held for operational and training missions.
2. Cold Weather – Pilots shall not land or taxi on snow or ice covered runways, or taxi on snow or ice covered taxiways.
3. Authorized Weather Alternates – Regardless of actual/forecast weather conditions, all IFR flights shall establish an alternate weather destination when accomplishing a SMA syllabus-training event. The only authorized weather alternates for local coded IFR flight plans are KCRP and NAS Kingsville (KNQI). The use of any other alternate to meet filing minimums, as per reference (d OPNAV 3710.7), requires a DD-175.
4. Formation and VFR on Top – Formation flights in IMC should be avoided. Formation flights shall not enter IMC from VFR on top unless the reported weather at the destination airport meets circling approach minimums for the runway in use. If circling is not authorized, VMC shall prevail (1000 and 3) .
5. Flights through or within sigmets or convective sigmets – In addition to (d OPNAV 3710.7) and (f CNATRAINST 3710.8), the following applies to flights through or within SIGMETS of Convective SIGMETS
   1. When the National Weather Service (NWS) has issued a SIGMET or Convective SIGMET, training missions under the operational control of TRAWING4 shall not fly through these areas of severe weather unless one of the following criteria has been met:
      1. Aircraft on day local flights can maintain VMC at all times (whether on IFR or VFR flight plan) within the SIGMET or Convective SIGMET area and maintain separation from convective activity. Student solo aircraft are prohibited from launching into a SIGMET.
      2. Aircraft has an operable weather radar installed capable of allowing detection and avoidance of isolated thunderstorms (in IMC conditions on an IFR flight plan) within the SIGMET or Convective SIGMET.

NOTE: SIGMETS and Convective SIGMETS are issued for turbulence, icing, hail, poor visibility, and tornadoes in addition to thunderstorms. Weather radar will not provide detection for all weather phenomena; therefore sound judgment should prevail before entering such areas and should include information from a thorough weather brief.

Multi-Engine Procedures:

5. Weather Procedures –

1. Single/Multi Piloted Approach Requirements.
   1. The T-44/TC-12 shall observe single-piloted aircraft approach clearance/criteria and approach minimums per reference (d OPNAV 3710.7) unless the other pilot is a:
      1. Military aviator with a minimum qualification as CP in type. NOTE: If the copilot is an NFO, single-piloted aircraft approach clearance/criteria and approach minimums shall apply per (d OPNAV 3710.7).
      2. SMA is I4390 complete.
      3. MT/TPS I4103 complete.
      4. IUT I4101 complete
   2. Satisfying the above criteria, training events in T-44/TC-12 may be considered multi-piloted for IFR filing, flight time limitations, approach clearance criteria and approach minimums. The intent is to allow the IP, when at the controls, to execute approaches at a destination airport down to approach minima if the weather is at or below landing mins. SMAs are limited to 200 and ½ when at the controls and executing an approach in actual instrument conditions. If approach minimums are below 200 and ½ , the IP shall be at the controls. This requirement does not prevent IPs from allowing SMAs to practice flying instrument approaches to lower minimums in VMC (1000 and 3).
2. Student Solo Weather Mins. – Student solo weather mins shall apply to weather at the time of takeoff and forecast weather for the entire period of flight plus one hour.
   1. Student Solo Wind Limits.
      1. 25 kts. steady state or 30 kts. gusting.
      2. 10 kts. crosswind.
   2. Contact Solo Weather Limits – Minimum ceiling of 1500 and 3 with a discernable horizon is required for all contact stage student solos to takeoff and remain in the local bounce pattern.
   3. Student Solo (I4901) Ceiling/Visibility – Minimum weather requirements for operations at KNGP (departure or recovery) are circling mins. Operations at destination and alternate airfields (departure or recovery) must be 500 and 1 above highest non-precision circling mins for ETA plus or minus one hour.

6. Training Procedures –

a. System Deactivation – TACAN No-Heading Simulation is prohibited in actual IMC for all “TACAN Only” approaches. All other malfunction control box simulations are permissible under IMC.

VT-31 Instruction 3710.1U

8. Weather Policy –

1. Pilots shall not fly through areas of known or suspected moderate or severe icing. Pilots shall circumnavigate areas with forecast or actual light icing whenever possible.
2. Weather Mins –
   1. VFR landing pattern at any airfield requires 1300 and 3.
   2. Student solo weather minima listed in reference (c CNATRA 3710.2) shall apply to weather at the time of take off and forecast weather for the entire period of flight plus one hour.

**Standard Instrument Takeoff Mins.**

|  |  |
| --- | --- |
| **Non-Precision Approach** | **Precision Approach** |
| Published Mins ≥ 300-1\* | Published Mins ≥ 200-1/2 (24)\*\* |
| \*Note: Published Mins to the available non-precision approach.  \*\*Note: Published Mins to the landing runway in use. (24) is standard IAP notation for prevailing vis/RVR in 100s of feet. | |

In the case of takeoff minimums, you take the higher of the field landing mins or the standard takeoff mins list above. So if you are trying to take off and the lowest compatible approach at the field lists its minimums as 200 and ¾ mile, your takeoff mins are now 200 (which is the same for the field and absolute mins listed) and ¾ (which is the higher of the two minimums listed for the field and absolute takeoff mins).

**IFR Filing Criteria**

|  |  |
| --- | --- |
| **Destination WX (ETA ± 1 Hour)** | **Alternate EX (ETA ± 1 Hour)** |
| 1. WX ≤ Published Mins | WX ≥ 3000-3 |
| Published Mins ≤ WX ≤ 3000-3 | NP: WX ≥ Published Mins. + 300-1  P: WX ≥ Published Mins. + 200-½ |
| WX ≥ 3000-3 | No Alt Required. |

**Approach and Landing Minimums –**

Covered above.

**SSE GCA Approach –**

Covered.

**SSE PAR Configuration Point –**

10 second gear warning.

**SSE ILS Approach –**

FTI Info –

Configure much closer to glideslope intercept altitude (1/2 dot as opposed to 1 ½ dots). If you aren’t able to maintain glide-path and airspeed (eg. It’s a very hot day or you have a strong headwind), you should retract gear or clean up completely to eliminate drag. After reestablishing glide-path and airspeed, reconfigure and complete landing checklist again.

Don’t forget your 6 T’s always at your IAF and FAF.

Glide-slop, localizer and the OM are required components for the ILS. OM may be replaced with DME, another NAVAID, a crossing radial, or radar provided these substitutes are depicted on the approach plate or identified by NOTAM. If VOR2 is used to indentify intermediate fixes, if should be tuned back to LOC not later than immediately passing the FAF unless it is required to identify step-down fixes and or the MAP. If glidelslope fails, be ready to immediately transition to the LOC minimums and get down to MDA. Also, clean up gear and flaps.

The approach must be discontinued if the localizer course becomes unreliable, or any time full-scale deflection of the CDI occurs on final.

Do not descend below localizer minimums if the aircraft is more than 1 dot below or 2 dots above glideslope. If glideslope is recaptured to within the above tolerance, continue descent to DA/DH.

**SSE ILS Configuration Point –**

½ dot below glide-slope at glide slope intercept altitude.

**SSE ASR Configuration Point with or without Recommended Altitudes –**

FTI Info –

On a SE ASR, you may configure with a 10 sec gear warning if you are going to use recommended altitudes and descend on a stable glide path. If you get well below those altitudes, however, you must clean up the gear until in a safe position to land.