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



EVENT: **I3304**

**SYLLABUS NOTES:**

1. Emphasis for I3304 VOR, NDB and TACAN 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:** Enroute Weather Facilities, STARS, Unicom Voice Reports, SSE VOR/TAC/NDB Approach Procedures, SSE Circling Approach, SSE Missed Approach, Needle Only VOR and TAC Approach Procedures.

**Enroute Weather Facilities –**

FTI Info –

Ensure the weather forecast is updated at least once while enroute on all cross-country flights. If weather is deteriorating, it is often better to divert early in the flight rather than pressing on with decreasing fuel reserves. Utilize HIWAS, military Pilot to Metro Services (PMSV), Flight Service State (FSS 255.4), or Enroute Flight Advisory Service (EFAS or Flight Watch).

 FIH Info –

 Hazardous Inflight Weather Advisory Service (HIWAS)

A continuous broadcast of inflight weather advisories on VOR frequencies including summarized Severe Weather Forecast Alert (AWW), SIGMETs, Convective SIGMETs, Center Weather Advisories (CWA), AIRMETs, and PIREPs. HIWAS makes additional weather information available but is not a replacement for preflight or inflight briefings or real time weather updates from EFAS.

Pilot-to-Metro Service (PMSV)

Available from all Naval Meteorology and Oceanography Command and U.S. Marine Corps aviation weather activities. The primary purpose of PMSV is for communicating various types of weather information to pilots. PMSV is also used to update the Flight Weather Briefing From (DD-175-1) and to receive pilot weather reports (PIREPS) of significant or hazardous weather phenomena, which are entered into weather telecommunication networks. Map and frequencies of PMSV is in section C of FIH.

Enroute Flight Advisory Service (EFAS)

A service specifically designed to provide enroute aircraft with timely and meaningful weather advisories pertinent to the type of f light intended, route of flight, and altitude. Also a central collection and distribution point for pilot reported weather information. Normally available throughout the conterminous U.S. and Puerto Rico from 0600 to 2200. Provides communications capabilities for aircraft flying at 5,000 ft. to 17,500 ft on common freq of 122.0. Discrete freqs from FL180 to FL450.

**STARS –**

 FTI Info –

If STARs have been published for the destination, file that STAR that is appropriate for the arrival direction. STARs are arrival routes established to simplify clearance delivery procedures and facilitate transition between enroute and instrument approach procedures. The only time you are cleared to descend according to the STAR published altitudes is if ATC uses the term “descend via”, otherwise the clearance for the STAR is only for lateral routing.

 11-217 Info –

11.8.1.1. STARs can be based on conventional NAVAIDS or RNAV.

11.8.1.1.1. “Expect” altitudes/speeds are not considered STAR restrictions until verbally issued by ATC. They are published for planning purposes and should not be used in the event of lost communications unless ATC has specifically advised the pilot to expect these altitudes/speeds as part of a further clearance. Additionally, STARs will normally depict MEAs. MEAs are not considered restrictions. However, pilots are expected to remain above MEAs.

11.8.1.1.2.4.1. Notify ATC. Pilots cleared for vertical navigation using the phraseology “Descend Via” shall inform ATC upon initial contact with a new frequency. For example, “Track 32, descending via the EAU CLAIRE SIX ARRIVAL.”

11.8.1.2. RNAV STARs. RNAV STARs can be stand-alone or “overlay”. In order to fly a STAR using RNAV (either stand-alone or “overlay”), comply with the following:

###### 11.8.1.2.4.1. Aircrews must verify the information in the database with the published STAR. The maximum allowable difference between the database course(s) and published course(s) is ±5°.

11.8.1.2.7. Underlying NAVAIDS must be monitored if available for stand-alone RNAV STARs.

 11.8.1.2.8. STARs based on conventional NAVAIDS in some cases are retrievable from an RNAV database. USAF aircrews are authorized to fly these procedures as an “overlay” in IMC provided it is retrieved from the database and underlying NAVAIDS are installed, operational, tuned, and monitored.

## 11.9. Flight Management System Procedures (FMSP) for Arrivals.

### 11.9.1. FMSPs for arrivals serve the same purpose as STARs but are only used by aircraft equipped with Flight Management Systems (FMS). Procedures for flying FMSPs are identical to any other STAR. FMSPs will list the equipment requirements for flying the procedure (/E, /G, etc.).

**Unicom Voice Reports –**

 FTI Info –

Use “Navy Kingair XXX” for making Unicom/CTAF calls. Make at a minimum, a 10 mile call, downwind, base, final and departing calls. Says, “the student should make the VHF (Unicom/CTAF) reports and direct the instructor to handle the UHF (Approach/Center) communications”.

**SSE VOR/TAC/NDB Approach Procedures –**

Everything is the same except configuration point. Configure when runway environment in sight and in a safe position to land.

**SSE Circling Approach –**

 Everything same.

**SSE Missed Approach –**

 Same.

**Needle Only VOR and TAC Approach Procedures –**

 Same.