RI Simulator Handout

RI31 Block

RI3101

The student is required to plan the RI3103 route, prepare a DD-175 & Jet Log to bring to this brief for review by the instructor. It should be accurate, complete & legible. Actual conduct of the flight will be up to the instructor. Student should expect random radial intercepts & manual (non-system) point to point practice enroute to PIGMY for holding & approaches at NAS Meridian.

Student shall bring a copy or their completed DD-175 & Jet Log to all simulator RI, AN & IR events for instructor use.

Approach requirements: Hi ILS 19L NMM, ASR 19R NMM, LOC 19L NMM.

RI3102

Plan a local flight from NAS Meridian with an enroute delay at Key Field (MEI) to recover at NAS Meridian. Alternate airfield will be MEI. Route of flight: NMM 01R, radar vector departure to MEI, MEI 246036, direct JAN, intercept the JAN 180 radial outbound to 20 DME, direct to the JAN 150045, direct to the IAF for the HI TAC/VOR DME B, MEI. Be prepared to hold, expect enroute changes, forecast winds at FL 200 are 260 @ 25 KTS.

Approach requirements: Hi TACAN VOR/DME B (P/P), ILS 1 MEI (P/P), Min Fuel PAR 1L NMM

RI3103

Depart Jackson-Evers International, Jackson, MS via the Jackson Four departure, Meridian transition to MEI at 17,000'MSL, alternate airfield NMM. Expect enroute descent to VOR A @ MEI.

Approach requirements : VOR A MEI, NO GYRO PAR 19R NMM, TAC 19L NMM.

RI3104

Depart Gulfport-Biloxi International, Gulfport, MS (GPT) via radar departure to SJI, then to the IAF of choice at NAS Pensacola, FL. (NPA). The alternate will be Eglin AFB (VPS). Pick an appropriate jet route altitude.

Approaches: Will be up to the instructor / as required by MIF.

RI Simulator Handout

RI32 Block

RI3201

Depart NAS Meridian, MS (NMM), destination NAS Pensacola, FL (NPA), alternate Pensacola Regional (PNS). Expect approaches at either facility.

Approach requirements: High Tacan or VOR approach, Low OIL PAR, LOC P/P, Optional approach at instructor's discretion

RI3202

Depart NAS Meridian (NMM), destination Jackson-Evers International, Jackson, MS (JAN), alternate airfield of your choice. Expect multiple training approaches to RW 16R & 16L at JAN.

Approach requirements: Tacan or VOR/DME approach, LOC BC approach, ILS approach, Additional approach at instructor's discretion.

RI3203

Depart Jackson-Evers International, Jackson, MS via the Jackson Four departure, destination Key Field, Meridian, MS (MEI), alternate NAS Meridian, MS (NMM).

Approach requirements: High TACAN or VOR/DME P/P circle to land, ILS P/P, Low Oil Approach, Additional approach at instructor's discretion.

RI3204

Depart NAS Meridian via EWA, EWA 090043, direct LOMAX, (same as TIDE1 routing found in the CTW-1 In Flight Guide) destination Montgomery Regional (MGM), alternate Maxwell AFB (MXF). Expect holding delays and prepare for approaches at either facility.

Approaches: Hi ILS 10 MGM, ASR 10 MGM and as required by MIF

LOC I-FRL	APP CRS	Rwy ldg	8501
109.3	158°	TDZE	319
		Apt Elev	346

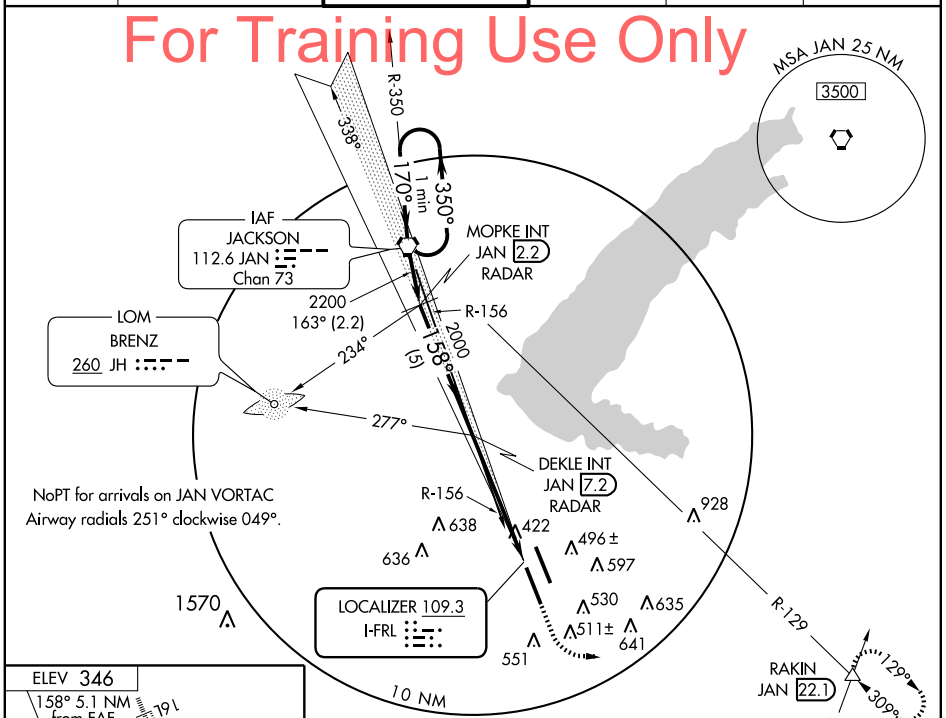
LOC BC RWY 16R
JACKSON-EVERS INTL (JAN)

Cat. E circling not authorized southwest of Rwy 16R-34L.
Cat. E holding at JAN VORTAC not authorized-RADAR required.
ASR

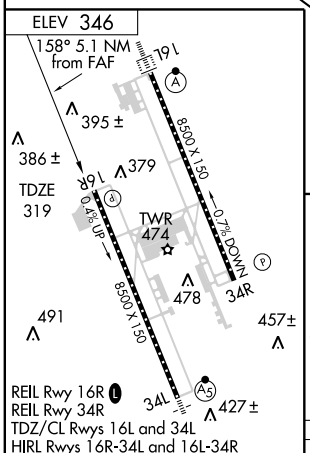
MISSED APPROACH: Climb to 1000, then climbing left turn to 3000 via JAN R-129 to RAKIN Int/JAN 22.1 DME and hold.

ATIS	JACKSON APP CON ★	JACKSON TOWER ★	GND CON	120.7 L	UNICOM
121.05	123.9 317.7	120.9 (CTAF) 352.0	121.7 348.6		122.95

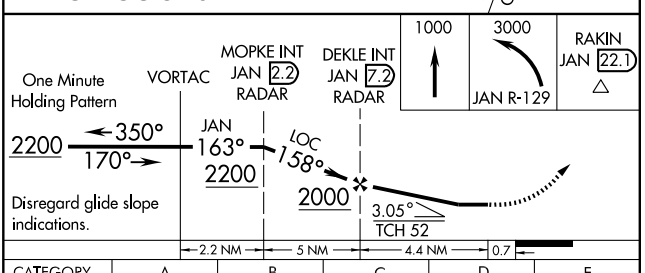
For Training Use Only



ADF or DME REQUIRED
BACK COURSE



FAF to MAP 4.4 NM					
Knots	60	90	120	150	180
Min:Sec	4:24	2:56	2:12	1:46	1:28



CATEGORY	A	B	C	D	E
S-16R	680-1 361 (400-1)			680-1¼ 361 (400-1¼)	
CIRCLING	840-1 494 (500-1)	880-1 534 (600-1)	880-1½ 534 (600-1½)	900-2 554 (600-2)	960-2¼ 614 (700-2¼)

REFERENCE INFORMATION

CTW-1 STANDARD T-45 FUEL PLANNING DATA

Actual performance will vary with prevailing temperature, winds, drag index and varying gross weight.

For initial planning only.

Total usable fuel (JP-8/JET A+) …… 2,861 lbs
Start/Taxi/Take off …….…….. 200
Penetration …… 200
GCA …… 250
Reserve (20 min @ 10,000 ft MSL) ……..…… 300
Low level (360 KGS @ 12K GW=6.6 LB/NM=2,375 PPH//300 KGS=5.0 LB/NM=1,500 PPH)

JP-4 = 6.5 LB/GAL JP-5 = 6.8 LB/GAL JP-8 (JET A+) = 6.7 LB/GAL

Climb Out (13K GW, 250 KIAS to 10K, 300 KIAS to .75 IMN)

Altitude	KIAS	NM	Time	Fuel Used (lbs)
5,000	250	04	0+01	60
10,000	250	08	0+02	110
15,000	300	14	0+03	180
20,000	300	22	0+04	240
25,000	300	32	0+05	320
30,000	283/.75	44	0+07	380
35,000	253/.75	60	0+09	460
40,000	225/.75	91	0+13	570

En route (Optimum Cruise @ 12K GW)

Altitude	#/NM	IMN	CAS	#/HR	TAS
5,000	4.76	.38	230	1,195	250
10,000	4.35	.42	230	1,138	262
15,000	3.88	.46	230	1,102	282
20,000	3.42	.51	230	1,073	310
25,000	3.09	.56	230	1,055	340
30,000	2.82	.61	230	1,047	370
35,000	2.58	.68	230	997	380

Normal descent (12K GW IDLE W/SPD BRAKES IN)

Altitude	IAS	NM	Time	Fuel Used (lbs)
5,000	250	10	2+30	19
10,000	250	20	4+30	36
15,000	250	31	6+30	57
20,000	250	41	8+30	66
25,000	250	52	10+30	79
30,000	250	64	12+15	90
35,000	235	74	14+00	100
40,000	209	84	15+30	108