

6. NDB tracking, holds and procedures

c. Holding patterns and procedures (iv) Flying the BIA hold (still air)

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| Aim | • To enter and fly the published BIA hold to IR test standards | Airmanship | • Current charts, check Weather and Wind aloft, S-I-D, time-turn-talk | Performance | • Establish inbound track within 5° for 30s, +/- 5kts, +/- 100' |
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Monitoring progress of inbound turn (example in still air)

- i** Halfway around the turn, the heading should be 168 (with 90° of turn remaining) The true QDM should be 093, and the indicated QDM should be ~093 (abeam, hence no Dip Error)
- ii** With 60° of turn remaining, the heading will be 138. The true QDM should be 088, and the indicated QDM should be ~086 (Dip Error is smaller when closer to the abeam position)
- iii** With 30° of turn remaining, the heading will be 108. The true QDM should be 083, and the indicated QDM should be ~078 (Dip Error approaching its head-on maximum of ~7°)

- Select and identify the BIA NDB 339
- Select and identify the IBH/IBMH DME 110.5
- Set holding power (BE76: **18"MP 2400RPM 120KIAS**)
- Perform hold checks (Arrival)
- Execute correct Sector Entry (see previous page) then

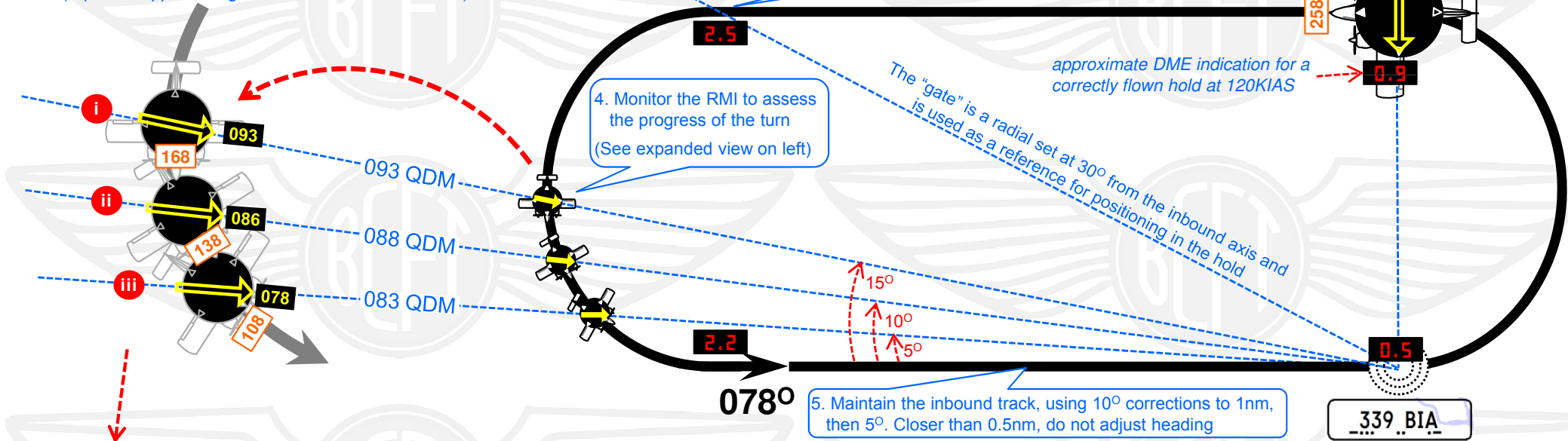
1. Start 1min timing abeam the facility or wings level, whichever is later

- 2. If the 30 degree gate is reached prior to the timing expiring, turn to fly along the gate
- 3. At the end of the timing, commence a Rate 1 turn to the left

the 30° "gate":
288 QDR

4. Monitor the RMI to assess the progress of the turn (See expanded view on left)

5. Maintain the inbound track, using 10° corrections to 1nm, then 5°. Closer than 0.5nm, do not adjust heading



- If the turn appears to be too wide, continue the turn onto a heading (eg. 070) to intercept the inbound track. Do not wait to roll-out onto the inbound heading and then realise you need to correct to the north; it is better to anticipate the Dip Error and the true QDM whilst in the turn. Remember, you may not tighten a turn by exceeding Rate 1
- If the turn appears to be too tight, roll out on a 30 degree intercept (position iii) and wait for the indicated QDM to reach 083 (the indicated QDM will be accurate when wings level) and then complete the turn. You should do this in preference to reducing the rate of turn below Rate 1