COURSE INTERCEPTION INBOUND

1. Locate the desired course on the RMI compass card, then proceed along the card to the head of the bearing pointer.

2. Any heading beyond the bearing pointer is an intercept heading (no wind)

3. Use a large enough intercept angle to assure interception of desired course at a moderate rate. Normally, 30 degrees beyond the bearing pointer will assure an adequate interception angle.

4. The intercept angle should not exceed 90 degrees as this will take the aircraft further from the station. (Define intercept angle.)

5. The approximate number of degrees of lead necessary to compensate for radius of turn to course is determined by interpreting the rate of movement of the bearing pointer. Factors affecting the rate of movement.

COURSE INTERCEPTION IMMEDIATELY FOLLOWING STATION PASSAGE

1. Turn the aircraft to the magnetic heading of the desired outbound course.

2. When the bearingpointer stabilizes, turn toward course the number of degrees the TAIL of the bearing pointer is deflected from the top index. (Do not exceed a 45 degree correction.)

3. If the deflection is very small, i.e., 5 or 10 degrees, it may be necessary to turn slightly more than this amount. Existing wind may prevent intercepting course if only a 5 or 10 degree correction is used. Does desired lie between heading and tail of pointer

4. Determine the lead point for turning on course by interpreting the rate of movement of the bearing pointer.

5. The aircraft is on course when the desired course is shown under the tail of the bearing pointer

COURSE INTERCEPTION OUTBOUND

1. All turns are to predetermined headings.

2. Locate the TAIL of the bearing pointer on the RMI compass card, then proceed to the desired outbound course

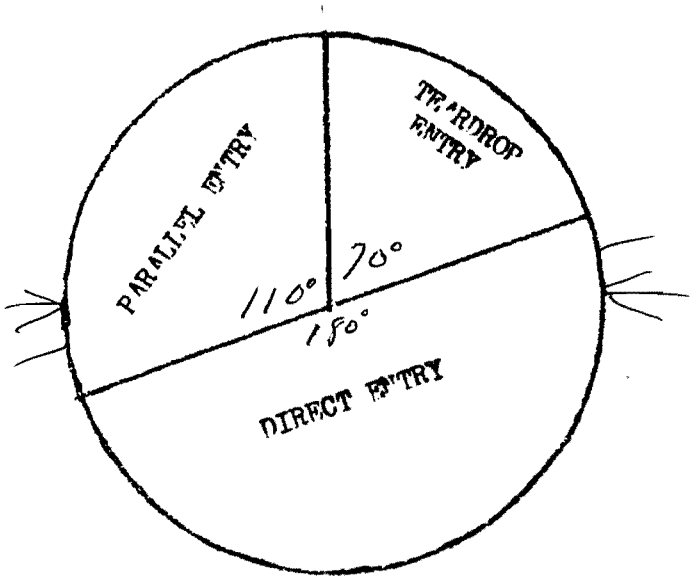
3. Any heading beyond the outbound course is an intercept heading (no wind).

4. Use a large enough intercept angle to assure interception of desired course at a moderate rate. Normally 45 degrees beyond the desired outbound course will give an adequate interception angle.

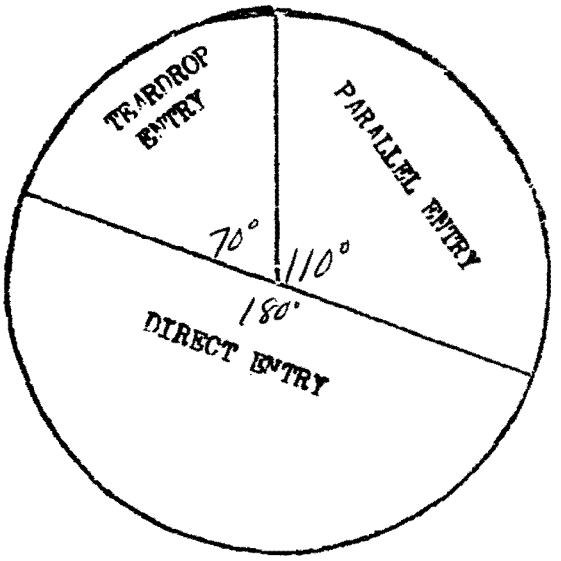
5. The intercept angle should not exceed 90 degrees as this will take the aircraft closer to the station.

6. The approximate number of degrees of lead necessary to compensate for radius of turn to course is determined by interpreting the rate of movement of the bearing pointer. Factors affecting the rate of movement.

HOLDING ENTRIES BY USING RMI or ROTATABLE CARD RADIO COMPASS



Right turn holding pattern entries



Left turn holding pattern entries

1. Check from the Instrument Approach Chart to see the particular published holding pattern a right or left turn pattern.

2. Use the corresponding picture above and look for the OUTBOUND heading to see in which sector it falls.

3. Enter the holding as indicated by sector.