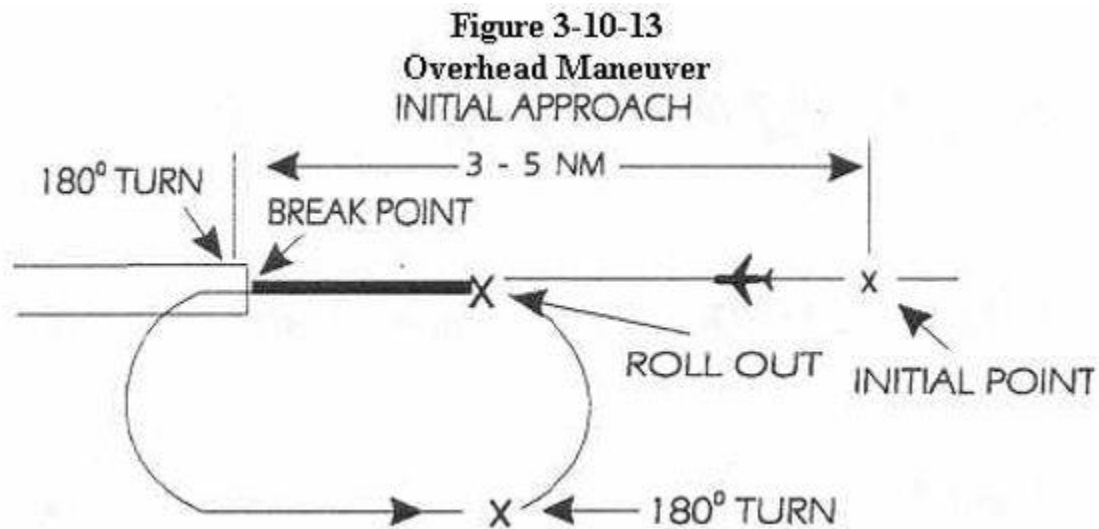


## Overhead/Initial Approach and Landing

### I. NAME OF PROCEDURE: Overhead Pattern and Landing

The 360-degree overhead pattern is used to safely accommodate a maximum number of aircraft with minimum congestion. Adjust pattern spacing for wind conditions.



#### A. Initial.

Objective. Align aircraft with landing runway.

Description.

Airspeed - 200 KIAS.

Altitude - 1,000-1,500 feet AGL or according to local directives.

Procedure. Follow depicted pattern ground track. On initial, align with the runway centerline (or as directed). Make required radio call.



#### B. Break.

Objective. Transition from initial to inside downwind.

Description. 180 degrees level decelerating turn.

Airspeed - Slow from 200 KIAS to 175 KIAS.

Power - As required.



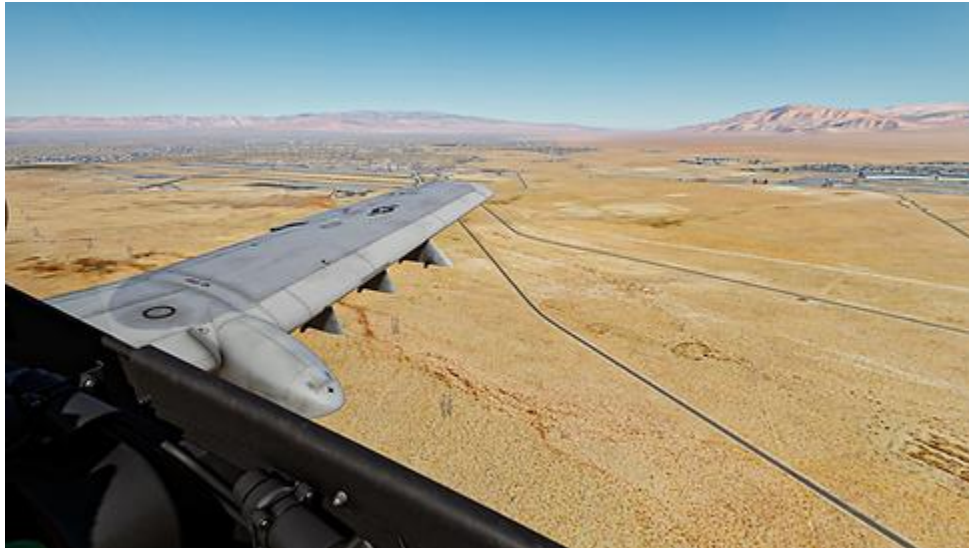
#### C. Inside or Closed Downwind.

Objective. Maintain proper spacing and a ground track parallel to the runway. Apply drift correction and offset inside/closed downwind ground track into the wind to account for the effects of wind on the final turn. Arrive at perch point at 120 KIAS minimum, properly configured, and ready to perform a planned 30-degree bank final turn.

Description. Airspeed - 120 KIAS minimum or according to local directives.

Procedures.

Lower the landing gear and flaps as required.



D. Perch and Final Turn.

Objective. Use a descending 180-degree turn to align aircraft with the runway. The final turn is complete when wings level on final.

Description. For a no-wind pattern, the desired perch point occurs when the runway threshold is approximately 45 degrees off your shoulder.

Procedure.

Confirm aircraft configuration prior to the perch.

Begin final turn (perch point) to allow for a one-half to three-quarter mile final. Correct for winds.

36TH FIGHTER SQUADRON STANDARD OPERATING PROCEDURE



#### E. Final.

Final provides the opportunity to stabilize airspeed and glide path before entering the landing phase. Stable airspeed, proper glide path, and a fixed aim point provide the consistency required for successful landing. Airspeed is based on configuration and winds, glide path is 3-4 degrees, and, under normal conditions, the aim point is the runway threshold.

##### Objective.

Maintain runway alignment, proper glide path, and correct airspeed.

##### Description.

Final begins when wings level after the final turn and ends when the flare begins.

##### Procedure.

Begin slowing from final turn speed to final speed when beginning to roll out of bank by initially reducing power (approximately 5-10 percent) and maintaining or slightly adding backstick pressure to prevent the nose from dropping.



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WRITTEN/REVISED: HAVY

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