

Recommended Traffic Pattern for RAFA C-152, C-172 Training Aircraft,

November 23, 2019

Background

Stage Checks of student pilots by the Chief Pilot Group have revealed a lack of consistency in how traffic pattern spacing, altitude, airspeed, and glide path management on landings are being taught by RAFA instructors. This document provides guidance on the acceptable sequence of airspeeds, altitudes, power, and flap settings for the C172S and C152 training aircraft during traffic pattern operations.

Guidance

This guidance is based on the **“Stabilized Approach Concept”** in Chapter 8 of the Airplane Flying Handbook (FAA-H-8083-3B) and the final approach airspeeds in the Airplane Flight Manual/Pilot Operating Handbook. The stabilized approach concept is based on a constant angle glide path achieved by a predetermined runway aiming point projected on the windshield sight picture.

Figure 1 provides the Traffic pattern guidance for the Cessna 172S aircraft at 2550 lb gross weight. Note that the diagram provides a range of airspeeds for final downwind segment, base and final.

- It is recommended that the Instructor strives to teach the student a midrange target speed with an airspeed tolerance of plus or minus 5 knots:
- Be aware that for the C172N model, the AFM/POH recommends an airspeed range of 55-65 Knots with full flaps. The lower final approach speed for the 172N model reflects 250 lb lower gross weight. The final approach target speed should be 5 Knots slower.

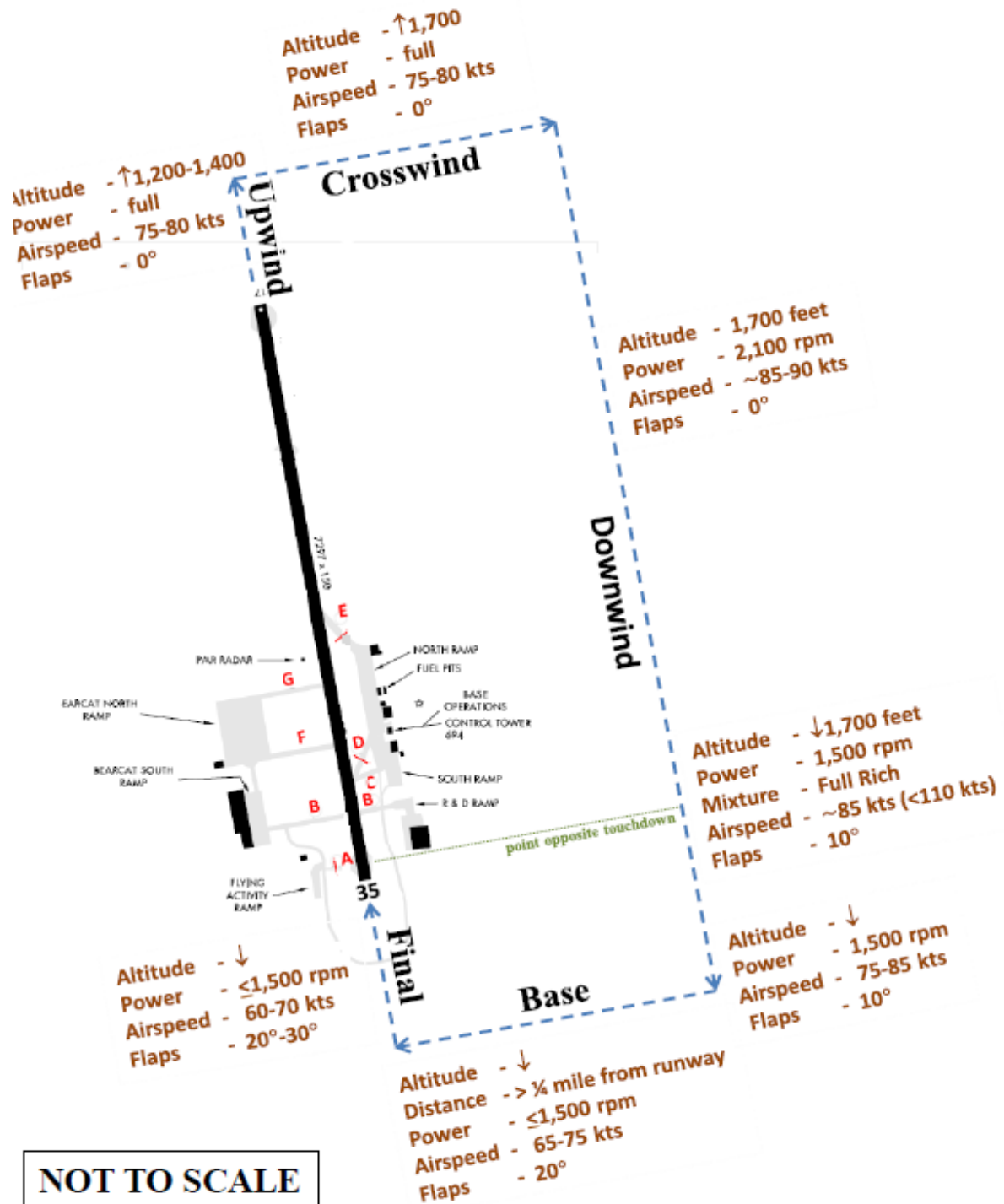
Figure 2 provides the guidance for the C152.

Future Stage Checks will be based on this guidance. The airspeeds recommended do not include any gust factor addition which may be required

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Cessna 172S
Redstone AAF Traffic Pattern

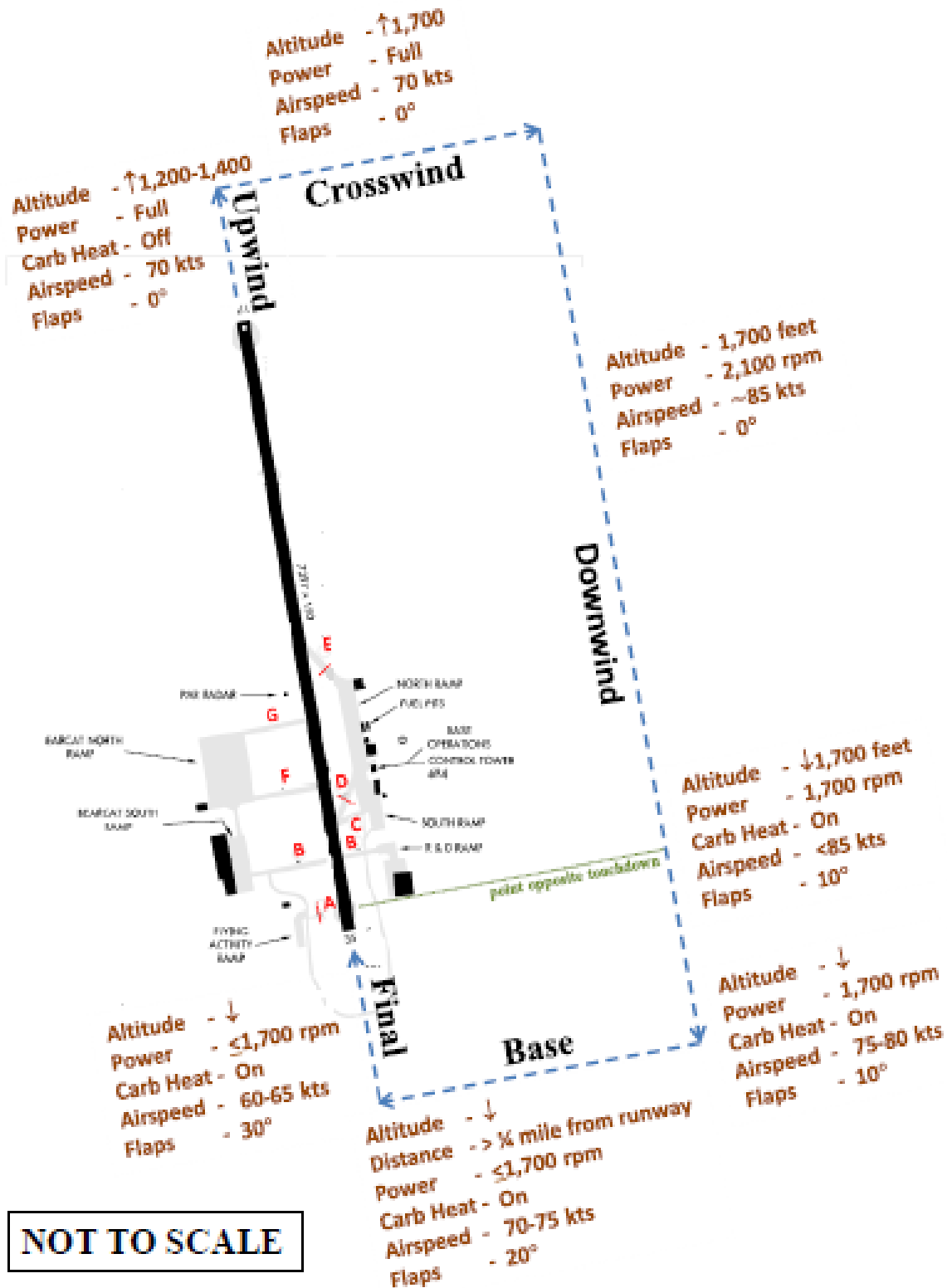


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Cessna 152
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NOT TO SCALE

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