

Redstone AAF Airport Traffic Pattern for RAFA Aircraft
August 21, 2024

Issue

Redstone Arsenal Flying Activity (RAFA) student pilot Stage Checks of have revealed a lack of consistency in how RAFA flight instructors are teaching airport traffic pattern geometry, airspeed, and glide path management.

Purpose

This document provides guidance to RAFA flight instructors on how to teach Cessna 152, Cessna 172N, and Cessna 172R/S airport traffic pattern procedures. This includes airspeeds, altitudes, power settings, and flap settings for various segments of the airport traffic pattern.

Procedures

Flight instructors should teach airport traffic patterns and associated approaches and landings consistent with Airplane Flying Handbook (FAA-H-8083-3C) chapters 8 and 9. Place particular emphasis on the “Stabilized Approach Concept” in Chapter 9 and the final approach airspeeds in the Cessna 152 Information Manual (IM), Cessna 172N Pilot’s Operating Handbook (POH), and Cessna 172R/S POH. “The stabilized approach is one in which the pilot establishes and maintains a constant-angle glidepath toward a predetermined point on the landing runway. It is based on the pilot’s judgment of certain visual cues and depends on maintaining a constant final descent airspeed and configuration.”

Normal airspeeds, altitudes, power settings, and flap settings for various segments of the airport traffic pattern for the Cessna 152, Cessna 172N, and Cessna 172R/S are depicted in the Figures 1-3. The range of speeds shown are those recommended in the Cessna 152 IM, Cessna 172N POH, and Cessna 172R/S POH. The flight instructor should select specific airspeeds from the range of airspeeds shown. The specific airspeeds should those that he/she is comfortable teaching. Students should be taught to maintain the specific target airspeeds ± 5 kts. A gust factor may need to be added when appropriate.

Flight instructors should follow the Cessna 172N POH and Cessna 172R/S POH warning that, “Steep slips should be avoided with flap settings greater than 20° ...”

The horizontal footprint of a normal airport traffic pattern for RAFA aircraft at Redstone AAF is depicted in the Figure 4. The normal base/crosswind leg should be flown inside I-565 to the north and about halfway between the runway and Martin Road to the south. This in no way precludes flying a longer airport traffic pattern when necessary for spacing with other aircraft or to comply with Tower direction.

Application

All RAFA flight instructors should comply with the procedures in this document. Stage Checks should include evaluation of a student’s compliance with the procedures in this document.



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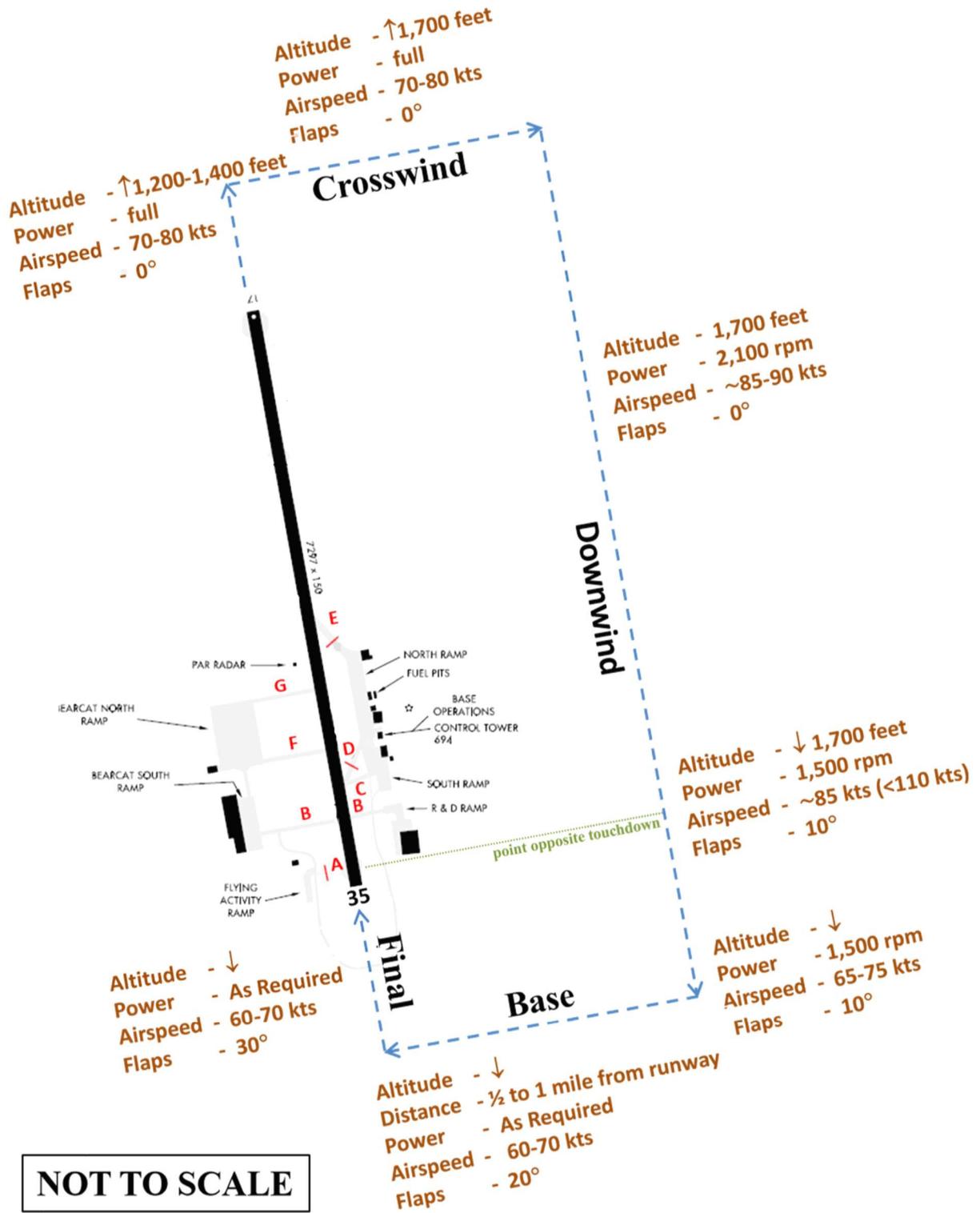
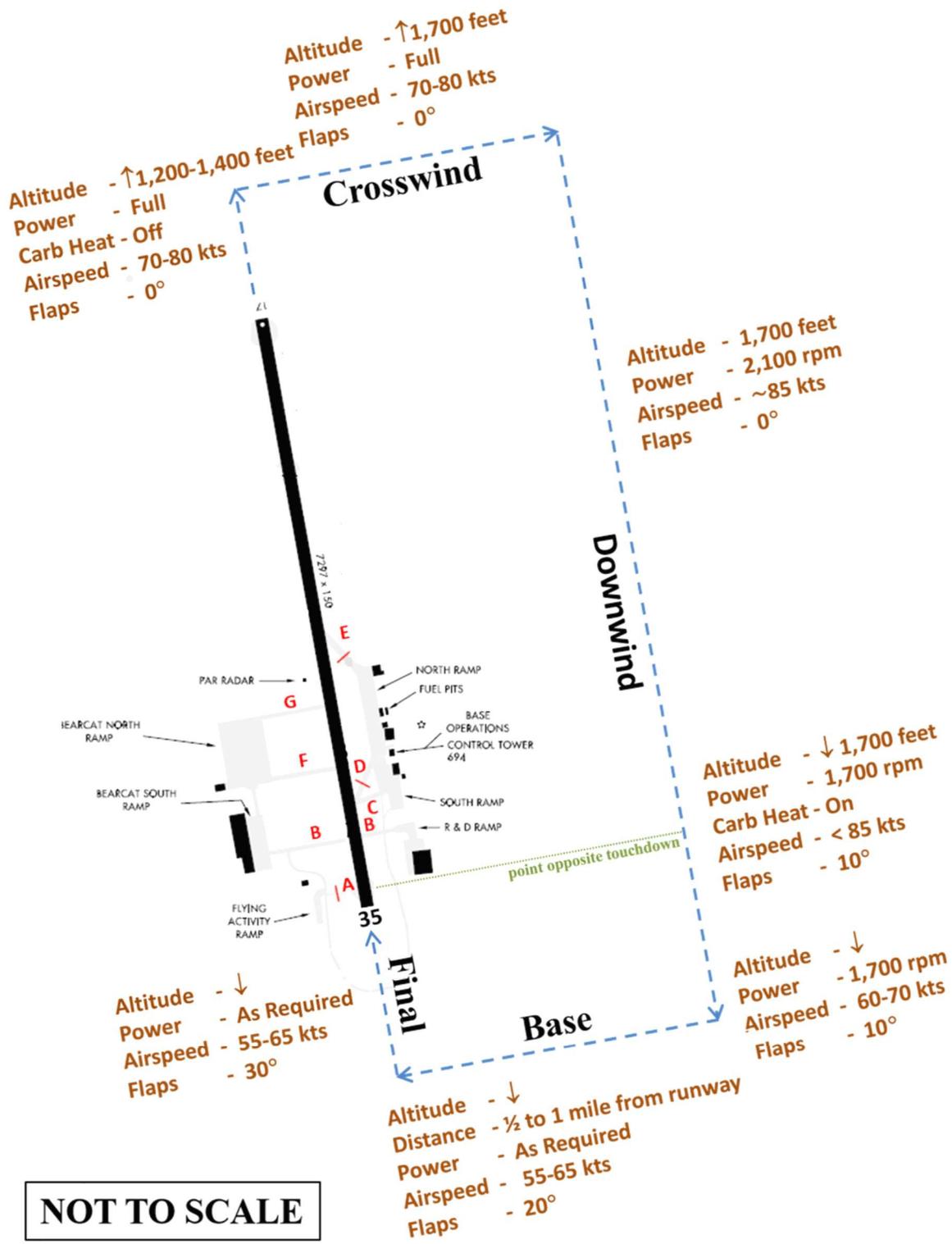
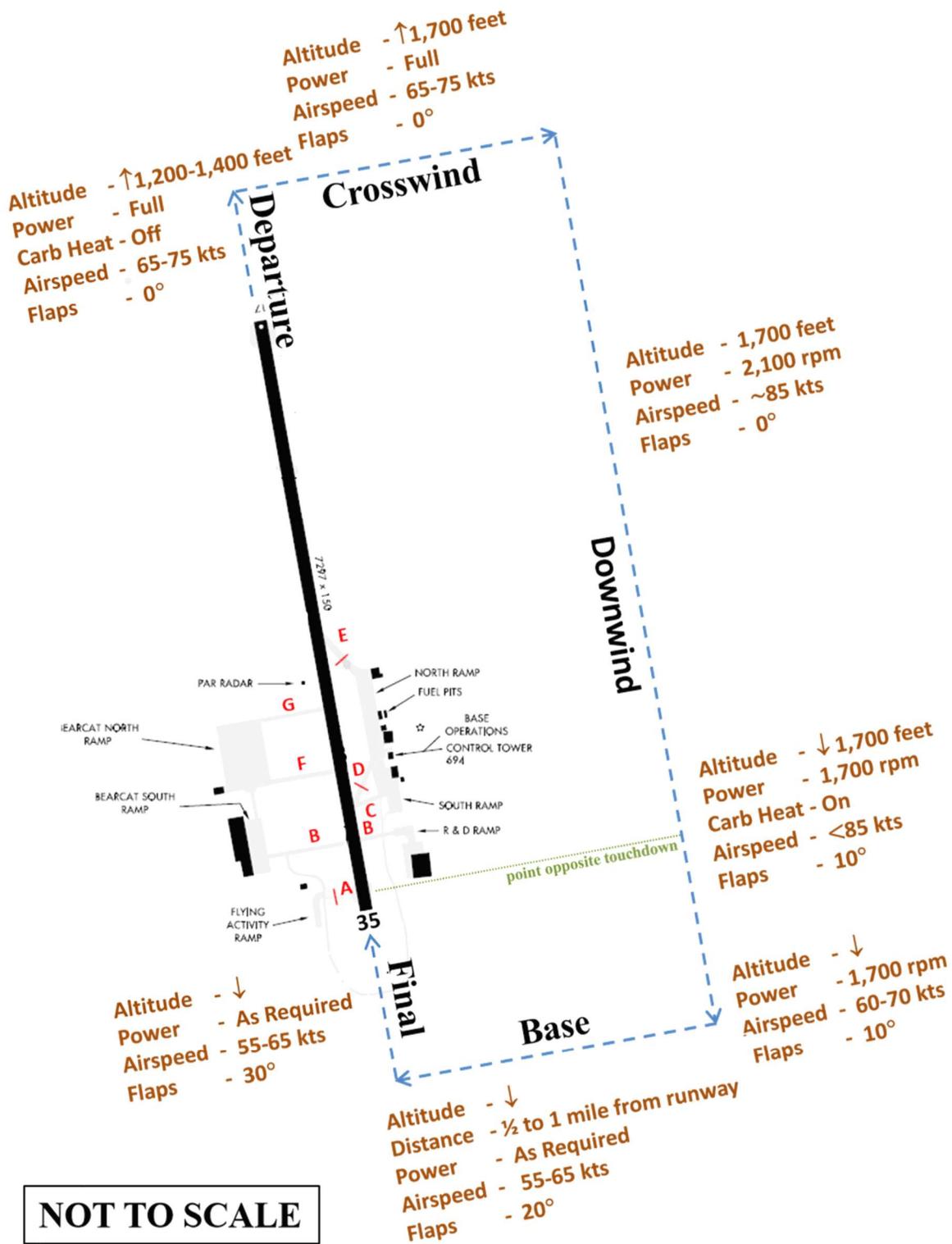


Figure 1. Cessna 172R/S normal airport traffic pattern for runway 35 at Redstone AAF.



FOR TRAINING USE ONLY

Figure 2. Cessna 172N normal airport traffic pattern for runway 35 at Redstone AAF.



FOR TRAINING USE ONLY

Figure 3. Cessna 152 normal airport traffic pattern for runway 35 at Redstone AAF.

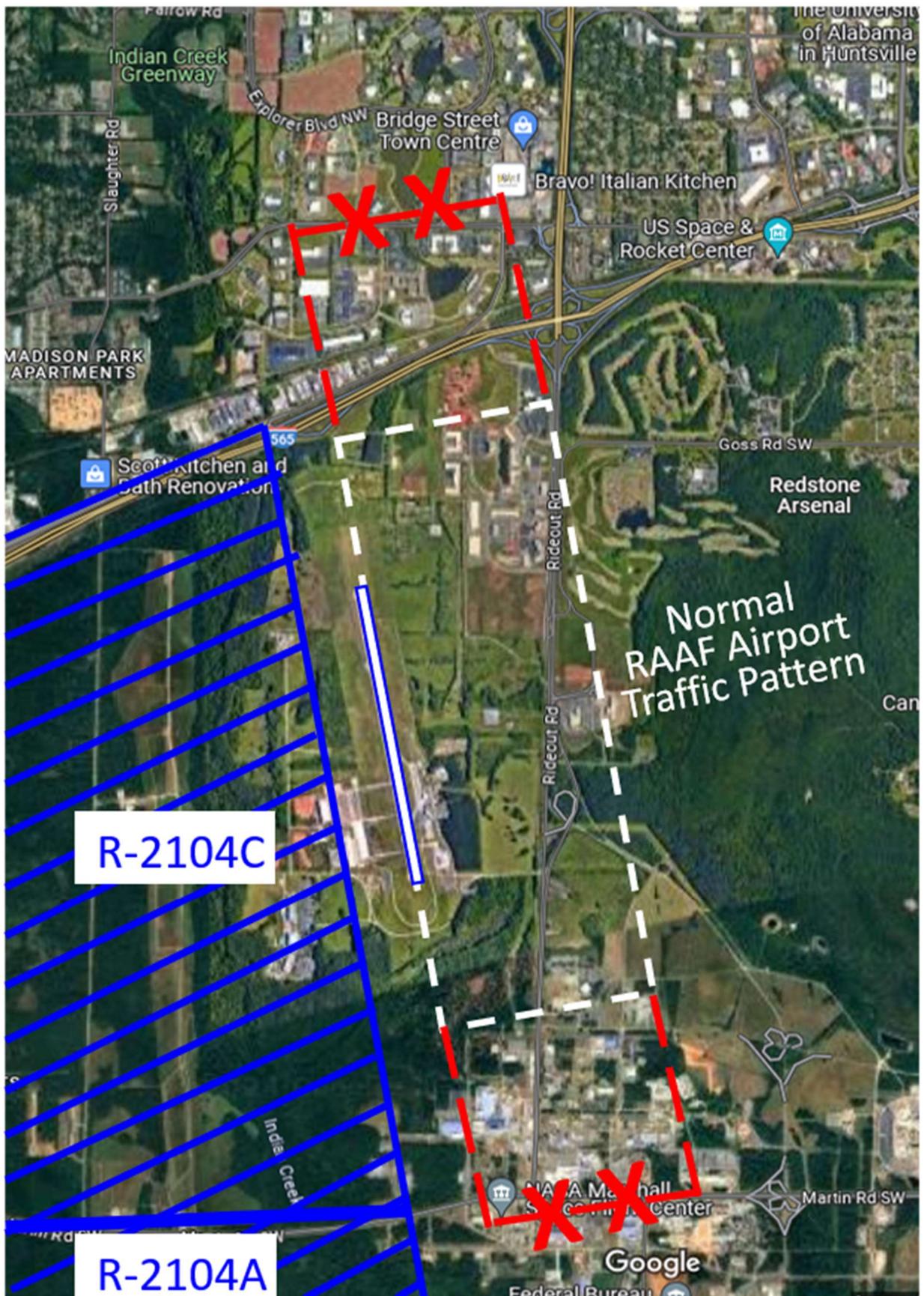


Figure 4. Horizontal footprint of normal airport traffic pattern for RAFA aircraft at Redstone AAF.