## OVERHEAD CONTINUOUS DECENT APPROACH

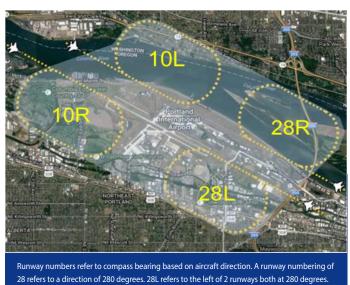


## LANDING PATTERN OVERVIEW

In military aviation, an overhead pattern is a landing procedure used to expedite landings for multiple aircraft. In an effort to reduce the noise impact on surrounding communities, the 142d Wing created a modified version of the overhead pattern, called the Overhead Continuous Decent Approach, or OHCDA. During a traditional straight-in approach, an aircraft lines up on "final approach" approximately 8-10 miles from the runway, and begins a descent to the runway. During an OHCDA, an aircraft stays at a higher altitude and airspeed until just before landing, thus reducing the noise exposure for areas below the traditional arrival path – those communities along the final approach.

## **CURRENT PRACTICE**

Ongoing practice of the procedure is required training for military pilots. The OHCDA is the preferred arrival procedure for the 142d Wing as it maximizes rapid, safe, and efficient recovery of fighter aircraft. The altitude profile of the OHCDA was designed to minimize noise impact to the community. Due to typical weather at Portland International Airport, the OHCDA is most commonly flown to Runway 28L, followed by Runway 10R. OHCDAs are rarely flown to Runway 10L or 28R due to the lack of arresting cables (cables on the runway that assist in slowing aircraft during emergency landings) on that runway.



Examples of the OHCDA flight path are depicted below. On the left is a top-down view of how the pattern will typically be flown. On the right is an illustration of how the procedure progresses in a vertical view. The exact flight path will vary slightly, depending on prevailing weather, airport traffic, or other factors.

