



OVERHEAD CONTINUOUS DESCENT 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 OHFDA. 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 OHFDA, 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 OHFDA 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 OHFDA was designed to minimize noise impact to the community. Due to typical weather at Portland International Airport, the OHFDA is most commonly flown to Runway 28L, followed by Runway 10R. OHFDAs 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.



Runway numbers refer to compass bearing based on aircraft direction. A runway numbering of 28 refers to a direction of 280 degrees. 28L refers to the left of 2 runways both at 280 degrees.

Examples of the OHFDA 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.

28L South OHFDA Pattern

