

DPEAG Bulletin No. 22

This bulletin is in reference to using a traffic pattern task to also count as a rectangular pattern.

It has been noted that some examiners, instructors and flight schools are considering the traffic pattern task to account for the same maneuver as a rectangular pattern task on flight checks. Examining the descriptions of these tasks revealed different criteria for evaluating each task. They are listed in separate Areas of Operation to begin with. The traffic pattern description indicates the applicant's ability to maintain an orientation relative to the runway. The rectangular pattern description describes maintaining an equal spacing between 4 separate sides of the rectangle. It is entered downwind at a 45 degree angle to one side of the rectangle. The entry into a traffic pattern can vary under different circumstances. Also the rectangular pattern requires an altitude tolerance of + or - 100ft throughout the maneuver. A + or - 10 knot speed tolerance as well. This would be difficult to do in a traffic pattern where the altitude and speed are constantly changing. The only common area in these two maneuvers is maintaining drift correction. With the wind not always on a direct line upwind or downwind in reference to the runway it becomes difficult to evaluate the rectangular pattern components. The traffic pattern objectives pertain more to the runway environment and associated elements. Also the traffic pattern altitudes vary at each airport especially at Gateway where the TPA is 1300 FT. Using this traffic pattern would not meet the PTS altitude criteria.

We feel that these are two separate maneuvers in description and outcome and cannot be considered as meeting the PTS criteria in each Task. We welcome any comments regarding this bulletin.

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