Tactical Departures

Spiral Departure:
Using Maximum Continuous Climb Power (IAW the Climb Torque Chart) with flaps up (0o), climb at best rate of climb speed (VY) while turning the aircraft to remain inside the secure area above or around the airfield. Use no more than 30 degrees of bank. If the aircraft cannot be kept in the secure area or obstacles are a factor, climb at best angle of climb speed (VX) while still maintaining no more than 30 degrees of bank. If able, climb to cruise altitude or an altitude above the threat before departing the secure area.

Low Departure:
Use the entire runway available in order to depart the secure perimeter of the airfield at the highest possible speed and at the highest altitude the threat will allow. Place the aircraft in a clean configuration as soon as possible after liftoff. Set Maximum Continuous Climb Power (IAW the Climb Torque Chart) after the aircraft is in a clean configuration. Once clear of the threat, immediately climb to cruise altitude.

Tactical Arrivals

Random Steep Approach:
Arrive overhead the airfield at an altitude above the threat, configured for landing (gear down, flaps 40o) at 120 Knots Indicated Airspeed (KIAS)). Begin the descent by placing the Power Control Lever (PCL) to Flight Idle and lowering the nose to approximately 20 degrees nose low. Monitor airspeed and adjust pitch to maintain no greater than 5 knots below maximum airspeed for the aircraft configuration. Maneuver the aircraft to arrive at a normal perch point for an idle power setting while remaining within the secure perimeter of the airfield. Fly the aircraft around the final turn and land.

Random Shallow Approach:
Descend from cruise altitude to the terminal area altitude while in a low threat area. Plan to be at the highest altitude the threat will allow, at the maximum continuous power setting, and in a clean configuration when entering the terminal threat area. Maneuver the aircraft to cross and remain within the secure perimeter of the airfield. Commence the slowdown by placing the PCL to Flight Idle. Configure the aircraft for landing as soon as the airspeed will allow using maneuver, idle power, and configuration to help slow the aircraft to final approach speed. Maneuver the aircraft to final and land using the same consideration for the touchdown point as in the Random Steep Approach.

Maximum Rate Descent Approach:
Descend from cruise altitude using the maximum descent rate maneuver (gear down, flaps up, and PCL at Flight Idle). Begin descent at a distance from the airfield corresponding to half of the altitude to lose (i.e., if you have 18,000 feet to descend, begin descent approximately 9 NM from intended landing point) and no slower than No Flap Reference Speed, accelerating to Vmo or 236 KIAS in the descent. The maneuver is based upon zero wind effect. Arrive over the terminal area and perform a Random Steep Approach, Random Shallow Approach, or VFR pattern procedure. Maneuver the aircraft to final and land using the same considerations for the touchdown point as in the Random Steep or Shallow Approach.