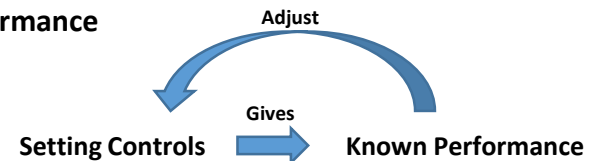


Control-Performance Method



"PAT Principle"

Power – Torque
 Attitude – Pitch & Bank
 Trim – Ail/Elev/Rudder

Airspeed **SRT**
 200 KIAS 30°
 150 KIAS ≈25°

Transitions

Airspeed – 5 KIAS prior
 Alt – 50'/100' ↓/200' ↑/10% VSI max ↑
 Heading – 1/3 AOB Rule of Thumb

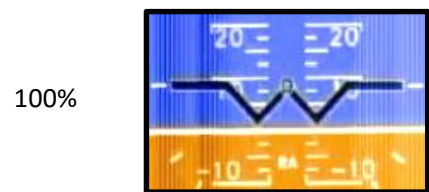
	Power	Attitude	Airspeed	VSI
Enroute Descent:	*10%	10° NL	220 KIAS	4,000 FPM
Terminal Descent:	*20%	5° NL	200 KIAS	2,000 FPM
	15%	6° NL	200 KIAS	2,300 FPM
	10%	7° NL	200 KIAS	2,700 FPM
	5%	8° NL	200 KIAS	3,200 FPM
	IDLE%	11° NL	200 KIAS	4,600 FPM

Controls

Power

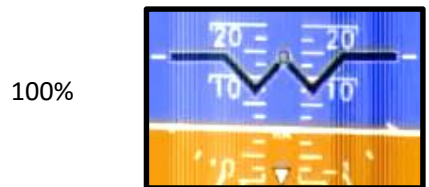
Attitude

Performance



Cruise Climb
180 KIAS/clean

8-10° NH (8° FTI)



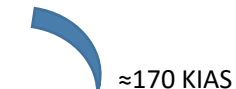
Max Rate Climb
140 KIAS/clean

15° NH

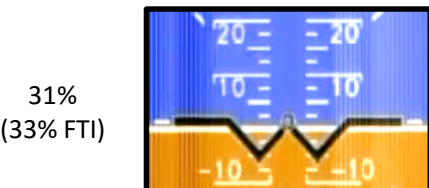


Normal Cruise
200 KIAS/clean

0° NH



Slow Cruise/Holding
150 KIAS/clean



2° NH (3° FTI)

Controls

Power

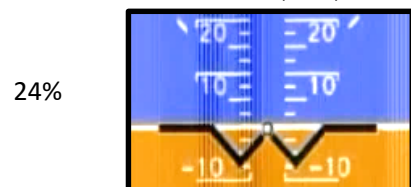
Attitude

Performance



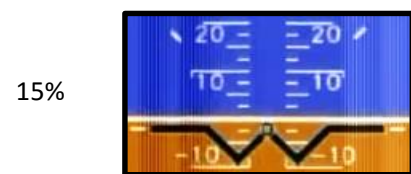
Basic App Config (BAC)
120 KIAS/Gear ↓/Flaps TO

2.5° NH (3° FTI)



Precision App Final
(ILS/PAR)
600 FPM ↓/BAC

0° NH



Non Precision App Final
(LOC, VOR, GPS, ASR)
800-1000 FPM ↓/BAC

2° NL (1° FTI)

Controls

Power

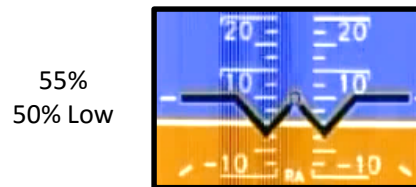
Attitude

Performance



S1 ↓ 1000 FPM
150 KIAS/clean

2° NL (0° FTI)



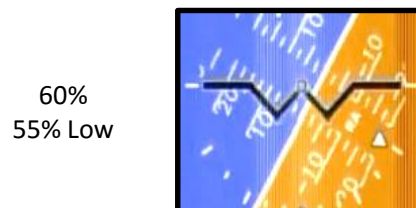
S1 ↑ 1000 FPM
150 KIAS/clean

6° NH



45° Steep Turn
150 KIAS/clean

3° NH



60° Steep Turn
150 KIAS/clean

5° NH (4° FTI)