

airspeed requires or for practice power-off landings (autorotation) and if local policy permits. Landings not to the runway must avoid the flow of fixed wing traffic.

**b.** A pilot may vary the size of the traffic pattern depending on the aircraft's performance characteristics. Pilots of en route aircraft should be constantly alert for aircraft in traffic patterns and avoid these areas whenever possible.

**c.** Unless otherwise indicated, all turns in the traffic pattern must be made to the left, except for helicopters, as applicable.

**d.** On Sectional, Aeronautical, and VFR Terminal Area Charts, right traffic patterns are indicated at public-use and joint-use airports with the abbreviation "RP" (for Right Pattern), followed by the appropriate runway number(s) at the bottom of the airport data block.

**EXAMPLE-**

*RP 9, 18, 22R*

**NOTE-**

**1.** *Pilots are encouraged to use the standard traffic pattern. However, those pilots who choose to execute a straight-in approach, maneuvering for and execution of the approach should not disrupt the flow of arriving and departing traffic. Likewise, pilots operating in the traffic pattern should be alert at all times for aircraft executing straight-in approaches.*

**REFERENCE-**

*AC 90-66B, Non-Towered Airport Flight Operations*

**2.** *\*RP indicates special conditions exist and refers pilots to the Chart Supplement U.S.*

**3.** *Right traffic patterns are not shown at airports with full-time control towers.*

**e.** Wind conditions affect all airplanes in varying degrees. Figure 4-3-4 is an example of a chart used to determine the headwind, crosswind, and tailwind components based on wind direction and velocity relative to the runway. Pilots should refer to similar information provided by the aircraft manufacturer when determining these wind components.