

Mountain Air

Takeoff and Landing Procedures

- The minimum vectoring altitude is 8000'. Plan to over fly the runway at that altitude and visually observe the runway. This way you can assess the cloud cover and visibility.
- Proceed to the city of Burnsville to the north of the runway at 8000' and start a spiral decent to 5500' over Highway 19 to insure maximum terrain clearance. With your waypoint set as 2NC0 select OBS and set 320 in your course selector to provide you an extended runway centerline for situational awareness to establish downwind leg. It will be difficult to see the runway at 5500'.
- Once established on downwind at 5500' make your radio call and slow the aircraft down, lower the landing gear, set approach flaps and fly a slightly wider downwind than normal.
- You will see a narrow valley to your right, followed by a wider valley running N/S. Plan your base leg turn at the second valley. Start a decent to 5000' and slow the aircraft down. You will just start to see the landing zone off to your right. Plan your final turn early using a low bank angle. Make your radio call.
- As you make the final turn, extend landing flaps and slow to 1.3 Vso. Make your final radio call and check landing gear down. Visually pick up the single cue VASI to the left of the runway. Use this to establish your glide path. Note the wind sock on the left. Maintain 1.3 Vso. As you approach the landing zone abandon the VASI and pick up a landing zone between the Numbers and the two perpendicular white lines across the runway. Go to idle as you overfly the end of the runway and execute a short field landing.
- If you do not touch down before the two white lines, execute an immediate GO AROUND and reenter downwind.
- On the Go Around smoothly apply full power while retracting landing flaps to a lesser setting. Retract the gear. Establish Vy and understand that due to the high DA you will have about half the SL climb rate if you are not turbo charged. Do not be too concerned about your climb rate because as soon as you clear the departure end of the runway, you will have instant altitude due to down sloping terrain.
- Prior to takeoff, if you are not turbo charged, lean your mixture to optimize power, Use as much runway as you can get. Line up with the centerline and insure your nose wheel is straight. Apply about half power with brake. After power is stable apply full power as you release brakes and control the yaw.
- Stay on the center line. The aircraft will accelerate slowly due to high DA. As you go down the slope of the runway, you will rapidly accelerate. As you reach Vr, slowly rotate and stay in ground effect to allow your aircraft to rapidly reach Vy.
- At Vy, start your climb. Stay on the centerline until passing the end of the runway. Start a slow turn to the left and fly out of the valley toward Burnsville and climb to 8000' for your departure over the terrain.