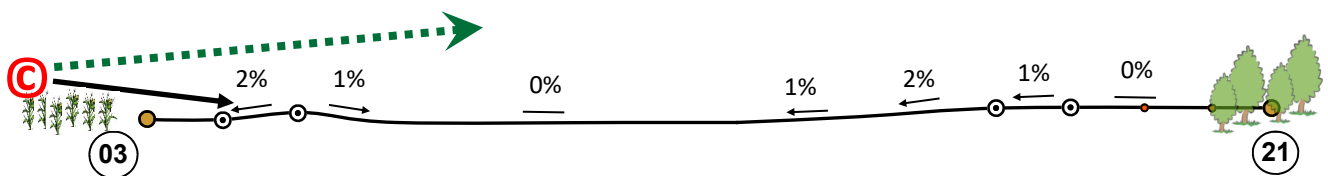
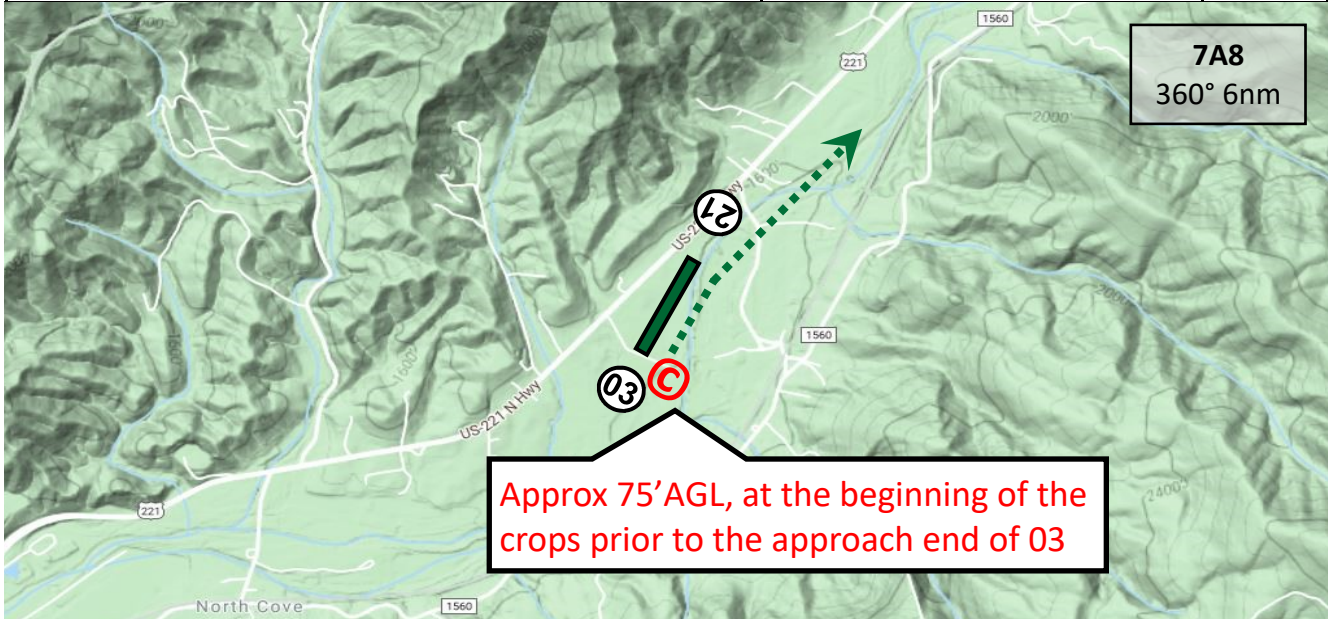


SPEC PROC	Runway 03/21	Elevation 1575 ft	Length/Width 1400ft/40ft Grass (thick)	TDZ Slope 03-2%Up, 21-1%Dn	Freq 122.9
Restrictions T/O 21 only, Weight, (PC6-2 way)		Landing Commit Airborne - Rwy 03	Takeoff Abort Perf Based	KCAS +5 = GPS @ 4000ft DA	
Weight Cessna: 3200#, Helio: 3500#, Porter: 2400kg			Wind No tailwind, landing 21		

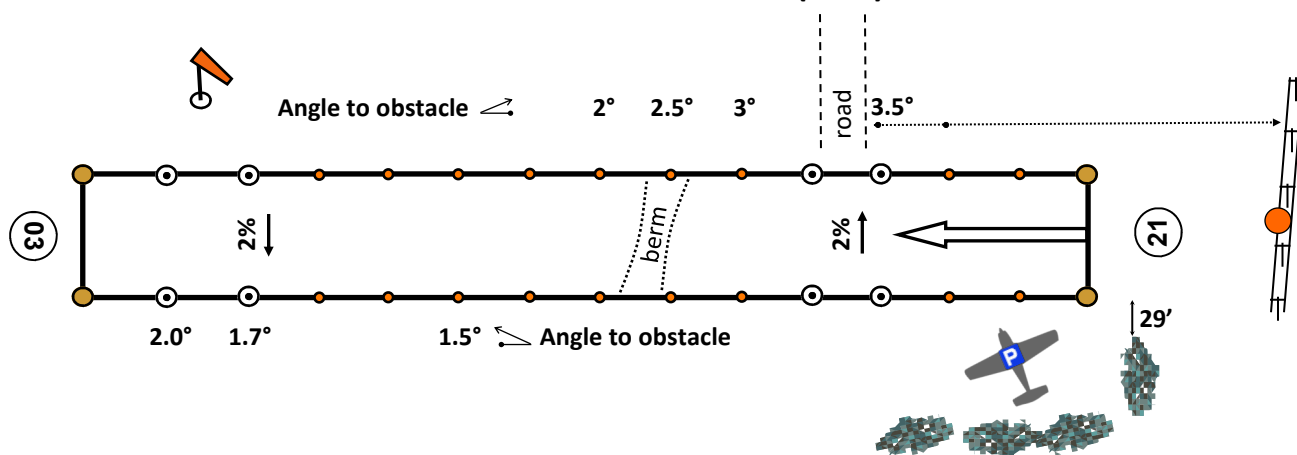


CAUTIONS: Arriving with 7A8 altimeter setting can cause altitude error. Options: call KMRN prior to departure, use GPS altitude or verify altitude passing a known point. Then confirm altitude on the ground. Undulations, high DAs, variable winds, slippery when wet. **No tailwind landings on Rwy 21 due to power lines.**

LANDING: Rwy Airborne commit: Approx 75' AGL at the beginning of the crops prior to the approach end of 03. [PC6 - no Commit] Caution, go around is an up valley climb into rising terrain.
MPLD: Rwy 03 = 866 ft
Rwy 21 = 733 ft

TAKEOFF: Engine failure, straight out, then fields along the departure path
75%: 1050 ft

BROWN INTERNATIONAL (BRN) INFO



Training: IPs will complete annual proficiency flying with another check airman at Brown. With each trainee an Opening New Runways survey less the drag will be completed prior to landing and an IP will demonstrate a go round and the first landing and takeoff. Orientees will fly patterns to proficiency prior to solo.

Remarks:

1. An observer with a radio and a vehicle is required to be on site to operate at this airfield.
2. Altimeter setting between 7A8 and Brown can vary significantly. Either call KMRN AWOS (828.757.0788) prior to departure, use GPS altitude or confirm altitude passing a known point until setting can be confirmed on the ground.
3. Use caution for power lines under the approach to Rwy 21 necessitating a displaced threshold.
4. Takeoff only on Rwy 21. (PC6, 2 way)
5. The surface undulates which can cause the aircraft to become airborne before it is ready to fly. On Takeoff from Rwy21 caution for berm @ 600'.
6. On takeoff from Rwy 21 there is high terrain ahead. Cross check the airspeed to confirm correct pitch attitude on climb out.
7. Because of undulations the 206 may experience less braking effectiveness.
8. Early morning wind is down valley (tailwind for takeoff). Later in the morning there is a tail wind for landing Rwy 03. Midday heating causes swirling wind currents and turbulence.
9. Tailwinds can contribute to a significant loss of take off and climb performance.
10. The runway will be maintained to ISJAO 8.3.1 Standards. One wind indicator will be required. The airfield is closed to JAARS training and the owners will be consulted if these standards are not met.

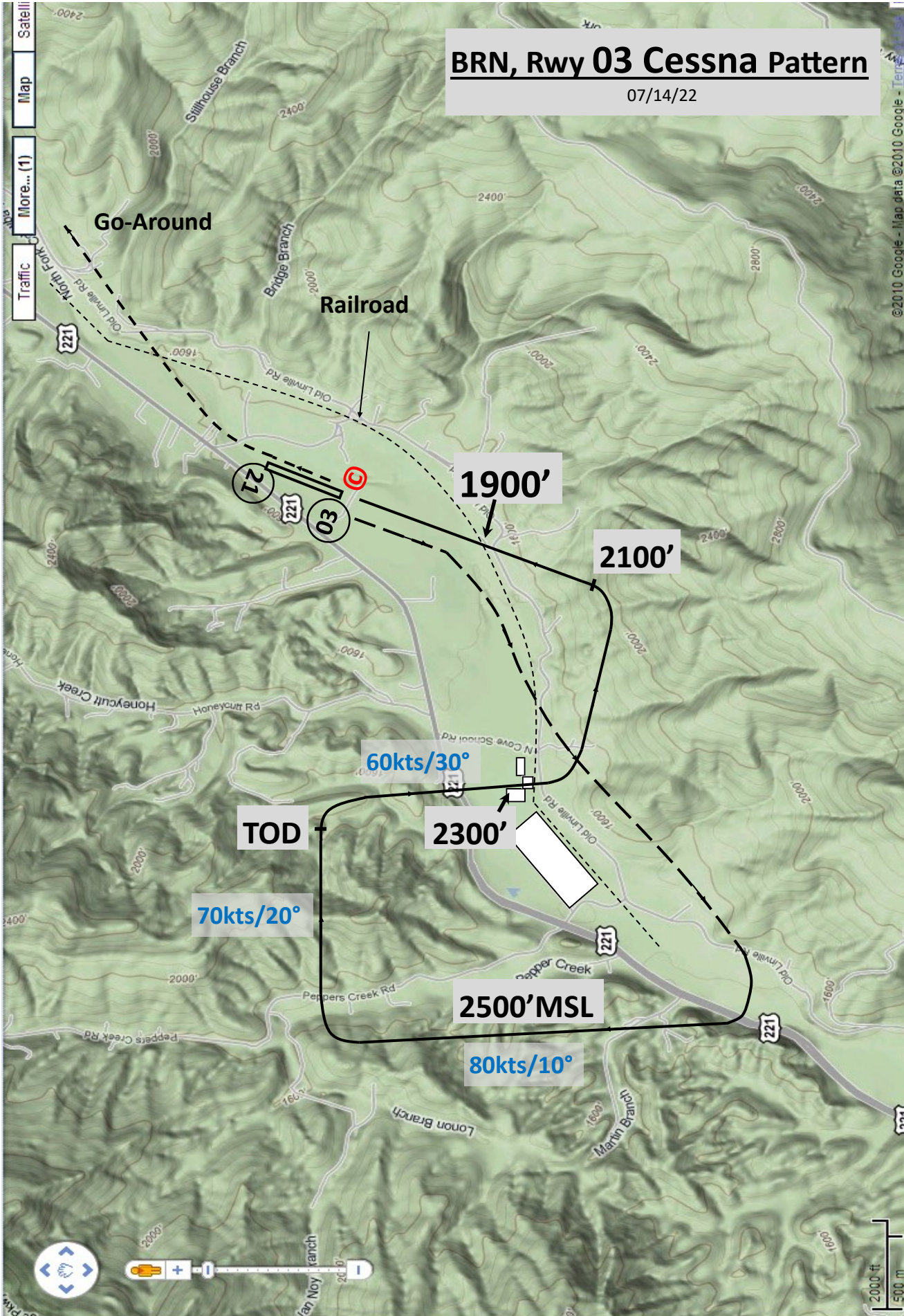
Cautions During Solo: You do not have to land. Consider a low approach/go around to assess the winds and/or runway conditions. It can be slippery when wet; avoid locking up the wheels after touch down by "pulsing" the brakes.

Contacts: Mr. Fred Brown, Marion, NC

PR Considerations: Call Mr. Brown to agree on a plan for having the airport mowed.

BRN, Rwy 03 Cessna Pattern

07/14/22

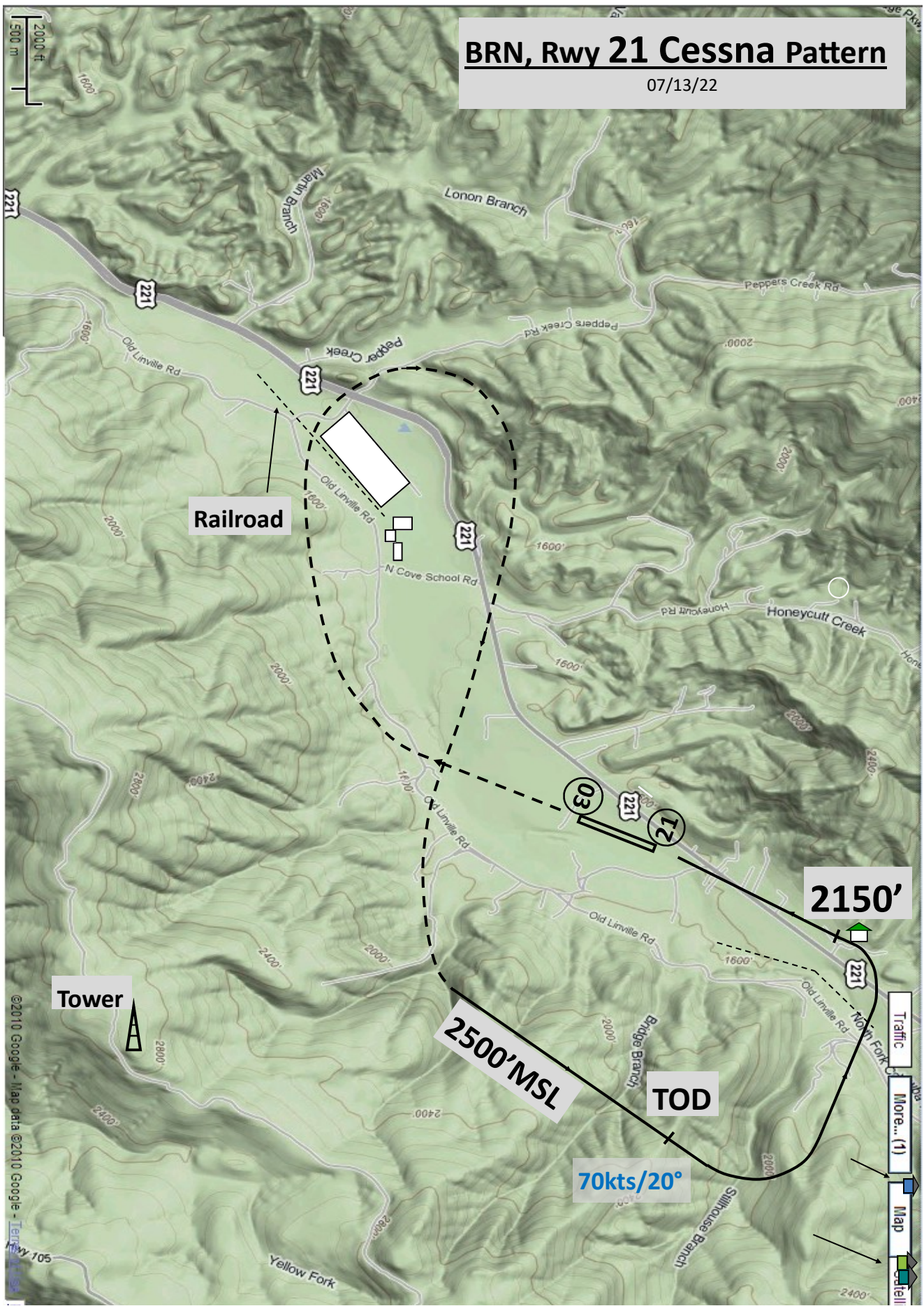


Traffic More... (1) Map Satellite

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BRN, Rwy 21 Cessna Pattern

07/13/22



Railroad

Tower

2500' MSL

TOD

70kts/20°

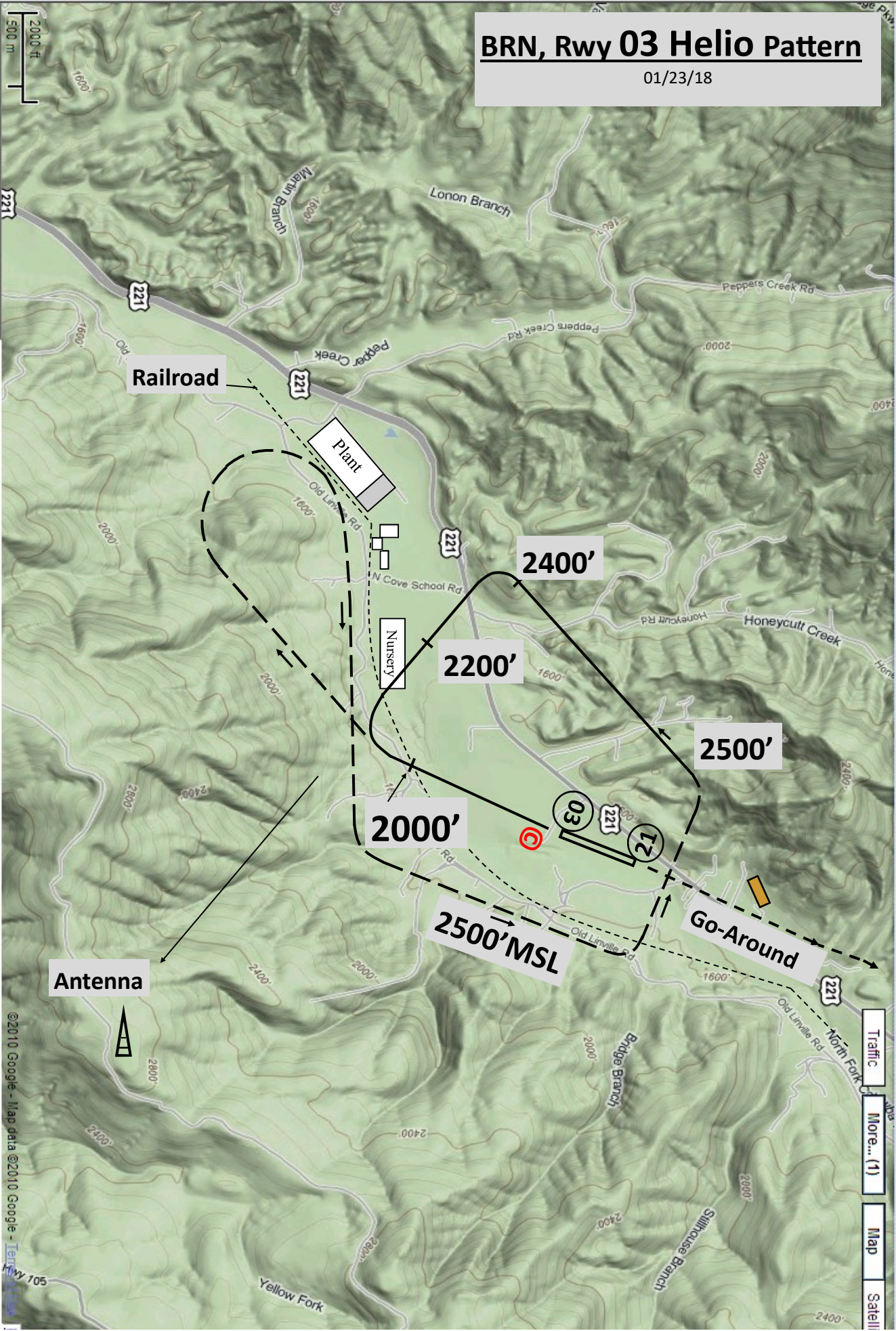
2150'

Traffic
More... (1)
Map
Call

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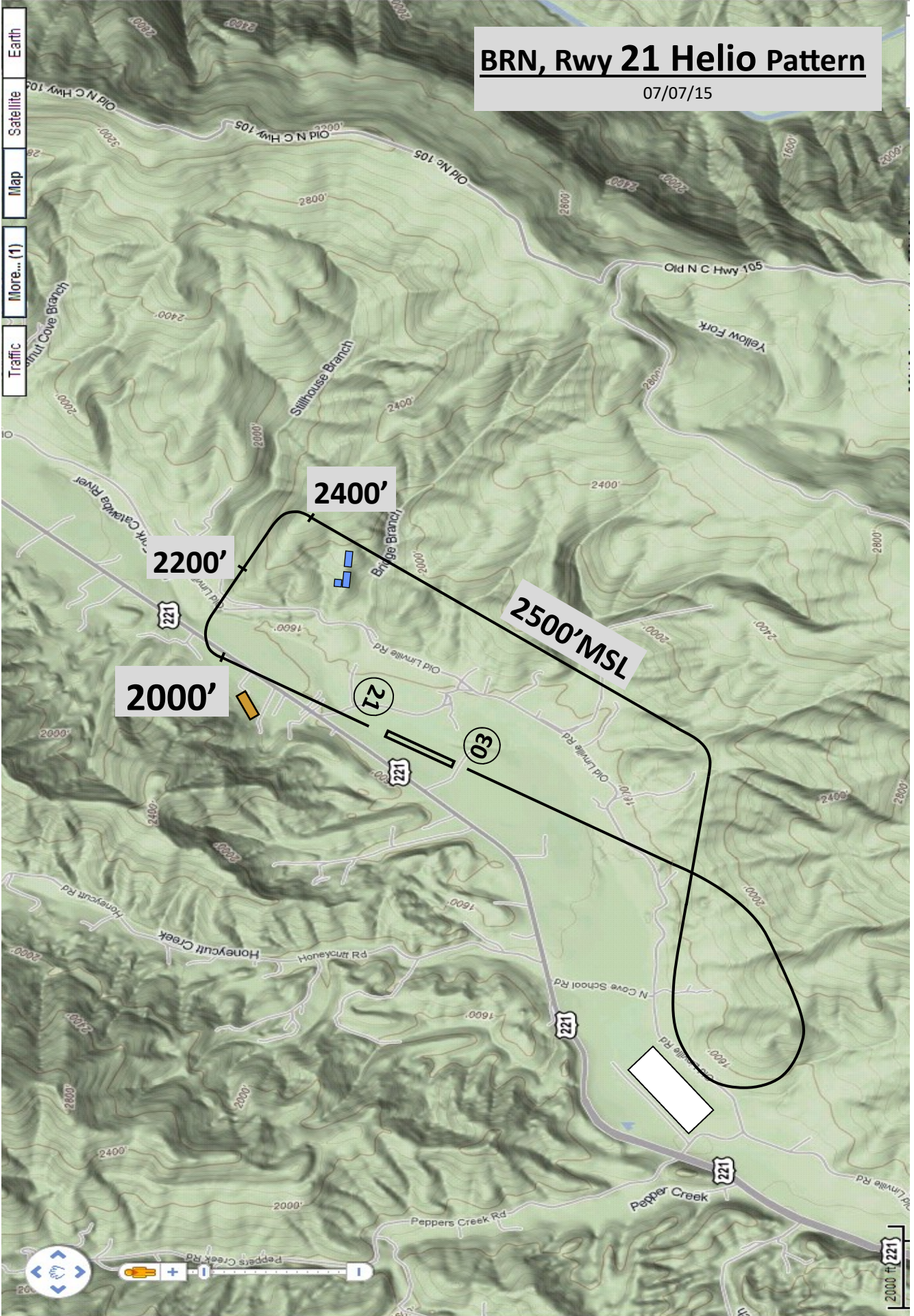
BRN, Rwy 03 Helio Pattern

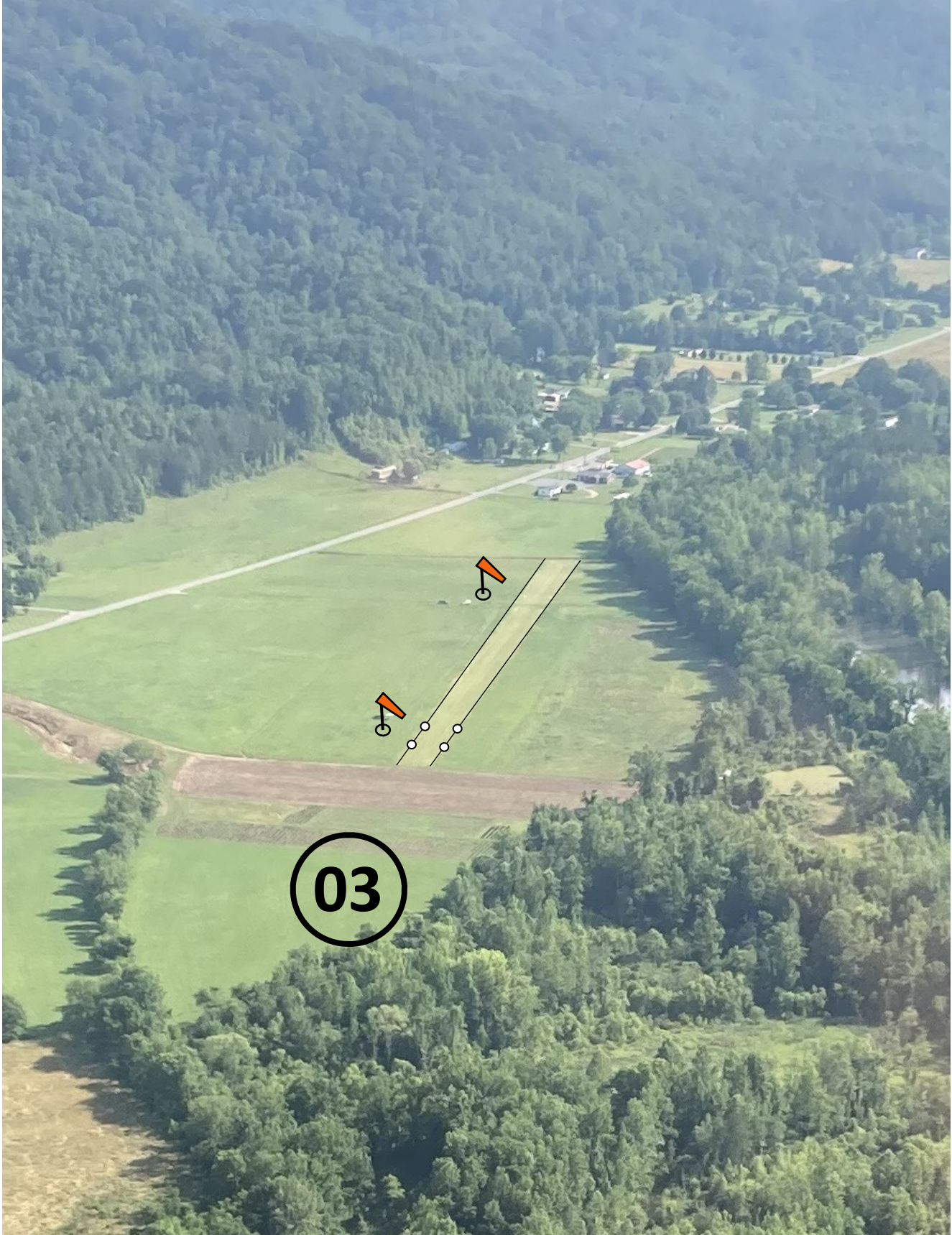
01/23/18



BRN, Rwy 21 Helio Pattern

07/07/15





03



21