



Revision	Date
R-12	12/25/24

Collision Avoidance/Traffic Pattern Procedures [141.93(a)(3)(viii)]

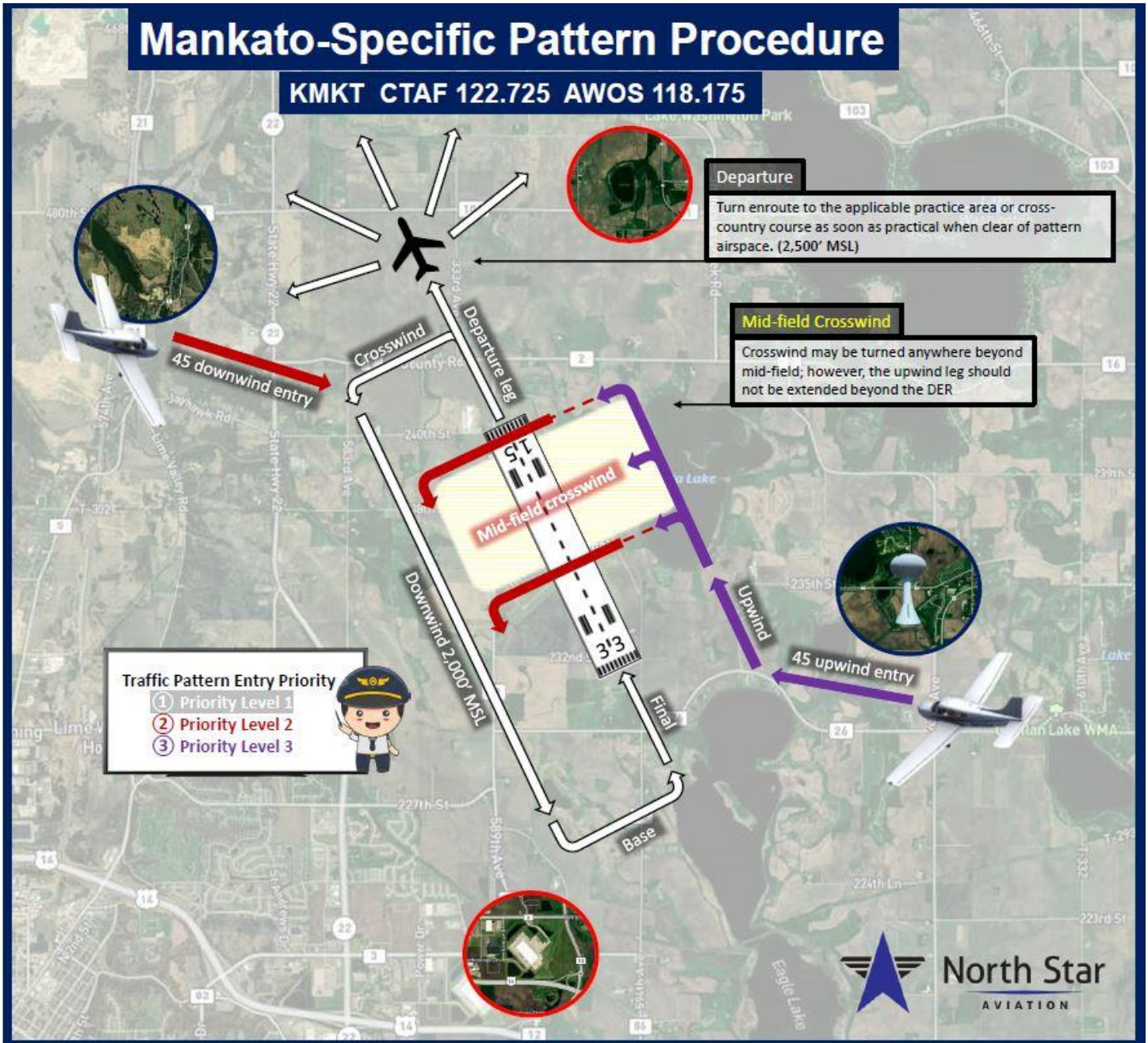
- The following traffic pattern procedures must be used to avoid a collision:
 - Scan in all directions prior to any turn
 - Switch on all lights within 10NM of the airport (day and night)
 - Adhere to FAR 91.113 right-of-way rules
 - Make standard radio calls, beginning 10NM from the airport when inbound
 - Adhere to strict sterile cockpit rules; instruction might have to cease in order to hear the radios
 - Radio calls will be made with brevity in mind
 - AOPA ATC Communication Course
 - *Say it right: Mastering Radio communications -AOPA*
- **Mankato-specific pattern procedures** include the following:
 - Solo student pilots will use the call sign “Solo” whenever a position report is made (e., “MINNSTATES7Solo”)
 - Enter the pattern on a 45° to Downwind (same side) or a 45° to Upwind (opposite side.) Entry to these legs for runways 15 and 33 will begin over the Quarry or Madison Lake. Runways 04 and 22 will begin over the Walmart Distribution Center or the Pond just West of the Northwest corner of Lake Washington (See picture on next page).
 - The Downwind leg should be entered abeam the numbers on the DER*, and the Upwind leg should be entered abeam the numbers on the AER**.
 - Aircraft established in the traffic pattern (Downwind, Base, Final, or Crosswind) have the right-of-way over aircraft entering the pattern. Traffic on the 45° Downwind has the right-of-way over traffic on the Upwind and 45° to Upwind.
 - Pilots established on the Upwind leg must use sound aeronautical decision making to decide when to turn crosswind. **Crosswind may be turned anywhere beyond mid-field; however, the upwind leg should not be extended beyond the DER.** Caution must be used to avoid departing aircraft.
 - If added spacing is needed traffic, will depart the pattern and re-enter on the appropriate entry leg. At no time will a 360° maneuver be performed in the pattern.
 - Avoid extended downwind legs over 2.5NMs***. If a conflict arises on the downwind, break out and re-enter on the 45° downwind.
 - Flight school traffic will use best judgment to make way for corporate traffic.
 - If the conflict arises on the base leg plan to fly a low approach and continue with the pattern.
 - If the TCO calls for an Instrument Approach the instrument traffic will have the right of way over other VFR traffic in the pattern.
 - 45° Upwind is **not** permitted at airports other than KMKT
- **Mankato-specific pattern departure** procedures:
 - All North Star Training flights will adhere to the AIM specified pattern departure procedure.
 - Depart the pattern either straight out (runway heading) or 45° to the left of runway heading (e.g., heading 285° when departing runway 33).
 - Turn enroute to the applicable practice area or cross-country course as soon as practical when clear of pattern airspace. (2,500’ MSL Recommended)
 - Continue climbing until reaching 3,000’ (There is no need to fly runway heading to 3,000’. Traffic returning from practice areas will be at 2,000’, so continuing to climb to 3,000’ until in the practice area will provide separation.)

*-Departure end of Runway

** - Approach end of Runway

*** - Distance Based on GPS center of Airport

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*The Quarry entry point is a topic of extreme confusion. When in doubt, remember this is still a 45° entry. The large quarry in Kasota, is a very visible point from the air; however, flying over this quarry sets the pilot up for an extended downwind rather than a 45° angle.

*Pro Tip- If you have the overlay in Foreflight you can plot a point over the desired entry point, send the flight plan to the G1000, and use the GPS to go direct to the proper point.