

## Performance Characteristics

### LAUNCH/RECOVERY

The Aerostar UA uses a runway/strip for takeoff and landing. Engine startup and systems checks may be performed at a variety of locations on the airport/airfield. Following engine warm up and system checks the Aerostar is transported to the takeoff location using a dolly pulled by a vehicle. The Aerostar UA is removed from the dolly and manually situated at the appropriate location on the runway/strip or taxiway for the takeoff sequence.



The external pilot (EP), located besides the runway/strip, maintains visual contact with the Aerostar UA once it is removed from the dolly. After the EP is satisfied that all flight systems are operating satisfactorily the EP coordinates with the internal pilot (IP) for takeoff authorization. The EP maintains visual contact with the Aerostar UA during the takeoff sequence and until flight control is transferred to the IP. Following lift off from the runway/strip, for flights that are planned for beyond visual line of sight range, the EP operates the Aerostar UA in close proximity to the airport/airfield until the EP determines that all flight control systems are continuing to operate satisfactorily and then transfers flight control of the Aerostar UA to the IP when the IP is ready to assume flight control.



For the recovery process, flight control of the Aerostar UA is transferred from the IP to the EP pilot after the EP makes visual contact with the Aerostar UA and has informed the IP that he/she is ready to assume flight control of the Aerostar UA. Thereafter, the EP controls the Aerostar UA during the approach and landing. After landing the Aerostar is loaded on the transportation dolly and transported off of the runway/strip

