

# Roundtable: Your Own Risk into Montgomery

- There really shouldn't be any embarrassment in telling your friend to pick you up at a different airport. (Mark)
- The fact that Runway 28R is open for taxi is evidence the runway is clear. That, plus checking it with an overflight, makes it equal in (minor) risk to landing on an unlit runway. (Paul)
- Seeing and avoiding an object left on the runway is much easier at taxi speed than landing speed. (Wally)
- Do you know what your insurance company says about landing on an unlit runway, or a closed runway? Probably not. (Bob)
- An unlit runway isn't that different than many poorly lit uncontrolled airports, and you can always go around if you don't like how the landing is progressing. (Catherine)
- Landing without runway edge lights is no big deal, even if you haven't done it in a while. (Wally and Mark)
- It's not just seeing where the runway begins. You can't see where this unlit runway ends, and it's only 3400 feet long. (Bob)

*"This shows the stinking heap that the NOTAM system is." — Paul*

- There's no reason to change anything in your approach and landing. Once you're at flare altitude, you have the landing light to judge your height on landing. (Mark)
- There's no need to file an ASRS report, or otherwise be concerned, after landing in the dark on the closed runway so long as nothing goes wrong. (Paul)
- You should file an ASRS report—not for CYA—but for other pilots who might make the same mistake. This is a safety issue. (Mark)
- Isn't every landing "at our own risk"? (Wally)
- Practicing landing without runway lights or without a landing light could be considered "careless and reckless" if something goes wrong—even if it is good training. Take an instructor for insurance. (Paul and Mark)
- There's no problem asking for a closed runway to be opened for you, or even to depart or land at your own risk, if you feel the need, such as a super strong crosswind on the other runway. (Wally and Paul)

## CHOICES BY EXPERT

Mark .....	1*
Elaine .....	1
Catherine.....	1
Paul.....	2
Wally.....	1
Bob.....	4
(*Choice with a caveat)	

**1**

Land Rwy 28L without runway lights. Tower seems fine with this.

**2**

Notify Tower that you intend to land on Rwy 28R "at your own risk."

**3**

Notify Tower that you intend to land on Taxiway H "at your own risk."

**4**

Divert to San Diego International (KSAN), which is near your friend's place, even though you haven't prepared for landing there.

**5**

Divert to Gillespie (KSEE), and give your friend the bad news about a long drive to get you.