

ASEL

Pre-Takeoff Emergency Briefing

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Wind Direction
 Known Obstructions
 Good Options/Bad Options
 Runway Abort Point
 Decision Height/Altitude
 Climb Speed/Glide Speed

1. **Takeoff Roll**
 Power to idle
 Maintain directional control
 STOP
2. **Runway Remaining**
 Pitch down
 Power to idle
 Land straight ahead
3. **Initial Climb (below DH)**
 Pitch down, Establish best glide
 Land in widening pie slice
 Into the wind - Say direction: _____
4. **Departure Climb (above DH)**
 Pitch down, Establish best glide
 Best landing spot
 Into the wind - Say direction: _____
 (Crack open doors), Systems OFF

Wind

Turning into the wind keeps you in closer proximity to the airport. Turning into the wind also minimizes forces during a crash landing. Before you depart, determine which direction you will turn.

Known Obstructions

Determine them in advance and visualize where they are. These are areas to avoid and may influence the direction in which you turn.

Good Options/Bad Options

Determine your options while you're still on the ground. At your home airport, have these picked out and know them like the back of your hand.

Runway Abort Point

Pick a landmark such as a taxiway or building.

Decision Height/Altitude

Determine the height at which you can turn at least 180 degrees, without power, in either direction and still have adequate room for a straight-ahead, controlled landing. If you have not calculated this, use 1000 feet AGL.

Climb Speed/Glide Speed

Determine your best glide speed. Select your climb speed. Steeper climbs should be considered on shorter runways.