ASEL

Pre-Takeoff Emergency Briefing

V1.00

REVIEW

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.