

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.