VFR

Ramp Briefing Research

Note the following from airport info:
- Field elevation MSL, and any takeoff concerns because of that
- Pattern altitude MSL, especially if non-standard
- Turn-on-course altitude in MSL (usually 700 or 1000 AGL)
- Key frequencies (Ground/Tower/Departure or CTAF and nearest FSS)

Call phone number, or listen with portable, to the ATIS/ASOS.

Open runway diagram or aerial view, such as Google Earth and note:
- Likely route to departure runway, or other runway you might request
- Wind direction for taxi
- Best spot for runup
- Length of departure runway
- Other issues with departure runway (surface, slope, obstacles, etc.)
- Landmark for takeoff abort point
- Emergency options within 30° of departure heading for low-altitude abort

Summary Review

My preferred departure runway is: <runway number>

My likely path to departure runway is: <taxiways and runway crossings>

I'll run up at: <position or landmark>

Turning onto the runway, I will check:
RPM/MP is: <correct static RPM, or full RPM and correct MP>
Engine instruments: GREEN
Airspeed: ALIVE
Centerline of Runway: CENTERED
Takeoff committed before abort point of: <prominent landmark>

Below <700 or 1000 AGL> MSL I will:
nose down and turn: <left/right/straight ahead>

Above <700 or 1000 AGL> MSL, and only as appropriate, I will:
turn to <on course heading>
and climb to <on course altitude>

IFR

Ramp Briefing Research

Note the following from airport info:
- Field elevation MSL, and any takeoff concerns because of that
- Likely/required departure procedure (starts no lower than 400 AGL)
- Key frequencies (Clearance/Departure, and Ground/Tower or CTAF)
- Best emergency return instrument approach (might be a different airport)

Call phone number, or listen with portable, to the ATIS/ASOS.

Open runway diagram or aerial view, such as Google Earth and note:
- Likely route to departure runway, or other runway you might request
- Wind direction for taxi (reminder to do instrument checks on taxi)
- Best spot for runup (reminder to test autopilot if applicable)
- Length of departure runway
- Other issues with departure runway (surface, slope, obstacles, etc.)
- Landmark for takeoff abort point
- Emergency options within 30° of departure heading for low-altitude abort

Summary Review

My preferred departure runway is: <runway number>

My likely path to departure runway is: <taxiways and runway crossings>

I'll run up at: <position or landmark> and load the <emergency approach>

Turning onto the runway, I will check:
RPM/MP is: <correct static RPM, or full RPM and correct MP>
Engine instruments: ALL GREEN
Airspeed: ALIVE
Centerline of Runway: CENTERED
Takeoff committed before abort point of: <prominent landmark>

Below <400 AGL> MSL I will:
nose down and turn: <left/right/straight ahead>

Above <400 AGL> MSL, and only as appropriate, I will:
turn to <initial departure procedure heading>
and climb to <initial departure procedure altitude>
the subsequent departure task is: <heading/alt/navaid/fix/time>

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Summary Review

My preferred departure runway is:

My likely path to departure runway is:

I'll run up at:

Turning onto the runway, I will check:
RPM/MP is:
Engine instruments: GREEN
Airspeed: ALIVE
Centerline of Runway: CENTERED
Takeoff committed before abort point of: <prominent landmark>

Below MSL I will:
nose down and turn:

Above MSL, and only as appropriate, I will:
turn to
and climb to

IFR

Ramp Briefing Research

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Engine instruments: ALL GREEN
Airspeed: ALIVE
Centerline of Runway: CENTERED
Takeoff committed before abort point of:

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and climb to
the subsequent departure task is: