VFR

IFR

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: <a>
runway number>

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

Turning onto the runway, I will check:

RPM/MP is: Engine instruments: GREEN Airspeed: ALIVE Centerline of Runway: CENTERED Takaeff committed before abort a cist of committee to a bort

Takeoff committed before abort point of: <prominent landmark>

Below <700 or 1000 AGL> MSL I will: nose down and turn: ">www.eleft/right/straight-ahead>

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

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 $^{\circ}$ of departure heading for low-altitude abort

Summary Review

My preferred departure runway is: <a>

<u>states</u>

My likely path to departure runway is: <a>

 <a>

I'll run up at: <a>

<u>specification or landmark></u> and load the <a>

<u>specification or landmark></u> and load the <a>

<u>specification or landmark></u>

Turning onto the runway, I will check:

RPM/MP is: <u><correct static RPM, or full RPM and correct MP></u> Engine instruments: ALL GREEN Airspeed: ALIVE Centerline of Runway: CENTERED

Takeoff committed before abort point of: <a>prominent landmark>

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

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: weading





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- 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:

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

Above

MSL I will: nose down and turn:

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

and climb to

Note the fo - Field elev - Likely/red - Key frequ - Best emer	Ramp Briefing Research llowing from airport info: ation MSL, and any takeoff concerns because of that juired departure procedure (starts no lower than 400 AGL) encies (Clearance/Departure, and Ground/Tower or CTAF) gency return instrument approach (might be a different airport) number, or listen with portable, to the ATIS (ASOS
Open runw - Likely rou - Wind dire - Best spot - Length of - Other issu - Landmark - Emergend	ay diagram or aerial view, such as Google Earth and note: e to departure runway, or other runway you might request ction for taxi (reminder to do instrument checks on taxi) for runup (reminder to test autopilot if applicable) departure runway es with departure runway (surface, slope, obstacles, etc.) for takeoff abort point y options within 30° of departure heading for low-altitude abort
	Summary Review
My preferr	ed departure runway is:
My likely p	ath to departure runway is:
l'll run up c	t: and load the
Turning ont RP/ Eng Air Ce Tak	the runway, I will check: //MP is: peed: ALIVE terline of Runway: CENTERED eoff committed before abort point of:
Below	MSL I will:
	· · · ·

Above MSL, and only as appropriate, I will: turn to and climb to the subsequent departure task is:

nose down and turn:



