

- This airplane's synthetic vision provides an "ace in the hole" for a rapid return in IMC if continuing is simply not an option. **(Bruce)**
- Be sure to look around (maybe using aerial images) before takeoff for a forced landing site, especially if you're departing into IMC. **(Bruce, Tom, JP)**
- You could load approaches to different airports for different diversions after takeoff using the flight plan catalog. **(Mark)**
- My personal minimum is a 500-foot ceiling with a single-engine piston. **(JP)**
- I don't set a hard minimum for a single-engine piston because it depends on familiarity and the other equipment the airplane has to help deal with a problem on takeoff. **(Bruce)**
- The localizer approaches to Watsonville or Monterey have you over the water at lower altitudes and for longer stretches than you'll actually be on this departure. **(John)**
- City or urban areas, or rough terrain, are a worse option after takeoff than open water. **(John, Dave, Bruce)**

"I think we've got to be honest with ourselves as pilots that there are certain phases of flight where we don't have a good answer for what we're going to do [with an engine failure]." — Dave

- The controller you're talking to over the phone when you get your clearance to depart isn't the one who will first see you on the scope. But the person on the phone can talk to the person who will be your first controller when airborne to coordinate a plan. **(John)**
- Controllers in this area must get this request from pilots all the time. They will turn you as soon as practical. And if they don't and you're VMC on top, you could always cancel IFR and turn back over land. **(Dave)**
- If you were departing a towered airport, there would be more flexibility in coordinating a departure where you could be turned toward shore. **(John)**
- More important than the return here is solid instrument skills when you'll be IMC soon after takeoff. **(Bruce, Mark)**

EXPERT CHOICES

1 Bruce, Dave, Mark

1* Tom, John

5 JP

* Choice with a caveat

CHOICE 1	CHOICE 2	CHOICE 3	CHOICE 4	CHOICE 5
Keep the RNAV (GPS) Rwy 13 for Salinas (KSNS) loaded. Accept the clearance as is.	Load the ILS 10R for Monterey (KMRY). Accept the clearance as is.	Load the RNAV (GPS) Rwy 2 for Watsonville (KWVI) even though it's below minimums. Accept the clearance as is.	Tell ATC you'll wait until the WATSONVILLE 4 is available. Try again in 15 minutes.	Taxi back and wait for the Watsonville (KWVI) weather to improve.