



Safety Briefing Guide



Developed In Partnership With



In-Flight

TAKEOFF

- Runway conditions and slope
- Wind
- Obstructions
- Takeoff direction
- Traffic awareness and deconfliction
- Type of takeoff (short field, soft field, flaps, etc.)
- Expected takeoff distance
- Takeoff abort point
- Abort actions

CLIMBOUT AND DEPARTURE

- Expected climb performance
- Obstructions
- Climb altitude and special departure route before turning enroute
- Initial enroute heading and altitude
- Emergency options
- Be noise sensitive

NOTES:

EN ROUTE

- Route of flight
- Terrain elevation; notable peaks
- Minimum obstruction clearance altitudes
- Planned altitudes
- Towers; hazards
- Expected fuel performance
- Fuel management plan (tank switch, timers set, etc.)
- Frequencies
- High traffic areas
- Emergency airfields; landing locations
- Winds
- Sun angle
- Abnormal conditions: white out; turbulence

ARRIVAL AIRFIELD REVIEW

- Prominent airfield landmarks (GPS coordinates?)
- Airfield layout, runway direction, slope
- Type of airfield and expected condition
- Location of wind indicators
- Obstacles
- Nearby terrain
- Unusual wind patterns or terrain impact on winds
- Visual illusions
- Frequencies
- Traffic awareness and deconfliction
- Potential areas short/long of runway if needed

OVERALL FLIGHT OBJECTIVES

- Flying to or from canyon strip; sightseeing enroute

MANDATORY EQUIPMENT

(Based on Objectives)

- Water, food, clothing, camping
- Tiedowns & control lock
- Personal Locator Beacon (PLB)
- Survival bag & vest with key items
- Aircraft maintenance grab bag
- Extra batteries for electronics
- Spare keys (aircraft; car)
- Medicine
- Firearms & bear spray (sealed container)

WEATHER

- Departure: ceiling, vis, temperature, winds, density altitude
- En route: ceiling, vis, winds, turbulence, temp/dewpoint spread
- Arrival: ceiling, vis, temperature, winds, density altitude

NOTAMS AND SUA

- TFRs
- Departure
- Enroute
- Arrival

AIRCRAFT PREFLIGHT

- Parking apron/area conditions
- Walk taxiway and runway for objects/holes
- Determine useable runway length
- Determine climb performance & obstructions
- Consider topography and special departure route

START

- Be noise sensitive
- Prop wash awareness
- Radio frequency

TAXI

- Airfield review: runway, parking, taxi routes
- Hazard or soft areas; blind areas
- Traffic awareness (pattern; other taxiing aircraft)
- Wind indicators
- Taxi route
- Run-up areas
- Power/prop wash sensitive areas

Destination

AIRFIELD ASSESSMENT PROCEDURE

- Announce arrival
- Standard is left-hand pattern unless overflying camping; sensitive areas. Pattern may be dictated by topography, obstructions
- Fly overhead, 300 ft above pattern altitude, midfield, perpendicular to runway, if able. (If not, fly straight down runway at pattern altitude)
- Standard pattern altitude is 1,000 ft AGL
- Descend to pattern altitude on upwind; fly crosswind, then downwind
- Assess:**
 - Runway condition
 - Slope
 - Wind indicators
 - Obstructions
 - Emergency areas (short/ long of runway)
 - Other traffic in area or on ground
 - Go-around areas and flight path
 - Taxi and parking areas

LANDING

- Runway direction
- Type of landing (shortfield, over obstacle, etc.)
- Expected weight and pattern speeds
- Expected landing distance
- Go-around decision point
- Emergency options

TAXI IN

- Route
- Direction
- Hazards
- Prop wash - sensitive areas and camp sites

PARKING

- Area
- Hazards
- Sun and wind impact

SHUT DOWN

- Master Off
- Close flight plan
- Notify friends/family
- Tie down