

DEPARTURE BRIEFING

1. ATIS
2. ATC Route clearance
3. Runway in use
4. Instrument departure route (SID)
5. Cleared Altitude, transition altitude
6. NAV set (NAV1/2, V/LOC, DME, ADF, GPS, Squawk)+ident.
7. COM Frequency after T/O

T/O BRIEFING

1. Rotation speed is KIAS, initial climb speed is KIAS
2. In case of engine failure below rotation speed
Throttle idle, brakes
3. In case of engine failure above rotation speed
-sufficient RWY remaining:
pitch down, gear down, land straight ahead
-insufficient RWY remaining:
speed KIAS, pick up landing area, gear down, full flaps, land
4. Opposite landing not below 800ft AAL (=xxxxft MSL)

HOLDING BRIEFING

1. Holding at [Nav aid/fix] with R/L Turns
2. Entry procedure
3. Inbound track
4. Outbound track
5. Abeam QDR, Gate QDR, Check Heading
6. Outbound time or distance
7. Set Inbound track to NAV1 (+identify FRQ)
8. Wind correction
9. Minimum Holding Altitude (MHA)
10. Holding power

APPROACH BRIEFING

1. ATIS
2. Clearance Limit
3. Type of approach + runway for landing (circle to land)
4. Minimum sector altitudes (25 NM around Nav aid)
5. Final approach track, final approach starts at
6. Altitudes (Initial app, Intermediate app, outermarker, DA/MDA)
7. Approach termination, MAPt at
8. Missed approach procedure
9. NAV set (NAV1/2, V/LOC, MKR, DME, ADF, GPS)+ident.
10. Configuration on final

IMC:

1000 ft AAL fully established + final approach configuration

VMC:

500 ft AAL fully established + final approach configuration

OUTERMARKER / BEACON CHECK

- | | |
|---|--|
| T | Time |
| A | Altitude/QNH |
| M | Minimum (DA, MDA) |
| A | Approach speed vs. Power / Configuration |