

# **VFR Briefs**

## **S.A.F.E.T.Y. Brief**

**Seat Belts:** Seats belts buckle from left or right shoulder across your body into the clasp. To make sure the belt is secure, firmly pull on the belt once clasped to confirm that it is fastened. To unbuckle, push the red button and pull the belt away from your body. Seat belts must be fastened for Taxi, Takeoff, and Landing.

**Air Vents:** We have two air vents located on the front panel, and four in the back of the aircraft. To open and close, twist left and right. To move airflow, move the vent in the desired direction. We also have two windows, located on the left and right of the cockpit. To open, twist the knob past the 9 or 3 o'clock position. To close and latch, twist the knob to the 12 o'clock position.

**Fire Extinguisher:** The fire extinguisher is located behind the front right seat of the aircraft. To use the fire extinguisher, we would use the P.A.S.S. method. P - pull the pin, A - aim at the base of the fire, S - squeeze the handles together, S - sweep left to right.

**Emergency Exits:** We have two emergency exits on board. Both are unlocked, but that does not mean that they are unlatched. The first exit being the rear door. To open the rear door, pull the red horizontal lever towards you, then lift the red vertical lever and push up. If that does not work, pull the red handle on the top of the canopy. This will release the locking pins holding the door hinge in place, and allow the door to open freely. DO NOT pull the lever unless absolutely necessary. The other exit is the front canopy. To open the front canopy, pull the red horizontal lever towards you and push up. If this does not open the canopy, we have a window breaker located under the front right seat.

**Traffic:** If you see any traffic, whether on the ground or in the air please let me know. I would rather you tell me, and I already see it, than you not tell me and I don't see it.

**Your Discretion:** Address anything passengers may be concerned about, as well as ask if there are any further questions they may have.

## **Taxi Brief**

Today our aircraft is on the North Ramp. We will be taxiing to our runup location on the De - Ice Pad via Taxiway A and holding short of A4. After the runup, we will proceed to runway 33 via Taxiway A after obtaining clearance from Aspen Ground.

## **Departure Brief**

The threats that I see right now include \_\_\_\_\_.

Do you see any that I missed?

Today we are in N\_\_\_\_\_ and we are taking off runway 33 (departing downvalley/remaining in the pattern.)

If we have engine failure during takeoff we will abort the takeoff and taxi back to the ramp.

If we have engine failure below 9300' we will find a field to land the plane in.

If we have engine failure above 9300' we will circle back to the airport and land runway 15.

In the event of an emergency I will be Pilot in Command and have control of the aircraft.

Any questions?

## **Approach Brief**

The threats that I see right now include \_\_\_\_\_.

Do you see any that I missed?

We are currently \_\_ miles to the \_\_ heading to \_\_\_\_\_ airport.

We will cross over \_\_ at \_\_ (altitude), then enter the \_\_ (right/left) downwind for runway \_\_.

At 5 miles out, we will be at \_\_ (1000' above PA), and at 3 miles out we will be at \_\_ (Pattern Alt).