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| TO Brief for KMIC A/C: N6638H | Landing Brief for  | Emergency Brief |
| Freqs: ATIS 124.475 T 120.7 G 121.6 | Freqs: ATIS T G | Engine Failure, Before LiftOff, Gear Down |
| Wx:  | Wx:  |  Cut Power, Stop on RW |
|  |  | Engine Failure, After LiftOff, Gear Down |
|  |  |  Cut Power, Land on RW, hard braking |
| Active RW | Active RW | Engine Failure, After LiftOff, Gear Up |
| DA | DA |  Attain safe speed, declare Emerg, Land |
| TORA/LDA | LDA/TORA |  |
| LAHSO | LAHSO | Emerg Landing: |
| TO Dist Required 50 Obst  | Lnd Dist Required | Fly into crash |
| RW 50/70 Point RW14/32 TW A, for 25R RW 14/32 | RW 50 % point | Fuel set to off |
| Vr 71 kts | Vref 76 Kts | Mags off |
| Init Altitude: 2500 |  | Master switch off |
| Init Hdg: W to clear Class B | Pattern Alt, R or L: | Crack door |
| Destination:  | Destination on field (FBO): |  |
| Cruise Alt: |  |  |
|  |  |  |
|  |  |  |
| Airspace: B, C, D, E, G D under B | Airspace: B, C, D, E, G |  |
|  |  |  |
| This Aircraft: Vs0 60 K Vs1 70 K |  |  |
| Vx, Vsse, Vr 71 K |  |  |
| Vy, Vxse, Vyse 85 K  |  |  |
| Va range 116-132 132 at MGW |  |  |
| Max X wind component 25 K |  |  |
| Vmc 65 Kts, Vg 82-95 |  | Best Glide: Halfway betw Vx and Vy |
| Vlor 112, landing gear up before 112 Kts |  | Best Glide increases with weight |
| Vloe 140 kts |  |  |
| Vfe 110, Vf 120, Vno 154, Vne 194 | IFR Clearance (CRAFT):  |  |
| KMIC: RW 14/32 3751X75, RW 24R/6L 2500X75Init Alt: 2500 for Class B, then plannedVa = SqRt(Wt/MGW) \* Max VaFCM ATIS: 124.9 T: 119.15, G: 121.7 |  | CCCGUMPS, call out RW assigned, carb heat, cowl flaps, gas, undercarriage, mixture, prop,Switches (fuel pumps, lights, etc) |