

ATIS  
134.475  
STUART TOWER ★  
126.6  
GND CON  
121.7  
CLNC DEL  
121.025

JANUARY 2025  
ANNUAL RATE OF CHANGE  
0.1° W

VAR 7.4° W

46°

TWR

ELEV 12

ELEV 10

27°11'N

EMAS

HS 2

ADMINISTRATION

FBO

HANGAR

FBO

ELEV 11

ELEV 12

HOLD AREA

HS 1

RWY 07-25

PCN 14 F/B/X/T  
S-58, D-95, 2D-170

RWY 12-30

PCN 27 F/B/X/T  
S-55, D-90, 2D-160

# CRATE Your Departure Briefings

CAUTION: BE ALERT TO RUNWAY CROSSING CLEARANCES.  
READBACK OF ALL RUNWAY HOLDING INSTRUCTIONS IS REQUIRED.

27°10'N

SE-3, 17 APR 2025 to 15 MAY 2025

SE-3, 17 APR 2025 to 15 MAY 2025

# CRATE Your Departure Briefings

*By Mike Jones*

*Cessna Pilots Magazine, originally published as a sidebar: May 2025*

Here's the CRATE briefing I now use before every flight. Your mileage may vary, but a procedure like this is a professional discipline that could save lives.

***Brief the Crew:*** Specify who's flying and who's monitoring, and the duties expected of the person monitoring. This could be even a non-pilot; anybody can look for traffic or wildlife.

***Brief the Runway:*** Verbalize which runway you will be using, how long is it, how wide is it, the strength of the winds and their expected effects, obstacles and hazards, pattern altitude. Confirm the runway upon which you're sitting is the right one.

***Brief the Airplane:*** Define the type of take-off, identify the power settings, the decision-speed, the rotation speed (which can be the same, for longer runways), and estimate the length of runway remaining at decision speed.

***Brief the Take-off:*** Define the anticipated climb-out procedures, such as when will the flaps be retracted, when will power be reduced, autopilot activated, and the pattern altitude. Specify the headings, turns, altitudes, and expected radio chores.

***Brief the Emergencies:*** Consider the three most critical emergencies — engine failure, an on-board fire, or if the plane seems unable to fly — at each of the four segments of the take-off.

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## ***About the Author***

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Dr. Dr. Mike Jones has been writing for this magazine and other aviation journals for a decade. He flies a 1979 Cessna Centurion and has flown 800 Young Eagle missions, about a hundred AngelFlights, and put 4,000 hours in his logbook. Email him at [PilotMike2012@gmail.com](mailto:PilotMike2012@gmail.com).

