



POINTS AFTER TOUCHDOWN

FACE SLICK RUNWAYS WELL PREPARED

Wet or contaminated runways will test your approach brief's quality. What's needed is a strong knowledge of runway braking action and landing distance factors, coupled with a crew primed to execute the plan with precision.

- ▶ Tailwind landings to wet runways have led to excursions and are best avoided.
- ▶ Most landing distance tables assume all stopping tools fully in use 2 sec. after touchdown. Achieving that requires precise crew coordination.
- ▶ Pre-identify a 'wheels-on-ground-by' reference on/near runway and go around if you'll float past it.
- ▶ Stay alert after weather. Standing water may persist after rain ends and the sun melting top layer of snow or ice can degrade braking action.

AMERICA'S FIRST NAME IN AVIATION INSURANCE®

usaig.com | Managed by United States Aviation Underwriters, Inc.

USAIG
UNITED STATES AIRCRAFT INSURANCE GROUP