

Standard Callouts from the Hawaii Wing DOV Team

The Hawaii Wing is incorporating Call outs; **Call outs** are a crew coordination task. Call outs do not have to always be or come from the pilot. Feel free to read the checklist aloud if you like, it is highly recommended so the crew is more aware of your actions. Call outs are not to take the place of any checklist but to provide a better crew coordination and situational awareness of the flight and provide safety to the mission, the ***italic words*** is/are the spoken portion! Thank you and fly safe from the Hawaii DOV Team!

IFR and VFR call outs shown below:

VFR Flights:

Start up

Clear Prop

Oil Pressure in the green

Before Taxiing

Clear left

Clear Right

Heading to Compass match (usually in sequence of checklist, just say out loud)

Taxiing

If two pilots– *My brakes work test your bakes, my controls... your controls...*

While taxiing

- *turning right, ball is going left, attitude indicator is banking right*
- *(or) turning left, ball is going right, attitude indicator is banking left*

Takeoff

Engine in the Green

Airspeed is alive

Rotate speed

VX

VY

Time of Takeoff usually the MO or MS – *Take off time is 1415, etc.*

Climb out

Passing a 1000 ft Top of the green (xx on Manifold Pressure – see checklist for number)

Auto pilot on

Auto pilot off

Cruise flight

Level flight at XXXX MSL – this is so the crew can verify they are at the assigned altitude and start checking for obstacles at that altitude

See Checklist – no further specific callouts

Anytime in flight

Note: Any time the Pilot feels he will have his eyes inside the cockpit for more than a few seconds the pilot will say: *“I am inside the cockpit -- your eyes are outside”* at this point the crew will scan for the pilot as the pilot adjusts the G1000 system or flight plan, turns on the speaker system or has to compute a calculation. Once finished the pilot will say *“My eyes are outside,”* the crew can relax to the normal scanning ranges the pilot briefed before the flight.

Mission Specific

Time on Station

Time off Station

Operations normal - every 30 minutes

All Towers and obstacles not discussed prior to flight – example: *“Tower 2 O'clock 1,500 ft”*

Descent

See Checklist – no specific callouts

Landing:

Follow the checklist.

Say out loud: *Seatbelts on and equipment secured.*

After landing and Before Taxiing normally said anytime the aircraft comes to a stop and the pilot looks down to read the checklist, the goal is once he or she is ready to move they re-clear the movement area or lane for safety – this is to ensure the entire crew is looking around the aircraft to ensure it is not going to hit an object.

Clear left

Clear Right

[IFR Flights with an IFR Flight Plan:](#)

Start up

Clear Prop

Oil Pressure in the green

Flight Plan programmed and routing: Said twice once getting clearance and once after programmed into the computer / 430 / G1000, etc.

Example: *Palay2 LNY Departure via the SID, expect 7000 ft to LNY*

Before Taxiing

Clear left

Clear Right

Heading to Compass match (usually in sequence of checklist, just say out loud)

Taxiing

If two pilots – *My bakes work test your brakes, my controls...*

While taxiing

- *turning right, ball is going left, attitude indicator is banking right*
- *(or) turning left, ball is going right, attitude indicator is banking left*

Takeoff

Airspeed is alive

Engine in the Green

Rotate speed

VX

VY

Note: Time of Takeoff usually spoken by the MO or MS

Climb out

Entering the clouds - I am inside -- (meaning I am flying by instruments 100%)

Passing a 1000 ft Top of the green -- (xx on Manifold Pressure – see checklist for number)

Autopilot on -- (state what mode you are using out loud, Heading, Nav, Roll, etc.)

Autopilot off, I have the controls

Cruise flight

Level flight at XXXX MSL – this is so the crew can verify they are at the assigned altitude and start checking for obstacles at that altitude

See Checklist – no further specific callouts

Brief the approach and missed approach -- (this will be demonstrated by the check pilots)

Descent

See Checklist – for specifics

1000 ft prior

100 ft prior – leveling off

Approach brief:

- Approach title and effective date
- Navaid type, frequency & inbound course
- TDZE
- Notes
- Missed approach procedures
- MSA
- Minimums and profile altitudes
- Missed approach procedures for aircraft (power, autopilot, etc).

Conduct of Approach:

- FAF, pilot states minimums out loud as a reminder or recheck
- 1,000ft, pilot states "landing checklist complete" and reviews MA altitude and go-around procedure
- 100 ft above minimums, pilot states "*approaching minimums - 100 prior*".
- At minimums, pilot states "*landing **or** going around*".

Landing:

Follow the checklist, it is imperative to have the checklist complete before the final approach fix, understanding that sometimes the aircraft will not be 100 percent if ATC states keep the speed up and you chose to use a flap setting less than full or prop not full forward based on speed requested.

Say out loud: *Seatbelts on and equipment secured.*

Before Taxiing

Clear left

Clear Right

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