

Standard Callouts

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Introduction

This document defines a series of standard callout for use in the operation of simple single engine general aviation aircraft, for example Cessna 172 and Cessna 172RG. By necessity these callouts are generic in nature and may need to be customized for individual aircraft, pilots and checklists.

Callouts are generally found in structured environments and in multiple crew cockpits. The use of standard callouts is a best practice that can be applied to all environments and to single and multiple pilot operations. The use of callouts during instructional flights is also useful, although pilots are encouraged to standardize on the use of callouts or not, and not to switch between operational practices depending on the nature of the flight.

Document Conventions

This document consists of a series of actions or events that initiate a callout and the callout itself in quotation marks.

Use of Checklists

This document does not cover the use of checklists, do-lists or flow checks. See other documents in the series for this information. The verbalized challenge and response use of checklists dovetails neatly into the decision to use callouts.

In this document a number of callouts start and end the use of a specific checklist. Not all aircraft checklists are arranged in the same way, and often pilots use customized checklists that further widen the range of options available. This is one area in which pilots may need to customize the use of callouts.

Items in italics should be replaced with the appropriate indication – for example “Flaps *XX*” would become “Flaps 10”.

In some cases the optional plural is used – for example “Green Light(s)”. This depends on the aircraft indications. In some aircraft a more appropriate callout might be “3 Greens”.

Normal Callouts

Normal callouts are used in the course of normal operations. We differentiate them from Emergency and Abnormal callouts as well as a separate set of callout associated with IFR operations. IFR operations would include the normal callouts in addition to the IFR callouts.

Action/Event	Callout
Before Start Checklist	“Before Start Checklist”
Before Start Checklist Complete	“Before Start Checklist Complete”
Before engaging starter	“Clear Prop”
After Start Checklist	“After Start Checklist”
After Start Checklist Complete	“After Start Checklist Complete”
Before Takeoff Checklist	“Before Takeoff Checklist”
Before Takeoff Checklist to the Line	“To the Line”
Before Takeoff Checklist after the Line	“After the Line”
Before Takeoff Checklist Complete	“Before Takeoff Checklist Complete”
Application of Takeoff Power Engine Instruments Green Arc Manifold/Tachometer Indications OK Airspeed needle movement	“Engine Instruments Check” “Power Set” “Airspeed Alive”
At Rotation Speed	“Rotate”
Aborted Takeoff	“Abort, Abort, Abort”
Gear Retraction Positive Gear Up Indication	“Positive Rate - Gear Up” “Gear Is Up”
Flap Retraction Verify Flap Retraction	“Speed Checks – Flaps XX” “Flaps XX”
Climb Checklist	“Climb Checklist”
Climb Checklist Complete	“Climb Checklist Complete”
Cruise Checklist	“Cruise Checklist”
Cruise Checklist Complete	“Cruise Checklist Complete”
Descent Checklist	“Descent Checklist”
Descent Checklist Complete	“Descent Checklist Complete”
Gear Extension Positive Gear Down Indication	“Speed Checks – Gear Down” “Gear Down – Green Light(s)”
Flap Extension Verify Flap Extension	“Speed Checks – Flaps XX” “Flaps Indicate XX”
Before Landing Checklist	“Before Landing Checklist”
Before Landing Checklist Complete	“Before Landing Checklist Complete”
VFR Pattern – Downwind, Base and Final	“GUMPPF” <ul style="list-style-type: none"> • Gas • Undercarriage • Mixture • Prop • Flaps (Wing) • Flaps (Cowl)
Short Final	“Gear Down – Green Light(s)”
After Landing Checklist	“After Landing Checklist”
After Landing Checklist Complete	“After Landing Checklist Complete”
Shutdown Checklist	“Shutdown Checklist”
Shutdown Checklist Complete	“Shutdown Checklist Complete”

IFR Operations

These callouts are intended as additional callouts for use during IFR operations.

Action/Event	Callout
Precision Approach Localizer Alive Glideslope Alive Outer Marker Decision Altitude	“Localizer Alive” “Glideslope Alive” “Outer Marker XX feet (GS crossing ALT)” “Runway in Sight – Landing” <i>or</i> “Missed Approach”
Non-Precision Approach VOR/GPS CDI Alive Final Approach Fix Minimum Descent Altitude Runway in Sight Missed Approach Point	“CDI Alive” “Final Approach Fix” “Minimum Descent Altitude” “Runway in Sight – Landing” “Missed Approach”
GPS Approach Approach mode Active (2NM FAF)	“Approach Mode Active”
1000 feet above/below DA/MDA Assigned Altitude	“Climbing/Descending XX feet for XX feet”
100 feet above/below DA/MDA/Assigned Altitude	“Approaching DA/MDA/XX feet”

Emergency Callouts

Abnormal Callouts