



## 9 Standard Callouts Haven Falcon 50

### 9.1 Two Communications Rule

When the pilot flying (PF) intends to deviate from prescribed procedures or performance parameters he shall inform the pilot not flying (PNF) of such intent. The PNF will acknowledge the intent and monitor adherence to the specified deviation. If such information is not forthcoming from the pilot flying (PF), the pilot not flying (PNF) must question the deviation.

If the safety of the flight may be jeopardized and there has been no response after the second communication, the pilot not flying (PNF) shall be prepared to assume command of the aircraft. The flight crew shall report the incident to the Chief Pilot. Prior to the next flight the crew must review and discuss the situation with the Chief Pilot and arrive at a cause for the incident.

### 9.2 Altitude Alert System

The altitude alert system is an important deterrent to Controlled Flight into Terrain and incorrect level off height, but only if used within operating limits in a standardized manner. The following procedures shall be utilized for setting the system:

- 9.2.1** The pilot not flying (PNF) sets the new altitude assigned by ATC when he reads it back. The pilot flying (PF) verbally acknowledges the new altitude assignment by repeating the new assigned altitude when he sees it set;
- 9.2.2** During a precision approach the system will be set to the GS intercept altitude or the altitude depicted for crossing the FAF on the GS. After GS capture is indicated the system will be reset to the missed approach level off altitude;
- 9.2.3** During a non-precision approach the system will be set to the FAF altitude till passing the fix. It may then be set to intermediate altitudes or the MDA at PF discretion. It must be realized however that system altitude tolerance is 250 ft. and must not be depended upon for maintaining a selected altitude. When MDA is reached the system should immediately be reset to the missed approach level off altitude. An alternate method is to require a coordinated flow of altitude descent information from the PNF during the approach. This allows the system to be set to the missed approach level off altitude immediately after passing the FAF;
- 9.2.4** During a visual approach without the use of navigational aids, set the ASEL to the correct TPA, (Traffic Pattern Altitude) above the airport to serve as a reminder to the pattern altitude and an altitude to climb back up to in case of a go-around.



### 9.3 Altitude Call Outs

Crew altitude awareness, especially in the approach phase, IMC, night, mountainous terrain, or unfamiliar airport operations will prevent unintended altitude deviations and save lives. Standard altitude callouts shall be used in all flight operations including training.

During climb and descent the pilot not flying (PNF) will call out the altitude passing 1000 feet prior to the assigned altitude, i.e. “280 for 290” when passing FL 280 for FL 290 or “9000 for 8000” when passing 9000 feet for 8000 feet. In both cases the pilot flying (PF) acknowledges by repeating the callout. If either pilot misses an altitude callout the other pilot will challenge the lack of callout. The response to that question is evidence of reacquired altitude awareness and compliance with the “two communications” rule.

Any time the altimeters are reset the pilot flying (PF) shall always verify the setting by visually confirming it and saying “cross checked.”

During the instrument approach phase standard flight department altitude call outs are:

- a. FAF and the altitude passing (compare to briefed FAF altitude)
- b. 1000 feet above DA or MDA
- c. 500 feet above DA or MDA
- d. 100 feet above DA or MDA
- e. DA or MDA

The pilot not flying (PNF) shall call the specific item of runway environment as soon as any item required for descent below DA / MDA is in sight. The pilot flying (PF) will acknowledge the call when he sees the runway environment.

### 9.4 Aircraft Systems

Anytime the flaps or the landing gear are operated, the word “Selected” and “Indicated” will be used. The following is a list of examples:

PF Directive	PNF Response	PNF Confirmation
Gear Down	Selected	3 Green Indicated
Slats + Flaps 20		Slats + Flaps 20 Indicated



**9.5 FLT Director Mode/FMS Modifications: With or Without Autopilot Engaged**

Indication	Other Pilot Confirmation
NAV Captured	Captured
Localizer Captured	
Glide Slope Captured	
VNAV Captured	
FMS	
PF	PNF
	Completes FMS inputs and holds at activation prompt
Confirms FMS modification then states "Activate"	Activates FMS Selects LNAV (if not active)
LNAV Captured	

**9.6 Significant Deviations**

Deviation	Pilot Not Flying	Pilot Flying
CDI +/- 1 Dot	Left or Right of Course	Correcting
VNAV +/- 1 Dot	Above or Below Glide Slope	
Excessive Bank	Bank > 30°	



**9.7 Takeoff**

<b>Takeoff Profile / Callouts</b>	
<b>PF</b>	<b>PNF</b>
Sets Power Levers - "Power Set"	Verifies Engine Performance, proper acceleration, Pitot & Windshield Heats on - "Power Checked, Lights out"
	Observes Airspeed indications (all 3 displays)- "Airspeed Alive"
	Verifies correct airspeed (all 3 Displays)at 80 KTS- "80 Knots – Cross Checked"
Releases Tiller places hand on Control yoke - "My Yoke"	
	At designated speeds "V <sub>1</sub> "
Removes hand from power levers and places it on yoke	At designated speeds "V <sub>R</sub> /V <sub>2</sub> " - "Rotate"
Rotates Aircraft placing ROS on the horizon	Verifies a positive rate of climb "Positive Rate"
"Gear Up"	Raises Landing gear, Turns on Yaw Damper, Turns off Taxi Light, Verifies gear is up. – "Gear Up Indicated"
<b>400' AFL</b>	
	"400 Feet"
"Heading or LNAV"	Selects LNAV or HDG (per brief) Verifies LNAV/HDG capture on PDU
"LNAV Captured" or "Heading xxx"	

<b>At TOSA - Normal</b>	
<b>PF</b>	<b>PNF</b>
	"TOSA"
"Climb mode - Clean the Wing"	<b>Selects the following in order</b> <ul style="list-style-type: none"> <li>• Selects speed</li> <li>• Slats</li> <li>• At V<sub>FR</sub> or greater Clean Wing <b>"Clean Wing Indicated"</b></li> </ul>
<b>At or Above 5000 AFL</b>	
After Takeoff Checklist	Completes After Takeoff Checklist

At TOSA - Abnormal	
PF	PNF
Maintains TOGA until TOSA or Safe Altitude	"TOSA"
"Maintain TOGA" "Clean the Wing"	<b>Selects the following in order</b> <ul style="list-style-type: none"> <li>• Flaps 1</li> <li>• At V<sub>FR</sub> or greater Clean Wing <b>"Clean Wing Indicated"</b></li> </ul>
At or Above Minimum Safe Return Altitude	
After Takeoff Checklist	Completes After Takeoff Checklist
Abnormal Checklist	Completes Abnormal Checklist
Notify ATC	Notifies ATC of Intentions

At TOSA - Emergency	
PF	PNF
Maintains TOGA until TOSA or Safe Altitude	"TOSA"
"Maintain TOGA" "Clean the Wing"	<b>Selects the following in order</b> <ul style="list-style-type: none"> <li>• Flaps 1</li> <li>• At V<sub>FR</sub> or greater Clean Wing <b>"Clean Wing Indicated"</b></li> </ul>
Phase 1	Completes Phase 1 Items
At or Above Minimum Safe Return Altitude	
After Takeoff Checklist	Completes After Takeoff Checklist
Phase 2	Completes Phase 2 Items
Phase 3	Completes Phase 3 Items



**9.8 Non-Precision Approach**

SITUATION	PILOT FLYING	PILOT NOT FLYING
When CDI comes alive		Course Alive
PF verifies	Course Alive	
Final Approach Fix		At (Fix Name) + Significant Deviations
Crossing FAF	Start Timing	Time started and the altitude passing (compare to briefed FAF altitude)
1,000 feet above minimums		1,000 above minimums + Significant Deviations
500 feet above minimums		500 above minimums + Significant Deviations
100 feet above minimums		100 above, approaching minimums + Significant Deviations

**9.9 Precision Approach**

SITUATION	PILOT FLYING	PILOT NOT FLYING
When Localizer Course comes alive.		Localizer Alive
PF verifies	Localizer Alive	
Glide Slope comes alive		Glide Slope Alive + Significant Deviations
PF verifies	Glide Slope Alive	
Outer Marker		FAF and the altitude passing + Significant Deviations
1000 feet above minimums		1000 feet above Minimums + Significant Deviations
500 feet above minimums		500 feet above Minimums + Significant Deviations
100 feet above minimums		100 feet above Minimums + Significant Deviations
At minimums		Minimums, Runway in sight " " o'clock or Approach Lights Continue or No Contact, Execute Missed Approach.



**9.10 Visual Approach**

SITUATION	PILOT FLYING	PILOT NOT FLYING
1,000' Above Ground Level		1,000 above + Significant Deviations
500' Above Ground Level		500 above + Significant Deviations

**9.11 New Altimeter Setting**

SITUATION	PILOT FLYING	PILOT NOT FLYING
ATC issues altimeter setting		Altimeter "_____"
PF sets new altimeter	Altimeter "_____", set Cross checked	

**9.12 New Altitude Assigned**

SITUATION	PILOT FLYING	PILOT NOT FLYING
ATC issues new altitude		Flight Level "_____"
PF verifies the altitude set in the altitude select	Flight Level "_____"	

**9.13 Approaching Assigned Altitude**

SITUATION	PILOT FLYING	PILOT NOT FLYING
1,000 feet prior	1000 fpm or less	7,000 climbing 8,000
PF verifies altitude	7,000 climbing 8,000	

**9.14 Landing**

SITUATION	PILOT FLYING	PILOT NOT FLYING
Landing Rollout Verifies Pitot Heat / Windshield Heat and Anti-Ice are off		60 Knots