



I-FTO 063

RRJ 95 STANDARD CALLOUTS



*RRJ 95 FLIGHT CREW
IN-FLIGHT TRAINING*

Standard Callouts Handbook

FOR TRAINING ONLY

superjet
INTERNATIONAL
An Alenia Aeronautica and Sukhoi Company

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RRJ 95 STANDARD CALLOUTS

**INTENTIONALLY
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FOR TRAINING USE ONLY

Callouts and communication rules

FLIGHT CREW STANDARD PHRASEOLOGY

INTRODUCTION

Standard phraseology is necessary to ensure effective interaction among crewmembers. This phraseology should be concise and exact. The following Standard Terms are used. Standard phraseology is also meant to improve crew awareness in a particular situation, understanding the systems status and the result of the crew’s actions.

REPORTS AS PER CHECKLIST (CHECKLIST CALLOUTS)

“CHECK” – Command to another pilot to carry out check as per serial.

“CHECKED”- Report about completion of check.

CROSSCHECKED”-Report, when check is carried out by both pilots

If test as per the checklist is interrupted, it is announced:

“HOLD CHECKLIST AT ”

and

“RESUME CHECKLIST AT ”

to complete the test.

On completion of the checklist, report: “CHECKLIST COMPLETED”.

COMMANDS OF PILOT FLYING (PF)

When issuing the following commands, there is no need to change the mode of flight, set earlier.

All values of parameters, fed by command units on the FCP should be checked on MFD and PFD.

All changes to the values of parameters and modes displayed on the FMA are usually cross checked and confirmed by PF.

SET

SET SET

Command “SET” is meant only to set parameters on the FCP but without changing the mode of flight. For example:

SET GO AROUND ALTITUDE_”

(“Set go-around altitude..... ”)

SET FL” (“Set Flight Level ”)

SET HDG” (“Set Heading ”)

SET QNH” (“Set QNH..... ”)

SELECTED

- “SELECT.....” Command to select mode by pressing selector. For example:
- “SELECT SPEED/MACH.....” (Select speed/mach and then push SPEED/MACH selector)
- “SELECT HEADING/TRACK.....” (Select heading/track and then push HDG/TRK selector)
- “SELECT” (Select altitude/FL and then push ALT selector)
- “SELECT VS.../FPA..” (Select Vertical speed/Flight path angle and then push VS/FPA selector)

*Note. If the value of a parameter was set earlier, then it is not required to repeat the figure. For example - **HDG PUSH** .*

AUTO

- “ Command to select mode by pressing push-button. For example:
- “PUSH LNAV” (PUSH LNAV pushbutton)
- “PUSH VNAV” (PUSH VNAV pushbutton)
- “AUTO SPEED” (PUSH AUTO pushbutton)

ARM

ARM ENGAGE

“ARM” – Command to arm a mode by pushing its pushbutton on the FCP.

For example:

- “ARM APPROACH”Push APP P/B to “arm” the approach mode
- “ARM LOC. Push LOC P/B to “arm” the localizer mode

ON / OFF

ON / OFF ON/OFF

“ON” or “OFF” P/B ‘s can be pressed to use or cancel the AT (Auto Thrust), AP(Autopilot), FD (Flight Director) functions.

For example:

- “AUTOPILOT ON”/ OFF” ; FLIGHT DIRECTOR ON/OFF”, “FPA ON”

ALTITUDE

Pilot Not Flying (PNF) at 1000 feet to level off calls:

- “ONE THOUSAND TO ”,
- PF confirms information with : “CHECKED” .

FMA (FLIGHT MODE ANNUNCIATOR)

All changes of FMA on PFD are announced by PF.



I-FTO 063

RRJ 95 STANDARD CALLOUTS

FLIGHT PARAMETERS

During the approach PNF should announce the following conditions:

- “SINK RATE” - at V/S greater than - 1000ft/min.
- “SPEED” - when speed is less than VAPP - 5 or more than VAPP + 10.
- “BANK” - when bank is greater than 7°.
- “PITCH” - when pitch is less than 2,5° or more than 10°.
- “COURSE” - when deviation is greater than 1/2 dot (VOR) or 5 degrees (ADF).
- “LOC” or “GLIDE” - when localizer or glide slope deviation is greater than one dot.
- “..... FT LOW (HIGH)” - at altitude checkpoints.

PF/PNF DUTIES TRANSFER

To transfer control flight crewmembers must use the following callouts:

- “YOU HAVE CONTROL” - PF announces transfer of control to PNF
- “I HAVE CONTROL” - PNF acknowledges transfer of control.

If the Captain of the aircraft, for any reason, takes the control himself, then transfer of control is carried out in the reverse order.

After start		
Event	PF	PNF
Flight control check (must be done before taxiing)	“Flight Controls Check”	
1. Elevator	“Full Up, Full Down, Neutral”	“Checked”
2. Ailerons	“Full Left, Full Right, Neutral”	“Checked”
3. Rudder	“Full Left, Full Right, Neutral”	“Checked”
Taxiing		
Clearance received for taxiing	“Clear Left (Right)”	“Clear Right (Left)”
Brakes check for taxiing	“Brakes Check “	“Brakes Press Normal”
During taxiing or at the take-off line-up position.	“Before Take Off Check List”	“Before Take Off Check List Complete”



I-FTO 063

RRJ 95 STANDARD CALLOUTS**CALLOUTS DURING TAKE OFF**

CONDITION	CALL	C/M
When the BEFORE TAKEOFF checklist is completed;	Ready for takeoff	PNF
When PF starts to advance the throttles towards N:T.O. detent	Take-off thrust - Time	PF
	<i>FMA reading</i>	PF
	CKD	PNF
Before 80 knots	Take off thrust set	PNF
At 100 knots	100 knots	PNF
	CKD	PF
If takeoff must be rejected	Stop takeoff	CAPT
If takeoff must be continued	Continue	CAPT
At V1	V1	PNF
At VR	Rotate	PNF
When positive rate of climb is attained	Positive climb	PNF
	Gear up	PF
Before moving gear lever to UP	Gear up	PNF
When landing gear lights are out	Gear up lights out	PNF
When desired	Autopilot ON	PF
	CKD	PNF
At acceleration altitude (TO flash)	Climb thrust	PF
When climb thrust is set	Climb thrust set	PNF
At F speed	Flaps 1	PF
Before moving flaps lever to 1 position	Speed checked/Flaps 1	PNF
When Flaps 1 is shown on E/WD	Flaps 1 green	PNF
At S speed	Flaps zero	PF
Before moving flap lever to 0 position	Speed checked/Flaps zero	PNF
When Flaps 0 is shown on E/WD	Flaps are zero	PNF

CALLOUTS DURING CLIMB

CONDITION	CALL	C/M
Passing the transition altitude	Transition altitude	PNF
	Set Standard	PF/PNF
	Cross check at.....	PF
1000 ft before reaching cleared altitude or level	1000 ft to...	PNF



RRJ 95 STANDARD CALLOUTS

CALLOUTS DURING DESCENT

CONDITION	CALL	C/M
Before reaching cleared level or altitude	1000 ft above...	PNF
	Transition level	PNF
Passing transition level	QNH/QFE	PF/PNF
	Cross check at.....	PF

CALLOUTS DURING THE APPROACH AND FINAL

CONDITION	CALL	C/M
Indication of RA (2500 ft)	Radio altitude alive	PNF
	Checked	PF
At green dot speed	Flaps 1	PF
Before moving flaps lever to 1 position	Speed checked/Flaps 1	PNF
When flaps 1 is shown on E/WD	Flaps 1 green	PNF
Conditions for flaps 2 extension are met	Flaps 2	PF
Before moving flaps lever to 2 position	Speed checked/Flaps 2	PNF
When flaps 2 is shown on E/WD	Flaps 2 green	PNF
When arming an approach mode	<i>FMA reading</i>	PF
	CKD	PNF
When gear extension is required	Gear down	PF
Before moving gear lever to DOWN	Gear down	PNF
When landing gear lights are on	Gear down lights on	PNF
Conditions for flaps 3 (full) extension are met	Flap 3 (Flaps Full)	PF
Before moving flaps lever to 3 (full) position	Speed checked/Flaps 3 (Flap Full)	PNF
When flaps position indication is shown on E/WD	Flaps 3 (Flaps Full) green	PNF
At outer marker or final approach fix	Outer marker or... inbound	PNF
At 1000 ft AGL (auto call out)	One thousand	PNF
	CKD	PF
At DH/MDH-DA/MDA + 100 ft	Approaching minima	PNF
When adequate visual references are established (manual approaches)	Land	PNF
After verification of the visual references (manual approaches)	Land	PF
When adequate visual references are established (automatic approaches)	Land	PF
At DH/MDH-DA/MDA	Minima	PNF



I-FTO 063

RRJ 95 STANDARD CALLOUTS

At minimum height for A/P use	Autopilot off	PNF
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CALLOUTS DURING LANDING

CONDITION	CALL	C/M
After landing	Reverse green or no Reverse	PNF
	Spoilers or No Spoilers	PNF
Autobrakes	Decel or No Decel	PNF
At 80 knots	80 knots	PNF
REV annunciations are out on E/WD	Reverse out	PNF

CALLOUTS DURING GO AROUND

CONDITION	CALL	C/M
When go around is "ordered"	Go around - Flaps	PF
Moving flaps lever	Flaps 2	PNF
When flaps position indication is shown on E/WD	Flaps 2 Green.	PNF
When go around thrust is set	Go around thrust set	PNF
When positive rate of climb is attained	Positive climb	PNF
	Gear up	PF
Before moving gear lever to UP	Gear up	PNF
When Landing gear lights are out	Gear up lights out	PNF

STANDARD PHRASEOLOGY COMMUNICATION BETWEEN FLIGHT CREW AND MAINTENANCE STAFF

Connection of External Power Supply Source		
Event	PF or PNF	Ground
Contact Ground	Ground from Cockpit	Go Ahead
External Power Supply Connection	Connect External Power	External Power Connected
Engines Start With External Pneumatic Power	Ready For Ground Air	Ground Air Available
Disconnection of External Power Supply		
Event	PF or PNF	Ground
Use Of External Pneumatic Power	Remove Ground Power	Ground Power Removed
External Pneumatic Power Disconnection	Remove Ground Air	Ground Air Removed
Towing / Engine Start		
Event	PF	Ground
Contact Ground	Ground from Cockpit	Go Ahead
Before Towing	Remove Ground Equipment, Request Clearance To Pressurize Hydraulic System	All Equipment Removed, You Clear For Pressurizing

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