



Callouts & Reference Guide: For use during flight.

Updated 6/28/2021

*These checklists, callouts, and procedures are only meant for training purposes. They are NOT meant to replace the POH/AFM/AOM. Refer to the POH/AFM/AOM for operations and in an actual emergency.

VFR Day (§91.205(b)) Airspeed indicator Tachometer (per engine) Oil pressure gauge (per engine) Manifold press. gauge (per engine) Altimeter Temperature gauge (per eng.) Oil temp gauge (per eng.)	Equipment required for flight (§91.205): Fuel gauge Landing gear pos. indicator Anti-collision lights (3/11/96) Magnetic compass ELT Safety Belts	VFR Night (§91.205(c)) Flares Landing light (for hire) Anti-collision lights (8/11/71) Position lights Source of electricity	IFR (§91.205(d)) Generator or Alternator Radio/navigation appropriate to flight Altitude indicator Ball (inclinator) Clock with a second hand Altimeter (pressure sensitive) Rate of Turn Indicator Directional Gyro
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Passenger Briefing by PIC (§91.519): N_____

S Smoking and vaping are not allowed on this flight. Seatbelts fastened for all operations. Shoulder harnesses fastened for takeoff & landing. Seats adjusted & locked.

A Air vents & environmental controls (location & operation). All controls (discuss). Action in case of discomfort.

F Fire extinguisher (location and operation).

E Exit doors (close & open). Equipment (location & operation). Emergency evacuation plan. Emergency/survival kit location.

T Traffic (scanning, spotting, notifying pilot). Talking (sterile flight deck) and positive 3-way exchange of controls.

Y Your questions? (Speak up!)

Preflight Crew Brief (AC 91-92):

- Type of flight planned (IFR/VFR).
- Mission Information (objective & standards)
- Aircraft identification.
- Aircraft type.
- Operational Information:
 - Departure point.
 - Expected Runway
 - Aircraft Brief
 - Terrain, Hazards, & Departure Procedures.
 - NOTAMs and TFRs.
 - Route of flight.
 - Destination (alternate airports if needed).
 - Flight altitude(s).
 - Estimated time of departure (ETD)
 - Estimated time en route (ETE).

GPS/Avionics Setup

- Check Database Exp.
- GPS CDI
 - Flags & needles
 - Check OBS hdgs.
- Set Comm 1 and vol.
- Set Comm 2 and vol.
- Config GPS & radio nav.
 - Departure Procedure
 - Destination/Flt plan
- Set Nav 1 & 2 Radios
- Set Transponder

Crew Departure Brief:

- INOP or deferred MEL items.
- Weather (wind speed and direction, vis., ceil.).
- Rwy number, length, and T/O distance req.
- Rwy abort procedure and point.
- Initial heading and altitude (first turn & level off).
- Aircraft Briefing.
 - Fuel and Oil quantity (gallons/qts)
 - Time remaining until next inspection.
 - Verify no discrepancies or open squawks.
 - Discuss any INOP equipment.
- Emergency Procedures.

500' Climb Checklist

- Power Set
- Engine Instruments ... Checked Green
- Gear Up
- Flaps Up

Cruise Checklist

- Power Set
- Mixture Leaned
- Fuel Pump Off
- Engine Instruments Checked Green
- Landing Light Off
- Mag Compass Hdg. match

Before Landing Checklist

- Gas Fullest Tank
- Undercarriage Down (locked)
- Mixture Enrichen
- Props Forward
- Pumps On
- Switches On Secure Cabin

Approach Checklist (10 NM)

- ATIS/AWOS Obtained
- Altimeter Set
- Hdg. Indicator Set
- Lights Set (taxi for app. clearance, ldg. for landing clearance.)
- GPS/Flight/Nav inst. ... Set & Checked
- Briefing Complete
- Fuel Selector Fullst Tank
- Parking brake Off

Takeoff Callouts:

- Power Set
- Engine Instruments Green
- Airspeed Alive

Pre-Maneuver Checklist:
CLEARING TURNS

- Lights On
- Fuel Pump On
- Mixture Rich

DECIDE MODEL:
 D etect the problem.
 E stimate the need to react.
 C hoose a course of action.
 I dentify solutions.
 D o necessary actions.
 E valuate the effect of action.

Lost Communication Checklist

1) Troubleshoot.

- Ensure headset is plugged in.
- Check frequencies & press test button.
- Check volume.
- Switch radios and check frequency.
- Check Ammeter.
- Check Circuit Breakers.
- Switch to last frequency.
- Switch headset jack.

2) Assess situation.

- Continue VFR or land.
- Squawk 7600.
- Attempt to reach ATC with cell phone.
- Call into the blind when approaching.

**If comms are lost IFR:
A-V-E-F / M-E-A**

Route of Flight:
 Assigned (last assigned hdg.)
 Vectored (fly last vector)
 Expected (expected in clrc.)
 Filed (what was filed)

Altitude (HIGHEST of these):
 Minimum En-Route Altitude
 Expected Altitude
 Assigned Altitude

*If comms are lost, submit a FFAST report AND a NASA ARC Form 277(b).

Approach Criteria:
(If criteria are not met within a 1 mi. final, go-around is executed.)

- Be aligned with centerline and glidepath.
- Be in full landing configuration.
- Airspeed is within -0/+10 of Vref + 1/2 gust factor.
- Power setting is within 200 RPM of target RPM.
- Sink rate is between 400-800 FPM, and no more.

Landing Criteria:
(If criteria are not met at touchdown, balked ldg. go-around is executed.)

- Be over centerline.
- Be aligned with centerline.
- Proper flare sight picture is achieved.
- Aircraft is at or near stall speed.
- Main wheels contact ground first.

ATC LIGHT GUN SIGNALS FOR AIRCRAFT

COLOR & TYPE	GROUND	AIR
STEADY GREEN	Cleared for takeoff	Cleared to land
FLASHING GREEN	Cleared for taxi	Returns for landing (to be followed by steady green)
STEADY RED	STOP!	Give way to other aircraft and continue circling
FLASHING RED	Taxi clear of runway in use	Airport unsafe, do not land
FLASHING WHITE	Return to starting point on airport	N/A
ALTERNATING RED/GREEN	Exercise extreme caution	

Engine Failure / Power Loss in Flight

A irspeed at Best Glide
 L anding site choosen
 A ttempt air restart
 R adios - Declare Emergency
 M ayday - Squawk 7700
 S ecurer Aircraft and Cabin

UNLOCK and OPEN DOOR

IFR Holding Patterns
VERIFY EFC Time

T urn
 T ime
 T wist
 T hrottle
 T alk

Mag. Compass Errors

V ariation
 D eviation
 M agnetic Dip
 O scillation
 N ortherly turning
 A cceleration

Northerly Turning Errors

U ndershoot North
 O vershoot South

Acceleration Errors

A ccelerate = North
 D ecelerate = South

Lost Procedures (5 C's)
 Climb, Call/Communicate, Confess, Comply, Conserve