CL-350

CL-350 SUPPLEMENTAL MANUAL

CRM | 04

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CREW COORDINATION, NORMAL PROCEDURES & CALLOUTS

INTRODUCTION: THE FOUNDATIONS OF CREW RESOURCE MANAGEMENT

Background

You're about to operate one of the most capable business jets ever built. The Challenger 350 is fast, efficient, and packed with technology that would have seemed like science fiction a generation ago. But here's what decades of accident investigation have taught us: the most sophisticated aircraft in the world is only as good as the crew flying it.

Crew Resource Management grew out of a hard truth. In 1979, NASA convened a workshop to examine why aircraft accidents kept happening even when nothing was mechanically wrong with the airplane. The answer was uncomfortable but undeniable: human error contributes to 60 to 80 percent of all aviation incidents and accidents. And the errors weren't about stick-and-rudder skills. They were about crews that didn't communicate, didn't challenge bad decisions, and didn't work together when it mattered most.

For decades, pilot training had focused almost exclusively on individual technical proficiency, how well you could fly the airplane alone. What the industry had overlooked was equally fundamental: how well you could fly it with someone else. Poor group decision-making, ineffective communication, weak leadership, and mismanaged workloads were taking down airplanes flown by technically competent pilots. CRM was the aviation community's response - a deliberate effort to train the human side of flying with the same rigor we apply to systems and procedures.

The Mission of CRM Training

The purpose of CRM training is simple and serious: prevent accidents by making crews more effective together. The briefings, callouts, and coordination procedures in this chapter aren't bureaucratic overhead. they're the practical tools that turn two pilots into a genuine team. These techniques benefit every crew, regardless of certification requirements, because they address something universal: the reality that two people working well together will always outperform two individuals working in parallel.

Flying the Challenger 350 as a well-coordinated crew is one of the most rewarding experiences in professional aviation. The jet's advanced systems and outstanding performance deserve a crew that matches its sophistication, pilots who communicate clearly, anticipate each other's needs, and bring out the best in one another. That's the standard we're working toward.

Communication

Step into the cockpit of a modern business jet and one thing becomes immediately clear: this is a team environment. Every phase of flight from preflight planning to the parking checklist requires constant, open communication between crewmembers. Sometimes it's a quick verification: "What altitude did he say?" Other times it's a quiet observation that heads off a bigger problem: "Did you notice that oil leak on the preflight?" This continuous cross-check of information is what separates professional crews from pilots who merely share a cockpit.

There's something genuinely satisfying about a crew that clicks, where questions flow freely, decisions are made collaboratively, and both pilots finish the flight knowing they brought out the best in each other. That kind of teamwork doesn't happen by accident. It's built through deliberate practice, mutual respect, and a shared commitment to getting it right.

Your responsibility as a crewmember is clear: if you see something that affects safety, say it. Ask questions. Offer recommendations. Test assumptions. If something doesn't sit right, speak up, with appropriate persistence, until the concern is addressed. This isn't just encouraged; it's expected.

The Captain holds final authority, but the best captains actively want input from their crew. Contributing to the decision-making process isn't a challenge to authority, it's exactly what professional crew coordination looks like. The key is balancing assertiveness with tact: saying what needs to be said while maintaining the professional respect that makes effective teamwork possible.

The Challenger 350 gives you the tools to fly with precision, efficiency, and confidence. CRM gives you the framework to do it together, and that's where the real satisfaction of professional crew operations begins.

I. RESPONSIBILITIES AND CREW COORDINATION

A. CREW ROLES

Pilot-in-Command (PIC):

- Designated by company; responsible for conduct and safety of flight
- Directs necessary operations to safely accomplish flight

Second-in-Command (SIC):

- Assists PIC in accomplishing safety goals

Pilot Flying (PF):

- Controls aircraft (heading, altitude, airspeed)
- Directs operations; calls for checklists and configuration changes

Pilot Monitoring (PM):

- Maintains ATC communications and obtains clearances
- Accomplishes checklists; makes altitude and deviation callouts
- Performs tasks as directed by PF

B. KEY PRINCIPLES

- Both crew members maintain situational awareness at all times
- Communicate and complement each other
- Work together as a team
- When action not completed, PM prompts via question: "Would you like...?"

II. CHECKLISTS

A. CHALLENGE-RESPONSE METHOD

- PF initiates the checklist
- PM challenges PF by reading item aloud
- PF accomplishes item and responds orally
- PM monitors accomplishment, moves to next item
- After completion: PM states "[checklist name] complete"
- Challenge-Response-Response is also acceptable

B. STANDARD RESPONSES (80% OF PF RESPONSES)

- Actual switch position (ON/OFF/ARMED, etc.)
- TEST/SET/CHECK

C. CRITICAL SWITCH PROCEDURES

For safety-critical controls (engine fire switches, generators, engine run switches):

- Pilot performing action verifies with other pilot before moving control
- Duplicated controls read with position and action (e.g., 'Left Thrust Lever - IDLE')

D. FLOW PATTERNS

- Used for normal procedures to accomplish cockpit setup
- After flow, accomplish checklist to verify proper setup
- Checklist becomes "done list" instead of "do list"
- NOT used for non-normal or emergency procedures

III. PILOT INCAPACITATION (TWO CHALLENGE RULE)

- If PM challenges deviation and PF doesn't respond orally
- PM issues second challenge (loud and clear)
- If no response after second challenge, PM assumes PF incapacitated
- PM announces "I have control" and takes necessary action
- Incapacitated PF responds "you have control" if able

IV. RADIO TUNING AND COMMUNICATION

- PM accomplishes NAV/COM radio tuning and identification
- PM handles ground contacts and clearances
- Before changing NAV radio, confirm no effect on autopilot
- After tuning: "(Facility) tuned and identified"

V. PREFLIGHT BRIEFINGS

A. STANDARD ITEMS

- Anticipated weather and low weather contingencies
- Potential problems (delays, unruly passengers)
- Safety considerations (evacuation, passenger count)
- Operational issues (deicing, performance-limited airports)
- Threats
- "Advise me" of any abnormality

VI. EMERGENCY EVACUATION PLAN

If no Flight Attendant, copilot assumes F/A duties:

- Upon command, leaves cockpit and opens proper exit
- Takes passengers upwind to rendezvous point
- Counts occupants; pilot completes checklist and joins outside

VII. CONFIGURATION CHANGES AND MALFUNCTIONS

A. CONFIGURATION CHANGE ADVISORIES

- Alert other crewmember before making control/config changes
- Announce abrupt flight path changes if time permits

B. CRITICAL MALFUNCTIONS

- Observing crewmember positively announces malfunction indication
- PM attempts to identify malfunction to PF
- PIC announces decision and commands checklist

C. NON-NORMAL/EMERGENCY PROCEDURES

Preflight briefing designates: who controls aircraft, who performs tasks, what items monitored. Both pilots must respond to emergencies requiring immediate action.

NOTE: QRC can be used to perform immediate action items without relying solely on memory.

VIII. REJECTED TAKEOFFS

A. REJECTION CRITERIA

Prior to 80 KIAS:

- Reject for ANY abnormality

Between 80 KIAS and V_1:

Reject ONLY for:

- Master warnings
- Directional control problems
- Safety of flight issues

B. REJECTED TAKEOFF PROFILE

Either pilot announces: “Stop, Stop, Stop” OR “Reject, Reject, Reject” OR “Abort, Abort, Abort”

PF immediately:

- Thrust levers - IDLE
- Brakes - Maximum or as required
- Thrust reversers - Max reverse or as required

PM immediately:

- Notifies ATC of the Abort
- Monitors TR and Spoiler Deployment
- Monitors Speeds

NOTE: Do not delay braking while thrust reversers deploy.

IX. DEVIATIONS DURING FLYING

PM calls out deviations from normal SOPs. Announcements should be specific and timely.

Deviation Callouts

Parameter	Threshold	PM	PF
Courses	±5°	"Left of Course"	"Correcting"
Altitudes	±100 ft from assigned	"Climbing through 9,000"	
Airspeed	±10 kt	"Airspeed high"	"Correcting"
Descent Rate	>1,000 fpm on final	"Sink rate"	"Correcting"
DH/DA	1/4 scale G/S or LOC	"Localizer"	"Correcting"
MDA	Below selected altitude	"MDA"	

X. GENERAL PROTOCOLS

1. **FMS Usage:** Never replace judgment or ability to revert to non-FMS navigation. FMS is only as good as it's programmer.
2. **Heads-Up Discipline:** One crewmember always heads-up. Avoid both pilots in FMS. No FMS programming during critical phases of flight.
3. **Cockpit Division:** Left switches = left-seat pilot. Right switches = right-seat pilot. Inform other pilot of selections.
4. **AFCS Communication:** Confirm who controls autopilot. Both pilots confirm transfer of control. PF informs PM of AP on/off.
5. **Flight Guidance Panel (FGP):** The 350 has a single FGP. When the autopilot is on the PF has control and makes all selections. When the autopilot is off the PM makes the selections at the request of the PF.
6. **Active FD Modes:** All active FD mode changes shall be confirmed on the FMA and verbalized by the crewmember managing the FGP. Normally the PF announces the change with a confirmation from the PM. However, if the PM observes the change and no call is made by the PF, the PM will verbalize the change, expecting confirmation from the PF.
7. **Landing Gear and Flap Handles:** Should only be moved by the PM but only at the command of the PF. The PM moving either handle on his own on an approach instead of at the direction of the PF, shows a breakdown of cockpit discipline.
8. **Heading Bug:** When the autopilot is on, the PF manipulates the heading bug. When the autopilot if off, the PM man manipulate the heading bug at the instruction of the PF.
9. **Altitude Selector:** Altitude preselector is always operated by the PM. That said, some SOPs may require it to be set by the PF when the autopilot is on.
10. **Precision Approach:** When cleared for the approach and at the glideslope (GS) intercept altitude, set the altitude preselect to the missed approach altitude (MAA). If the missed approach altitude is below the glideslope intercept altitude, the aircraft will fly through the altitude (rather than capturing it) provided the flight director (FD) captured the GS.
11. **LPV Approach (VGP):** VNAV should be engaged. When cleared for the approach and at the vertical glide-path (VGP) intercept altitude, set the altitude preselect to the missed approach altitude (MAA) once the VGP is captured. If the missed approach altitude is below the VGP intercept altitude, the aircraft will fly through the altitude (rather than capturing it) provided the flight director (FD) captured the VGP.
12. **Nonprecision Approach:** When cleared for the approach, select the next lower stepdown altitude at each intermediate altitude. Do not select the next lower altitude until the green ALTS illuminates. At the MDA, set the altitude preselect for the missed approach.
13. **Nonprecision Approach (VPATH):** When cleared for the approach, select the MDA (Minimum Descent Altitude). Monitor the vertical descent profile while respecting any approach altitude constraints. At the MDA, set the altitude preselector for the missed approach and continue to the MAP (Missed Approach Point).
14. **CDFA Approach:** Prior to passing the FAF (Final Approach Fix) deselect VNAV and select VS (Vertical speed) thereby respecting the AFM limitations and assuredly capturing the MDA while maintaining a constant descent rate which matches the original VPATH profile.
15. **Autopilot Trim:** Properly trim before engaging autopilot to prevent trim clacker events and facilitate handling if AP disconnects.

XII. PILOT TAKEOFF BRIEFING

A. BRIEFING ITEMS

- Takeoff runway and SID; altitude/speed restrictions, gradients
- Calculated takeoff distance vs. runway available
- Taxi plan (RVO/LVO, hotspots)
- Takeoff FLAP setting
- Bleed/Anti-Ice requirements
- Takeoff weight
- N_1 thrust setting
- V_1 / V_R / V_2 / V_{FTO}
- Noise abatement procedures (if applicable)
- Acceleration altitude
- Standard takeoff callouts
- Transition altitude
- FGP Modes
- Non-Normal/emergency briefing
- Rejected takeoff criteria
- Evacuation plan
- Weather
- Threats or deviations from standard (reported windshear, etc)
- Ask if any questions

B. T-S-R-E-D EMERGENCY BRIEFING MNEMONIC

	Item	Content
T	Type of Takeoff	Flaps setting, rolling/standing start Runway, length, takeoff distance required V-speeds: V_1, V_R, V_2, V_{FTO} N_1 setting
S	Standard Calls	"Airspeed alive", "N_1 set", "80 kts crosscheck", "V_1", "V_R", "Positive rate"
R	Reject Items	"Prior to 80 kts - any abnormality" "80 kts to V_1 - Master warnings, Directional control, Safety of flight"
E	Emergency Plan	Engine failure after V_1 plan Return airport/approach (Discuss Overweight landing if necessary)
D	Departure	SID name Noise abatement (NADP1/NADP2) Initial heading/altitude

C. EXAMPLE T-S-R-E-D BRIEFING

	Item	Content
T	Type of Takeoff	This will be a Flaps 10, rolling takeoff on runway 24 right, length is 11,000 ft., takeoff distance required with rolling takeoff is 4,933 ft. V_1 is 128 V_R is 132 V_2 is 139 V_{FTO} is 157 N_1 is 88.6
S	Standard Calls	Calls are "Airspeed alive", "N_1 set", "80 kts crosscheck", "V_1", "V_R", and "Positive rate"
R	Reject Items	Takeoff will be rejected Prior to 80 kts for any abnormality" Between "80 kts to V_1 – We will reject for Master warnings, Directional control, or Safety of flight issues"
E	Emergency Plan	In the event Engine failure after V_1, we will continue the takeoff. We will plan to remain VFR and return for a visual approach to runway 24 right. We will not be overweight.
D	Departure	This is the Montreal One departure using Noice Abatement procedure NADP1/NADP2, runway heading to 5,000ft. ANY QUESTIONS?

XII. STANDARD CALLOUTS

A. TAKEOFF

A. TAKEOFF

PF (Pilot Flying)	PM (Pilot Monitoring)
Cleared for takeoff	
Call: "Runway Lineup checklist"	**Action:** Complete Runway Lineup checklist **Call:** "Runway Lineup checklist complete"
Action: Place hand on thrust levers. Move up two clicks to the TO detent. **Call:** "Set N1" **Action:** Verify Thrust levers in the TO detent	**Call:** "N1 set"
	Action: At first sign of airspeed **Call:** "Airspeed alive"
Call: "Check"	**Action:** At 80 KIAS **Call:** "80 knots...crosscheck"
Action: Move hand from thrust levers to control wheel	**Call:** "V1" **Call:** "Rotate"
Action: Rotate to takeoff attitude	**Action:** When the VSI is showing positive climb and the indicated altitude is increasing **Call:** "Positive rate"
Call: "Gear up"	**Call:** "Gear up" **Action:** When all gear lights extinguished: **Call:** "Gear indicating up"
	Call: "V2+15 (Flaps 10) or V2+25 (Flaps 20)"

A. TAKEOFF continued

PF (Pilot Flying)	PM (Pilot Monitoring)
Action: Above 400 ft AGL and clear of obstacles: **Call:** "Flaps up"	**Call:** "Flaps up" **Action:** Verify flap position indication up **Call:** "Indicating up"
	Above 700 ft **Call:** "Autopilot is available"
Call: "Autopilot On"	
Call: "After Takeoff checklist"	**Action:** After contacting departure control or the next radar center, do the After Takeoff checklist. **Call:** "After Takeoff checklist complete"
Call: "CLIMB Check"	**Action:** Pressurization check every 10,000 ft **Call:** "Climb Check complete"

B. CLIMB

B. CLIMB

PF (Pilot Flying)	PM (Pilot Monitoring)
Call: "Climb – Transition checklist"	**Action:** Complete Climb – Transition checklist **Call:** "Climb – Transition checklist complete"
	Call: "_____ (altitude) climbing _____ (altitude)"
Call: "_____ (altitude) climbing _____ (altitude)"	

C. CRUISE

C. CRUISE

PF (Pilot Flying)	PM (Pilot Monitoring)
Call: "Cruise checklist"	
	Action: Complete the Cruise checklist
	Call: "Cruise Checklist complete"

D. DESCENT / TRANSITION

D. DESCENT / TRANSITION

PF (Pilot Flying)	PM (Pilot Monitoring)
Call: "Descent checklist"	
	Action: Complete the Descent checklist
	Call: "Descent Checklist complete"
Call: "Descent – Transition checklist"	
	Action: Complete Descent – Transition checklist
	Call: "Descent – Transition checklist complete"
Call: "_____ (altitude) descending _____ (altitude)"	
At 1,000 ft before assigned altitude	
	Call: "_____ (altitude) descending _____ (altitude)"
Call: "_____ (altitude) descending _____ (altitude)"	

E. PRECISION APPROACH (ILS/LPV)

E. PRECISION APPROACH (ILS/LPV)

Prior to Beginning the Precision Approach (ILS/LPV)

Prior to 31 nm from destination or below FL180: Accomplish approach planning and briefing during the cruise or initial descent, if possible, or at least when called for in the Approach Checklist.

Entering the terminal area (31nm): Select within the FMS an approach. If performing an LPV approach, verify the PFD A1 line is showing "LPV ARM " and 1 nm scaling.

NOTE: Once on vectors, sequence the FMS. Recall the 3-2-1 Rule: Within controlled airspace of 3 = 3000', 2 = maximum 200 kts, and 1 = within 10 nm. For LOC based approaches, if the PFD is selected to ROSE format a dotted cyan preview of the HSI inbound course is displayed and superimposed on the active Magenta HSI. Verification of the LOC frequency should also be done. Within the airport environment and the course deviation indicator of the approach captured, verify the PFD A1 line for "LPV ARM " and the FMA vertical GP is armed. This confirms VNAV is engaged if required.

PF (Pilot Flying)	PM (Pilot Monitoring)
Call: "Approach checklist"	
	Action: Complete the Approach checklist
	Call: "Approach checklist complete"
Call: "Flaps 10 (Slow to 160 kts)"	
	Call: "Speed check; flaps 10"
	Call: "Indicating 10"
Call: "Localizer/Course alive"	**Call:** "Localizer/Course alive"
Call: "Glideslope/Glidepath alive"	**Call:** "Glideslope/Glidepath alive"
Call: "Flaps 20 (Slow to 140 kts)"	
	Call: "Speed check; flaps 20"
	Call: "Indicating 20"
1 DOT below Glideslope/glidepath	
Call: "Gear down"	
	Call: "Gear down, three green"
Call: "Gear down, three green"	

E. PRECISION APPROACH (ILS/LPV) continued

PF (Pilot Flying)	PM (Pilot Monitoring)
Call: "Flaps 30, Before Landing checklist (Slow to Vref)"	
	Call: "Speed check; Flaps 30...Indicating 30"
	Call: "Before Landing complete"

NOTE: Verify the PFD A1 line for "LPV APPR" message and not "NO APPR"

PF (Pilot Flying)	PM (Pilot Monitoring)
Call: "Glideslope/Glidepath captured"	
	Call: "Check"
Call: "Set missed approach altitude"	
	Call: "Missed approach altitude set"
At 1,000 ft above DH	**Call:** "1,000 above minimums"
If IMC, should be stable at 1000' above minimums If VMC, should be stable at 500' above minimums	
Call: "Check/Stable (IMC)"	
At 500 ft above DH	**Call:** "500 above minimums"
Call: "Check/Stable (VMC)"	
No flags	
At 100 ft above DH	**Call:** "Approaching minimums"
Call: "Check"	

E. PRECISION APPROACH (ILS/LPV) continued

PF (Pilot Flying)	PM (Pilot Monitoring)
At Minimums or when runway environment is in sight	
	Call: "Minimums"
	or
	Call: "Runway (or visual references) _____ o'clock (lead-in lights)"
Call: "Visual Landing"	
Call: "Autopilot disconnect"	
	Call: "Check"
After touchdown	
Action: Brakes applied and thrust reversers as required	
	Call: "Spoilers extended; TRs deployed "
	Call: "Airspeeds: 80, 60, 40 kts"

NOTE: Spoilers automatically extend after touchdown. Monitor both thrust reversers and spoilers

PF (Pilot Flying)	PM (Pilot Monitoring)
After clearing the active runway	
Call: "After Landing/Clearing Runway checklist"	
	Action: Complete After Landing/Clearing Runway checklist
	Call: "After Landing/Clearing Runway checklist complete"

F. PRECISION MISSED APPROACH / GO-AROUND

F. PRECISION MISSED APPROACH

At minimums and no runway environment in sight

PF (Pilot Flying)	PM (Pilot Monitoring)
	Call: "Minimums, Go-Around"
Call: "Go-Around Set N1"	**Action:** Verify the N1 setting for go-around
Action: Press the go-around TO/GA button, advance Thrust to Takeoff (TO) detent, Flight Spoilers retract (if extended), Pitch up to the command bars.	**Call:** "N1 Set"
Call: "Flaps 10"	**Call:** "Flaps 10"
	Call: "Indicating 10"
	Action: When the VSI is showing positive climb and the indicated altitude is increasing
	Call: "Positive rate"
Call: "Gear up"	**Call:** "Gear up "
	Call: "Gear indicating up"

NOTE: If an FMS approach was flown, the FMS will auto sequence into the missed approach and only a vertical mode on the FGP is required for navigation purposes. If a LOC based approach is flown, the NAV source must be changed from Green to Magenta source and then the appropriate FGP selections can be made (SNAP).

PF (Pilot Flying)	PM (Pilot Monitoring)
Missed approach procedures	**Action:** Announce initial heading and altitude for missed approach
	Clear of obstacles
	Call: "VGA+15 KIAS"
Call: "Flaps 0"	
	Call: "Flaps 0"
	Call: "Indicating 0"
Call: "Go-Around checklist"	When at safe altitude and time permitting, accomplish the Go-Around checklist
	Call: "Go-Around checklist complete"

G. NON-PRECISION APPROACH

G. NON-PRECISION APPROACH

Prior to 31 nm from destination or below FL180: Accomplish approach planning and briefing during the cruise or initial descent, if possible, or at the latest when called for in the Approach checklist.

Within the terminal area (31nm): Select an approach in the FMS. Verify the PFD A1 line is showing "RNP ARM" and 1 nm Scaling.

NOTE: Once on vectors, sequence the FMS. Recall the 3-2-1 rule: Within controlled airspace of 3 = 3000', 2 = maximum 200 kts, 1 = within 10 nm. Within the airport environment and the course deviation indicator of the approach captured, verify the PFD A1 line for "RNP ARM" and the FMA vertical GP is armed. This confirms VNAV is engaged if required.

PF (Pilot Flying)	PM (Pilot Monitoring)
Call: "Approach checklist"	
	Action: Initiate the Approach checklist
	Call: "Approach checklist complete"
After level-off intermediate approach segment	
Call: "Flaps 10 (Slow to 160 kts)"	
	Call: "Speed check; flaps 10"
	Call: "Indicating 10"
At initial convergence of course deviation indicator	
	Call: "Course alive"
Call: "Course alive"	
When course deviation indicates captured and tracking inbound	
	Call: "Course captured"
Call: "Course captured"	

NOTE: Verify the PFD A1 line for "RNP APPR" message. Also verify the FMA vertical mode GP is armed.

PF (Pilot Flying)	PM (Pilot Monitoring)
5 nm prior to FAF or 2 dots below VGP	
Call: "Flaps 20 (Slow to 140 kts)"	
	Call: "Speed check; flaps 20"
	Call: "Indicating 20"

G. NON-PRECISION APPROACH continued

PF (Pilot Flying)	PM (Pilot Monitoring)
At one DOT below VGP	
Call: "Gear down"	Call: "Gear down"
	Call: "Gear down three green"
Call: "Gear down three green"	
Prior to the FAF: Confirm the PFD A1 line is indicating "RNP APPR"	
PF (Pilot Flying)	**PM (Pilot Monitoring)**
1 nm prior to FAF or VGP intercept	
Call: "Flaps 30, Before Landing Check (Slow to Vref)"	Call: "Speed check, flaps 30"
	Call: "Indicating 30"
	Call: "Landing Checklist Complete"
At Final Approach Fix (FAF)	**Action:** Start timing
	Action: Visually crosscheck that both altimeters agree
	Action: Set MDA (to nearest 10 ft above) in Preselected Altitude
At 1,000 ft above MDA	Call: "1,000 above minimums"
If IMC, should be stable at 1000' above minimums If VMC, should be stable at 500' above minimums	
Call: "Check/Stable if IMC"	
At 500 ft above MDA	Call: "500 above minimums"
Call: "Check/Stable if VMC"	
At 100 ft above MDA	Call: "Approaching minimums"
Call: "Checked"	

G. NON-PRECISION APPROACH continued

PF (Pilot Flying)	PM (Pilot Monitoring)
At minimum descent altitude (MDA)	**Call:** "Minimums, (time) or (remaining distance) to go"
Call: "Checked"	
At point where the runway or runway environment is in sight	**Call:** "Runway (or visual references) _____ o'clock (lead-in lights)"
Call: "Visual"	
Call: "Autopilot disconnect"	**Call:** "Check"
After touchdown	
Action: Maintain runway alignment. Brakes applied and thrust reversers as required.	**Call:** "Spoilers extended, TRs deployed"
	Call: "Airspeeds during deceleration (80, 60, 40 kt)"

NOTE: Spoilers automatically extend after touchdown. Monitor the thrust reversers.

PF (Pilot Flying)	PM (Pilot Monitoring)
After clearing the active runway	
Call: "After Landing/Clearing Runway checklist"	**Action:** Complete After Landing/Clearing Runway checklist
	Call: "After Landing/Clearing Runway checklist complete"

H. NON-PRECISION MISSED APPROACH / GO-AROUND

H. NON-PRECISION MISSED APPROACH / GO-AROUND

At MAP and no runway environment in sight

PF (Pilot Flying)	PM (Pilot Monitoring)
	Call: "Minimums (or MAP), Go-Around"
Call: "Go-Around, set N1"	**Action:** Verify the N1 setting for go-around
Action: Press the go-around TO/GA button. Advance Thrust to the Takeoff (TO) Detent unless AT engaged, Flight Spoilers Retract (if extended). Pitch up to the command bars.	**Call:** "N1 set"
Call: "Flaps 10"	**Call:** "Flaps 10"
	Call: "Indicating 10"
	Action: When the VSI is showing positive climb and the indicated altitude is increasing
	Call: "Positive rate"
Call: "Gear up"	**Call:** "Gear up"
	Call: "Gear indicating up"
Missed approach procedures	**Action:** Announce initial heading and altitude for missed approach
Action: Announce initial heading and altitude for missed approach	Clear of obstacles
	Call: "VGA + 15 KIAS"
Call: "Flaps 0"	
	Call: "Flaps 0"
	Call: "Indicating 0"
Call: "Go-Around checklist"	**Action:** When at safe altitude and time permitting, accomplish the Go-Around checklist
	Call: "Go-Around check complete"

NOTE: These procedures are not SOPs. Each operator develops their own SOPs. AFM takes precedence over this guidance.

NOTE: Additional standard callouts for other maneuvers are included in the maneuvers section of the manual.

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