

 <b>DC 9/80</b> OPERATIONS MANUAL	<b>CHECKLISTS</b> Procedures Guide - 1/26	<b>II</b>	
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## General

This manual contains information pertaining to crew member responsibility during various phases of operation. Generally, each order will be answered by acknowledgement of the order (generally by repetition of the order) to make sure that it has been understood properly, and by acknowledgement when the system has reached the desired position.

## Call the action

Any time a crew member manipulates an equipment or system on the flight deck, or makes entries in FMS/FGS, he will give previous information to the other crew member to permit SITUATION AWARENESS update, and supervision that correct action is performed.

If crew member notes deviations on expected parameters, changes a planned course of actions, etc., he will inform the other crew member to permit SITUATION AWARENESS update. The other CM, verifies and replies: "CHECKED".

## FMA callouts

Aimed at facilitating a crew MODE AWARENESS particularly during MODE changes.

There are two types of FMA MODE changes:

PILOT INDUCED: caused by a pilot entry;

SYSTEM INDUCED: caused by an automatic system MODE change.

### PILOT INDUCED

- CM performing system manipulations, will announce any FMA MODE change;
- the other CM will verify on his FMA, and reply "CHECKED" (action/control principle).

### SYSTEM INDUCED

- any CM that detects an FMA MODE change that is not promptly announced, he will call it;
- the other CM will verify on his FMA, and reply "CHECKED".

FMA MODE readings will be performed starting from left to right on own FMA.

Any AMBER MODE will be announced as "ARMED"; i.e. LOC ARMED, ALT ARMED.

## Conflict modes

Whenever an indication displayed on one of the two FMAs is different from the other (CONFLICT MODE), the call out "CHECKED" will be replaced by the reading of the actual FMA MODE displayed.

## CAUTION

In CONFLICT MODE conditions, the CREW must be aware about the consistency between the two different FMA indications.

<b>COCKPIT SAFETY INSPECTION</b>	
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CM1	CM2
	BATT Switch ..... ON/LOCK Windshield WIPER Selector ..... OFF AUX HYD PUMP Switch ..... OFF FLAP/SLAT Lever ..... UP/RET SPEEDBRAKE Lever ..... RET & DISARM *Circuit Breakers ..... CHECK

<b>PRELIMINARY COCKPIT PREPARATION</b>	
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CM1	CM2
	*APU (if required) ..... START *External Power (if APU not in use) ..... ESTABLISH *Air Conditioning System ..... AS REQUIRED Passenger Address ..... CHECK Emergency Lights ..... TEST/OFF *Station Lighting ..... SET Annunciator/Digital Lights ..... TEST *CABIN PRESS Control Lever ..... CHECK & AUTO Aileron & Rudder Trims ..... FREE & ZERO

<b>COCKPIT PREPARATION</b>	
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CM1	CM2
*Parking Brake ..... SET  ----- GLARESHIELD ----- *WING LDG LTS & NOSE LTS Switches ..... RET/OFF *FGCP/FGS ..... CHECK/SET  ----- INSTRUMENT PANEL ----- *Flight and Navigation Instruments ... TEST/CHECK *EFIS ..... TEST	----- OVERHEAD PANEL ----- *Ground Service Power ..... OFF *MAINTENANCE INTERPHONE Switch ..... OFF *Flight Recorder/AIDS TEST/..... SET *Cargo Smoke Detection and Fire Suppression System (SDFSS)..... TEST *Fire Detector LOOPS Switches..... BOTH *Instrument Transfer Selectors ..... NORMAL

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*STATIC AIR Selector..... NORM	*WAGS ..... TEST
*Clock ..... CHECK/SET	*Electrical System ..... CHECK
Crew Oxygen and Mask ..... TEST/CHECK	Emergency Electrical Power ..... TEST/OFF
<b>---- PEDESTAL ----</b>	*APU Panel ..... CHECK
Primary Stabilizer Trim..... TEST	*ENG IGN Selector ..... OFF
*Alternate Stabilizer Trim..... TEST	*Fuel System ..... TEST/AS REQUIRED
	*Emergency Lights ..... ARM
	*Cabin Signs ..... ON/ON
	Pitot and Static Heaters ..... TEST/OFF
	*AIRFOIL and ENG Anti-Ice Switches ..... OFF
	*WINDSHIELD ANTI-FOG Switch ..... OFF
	*WINDSHIELD ANTI-ICE Switch ..... ON
	*ENG SYNC Selector ..... OFF
	*GND PROX WARN Switch ..... NORM
	Anti-Skid System ..... TEST/ARM
	*Stall Warning System ..... TEST
	*YAW DAMP Switch ..... ON
	Overspeed Warning System ..... TEST
	*MACH TRIM COMP Switch ..... NORM
	*Logo Lights ..... AS REQUIRED
	ICE FOD Switch ..... TEST
	CKPT & CABIN TEMP Selectors ..... TEST/SET
	*RADIO RACK Switch ..... FAN
	*Cabin Pressure Controller (Acft With STBY ON and TRANSFR LOCKOUT Lts) ..... SET
	FGCP/FGS ..... CHECK/SET
	<b>---- CENTER INSTRUMENT PANEL ----</b>
	*ENG FIRE Shutoff Handles ..... IN
	*Fire Protection System (if not tested previously) ..... TEST

\*REVERSE THRUST Lights ..... OFF  
 \*Engine Indicators ..... CHECK  
 \*FUEL USED Readouts ..... RESET  
 \*Engine Oil Indicators ..... CHECK  
 \*TRC ..... TEST  
 \*GEAR DOOR OPEN Light ..... OFF  
 \*Gear Lights and Aural Warning ..... TEST

**---- INSTRUMENT PANEL ----**

\*TAS/SAT ..... CHECK  
 \*Flight and Navigation instruments ... TEST/CHECK  
 \*EFIS ..... TEST  
 \*Clock ..... CHECK/SET  
 \*SDP ..... CHECK  
 \*Hydraulic System ..... SET  
 \*BRAKE TEMP Indicator ..... TEST/ALL  
 \*STATIC AIR Selector ..... NORM  
 Crew Oxygen and Mask ..... TEST/CHECK

**---- PEDESTAL ----**

Primary Stabilizer Trim ..... TEST  
 Radar ..... TEST/OFF  
 \*RUD HYD CONT Lever ..... PWR  
 \*Takeoff Warning / Thrust Levers ..... TEST/IDLE  
 \*FUEL Shutoff Levers ..... OFF  
 \*FUEL X-FEED Lever ..... OFF  
 \*Flap T.O. Selector ..... STOW  
 \*ATC/TCAS ..... SET/TEST  
 ADF ..... TEST

<b>COCKPIT PREPARATION</b>	
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PF	PM
	*RADIO AIDS ..... SET
	*SPEED Readout ..... SET
	*HDG Readout ..... SET
	*DFGS ..... SET
	*ALT Readout ..... SET
	*Takeoff information ..... RECEIVE
	*TAKEOFF DATA ..... COMPUTE
	*TRC/ART ..... SET/AS REQUIRED

<b>FMS DATA ENTRY</b>	
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PF	PM
*FMS POWER UP .....PERFORM	
*FMS Initialization ..... PERFORM	
*MENU ..... DEPRESS	
*AFMC1(2) ..... SELECT	
*IDENT PAGE ..... VERIFY	
*POS INIT > ..... SELECT	
*SET POSITION (if required) ..... ENTER	
*ROUTE > ..... SELECT	
*COMPANY ROUTE/DEP & DEST ..... ENTER	
*DEP ARR ..... DEPRESS	
*INIT REF ..... DEPRESS	
*TAKEOFF > ..... SELECT	

<b>FINAL COCKPIT PREPARATION</b>	
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CM1	CM2
	*AHRS Alignment ..... CONFIRM
	*T.O. DATA FORM and TRC/ART selection .....X-CHECK

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<p>*V Bugs..... SET/X-CHECK</p> <p>*Altimeters ..... SET &amp; X-CHECK</p> <p>*PREFLIGHT BRIEFING ..... PERFORM</p> <p>*ND mode and range..... AS RQRD</p> <p>*Radio Aids ..... X-CHECK</p> <p>*FGCP ..... X-CHECK</p> <p>*Start-Up Clearance ..... REQUEST</p> <p><b>*Cockpit Crew Checklist ..... COMPLETE</b></p>
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<b>BEFORE START</b>	
PF	PM
EFB ..... FLIGHT MODE Load Sheet / Takeoff Data..... X-CHECK ZFW..... SET FMS final data entry..... PERFORM INIT REF..... DEPRESS or PERF INIT > ..... SELECT < INDEX ..... SELECT < TAKEOFF ..... SELECT FMS final x-check ..... PERFORM MCDU TAKEOFF CONFIGURATION ..... SET	
CM1	CM2
Takeoff Condition Longitudinal Trim Readouts .....SET Stabilizer Trim ..... SET Parking Brake ..... SET PNEU X-FEED VALVE Levers ..... OPEN Thrust Levers ..... IDLE Pneumatic Pressure ..... CHECK ENG IGN Selector ..... SYS A or SYS B	FLAP T.O. Selector (if required) ..... SET AIDS ..... SET DATA APU AIR Switch ..... AS REQUIRED APU NORM/ECON Switch ..... NORM AIR COND SUPPLY Switches ..... OFF Fuel System..... SET Anti-Collision Lights ..... ON <b>Before Start Checklist ..... COMPLETE</b>

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CONDITION	CM1	CM2
Ready to start	Informs engine start sequence and proceeds with ground crew communication procedure.	
Eng START Sw ON	Announces "ENGINE N° ...." Moves and holds ENG START Switch to ON	
	Observe that START VALVE OPEN annunciation displays and that pneumatic pressure drops.	
N2 indication	Observe N2 RPM, hydraulic pressure and oil pressure increasing.	
	Observe N1 RPM increase	
Maximum Motoring (20% N2 RPM MINIMUM)		Calls "MAXIMUM MOTORING"
	Position FUEL Shutoff Lever to ON	Start timing
Fuel Flow indicates		Calls "FUEL FLOW"
	Monitor Fuel Flow	
EGT rises		Calls "EGT"
	Monitors EGT rising	Monitors EGT rising and checks time elapsed from FUEL Shutoff Lever on.
40% N2 RPM		Calls "40%"
	Releases ENG START Sw	
	Observe START VALVE OPEN annunciation goes out and all engine annunciations are off.	
Eng indications stabilized at ground idle	Check EGT, N1, N2 FF and oil pressure have stabilized on normal ground idle values.	
		Stops timing

<b>ENGINE START</b>	
CM1	CM2
Engine (Starting Order 2 - 1) ..... START	Engine Start ..... MONITOR

<b>AFTER START</b>	
CM1	CM2
Electrical System ..... ON	
Galley Power ..... ON	
ENG IGN Selector ..... OFF	
Pitot and Static Heaters ..... ON (CAPT)	
AIR FOIL Anti-Ice Switches ..... AS REQUIRED	
ENG Anti-Ice Switches ..... AUTO	
AIR COND SUPPLY Switches ..... AUTO	
APU AIR Switch ..... OFF	
APU MASTER Switch ..... OFF	
	Hydraulic System ..... CHECK & SET
ATC/TCAS..... SET/XPNDR	
	PNEU X-FEED VALVE Levers ..... AS REQUIRED
Windows ..... CLOSE	
DOOR LOCK Sw ..... DENY	
Door Annunciations ..... CHECK OFF	
SPOILERS ..... ARMED	
Ground Crew Clearance ..... RECEIVE	AIDS ..... CHECK/PUSH
	<b>After Start Checklist ..... COMPLETE</b>



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<b>BEFORE TAKEOFF</b>	
CM1	CM2
	Line-Up and Takeoff Clearance ..... RECEIVE ATC/TCAS ..... TA/RA Brake Temperatures ..... CHECK Fuel Balance ..... CHECK Takeoff Immanency ..... ANNOUNCE
PF	PM
	EGPWS TERR Sw ..... ON
CM1	CM2
Radar ..... AS REQUIRED ENG IGN Selector ..... BOTH EOAP ..... CHECK	<b>Before Takeoff Checklist ..... COMPLETE</b>

<b>TAKEOFF</b>	
CM1	CM2
Landing and Exterior Light ..... AS REQUIRED	
Thrust Levers ..... 1.4 EPR	
Autothrottle ..... ENGAGE	
Thrust Levers .. SET T.O. THRUST/CHECK MIN N1	
Clocks ..... START	
Airplane Directional Control ..... MAINTAIN	
EEDP/ESDP ..... MONITOR	
Airspeed Indicators (80 knots) ..... X-CHECK	
V Speeds ..... ANNOUNCE	
Airplane Rotation ..... ACHIEVE	
Landing Gear ..... RETRACT	
Landing Lights ..... RETRACT	
PF	PM
Autopilot ..... ON	
FGS ..... AS REQUIRED	
FMS ..... SET	
CM1	CM2
<b><u>At Thrust Reduction Altitude</u></b>	
Climb EPR ..... SET	
PF	PM
<b><u>At Acceleration Altitude</u></b>	
FGS ..... VNAV/IAS SET	
CM1	CM2
Flaps/Slats ..... RETRACT	
	FLAP T.O. Selector ..... STOW
	ART Switch (if T.O. Flex Used) ..... AUTO
<b>AFTER TAKEOFF</b>	
PF	PM
FMS ..... AS REQUIRED	
	ENG IGN Selector ..... AS REQUIRED
	Fuel System ..... AS REQUIRED

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	Hydraulic System ..... CHECK/SET
CM1	CM2
Spoilers ..... FLIGHT MODE	Brake Temperatures ..... CHECK
Altimeters (CM1/CM2/Stand-by) ... 1013/1013/1013	
PF	PM
	<b>After Takeoff Checklist ..... COMPLETE</b>

CLIMB	
CM1	CM2
Radar ..... AS REQUIRED	EOAP ..... CHECK
PF	PM
	EGPWS ..... AS REQUIRED
CM1	CM2
Cabin Signs ..... AS REQUIRED	
Automatic Altitude Capture ..... MONITOR	
CRUISE	
PF	PM
	Cruise EPR Limit ..... SET
FMS ..... AS REQUIRED	
CM1	CM2
TCAS A/N/B button ..... B (BELOW)	
Engine/Airplane Systems ..... MONITOR	
PF	PM
Altimeters ..... X-CHECK	
DESCENT PREPARATION	
PF	PM
	Weather Information ..... RECEIVE
CM1	CM2
Landing Data ..... CONFIRMED	
V Bugs ..... SET	
MSA ..... CHECK	
PF	PM
APPROACH and LANDING BRIEFING ..... PERFORM	
FMS ..... AS REQUIRED	
CM1	CM2
Altitude Reference Bugs (if required) ..... SET	
MDF ..... /X-CHECK	
Radio Altimeters ..... SET	
TCAS A/N/B button ..... B (BELOW)	
PF	PM
	EGPWS TERR Sw ..... AS REQUIRED
CM1	CM2
Fuel Heat System ..... AS REQUIRED	

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WINDSHIELD ANTI-FOG Switch..... AS REQUIRED	Hydraulic System ..... SET & CHECK
PF	PM
FGS ..... AS REQUIRED	Pressurization ..... CHECK/SET Descent Clearance ..... OBTAIN  <b>Descent Checklist ..... COMPLETE</b>

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<b>DESCENT/APPROACH</b>	
PF	PM
DESCENT ..... MONITOR	
SPEEDBRAKE Lever ..... AS REQUIRED	
CM1	CM2
Radio and Flight Instruments ..... SET/X-CHECK	
Cabin Signs ..... ON	
Fuel System ..... SET	
Altimeters ..... QNH & X-CHECK	
	ENG SYNC Selector ..... OFF
PF	PM
	<b>Approach Checklist ..... COMPLETE</b>

<b>FINAL</b>	
CM1	CM2
Initial Approach Configuration .....	ACHIEVE
FGS .....	SET FOR APPROACH
Localizer/VOR Capture .....	MONITOR
Glide Slope Capture .....	MONITOR
Landing Gear .....	EXTEND
TRC .....	GA
Landing Lights .....	EXT ON/BRT
Final Approach Configuration .....	ACHIEVE
FLAP/SLAT Lever (if required) .....	40/EXT
SPEEDBRAKE Lever .....	ARM
ENG IGN Selector .....	BOTH
FUEL HEAT Sw .....	OFF
EOAP .....	CHECK
PF	PM
FGS .....	SET FOR G/A
<b>Final Checklist .....</b>	
<b>COMPLETE</b>	
CM1	CM2
Radio Altimeter Callouts .....	MONITOR
PF	PM
	Windshield Wipers .....
	AS REQUIRED
CM1	CM2
Autopilot (if AUTOLAND Not Used) .....	OFF

<b>GO-AROUND</b>	
CM1	CM2
TO/GA Buttons/Thrust Levers ..... PUSH/ADVANCE	
FLAP/SLAT Lever ..... IMMEDIATELY 15/EXT	
Landing Gear ..... RETRACT	
Alt Preselect Knob .....PULL	
Airspeed/SPD MACH Readout ..... CHECK/SET	
PF	PM
Autopilot ..... ON	
FGS ..... AS REQUIRED	
CM1	CM2
<b><u>At Thrust Reduction/Acceleration Altitude</u></b>	
Climb EPR ..... SET	
PF	PM
FGS ..... VNAV/IAS	
CM1	CM2
Flaps/Slats ..... RETRACT	
PF	PM
ENG IGN Selector ..... AS REQUIRED	
CM1	CM2
SPEED BRAKE Lever ..... DISARM	
PF	PM
<b>After Takeoff Checklist ..... COMPLETE</b>	

<b>LANDING</b>	
PF	PM
Flare ..... PERFORM	
CM1	CM2
Thrust Levers ..... IDLE	
Nose wheel Contact ..... ACHIEVE	
Spoiler Operation ..... MONITOR	
Reverse Thrust ..... AS REQUIRED	
EEDP ..... MONITOR	
Airplane Directional Control ..... MAINTAIN	
<b>AFTER LANDING</b>	
CM1	CM2
SPEEDBRAKE Lever ..... DISARM	
Exterior Lights ..... AS REQUIRED	
	FLAP/SLAT Lever ..... 15/EXT
	ENG IGN Selector ..... OFF
	Pitot and Static Heaters ..... OFF
	AIR FOIL and ENG Anti-Ice Switches ..... OFF
	WINDSHIELD ANTI-FOG Switch ..... OFF
	WINDSHIELD ANTI-ICE Switch ..... OFF
PF	PM
	EGPWS TERR Sw ..... OFF
CM1	CM2
	ATC/TCAS ..... XPNDR
	APU (if required) ..... START/BUS ON
Air Cond Sys ..... AS REQUIRED	
One Engine (if applicable) ..... SHUT DOWN	
	Radar ..... OFF
	<b>After Landing Checklist ..... COMPLETE</b>

<b>PARKING</b>	
CM1	CM2
	APU (if required) ..... START/BUS ON
Exterior Lights .....	OFF
	FLAP/SLAT Lever ..... UP/RET
Parking Brake .....	Stabilizer Trim (if required) ..... ZERO
FUEL Shutoff Levers .....	Electrical Power ..... APU/EXT
	SEAT BELTS Switch ..... OFF
	FUEL TANK PUMP Switches ..... AS REQUIRED
	Pneu X-Feed Valves ..... OPEN
	APU AIR Switch ..... ON
	AIR COND SUPPLY Sws (one at a time) ..... AUTO
	SUPPLY AIR PRESS Indicator .... 12 PSI or greater
	Anti- Collision Lights ..... OFF
	Galley Power ..... OFF
EFIS/FD Switches .....	AS REQUIRED/OFF
Parking Brake (if Chocks In Place) .....	EOAP ..... CHECK
	Auxiliary and Transfer Hydraulic Pumps ..... OFF
	ATC/TCAS ..... STBY
	Cabin Air Outflow Valves ..... AS REQUIRED
DOOR LOCK Sw .....	UNLKD
	<b>Parking Checklist ..... COMPLETE</b>

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<b>LEAVING THE AIRPLANE</b>	
CM1	CM2
	Emergency Lights ..... OFF
	Position Lights ..... OFF
	Station Lighting ..... OFF
	EFB ..... OFF
	APU ..... AS REQUIRED
	BATT Switch ..... AS REQUIRED
	<b>Leaving the Airplane Checklist ..... COMPLETE</b>

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## CALLOUTS DURING TAKEOFF

CONDITION	CALL	CM
After BEFORE TAKEOFF Check list completed	Ready for takeoff	CM2
When PF starts to advance thrust levers toward TO EPR (Manual TO) or engage ATS	Takeoff thrust - Time	PF
When takeoff thrust is set	Takeoff thrust - Set	PM
When ATS FMA shows CLMP	Clamp	PM
At 80 Kts	80 knots	PM
If takeoff must be rejected	Stop takeoff	CPT
At V1, VR	V1, VR	PM
When positive rate of climb is attained	Positive climb	PM
	Gear up	PF
Before move landing gear lever to up	Gear up	PM
Landing gear up and lights out	Gear up - Lights out	PM
When deviation from target attitude is exceeded by $\pm 3^\circ$	Attitude	PM
When IAS < V <sub>2</sub>	Speed	PM
When rate of climb $\leq 500$ ft/min	Climb rate	PM
When the maximum allowed bank is exceeded by $5^\circ$	Bank	PM
Conditions for reduction to climb thrust are fulfilled	Climb thrust	PF
Before reducing thrust	Climb thrust	PM
When climb thrust is set	Climb thrust set	PM
Conditions for flap retraction are fulfilled	Flap zero	PF
Before moving flap/slat lever to 0/EXT	Flap zero	PM

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### CALLOUTS DURING TAKEOFF *(cont'd)*

CONDITION	CALL	CM
When flap position pointers show UP/UP	Flap UP/UP	PM
Conditions for slat retraction are fulfilled	Slat retracted	PF
Before moving flap/slat lever to UP/RET	Slat retracted	PM
SLAT DISAGREE (amber) and SLAT TAKEOFF (blue) lts are out	Lights out	PM

### CALLOUTS DURING CLIMB

CONDITION	CALL	CM
Passing the transition altitude	Transition altitude	PM
1000 ft before reaching cleared altitude or level	1000 feet to ...	PM

### CALLOUTS DURING DESCENT

CONDITION	CALL	CM
1000 ft before reaching cleared level or altitude	1000 feet to ...	PM
Passing transition level	Transition level	PM

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## CALLOUTS DURING APPROACH AND FINAL

CONDITION	CALL	CM
Conditions for flap/slat extension are fulfilled	Flap/Slat 15/Extended	PF
Before moving flap/slat lever to 15/EXT	Flap/Slat 15/Extended	PM
When flaps position pointers show 15/15 and SLAT TAKEOFF (blue) light is on	Flap 15/15 Light on	PM
When localizer closure bar starts to move from full scale deflection	Loc alive	PM
When glide slope pointer starts to move downward	Glide alive	PM
At 2500 ft Radio altimeter	2500 ft Radio altimeter	PM
Conditions for landing gear extension are fulfilled	Gear down	PF
Before moving landing gear lever to DOWN When landing gear down and 3 green lights on	Gear down	PM
	Gear down - Green lights	PM
Conditions for flap extension to 28 or 40 are fulfilled	Flap 28 or Flap 40	PF
Before moving flap/slat lever to requested position	Flap 28 or Flap 40	PM
When flap position pointers 28/28 or 40/40	Flap 28/28 or Flap 40/40	PM
At OM or final approach fix	Outer Marker or ..... inbound	PM
At CM1's decision to become PF (from O.M. at least during CAT II/III approaches)	I have control	CM1
At 500 ft radio altimeter	500 radio altimeter	PM
At 400, 300, 200, 100 and 50 ft radio altimeter	400, 300, 200, 100, 50	PM
If maximum localizer deviation is exceeded	Localizer	PM
If maximum glide slope deviation is exceeded	Glide	PM
If maximum speed deviation is exceeded	Speed	PM

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### CALLOUTS DURING APPROACH AND FINAL *(cont'd)*

CONDITION	CALL	CM
If maximum rate of descent is exceeded	Sink Rate	PM
If maximum attitude deviation is exceeded	Attitude	PM
At DH/MDH + 100 ft	Approaching minima	PM
When adequate visual references are established (Manual approaches)	Land	PM
After verification of the visual references (Manual approaches)	Land	PF
When adequate visual references are established (Automatic approaches)	Land	PF
At DH/MDH	Minima	PM
At minimum height for A/P use, if still engaged	Autopilot disengage	PM

### CALLOUTS DURING LANDING

CONDITION	CALL	CM
SPOILER Lever moves aft.	Spoilers deployed	PM
SPOILER Lever doesn't move aft or doesn't remain at EXT position	No Spoilers	PM
ENG REVERSE UNLOCK (amber) lights and ENG REVERSE THRUST (blue) lights are on	Ready for reverse	PM
At 80 kts	80 knots	PM
At 60 kts	60 knots	PM
ENG REVERSE THRUST (blue) lights and ENG REVERSE UNLOCK (amber) lights are out	Reverse lights out	PM

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### CALLOUTS DURING GO AROUND

CONDITION	CALL	CM
When go around is requested	Go around	CPT
While achieving G/A attitude and thrust	Flap 15	PF
Before moving flap/slat lever to 15/EXT	Flap 15	PM
When flap position pointers show 15/15	Flap 15/15	PM
When go around thrust is set	Go around Thrust Set	PM
When positive rate of climb is attained	Positive climb	PM
	Gear up	PF
Before moving landing gear lever to UP	Gear up	PM
Landing gear up and lights out	Gear up - Lights out	PM