



# **F-16**

## **Block 50/52 (GE129)**

### **Checklists - Main Volume**

**Not suited for Real Operations**  
**Made for FALCON 4 and suitable only for**  
**BMS 4.34 version**

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Annex1: Blank page for notes

**NOTE:**

Refer to Cockpit Interior check Rev 1902 for placing all switches before entering the aircraft

## VERIFY CHECK

The following items are important switches that if not correctly positioned, could cause a safety hazard and/or improperly operated systems during engine start.

Please refer to cockpit / interior checklist for a full cockpit check.

- |                       |                         |
|-----------------------|-------------------------|
| 1. FUEL MASTER switch | ON – Guard down         |
| 2. ENGINE FEED knob   | NORM                    |
| 3. EPU switch         | NORM – Guard down       |
| 4. ENG CONT switch    | PRI – Guard down        |
| 5. THROTTLE           | OFF                     |
| 6. LD GEAR handle     | Confirm Down and locked |
| 7. HOOK switch        | UP                      |
| 8. MASTER ARM switch  | OFF                     |
| 9. AIR SOURCE knob    | NORM                    |

## BEFORE ENGINE START

- |                             |   |
|-----------------------------|---|
| 1. MAIN PWR switch          | <b>BATT :</b><br>Verify FLCS RLY light ON   |
| 2. FLCS PWR TEST switch     | TEST and hold<br>Verify lights ON<br>ACFT BATT TO FLCS<br>FLCS PMG<br>FLCS PWR (4)<br>Verify FLCS RLY light OFF |
| 3. FLCS PWR TEST switch     | Release   |
| 4. MAIN PWR Switch          | <b>MAIN PWR:</b><br>Verify lights ON<br>ELEC SYS<br>HYD/OIL PRESS<br>FLCS RLY<br>SEC<br>ENGINE                  |
| 5. EPU GEN & EPU PMG lights | Confirm OFF   |
| 6. Communications           | All set to assigned UHF Backup  |
| 7. Canopy                   | Closed – locked - no light  |
| 8. Chocks                   | Confirm in place  |
| 9. COM1 & COM2 Vol knob     | Set both CW (turns radio ON)  |
| 10. Backup UHF radio        | Establish comms if required   |

Note:

To prevent possible depletion of battery power, do not allow MAIN PWR switch to remain in BATT or MAIN PWR for more than 5 minutes without engine running.

## STARTING ENGINE (GE129)

- |                         |   |
|-------------------------|---|
| 1. JFS                  | START 2   |
| 2. THROTTLE             | check JFS light ON within 30 seconds                  |
| 3. Idle Detent          | Advance to IDLE at 20% RPM minimum.                   |
| 4. SEC caution light    | Toggle (Unless idle/cutoff code enabled in bmsconfig) |
| 5. FTIT                 | Check OFF around 20% RPM                              |
|                         | Monitor:  |
| 6. ENGINE warning light | Rapid increase past 750°= HOTSTART                    |
| 7. JFS Switch           | OFF at 60% RPM  |
| 8. HYD/OIL PRESS light  | Confirm OFF (snaps OFF at 55% RPM)                    |
|                         | OFF between 15 and 70% RPM                            |

**Note :**

Engine light-off occurs within 10 seconds after throttle advance and is indicated by an airframe vibration and an increase in RPM followed by an increase of FTIT.

## ENGINE CHECK AT IDLE

- |                            |  |
|----------------------------|--|
| 1. FUEL FLOW               | 700 – 1700 PPH   |
| 2. OIL pressure            | MIN 15 PSI   |
| 3. NOZ POS                 | Greater than 94%   |
| 4. RPM                     | 62 – 80%   |
| 5. FTIT                    | Below 650°C  |
| 6. HYD PRESS A&B           | 2850 - 3250psi - around 12 O'clock position  |
| 7. Throttle cutoff release | Check – Attempt to retard the throttle to OFF without depressing the cutoff release. |

## AFTER ENGINE START

1. **Gear lights**                      **Confirm 3 greens**
  
2. **TEST switch panel check:**
  - PROBE HEAT switch: PROBE HEAT: check caution light OFF  
TEST: check caution light flashes  
OFF
  - Fire and Overheat Detect Button: TEST & HOLD
    - Check ENG FIRE Warning light ON
    - Check OVER HEAT caution light
    - Check MASTER CAUTION light ON
  
  - MAL&IND LTS button: DEPRESS and HOLD

Proper VMS operation is verified by the presence of each word in priority sequence.

Caution:

EPU checks (21) might be performed before Avionic power on to avoid possible sub system failure due to EPU power surge

## AFTER ENGINE START (Continued)

### 3. AVIONICS POWER Panel

- a. MMC (FCC) switch: ON
- b. ST STA (SMS) switch: ON
- c. MFD switch: ON
- d. UFC switch: ON
- e. DL switch: ON
- f. EGI: Select ALIGN NORM after display visible on the DED

### 4. SNSR PWR panel:

- a. LEFT HDPT switch: As required
- b. RIGHT HDPT switch: As required
- c. FCR switch: FCR (initiates FCR PO BIT)
- d. RDR ALT switch: STBY

### 5. HUD Panel:

**As desired**  
**Set HUD SYM WHEEL ON**

### 6. IFF PANEL

**CNI (C&I) knob: UFC**  
**IFF MASTER: STBY**

### 7. DTC:

**Load** (always load the DTC prior to setting up the UFC subpages)

### 8. UFC radio:

**Set COM1 & COM2 frequency as briefed.**

### 9. MFL:

**Clear (MFD TEST page)**

### 10. SEC check :

May be delayed until BEFORE TAKEOFF

- a. THROTTLE: IDLE
- b. TOE BRAKE: ENGAGE, no PARKING BRAKES
- c. ENG CONT switch: SEC
- d. SEC Caution Light: ON - Nozzle: Less than 5%
- e. RPM: Stabilized
- f. THROTTLE: Snap to MIL  
then snap to IDLE when RPM reaches 85%.  
Check for normal indication and smooth operation.
- g. NOZ POS: 10% or less within 30 sec after selecting SEC.
- h. ENG CONT switch: PRI
- i. SEC Caution Light: OFF
- j. NOZ POS: Greater than 94%

## AFTER ENGINE START (Continued)

### 11. FLIGHT CONTROLS: CYCLE & CHECK

#### 12. FLCS BIT: **Initiate and monitor.**

Position BIT switch to BIT. The RUN light on FLCP illuminates.

At successful completion of BIT (approximately 45seconds) the RUN light goes OFF, the BIT switch returns to OFF and the FAIL light and FLCS warning light remain OFF. Caution & WARNING lights might be displayed during BIT test. A BIT pass message appears on the FLCS MFD page

**Note:**

If the FLCS BIT reports a failure through the FLCS warning light and the FAIL light on the FLCP, the failure cannot be reset. The BIT must be reinitiated. In this case, the RUN light and the FAIL light are simultaneously illuminated for the first steps of the BIT, after which the FAIL light goes OFF unless BIT detects a subsequent failure.

#### 13. SPD BRK switch:      Cycle

#### 14. WHEELS down lights:      Three green

#### 15. FUEL QTY SEL knob Check

The following Values are based on JP-4 or JP5/8

- |                   |  |
|-------------------|--|
| a. Totalizer qty: | Check according to flight planning.        |
| b. TEST:          | FWD/AFT fuel low lights ON                 |
|                   | Tot: 6000 lbs                              |
|                   | A/L – F/R: 2000 lbs                        |
| c. NORM:          | A/L : 2675/2810 lbs                        |
|                   | F/R: 3100/3250 lbs                         |
| d. RSVR:          | both 460/480 lbs                           |
| e. INT WING:      | both 525/550 lbs                           |
| f. EXT WING:      | both 2300/2420 lbs (if 370-gallon carried) |
|                   | both 3750/3925 lbs (if 600-gallon carried) |
| g. EXT CTR:       | F/R: 1800/1890 lbs                         |
|                   | A/L: 0 lbs                                 |
| h. FUEL QTY SEL:  | NORM                                       |

#### 16. EPU FUEL QTY:      **95 – 102%**

## AFTER ENGINE START (Continued)

- 17. AVIONICS (Program as required and verify (manual or DTC))**
- a. Threat Warning Aux: ON
  - b. CMDS
    - RWR switch: ON
    - JMR switch: ON
    - CHAFF cmds switch: ON
    - FLARE cmds switch: ON
    - MODE knob: Set as required
    - PGRM knob: Set as required
  - c. ECM switch: Set as required (OPR)
  - d. Threat Warning prime
    - Handoff Diamond Float mode (short press)
    - MSL Launch Press to test
    - SYS TEST Press to test
  - e. MFD
    - S-Jettison: Preset Jettison and exit S-J mode
    - Master Mode: Preset SMS as required for each MM
  - f. AUDIO
    - COM1&2 Volume SET & check
    - MSL /Threat Volume SET & check
    - ILS Volume knob SET & check
    - Intercom volume SET & check (all headset sounds)
  - g. DED – UFC
    - ALOW – MSL – BINGO: Check
    - CRUS – TACAN - IDM: M-Sel TOS and Check
    - Bullseye: SET & Mode Selected.
- 18. DBU CHECK (AFTER FLCS BIT completed)**
- a. DIGITAL BACKUP switch: BACKUP
  - b. DBU ON warning light: Verify ON & WARN displayed in HUD
  - c. Operate controls: All surfaces respond normally
  - d. DIGITAL BACKUP switch: OFF
  - e. DBU ON warning light: Verify OFF
- 19. TRIM CHECKS**
- a. TRIM AP DISC switch: DISC
  - b. Stick TRIM buttons: Activate in ROLL and PITCH  
No control surface, no indicator motion
  - c. TRIM AP DISC switch: NORM
  - d. Stick TRIM buttons: Check and centre  
Control surface & indicator motion
  - e. Rudder trim check: YAW TRIM knob:  
Check and centre

## AFTER ENGINE START (Continued)

### 20. AIR REFUEL CHECKS

- a. AIR REFUEL switch: OPEN  
CHECK RDY light ON, DSC light OFF
- b. A/R DISC button: Depress  
DSC light ON; RDY Light OFF  
then 3sec later, RDY light ON, DSC light OFF
- c. AIR REFUEL switch: CLOSE

### 21. EPU CHECK

- a. Request EPU PIN removal from the Ground ATC menu
  - b. EPU GEN and EPU PMG lights: Confirm OFF
  - c. O<sup>2</sup>: 100%
  - d. Toe brakes: Engage
  - e. EPU switch: OFF
  - f. EPU switch: NORM
  - g. THROTTLE: 80%
  - h. EPU/GEN TEST switch: EPU/GEN and hold.  
Check lights: EPU AIR light ON  
EPU GEN and EPU PMG light OFF  
FLCS PWR lights ON  
EPU RUN light ON within 5 seconds
  - i. EPU/GEN TEST switch: Release (OFF)
  - j. THROTTLE IDLE
  - k. O<sup>2</sup>: NORMAL
- If no run light within 10 sec, reinitiate test with throttle at IDLE +15%

### 22. OBOGS CHECK (At least 2 minutes after engine start)

- a. OBOGS BIT switch: BIT
- b. VERIFY LIGHT: OXY LOW (right brow) ON for 10sec then OFF
- c. Pressure: CHECK 25-40 PSI
- d. Mode Lever: PBG/ON (as required)
- e. Diluter lever: NORM
- f. EMERGENCY lever NORM
- g. FLOW indicator Check

### 23. MPO CHECK

- a. Push stick forward Check stabilizers positions
- b: Depress and hold MPO Check that stabilizers have moved higher
- c: Release MPO switch Check stabilizers in original position.

### 24. ATIS

Listen to departure airbase VHF ATIS freq



## BEFORE TAXI

- |                    |                                       |
|--------------------|---------------------------------------|
| 1. Landing Lights  | ON                                    |
| 2. Drift Co Switch | Set Norm                              |
| 3. INS/EGI Check   | Check ALIGN flashes in HUD            |
| 4. INS/EGI switch  | NAV position                          |
| 5. Aircraft Lights | As SOP (AC ON – Wing/fus: ON – FLASH) |
| 6. QNH             | Confirm QNH received from lead or ATC |
| 7. Radio           | Remove chocks                         |
|                    | Get clearance to taxi from ATC Ground |

Note 1: Beware of spending excessive time checking the aircraft. Always refer to your next TOS.

Note 2: Be sure the AUX flag disappears from the ADI before scrambling. EGI will be accurate 90 seconds after initial alignment (AUX flag OFF)

Note 3: Excessive use of wheel brakes and/or differential braking is to be avoided. Maximum safe taxi speed on ramps is 20Kts. (15kts in turns)  
Max 80% RPM

## TAXI

- |                       |                           |
|-----------------------|---------------------------|
| 1. NoseWheel Steering | Check ON                  |
| 2. Seat               | Armed – Caution light OFF |
| 3. Wheelbrakes        | Test                      |
| 4. IDM                | Check in sequence         |

### Caution:

Pods (TGP) should be stowed for Taxi & Take-off

## IF CHECKS

1. Pressure Instruments
  - AIRSPEED: Zero
  - ALTIMETER: Set QNH
  - VVI: Zero.
2. Gyroscopic Instruments
  - TURNS: Needle/balls – HSI Following
3. Navigation Instruments
  - NAV: Check correct bearings for WAYPOINTS
  - TACAN: Set TCN channel and Course for Departure
4. Miscellaneous:
  - HUD Compass tape – Track heading change
  - HSD Compass tape – Track heading change
  - HSI Compass tape – Track heading change
  - STDBY Compass - Track heading change
  - Clock and Chrono : Check and Reset
  - Engine instruments: Check

## BEFORE TAKE OFF

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. PROBE HEAT switch</li> <li>2. ALT FLAPS switch</li> <li>3. MANUAL TF FLY UP switch</li> <li>4. Trims</li> <br/> <li>5. IFF</li> <li>6. ENG CONT switch</li> <li>7. Speedbrake</li> <li>8. Stores Config Switch</li> <li>9. GND JET ENABLE switch</li> <li>10. Radar Altimeter</li> <li>11. TFR / FLIR</li> <li>12. External Tanks</li> <li>13. Flight Controls</li> <li>14. OIL pressure</li> <li>15. All warning &amp; caution lights</li> <li>16. UHF Tower</li> <li>17. Take off speed</li> </ol> | <p>PROBE HEAT<br/>NORM<br/>ENABLE<br/>Check PITCH and YAW centred,<br/>ROLL as required<br/>Check (DED) &amp; NORM (IFF panel)<br/>PRI<br/>Check closed<br/>Cat1/Cat3 as required<br/>As required<br/>Set ON<br/>As required<br/>Check feeding then NORM<br/>Cycle<br/>Check PSI (min 15)<br/>Check OFF<br/>clearance received<br/>Commit to memory</p> |
|--|---|

## NORMAL TAKE OFF

- |  |   |
|--|---|
| <ol style="list-style-type: none"> <li>1. HSI</li> <li>2. Toe brakes</li> <li>3. RPM 85-90%</li> <br/><br/><br/> <li>4. Brakes</li> <li>5. Throttle</li> <li>6. NWS</li> <li>7. Rotation</li> <li>8. Positive Climb</li> </ol> | <p>Check on Runway heading<br/>HOLD<br/>Check gauges &amp; lights<br/>Oil pressure increase – nozzle closing<br/>Engine instruments in the green<br/>NO CAUTION / NO WARNING<br/>Release<br/>Full MIL, AB as required<br/>Disengage at 70 kts<br/>As computed<br/>(VSI + Alt) Gear Up</p> |
|--|---|

- Normal engine operation during MIL takeoff is indicated by an exhaust nozzle position of 15% or less after 5 seconds at MIL.
- Normal engine operation during an AB takeoff is indicated by the nozzle preopening up to 10% more than MIL when AB is first selected. AB is indicated by an increasing fuel flow and nozzle position.
- Apply power smoothly, note computed speeds for 8-12 degrees pitch rotation as briefed.
- Do not exceed 14 degrees pitch in rotation.
- Insure LG is up and locked before exceeding 300 knots.
- Since TEF and LG retract at the same time, do not rush LG retraction after takeoff, a significant loss of lift may occur.

## AIRBORNE / CLIMB

- |                    |   |
|--------------------|---|
| 1. U/C             | Check Retracted - handle light Off                    |
| 2. Engine          | Gauges in the Green                                   |
| 3. FUEL            | Verify Tank feeding and check NORM                    |
| 4. Radio           | Call airborne (UHF departure) or visual (VHF wingman) |
| 5. DED             | next steerpoint                                       |
| 6. DRIFT CO Switch | Set Drift   |
| 7. Wingman         | Set Formation and Route                               |
| 8. Altimeter       | QNE (29.92 – 1013) at transition altitude             |

## AERIAL REFUELLING

### **Tanker rejoin :**

- |             |                               |
|-------------|-------------------------------|
| 1. Radio    | Set AAR & Request Refuelling. |
| 2. TCN      | Select TCN Channel            |
| 3. TCN Mode | SET A/A TR                    |
| 4. Heading  | Course to Intercept (HSI)     |
| 5. Altitude | Tanker ALT – 1000 Ft          |

### **Before Precontact:**

- |                          |                        |
|--------------------------|------------------------|
| 6. Master ARM            | Check Safe             |
| 7. Sensors (FCR)         | Check Nose Cold (STBY) |
| 8. EW Mode knob & ECM    | STBY and OFF           |
| 9. RDR ALT               | STBY                   |
| 10. EXT Lights           | DIM (night) – STEADY   |
| 11. ANTI COLLISION light | OFF at Night           |
| 12. AIR REFUEL switch    | Open                   |
| 13. AR status indicator  | Check RDY Light On     |
| 14. Seat                 | SAFE (As desired)      |

### **Contact:**

- |                         |                        |
|-------------------------|------------------------|
| 15. Position            | Follow Director Lights |
| 16. AR status indicator | Check AR/NWS Light On  |
| 17. Fuel Transfer       | Monitor (List - #2)    |

### **Disconnect:**

- |                     |                |
|---------------------|----------------|
| 18. A/R DISC button | Depress        |
| 19. Throttle        | Decrease power |

### **Post Air refuelling:**

- |                        |                      |
|------------------------|----------------------|
| 20. Radio              | Call DONE refuelling |
| 21. Seat               | ARM                  |
| 22. Air Refuel switch  | CLOSE                |
| 23. Master Arm / SMS   | As required          |
| 24. Tacan              | As required          |
| 25. EW Mode knob & ECM | As required          |
| 26. FCR                | As required          |
| 27. RDR ALT            | As required          |
| 28. EXT Lights         | As required          |

Note: Tanker overtake speed

Over 1Nm : 100 Kts overtake

6000 Ft : 60Kts

5000 Ft : 50Kts

Decrease overtake speed by 10 Kts for every 1000 Ft closure.

When within 1000 Ft to Tanker: Do not exceed 10Kts overtake.

**FENCE IN (AG)**

- |                           |                                     |
|---------------------------|-------------------------------------|
| 1. Master Mode            | AG                                  |
| 2. Master ARM             | Set ARM                             |
| 3. LASER Switch           | ON if required                      |
| 4. Sensors (FCR/TGP/FLIR) | As Required                         |
| 5. Chaff/ Flares PGM mode | As Required                         |
| 6. ECM Jammer             | As Required                         |
| 7. RWR/EWS                | Set                                 |
| 8. RWR Mode               | Diamond Float mode or as required   |
| 9. PFLD                   | Check no Faults                     |
| 10. Master A/C Lights     | Check Off                           |
| 11. IFF                   | Check Norm and set Mode as required |
| 12. IDM                   | Initiate CONT if required           |
| 13. A/G Weapons           | Check release parameters            |
| 14. SPI                   | Cancel slew : CZ (Cursor Zero)      |
| 15. Volumes               | Check threat, com, msl vol          |
| 16. Missile power         | Check ON if required – double check |
| 17. AIM-9 Cooling head    | Check Cool                          |
| 18. CAT config            | Check correct                       |
| 19. Master mode           | MRM once all AG system set          |

**INITIAL POINT (AG)**

- |                    |                              |
|--------------------|------------------------------|
| 1. Master Mode     | AG                           |
| 2. Master Arm      | Double check ARM             |
| 3. Sensors         | SET                          |
| 4. MFDs            | SET                          |
| 5. Weapons         | SET                          |
| 6. Target          | Capture                      |
| 7. Egress plan     | Review                       |
| 8. Action point    | Initiate attack              |
| 9. Countermeasures | Initiate program as required |
| 10. AVTR           | As required                  |

## EGRESS

- |                  |                              |
|------------------|------------------------------|
| 1. Heading       | Check to friendly airspace   |
| 2. Caution Panel | Check for damage             |
| 3. Master Mode   | MRM                          |
| 4. Awacs         | Check Nearest threat         |
| 5. MFD           | Cycle As Required            |
| 6. Store config  | Set Cat I (if possible)      |
| 7. ECM Jammer    | As Required                  |
| 8. EWMS mode+pgr | At pilot discretion          |
| 9. Flight        | Rejoin / Cover               |
| 10. DED A-LOW    | Set for Egress               |
| 11. Flight       | Check Status & Fuel - Rejoin |

Note:

When engaging an A/A threat, Jettison remaining A/G stores, and select Cat 1 config. If threat is less than 10 Nm, Use Dogfight Mode

## FENCE OUT

- |                      |                                    |
|----------------------|------------------------------------|
| 1. Threat            | Assume A/A Threat - AWACS          |
| 2. Master ARM        | According to remaining threat      |
| 3. Laser switch      | OFF                                |
| 4. Master Mode       | NAV                                |
| 5. ECM Jammer        | OFF (According to Threat)          |
| 6. RWR/EWS Mode      | As required                        |
| 7. PFLD              | Check no Faults                    |
| 8. Master A/C lights | ON                                 |
| 9. IDM               | As required                        |
| 10. IFF              | Check NORM and set Mode as desired |

## IF CHECKS MNEMONIC

**Holding/enroute**

- |          |                      |
|----------|----------------------|
| <b>W</b> | Weather              |
| <b>H</b> | Holding              |
| <b>O</b> | Obtain app clearance |
| <b>L</b> | Letdown plate review |
| <b>D</b> | Descent checks       |
| <b>S</b> | Speeds               |

**Approach setup**

- |          |                      |
|----------|----------------------|
| <b>M</b> | Minimas              |
| <b>A</b> | Altimeter            |
| <b>I</b> | Initial descent rate |
| <b>L</b> | Letdown plate        |
| <b>M</b> | Missed Approach      |
| <b>A</b> | Approach speeds      |
| <b>N</b> | Nav aids             |

## DESCENT

- |                             |  |
|-----------------------------|--|
| 1. Master Mode              | Set NAV                                |
| 2. Master ARM               | Set Safe                               |
| 3. Descent                  | Start descending at TOD computation    |
| 4. Altimeter                | Set & Check (transition)               |
| 5. Approach                 | Review                                 |
| 6. Instr Mode Select switch | As required                            |
| 7. TACAN channel            | Set according to approach plate        |
| 8. HSI course and bearings  | Set according to approach plate        |
| 9. GPS                      | Input coordinates of IAF if required   |
| 10. ATIS                    | Set VHF radio to Landing airbase freq. |

Note:

Listen first to ATIS on VHF,  
Contact ATC approach once within 30Nm of landing airbase.

Request OVERHEAD if VFR or  
Request VECTORS for VISUAL APPROACH if VFR  
Request UNRESTRICTED APPROACH or  
Request VECTORS for INSTRUMENT APPROACH if IFR

ATC must be contacted prior to landing or the airport lights will not be turned ON.

## APPROACH

- |           |   |
|-----------|---|
| 1. ATC    | Initiate Contact with Approach within 30 Nm |
| 2. Fuel   | Check Quantity/Transfer/Balance             |
| 3. At IAF | Follow ATC instructions                     |

Caution:

Pods (TGP) should be stowed for Landing & Taxi

## BEFORE LANDING

- |                        |                                       |
|------------------------|---------------------------------------|
| 1. DED                 | Display wind                          |
| 2. Gear                | Check 3 greens - handle light off     |
| 3. A/C LDG/Taxi Lights | Check ON                              |
| 5. Speed brake         | As required                           |
| 6. Drift Co switch     | Set Norm                              |
| 7. Traffic             | Announce traffic in sight if required |

## FINAL APPROACH

- |                      |                              |
|----------------------|------------------------------|
| 1. Speed brake       | Extended                     |
| 2. Gear              | Down 3 greens                |
| 3. Speed             | On speed AOA (green 11° AOA) |
| 4. Touchdown         | 11 to 13° AOA                |
| 5. Landing clearance | Received                     |

Note:  
 Final approach speed/13° AOA Cross Check:  
 136 kts + 4 kts per 1000 Pound of FUEL/STORE weight

## LANDING

- |                     |  |
|---------------------|--|
| 1. Speed            | Throttle Idle  |
| 2. AOA              | Maintain Max 13° for aerobraking                                   |
| 3. Speed 90-100 kts | Let the nose wheel drop on the ground<br>Maintain gentle AFT stick |
| 4. Wheel brakes     | As required  |
| 5. NWS              | Engage at control speed (70Kts max)                                |

Note:  
 Smoothly apply moderate to heavy braking to decelerate to taxi speed.  
 Using less than moderate braking increases the likelihood of a hot  
 brake(s)

## AFTER LANDING (VACATING RWY)

- |                         |  |
|-------------------------|--|
| 1. Speedbrake           | CLOSE  |
| 2. PROBEHEAT switch     | OFF  |
| 3. IFF                  | HOLD & STBY  |
| 4. ILS                  | OFF  |
| 5. Landing/ Taxi Lights | As required  |
| 6. Radar Alt            | OFF  |
| 7. Radio                | Clearance to taxi back received from<br>GROUND UHF |

## PRIOR TO ENGINE SHUT DOWN

- |                        |   |
|------------------------|---|
| 1. Radio (ATC menu)    | Request chocks in place<br>Request EPU pin IN |
| 2. Ejection Seat       | Safe  |
| 3. RWR PWR             | OFF   |
| 4. JMR&ECM PWR         | OFF   |
| 5. Chaff & Flares CMDs | OFF   |
| 6. HUD                 | ICP SYM knob OFF                              |
| 7. L/R Hardpoints      | Power OFF                                     |
| 8. FCR                 | Power OFF                                     |
| 9. MMC (FCC)           | Power OFF                                     |
| 10. ST STA (SMS)       | Power OFF                                     |
| 11. MFD                | Power OFF                                     |
| 12. UFC/DED            | Power OFF                                     |
| 13. D/Link             | Power OFF                                     |
| 14. EGI                | OFF   |
| 15. EPU                | Request Pin from ATC menu<br>& OFF            |
| 16. IFF                | OFF   |
| 16. C&I switch         | BACKUP  |

## ENGINE SHUT DOWN

- |                           |   |
|---------------------------|---|
| 1. AIR Source             | Set OFF   |
| 2. Radios & Volume knobs  | All OFF   |
| 3. Throttle               | - Stabilize at 75-78% RPM for 5-10 sec<br>- Idle to allow nozzle to open (1 to 2 sec) |
| 4. Throttle (Idle Detent) | Cut OFF position  |
| 5. JFS RUN light          | Check   |

After Main GEN drops offline:

- |                        |                              |
|------------------------|------------------------------|
| 6. EPU Light check     | EPU GEN / EPU PMG lights OFF |
| 7. Engine FEED switch  | Set OFF                      |
| 8. Master LIGHT switch | OFF                          |
| 9. Canopy              | Open                         |
| 10. Main Power         | OFF -2 clicks when RPM < 20% |
| 11. Oxygen regulator   | OFF & 100%                   |



## HOTPIT REFUEL

### ***Prior to HOTPIT Entry***

- |                           |                                  |
|---------------------------|----------------------------------|
| 1. AFTER LANDING CHECKS   | Complete                         |
| 2. Radio Frequency        | Check proper ATC frequency tuned |
| 3. AIR REFUEL switch      | Open ; RDY light ON              |
| 4. TACAN power knob       | Power OFF                        |
| 5. GND JETT ENABLE switch | OFF                              |

### ***Prior to Hot Refuelling***

- |                   |                            |
|-------------------|----------------------------|
| 1. EPU safety PIN | REQUEST IN (ATC menu)      |
| 2. Canopy         | As desired                 |
| 3. Radio          | request Hot PIT Refuelling |

### ***During Hot Refuelling***

- |                    |                          |
|--------------------|--------------------------|
| 2. Radio freq      | Monitor ATC freq & guard |
| 3. Flight controls | Do not touch             |

### ***Hot Refuelling complete***

- |                             |  |
|-----------------------------|--|
| 1. AIR REFUEL switch        | CLOSE  |
| 2. EPU GEN & EPU PMG lights | Confirm OFF                                      |
| 3. EPU safety PIN           | REQUEST OUT (ATC menu)                           |
| 4. Taxi                     | Taxi clear of the hotpit area and contact ground |

Note:

Hotpit refuelling requires ground crew to establish intercom communication, inspect tires and install the EPU safety pin.

## SUPPLEMENTAL PROCEDURE : ILS

- |                    |                              |
|--------------------|------------------------------|
| 1. ILS Power       | Check ON (Audio 2 panel)     |
| 2. DED             | Select T-ILS page            |
| 3. ILS frequency   | Enter ILS frequency and ENTR |
| 4. CRS setting     | Enter approach course        |
| 5. Cmd STRG        | Check Mode selected          |
| 6. HSI             | Set Inbound localizer course |
| 6. INSTR Mode knob | ILS/TCN or ILS/NAV           |

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USE FOR NOTES**