INTERIOR INSPECTION / RESET CHECKLIST

Left Horizontal Panel	1. **REGLAGEBROMS** *LEVER* (Auto-throttle)	**UP**
	2. **GEAR HANDLE**	**B / DOWN**
	3. **KABINL. GOLV** *KNOB* (Cabin Air Flow)	**CLOSED**
	4. **BELYSNING** *KNOBS* (Interior Lights)	**FULLY CCW**
	5. **NÖDTRIM ROLL** *SWITCH* (Roll Trim)	**CENTRED**
	6. **NÖDTRIM TIPP** *SWITCH* (Pitch Trim)	**CENTRED**
	7. **SIDTRIM** *SWITCH* (Yaw Trim)	**CENTRED**
	8. **LJUS RADAR** *KNOB* (Radar Brightness)	**FULLY CCW**
	9. **VOL** *KNOB* (Radio Volume)	**FULLY CW**
	10. **MIK BAND** *SWITCH* (Voice Recorder)	**CENTRED**
	11. **FR24 MODE SELECTOR**	**NORM+LARM**
	12. **RENFLYGN** *KNOB* (Autopilot Yaw Trim)	**0**
	13. **NÖDSKJUT HUV** *BUTTON* (Canopy Jettison)	**CHECK**
	14. **AS** *SELECTOR* (Anti-jamming Mode)	**0**
	15. **PASSIV SPAN** *SWITCH* (Passive Reconnaissance)	**FRÅN / DOWN**
	16. **PULS** *SWITCH* (Radar Pulse Setting)	**KORT / DOWN**
	17. **LOG/LIN** *SWITCH* (Logarithmic/Linear Radar Gain)	**LOG**
	18. **LAND/SJÖ** *SWITCH* (Land/Sea Doppler Mode)	**LAND**
	19. **MASTER MODE SELECTOR**	**BER**
	20. **T–F** *SWITCH* (Start System)	**F / RIGHT**
	21. **TÄNDSYSTEM** *SWITCH* (Ignition System)	**AUT / LEFT**
	22. **GENERATOR** *SWITCH* (Generator)	**FRÅN / RIGHT**
	23. **HUVUDSTRÖM** *SWITCH* (Main Power)	**FRÅN / DOWN**
	24. **LT-KRAN** *SWITCH* (Low-pressure Fuel Valve)	**FRÅN / DOWN**
	25. **FR22 GROUP and BASE SELECTOR KNOBS** Refer to kneeboard for relevant ground and base channels.	**AS REQUIRED**
	26. **A/G** *BUTTON*	**DEPRESSED**
	27. **PITCH TRIM GAUGE**	**0**
	28. **BROMSTR.** *GAUGE* (Brake Pressure)	**0**
	29. **KAB.TR.** *GAUGE* (Cabin Pressure)	**0**
Radar Stick	1. **A0/A1/A2** *SWITCH* (Radar Mode)	**A0 (UP)**
	2. **T0/T1/TV TRIGGER** (Fix Point)	**T0 (RELEASED)**
	3. **TERRAIN AVOIDANCE BUTTON**	**CHECK**
	4. **MINNE** *BUTTON* (Memory Mode)	**CHECK**

NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

INTERIOR INSPECTION / RESET CHECKLIST

Left Side Panel

1. IR-RB FRAMSTEGN *BUTTON* (Missile Select)	**CHECK**
2. LJUDSTRYRKA UK DAMP *KNOB* (Master Volume)	**FULLY CCW**
3. CANOPY LEVER	**CENTRED**
4. KB *SWITCH* (Countermeasure release *switch*) NB: The livery is based on an older Viggen version where this switch controlled the emergency receiver. The three modes — FRÅN / INT / KONT are not marked as such.	**FRÅN / AFT**
5. TAXI/LANDING LIGHTS SWITCH (Aft, Unlabelled)	**UP (OFF)**
6. EMERGENCY LIGHTS SWITCH (Front, Unlabelled)	**UP (OFF)**
7. KONTR. LAMPTABLÅ *BUTTON* (Warning Lights Test)	**CHECK**

Left Warning Panel

1. WARNING LIGHTS	**OFF**

BRAND (Engine fire)	TIPPVÄXEL (Pitch gearing)
BRAND (Engine fire)	ELFEL (Electrical failure)
BRÄ UPPF (Low fuel pressure)	RESERVEFF (Backup hydro./gen. fault)
X-TANK BRÄ (External fuel feed fault)	HYDR-TR 2 (Low hydraulics 2 pressure)
TANK PUMP (Tank pump fault)	HYDR-TR 1 (Low hydraulics 1 pressure)
LANDSTÄLL (Landing gear)	AFK FEL (Autothrottle failure)
FÖRV FÖRBJ (Thrust reverser warning)	EJ REV (Thrust reverser failure)
NOSSTÄLL (Nose gear locked)	
V-STÄLL (Left gear locked)	OLJETRYCK (Oil pressure warning)
H-STÄLL (Right gear locked)	OLJETEMP (Oil temperature warning)

Left Front Panel

1. SPAK LAMP *BUTTON* (Stick Dampening AP mode)	**OFF**
2. ATT LAMP *BUTTON* (Attitude Hold AP mode)	**OFF**
3. HÖJD LAMP *BUTTON* (Altitude Hold AP mode)	**OFF**
4. AFK *LIGHT* (Autothrottle Annunciator)	**OFF**
5. α15,5° *BUTTON* (Autothrottle Mode 3)	**OFF**
6. AIRSPEED GAUGE	**0 km/h, M0.00**
7. RADIO FREQUENCY SELECTOR	**CHECK**
8. FM/AM *SWITCH*	**AM**
9. REV *LAMP* (Thrust Reverser Annunciator)	**OFF**
10. REV *HANDLE* (Thrust Reverser Armed)	**IN**
11. HUVUDVARNING *LAMPS* (Master Caution)	**OFF**
12. α *GAUGE* (Angle of Attack)	**0**
13. ATTITUDE DIRECTION INDICATOR (ADI) - Attitude - Heading - Slip ball - "Off" warning flag - Vertical Speed	**CHECK** Level Check Level Showing 0
14. HÖJD *GAUGE* (Barometric altimeter) - QFE Selector	**CHECK** Check

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

INTERIOR INSPECTION / RESET CHECKLIST

Central Console	**1. HEADS UP DISPLAY**	**OFF**
	2. HUD BRIGHTNESS KNOB	**CHECK**
	3. CENTRAL INDICATOR - Altitude warning light - Heading - Commanded course index - Warning flag - Radar display - Radar Warning Receiver lights - Snabbresning button *(Fast erect)*	**CHECK** Off Check Check Showing Off Off Check
	4. PARK *LEVER* (Parking Brake)	**IN**
Control Stick	**1. TRIGGER SAFETY**	**DOWN**
	2. TRIGGER	**CHECK**
	3. AUTOPILOT DISCONNECT BUTTON	**CHECK**
	4. REFERENCE BUTTON	**CHECK**
	5. TRIM HAT	**CHECK**
	6. FR-22 TRANSMIT/RECEIVE BUTTON	**CHECK**
Right Front Panel	**1. EP-13 SIGHT**	**CHECK**
	2. CLOCK	**CHECK**
	3. FÄLLD LAST *LIGHT* (Stores Released)	**OFF**
	4. SLAV SI *SWITCH* (HUD Slave source)	**I / RIGHT**
	5. HÖJD CI SI *SWITCH* (HUD Altitude source)	**RHM / LEFT**
	6. ACCELEROMETER	**1**
	7. REV AVDR TRANSONIC LAMP (Thrust reduce/Transonic warning)	**OFF**
	8. DESTINATION INDICATOR	**CHECK**
	9. BACKUP ADI - Error flag	**CHECK** Showing
	10. BACKUP AIRSPEED GAUGE	**2**
	11. HÖJD *GAUGE* (Backup Altimeter) - QFE Selector	**CHECK** Set to QNH
	12. VARV % *GAUGE* (RPM Indicator)	**0**
	13. KURS *GAUGE* (Backup Compass)	**CHECK**
	14. AFTERBURNER ZONE SELECTED LIGHTS	**OFF**
	15. P7/P2 *GAUGE* (Exhaust Pressure Ratio / EPR Indicator)	**1.0**
	16. DISTANCE INDICATOR	**0 km**
	17. BRÄNSLE % *GAUGE* (Fuel Indicator)	**CHECK**

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

INTERIOR INSPECTION / RESET CHECKLIST

Right Warning Panel

1. WARNING LIGHTS	**OFF**

SPAK (Stick damper failure)	SYRGAS (Oxygen valve off or oxygen low)
HÅLL-FUNK (AP hold function failure)	BRÄ <24 (Low fuel warning)
RHM FEL (Radio altimeter failure)	BRAND GTS (Gas turbine starter fire)
ROLLVÄXEL (Roll gearing fault)	TILS (TILS landing status)
CK (Computer fault)	NAV-SYST (Navigation system failure)
KABINHÖJD (Cabin pressure warning)	KB-V SLUT (Left countermeasures depleted)
HUV o STOL (Canopy unlocked; seat not armed)	KB-H/KA SL (Right c.m:s empty/ECM fault)
TÄNDSYST (Ignition system active)	FACKL SL (Flares depleted)
STARTSYST (Engine starter active)	MOTVERK (CM/RWR status)
MAN BR REG (Fuel regulator in 'Manual')	LUFTBROMS (Airbrakes extended)

Right Horizontal Panel

1. ENGINE NOZZLE GAUGE	**S**
2. EXHAUSE GAS TEMPERATURE (EGT) GAUGE	**1**
3. SYRGAS *GAUGE* (Oxygen pressure)	**>150kp/cm²**
4. OXYGEN LEVER	**OFF / DOWN**
5. CK37 DATA PANEL - Data selector - IN — UT switch	**CHECK** ID-NR UT / Right
6. RB-05 CONTROL STICK	**CHECK**
7. DME *SWITCH* (Legacy DME)	**FRÅN / DOWN**
8. RHM *SWITCH* (Radar Altimeter)	**TILL / UP**
9. WAYPOINT BUTTONS - B1–B9 *(Waypoint)* - Bx *(RB-15 nav points)* - LS/SKU *(Takeoff base/Tracked target toggle)* - L/Mål *(Landing base/Reconnaissance target toggle)*	
10. TILS *SELECTOR* **(TILS STATION)**	**A**
11. TILS *SWITCH* (TLIS Selector Band)	**1–10 / LEFT**
12. U22/A MODE and BANDWIDTH SELECTORS	**0 / F**
13. KB *SELECTOR* (Countermeasure Pod Operating Mode)	**A**
14. FRÅN — LJUS — LJUS/LJUD *SELECTOR* (RWR Signalling Mode)	**FRÅN**
15. STREAK SELECTOR	**0**
16. R — RF — F *SELECTOR* (Chaff/Flare)	**RF**
17. ANTIKOLL-LJUS *SWITCH* (Anti-collision Lights)	**FRÅN / DOWN**
18. LANTERN *SWITCH* (Navigation Lights)	**OFF / CENTRED**
19. FORM-LJUS *SWITCH* (Formation Lights)	**FRÅN / DOWN**
20. LED-LJUS *SWITCH* (Position Lights)	**FRÅN / DOWN**
21. VARMLUFTSPOLN FRONTRUTA *KNOB* (Windscreen De-icing)	**STÄNGT / FULLY CCW**

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FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

INTERIOR INSPECTION / RESET CHECKLIST

Right Horizontal Panel (cont.)	**22. FUNCTION CHECK MODE SELECTOR**	0
	23. ÖVRIG EL NIK — RADAR — MOTMEDEL *SWITCH* (Maintenance Test)	RADAR / CENTRED
	24. KURSKORR *KNOB* (Magnetic Declination)	CHECK
	25. FUNKTION *KNOB* (IFF Mode)	CHECK
	26. FORMLJUS \ LEDLJUS *SELECTOR* (Position Light Brightness)	3
	27. TÄNDSTIFT *SWITCH* (Ignition Coils)	TILL / UP
	28. BR AGG KABINLUFT VENT DRÄKT *SELECTOR* (Drysuit Ventilation)	0
Right Side Panel	**1. NÖDF** *BUTTON* (Emergency Release)	COVERED
	2. X TANK *BUTTON* (External Tank Release)	COVERED
	3. WEAPON SELECTOR	SJÖ / PLAN
	4. WEAPON INTERVAL SELECTOR	SPÄNNV 15
	5. FÄLLSÄTT *SWITCH* (Weapon Release Mode)	NORM | SERIE
	6. MÅLVAL / PREP *SWITCH* (RB04/RB15 Release Mode)	GRUPP | VALB
	7. IFF PANEL - TILL – FRÅN switch *(On/Off)* - Ident button *(Identify)*	CHECK FRÅN / Down Check
	8. BRÄNSLEREGL. *SWITCH* (Fuel Regulator)	AUT / DOWN
	9. KONTROLL *BUTTON* (Indicator System Test)	CHECK
	10. TANKPUMP *SWITCH* (Fuel Boost Pumps)	CHECK
	11. LT-KRAN EBK *SWITCH* (AB Fuel Regulator)	ÖPPEN / DOWN
	12. RESERVSTRÖM *SWITCH* (Backup Generator)	FRÅN / DOWN
	13. TIPPVÄXEL *SWITCH* (Pitch Gearing)	FRÅN / DOWN
	14. AVISN MOTOR (Engine Anti-icing)	FRÅN / DOWN
	15. CIRCUIT BREAKERS - SA *(Autopilot)* - HAV *(High Alpha Warning)* - TRIM SYST *(Trim Systems)* - CI/SI *(Central Indicator and Heads-up Display)* - UTSKJ KRETS *(Ejection Circuits)* - MOTOR *(Engine Starter Circuits)*	CHECK In In In In In In

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

BEFORE ENGINE START CHECKLIST

Cokpit	**1. EJECTION SEAT**	**SAFE** Handle forward
	2. TRIGGER SAFETY	**SAFE / DOWN**
	3. PARKING BRAKES	**ON** Depress brakes, pull lever
	4. DATA CARTRIDGE	**INSERT**
	5. GROUND POWER	**REQUESTED** If available
Left Horizontal Panel	**1. HUVUDSTRÖM** *SWITCH* - HUVUDVARNING lamps - LT-KRAN lamp - TANK PUMP, CK, HUV o STOL, MAN BR REG caution lights - RESERVEFF, HYDRA-TA2, HYDRA-TA1 warning lights - NOSSTÄLL, V STÄLL, H STÄLL advisory lights - ELFEL and RHM FEL if not on ground power	**TILL / UP** Blinking Illuminates Illuminate Illuminate Illuminate Illuminate
	2. LT-KRAN *SWITCH* - LT-KRAN lamp	**TILL / UP** Off
	3. HUVUDVARNING *BUTTON*	**PRESS TO CANCEL**
	4. GENERATOR *SWITCH*	**TILL / LEFT**
	5. BELYSNING *KNOBS*	**AS DESIRED**
	6. MASTER MODE SELECTOR	**BER**
	7. LANDING GEAR LEVER - NOSSTÄLL, V STÄLL, H STÄLL advisory lights	**CONFIRM DOWN** Confirm Illuminated
	8. REGLAGEBROMS *LEVER*	**UP**
	9. THROTTLE	**GROUND IDLE**
	10. NÖDTRIM ROLL, TIPP and SIDTRIM *SWITCHES* If on ground power.	**CHECK CENTRED**
	NOTE If the emergency trim switches have been used, and are not centred, the normal control stick trim system has been disengaged and can only be operated if the TRIMSYST circuit breaker (RSP15) is cycled.	
	11. RENFLYGN *KNOB*	**0**
	12. FR24 MODE SELECTOR	**NORM+LARM**
	13. MIK BAND *SWITCH*	**AS DESIRED**
	14. LJUS RADAR *KNOB*	**MIDDLE**
	15. RADAR - Radar Mode switch - AS selector - PASSIV SPAN - LOG — LIN - Antenna Elevation	**SET UP** A0 / Up 1 FRÅN / Down LOG Middle
	16. LAND — SJÖ *SWITCH*	**AS REQUIRED** According to flight terrain.

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	FULL PROCEDURE SUB-STEP	CONDITIONAL SUB-STEP	NON-FUNCTIONAL SUB-STEP

BEFORE ENGINE START CHECKLIST

LHP (cont.)	**17. FR22 RADIO** - Group and Base channels - Frequency Selector *(LFP7)* - FM/AM Switch *(LFP8)*	**SET UP** As required As required As required
Left Side Panel	**1. TAXI/LANDING LIGHTS SWITCH**	**OFF / UP**
	2. EMERGENCY LIGHTS SWITCH	**OFF / UP**
	3. VENTILATION - Temp - Mode - Emergency Switch	**AS DESIRED** Set AUT TILL
	4. BACKUP INSTRUMENT ILLUMINATION If on ground power.	**CHECK**
	5. WARNING PANEL LIGHTS - KONTR LAMPTABLÅ button - All caution, warning, and advisory lamps and lights - ELFEL, RHM FEL, CK lights, if on battery power - X-TANK BRÄ light, if drop tank is empty or not mounted	**CHECK** Press Illuminate Illuminate Illuminates
Left and Right Front Panels	**1. REV** *HANDLE*	**IN**
	2. ADI,CENTRAL INDICATOR and BACKUP COURSE INDICATOR If on ground power. - Error Flags	**CHECK ALIGNMENT and HEADING** Stowed
	3. BACKUP ADI If on ground power. - Error Flag - Fast Erect/Cage Knob	**CHECK ALIGNMENT** Stowed Push if Required
	4. HUD REFLECTOR GLASS	**DOWN**
	5. SLAV SI *SWITCH*	**F / LEFT**
	6. HÖJD CI SI *SWITCH*	**LD / RIGHT**
	7. MAIN and BACKUP HÖJD *GAUGES* Keep QNH on backup altimeter to provide an in-flight reference.	**SET QFE and QNH**
	8. P7/P2 *GAUGE*	**CONFIRM ~1.0**
	9. FUEL INDICATOR If on ground power. - With full tank - With full tank and external tank	**CHECK** 106±5% 131±5%
Right Side Panel	**1. INDICATOR SYSTEMS** If on ground power. - KONTROLL button - High alpha warning: two short bursts; stickshaker - BRAND and BRAND GTS warning lights - LANDSTÄLL caution light - Altitude Warning lamp - Indicated fuel - Data Indicator Panel - Green FK light	**CHECK** Press and hold Check Illuminate Remains off Illuminates 29±3% 1 and current CK program# Illuminates

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BEFORE ENGINE START CHECKLIST

Right Side Panel (cont.)

2. CIRCUIT BREAKERS	**ALL IN**
3. WEAPON SELECTOR	**AS DESIRED**
4. WEAPON INTERVAL SELECTOR	**AS DESIRED**
5. FÄLLSÄTT *SWITCH*	**AS DESIRED**
6. MÅLVAL / PREP *SWITCH*	**AS DESIRED**

Right Horizontal Panel

1. RWR and KB COUNTERMEASURES POD - FRÅN — LJUS — LJUS/LJUD switch - KB selector - R — RF — F selector - Streak selector	**SET UP** As desired As desired As desired As desired

Program	KB selector	Chaff/Flare selector	Streak Selector	Effect
P1 Rapid	1	R or RF	0	Chaff release while KB switch is in INT or KONT. Total release time 1.5 min.
P2 Medium	2	R or RF	0	Chaff release in 2s intervals with 2.5s pause while KB switch is in INT or KONT.
P3 Slow	3	R or RF	0	Chaff release while KB switch is in INT or KONT. Total release time 8 min.
P4 Slow streak	3	R or RF	0	Chaff release when Streak selector is set to 4. Total release time 8 min per pod.
Automatic	A	R or RF	0	Chaff released per program P2 if RWR detects radar lock while KB switch is in INT or KONT.
Automatic with U22 ECM pod	A	R or RF	0	Chaff released per program P1 if RWR detects radar lock while KB switch is set to KONT.
Quick Release	Any	As desired	Any	In R mode: chaff released in accordance with program P2. In RF mode: chaff release per program P2; flares released in 2s intervals. In F mode: flares released in 1s intervals.

2. U22 and U22/A ECM POD If carried. - Mode selector - Bandwidth selector	**SET UP** A F

U22 Mode	Mode selector	Bandwidth selector
Off	0	No function
Automatic	A	Any
Standby/preheat	B	Any
N/A	D	Any
N/A	E	Any

U22/A Mode	Mode selector	Bandwidth selector
Off	0	No function
Standby/preheat	A	F
Silent recording	A	G (low) H J (high) K (G/J cycle)
Active emission	B	F G H J K
Active emission	D	F G H J K
Active emission	E	F G H J K

3. EXTERIOR LIGHTING - ANTIKOLL-LJUS switch - LANTERN switch - FORM-LJUS switch - LED-LJUS switch - FORMLJUS \ LEDLJUS knob	**SET UP** As required As required TILL TILL As required
4. KURSKORR *KNOB* Consult airport charts for local magnetic declination.	**AS REQUIRED**
5. VARMLUFTSPOLNING FRONTRUTA *KNOB*	**STÄNGT / FULLY CCW**
6. TILS *SELECTOR*	**A**
7. RHM *SWITCH*	**TILL / UP**
8. OXYGEN LEVER	**TILL / UP**

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

NAVIGATION DATA INPUT CHECKLIST

NOTE

Loading and setting up navigation data should if possible be done before engine start while on ground power. If ground power is not available, it must be done immediately after engine start while on generator power.

At minimum, always confirm or input the start base (usng reference number or latitde/longitude and runway heading) and current time. If this is not done, the navigation system will not function properly.

1. DATA CARTRIDGE	**CONFIRM INSERTED**
2. CK WARNING LIGHT	**OFF**
3. RENSA *BUTTON*	**UNCOVER and PRESS**
4. LOAD DATA - Data Selector - IN — UT switch - Input code - Confirm - First display digit	**CHECK** REF LOLA IN / Left 9099 LS/SKU button Blinking 9 while loading

NOTE

Refer to kneeboard for current theatre reference points and navigation data.

5. STARTING BASE - Data Selector - IN — UT switch - Display	**CONFIRM** REF LOLA UT / Right 90 + base reference number
6. STARTING BASE If not set or inaccurate - Data Selector - IN – UT switch - Input code - Confirm	**INPUT** REF LOLA IN / Left 90 + base reference number LS/SKU button
7. STARTING RUNWAY - Data Selector - IN — UT switch - Display	**CONFIRM** BANA GRÄNS UT / Right Runway heading and TILS
8. STARTING RUNWAY If not set or inaccurate - Data Selector - IN — UT switch - Input code - Confirm	**INPUT** BANA GRÄNS IN / Left Rwy hdg *(4 digits)* and TILS *(2 digits)* LS/SKU
9. CURRENT TIME - Data Selector - IN — UT switch - LS/SKU button - Display	**CONFIRM** TID UT / Right Press Current time *(HHMMSS)*
10. CURRENT TIME If not set or inaccurate - Data Selector - IN — UT switch - Input code - Confirm	**INPUT** TID IN / Left HHMMSS LS/SKU

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

ENGINE START CHECKLIST

1. TÄNDSYSTEM *SWITCH*	**TILL / LEFT**
2. TÄNDSTIFT *SWITCH*	**TILL / UP**
3. BRÄNSLEREGLAGE *SWITCH*	**AUT / DOWN**
4. LT-KRAN EBK *SWITCH*	**ÖPPEN / DOWN**
5. THROTTLE	**GROUND IDLE**
6. START SWITCH Switch will catch and hold during the starting cycle. - STARTSYST caution light	**T / RIGHT** For 2 seconds Illuminates
7. STARTING SEQUENCE - MAN BR REG caution light - TÄNDSYST caution light - Generator If not on ground power, a number of systems will receive generator power and turn on, as indicated by the following: - RESERVEFF and ELFEL warning lights - TANK PUMP and CK caution lights - RHM FEL caution light - SPAK autopilot mode - Data Indicator and Destination Indicator - HYDR-TR2 and HYDR-TR1 warning lights	**MONITOR** Out at ~5% RPM Illuminates at ~10% RPM On at 30% RPM Out as generator turns on Out as generator turns on Out as altimeter calibrates On as generator turns on On as CK activates Out at 50% RPM
8. ENGINE PARAMETERS DURING STARTUP - Engine RPM - EGT - Maximum EGT - P7/P2 pressure ratio - Start Switch	**MONITOR** Steady rise to idle: 60% Steady rise within 30s <400° ~1.0 Resets to F once engine idle

⦸ CAUTION
If parameters are exceeded during start, or if STARTSYS does not illuminate within 5 seconds, set Start Switch to F and let engine spool down.

9. ENGINE PARAMETERS AT IDLE - Engine RPM - P7/P2 pressure ratio - EGT - Nozzle indicator - OLJETRYCK caution light, if previously illuminated - X-TANK BRÄ caution light, if external fuel is carried	**MONITOR** 55–65% ~1.0 <350°C Fully Open Out within 60s Out

⦸ CAUTION
A maximum of three engine startup attempts is allowed. Each attempt should be separated by at least one minute to allow engine to cool down.
If engine has spooled up before startup is aborted, perform a dry start/engine ventilation.
While Starter Switch is set to T and until the STARTSYST light goes out, HUVUDVARNING is blocked.

⚠ WARNING
Further startup attempts may not be made if:
• Startup failed or was aborted due to excessive EGT.
• RPM has increased over 65% without pilot input (danger of runaway engine).
• Startup has failed three times.

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

BATTERY STARTUP CHECKLIST AFTER ENGINE START

NOTE
If startup has been performed without being connected to ground power, the following checks and tests that require AC power must now be performed.

1. NÖDTRIM ROLL, TIPP and SIDTRIM *SWITCHES*	**CHECK CENTRED**

NOTE
If the emergency trim switches have been used, and are not centred, the normal control stick trim system has been disengaged and can only be operated if the TRIMSYST circuit breaker (RSP15) is cycled.

2. BACKUP INSTRUMENT ILLUMINATION	**CHECK**
3. ADI,CENTRAL INDICATOR and BACKUP COURSE INDICATOR - Error Flags	**CHECK ALIGNMENT and HEADING** Stowed
4. BACKUP ADI - Error Flag - Fast Erect/Cage Knob	**CHECK ALIGNMENT** Stowed Push if Required
5. FUEL INDICATOR - With full tank - With full tank and external tank	**CHECK** 106±5% 131±5%
6. INDICATOR SYSTEMS - KONTROLL button *(RSP9)* - High alpha warning: two short bursts; stickshaker - BRAND and BRAND GTS warning lights - LANDSTÄLL caution light - Altitude Warning lamp - Indicated fuel - Data Indicator Panel - Green FK light	**CHECK** Press and hold Check Illuminate Remains off Illuminates 29±3% 1 and current CK program# Illuminates
7. NAVIGATION DATA Refer to earlier checklist.	**LOAD and SET**

END

DRY START / ENGINE VENTILATION CHECKLIST

NOTE
Procedure is used to purge a flooded engine after a failed start attempt.

1. TÄNDSTIFT *SWITCH* (RHP27)	**FRÅN / DOWN**
2. THROTTLE	**OFF, FULLY REAR**
3. LT-KRAN *SWITCH* (LHP24)	**FRÅN / DOWN**
4. START SWITCH (LHP20)	**T / LEFT** Hold for 2 seconds
Starter system will run without igniting the engine. Wait 40 seconds for the process to complete.	
5. START SWITCH	**F / RIGHT**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

AFTER ENGINE START CHECKLIST

1. AVISN MOTOR *SWITCH* (RSP14) If operating in a cold weather environment.	**TILL**
2. CONTROL SURFACES	**CHECK**
3. PITCH TRIM (LHP27) - Without drop tank or with empty drop tank. - With external drop tank.	**SET** 0 -3 *(Nos upp)*
4. AIRBRAKES	**CHECK**
5. BRAKE PRESSURE - Brakes - PARK lever *(CC4)* - Bromstr. gauge *(LHP28)*	**CHECK** Press Disengages 200–270 kp/cm^2
6. EJECTION SEAT	**ARMED**
7. HÖJD *GAUGES* (LFP14 & RFP11)	**CHECK** Deviation ≤2 hPa
8. HUVUDVARNING and WARNING LIGHTS - X-TANK BRÄ caution light - HUV o STOL caution light	**CHECK** Remains lit until 70% RPM Remains lit if canopy open
9. AUTOPILOT EMERGENCY DISCONNECT NB: The game currently has no such button, function, or bind. Emulate by toggling SPAK, ATT, and HÖJD lamp buttons on and off.	**PRESS**
10. SPAK *LAMP* **BUTTON** (RFP1)	**ON**
11. WHEEL CHOCKS NB: The game currently has not implemented wheel chocks for the AJS-37	**REMOVED**
12. TAXI/LANDING LIGHT (LSP5)	**ON / DOWN**
13. HUD REFLECTOR GLASS	**LOWERED**
14. PERMISSION TO TAXI	**REQUESTED**

END

TAXIING NOTES

- Full deflection of rudder gives a nose wheel rotation of about 30°. Turning radius can be reduced by using differential braking.
- Fuel consumption on the ground is about 0.3% per minute.

⊘ CAUTION
The engine gives relatively high thrust on idle. Taxiing on slippery, wet, and even certain dry surfaces should be done carefully.

- Thrust reversal may be used to reduce speed during taxiing.
- In confined areas, thrust reversal may be used to reverse the aircraft.

⊘ CAUTION
Check that the area is clear behind the aircraft before reversing.
Do not reverse if the surface consists of a large amount of particles, such as sand or stone. On other surfaces, use as little thrust as possible to minimise the chance of particle ingestion.

⚠ WARNING
When reversing, do not apply brakes until the aircraft has come to a complete halt, as the aircraft may pivot backwards on braking, causing a tailstrike.

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

BEFORE TAKEOFF CHECKLIST

1. MASTER MODE SELECTOR (LHP19) No more than 2 minutes before throttle-up, to avoid navigation system errors to accumulate on the ground.	**NAV**

NOTE

The radar and Central Indicator (CI) requires a software initialisation period of 180 seconds after the generator has been turned on and 30 seconds after NAV mode has been engaged.

2. CANOPY - HUV o STOL caution light.	**CLOSED and LOCKED** Off
3. PERMISSION TO TAKEOFF	**REQUESTED**
4. AIRCRAFT ALIGNED	**WITH RUNWAY**
5. IFF TRANSPONDER *SWITCH* (RSP7)	**TILL / UP**
6. ADI, BACKUP ADI, CI, KURS, and HÖJD *GAUGES*	**CHECK and SET**

NOTE

Any discrepancies in heading should be automatically corrected during the takeoff run as the navigation system calculates the initial heading based on airport data and navigation gyros.

However, in case of strong crosswinds or a slippery runway, the movement and attitude of the aircraft during takeoff may introduce errors that are not compensated for by the automated system. Under such conditions, a manual course correction will be needed to override the automatic alignment.

7. MANUAL COURSE CORRECTION - Master Mode Selector - HUD Reflector Glass - Aircraft carefully aligned - Stick Reference button - HUD Reflector Glass	**IF REQUIRED** NAV Inflight mode / Raised With runway Press Takeoff/Landing mode / Lowered

NOTE

Ensure that the aircraft is carefully aligned in the direction of the runway before engaging the course correction, as all inertial navigation from wheels-up will be based on this initial alignment. If the runway or weather conditions are such that a good alignment is still unlikely, add in an early navigation update just after take-off in the mission planning.

To reset an existing initial course setting, the Master Mode Selector needs to be cycled: NAV – BER – NAV. This also applies if the pilot desires an automatic setting of the initial course.

8. SPAK AUTOPILOT *LAMP* **BUTTON** (LFP1)	**ON**
9. HUVUDVARNING and WARNING LIGHTS - X-TANK BRÄ light	**CHECK** Remains lit until 70% RPM
10. HUD SYMBOLOGY	**CHECK**
11. TAXI/LANDING LIGHT *SWITCH* (LSP5)	**ON / DOWN**
12. ANTIKOLL. LJUS *SWITCH* (RHP17)	**FRÅN / DOWN**

END

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HUD TAKEOFF CHECKLIST

1. BRAKES	**ON**
2. THROTTLE	**100% DRY POWER**
3. EGT	**<590°C + AMBIENT**
4. BRAKES	**RELEASE**

NOTE
To achieve shortest possible take-off distance on a short runway, Zone 3 afterburner should be used.

5. AFTERBURNER - Zone Indicator - Exhaust Nozzle Indicator - P7/P2 Pressure ratio	**SELECT AS NEEDED** As desired Zone achieved Zone 2: >1.9 for <+15°C <1.8 for >+15°C Zone 3: maximum
6. HUD AIRSPEED INDICATOR and TIME LINE	**CHECK**
7. WHEN HUD TIME LINE REACHES MARKERS - If using dry power, adjust flight path marker - If using afterburner, adjust flight path marker	**ROTATE** To horizon To outer pillars (~3° above horizon)
8. AIRSPEED	**INCREASING** While climbing

⦸ CAUTION
With Zone 3 full afterburner, the aircraft accelerates very quickly, and may reach the maximum allowed airspeed with extended landing gear before the gears have fully retracted. Monitor the airspeed during a fast take-off and throttle back to select a lower afterburner zone if the retraction mechanism is still operating.

9. LANDING GEAR	**RETRACT** When airborne

⦸ CAUTION
There is a risk of decrease in lift as the flaps retract along with the landing gear. Be prepared to compensate with additional throttle or stick input.

10. CLIMB	**TO SELECTED ALTITUDE**

The HUD should switch modes automatically from takeoff symbology to normal navigation symbology as altitude increases.

11. HUD REFLECTOR GLASS	**INFLIGHT / RAISED**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

ADI TAKEOFF CHECKLIST

1. BRAKES	**ON**
2. THROTTLE	**100% DRY POWER**
3. EGT	**<590°C + AMBIENT**
4. BRAKES	**RELEASE**

NOTE
To achieve shortest possible take-off distance on a short runway, Zone 3 afterburner should be used.

5. AFTERBURNER - Zone Indicator - Exhaust Nozzle Indicator - P7/P2 Pressure ratio	**SELECT AS NEEDED** As desired Zone achieved Zone 2: >1.9 for <+15°C <1.8 for >+15°C Zone 3: maximum
6. AT SPEED - If using dry power - If using afterburner	**ROTATE** To 10° climb at 280 km/h To 13° climb at 250 km/h
7. AIRSPEED	**INCREASING** While climbing

⦸ CAUTION
With Zone 3 full afterburner, the aircraft accelerates very quickly, and may reach the maximum allowed airspeed with extended landing gear before the gears have fully retracted. Monitor the airspeed during a fast take-off and throttle back after lift-off to select a lower afterburner zone if the retraction mechanism is still operating.

8. LANDING GEAR	**RETRACT** When airborne

⦸ CAUTION
There is a risk of decrease in lift as the flaps retract along with the landing gear. Be prepared to compensate with additional throttle or stick input.

9. CLIMB	**TO SELECTED ALTITUDE**

The HUD should switch modes automatically from takeoff symbology to normal navigation symbology as altitude increases.

10. HUD REFLECTOR GLASS	**INFLIGHT / RAISED**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

VISUAL APPROACH CHECKLIST

1. AIRSPEED *GAUGE* (LFP6)	**550km/h**
2. BACKUP ATTITUDE INDICATOR (RFP9)	**CHECK** Fast erect if needed
3. LANDING GEAR *HANDLE* (LHP2) NOSSTÄLL, V-STÄLL, H-STÄLL *lights* (LWP1)	**DOWN** At 15km from runway Green
4. LANDING *LIGHTS* (LSP5)	**ON**
5. REV *HANDLE* (LFP10) REV *light* (LFP9)	**AS DESIRED** Per setting
6. REGLAGEBROMS *HANDLE* (LHP1) AFK *light* (LFP4)	**AS DESIRED** Per setting
7. SPAK *LIGHT BUTTON* (LFP1)	**ON**
8. BRAKE PRESSURE BROMSTR. *gauge* (LHP28)	**CHECK** 200–270 kp/cm²
9. HUD REFLECTOR GLASS (CC1)	**LANDING / LOWERED**
10. MASTER MODE *SELECTOR* (LHP19)	**LANDNING P/O**
11. GLIDE SLOPE - Airspeed - Descent angle	**ESTABLISH** Maintain 12° α Maintain 3°

NOTE

Primarily use throttle to set the descent angle, and balance with pitch input to maintain the AoA. If the REGLAGEBROMS autothrottle is engaged, AoA will be maintained automatically — instead, use pitch input to maintain proper glideslope.
The HUD line in LANDNING P/O mode represents a 2.86° descent angle.

Place the descent line on the runway threshold and centre the sight dot on the centre- line, steer the flight path indicator onto the line. Maintain attitude. Strive for a touch-down at about 100-200 metres in on the runway.

At 15 metres altitude above the runway (30 if not using the radar altimeter), the HUD will change to the descent rate mode. The previous 2.86° line represents the maximum vertical velocity (2.96 m/s).

12. TOUCH-DOWN	**CONFIRMED**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

TILS APPROACH CHECKLIST

1. AIRSPEED *GAUGE* (LFP6)	**550km/h**
2. LANDING BASE L MÅL *button* (RHP9)	**SET** Press
3. HÖJD *GAUGE* (LFP14)	**SET FIELD QFE**
4. RUNWAY HEADING - CK37 data selector *(RHP5)* - LS/SKU button *(RHP9)*	**SET** BANA Press to cycle
5. TILS STATION *SELECTOR* (RHP10)	**SET**
6. TILS *SWITCH* (RHP11)	**SET**
7. MASTER MODE *SELECTOR* (LHP19)	**LANDN NAV** At 30km from runway
8. BACKUP ATTITUDE INDICATOR (RHP9)	**CHECK** Fast erect if needed
9. TILS *LIGHT* (RWP1)	**SOLID**
10. LANDING GEAR *HANDLE* (LHP2) NOSSTÄLL, V-STÄLL, H-STÄLL *lights* (LWP1)	**DOWN** At 15km from runway Green
11. LANDING *LIGHTS* (LHP5)	**ON**
12. REV *HANDLE* (LFP10) REV *light* (LFP9)	**AS DESIRED** Per setting
13. REGLAGEBROMS *HANDLE* (LHP1) AFK *light* (LFP4)	**AS DESIRED** Per setting
14. SPAK *LIGHT BUTTON* (LFP1)	**ON**
15. BRAKE PRESSURE BROMSTR. *gauge* (LHP28)	**CHECK** 200–270 kp/cm²
16. HUD REFLECTOR GLASS (CC1)	**LANDING / LOWERED**
17. HUD ALTITUDE, HEADING INDICATIONS	**FOLLOW**
18. GLIDE SLOPE - Airspeed - Descent angle - HUD and ADI pitch and heading incations	**INTERCEPT** At 10km from runway Maintain 12° α Follow to maintain 3° glide slope

NOTE

Primarily use throttle to set the descent angle, and balance with pitch input to maintain the AoA. If the REGLAGEBROMS autothrottle is engaged, AoA will be maintained automatically — instead, use pitch input to maintain proper glideslope.

At 15 metres altitude above the runway (30 if not using the radar altimeter), the HUD will change to the descent rate mode. The previous 2.86° line represents the maximum vertical velocity (2.96 m/s).

19. TOUCH-DOWN	**CONFIRMED**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

LANDING CHECKLIST

Aerobraking

NOTE: AEROBRAKING
Using the wing span and high AoA to create drag and slow the aircraft down reduces wear and tear on brakes and engines but creates a longer landing roll and thus is only suitable for longer paved runways.

1. ESTABLISH AOA	**16°**
2. NOSE DOWN	**AT 160km/h**
3. RUDDER PEDALS	**TO STEER**
4. TOE BRAKES	**APPLY EVENLY**

Thrust reversal braking

NOTE: THRUST REVERSAL
If preselected, the thrust reverser engages as the nose wheel strut compresses and reduces wear on brakes while allowing very short landing rolls, but at the cost of risking compressor stalls as exhaust gasses are fed backwards into the engine.

1. NOSE DOWN	**IMMEDIATELY**
2. RUDDER PEDALS	**TO STEER**
3. REV *HANDLE* When REV AVDR TRANSSONIC *light* comes on.	**IN** To avoid gas ingestion.
4. TOE BRAKES	**APPLY EVENLY**
5. MASTER MODE *SELECTOR* (LHP19)	**BER**
6. TAXI / LANDING *LIGHTS* (LSP5)	**AS DESIRED**

Refer to taxiing notes for vacuating the runway.

END

SHUTDOWN CHECKLIST

1. EJECTION SEAT	**SAFE**
2. REGLAGEBROMS *LEVER* (LHP1)	**OFF / UP**
3. GENERATOR *SWITCH* (LHP22)	**FRÅN / RIGHT**
4. AVIONICS and OTHER SYSTEMS Radar, RWR, IFF, External illumination etc.	**OFF**
5. OXYGEN *LEVER* (RHP4)	**OFF / DOWN**
6. LT-KRAN *SWITCH* (LHP24)	**FRÅN / DOWN**
7. CANOPY (LSP3)	**OPEN**
8. HUVUDSTRÖM *SWITCH* (LHP23)	**FRÅN / DOWN**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

NAVIGATION DATA UPDATE CHECKLIST

Automated fixes

NOTE: INITIAL FIX

When taking off, an initial fix is made automatically when weight is removed from the nose wheel. Fix is set to the runway centre point of the selected starting base. Landing outside of any LANDNING master mode will not update the current starting base and subsequent take-offs may introduce errors if the starting base is not set manually.

NOTE: TILS FIX

When using TILS, position errors are removed during phase 3 of the approach through automatic calibration against the TILS signal.

NOTE: TERNAV

TERNAV fixes are applied automatically and continuously if the system is operating and the radar altimeter is used. TERNAV status can be monitored in AKT POS / UT mode on the CK37: digit 5 shows current TERNAV operation mode; digit 6 shows accumulated position error in km.
Mode 0: TERNAV inoperable. Mode 1: Stand-by. Mode 2: Rough search. Mode 3: Fine search.
Mode 4: Operating, not used. Mode 5: Operating and sending fixes.

B and M navigation points

⊘ CAUTION

The same procedures are used for updates of both target points (MÅLPUNKT) and waypoints (BRYTPUNKT). Updating a waypoint position adjusts all subsequent waypoints according to their relative positions, and the accrued navigation error between two fixed waypoints will rarely be large enough to cause the flight plan to be dangerously off target. However, when updating target points, the target may have moved significant distances from their pre-planned assumed positions and the MÅLPUNKT data is thus disassociated from the BRYTPUNKT data to allow for these differences

It is critically important to ensure that the right type of update is done to the right type of navigation point. Accidentally moving a waypoint as if it were a target point will offset the entire flight plan. Before making a target update for the purpose of weapons delivery, ensure that the destination indicator shows an M number; before making a waypoint update, ensure the destination indicator shows a B number.

Visual fix

NOTE: VISUAL FIX

Visual fixes are done by overflying a known landmark corresponding to a waypoint location.

1. RADAR MODE *SWITCH* (TRS1)	**A0 (OFF)**
2. DESTINATION INDICATOR (RFP8) - B, Bx, or M type - Navpoint number	**CHECK** Confirm as appropriate Confirm
3. FIX TRIGGER (TRS2) - Destination indicator	**FIRST DETENT / T1** Steady E
4. LANDMARK / TARGET	**FLY OVER**
5. FIX TRIGGER (TRS2) - Destination indicator	**SECOND DETENT / TV** Steps to next nav point

Radar fix

NOTE: RADAR FIX

Visual fixes are done by identifying and designating a landmark on the radar scope.

1. RADAR MODE *SWITCH* (TRS1)	**A1**
2. MASTER MODE (LHP19)	**NOT IN SPA**
3. DESTINATION INDICATOR (RFP8) - B, Bx, or M type - Navpoint number	**CHECK** Confirm as appropriate Confirm
4. FIX TRIGGER (TRS2) Destination indicator	**FIRST DETENT / T1** Blinking E
5. RADAR CROSS and CIRCLE MARKER (CC3) If done in memory radar mode, ony the circle marker is manipulated.	**SLEW TO NEW POSITION**
6. FIX TRIGGER (TRS2) Radar circle marker	**SECOND DETENT / TV** Updates to new position

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CK37 EMPLOYMENT MODES and DATA

1. CK37 DATA *SELECTOR*	**AS REQUIRED**
2. IN — UT *SWITCH* For data input For data output	**AS REQUIRED** In / Left Ut / Right

Output modes

	Button	Display	Specifics
AKT POS		DD MM X Y	Alternating current Lo/La position in degrees and minutes.
		DD MM X Y	TERNAV operating status: 0 – inoperable; 1 – stand-by; 2 – rough search; 3 – fine search; 4 – operating, not used; 5 – operating, providing fixes
		DD MM X Y	Estimated navigational drift in km.
REF LOLA		DD MM SS or 9XXX 00	Lo/La or Ref# of current destination.
	LS/SKU		Lo/La or Ref# of LS starting base.
	L/MÅL		Lo/La or Ref# of L1/L2 landing base.
	B1–B9		Lo/La or Ref# of depressed waypoint.
	Bx1–Bx9		Lo/La or Ref# of Bx mark point.
BANA GRÄNS		XXXXXX	Output depends on current destination
	L/MÅL	DDDD XX	Runway heading in tens of degrees.
		DDDD XX	TILS channel.
	B1–B9	DDD DDD	First boundary line heading in degrees.
		DDD DDD	Second boundary line heading in degrees.
VIND RUTA MÅL		DDD XX 0	Doppler wind direction in degrees.
		DDD XX 0	Dopper wind speed in km/h.
	LS/SKU	DDD XX □	Forecast wind direction in degrees.
		DDD XX □	Forecast wind speed in km/h.
	1–9	DD MM SS	Alternating Lo/La of SPA/MÅL target.
TID		X H MM SS	Deviation of ETA with respect to ToT: X=□ – ahead; X=9 – behind schedule.
		7 H MM SS	Relative ETA if no ToT was set.
	LS/SKU	HH MM SS	Current time.
	B1–B9		ToT for selected waypoint.
		X YY 000	Ingress speed in Mach X.YY.
	Bx	HH MM SS	ToT for RB15 at Bx8.
	1–9		Timestamp for SPA/MÅL target.
TAKT		X_1 X_2 X_3 X_4 X_5 X_6	Weapon status of pylon *i*; (X_i = 0 – empty; X_i = 1– available; X_i = - – inoperable).
	B1–B9	9 00000	Depressed WP button is a target navpoint.

Input modes

	Input	Confirm	Function	Parameters
REF LOLA	9099	LS/SKU	Load data	Data transfer from cartridge.
	90 XX	L/MÅL	L1	Referecnce number XX of landing base L1.
	99 XX		L2	Referrence number XX of landing base L2.
	DD MM SS		Lo/La L1	Longitude/Latitude of landing base L1.
		B1–B9	Lo/La WP	Longitude/Latitude of Waypoint B1–B9.
		Bx + Y	Lo/La Bx	Longitude/Latitude of Markpoint BxY.
BANA GRÄNS	DDDD YY	LS/SKU	Takeoff RWY	Heading of takeoff runway in tens of degrees.
	DDDD YY			TILS channel of takeoff runway.
	DDDD YY	L/MÅL	Landing RWY	Heading of landing runway in tens of degrees.
	DDDD YY			TILS channel of landing runway.
	DDD DDD	B1–B9	Boundary lines	Headings in degrees of first and secondary boundary line of waypoint B1–B9
VIND RUTA MÅL	DDD XX	LS/SKU	Forecast wind	Heading in degrees of forecast wind.
	DDD XX			Speed in km/h of forecast wind.
	DD MM SS	L/MÅL + X	Lo/La M1–M9	Longitude/Latitude of recon target MX.
		B1–B9	Lo/La R1–R9	Longitude/Latitude of recon RUTA points R1–R9.
TID	HH MM SS	LS/SKU	Current time	Time in 24-hour format.
		B1–B9	WP ToT	Time on target for selected waypoint in 24-hour format.
		Bx	RB15 ToT	Time on target for RB15 to arrive in target area in 24-hour format.
	X YY	B1–B9	Ingress speed	Ingress speed in Mach X.YY at selected waypoint.
TAKT	DDD XX Y	B1–B9	Pop-up point	Desired attack heading in degrees and popup distance in XX.Y km
	9		Target point	Convert between waypoint (B) ↔ target point (M).

END

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GENERAL WEAPON SELECTION CHECKLIST

	Weapon selector	Master mode	Specifics	Release mode	Other settings
AKAN	ATTACK	ANF		AG mode	
	AKAN JAKT			AA mode	
ARAK	ATTACK	ANF	SERIE	Normal range	
			IMP	Long range	
Bombs	PLAN	ANF		Level release	Weapon Interval selector is used to designate spread between bombs. Radar mode A0 for all release modes except RR.
		NAV	Low-drag	Direct release	
			High-drag	CCIP release	
	DYK	ANF		Precision release	
		NAV		Quick release	
	RR	ANF		Radar release	
		NAV		NAV/toss release	
LysB	ATTACK	ANF	VÄ	Left-offset	TAKT mode address 23 is used to specify offset distance.
			RAKT	On-target	
			HÖ	Right-offset	
RB 04E	ATTACK	ANF	GRUPP	Preplanned release	Group targeting available for targets offset on the depth axis.
			ENKEL		
		NAV or SPA		Quick release	
RB 05A	MARK	ANF		Impact detonation	
	SJÖ			Delayed detonation	
	LUFT			Proximity detonation	
RB 15F	ATTACK	ANF	VALB	Target selection per TAKT	TAKT mode addresses 81–88 are used for programming the VALB target selection.
			STD	Standard mode	
		NAV or SPA		Quick release	
RB 24 / 74	ANF	IR-RB		AA mode	Weapon Interval selector sets wingspan.
RB 75	RB 75	NAV	A0	Black-on-white	Fix trigger is used to uncage seeker and command a lock.
			A1	White-on-black	
			A2	Automatic	
BK 90	ATTACK	ANF		Preplanned release	TAKT mode addresses 91–92 are used to program pattern.
		NAV or SPA		Quick release	

⊘ CAUTION

Many weapons use the same settings — notably the ATTACK Weapon Selection — and thus cannot be selected individually. Weapons using conflicting/overlapping selection settings should not be carried at the same time as this will leave either or all weapons disabled as indicated by the TAKT mode stores display.

1. WEAPON SELECTOR (RSP3)	**AS REQUIRED**
2. MASTER MODE SELECTOR (LHP19)	**AS REQUIRED**
3. HÖJD *GAUGE* (LFP14)	**SET TARGET QFE**
4. WEAPON INTERVAL SELECTOR (RSP4) If carrying bombs, LysB, or RB 24 / 74	**AS REQUIRED**
5. FÄLLSÄTT *SWITCH* (RSP5) If carrying ARAK, RB 04, RB 15 or BK 90.	**AS DESIRED**
6. MÅLVAL / PREP *SWITCH* (RSP6) If carrying RB 04, RB 15 or BK 90.	**AS DESIRED**
7. RADAR MODE SWITCH (TRS1) If using RB-04, RB-15, RB-24 / 74, BK 90, or toss release.	**AS REQUIRED**
8. WEAPON DELIVERY SETTINGS and DATA - Data Selector - IN — UT switch - Data/code input - Confirm input	**SET** TAKT IN / Left As desired *(see next page)* LS/SKU

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GENERAL WEAPON SELECTION CHECKLIST

9. SIGHT and RADAR FLAGS — SET

Affects	Address	Data mask/code	Setting
AKAN, ARAK, Bombs, and RB 75	21	211	Fixed sight
		21 (no data)	Moving sight (default)
AKAN, ARAK, Bombs	22	221	Disable target motion measurement (default).
		220	Enable motion measurement
LysB	23	23N	Offset distance in km: 1, 2 (default), 3.
Radar modes	25	251	Radar lock before trigger unsafe
		252	Radar lock after trigger unsafe
		253	Radar lock disabled
		250	Radar lock before trigger unsafe (default)

10. RB 15 SETTINGS and DATA — SET

If carried.

Address	Default	Data mask/code	Setting
80	800000	800000	Reset address 81–86 to STD mode
		800001	Confined area; multiple target N (nearest); medium area search
		800002	Unconfined area; multiple target A (all); medium area search
		800003	Convoy targeting; group target; large area search
		800004	Bearing attack; bearing search mode
81	810111	81Nxxx	Single target: 0=yes (default), 1=no
		81xNxx	Multiple target N (one of three targets nearest to Bx8): 0=yes, 1=no (default)
		81xxNx	Multiple target A (random selection between all targets): 0=yes, 1=no (default)
		81xxxN	Group target: 0=yes, 1=no (default)
82	820000	82Nxxx	Analysis during search: 0=yes (default), 1=no — Not implemented.
		82xNxx	Analysis mode: 0=yes (default), 1=no — Not implemented.
		82xxNx	Delayed acquisition: 0=yes (default), 1=no — Not implemented.
		82xxxN	0 = active + passive lock (default), 1=active lock — Not implemented.
83	830000	83Nx00	Altitude after Bx6: 0=sea skimming (default); 1=30m
		83xN00	0 = area search (default); 1 = bearing search
		83xxNN	Empty (default =00)
84	841110	84Nxxx	Precise search area: 0=yes, 1=no (default)
		84xNxx	Small search area: 0=yes, 1=no (default)
		84xxNx	Medium search area: 0=yes, 1=no (default)
		84xxxN	Large search area: 0=yes (default), 1=no
85	851100	85Nxxx	Boundary line left: 0=yes, 1=no (default)
		85xNxx	Boundary line right: 0=yes, 1=no (default)
		85xxNN	Distance, 01–15 km
86	861000	86Nxx0	0 = target approach 10m, 1 = sea skimming (default)
		86xNx0	0 = detonate on impact (default), 1 = delayed — Not implemented.
		86xxN0	0 = arming 2 out of 3 (default), 1 = arming 1 out of 3 — Not implemented.
		86xxxN	Empty (default =0)
87	—	87NNN	Wind direction, degrees (by default sourced from aircraft)
88	—	88NN	Wind strength, km/h (by default sourced from aircraft)

11. BK 90 SETTINGS and DATA — SET

If carried.

Address	Default	Data mask/code	Setting
91	91060	NNN	Weapon altitude, m (default =60)
92	920000	1000	Long area of effect in SERIE release
		2000	Wide area of effect in SERIE release
		3000	Compact / overlapping area of effect in SERIE release
		0000	Reset to compact / overlapping area

END

NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP
	FULL PROCEDURE SUB-STEP	CONDITIONAL SUB-STEP	NON-FUNCTIONAL SUB-STEP

AKAN 30/55 GUNPOD EMPLOYMENT CHECKLIST

Air-to-ground mode	**1. WEAPON** *SELECTOR* Data *selector* and *switch* to TAKT / UT	**ATTACK** Check digits 2 and 5 show “1”
	NOTE If TAKT mode do not show stations 2 and 6 (digits 2 and 5) as operational, the aircraft is carrying conflicting mixed stores on stations 3 and 5. In such a configuration, the AKAN 30/55 cannot be selected or used, and the loadout must be altered.	
	2. MASTER MODE *SELECTOR*	**ANF**
	NOTE The weapon can also be used in master mode NAV. The sight appears when the trigger in set to UNSAFE. Target motion measurement and radar ranging is not used.	
	3. HÖJD *GAUGE*	**SET TARGET QFE**
	4. TRIGGER	**UNSAFE** When reticule is on target
	5. TRIGGER	**PRESS and HOLD** When in range
	NOTE If the angle between the sight line and the horizon is less than 5° the distance line does not appear and the triangulation or radar ranging is not used. A fixed distance of 1400m is used which will have to be estimated visually.	
	⚠ WARNING If the flashing 2° poles appear, the attack should be aborted immediately and evasion with maximum G should be done as the safety distance will not be met.	
	6. STICK	**PULL TO EVADE** Pull up at 5G.
Air-to-air mode	**1. WEAPON** *SELECTOR* Data *selector* and *switch* to TAKT / UT	**AKAN JAKT** Check digits 2 and 5 show “1”
	NOTE If TAKT mode do not show stations 2 and 6 (digits 2 and 5) as operational, the aircraft is carrying conflicting mixed stores on stations 3 and 5. In such a configuration, the AKAN 30/55 cannot be selected or used, and the loadout must be altered.	
	2. MASTER MODE *SELECTOR*	**ANF**
	NOTE The AKAN 30/55 can be used in a fixed wingspan mode or a radar-guided calculated ballistic mode. In winspan mode, the HUD marker represents the target wingspan at 500m. In radar mode, the sight dot is continually adjusted for the range of the target.	
	3. WEAPON INTERVAL *SELECTOR*	**SET TARGET WINGSPAN**
	4. RADAR MODE *SWITCH*	**A1 or A2**
	5. SIGHT DOT	**ON TARGET**
	6. RADAR FIX TRIGGER	**FIRST DETENT / T1** To lock
	7. TRIGGER When time/distance line reaches the event markers or the wingspan markers envelop the target. In wingspan mode, the pilot will need to manually lead a manoeuvring target.	**UNSAFE and FIRE**
After Attack	**1. TRIGGER**	**SAFE**
	2. MASTER MODE *SELECTOR*	**NAV**
	END	

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

ARAK M/70B ROCKET POD EMPLOYMENT CHECKLIST

1. WEAPON *SELECTOR* Data *selector* and *switch* to TAKT / UT	**ATTACK** Check station digits show "1"

NOTE
If TAKT mode do not show the appropriate stations as operational, the aircraft is carrying conflicting mixed stores on other stations. In such a configuration, the ARAK M/70B cannot be selected or used, and the loadout must be altered.

2. MASTER MODE *SELECTOR*	**ANF**

NOTE
The weapon can also be used in master mode NAV. The sight appears when the trigger in set to UNSAFE. Target motion measurement and radar ranging is not used.

NOTE
The ARAK M/70B can be launched at normal or long ranges by selecteing either FÄLLSÄTT SERIE (normal) or FÄLLSÄTT IMP (long range). In long-range mode, target motion prediction and radar rangings need to be disabled by inputing TAKT codes 221 and 253. Long-range mode is less precise but offers some stand-off distance.

3. FÄLLSÄTT *SWITCH* - For normal range firing - For long range firing	**AS DESIRED** NORM / Up LÅ / Down
4. HÖJD *GAUGE*	**SET TARGET QFE**
5. TRIGGER	**UNSAFE** When reticule is stable on target
6. TRIGGER - If using normal range firing mode - If using long range firing mode	**PRESS and HOLD** When in range When wings are displayed

NOTE
If the angle between the sight line and the horizon is less than 5° the distance line does not appear and the triangulation or radar ranging is not used. A fixed distance of 1400m is used which will have to be estimated visually.

⚠ WARNING
If the flashing 2° poles appear, the attack should be aborted immediately and evasion with maximum G should be done as the safety distance will not be met.

7. STICK	**PULL TO EVADE** Pull up at 5G.
8. TRIGGER	**SAFE**
9. MASTER MODE *SELECTOR*	**NAV**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP | CONDITIONAL SUB-STEP | NON-FUNCTIONAL SUB-STEP

BK-90 "MJÖLNER" CBU EMPLOYMENT CHECKLIST

Release altitude:	50–500m / 165–1650' AGL	Flight altitude:	30–500m AGL
Release speed:	Mach 0.6–0.9	Flight range:	<7km / 3.8 nm
Warhead:	72× HE (MJ1) or 24× AP (MJ2)	Targeting area:	±2km / 1.1 nm

Weapon Selection

1. WEAPON *SELECTOR* Data *selector* and *switch* to TAKT / UT	**ATTACK** Check station digits show "1"

NOTE
If TAKT mode do not show the appropriate stations as operational, the aircraft is carrying conflicting mixed stores on other stations. In such a configuration, the ARAK M/70B cannot be selected or used, and the loadout must be altered.

2. WEAPON DELIVERY SETTINGS - TAKT address 91 - TAKT address 92	**SET** Flight altitude in VALB release Target area in SERIE release.
3. FÄLLSÄTT *SWITCH* - For single release - For pair release	**AS DESIRED** IMP / Down SERIE / Up
4. PREP *SWITCH* - For standard flight altitude *(60m)* - For selectable flight altitude	**AS DESIRED** STD / Down VALB / Up

Target Selection

1. TARGET WAYPOINT	**SELECTED**
2. HÖJD *GAUGE*	**SET TARGET QFE (=QNH)**
3. MASTER MODE *SELECTOR*	**ANF**

NOTE
The BK 90 can be fired directly from NAV mode and will attempt to fly towards and release at the current target point. However, no ranging, drift, or release information will be available on the HUD.

4. TARGET POSITION - Radar mode - Radar trigger - Slew CI crosshair - Radar trigger - HUD steering information - Radar mode	**ADJUST IF NEEDED** A1 First detent / T1 On target Second detent / TV Check updated A0 / Off

⊘ CAUTION
If the selected navpoint is not a target waypoint (indicated by M for "Målpunkt" on the destination indicator), a position update will affect the actual waypoint and as such alter all subsequent navigation positions relative to this updated position.
If adjustments are needed: Data Selector to TAKT, input 9, press the corresponding waypoint button to convert the waypoint to a target point.

Weapon Release

1. HUD STEERING CUES	**FOLLOW**
2. SLAV SI *SWITCH* Once at launch altitude	**T / RIGHT** 50–500m AGL
3. TARGET IN RANGE - HUD distance line	**CHECK** Inside brackets
4. TRIGGER	**UNSAFE**
5. TRIGGER - In SERIE release, weapons will be released with 2s intervals	**PRESS and HOLD** Until FÄLLD LAST illuminates
6. TRIGGER	**SAFE**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

RB-04/E ASM EMPLOYMENT CHECKLIST

Release altitude:	50–425m / 165–1400' ASL	Flight altitude:	10m / 30' ASL
Release speed:	Mach 0.7–0.9	Flight range:	32km / 17 nm
Warhead:	200kg HE	Targeting range:	8km / 4.3 nm

Weapon Selection

1. WEAPON *SELECTOR* Data *selector* and *switch* to TAKT / UT	**ATTACK** Check digits 2 and 5 show "1"

NOTE
If TAKT mode do not show stations 2 and 6 (digits 2 and 5) as operational, the aircraft is carrying conflicting mixed stores on stations 3 and 5. In such a configuration, the Rb-04 cannot be selected or used, and the loadout must be altered.

2. FÄLLSÄTT *SWITCH* - For single missile - For both missiles	**AS DESIRED** IMP / Down SERIE / Up
3. MÅLVAL *SWITCH* - For single target - For multiple targets	**AS DESIRED** ENKEL / Down GRUPP / Up

Target Selection

1. TARGET WAYPOINT	**SELECTED**
2. HÖJD *GAUGE*	**SET TARGET QFE (=QNH)**
3. MASTER MODE *SELECTOR*	**ANF**

NOTE
The Rb-04/E can be fired directly from NAV mode and will fly straight ahead and engage detected targets of opportunity as programmed. However, no ranging, drift, or release information will be available on the HUD.

4. TARGET POSITION - Radar trigger - Slew CI crosshair - Radar trigger - HUD steering information	**ADJUST IF NEEDED** First detent / T1 On target Second detent / TV Check updated

⦸ CAUTION
If the selected navpoint is not a target waypoint (indicated by M for "Målpunkt" on the destination indicator), a position update will affect the actual waypoint and as such alter all subsequent navigation positions relative to this updated position.
If adjustments are needed: Data Selector to TAKT, input 9, press the corresponding waypoint button to convert the waypoint to a target point.

Weapon Release

1. HUD STEERING CUES	**FOLLOW**
2. SLAV SI *SWITCH* Once at launch altitude	**T / RIGHT** 50–425m ASL
3. TARGET IN RANGE - HUD distance line - CI target radar echo	**CHECK** Inside brackets Between crosshairs
4. TRIGGER	**UNSAFE**
5. TRIGGER	**PRESS and HOLD** Until FÄLLD LAST illuminates

NOTE
The release will unbalance the aircraft, requiring forceful roll trim change. In a SERIE release, maintain lever flight through stick adjustment alone since the aircraft will be rebalanced as the second weapon is released.

6. TRIGGER	**SAFE**

END

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

RB-05A RCMRM EMPLOYMENT CHECKLIST

Weapon preparation	**1. WEAPON** *SELECTOR* Data *selector* and *switch* to TAKT / UT	**MARK or SJÖ** Check digits 3 and 4 show "1"
	NOTE If TAKT mode do not show stations 3 and 5 (digits 3 and 4) as operational, the aircraft is carrying conflicting mixed stores on stations 2 and 6. In such a configuration, the RB-05A cannot be selected or used, and the loadout must be altered.	
	NOTE In MARK mode, the weapon fuse is set to immediate detonation on contact with the target. In SJÖ mode, the fuse is set to delayed detonation. In LUFT mode, the weapon fuse is set to proximity detonation.	
	2. MASTER MODE *SELECTOR*	**ANF**
	NOTE The weapon can also be used in master mode NAV, but will have to be aimed without any ranging information.	
Air-to-ground	**1. FLY TOWARDS TARGET**	**LEVEL or SLIGHT DIVE**
	2. HÖJD and / or ATT AUTOPILOT MODES	**AS DESIRED**
	3. RANGE TO TARGET	**<10km**
Air-to-air	**NOTE** The RB 05A can be used in a fixed wingspan mode or a radar-ranging mode. In winspan mode, the HUD marker represents the target wingspan at 500m. In radar mode, the sight dot is continually adjusted for the range of the target.	
	1. WEAPON INTERVAL *SELECTOR*	**SET TARGET WINGSPAN**
	2. RADAR MODE *SWITCH*	**A1 or A2**
	3. SIGHT DOT	**ON TARGET**
	4. RADAR FIX TRIGGER	**FIRST DETENT / T1** To lock
	5. FLY TOWARDS TARGET	**LEVEL**
	6. HÖJD and / or ATT AUTOPILOT MODES	**AS DESIRED**
	7. RANGE TO TARGET - In wingspan mode - In radar mode	**<2800m** Wingspan envelops target Distance line reaches markers
Weapon employment	**1. TRIGGER**	**UNSAFE and FIRE**
	⊘ CAUTION The batteries in the RB 05A only last for 40 seconds and are activated on trigger unsafe. Do not activate the missile prematurely, or it may fail to operate long enough to fire or to reach its target. If the trigger is set back to safe, the missile is disabled and the next missile available is selected.	
	2. RB-05 CONTROL STICK	**STEER ONTO TARGET**
	3. TRIGGER	**SAFE** After impact
	4. MASTER MODE *SELECTOR*	**NAV**
	END	

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

RB-15F ASM EMPLOYMENT CHECKLIST

Weapon Selection

Release altitude:	50–2000m / 165–6500' ASL	Flight altitude:	Selectable up to 30m ASL or 80m AGL
Release speed:	Mach 0.9	Flight range:	70km / 37 nm
Warhead:	200kg HE	Targeting range:	24km / 13 nm

1. WEAPON SELECTOR Data *selector* and *switch* to TAKT / UT	**ATTACK** Check digits 2 and 5 show “1”

NOTE

If TAKT mode do not show stations 2 and 6 (digits 2 and 5) as operational, the aircraft is carrying conflicting mixed stores on stations 3 and 5. In such a configuration, the Rb-15F cannot be selected or used, and the loadout must be altered.

2. FÄLLSÄTT *SWITCH* - For single missile - For both missiles	**AS DESIRED** IMP / Down SERIE / Up
3. MÅLVAL *SWITCH* - For standard target selection - For programmed target selection	**AS DESIRED** STD / Down VALB / Up

VALB target selection depends on the settings stored in TAKT addresses 81–89.
STD target selection is the equivalent to single target, large-area search: the target closest to the assumed target position is detected and selected by the missile. This mode can also be selected in VALB by inputting TAKT code 800000.

Route Programming

NOTE

Unlike other weapons that assume the target will be at a target point (“Målpunkt”), Rb-15F employment assumes that the weapon will be released at the corresponding target navpoint. It then uses markpoints Bx6–Bx9 to determine the route it will fly and where to search for targets. As such, the location of the Målpunkt does not need the same precision adjustments other than to aid the pilot in low visibility situations in order to ensure a clear flight path between the Målpunkt and the Bx7 first steerpoint for the missile.

The Bx number is selected using the data input number buttons, not the B1–B9 waypoint buttons. Ensure that the Destination Indicator is showing a “Bx” destination rather than a navigation waypoint (“B”) or target waypoint (“M”) before making any updates or adjustments.

All Bx markpoints can be created and adjusted using the same procedure. However, if the Bx8 assumed target position (ATP) is created first, the CK37 will create Bx6, Bx7 and Bx9 automatically according to a predefined pattern, and these markpoints can then be adjusted as needed. If the markpoints come pre-programmed on the data cartridge, the same procedure can be used to adjust their position in-flight. Bx6 is not a steerpoint – instead, its distance to Bx7 is used to determine when the Rb-15 descends to skimming altitude. For ease of visualisation, it is always positioned between the release Målpunkt and markpoint Bx7.

1. SELECTING and VISUALISING - Bx button + data input number - Destination Indicator - Destination Distance - Radar display	 Press Displays Bx + number Distance to markpoint Circle for Bx8, cross for others
2. INPUT USING LATITUDE/LONGITUDE - Data Selector - IN — UT switch - Latitude and logitude *(6 digits, DDMMSS format)* - Save - New position	 REF LOLA IN / Left Enter Press Bx, then number button Check
3. INPUT USING RADAR MARKING - Radar mode - Select markpoint - Radar trigger - Radar crosshairs - Radar trigger - New position	 A1 Press Bx, then number button T1 / First detent Slew to correct position TV / Second detent and release Check

NOTE

To ensure that the steerpoint manoeuvres are possible, the system automatically limits how close the crosshairs can be slewed to pre-existing points when manipulating the radar marks.

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

RB-15F ASM EMPLOYMENT CHECKLIST

Target Selection

NOTE

When Master Mode is set to ANF, target selection is done by setting the MÅLVAL switch. In STD mode, the target closest to Bx8 is attacked. In VALB mode, the selection depends on TAKT addresses 81–89. If the missile is released in NAV Master Mode, the TAKT settings and missile steerpoints are not loaded — instead, the missile flies straight ahead and attacks the first detected target, similar to STD mode but without a predefined search area.

Specifics regarding flight altitudes, target search areas, and target restrictions can be entered as bitmasks in TAKT address 81 and 83–86 (see General Weapon Selection Checklist). For quick selection modes, the following TAKT codes can be used:
800001: Confined attack area; N-selection; medium search area.
800002: Unconfined attack area; A-selection; medium search area.
800003: Convoy attack; group selection; large search area.
800004: Bearing attack; bearing search area.

N-selection ("Nearest"): the three ships closest to Bx are determined; one is randomly selected as the target.
A-selection ("All"): all ships in attack area range of Bx are determined; one is randomly selected as the target.
Group selection: a group of ships, all within 3km of each other, is determined; one ship is randomly selected as the target. Only
Bearing search: the target is assumed to be on the bearing between Bx7 and Bx8; search arc is expanded up to ±35° as the missile approaches Bx8. Search range is 6–24km.

Release Positioning

1. RELEASE WAYPOINT	**SELECTED**
2. HÖJD *GAUGE*	**SET TARGET QFE (=QNH)**
3. MASTER MODE SELECTOR	**ANF**

NOTE

The Rb-15F can be fired directly from NAV mode and will fly straight ahead and engage detected targets of opportunity without being loaded with the steering or target selection programming entered in CK37. As such, no ranging, drift, or release information will be available on the HUD.

4. HUD STEERING CUES	**FOLLOW**

Weapon Release

1. RELEASE PARAMETERS - Aircraft altitude - HUD distance line - Altitude warning light	**CHECK** 50–2000m Inside brackets Off

⊘ CAUTION

The altitude warning light will illuminate and launch is inhibited in if any of the following conditions are true:
• No Bx8 point is defined while in ANF mode.
• The commanded course change, or sum of commanded course changes >135° while in ANF mode.
• Missile flight time to Bx9 is <30 seconds while in ANF mode.
• If there is a CK or error or primary data/pitot system error.
The altitude warning light will illuminate, but launch will not be inhibited if the aircraft is outside the release altitude envelope.
Pressing the trigger while launch is inhibited will cause FÄLLD LAST to flash.
The trigger has to be set to safe to reset the release circuits and clear the error.

2. TRIGGER	**UNSAFE**
3. TRIGGER	**PRESS and HOLD** Until FÄLLD LAST illuminates

NOTE

The release will unbalance the aircraft, requiring forceful roll trim change. In a SERIE release, maintain lever flight through stick adjustment alone since the aircraft will be rebalanced as the second weapon is released.

4. TRIGGER	**SAFE**
5. EVADE or CIRCLE FOR SECOND RELEASE	**AS REQUIRED**
6. MASTER MODE SELECTOR	**NAV**

The missile steers directly from the release point to Bx7, where it turns toward Bx8. If no targets are detected as it passes through Bx8, it turns towards Bx9. Depending on route and distance, the flight time to target may be up to 4 minutes.

END

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RB-24J / RB74 AAM EMPLOYMENT CHECKLIST

Seeker	RA IR (RB24J), AA IR (RB74)	Minimum range:	500m
Release g-load:	<6 G	Maximum range:	8km / 4 nm.
Warhead:	4.8kg (RB24J), 9.4kg (RB74)		

1. WEAPON *SELECTOR*	**IR-RB**

NOTE
The RB-24J and RB-74 can also be selected by pressing the IR missile fast select button (LSP1).

2. MASTER MODE *SELECTOR*	**ANF**

NOTE
The weapon can also be used in master mode NAV. The sight appears when the trigger in set to UNSAFE.
Target ranging is not used.

NOTE
The RB-24J and RB-74 can be ranged in a fixed wingspan mode or a radar-ranging mode.

3. WEAPON INTERVAL *SELECTOR*	**SET TARGET WINGSPAN**
4. RADAR MODE *SWITCH*	**A1 or A2**
5. SIGHT DOT	**ON TARGET**
6. RADAR FIX TRIGGER	**FIRST DETENT / T1** To lock
7. MISSILE UNCAGE *BUTTON* To track a manoeuvring target.	**PRESS IF NEEDED**
8. TRIGGER - Tone - With winspan ranging - With radar ranging	**UNSAFE and FIRE** High-pitch and steady Wingspan envelops target Distance line inside markers
9. TRIGGER	**SAFE**
10. MASTER MODE *SELECTOR*	**NAV**

END

RB-75 AGM EMPLOYMENT CHECKLIST

Seeker	Electro-optical with fixed zoom.	Field of view	5° (RB-75 / RB-75T), 4° (RB-75B)
Warhead:	57kg (RB-75), 136kg (RB-75T)	Slewable cone	30°
Targeting range:	500m – 22km / 12 nm.	Launch cone	15°

1. WEAPON *SELECTOR* Data *selector* and *switch* to TAKT / UT	**RB75** Check station digits show "1"

NOTE
If TAKT mode do not show the appropriate stations as operational, the aircraft is carrying conflicting mixed stores on other stations. In such a configuration, the ARAK M/70B cannot be selected or used, and the loadout must be altered.

NOTE
If RB-75:s are carried on both inner and outer pylons, the outer pair will be used first. If attempting a single-run attack, it is therefore advantageous to fit RB-75B on the outer pylons and RB-75 on the inner pylons. As range decreases on the attack run, the RB-75's lower zoom will make it easier to make out targets at the lower ranges the aircraft will be at when the second missile pair is employed.

2. MASTER MODE *SELECTOR*	**ANF**

NOTE
The weapon can also be used in master mode NAV, but will have to be aimed without any ranging information. If firing from NAV mode, the sight will activate on trigger unsafe. In this mode, ensure that the RB 75 is selected and the sight active before trying to slew the seeker and command a lock, as the fix trigger may otherwise trigger an undesired target point or waypoint position update.

3. HÖJD *GAUGE*	**SET TARGET QFE**
4. DIRECT AIRCRAFT	**TOWARDS TARGET**
5. RADAR MODE *SELECTOR* To set RB 75 sensor mode. - A0 - A1 - A2	**AS DESIRED** Black-on-while White-on-black Auto
6. FIX TRIGGER	**FIRST DETENT / T1** To uncage seeker
7. EP-13 SEEKER CROSSHAIR	**SLEW ONTO TARGET**
8. FIX TRIGGER	**SECOND DETENT / TV** To command lock
9. TRIGGER	**UNSAFE and FIRE** On stable target lock
10. NEXT MISSILE using either: - Trigger - IR-RB FRAMSTEGN button *(LSP1)*	**SELECT** Safe Press

NOTE
Trigger unsafe boresights the selected missile. This can also be done by releasing the fix trigger to T0.
Newly selected missiles start out boresighted. To perform rapid follow-up shots, it is therefore advantageous to fly through the EP-13 seeker scope using the boresighted seeker image — the next shot will require little slewing from the fast-moving and unsteady platform. The HÖJD and ATT autopilot modes may help in stabilising the aircraft while the pilot concentrates on slewing the seeker.

11. REPEAT STEPS 4–10	**AS NEEDED**
12. TRIGGER	**SAFE**
13. MASTER MODE *SELECTOR*	**NAV**

END

NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP
	FULL PROCEDURE SUB-STEP	CONDITIONAL SUB-STEP	NON-FUNCTIONAL SUB-STEP

SB71 GENERAL PURPOSE BOMB EMPLOYMENT CHECKLIST

All modes

1. WEAPON INTERVAL *SELECTOR*	**DESIRED SPREAD**
2. HÖJD *GAUGE*	**SET TARGET QFE**
3. POP-UP POINT - Data selector - IN — UT switch - Desired attack heading in degrees and distance in xx.y km - Select target point to confirm	**SET AS and IF DESIRED** TAKT IN / Left Enter as DDD XXY B1–B9

NOTE

Creating a pop-up point will convert the navpoint to a target point ("Målpukt") if that has not already been done.
Pop-up points will be marked on the Destination Indicator with a "U" followed by the corresponding navpoint number and will offer terminal steering guidance on the HUD. With good visibility, the pop-up offset and roll-in manoeuvre can be performed manually based off of the steering cues for the regular target point.

Level (PLAN) release

1. WEAPON *SELECTOR*	**BOMB PLAN**
2. RADAR MODE *SWITCH*	**A0**
3. MASTER MODE - For level release - For direct or CCIP release	**AS DESIRED** ANF NAV

NOTE: HIGH-DRAG BOMB CCIP

High-drag bombs can be released in a CCIP mode only by selecting BOMB PLAN and NAV modes.
In NAV mode, the target indicators activate on Trigger Unsafe and show the first and last calculated fall points based on QFE setting.

4. TARGET MOTION PREDICTION and RADAR RANGING - TAKT input codes 221 and 253.	**DISABLED AS DESIRED** If not using CCIP delivery
5. POP-UP POINT	**SET AS and IF DESIRED** If not using CCIP delivery
6. HUD POSITION	**LOWER**
7. SLAV SI *SWITCH*	**F / LEFT**
8. HUD STEERING CUES	**FOLLOW**

NOTE

If using a pop-up point, the HUD indications will first steer you towards it before changing to the actual target point.
Be prepared to adjust to the desired attack heading and roll in on the target while maintaining the set attack altitude.

9. TRIGGER	**UNSAFE** When aiming dot is on target
10. RADAR MODE *SWITCH* - To use radar ranging to improve accuracy of aim point, unless disabled.	**A1 or A2** As desired
11. TRIGGER - When ranging cue reaches markers.	**PRESS and HOLD** Until FÄLLD LAST illuminates
12. HUD STEERING ORDER RING	**FOLLOW** Until FÄLLD LAST illuminates.

⦸ CAUTION

If slightly high or in a slight climb, the aiming marker and release cues may disappear below the HUD. In that case, the pilot will have to estimate the release point.

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NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP — CONDITIONAL SUB-STEP — NON-FUNCTIONAL SUB-STEP

SB71 GENERAL PURPOSE BOMB EMPLOYMENT CHECKLIST

Dive (DYK) release	**1. WEAPON** *SELECTOR*	**BOMB DYK**
	2. RADAR MODE *SWITCH* - To use radar ranging to improve accuracy of aim point	**AS DESIRED** A1 or A2, otherwise A0 / Off
	3. MASTER MODE - For precision release - For quick release	**AS DESIRED** ANF NAV
	4. POP-UP POINT	**SET AS DESIRED**
	5. HUD POSITION	**LOWER**
	6. SLAV SI *SWITCH*	**F / LEFT**
	7. HUD STEERING CUES	**FOLLOW**
	NOTE If using a pop-up point, the HUD indications will first steer you towards it before changing to the actual target point. If using a pop-up point, be prepared to pull up and roll into the desired attack heading set for the target.	
	8. TRIGGER	**UNSAFE** When reticule is on target
	9. TRIGGER - When ranging cue reaches markers.	**PRESS and HOLD** Until FÄLLD LAST illuminates
	10. HUD STEERING ORDER RING - Pull up from the dive at constant 4G	**FOLLOW** Until FÄLLD LAST illuminates.
Radar (RR) release	**1. WEAPON** *SELECTOR*	**BOMB RR**
	2. RADAR MODE *SWITCH*	**A1 or A2**
	3. MASTER MODE	**ANF**
	4. TRIGGER	**UNSAFE**
	5. TRIGGER - When radar range marker reaches target echoes.	**PRESS and HOLD** Until FÄLLD LAST illuminates
	6. RADAR MODE	**AUTOMATICALLY TO A0**
NAV release	**⊘ CAUTION** The precision of the NAV release mode is wholly contingent on accurate and precise QFE settings and on accurate and navigation data. A navigation fix should be performed on the waypoint before the target point, and the aircraft should be from with TERNAV constantly zeroing out any drift on the way to the target point.	
	1. WEAPON *SELECTOR*	**BOMB RR**
	2. RADAR MODE *SWITCH*	**A0**
	3. MASTER MODE	**NAV**
	4. TRIGGER	**UNSAFE**
	5. COMMANDED ALTITUDE	**FOLLOW**
	6. HUD DISTANCE LINE	**FLASHES** At 2s from release
	7. TRIGGER	**PRESS and HOLD** Until FÄLLD LAST illuminates

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SB71 GENERAL PURPOSE BOMB EMPLOYMENT CHECKLIST

Toss release

⊘ CAUTION
The precision of the toss release mode is wholly contingent on accurate and precise QFE settings and on accurate and navigation data. A navigation fix should be performed on the waypoint before the target point, and the aircraft should be from with TERNAV constantly zeroing out any drift on the way to the target point.

1. WEAPON *SELECTOR*	**BOMB RR**
2. RADAR MODE *SWITCH*	**A0**
3. MASTER MODE	**NAV**
4. DIRECT AIRCRAFT Until distance indicator shows less than maximum release range	**TOWARDS TARGET**
5. PULL UP	**AT 4G**
6. TRIGGER	**UNSAFE** At 5° climb angle.
7. TRIGGER - When markers on distance line appear.	**PRESS and HOLD** Until FÄLLD LAST illuminates

NOTE
If the toss manoeuvre is performed correctly, the bombs will be released at 12–15° climb angle.

Attack complete

1. TRIGGER	**SAFE**
2. RADAR MODE *SWITCH*	**A0**
3. MASTER MODE *SELECTOR*	**NAV**
4. NEXT WAYPOINT	**SELECT**

END

NORMAL STEP	FULL PROCEDURE STEP	CONDITIONAL STEP	NON-FUNCTIONAL STEP
	FULL PROCEDURE SUB-STEP	CONDITIONAL SUB-STEP	NON-FUNCTIONAL SUB-STEP

LYSB ILLUMINATION BOMB EMPLOYMENT CHECKLIST

1. WEAPON *SELECTOR*	**ATTACK**
2. WEAPON INTERVAL *SELECTOR* - VÄ - RAKT - HÖ	**DESIRED POSITION** Left of target On top of target Right of target
3. OFFSET DISTANCE - TAKT address 23	**SET AS DESIRED** 1–3 km *(default 2km)*

NOTE
When creating a final target radar fix before attacking, the dialled-in offset will be added to the selected position. The targeting cross should therefore be set on top of the target position as usual, but the resulting navigation position circle after the fix will be offset per the settings.

4. HÖJD *GAUGE*	**SET TARGET QFE**
5. MASTER MODE *SELECTOR*	**ANF**

NOTE
The weapon can also be used in master mode NAV, but will have to be aimed without any ranging information.
If firing from NAV mode, the aim point will activate on trigger unsafe.

6. HUD STEERING CUES	**FOLLOW**
7. TRIGGER	**UNSAFE**
8. TRIGGER - When distance line flashes, 2 seconds before pull-up.	**PRESS and HOLD** Until FÄLLD LAST illuminates.
9. ADI FLIGHT DIRECTOR NEEDLES - Pull up at constant 4G	**FOLLOW** Until FÄLLD LAST illuminates.
10. TRIGGER	**SAFE**
11. MASTER MODE *SELECTOR*	**NAV**

END

STORES JETTISON CHECKLIST

Fuel tank jettison

NOTE
To release all carried fuel tanks, use the X TANK button (RSP2)

1. X TANK *BUTTON COVER*	**OPEN**
2. X TANK *BUTTON*	**PRESS**

External stores

NOTE
To release all carried stores except RB 24J/74 on pylons 1 and 7, use the NÖDF button (RSP1)

1. NÖDF *BUTTON COVER*	**OPEN**
2. NÖDF *BUTTON*	**PRESS**

END

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FR22 V/UHF RADIO CHECKLIST

1. SPECIAL CHANNEL - H button - 1–3 buttons - - button	**SET** Guard frequency Special channel 1–3 Manual frequency
2. BASE CHANNEL - Rotary - A/G button - B button - C/F button - C2 button - D/E button	**SET** Airport number Subchannel A Subchannel B Subchannel C Subchannel C2 Subchannel D

NOTE
Refer to kneeboard for a list of base numbers and their respective subchannels.

3. GROUP CHANNEL - Rotary - 0–9 buttons	**SET** Group number Subgroup channel

NOTE
Refer to kneeboard for a list of group numbers and their respective subgroups.

END

QFE DETERMINATION CHECKLIST

1. BACKUP HÖJD *GAUGE*	**SET QNH OF REGION**
2. MAIN HÖJD *GAUGE*	**SET QFE OF AIRFIELD**

Note the ASL altitude of the airfield as well as the difference in barometric pressure between QNH and QFE.
- At or near sea level, 8.2m (27') of altitude should equate to a reduction in barometric pressure by 1 hPa.
- At 100m ASL, the factor has increased to 8.4m / 1 hPa
- For every 250m thereafter, the factor increases by 0.1 m / hPa: 8.5 @ 350m; 8.6 @ 600m; 8.7 @ 800m and so on.

3. ALTITUDE OF POINT ON MAP (in metres)	**NOTE RESULT**
4. DIVIDE BY PRESSURE RATIO AT ALTITUDE	**NOTE RESULT**
5. SUBTRACT FROM QNH (As indicated on the backup HÖJD *gauge*)	**ENTER AS QFE**

END