

INTERIOR INSPECTION / RESET CHECKLIST

Left Horizontal Panel	10	1. CDVE 5 SWITCH (FBW channel 5)	GUARDED
	09	2. TEST PA SWITCH (Autopilot test)	A and GUARDED
	FC Test Panel	3. TEST CDVE SWITCH (FBW test)	MIDDLE and GUARDED
4. PANNES EN VOL ELEC and HYD LIGHTS (Electric and Hydraulic Failure Advisory)		OFF	
Emrg. Panel		5. RED and GREEN TEST LIGHTS	OFF
	08	6. COUPURE P.C. SWITCH (Afterburner Shutdown)	GUARDED
	7. SEC HUILE (Emergency Oil)	GUARDED	
07	8. SEC CALC (Emergency Rearm Calculator)	MIDDLE and GUARDED	
	9. VIDE VITE BUTTON (Emergency Fuel Dump)	GUARDED	
	10. EMISSION RADAR AU SOL (On-ground Radar)	OFF / DOWN	
06	11. MAGNETO SWITCH (Video Recorder)	OFF / DOWN	
	12. TRIM MODE DIAL	N	
	13. RALL VOL SWITCH (Engine Air Restart)	OFF / DOWN	
Seat Oxy. Ctrls.	14. AMPLIS SELECTOR (Radio Audio Amp)	1	
	15. EMGY SECOURS (LOX Emergency Supply)	OFF / BACK	
	16. TEST SURP TOGGLE (LOX Test)	OFF / BACK	
	17. LOX DILUTION LEVER	N	
Throttle Quadrant and Radar Controls	05	18. PSIC BUTTON (A/A STT Selector)	OFF
	19. BALAYAGE (Radar Scan Azimuth)	60	
	20. REMANENCE KNOB (Radar Persistence)	N	
	21. HFR-ENT-BFR SWITCH (Radar Frequency Mode)	HFR	
	22. LIGNES SWITCH (Radar Bars)	4	
	23. PPI-B SWITCH (Radar Display Mode)	PPI	
	24. 'A' BUTTON (On-ground Radar)	OFF	
	25. S-Z SWITCH (Radar TDC Mode)	S	
	26. DEC and ISO BUTTONS (Altitude Separation and Ground Visualisation)	OFF	
	27. THROTTLE	STOP	
	28. SEC CARB HANDLE (Emergency Throttle)	GUARDED	
	29. RADAR POWER KNOB	A	
	30. REJ SWITCH (Radar Doppler Reject)	AUT	
	31. GAIN	FULLY CCW	
	32. VAL BUTTON	OFF	

INTERIOR INSPECTION / RESET CHECKLIST

Left Horizontal Panel (cont.)	04	33. PELLER and SOURIS (Engine Scoop and Cones)	AUTO	
		34. BECS (Slats)	AUTO	
	03	35. ANTI COLL, FEUX NAV, and FEUX FORMAT (Anti-collision, Navigation, and Formation Lights)	A	
	Ext. Lights		36. FREINS SWITCH (Anti-skid)	1 and GUARDED
			37. SERPAM RECORDER SWITCH	OFF / DOWN
	02	38. PHARES-A.ROUL.-ATT SWITCH (External Lights)	PHARES	
	V/UHF Radio		39. POLICE SWITCH (Police Lights)	OFF / DOWN
			40. V/UHF RADIO MODE SELECTOR	AR
			41. V/UHF 5W-25W SWITCH	5W
			42. M-P-G SELECTOR (Radio Frequency Mode)	P
		43. VHF FREQUENCY SELECTOR	AS REQUIRED	
		44. VHF CHANNEL SELECTOR	AS REQUIRED	
		45. VHF E+A2-R SWITCH (VHF Encryption)	MIDDLE	
		46. VHF SIL SWITCH (Squelch)	SIL	
UHF Radio	01	47. UHF RADIO MODE SELECTOR	AR	
		48. UHF 5W-25W SWITCH	5W	
		49. UHF SIL SWITCH (Squelch)	SIL	
		50. UHF E+A2-R SWITCH (UHF Encryption)	MIDDLE	
		51. UHF CHANNEL SELECTOR	AS REQUIRED	
LWP	01	1. RVT.N-RVT.J-ARRET SWITCH (Air Refuelling)	ARRET	
		2. CROSSE/PARACHUTE LEVER	FULLY FORWARD	
		3. SECOURS FRAGIL. VERRIERE LEVER (Emergency Canopy)	FULLY BACK	
Left Instrument Panel Hydraulics Panel	04	1. LANDING GEAR LEVER	DOWN and LOCKED	
		2. LANDING GEAR EMERGENCY HANDLE	FULLY IN	
		3. SECU CANNON SWITCH (Gun Armed)	DOWN and GUARDED	
		4. GAIN CDVE-NORM. SWITCH (FBW Gain Mode)	NORM and GUARDED	
		5. FBW G-LIMITER SWITCH	DOWN (CHARGES)	
		6. LANDING GEAR, CROSS, DIR, SPAD, FREIN, A, and F ADVISORY LIGHTS (Gear, Hook, Nosewheel, Anti-Skid, Wheel Brakes and Air Brakes)	OFF Gear lights green if ground power is connected.	
	03	7. ARME SWITCH (Master Arm)	OFF / DOWN	
	PCA		8. SEL SWITCH (Selective Jettison)	GUARDED
			9. CLOCK	CHECK

INTERIOR INSPECTION / RESET CHECKLIST

Left Instrument Panel (cont.) CMP Q1 Flight Instruments	10. AUTO-MANU-ARRET SWITCH (Chaff/Flare Master)	ARRET
	11. LUMI KNOB (Brightness)	FULLY CCW
	12. PTF-C/C SWITCH (Dispensing Mode)	C/C
	13. AIRSPEED INDICATOR	CHECK
	14. ALTIMETER	CHECK and SET
	15. STANDBY ADI	CAGED
	16. AUTOPILOT ALTITUDE	CHECK
	17. VERTICAL VELOCITY INDICATOR	CHECK
	18. PRIMARY ADI	CHECK
	19. AUTOPILOT LIGHTS	OFF
	20. NORM-VRILLE SWITCH (FBW Spin Control)	NORM
	21. PANNE LIGHTS (Master Caution)	OFF
22. AOA INDICATOR	CHECK	
Central Console Q1 VTH Control Panel Q2 VTB Q3 IFF Panel Q4 Hydraulics	1. HEADS-UP DISPLAY	OFF
	2. DECLUTTER SWITCH	ALL
	3. ENV. SELECTOR (Target Wingspan)	15
	4. CCLT-PRED SWITCH (Gun VTH Mode)	CCLT
	5. VTH POWER SWITCH	OFF / DOWN
	6. AUXILIARY GUNSIGHT POWER SWITCH	OFF / DOWN
	7. RAD ALT SWITCH (Radar Altimeter)	A
	8. SELH-H-ZB SWITCH (VTH Mode)	ZB
	9. VTB POWER SWITCH	A
	10. CADR SWITCH (Radar Map Reframe)	AR
	11. IFF MODE 1 FREQUENCY	OUT
	12. IFF MODE 3A FREQUENCY	OUT
	13. IDENT-OUT-MIC SWITCH (Ident Power)	OUT
	14. M-1, M-2, M-3A, M-C SWITCHES	OUT
	15. HYDRAULIC SYSTEM SELECTOR SWITCH	UP
	16. PEDAL ADJUSTMENT	AS NEEDED
	17. HYDRAULIC PRESSURE	CHECK
	18. CABIN PRESSURE	CHECK

INTERIOR INSPECTION / RESET CHECKLIST

Right Instrument Panel Nav/Eng. Instruments	01	1. ACCELEROMETER	CHECK	
		2. SERVAL (Radar Warning Receiver)	CHECK	
		3. ENGINE RPM GAUGE	CHECK	
		4. EXHAUST GAS TEMPERATURE GAUGE	CHECK	
		5. BINGO FUEL SELECTOR	CHECK	
		6. HORIZONTAL SITUATION INDICATOR	CHECK	
Fuel	02	7. FUEL GAUGES	CHECK	
		8. INTERCOM SWITCH (Fuel Cross-feed)	CLOSED / VERTICAL	
PPA	03	9. G-AUTO-D SWITCH (Missile Selector)	AUTO	
		10. INST.-RET.-INERT. SWITCH (Bomb Fuze)	INERT	
Electrics Panel	04	11. LOX GAUGE	CHECK	
		12. BATT REARM SWITCH (Battery)	A	
		13. TR, ALT.1, and ALT.2 SWITCHES (Transformer and alternators)	M	
		14. QRA SWITCH	OFF / DOWN	
		15. WARNING LIGHTS	OFF	
RWP		1. CANOPY LEVER	OUVERTURE	
		2. EMERGENCY COMPASS	CHECK and STOWED	
Right Horizontal Panel PCN	01	3. PCN PARAMETER SELECTOR	TR/VS	
		4. PCN BUTTONS and DISPLAY	OFF	
		5. E.P. SWITCH (Emergency Hydraulic Pump)	OFF / DOWN	
	IFF Intrg	02	6. IFF MODE SELECTOR	4
			7. IFF POWER SELECTOR	OFF
			8. IFF G/D SWITCH (Left/Right Radar IFF selector)	G
		9. AV SON (Audio Warnings)	OFF / DOWN	
	Decoy Control Panel	03	10. EW MODES SELECTOR (ECM Mode)	VEL
			11. BR, D.A. and D.²M. SWITCHES (Jammer, RWR, IR Missile Launch Detector)	A
		12. LL SWITCH (Decoy Dispenser Mode)	A	
		13. LL SELECTOR (Decoy Program)	A	
		14. ANEMO SWITCH (Pitot Heat)	OFF and UNGUARDED	
Radio Nav	04	15. VOR.ILS POWER SELECTOR	A	
		16. VOR.ILS MODE SELECTOR Once the selector has been moved to either HG or RD, it cannot be moved back to TEST.	TEST	

INTERIOR INSPECTION / RESET CHECKLIST

Right Horizontal Panel (cont.)	04	17. TACAN MODE SELECTOR	OFF
	PSM	18. INS/PCN MODE SELECTOR	AR
		19. INS/PCN OPERATION MODE SELECTOR	N
	Environment Control		20. CAP SEC. SWITCH (Standby ADI)
06		21. EQUIP SWITCH (ECS Main Mode)	AUT
		22. C and F BUTTONS (Avionics Hot and Cold Mode)	OFF
		23. COND SWITCH (Air Conditioning)	M
		24. DEPOLL CAB SWITCH (ECS Air Exchange)	A
		25. ECS TEMPERATURE SELECT KNOB	AUTO
		26. DESEMB SWITCH (Defogging)	A
07		27. UV, PL DE BORD, BANQUETTES, VOYANTS NUIT/JOUR, BLANC KNOBS (Dashbord UV, Panel, Red Flood, Console Panel, Day/Night, and White Flood Light)	FULLY CCW
Starter Panel	08	28. START BUTTON	COVERED
		29. POMPE SWITCH (Starter Fuel Pump)	OFF / LEFT
		30. POMPES BP G and D (Left and Right Fuel Pump)	OFF / LEFT
		31. VENT-G-D SWITCH (Ignition/Ventilation Selector)	D
		32. COUPE FEU SWITCH (Fuel Cutoff)	OFF and UNGUARDED
09	33. ALL CIRCUIT BRAKERS	IN	
	34. PARKING BRAKE	DISENGAGED / DOWN	
END			

PREFLIGHT CHECKLIST

Left Horizontal Panel	10	1. CDVE 5 SWITCH	OFF and GUARDED
	09	2. TEST PA and CDVE SWITCHES	OFF and GUARDED
	08	3. COUPURE P.C., SEC HIULE, and SEC CALC SWITCHES	OFF and GUARDED
		4. VIDE VITE BUTTON	COVERED
	06	5. AUDIO VOLUMES	CHECK and SET
		6. R.ALL. VOL SWITCH	OFF
	05	7. THROTTLE	STOP
		8. RADAR POWER KNOB	A
		9. EMERGENCY THROTTLE	COVERED
	04	10. PELLERES, SOURIS, and BECS SWITCHES	AUTO
	03	11. EXTERNAL LIGHTS	OFF
		12. FREINS	1 and GUARDED
	02	13. V/UHF RADIO MODE SELECTOR	PAL
		14. M-P-G SELECTOR	AS REQUIRED
		15. VHF FREQUENCY and CHANNEL	AS REQUIRED
	01	16. UHF RADIO MODE SELECTOR	M
		17. UHF CHANNEL	AS REQUIRED
LWP		1. CROSSE/PARACHUTE LEVER	FULLY FORWARD
		2. SECOURS FRAGIL. VERRIERE LEVER	FULLY BACKWARD
Left Instrument Panel	04	1. LANDING GEAR LEVER	DOWN and SECURED
		2. GAIN CDVE-NORM SWITCH	NORM and GUARDED
		3. A/A-CHARGES SWITCH	AS REQUIRED
	03	4. ARME SWITCH	OFF
		5. SEL SWITCH	OFF and GUARDED
	01	6. STANDBY ADI	UNCAGED
		7. NORM-VRILLE SWITCH	NORM
Central Console	01	1. VTH POWER SWITCH	ON
		2. RADAR ALTIMETER	AS DESIRED
	02	3. VTB POWER SWITCH	M
	03	4. IDENT-OUT-MIC SWITCH	OUT
		5. M-3A and M-C SWITCHES	ON
RIP	01	1. HORIZONTAL SITUATION INDICATOR	Cm NAV or Cv NAV
		2. BINGO FUEL SELECTOR	SET

PREFLIGHT CHECKLIST

RIP	02	3. INTERCOM SWITCH	CLOSED / VERTICAL
	04	4. QRA SWITCH	OFF / DOWN
Right Horizontal Panel	01	1. E.P. SWITCH	AUTO / MIDDLE
	02	2. AV SON	OFF / DOWN
	04	3. VOR.ILS POWER SELECTOR	A
		4. TACAN MODE SELECTOR	OFF
	05	5. INS MODE SELECTOR	AR
		6. CAP SEC. SWITCH	M
	08	7. PUMP SWITCHES	OFF
		8. POMPE SWITCH	OFF / LEFT
		9. VENT-G-D SWITCH	D
		10. COUPE FEU SWITCH	OFF and UNGUARDED
	09	11. ALL CIRCUIT BREAKERS	IN
END			

BEFORE ENGINE START CHECKLIST

Right Instrument Panel	04	1. BATT SWITCH	ON
	TR, ALT.1, ALT.2, HUILE, B.P, B.P.G, B.P.D, HYD.1, HYD.2, E.P., P.CAB, ANEMO, DECOL lights illuminate. If HYD.S light illuminates instead of E.P. light, the E.P. switch is in the OFF (down) position rather than AUTO (middle).		
		2. TRN, ALT.1 and ALT.2 SWITCHES	ON
		3. EXTERNAL POWER SUPPLY	CONNECTED If required
TR light goes out.			
NOTE To expedite the lengthy INS alignment process and allow an early RDI warm-up, external power should be applied as early in the start-up process as possible. This will allow the on-board systems to be set up and manipulated without unduly draining battery power or burning fuel to power the engine generators. If multiple ground procedures are to be run through, the order of priority should be 1) ground power connected, 2) rearming and refuelling, 3) ground maintenance.			
		4. WARNING LIGHTS TEST SWITCH Switch should return to middle position when released.	1, then 2
Right Horiz. Pan.	01	1. E.P. SWITCH Switch should return to AUTO (middle) position when released.	TEST / UP
	05	2. INS	ALIGN
	06	3. ENVIRONMENTAL CONTROLS	AS DESIRED
	07	4. INTERNAL LIGHTS	AS DESIRED
LHP	03	5. ANTI COLL SWITCH	FAB or FORT As required
END			

INS ALIGNMENT CHECKLIST

Right Horizontal Panel	05	1. PCN OPERATIONAL MODE SELECTOR	N
		2. INS/PCN MODE SELECTOR	VEI
	01	PREP Waypoint 00 is automatically selected on the PCN.	
		NOTE To Perform a Standard Alignment, follow steps 3–4, then proceed to step 6. Standard Alignment is required when you start from the ramp or you have requested aircraft repairs from the ground crew.	
		3. INITIAL POSITION	CHECK and SET
		<ul style="list-style-type: none"> • PCN Parameter Selector to L/G. • Press +/1 or -/7 to edit latitude. Use N/2 and S/8 to indicate northern or southern latitude, followed by 6 digits, confirm with INS button. Press +/3 or -/9 to edit longitude. Use W/4 and E/6 to indicate western or eastern longitude, followed by 7 digits. Confirm with INS button. • PCN Parameter Selector to ALT. • Press +/1 or -/7 to edit altitude in feet, or +/3 or -/9 to edit altitude in meters. Begin with + or - to indicate positive or negative altitude, followed by 4 digits, confirm with INS button. Only one entry is needed – the other will update to match. 	
		NOTE Refer to the kneeboard for initial position data.	
	05	4. INS/PCN MODE SELECTOR	ALN
		NOTE To perform a Memory Alignment, follow step 5, then proceed to step 6. Memory Alignment is required when you have requested a rearm/refuel from the ground crew.	
		5. INS/PCN MODE SELECTOR	ALCM
01	The ALN yellow light will blink; the VAL button will illuminate.		
	6. VAL BUTTON	PRESS	
	<p>The ALN yellow light will become steady, indicating that the INS is aligning; the VAL button will extinguish. At this point you can edit the waypoint data. The alignment process will abort if you click the INS/PCN Mode knob to another position or if you try to edit the Waypoint 00 data.</p> <p>The ALN yellow light will turn off when the first coarse alignment (Class 4) has been reached. At the same time the PRET green light will start blinking. At this stage it is safe to abort the alignment process, the INS will remain aligned but its precision will be very low.</p> <p>You can check the alignment process by clicking the PCN Operational Mode knob to STS.</p>		
	7. PRET GREEN LIGHT	STEADY When alignment complete.	
	8. PCN PARAMETER SELECTOR	TR/VS	
	NOTE While taxiing, the INS/PCN ground speed indicator will be a better guide for safe speeds than the HUD or main instrument panel IAS gauge since both have minimum-speed thresholds and are affected by wind conditions. As such, they may indicate unsafe taxiing conditions as safe and vice versa.		
05	9. INS/PCN MODE SELECTOR	NAV	
	10. PCN OPERATIONAL MODE SELECTOR	N	
	END		

ENGINE START CHECKLIST

RHP 09	1. PARKING BRAKE	SET
	PARK light illuminates.	
LIP 01	1. PANNE LIGHT	PRESS
Right Horizontal Panel 02 08	1. AV SON	ON
	2. COUPE FEU SWITCH	ON and GUARDED
	3. POMPES BP G and D	M
	4. VENT-G-D SWITCH	D or G AS REQUIRED
	5. POMPE SWITCH	ON
	6. START BUTTON	UNCOVERED
	7. B.P. WARNING LIGHT	CHECK OFF
	8. START BUTTON	PRESS
Right Instrument Panel 01 01 & 04	1. ENGINE RPM	SPOOLS UP TO 10%
	2. THROTTLE	JUST PAST IDLE
	3. RPM and Tt7 GAUGES, WARNING LIGHTS <ul style="list-style-type: none"> - HUILE, T7 warning lights - RPM - Exhaust Gas Temperature - Fuel Flow - HYD.S warning light - HYD.2, EP caution lights - TR, ALT.1, ALT.2 caution lights - HYD.1, BP.G, BPD caution lights - PCA and PPA - Landing Gear Panel 	MONITOR Out as engine starts Steady climb to ~60% RPM Steady climb to <550°C Steady climb to ~17 kg/min Out at ~20% RPM Out at ~25% RPM Out at 40–45% RPM Out as transformer starts On as transformer starts On as HYD.1 starts
NOTE If ground power is conncted, ALT.1 and ALT.2 caution lights will remain illuminated to indicate that the on-board alternators are not running. The lights will go out as ground power is disconnected.		
	4. THROTTLE <ul style="list-style-type: none"> - RPM - Tt7 - Fuel Flow 	IDLE 49% ~450°C 16 kg/min
	5. REMAINING WARNING LIGHTS The following lights should or may still be on: - ALT.1 and ALT.2 <ul style="list-style-type: none"> - P.CAB - ANEMO - DECOL - PARK The lights will go out as post-start procedures are performed.	CHECK Reason: If ground power is on Canopy open Pitot heating off No FBW test, other warnings Parking brake on
RHP 08	1. START BUTTON	COVERED
	2. POMPE SWITCH	OFF
	3. VENT-G-D SWITCH	VENT
END		

AFTER ENGINE START CHECKLIST

Left Horizontal Panel	02	1. POLICE LIGHT SWITCH	ON
		2. PHARES-A.ROUL.-ATT SWITCH	A.ROUL.
	03	3. FEUX NAV, and FEUX FORMAT	FAB or FORT As required
	05	4. RADAR POWER KNOB	P.CH
<p>NOTE</p> <p>The RDI needs a 2-minute warm up period before it is fully functional. While heating up, a blinking P will be displayed on the VTB. When the P becomes steady, the Radar Power Knob can be moved to SIL.</p>			
		5. PPI-B SWITCH	AS DESIRED
09	6. CDVE		TEST
<p>Open the cover on the TEST CDVE switch and move it to the L position. Wait for the test to complete with a green light. Move the switch to the C position. Wait for the test to complete with a green light. Return the switch to the centre position and close the cover.</p> <p>Completed tests are a requirement for the DECOL warning light to go out.</p>			
<p>⚠ WARNING</p> <p>If the fly-by-wire self tests do not return a green result, the FBW system is degraded and take-off should be aborted pending testing inspection and maintenance.</p>			
		7. PA	TEST
<p>Open the cover on the TEST PA switch and move it to the M position. This will trigger the PA warning light and alert sound. Wait until the test completes with a green light. Move the switch back to the A position and close the cover.</p> <p>A completed test is a requirement for the DECOL warning light to go out.</p>			
<p>⚠ CAUTION</p> <p>If the autopilot self test does not return a green result, the AP system is degraded and all flight will have to be done manually, pending inspection and maintenance.</p>			
Left Instrument	01	1. AUTOPILOT ALTITUDE	SET
		2. BAROMETRIC ALTIMETER	SET
		3. STANDBY ADI	UNCAGED and SET
	02	4. AUTO-MANU-ARRET SWITCH	MANU
	03	5. PCA STORES and MODES	CHECK
Right Instr.	03	1. PPA TEST-PRES SWITCH Switch should return to middle position when released.	TEST
	01	2. HSI	SET
		3. SERVAL	CHECK
RHP	04	1. VOR.ILS POWER SELECTOR	M
		2. VOR.ILS FREQUENCY	SET
		3. TACAN MODE SELECTOR	T/R
		4. TACAN CHANNEL	SET

AFTER ENGINE START CHECKLIST

Right Horizontal Panel (cont.)	03	5. EW MODES SELECTOR	<input type="checkbox"/>																																																																													
		6. BR, D.A., and D.²M. SWITCHES	T, then M																																																																													
		7. L.L. MODE SWITCH	S.A.																																																																													
		8. L.L. PROGRAM SELECTOR	AS REQUIRED																																																																													
<table border="1"> <thead> <tr> <th>Program</th> <th>Name</th> <th>Chaff</th> <th>Flare</th> <th>Interval</th> <th>Cycles</th> <th>Cyc. Interval</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>BVR 1</td> <td>6</td> <td></td> <td>0.50</td> <td>1</td> <td></td> </tr> <tr> <td>2</td> <td>BVR 2</td> <td>6</td> <td></td> <td>0.50</td> <td>2</td> <td>2.00</td> </tr> <tr> <td>3</td> <td>BVR 3</td> <td>6</td> <td></td> <td>0.50</td> <td>3</td> <td>2.00</td> </tr> <tr> <td>4</td> <td>CCM 1</td> <td></td> <td>1</td> <td></td> <td>1</td> <td></td> </tr> <tr> <td>5</td> <td>CCM 2</td> <td>1</td> <td>1</td> <td></td> <td>1</td> <td></td> </tr> <tr> <td>6</td> <td>SAM 1</td> <td>12</td> <td></td> <td>0.75</td> <td>1</td> <td></td> </tr> <tr> <td>7</td> <td>SAM 2</td> <td>20</td> <td></td> <td>0.25</td> <td>1</td> <td></td> </tr> <tr> <td>8</td> <td>IR SAM</td> <td></td> <td>6</td> <td>0.25</td> <td>1</td> <td></td> </tr> <tr> <td>9</td> <td>AG Mix</td> <td>20</td> <td>6</td> <td>0.25</td> <td>1</td> <td></td> </tr> <tr> <td>10</td> <td>Flare Jettison</td> <td></td> <td>32</td> <td>0.05</td> <td>1</td> <td></td> </tr> </tbody> </table>				Program	Name	Chaff	Flare	Interval	Cycles	Cyc. Interval	1	BVR 1	6		0.50	1		2	BVR 2	6		0.50	2	2.00	3	BVR 3	6		0.50	3	2.00	4	CCM 1		1		1		5	CCM 2	1	1		1		6	SAM 1	12		0.75	1		7	SAM 2	20		0.25	1		8	IR SAM		6	0.25	1		9	AG Mix	20	6	0.25	1		10	Flare Jettison		32	0.05	1	
Program	Name	Chaff	Flare	Interval	Cycles	Cyc. Interval																																																																										
1	BVR 1	6		0.50	1																																																																											
2	BVR 2	6		0.50	2	2.00																																																																										
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7	SAM 2	20		0.25	1																																																																											
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Centre Console	01	1. VTH POWER SWITCH	ON																																																																													
		2. RAD ALT SWITCH	TEST, then M																																																																													
		3. MINIMUM ALTITUDE	SET																																																																													
		ZB-H-SELH switch to SELH. Turn Rad Alt knob to set the minimum/abort altitude.																																																																														
		4. ZB-H-SELH SWITCH	AS DESIRED																																																																													
	02	5. VTB POWER SWITCH	M																																																																													
04	6. HYDRAULIC PRESSURE	CHECK																																																																														
	Change the Hydraulic System Selector switch from System 1 (up) to System 2 (down) and observe the Sdes gauge — it should read 280 PSI for both systems. With the handbrake engage, the Fs gauge should read 10 for both systems.																																																																															
Cockpit		1. RUDDER DEFLECTION	CHECK																																																																													
		2. FLIGHT CONTROLS SURFACES	CHECK																																																																													
		3. AIRBRAKES and SLATS	CHECK																																																																													
		To test the wing slats click the BECS switch to OUT. The slats should actuate out. Click the switch back to AUTO. The slats should return to its stowed position. This will trigger the BECS caution light and sound.																																																																														
	4. PANNE BUTTON	PRESS To cancel testing alerts.																																																																														
END																																																																																

TAXI CHECKLIST

Right Horizontal Panel	05	1. INS/PCN MODE SELECTOR When INS alignment is complete and the green PRET light is steady on the PCN.	NAV
	<p>⊘ CAUTION Wait until alignment is complete before taxiing. Moving the aircraft while the INS is still aligning will result in degraded performance and precision of the INS/PCN,</p>		
		2. PCN OPERATIONAL MODE SELECTOR	N
	03	3. ANEMO SWITCH ANEMO caution light and DECOL warning light extinguish.	ON and GUARDED
		4. TAXI CLEARANCE	REQUESTED
		5. GROUND POWER ALT.1 and ALT.2 caution lights extinguish.	DISCONNECTED
Flight controls and instruments	08	6. HANDBRAKE PARK caution light extinguishes.	OFF
		1. WHEEL BRAKES Under certain conditions, the FREIN light may still be on after the handbrake is released. Pump the wheel brakes to actuate the brakes and make the FREIN light extinguish.	PRESS and RELEASE
		2. CANOPY P CAB caution light extinguishes.	CLOSED and LOCKED
		3. TAKE-OFF CONFIGURATION - P CAB warning light - CONF caution light - DECOL warning light - PARK caution light	CHECK Off Off Off Off
	<p>The CONF caution light will not go out if the FBW G-limiter switch position does not match the stores carried:</p> <ul style="list-style-type: none"> • A/A (up) — only Magic II and/or Super S530D are carried, or a clean aircraft. • Charges (down) — any other stores are carried. <p>The DECOL warning light will not go out if:</p> <ul style="list-style-type: none"> • The slats are not in the AUTO position (indicated by the BECS caution light). • The ANEMO switch is not in the on position (indicated by the ANEMO caution light). • The FBW Gain Mode switch is not in the NORM position (indicated by the DSV warning light). • The CDVE 5 switch is not in the forward and guarded position. • The PA and CDVE tests have not been completed with green lights and the covers are closed. • The aircraft is not trimmed neutral (press Autopilot standby to reset trim). 		
		4. NOSEWHEEL STEERING	ENGAGE
		5. THROTTLE To start rolling — the exact RPM depends on loadout.	FORWARD To ~65% RPM
	<p>NOTE If properly aligned and calibrated, the TR/VS mode on the PCM provides accurate ground-speed readings even at low speed.</p>		
	<p>⊘ CAUTION Do not exceed 40 kts while taxiing, as nosewheel steering will disengage automatically, which may cause a sudden loss of control. Avoid making sharp turns above 20 kts. If the canopy is left open during taxi, do not exceed 20 kts.</p>		
	<p>END</p>		

TAKE-OFF CHECKLIST

1. TAKEOFF	REQUESTED
2. RUNWAY	LINED UP
3. RADAR POWER KNOB If warmed up and the VTB does not show a blinking P.	SIL
4. NOSEWHEEL STEERING	DISENGAGE
5. HYDRAULICS ADVISORY LIGHTS	ALL OFF
6. CAUTION/WARNING LIGHTS	ALL OFF
7. FULL THROTTLE INTO MAX AFTERBURNER	CHECK ACCEL. (Jx) IN HUD
8. PC ADVISORY LIGHT	ON
9. ROTATE	AT 120 KNOTS.
Place horizon on the rotation pitch marker in the HUD	
10. LANDING GEAR	RETRACT and STOW Before 260 knots.
11. ANTI COLL. LIGHT SWITCH	OFF
END	

ENGINE AIR RESTART CHECKLIST

1. AIRCRAFT PITCH	DOWN
2. THROTTLE	IDLE
3. ENGINE SHUTDOWN BUTTON	PRESS
4. POMPE SWITCH	ON
5. RALL VOL SWITCH	ON
6. THROTTLE	FORWARD Until RPM >50%
7. RALL VOL SWITCH	OFF
8. POMPE SWITCH	OFF
END	

BEFORE LANDING CHECKLIST

Left Instrument Panel	03	1. ARME SWITCH	OFF
		2. SEL SWITCH	OFF and GUARDED
		3. PCA MODE	APP
	04	4. HYDRAULICS ADVISORY LIGHTS	CHECK
		5. A/A-CHARGES SWITCH	AS REQUIRED
<p>NOTE</p> <p>Setting the FBW Mode switch to CHARGES dampens out stick input, allowing for more precise controls during approach and landing. However, if only A/A stores are carried, this will trigger a CONF caution light and sound notice.</p>			
LHP	02	1. PHARES-A.ROUL.-ATT SWITCH	ATT
	03	2. EXTERNAL LIGHTS	AS REQUIRED
		3. SPAD SWITCH	ON and GUARDED
	05	4. RADAR POWER KNOB	SIL
Right Horizontal Panel	04	1. VOR/ILS FREQUENCY	SET
		2. VOR/ILS POWER KNOB	M
		3. TACAN CHANNEL	SET
		4. TACAN MODE KNOB	T/R
	01	5. INS/PCN DESTINATION	SET
<p>If using the INS/PCN to guide to the runway, the BAD (offset) mode can be used to guide to a glideslope capture point. Turn the PCN Parameter Selector to ΔALT and enter 3000' / 914m. Turn the selector to P/θ and enter the distance 10.00nm on the left and the inverse of desired runway heading on the right (e.g. if landing on a runway heading 087°, enter θ value 267). The BAD button in the PCN panel can be used to switch between navigation point and offset for navigation via the HSI.</p>			
<p>NOTE</p> <p>If using preloaded destination data, selecting a designated landing waypoint on the PCN allows the HUD to display a synthetic runway in APP mode as a guidance tool in low-visibility conditions.</p>			
Right Instrument Panel	01	1. HSI	SET
	<p>If using a TACAN or VOR beacon to guide to the runway, the HSI TAC and VAD (offset) modes can be used to guide to a glideslope capture point. Select p mode and enter 10nm as the distance; select .θ mode and enter the inverse of the desired runway heading (e.g. if landing on a runway heading 087°, enter θ value 267). Select VAD mode to guide towards a capture point 10nm out at 3000' AGL. As the distance to the offset point reaches <2nm, switch to TAC mode to guide towards the TACAN or VOR beacon, or approach the runway using VFR from this point.</p>		
<p>NOTE</p> <p>All radio navigation modes on the HSI use magnetic headings. If navigating using the INS/PCN, magnetic or true headings are displayed depending on whether the HSI is in NAV Cv (true) or NAV Cm (magnetic) mode, but all PCN inputs should be true headings. Ensure that correct values are used when entering desired course and heading data.</p>			
Centre Console	01	1. HUD	CHECK
		2. DECISION HEIGHT	SET
	Set the ZB-H-SELH switch to SELH. Use the RAD ALT knob to select an AGL altitude as the approach decision height.		
		3. ZB-H-SELH SWITCH	H
		4. TEST-M-A SWITCH	M
	5. LANDING CLEARANCE	REQUESTED	
END			

VFR LANDING CHECKLIST

1. LANDING GEAR	DOWN BELOW 260 KTS
2. LANDING GEAR WARNING LIGHTS	GREEN
3. SPAD SWITCH	CHECK
4. HUD FLIGHT PATH MARKER	ON RWY, IN BRACKETS
5. HUD ACCELERATOR CHEVRONS	IN BRACKETS
NOTE	
Use rudder inputs to correct left/right deviation from runway centreline. Avoid rolling since it changes lift vectors and will also affect the speed and descent rate. Use throttle to adjust vertical velocity: if the flight path marker is short of runway, increase throttle; if the flight path marker is long, decrease throttle. Try to maintain a 7–800 ft/min VVI (300 ft/nm) depending on ground speed. Use pitch to adjust speed and angle of attack — maintain a 14° α during descent at any given throttle setting. The HUD landing speed brackets offer a visual aid for the right balance between pitch and throttle.	
6. AoA (α) ON FINAL APPROACH	14°
7. WHEEL BRAKES	ON BELOW 140 KNOTS
Whenever possible, release controls stick to allow the FBW to maintain a 14° AoA while rolling down the runway. This allows the delta wing to act as an airbrake, and allows wheel brakes to only be used below 100 kts to reduce wear and tear.	
8. NWS	ON BELOW 40 KNOTS
END	

IFR/ILS LANDING CHECKLIST

1. LANDING GEAR	DOWN BELOW 260 KTS
2. LANDING GEAR WARNING LIGHTS	GREEN
3. SPAD SWITCH	CHECK
4. PRIMARY ADI	FOLLOW ILS NEEDLES
5. HUD FLIGHT PATH MARKER	IN ILS GUIDE BOX
NOTE	
Use rudder inputs to correct left/right deviation. Rolling changes lift vectors and will also affect speed and descent rate Use throttle to adjust vertical velocity: if below the needle, increase throttle; if above, decrease it. Use pitch to adjust speed and angle of attack — maintain a 14° α during descent.	
6. HSI	CHECK HEADING
7. VERTICAL VELOCITY INDICATOR	~7–800 FT/MIN Depending on ground speed.
8. HUD ACCELERATOR CHEVRONS	IN BRACKETS
9. HUD FLIGHT PATH MARKER	ON SYNTHETIC RWY If available
10. AoA (α) ON FINAL APPROACH	14°
11. WHEEL BRAKES	ON BELOW 140 KNOTS
Whenever possible, release controls stick to allow the FBW to maintain a 14° AoA while rolling down the runway. This allows the delta wing to act as an airbrake, and allows wheel brakes to only be used below 100 kts to reduce wear and tear.	
12. NWS	ON BELOW 40 KNOTS
END	

AUTOPILOT LANDING CHECKLIST

1. LANDING GEAR	DOWN BELOW 260 KTS
2. LANDING GEAR WARNING LIGHTS	GREEN
3. SPAD SWITCH	CHECK
4. AUTOPILOT APPROACH MODE	ON
NOTE The approach mode will go green and engage when an ILS glideslope has been captured and will apply stick input to attempt to follow the glideslope.	
⊘ CAUTION The autopilot will disengage if ILS signal is lost or if the aircraft flies too far outside of the indicated glideslope, which may happen as result of the autopilot manoeuvring if starting too far offset or off angle from the glideslope.	
⚠ WARNING The autopilot actuates stick movement only. The pilot has to maintain throttle to ensure correct descent rate and AoA. Maintain regular VFR or IFR observations to ensure that the autopilot keeps the aircraft within acceptable landing parameters.	
5. HUD FLIGHT PATH MARKER	ON RWY
6. HUD ACCELERATOR CHEVRONS	IN BRACKETS
⊘ CAUTION The HUD landing speed brackets offer a visual aid for the correct balance between throttle and pitch, but can vary significantly as the autopilot adjusts pitch and will also change as wind gusts influence the AoA meter. Take care not to chase the chevrons and overcompensate throttle input — look to maintain a steady descent rate.	
7. AoA (α) ON FINAL APPROACH	14°
8. AUTOPILOT	DISENGAGE On touch-down.
9. WHEEL BRAKES	ON Below 140 knots
Whenever possible, release controls stick to allow the FBW to maintain a 14° AoA while rolling down the runway. This allows the delta wing to act as an airbrake, and allows wheel brakes to only be used below 100 kts to reduce wear and tear.	
10. NWS	ON Below 40 knots
END	

RUNWAY VACATED CHECKLIST

1. LANDING LIGHTS	TAXI
2. ANTI COLL LIGHTS	ON
3. IFF	OFF
4. VOR/ILS	A
5. TACAN	OFF
END	

PARKING CHECKLIST

RHP	01	1. THROTTLE	IDLE	
	09	2. HANDBRAKE	ON	
	02	3. AV SON SWITCH	OFF	
	03	4. ANEMO SWITCH	UNGUARDED and OFF	
		5. EXTERNAL POWER SUPPLY	CONNECTED	
NOTE Unless supported by ground power, equipment on the AC and DC buses will disengage automatically from power loss as the engine and battery is shut down, respectively. To avoid power spikes and potential system damage, they should be shut down manually whenever possible.				
		6. CANOPY	OPEN	
CC	01	7. VTH	OFF	
		8. TEST-M-A SWITCH	A	
	02	9. VTB POWER SWITCH	A	
LIP	01	1. AUTOPILOT	OFF	
		2. STANDBY ADI	CAGED	
LHP	01	1. U/VHF and UHF MODE SWITCHES	AR	
	05	2. RADAR POWER KNOB	A	
		3. ENGINE SHUTDOWN BUTTON	PRESS Once Tt7 <500°C	
Right Horizontal Panel	08	4. POMPES BP, G and D SWITCHES	OFF Once engine stopped.	
		5. COUPE FEU SWITCH	UNGUARDED and OFF	
	07	6. INTERIOR LIGHTS	AS REQUIRED	
	06	7. ENVIRONMENTAL CONTROL	AS REQUIRED	
	05	8. INS/PCN MODE SELECTOR	AR	
	NOTE If parking for a hot reload/refuel, there is an advantage in leaving the PCN on under ground power in order to make use of the abbreviated INS memory alignment procedure in preparation for the next take-off.			
		9. CAP SEC. SWITCH	A	
	03	10. EW MODES SELECTOR	VEL	
	11. BR, D.A. and D.²M. SWITCHES	A		
	12. LL SWITCH	A		
01	13. EP SWITCH	OFF (DOWN)		
RIP 04	14. BATT and TR SWITCHES	A		
END				

INS POSITION UPDATE CHECKLIST

Setup	1. LANDMARK POSITION	ENTERED AS DESTINATION
	2. LANDMARK DESTINATION	FLY TOWARDS
	3. INS NAVIGATION CUES	DISREGARD WHEN IN VISUAL RANGE
	4. UPDATE METHOD Use either a Fly-by or a Radar Ranging method to feed INS with updated position data through PCN.	SELECTED
Fly-by update	1. LANDMARK	FLY DIRECTLY OVER
	2. INS/PCN REC BUTTON	PRESS Once over the landmark
Radar ranging update	<p style="color: red; font-weight: bold; margin: 0;">⊘ CAUTION</p> <p style="color: red; font-size: small; margin: 0;">Once started, waypoint Radar Ranging Position Update will be cancelled if: 1) you click Master ARM to the ON position, 2) you click the radar to POL mode, 3) you click the PCA to APP mode, or 4) you select a weapon.</p>	
	1. PCA MODE ARME switch off, no other mode selected.	NAV
	2. OBL BUTTON	PRESS
	The radar will enter TAS mode and a diamond shaped radar cue will appear in the HUD. This cue represents the exact spot where the radar beam is pointing	
	3. HUD CUE and LANDMARK	FLY TO ALIGN
	4. HOTAS TAS RANGING BUTTON	PRESS
Accept/reject update data	1. VAL BUTTON	ILLUMINATED If position difference <15nm
	<p style="font-weight: bold; margin: 0;">NOTE</p> <p style="font-size: small; margin: 0;">If the difference between aircraft and landmark position is too great, the VAL button will remain off and the REC button will blink, indicating that the update cannot be accepted. Press the REC button to cancel the attempt.</p>	
	2. PCN VALUES	REVIEW
	3. VAL BUTTON TO ACCEPT or REC BUTTON TO REJECT	PRESS
	If accepted, the accumulated gyro drift will be reset to 0 and the aircraft present position will be corrected. Both REC and VAL buttons will go dark. If rejected, the INS will not update its position and will continue using the values it already has, including the accumulated drift error.	
4. RADAR If using Radar Ranging update process.	RETURN TO NORMAL	
<p style="font-weight: bold; margin: 0;">END</p>		

INS NAVIGATION CHECKLIST

Right Horizontal Panel	05	1. INS/PCN OPERATIONAL MODE SELECTOR	N
		2. INS/PCN MODE SELECTOR	NAV
	01	3. PCN DESTINATION	SET and SELECTED
	<p>To create a waypoint:</p> <ul style="list-style-type: none"> • Press PCN PREP button followed by a waypoint number (01–20). • PCN Parameter Selector to L/G. • Press +/1 or -/7 to edit latitude. Use N/2 and S/8 to indicate northern or southern latitude, followed by 6 digits, confirm with INS button. Press +/3 or -/9 to edit longitude. Use W/4 and E/6 to indicate western or eastern longitude, followed by 7 digits. Confirm with INS button. <p style="color: #FFA500;">Optionally, enter a waypoint altitude:</p> <ul style="list-style-type: none"> • PCN Parameter Selector to ALT. • Press +/1 or -/7 to edit altitude in feet, or +/3 or -/9 to edit altitude in meters. Begin with + or - to indicate positive or negative altitude, followed by 4 digits, confirm with INS button. Only one entry is needed – the other will update to match. The altitude is relative to the zero (QFE or QNH) as set by the barometric altimeter. <p style="color: #FFA500;">Optionally, enter a desired bearing and time on waypoint:</p> <ul style="list-style-type: none"> • PCN Parameter Selector to RD/TD. • Press +/1 or -/7 to edit desired bearing in degrees. Press +/3 or -/9 to enter desired chronometer time on waypoint. Begin with + or - to indicate time relative to the current INS clock. <p style="color: #FFA500;">If the waypoint is an airport, optionally enter runway heading and glideslope:</p> <ul style="list-style-type: none"> • PCN Parameter Selector to CP/PD. • Press +/1 or -/7 to edit the runway heading in degrees. Press +/3 or -/9 to enter the desired glideslope angle (e.g. 2.8 for a 300ft/nm descent). <p>To create a waypoint (Bearing, Altitude, Distance) offset (e.g for a target IP waypoint or for bullseye navigation):</p> <ul style="list-style-type: none"> • PCN Parameter Selector to P/O. • Press +/1 or -/7 to edit offset distance in nautical miles. Press +3/ or -/9 to edit offset azimuth in degrees. Note the HSI mode will determine whether true or magnetic heading will be displayed, whereas the PCN only uses true headings as input – ensure that the correct heading is entered. • Or PCN Parameter Selector to ΔL/ΔG. • Press +/1 or -/7 to edit latitude offset in km. Use N/2 and S/8 to indicate whether the offset is to the north or the south. Press +/3 or -/9 to edit longitude offset in km. Use W/4 and E/6 to indicate whether the offset is to the east or the west. <p style="color: #FFA500;">Optionally, enter an offset altitude:</p> <ul style="list-style-type: none"> • PCN Parameter Selector to ΔALT. • Press +/1 or -/7 to edit altitude in feet, or +/3 or -/9 to edit altitude in meters. Begin with + or - to indicate positive or negative altitude, followed by 4 digits, confirm with INS button. Only one entry is needed – the other will update to match. The altitude will be relative to the waypoint altitude. <p>To select a waypoint:</p> <ul style="list-style-type: none"> • Press PCN DEST button followed by a prepared waypoint number (01-20). If the selected waypoint does not exist, the destination will default to DEST 01. 		
		4. BAD BUTTON Turn on to navigate to a destination offset. Offset navigation is indicated on the HUD with an asterisk next to waypoint number.	AS REQUIRED
		5. PCN PARAMETER SELECTOR	D/RLT
HUD, RIP		1. HSI MODE	Cv NAV or Cm NAV
		2. HUD, PCN, and HSI CUES HUD cues only show up in NAV mode. PCN cues only show up when D/RLT parameters are selected.	FOLLOW
END			

TACAN/VOR NAVIGATION CHECKLIST

Right Horizontal Panel	04	1. VOR/ILS FREQUENCY	SET
		2. VOR/ILS POWER KNOB HSI Needle 2 flag hidden if beacon is detected.	M
	NOTE If an active station is selected, the VOR needle will indicate the bearing even in Cm and Cv NAV mode. The bearing displayed by the needle will be true or magnetic depending on the mode selected.		
		3. TACAN CHANNEL	SET
	4. TACAN MODE KNOB HSI Needle 1 flag hidden if beacon is detected.	T/R or A/A	
T/R is used to track land-based beacons. A/A is used to track aerial beacons, such as those used by refuelling aircraft.			
Right Instrument Panel	01	1. HSI MODE KNOB	TAC or VAD
	VAD mode is used to create an offset point to a TACAN station: <ul style="list-style-type: none"> • Turn HSI Mode knob to ρ. Use Input knob to enter the offset distance from the TACAN station. • Turn HSI Mode knob to θ. Use input knob to enter the offset magnetic bearing from the TACAN station. • Turn HSI Mode knob to VAD to display distance and bearing to fly to the offset point. 		
	NOTE Both TAC and VAD modes use magnetic headings. Ensure that a corrected bearing is used when using VAD mode.		
		2. NEEDLE 1 (WIDE)	TACAN/VAD BEARING
	3. NEEDLE 2 (THIN)	VOR BEARING	
	4. DME DISPLAY	TACAN/VAD DISTANCE	
END			

AUTOPILOT NAVIGATION CHECKLIST

Left Instrument Panel	01	1. AUTOPILOT	ON
		2. AUTOPILOT ALTITUDE SELECTOR	AS REQUIRED
		3. AUTOPILOT MODE	AS DESIRED
	In Basic (attitude) hold mode, the AP maintains current pitch and heading if wings are level. If the roll angle exceeds 10°, the Basic hold mode maintains current pitch and roll angle. If selected, the Altitude Hold, Selected Altitude Hold, and Approach Hold modes offer additional control constraints: <ul style="list-style-type: none"> • In Altitude Hold mode, the AP maintains the current altitude rather than the current pitch. • In Selected Altitude Hold mode, the AP in Basic mode until in range of the selected altitude. It then climb/dives to the selected altitude, at which point it reverts to Altitude Hold mode. • In Approach Hold mode, the AP maintains a captured ILS glideslope. 		
		4. HOTAS TRIM HAT To command an AP-controlled turn, climb or dive.	AS REQUIRED
	The HSI and HUD in NAV or APP mode display the following cues for the commanded AP behaviours: <ul style="list-style-type: none"> • Selected Route caret along the HUD Heading Scale. If the caret is outside the displayed portion of the scale, the selected heading will appear as a numerical value below the caret. • Selected Pitch asterisk along the middle of the HUD Flight Path Pitch Ladder. • Selected AP Course arrow along the HSI Compass Rose. 		
	5. HOTAS AP DISENGAGE BUTTON To command a temporary pilot-controlled attitude change.	PRESS	
	6. HOTAS AP DISCONNECT LEVER To revoke AP and regain full pilot control.	PRESS	
END			

INGRESS CHECKLIST

Left Horizontal Panel	03	1. ANTI COLL. and FEUX NAV LIGHTS	OFF																																
	05	2. RADAR POWER KNOB	EM																																
		3. PPI-B, LIGNES and BALAYAGE SWITCHES	AS DESIRED																																
		4. HOTAS SPECIAL MODES DESELECT BUTTON	PRESS																																
		5. HFR-ENT-BFR SWITCH	AS REQUIRED																																
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2"></th> <th colspan="2">Max ranges</th> <th colspan="2">Lock type</th> <th rowspan="2">Doppler filter</th> </tr> <tr> <th>Search</th> <th>Lock</th> <th>TWS</th> <th>STT</th> </tr> </thead> <tbody> <tr> <td>HFR</td> <td>65</td> <td>50</td> <td>Yes</td> <td>Yes</td> <td>100%</td> </tr> <tr> <td>ENT</td> <td>45</td> <td>20</td> <td>Yes</td> <td>No</td> <td>50%</td> </tr> <tr> <td>BFR</td> <td>25</td> <td>N/A</td> <td>No</td> <td>No</td> <td>0%</td> </tr> </tbody> </table> <p>HFR or ENT mode is required to fire and guide the Super 530D missile. The STT lock of HFR offers more precise guidance and better BFR capability, but its Doppler filter makes it more prone to lose track of targets. Aircraft flying at a perpendicular angle, at a parallel path with low relative speed, or flying close to the ground in a look-down situation create low signal-to-noise targets. ENT mode in TWS offers less precision, but higher ability to maintain a lock-on on such targets. BFR mode should only be used to maintain situational awareness of targets in a high-noise situation, and/or to manoeuvre for a Magic II shot using IR guidance only.</p>					Max ranges		Lock type		Doppler filter	Search	Lock	TWS	STT	HFR	65	50	Yes	Yes	100%	ENT	45	20	Yes	No	50%	BFR	25	N/A	No	No	0%				
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		5. HOTAS WEAPON SELECTOR SWITCH	PCA SELECT																																
<p>NOTE</p> <p>With Magic II missiles loaded and the SECU CANNON switch in the Up position, a third weapon, such as the S530D in an A/A configuration, can be selected on the PCA. This allows for instant switching between weapons as the situation dictates using only the HOTAS Weapon Selector switch. No other interaction with any of the weapons control panels is needed.</p>																																			
	02	6. AUTO-MANU-ARRET SWITCH	MANU																																
RIP	03	1. PPA ARMAMENT SETUP	CHECK																																
RHP	03	1. COUNTERMEASURES SET-UP	CHECK																																
	02	2. IFF POWER SELECTOR	CONT																																
<p>END</p>																																			

DEFA 554 AUTOCANNON EMPLOYMENT CHECKLIST

Setup	1. SECU CANNON SWITCH	UNGUARDED and UP
	2. HUD ENV KNOB	TO TARGET WINGSPAN
	3. HUD CCLT-PRED SWITCH	AS DESIRED
	4. PPA CAN. ROQ. S530D BUTTON PAR = 8 round burst; TOT = continuous fire.	AS DESIRED
Air-to-air	1. HOTAS WEAPON SELECT SWITCH	AA GUN SELECT
	2. HOTAS SPECIAL MODES FWD/AFT	AS DESIRED
	3. RADAR PIPPER/GUN SNAKE	ON TARGET
	4. HOTAS WEAPON RELEASE BUTTON	PRESS
Air-to-ground	1. PCA K2 BUTTON	PRESS
	2. HOTAS SPECIAL MODES FWD/AFT	AS DESIRED
	3. GUN PIPPER	ON TARGET
	4. HOTAS WEAPON RELEASE BUTTON	PRESS
Attack compl.	1. SECU CANNON SWITCH	DOWN and GUARDED
	2. HOTAS WEAPON SELECT SWITCH	PCA SELECT
END		

R.550 MAGIC II EMPLOYMENT CHECKLIST

PPA	1. MAG BUTTON Shows blinking P while warming up; stable P when ready. Press once to start 30-second warm-up process.	CHECK
	2. G-AUTO-D SWITCH	AS DESIRED
PCA	1. MAG BUTTON or HOTAS WEAPON SELECT SWITCH PCA MAG button illuminates S when selected.	PRESS MAGIC SELECT
HOTAS & HUD	1. SPECIAL MODES FWD/AFT BUTTON	AS DESIRED
	2. MAGIC SLAVE/AG DESIGNATE BUTTON or MAGIC SEARCH/NAV UPDATE BUTTON To slave or boresight missile seeker head to radar target.	PRESS PRESS
	3. MISSILE SEEKER TONE	CHECK
	4. LAUNCH PARAMETER INDICATORS - Range scale - No-escape zone circle - TIR indicator - No shoot cross - PCA MAG button	CHECK In range If radar locked and tracked If no-escape established Off (g-load in limits) P illuminated
	5. WEAPON RELEASE BUTTON	PRESS and HOLD Until weapon launch.
END		

SUPER 530D EMPLOYMENT CHECKLIST

PPA	1. MIS BUTTON Shows blinking P while warming up; stable P when ready. Press once to start 30-second warm-up process.	CHECK
	2. G-AUTO-D SWITCH	AS DESIRED
	3. CAN. ROQ. S530D BUTTON PAR = 1 missile per trigger press; TOT = 2 missiles.	AS DESIRED
HOTAS & PCA	1. WEAPON SELECT SWITCH	PCA SELECT
	2. 530 BUTTON PCA 530 button illuminates S when selected.	PRESS
Radar, HOTAS & VTB	1. HFR-ENT-BFR SWITCH HFR is preferable for precision BFR guidance, but more prone to losing lock to target positioning and manoeuvring.	HFR or ENT As situation allows
	2. SPECIAL MODES DESELECT BUTTON	PRESS
	3. RADAR CURSOR	SLEW TO TARGET
	4. TARGET LOCK BUTTON	PRESS TO TWS
	5. IFF	QUERY
	6. RADAR ELEVATION	ADJUST
	7. TARGET LOCK BUTTON If using HFR radar mode.	PRESS TO STT
HOTAS & HUD	1. LAUNCH PARAMETER INDICATORS - Range scale - No-escape zone circle - TIR indicator - PCA 530 button	CHECK In range If tracked If no-escape established P illuminated
	2. WEAPON RELEASE BUTTON	PRESS and HOLD Until weapon launch.
	3. TARGET PURSUIT INDICATORS	FOLLOW To guide missile onto target.
	4. SPECIAL MODES DESELECT BUTTON	PRESS
END		

SNEB ROCKET POD EMPLOYMENT CHECKLIST

PPA	1. CAN. ROQ. S530D BUTTON PAR = selected burst fire; TOT = continuous fire.	AS DESIRED
PCA	1. HOTAS WEAPON SELECT SWITCH	PCA SELECT
	2. RK3 BUTTON RK3 button illuminates S when selected; P when ready to fire.	PRESS
HUD	1. ROCKET PIPPER	ON TARGET
	2. HOTAS WEAPON RELEASE BUTTON	PRESS
END		

CCIP BOMBING CHECKLIST

NOTE

The following high-drag bombs use CCIP mode:

Name	PCA Code	Station			
		2+8	3+7	4+6	5 (centre)
BAP-100	BF8				●
BLG-66-AC Belouga	BF6	●②	●	●	●
Mk-82 SnakeEye	BF1	●②	●	●	●

PPA

1. INST.-RET.-INERT SWITCH

Delayed fusig (RET) only applies to Mk-82 SnakeEye.

INST or RET

2. RIPPLE QUANTITY (NB SWITCH)

SET

3. RIPPLE DELAY (DIST. x10M SWITCH)

SET

PCA

1. HOTAS WEAPON SELECT SWITCH

PCA SELECT

2. WEAPON STORE BUTTON

PRESS

3. TAS BUTTON or RS BUTTON

TAS (radar ranging) offers better precision than RS (radar altimeter ranging), but requires the radar to be in Emissions mode, allowing the aircraft to be detected at long range.

PRESS PRESS

HUD

1. TARGET

SPOTTED

NOTE

Target can be spotted visually, by using JTAC smoke, and/or INS navigation cues. If INS cues are available, a target position cue cross will appear in the HUD. The M2000C has no way of detecting laser designations.

2. BOMB FALL LINE

ALIGN WITH TARGET

3. BOMB PIPPER

ON TARGET

4. HOTAS WEAPON RELEASE BUTTON

PRESS and HOLD

Until ripple complete.

END

CCRP BOMBING CHECKLIST

NOTE

The following low-drag bombs use CCRP mode:

Name	PCA Code	Station			
		2+8	3+7	4+6	5 (centre)
GBU-12	EL1		●		●②
GBU-16	EL1				●
GBU-24	EL1				●
Mk-82	BL1	●②	●	●	●

PPA

1. INST.-RET.-INERT SWITCH

INST or RET

2. RIPPLE QUANTITY (NB SWITCH)

If using Mk-82 bombs; GBUs will not ripple launch.

SET

3. RIPPLE DELAY (DIST. x10M SWITCH)

SET

PCA

1. HOTAS WEAPON SELECT SWITCH

PCA SELECT

2. WEAPON STORE BUTTON

PRESS

3. TAS BUTTON or RS BUTTON

TAS (radar ranging) offers better precision than RS (radar altimeter ranging), but requires the radar to be in Emissions mode, allowing the aircraft to be detected at long range.

**PRESS
PRESS**

HUD & HOTAS

1. TARGET

SPOTTED

NOTE

Target can be spotted visually, by using JTAC smoke, and/or INS navigation cues. If INS cues are available, a target position cross cue will appear in the HUD. The M-2000C has no means of detecting laser designations.

⚠ CAUTION

If launching GBUs, a laser detected by the bomb seeker head is required for accurate guidance. However, since the M-2000C itself lacks a laser detector, regular spot/shift protocols cannot be followed. To ensure correct launch parameters, the target location either has to be spotted visually or entered through the INS/PCN. For best precision, use INS-guided CCRP delivery procedures.

Alternatively, the launch needs to be done at such an altitude that the bomb seeker will cover a likely area for the target. A launch from 25–45k ft altitude, at 6–12 nm distance to target, travelling at M0.7–0.9 generates a ballistic arc that allows for a large but imprecise designated target area to be covered.

2. RADAR RANGING DIAMOND CUE

ON TARGET

3. MAGIC SLAVE/AG DESIGNATE BUTTON

PRESS TO DESIGNATE

4. FLIGHT PATH MARKER WING CUES

FOLLOW

While maintaining level flight, align and maintain alignment of the FPM with the “wing” line cues on the HUD to roll in on and line up the designated target spot. If correctly lined up, the CCRP launch line will climb up from the bottom of the HUD when 15 seconds away from the target. If the aircraft is correctly lined up when the launch line reaches the FPM, launch is authorised; otherwise, launch is rejected.

5. WEAPON RELEASE BUTTON

Once CCRP launch line appears.

PRESS and HOLD
Until release or rejection.

END

INS-GUIDED CCRP BOMBING CHECKLIST

PPA, PCA & Mission briefing	NOTE INS guidance allows precision delivery on pre-determined targets through the use of waypoint offset (BAD) data, allowing weapons delivery on a target area without the need for the regular CCRP target spotting and designating procedure. The accuracy of the delivery is contingent on an accurately aligned and updated INS position; on accurate offset information; and on precise following of the CCRP cues. The designated IP of a guided run can be used as a radar ranging INS update point, and as such, it is advantageous if the IP is positioned over a recognisable landmark in the mission planning phase.	
	1. STANDARD CCRP PROCEDURES FOR PPA and PCA SET-UP and PREPARATION	COMPLETED
	2. TARGET OFFSET DATA - Bearing from waypoint. - Altitude difference from waypoint. - Distance (in nm) from waypoint. and/or - Latitude/Longitude offset from waypoint.	CHECK
INS/PCN	NOTE Refer to briefing or map for position of target relative to the IP waypoint/landmark. Note that the INS/PCN uses true headings for its calculations, and ensure that the correct headings are used. The headings are converted for display on HUD and HSI (if needed) using the magnetic variation entered for the current position.	
	1. WAYPOINT BAD DATA - PCN Parameter selector to P/Θ - PCN Parameter selector to ΔALT - PCN Parameter selector to ΔL/ΔG	SET UP Input distance and bearing Input altitude difference Input lat/long difference
	2. BAD BUTTON	OFF
	1. PCA PI BUTTON	PRESS
	NOTE Pressing the PI button prepares the INS for a radar ranging INS update, similar to the OBL navigation mode, with the same HUD radar ranging cues. If an update is required, as indicated if the HUD cue is far off the assigned IP landmark, follow the regular update procedures by positioning the radar ranging cue over the correct spot on the terrain, pressing the HOTAS Magic Slave/AG Designate button, and accepting with the PCN VAL button.	
	2. IP WAYPOINT	FLY TOWARDS
	3. INS RADAR POSITION UPDATE If required.	PERFORMED
	4. IP WAYPOINT	FLY OVER
	When the aircraft passes over a waypoint while in IP mode, the CCRP flight guidance cues will appear in the HUD to guide the aircraft to the position entered in the PCN BAD section.	
	5. FLIGHT PATH MARKER WING CUES	FOLLOW
	While maintaining level flight, align and maintain alignment of the FPM with the "wing" line cues on the HUD to roll in on and line up the designated target spot. If correctly lined up, the CCRP launch line will climb up from the bottom of the HUD when 15 seconds away from the target. If the aircraft is correctly lined up when the launch line reaches the FPM, launch is authorised; otherwise, launch is rejected.	
	6. WEAPON RELEASE BUTTON Once CCRP launch line reaches FPM.	PRESS and HOLD Until release or rejection.
END		

EGRESS CHECKLIST

RHP	03	1. FEUX NAV LIGHTS	ON
	05	2. RADAR POWER KNOB	SIL
RIP	04	1. A/A-CHARGES SWITCH	AS REQUIRED
		2. SECU CANNON SWITCH	DOWN and GUARDED
03		3. ARME SWITCH	OFF (DOWN)
		4. PCA STORES SELECTORS	OFF
		5. PCA MODE SELECTOR	AS REQUIRED
END			

AIR REFUELLING CHECKLIST

Join tanker aircraft	NOTE	
	The M-2000C is equipped with a drogue refuelling probe and thus cannot refuel from a flying boom tanker aircraft such as the KC-135. Only S-3B, IL-78M and KC-135FR aircraft can refuel the M-2000C.	
	1. INTENT TO REFUEL	DECLARE
	2. TANKER AIRCRAFT	NAVIGATE TO
NOTE		
If the tanker is equipped with a TACAN system, it can tracked by the TACAN receiver in A/A mode and navigated to using standard TACAN procedures. However, some tanker aircraft, such as the S-3B, is not equipped with TACAN and has to be located visually, via radar, or through AWACS navigation assistance.		
Establish formation flight	1. RVT.N-RVT.J-ARRET SWITCH RVT.N sets lights for night refuelling; RVT.J for daylight.	RVT.N or RVT.J
	2. RVT VOL LIGHT	ILLUMINATED
	3. PHARE RAVIT KNOB	AS DESIRED
	4. INTERCOM CROSSFEED KNOB	OPEN
	5. READY PRE-CONTACT Once in formation and within 0.1 nm from tanker.	DECLARE
Refuelling	1. APPROACH DROGUE	2-3 KTS CLOSING
	2. PROBE	INSERTED
	3. POSITION	MAINTAIN Until refuelled
NOTE		
Fly straight and level using small throttle inputs as the main means of controlling the aircraft — monitor acceleration chevrons to maintain stable speed. Use rudder inputs to correct left/right deviation. Avoid rolling, as rolling changes the lift vector and creates both vertical and horizontal drift.		
Refuel complete	1. THROTTLE	BACK To detach probe
	2. RVT.N-RVT.J-ARRET SWITCH	ARRET
	3. RVT VOL LIGHT	OFF
END		