

**INTERIOR INSPECTION / RESET CHECKLIST**

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

**INTERIOR INSPECTION / RESET CHECKLIST**

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

**INTERIOR INSPECTION / RESET CHECKLIST**

|  |                          |  |                      |
|--|--------------------------|--|----------------------|
| Left Instrument Panel (cont.)<br>CMP<br>Q1<br>Flight Instruments       | 02                       | <b>10. AUTO-MANU-ARRET SWITCH</b> (Chaff/Flare Master) | <b>ARRET</b>         |
|  |                          | <b>11. LUMI KNOB</b> (Brightness)                      | <b>FULLY CCW</b>     |
|  |                          | <b>12. PTF-C/C SWITCH</b> (Dispensing Mode)            | <b>C/C</b>           |
|  |                          | <b>13. AIRSPEED INDICATOR</b>                          | <b>CHECK</b>         |
|  |                          | <b>14. ALTIMETER</b>                                   | <b>CHECK and SET</b> |
|  |                          | <b>15. STANDBY ADI</b>                                 | <b>CAGED</b>         |
|  |                          | <b>16. AUTOPILOT ALTITUDE</b>                          | <b>CHECK</b>         |
|  |                          | <b>17. VERTICAL VELOCITY INDICATOR</b>                 | <b>CHECK</b>         |
|  |                          | <b>18. PRIMARY ADI</b>                                 | <b>CHECK</b>         |
|  |                          | <b>19. AUTOPILOT LIGHTS</b>                            | <b>OFF</b>           |
|  |                          | <b>20. NORM-VRILLE SWITCH</b> (FBW Spin Control)       | <b>NORM</b>          |
|  |                          | <b>21. PANNE LIGHTS</b> (Master Caution)               | <b>OFF</b>           |
|  | <b>22. AOA INDICATOR</b> | <b>CHECK</b>   |                      |
| Central Console<br>VTH Control Panel<br>VTB<br>IFF Panel<br>Hydraulics | Q1                       | <b>1. HEADS-UP DISPLAY</b>                             | <b>OFF</b>           |
|  |                          | <b>2. DECLUTTER SWITCH</b>                             | <b>ALL</b>           |
|  |                          | <b>3. ENV. SELECTOR</b> (Target Wingspan)              | <b>15</b>            |
|  |                          | <b>4. CCLT-PRED SWITCH</b> (Gun VTH Mode)              | <b>CCLT</b>          |
|  |                          | <b>5. VTH POWER SWITCH</b>                             | <b>OFF / DOWN</b>    |
|  |                          | <b>6. AUXILIARY GUNSIGHT POWER SWITCH</b>              | <b>OFF / DOWN</b>    |
|  |                          | <b>7. RAD ALT SWITCH</b> (Radar Altimeter)             | <b>A</b>             |
|  |                          | <b>8. SELH-H-ZB SWITCH</b> (VTH Mode)                  | <b>ZB</b>            |
|  | Q2                       | <b>9. VTB POWER SWITCH</b>                             | <b>A</b>             |
|  | VTB                      | <b>10. CADR SWITCH</b> (Radar Map Reframe)             | <b>AR</b>            |
|  | Q3                       | <b>11. IFF MODE 1 FREQUENCY</b>                        | <b>OUT</b>           |
|  | IFF Panel                | <b>12. IFF MODE 3A FREQUENCY</b>                       | <b>OUT</b>           |
|  |                          | <b>13. IDENT-OUT-MIC SWITCH</b> (Ident Power)          | <b>OUT</b>           |
|  |                          | <b>14. M-1, M-2, M-3A, M-C SWITCHES</b>                | <b>OUT</b>           |
|  | Q4                       | <b>15. HYDRAULIC SYSTEM SELECTOR SWITCH</b>            | <b>UP</b>            |
|  | Hydraulics               | <b>16. PEDAL ADJUSTMENT</b>                            | <b>AS NEEDED</b>     |
|  |                          | <b>17. HYDRAULIC PRESSURE</b>                          | <b>CHECK</b>         |
|  |                          | <b>18. CABIN PRESSURE</b>                              | <b>CHECK</b>         |

**INTERIOR INSPECTION / RESET CHECKLIST**

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

**INTERIOR INSPECTION / RESET CHECKLIST**

|            |                                |  |                          |
|------------|--------------------------------|--|--------------------------|
| 04         | Right Horizontal Panel (cont.) | <b>17. TACAN MODE SELECTOR</b>   | <b>OFF</b>               |
|            |                                | <b>18. INS/PCN MODE SELECTOR</b>   | <b>AR</b>                |
| 05         | PSM                            | <b>19. INS/PCN OPERATION MODE SELECTOR</b>   | <b>N</b>                 |
|            |                                | <b>20. CAP SEC. SWITCH</b> (Standby ADI)   | <b>A</b>                 |
| 06         | Environment Control            | <b>21. EQUIP SWITCH</b> (ECS Main Mode)  | <b>AUT</b>               |
|            |                                | <b>22. C and F BUTTONS</b> (Avionics Hot and Cold Mode)  | <b>OFF</b>               |
| 07         | Environment Control            | <b>23. COND SWITCH</b> (Air Conditioning)  | <b>M</b>                 |
|            |                                | <b>24. DEPOLL CAB SWITCH</b> (ECS Air Exchange)  | <b>A</b>                 |
|            |                                | <b>25. ECS TEMPERATURE SELECT KNOB</b>   | <b>AUTO</b>              |
|            |                                | <b>26. DESEMB SWITCH</b> (Defogging)   | <b>A</b>                 |
| 07         |                                | <b>27. UV, PL DE BORD, BANQUETTES, VOYANTS NUIT/JOUR, BLANC KNOBS</b> (Dashbord UV, Panel, Red Flood, Console Panel, Day/Night, and White Flood Light) | <b>FULLY CCW</b>         |
| 08         | Starter Panel                  | <b>28. START BUTTON</b>  | <b>COVERED</b>           |
|            |                                | <b>29. POMPE SWITCH</b> (Starter Fuel Pump)  | <b>OFF / LEFT</b>        |
|            |                                | <b>30. POMPES BP G and D</b> (Left and Right Fuel Pump)  | <b>OFF / LEFT</b>        |
|            |                                | <b>31. VENT-G-D SWITCH</b> (Ignition/Ventilation Selector)   | <b>D</b>                 |
|            |                                | <b>32. COUPE FEU SWITCH</b> (Fuel Cutoff)  | <b>OFF and UNGUARDED</b> |
| 09         |                                | <b>33. ALL CIRCUIT BRAKERS</b>   | <b>IN</b>                |
|            |                                | <b>34. PARKING BRAKE</b>   | <b>DISENGAGED / DOWN</b> |
| <b>END</b> |                                |  |                          |

**PREFLIGHT CHECKLIST**

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

## PREFLIGHT CHECKLIST

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

## BEFORE ENGINE START CHECKLIST

|   |  |  |                                   |
|---|--|--|-----------------------------------|
| Right Instrument Panel  | 04   | <b>1. BATT SWITCH</b>  | <b>ON</b>                         |
|   | 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.<br>If HYD.S light illuminates instead of E.P. light, the E.P. switch is in the OFF (down) position rather than AUTO (middle). |  |                                   |
|   |  | <b>2. TRN, ALT.1 and ALT.2 SWITCHES</b>  | <b>ON</b>                         |
|   |  | <b>3. EXTERNAL POWER SUPPLY</b>  | <b>CONNECTED</b><br>If required   |
| TR light goes out.  |  |  |                                   |
| <b>NOTE</b><br>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.<br>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. |  |  |                                   |
|   |  | <b>4. WARNING LIGHTS TEST SWITCH</b><br>Switch should return to middle position when released. | <b>1, then 2</b>                  |
| Right Horiz. Pan.   | 01   | <b>1. E.P. SWITCH</b><br>Switch should return to AUTO (middle) position when released.         | <b>TEST / UP</b>                  |
|   | 05   | <b>2. INS</b>  | <b>ALIGN</b>                      |
|   | 06   | <b>3. ENVIRONMENTAL CONTROLS</b>   | <b>AS DESIRED</b>                 |
|   | 07   | <b>4. INTERNAL LIGHTS</b>  | <b>AS DESIRED</b>                 |
| LHP   | 03   | <b>5. ANTI COLL SWITCH</b>   | <b>FAB or FORT</b><br>As required |
| <b>END</b>  |  |  |                                   |

## INS ALIGNMENT CHECKLIST

|                        |   |  |                      |
|------------------------|---|--|----------------------|
| Right Horizontal Panel | 05  | <b>1. PCN OPERATIONAL MODE SELECTOR</b>  | <b>N</b>             |
|                        |   | <b>2. INS/PCN MODE SELECTOR</b>  | <b>VEI</b>           |
|                        | 01  | PREP Waypoint 00 is automatically selected on the PCN.   |                      |
|                        |   | <b>NOTE</b><br>To Perform a Standard Alignment, follow steps 3–4, then proceed to step 6.<br>Standard Alignment is required when you start from the ramp or you have requested aircraft repairs from the ground crew.  |                      |
|                        |   | <b>3. INITIAL POSITION</b>   | <b>CHECK and SET</b> |
|                        |   | <ul style="list-style-type: none"> <li>• PCN Parameter Selector to L/G.</li> <li>• 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.</li> <li>• PCN Parameter Selector to ALT.</li> <li>• 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.</li> </ul> |                      |
|                        |   | <b>NOTE</b><br>Refer to the kneeboard for initial position data.   |                      |
|                        | 05  | <b>4. INS/PCN MODE SELECTOR</b>  | <b>ALN</b>           |
|                        |   | <b>NOTE</b><br>To perform a Memory Alignment, follow step 5, then proceed to step 6.<br>Memory Alignment is required when you have requested a rearm/refuel from the ground crew.  |                      |
|                        |   | <b>5. INS/PCN MODE SELECTOR</b>  | <b>ALCM</b>          |
| 01                     | The ALN yellow light will blink; the VAL button will illuminate.  |  |                      |
|                        | <b>6. VAL BUTTON</b>  | <b>PRESS</b>   |                      |
|                        | <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> |  |                      |
|                        | <b>7. PRET GREEN LIGHT</b>  | <b>STEADY</b><br>When alignment complete.  |                      |
|                        | <b>8. PCN PARAMETER SELECTOR</b>  | <b>TR/VS</b>   |                      |
|                        | <b>NOTE</b><br>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                     | <b>9. INS/PCN MODE SELECTOR</b>   | <b>NAV</b>   |                      |
|                        | <b>10. PCN OPERATIONAL MODE SELECTOR</b>  | <b>N</b>   |                      |
|                        | <b>END</b>  |  |                      |



## ENGINE START CHECKLIST

|  |   |  |
|--|---|--|
| RHP<br>09  | <b>1. PARKING BRAKE</b>   | <b>SET</b>   |
|  | PARK light illuminates.   |  |
| LIP<br>01  | <b>1. PANNE LIGHT</b>   | <b>PRESS</b>   |
| Right Horizontal Panel<br>02<br>08   | <b>1. AV SON</b>  | <b>ON</b>  |
|  | <b>2. COUPE FEU SWITCH</b>  | <b>ON and GUARDED</b>  |
|  | <b>3. POMPES BP G and D</b>   | <b>M</b>   |
|  | <b>4. VENT-G-D SWITCH</b>   | <b>D or G AS REQUIRED</b>  |
|  | <b>5. POMPE SWITCH</b>  | <b>ON</b>  |
|  | <b>6. START BUTTON</b>  | <b>UNCOVERED</b>   |
|  | <b>7. B.P. WARNING LIGHT</b>  | <b>CHECK OFF</b>   |
|  | <b>8. START BUTTON</b>  | <b>PRESS</b>   |
| Right Instrument Panel<br>01<br>01<br>&<br>04  | <b>1. ENGINE RPM</b>  | <b>SPOOLS UP TO 10%</b>  |
|  | <b>2. THROTTLE</b>  | <b>JUST PAST IDLE</b>  |
|  | <b>3. RPM and Tt7 GAUGES, WARNING LIGHTS</b><br><ul style="list-style-type: none"> <li>- HUILE, T7 warning lights</li> <li>- RPM</li> <li>- Exhaust Gas Temperature</li> <li>- Fuel Flow</li> <li>- HYD.S warning light</li> <li>- HYD.2, EP caution lights</li> <li>- TR, <span style="color: blue;">ALT.1</span>, <span style="color: blue;">ALT.2</span> caution lights</li> <li>- HYD.1, BP.G, BPD caution lights</li> <li>- PCA and PPA</li> <li>- Landing Gear Panel</li> </ul> | <b>MONITOR</b><br>Out as engine starts<br>Steady climb to ~60% RPM<br>Steady climb to <550°C<br>Steady climb to ~17 kg/min<br>Out at ~20% RPM<br>Out at ~25% RPM<br>Out at 40–45% RPM<br>Out as transformer starts<br>On as transformer starts<br>On as HYD.1 starts |
| <b>NOTE</b><br>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.<br>The lights will go out as ground power is disconnected. |   |  |
|  | <b>4. THROTTLE</b><br><ul style="list-style-type: none"> <li>- RPM</li> <li>- Tt7</li> <li>- Fuel Flow</li> </ul>   | <b>IDLE</b><br>49%<br>~450°C<br>16 kg/min  |
|  | <b>5. REMAINING WARNING LIGHTS</b><br>The following lights should or <span style="color: blue;">may</span> still be on:<br><span style="color: blue;">- ALT.1 and ALT.2</span><br><ul style="list-style-type: none"> <li>- P.CAB</li> <li>- ANEMO</li> <li>- DECOL</li> <li>- PARK</li> </ul> The lights will go out as post-start procedures are performed.  | <b>CHECK</b><br>Reason:<br><span style="color: blue;">If ground power is on</span><br>Canopy open<br>Pitot heating off<br>No FBW test, other warnings<br>Parking brake on  |
| RHP<br>08  | <b>1. START BUTTON</b>  | <b>COVERED</b>   |
|  | <b>2. POMPE SWITCH</b>  | <b>OFF</b>   |
|  | <b>3. VENT-G-D SWITCH</b>   | <b>VENT</b>  |
| <b>END</b>   |   |  |

**AFTER ENGINE START CHECKLIST**

|   |  |  |                                   |
|---|--|--|-----------------------------------|
| Left Horizontal Panel   | 02   | <b>1. POLICE LIGHT SWITCH</b>  | <b>ON</b>                         |
|   |  | <b>2. PHARES-A.ROUL.-ATT SWITCH</b>  | <b>A.ROUL.</b>                    |
|   | 03   | <b>3. FEUX NAV, and FEUX FORMAT</b>  | <b>FAB or FORT</b><br>As required |
|   | 05   | <b>4. RADAR POWER KNOB</b>   | <b>P.CH</b>                       |
|   | <p style="text-align: center;"><b>NOTE</b></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> |  |                                   |
|   | <b>5. PPI-B SWITCH</b>   | <b>AS DESIRED</b>  |                                   |
| 09  | <b>6. CDVE</b>   | <b>TEST</b>  |                                   |
| <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><b>⚠ WARNING</b></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>  |  |  |                                   |
|   | <b>7. PA</b>   | <b>TEST</b>  |                                   |
| <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><b>⚠ CAUTION</b></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   | <b>1. AUTOPILOT ALTITUDE</b>   | <b>SET</b>                        |
|   |  | <b>2. BAROMETRIC ALTIMETER</b>   | <b>SET</b>                        |
|   |  | <b>3. STANDBY ADI</b>  | <b>UNCAGED and SET</b>            |
|   | 02   | <b>4. AUTO-MANU-ARRET SWITCH</b>   | <b>MANU</b>                       |
|   | 03   | <b>5. PCA STORES and MODES</b>   | <b>CHECK</b>                      |
| Right Instr.  | 03   | <b>1. PPA TEST-PRES SWITCH</b><br>Switch should return to middle position when released. | <b>TEST</b>                       |
|   | 01   | <b>2. HSI</b>  | <b>SET</b>                        |
|   |  | <b>3. SERVAL</b>   | <b>CHECK</b>                      |
| RHP   | 04   | <b>1. VOR.ILS POWER SELECTOR</b>   | <b>M</b>                          |
|   |  | <b>2. VOR.ILS FREQUENCY</b>  | <b>SET</b>                        |
|   |  | <b>3. TACAN MODE SELECTOR</b>  | <b>T/R</b>                        |
|   |  | <b>4. TACAN CHANNEL</b>  | <b>SET</b>                        |

**AFTER ENGINE START CHECKLIST**

| Right Horizontal Panel (cont.)   | 03   | <b>5. EW MODES SELECTOR</b>   | <input type="checkbox"/>   |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|--|--|---|----------------------------|----------|--------|---------------|-------|----------|--------|---------------|---|-------|---|--|------|---|--|---|-------|---|--|------|---|------|---|-------|---|--|------|---|------|---|-------|--|---|--|---|--|---|-------|---|---|--|---|--|---|-------|----|--|------|---|--|---|-------|----|--|------|---|--|---|--------|--|---|------|---|--|---|--------|----|---|------|---|--|----|----------------|--|----|------|---|--|
|  |  | <b>6. BR, D.A., and D.<sup>2</sup>M. SWITCHES</b>   | <b>T, then M</b>           |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | <b>7. L.L. MODE SWITCH</b>  | <b>S.A.</b>                |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | <b>8. L.L. PROGRAM SELECTOR</b>   | <b>AS REQUIRED</b>         |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
| <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          |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
| 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      |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  | 02   | <b>9. IFF POWER SELECTOR</b>  | <b>SECT</b>                |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
| Centre Console   | 01   | <b>1. VTH POWER SWITCH</b>  | <b>ON</b>                  |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | <b>2. RAD ALT SWITCH</b>  | <b>TEST, then M</b>        |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | <b>3. MINIMUM ALTITUDE</b>  | <b>SET</b>                 |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | ZB-H-SELH switch to SELH. Turn Rad Alt knob to set the minimum/abort altitude.  |                            |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | <b>4. ZB-H-SELH SWITCH</b>  | <b>AS DESIRED</b>          |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | 02  | <b>5. VTB POWER SWITCH</b> | <b>M</b> |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  | 04   | <b>6. HYDRAULIC PRESSURE</b>  | <b>CHECK</b>               |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  | 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  |  | <b>1. RUDDER DEFLECTION</b>   | <b>CHECK</b>               |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | <b>2. FLIGHT CONTROLS SURFACES</b>  | <b>CHECK</b>               |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | <b>3. AIRBRAKES and SLATS</b>   | <b>CHECK</b>               |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  |  | 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. |                            |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
|  | <b>4. PANNE BUTTON</b>   | <b>PRESS</b><br>To cancel testing alerts.   |                            |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |
| <b>END</b>   |  |   |                            |          |        |               |       |          |        |               |   |       |   |  |      |   |  |   |       |   |  |      |   |      |   |       |   |  |      |   |      |   |       |  |   |  |   |  |   |       |   |   |  |   |  |   |       |    |  |      |   |  |   |       |    |  |      |   |  |   |        |  |   |      |   |  |   |        |    |   |      |   |  |    |                |  |    |      |   |  |

**TAXI CHECKLIST**

|   |  |   |  |
|---|--|---|--|
| Right Horizontal Panel  | 05   | <b>1. INS/PCN MODE SELECTOR</b><br>When INS alignment is complete and the green PRET light is steady on the PCN.  | <b>NAV</b>                               |
|   | <p><b>⊘ CAUTION</b><br/>                 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>  |   |  |
|   |  | <b>2. PCN OPERATIONAL MODE SELECTOR</b>   | <b>N</b>                                 |
|   | 03   | <b>3. ANEMO SWITCH</b><br>ANEMO caution light and DECOL warning light extinguish.   | <b>ON and GUARDED</b>                    |
|   |  | <b>4. TAXI CLEARANCE</b>  | <b>REQUESTED</b>                         |
|   | <b>5. GROUND POWER</b><br>ALT.1 and ALT.2 caution lights extinguish.   | <b>DISCONNECTED</b>   |  |
|   | <b>6. HANDBRAKE</b><br>PARK caution light extinguishes.  | <b>OFF</b>  |  |
| Flight controls and instruments   |  | <b>1. WHEEL BRAKES</b><br>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. | <b>PRESS and RELEASE</b>                 |
|   |  | <b>2. CANOPY</b><br>P CAB caution light extinguishes.   | <b>CLOSED and LOCKED</b>                 |
|   |  | <b>3. TAKE-OFF CONFIGURATION</b><br>- P CAB warning light<br>- CONF caution light<br>- DECOL warning light<br>- PARK caution light  | <b>CHECK</b><br>Off<br>Off<br>Off<br>Off |
|   | The CONF caution light will not go out if the FBW G-limiter switch position does not match the stores carried:<br>• A/A (up) — only Magic II and/or Super S530D are carried, or a clean aircraft.<br>• Charges (down) — any other stores are carried.<br><br>The DECOL warning light will not go out if:<br>• The slats are not in the AUTO position (indicated by the BECS caution light).<br>• The ANEMO switch is not in the on position (indicated by the ANEMO caution light).<br>• The FBW Gain Mode switch is not in the NORM position (indicated by the DSV warning light).<br>• The CDVE 5 switch is not in the forward and guarded position.<br>• The PA and CDVE tests have not been completed with green lights and the covers are closed.<br>• The aircraft is not trimmed neutral (press Autopilot standby to reset trim). |   |  |
|   |  | <b>4. NOSEWHEEL STEERING</b>  | <b>ENGAGE</b>                            |
|   | <b>5. THROTTLE</b><br>To start rolling — the exact RPM depends on loadout.   | <b>FORWARD</b><br>To ~65% RPM   |  |
| <p><b>NOTE</b><br/>                 If properly aligned and calibrated, the TR/VS mode on the PCM provides accurate ground-speed readings even at low speed.</p>  |  |   |  |
| <p><b>⊘ CAUTION</b><br/>                 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><b>END</b></p>   |  |   |  |

**TAKE-OFF CHECKLIST**

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

**ENGINE AIR RESTART CHECKLIST**

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

**BEFORE LANDING CHECKLIST**

|   |   |                                      |                        |
|---|---|--------------------------------------|------------------------|
| Left Instrument Panel   | 03  | <b>1. ARME SWITCH</b>                | <b>OFF</b>             |
|   |   | <b>2. SEL SWITCH</b>                 | <b>OFF and GUARDED</b> |
|   |   | <b>3. PCA MODE</b>                   | <b>APP</b>             |
|   |   | <b>4. HOTAS SPECIAL MODES BUTTON</b> | <b>PRESS</b>           |
|   | 04  | <b>5. HYDRAULICS ADVISORY LIGHTS</b> | <b>CHECK</b>           |
|   |   | <b>6. A/A-CHARGES SWITCH</b>         | <b>AS REQUIRED</b>     |
| <b>NOTE</b><br>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.  |   |                                      |                        |
| LHP   | 02  | <b>1. PHARES-A.ROUL.-ATT SWITCH</b>  | <b>ATT</b>             |
|   | 03  | <b>2. EXTERNAL LIGHTS</b>            | <b>AS REQUIRED</b>     |
|   |   | <b>3. SPAD SWITCH</b>                | <b>ON and GUARDED</b>  |
|   | 05  | <b>4. RADAR POWER KNOB</b>           | <b>SIL</b>             |
| Right Horizontal Panel  | 04  | <b>1. VOR/ILS FREQUENCY</b>          | <b>SET</b>             |
|   |   | <b>2. VOR/ILS POWER KNOB</b>         | <b>M</b>               |
|   |   | <b>3. TACAN CHANNEL</b>              | <b>SET</b>             |
|   |   | <b>4. TACAN MODE KNOB</b>            | <b>T/R</b>             |
|   | 01  | <b>5. INS/PCN DESTINATION</b>        | <b>SET</b>             |
| 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 $\Delta$ ALT and enter 3000' / 914m. Turn the selector to P/O 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 $\theta$ value 267). The BAD button in the PCN panel can be used to switch between navigation point and offset for navigation via the HSI. |   |                                      |                        |
| <b>NOTE</b><br>If using preloaded WP data, selecting a designated landing WP on the PCN lets the HUD to display a synthetic runway in APP mode.   |   |                                      |                        |
| Right Instrument Panel  | 01  | <b>1. HSI</b>                        | <b>SET</b>             |
|   | 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 . $\theta$ mode and enter the inverse of the desired runway heading (e.g. if landing on a runway heading 087°, enter $\theta$ 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. |                                      |                        |
| <b>NOTE</b><br>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.   |   |                                      |                        |
|   |   | <b>1. HUD</b>                        | <b>CHECK</b>           |
|   |   | <b>2. DECISION HEIGHT</b>            | <b>SET</b>             |
| Set the ZB-H-SELH switch to SELH. Use the RAD ALT knob to select an AGL altitude as the approach decision height.   |   |                                      |                        |
|   |   | <b>3. ZB-H-SELH SWITCH</b>           | <b>H</b>               |
|   |   | <b>4. TEST-M-A SWITCH</b>            | <b>M</b>               |
|   |   | <b>5. LANDING CLEARANCE</b>          | <b>REQUESTED</b>       |
| <b>END</b>  |   |                                      |                        |

**VFR LANDING CHECKLIST**

|   |                            |
|---|----------------------------|
| <b>1. LANDING GEAR</b>  | <b>DOWN BELOW 260 KTS</b>  |
| <b>2. LANDING GEAR WARNING LIGHTS</b>   | <b>GREEN</b>               |
| <b>3. SPAD SWITCH</b>   | <b>CHECK</b>               |
| <b>4. HUD FLIGHT PATH MARKER</b>  | <b>ON RWY, IN BRACKETS</b> |
| <b>5. HUD ACCELERATOR CHEVRONS</b>  | <b>IN BRACKETS</b>         |
| <b>NOTE</b>   |                            |
| 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° $\alpha$ during descent at any given throttle setting. The HUD landing speed brackets offer a visual aid for the right balance between pitch and throttle. |                            |
| <b>6. AoA (<math>\alpha</math>) ON FINAL APPROACH</b>   | <b>14°</b>                 |
| <b>7. WHEEL BRAKES</b>  | <b>ON BELOW 140 KNOTS</b>  |
| 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.  |                            |
| <b>8. NWS</b>   | <b>ON BELOW 40 KNOTS</b>   |
| <b>END</b>  |                            |

**IFR/ILS LANDING CHECKLIST**

|  |  |
|--|--|
| <b>1. LANDING GEAR</b>   | <b>DOWN BELOW 260 KTS</b>                          |
| <b>2. LANDING GEAR WARNING LIGHTS</b>  | <b>GREEN</b>                                       |
| <b>3. SPAD SWITCH</b>  | <b>CHECK</b>                                       |
| <b>4. PRIMARY ADI</b>  | <b>FOLLOW ILS NEEDLES</b>                          |
| <b>5. HUD FLIGHT PATH MARKER</b>   | <b>IN ILS GUIDE BOX</b>                            |
| <b>NOTE</b>  |  |
| 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° $\alpha$ during descent. |  |
| <b>6. HSI</b>  | <b>CHECK HEADING</b>                               |
| <b>7. VERTICAL VELOCITY INDICATOR</b>  | <b>~7–800 FT/MIN</b><br>Depending on ground speed. |
| <b>8. HUD ACCELERATOR CHEVRONS</b>   | <b>IN BRACKETS</b>                                 |
| <b>9. HUD FLIGHT PATH MARKER</b>   | <b>ON SYNTHETIC RWY</b><br>If available            |
| <b>10. AoA (<math>\alpha</math>) ON FINAL APPROACH</b>   | <b>14°</b>   |
| <b>11. WHEEL BRAKES</b>  | <b>ON BELOW 140 KNOTS</b>                          |
| 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.   |  |
| <b>12. NWS</b>   | <b>ON BELOW 40 KNOTS</b>                           |
| <b>END</b>   |  |

**AUTOPILOT LANDING CHECKLIST**

|  |                                    |
|--|------------------------------------|
| <b>1. LANDING GEAR</b>   | <b>DOWN BELOW 260 KTS</b>          |
| <b>2. LANDING GEAR WARNING LIGHTS</b>  | <b>GREEN</b>                       |
| <b>3. SPAD SWITCH</b>  | <b>CHECK</b>                       |
| <b>4. AUTOPILOT APPROACH MODE</b>  | <b>ON</b>                          |
| <b>NOTE</b><br>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.   |                                    |
| <b>⊘ CAUTION</b><br>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.  |                                    |
| <b>⚠ WARNING</b><br>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.  |                                    |
| <b>5. HUD FLIGHT PATH MARKER</b>   | <b>ON RWY</b>                      |
| <b>6. HUD ACCELERATOR CHEVRONS</b>   | <b>IN BRACKETS</b>                 |
| <b>⊘ CAUTION</b><br>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.<br><br>Take care not to chase the chevrons and overcompensate throttle input — look to maintain a steady descent rate. |                                    |
| <b>7. AoA (<math>\alpha</math>) ON FINAL APPROACH</b>  | <b>14°</b>                         |
| <b>8. AUTOPILOT</b>  | <b>DISENGAGE</b><br>On touch-down. |
| <b>9. WHEEL BRAKES</b>   | <b>ON</b><br>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.   |                                    |
| <b>10. NWS</b>   | <b>ON</b><br>Below 40 knots        |
| <b>END</b>   |                                    |

**RUNWAY VACATED CHECKLIST**

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



**PARKING CHECKLIST**

|  |    |   |                                    |
|--|----|---|------------------------------------|
| RHP  | 01 | <b>1. THROTTLE</b>                                | <b>IDLE</b>                        |
|  | 09 | <b>2. HANDBRAKE</b>                               | <b>ON</b>                          |
|  | 02 | <b>3. AV SON SWITCH</b>                           | <b>OFF</b>                         |
|  | 03 | <b>4. ANEMO SWITCH</b>                            | <b>UNGUARDED and OFF</b>           |
|  |    | <b>5. EXTERNAL POWER SUPPLY</b>                   | <b>CONNECTED</b>                   |
| <b>NOTE</b><br>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. |    |   |                                    |
|  |    | <b>6. CANOPY</b>                                  | <b>OPEN</b>                        |
| CC   | 01 | <b>7. VTH</b>                                     | <b>OFF</b>                         |
|  |    | <b>8. TEST-M-A SWITCH</b>                         | <b>A</b>                           |
|  | 02 | <b>9. VTB POWER SWITCH</b>                        | <b>A</b>                           |
| LIP  | 01 | <b>1. AUTOPILOT</b>                               | <b>OFF</b>                         |
|  |    | <b>2. STANDBY ADI</b>                             | <b>CAGED</b>                       |
| LHP  | 01 | <b>1. U/VHF and UHF MODE SWITCHES</b>             | <b>AR</b>                          |
|  | 05 | <b>2. RADAR POWER KNOB</b>                        | <b>A</b>                           |
|  |    | <b>3. ENGINE SHUTDOWN BUTTON</b>                  | <b>PRESS</b><br>Once Tt7 <500°C    |
| Right Horizontal Panel   | 08 | <b>4. POMPES BP, G and D SWITCHES</b>             | <b>OFF</b><br>Once engine stopped. |
|  |    | <b>5. COUPE FEU SWITCH</b>                        | <b>UNGUARDED and OFF</b>           |
|  | 07 | <b>6. INTERIOR LIGHTS</b>                         | <b>AS REQUIRED</b>                 |
|  | 06 | <b>7. ENVIRONMENTAL CONTROL</b>                   | <b>AS REQUIRED</b>                 |
|  | 05 | <b>8. INS/PCN MODE SELECTOR</b>                   | <b>AR</b>                          |
| <b>NOTE</b><br>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.   |    |   |                                    |
|  |    | <b>9. CAP SEC. SWITCH</b>                         | <b>A</b>                           |
|  | 03 | <b>10. EW MODES SELECTOR</b>                      | <b>VEL</b>                         |
|  |    | <b>11. BR, D.A. and D.<sup>2</sup>M. SWITCHES</b> | <b>A</b>                           |
|  |    | <b>12. LL SWITCH</b>                              | <b>A</b>                           |
|  | 01 | <b>13. EP SWITCH</b>                              | <b>OFF (DOWN)</b>                  |
| RIP  | 04 | <b>14. BATT and TR SWITCHES</b>                   | <b>A</b>                           |
| <b>END</b>   |    |   |                                    |

**INS POSITION UPDATE CHECKLIST**

|                           |  |  |
|---------------------------|--|--|
| Setup                     | <b>1. LANDMARK POSITION</b>  | <b>ENTERED AS DESTINATION</b>                      |
|                           | <b>2. LANDMARK DESTINATION</b>   | <b>FLY TOWARDS</b>                                 |
|                           | <b>3. INS NAVIGATION CUES</b>  | <b>DISREGARD WHEN IN VISUAL RANGE</b>              |
|                           | <b>4. UPDATE METHOD</b><br>Use either a Fly-by or a Radar Ranging method to feed INS with updated position data through PCN.   | <b>SELECTED</b>                                    |
| Fly-by update             | <b>1. LANDMARK</b>   | <b>FLY DIRECTLY OVER</b>                           |
|                           | <b>2. INS/PCN REC BUTTON</b>   | <b>PRESS</b><br>Once over the landmark             |
| Radar ranging update      | <b>⊘ CAUTION</b><br>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.  |  |
|                           | <b>1. PCA MODE</b><br>ARME switch off, no other mode selected.   | <b>NAV</b>   |
|                           | <b>2. OBL BUTTON</b>   | <b>PRESS</b>                                       |
|                           | 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   |  |
|                           | <b>3. HUD CUE and LANDMARK</b>   | <b>FLY TO ALIGN</b>                                |
|                           | <b>4. HOTAS TAS RANGING BUTTON</b>   | <b>PRESS</b>                                       |
| Accept/reject update data | <b>1. VAL BUTTON</b>   | <b>ILLUMINATED</b><br>If position difference <15nm |
|                           | <b>NOTE</b><br>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.   |  |
|                           | <b>2. PCN VALUES</b>   | <b>REVIEW</b>                                      |
|                           | <b>3. VAL BUTTON TO ACCEPT or REC BUTTON TO REJECT</b>   | <b>PRESS</b>                                       |
|                           | 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. |  |
|                           | <b>4. RADAR</b><br>If using Radar Ranging update process.  | <b>RETURN TO NORMAL</b>                            |
| <b>END</b>                |  |  |

### INS NAVIGATION CHECKLIST

|                        |  |  |                         |
|------------------------|--|--|-------------------------|
| Right Horizontal Panel | 05   | <b>1. INS/PCN OPERATIONAL MODE SELECTOR</b>  | <b>N</b>                |
|                        |  | <b>2. INS/PCN MODE SELECTOR</b>  | <b>NAV</b>              |
|                        | 01   | <b>3. PCN DESTINATION</b>  | <b>SET and SELECTED</b> |
|                        | <p>To create a waypoint:</p> <ul style="list-style-type: none"> <li>• Press PCN PREP button followed by a waypoint number (01–20).</li> <li>• PCN Parameter Selector to L/G.</li> <li>• 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.</li> </ul> <p style="color: orange;">Optionally, enter a waypoint altitude:</p> <ul style="list-style-type: none"> <li>• PCN Parameter Selector to ALT.</li> <li>• 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.</li> </ul> <p style="color: orange;">Optionally, enter a desired bearing and time on waypoint:</p> <ul style="list-style-type: none"> <li>• PCN Parameter Selector to RD/TD.</li> <li>• 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.</li> </ul> <p style="color: orange;">If the waypoint is an airport, optionally enter runway heading and glideslope:</p> <ul style="list-style-type: none"> <li>• PCN Parameter Selector to CP/PD.</li> <li>• 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).</li> </ul> <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"> <li>• PCN Parameter Selector to P/O.</li> <li>• 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.</li> <li>• Or PCN Parameter Selector to ΔL/ΔG.</li> <li>• 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.</li> </ul> <p style="color: orange;">Optionally, enter an offset altitude:</p> <ul style="list-style-type: none"> <li>• PCN Parameter Selector to ΔALT.</li> <li>• 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.</li> </ul> <p>To select a waypoint:</p> <ul style="list-style-type: none"> <li>• 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.</li> </ul> |  |                         |
|                        |  | <b>4. BAD BUTTON</b><br>Turn on to navigate to a destination offset. Offset navigation is indicated on the HUD with an asterisk next to waypoint number. | <b>AS REQUIRED</b>      |
|                        |  | <b>5. PCN PARAMETER SELECTOR</b>   | <b>D/RLT</b>            |
| HUD, RIP               |  | <b>1. HSI MODE</b>   | <b>Cv NAV or Cm NAV</b> |
|                        |  | <b>2. HUD, PCN, and HSI CUES</b><br>HUD cues only show up in NAV mode. PCN cues only show up when D/RLT parameters are selected.                         | <b>FOLLOW</b>           |
| <b>END</b>             |  |  |                         |

**TACAN/VOR NAVIGATION CHECKLIST**

|  |   |   |                          |
|--|---|---|--------------------------|
| Right Horizontal Panel   | 04  | <b>1. VOR/ILS FREQUENCY</b>   | <b>SET</b>               |
|  |   | <b>2. VOR/ILS POWER KNOB</b><br>HSI Needle 2 flag hidden if beacon is detected. | <b>M</b>                 |
|  | <b>NOTE</b><br>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.  |   |                          |
|  |   | <b>3. TACAN CHANNEL</b>   | <b>SET</b>               |
|  | <b>4. TACAN MODE KNOB</b><br>HSI Needle 1 flag hidden if beacon is detected.  | <b>T/R or A/A</b>   |                          |
| 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  | <b>1. HSI MODE KNOB</b>   | <b>TAC or VAD</b>        |
|  | VAD mode is used to create an offset point to a TACAN station:<br><ul style="list-style-type: none"> <li>• Turn HSI Mode knob to ρ. Use Input knob to enter the offset distance from the TACAN station.</li> <li>• Turn HSI Mode knob to θ. Use input knob to enter the offset magnetic bearing from the TACAN station.</li> <li>• Turn HSI Mode knob to VAD to display distance and bearing to fly to the offset point.</li> </ul> |   |                          |
|  | <b>NOTE</b><br>Both TAC and VAD modes use magnetic headings. Ensure that a corrected bearing is used when using VAD mode.   |   |                          |
|  |   | <b>2. NEEDLE 1 (WIDE)</b>   | <b>TACAN/VAD BEARING</b> |
|  | <b>3. NEEDLE 2 (THIN)</b>   | <b>VOR BEARING</b>  |                          |
|  | <b>4. DME DISPLAY</b>   | <b>TACAN/VAD DISTANCE</b>   |                          |
| <b>END</b>   |   |   |                          |

**AUTOPILOT NAVIGATION CHECKLIST**

|                       |   |  |                    |
|-----------------------|---|--|--------------------|
| Left Instrument Panel | 01  | <b>1. AUTOPILOT</b>  | <b>ON</b>          |
|                       |   | <b>2. AUTOPILOT ALTITUDE SELECTOR</b>  | <b>AS REQUIRED</b> |
|                       |   | <b>3. AUTOPILOT MODE</b>   | <b>AS DESIRED</b>  |
|                       | 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:<br><ul style="list-style-type: none"> <li>• In Altitude Hold mode, the AP maintains the current altitude rather than the current pitch.</li> <li>• 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.</li> <li>• In Approach Hold mode, the AP maintains a captured ILS glideslope.</li> </ul> |  |                    |
|                       |   | <b>4. HOTAS TRIM HAT</b><br>To command an AP-controlled turn, climb or dive. | <b>AS REQUIRED</b> |
|                       | The HSI and HUD in NAV or APP mode display the following cues for the commanded AP behaviours:<br><ul style="list-style-type: none"> <li>• 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.</li> <li>• Selected Pitch asterisk along the middle of the HUD Flight Path Pitch Ladder.</li> <li>• Selected AP Course arrow along the HSI Compass Rose.</li> </ul>   |  |                    |
|                       | <b>5. HOTAS AP DISENGAGE BUTTON</b><br>To command a temporary pilot-controlled attitude change.   | <b>PRESS</b>   |                    |
|                       | <b>6. HOTAS AP DISCONNECT LEVER</b><br>To revoke AP and regain full pilot control.  | <b>PRESS</b>   |                    |
| <b>END</b>            |   |  |                    |

## INGRESS CHECKLIST

| Left Horizontal Panel  | 03   | <b>1. ANTI COLL. and FEUX NAV LIGHTS</b>      | <b>OFF</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|--|--|---|--|-----|------------------------------------|----|--|-----|------------------------------|--------|--|-----|----------------------------|-----|----|-----|--|-----|------|-----|--|----|--|----|--|-----|----------|-----|---|-----|--|-----|---|-----|-------------------------------------|--|--|-----|--------------------------------------|
|  | 05   | <b>2. RADAR POWER KNOB</b>                    | <b>EM</b>  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>3. PPI-B, LIGNES and BALAYAGE SWITCHES</b> | <b>AS DESIRED</b>  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>4. HFR-ENT-BFR SWITCH</b>                  | <b>AS REQUIRED</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| <table border="1"> <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%                                     |     |   |     |                                     |  |  |     |                                      |
|  | 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%                                 |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>5. DISTANCE +/- SWITCH</b>                 | <b>AS DESIRED</b>  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>6. RADAR ELEVATION</b>                     | <b>SET</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| LIP  | 04   | <b>1. A/A-CHARGES SWITCH</b>                  | <b>AS REQUIRED</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>2. SECU CANNON SWITCH</b>                  | <b>UNGUARDED and UP</b>  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  | 03   | <b>3. ARME SWITCH</b>                         | <b>ON (UP)</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>4. PCA STORES and MODE SELECTORS</b>       | <b>AS REQUIRED</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| <table border="1"> <tbody> <tr> <td>APP</td> <td>Approach mode: instrument landing.</td> <td>RD</td> <td>Route Desirée: desired route navigation.</td> </tr> <tr> <td>EXT</td> <td>Simultaneous rocket release.</td> <td>RDO</td> <td>Ralliement Désignation Poursuite: target pursuit mode, automatically engaged on lock-on.</td> </tr> <tr> <td>INT</td> <td>Individual rocket release.</td> <td></td> <td></td> </tr> <tr> <td>LEN</td> <td>Lent: set guns to slow (1,200) rate of fire.</td> <td></td> <td></td> </tr> <tr> <td>OBL</td> <td>Recalage Oblique de la Centrale: radar-based INS recalibration mode.</td> <td>RS</td> <td>Radar altimeter slant ranging for ground attack.</td> </tr> <tr> <td>PI</td> <td>Point Initial: set IP for ground attack.</td> <td>TAF</td> <td>Unknown.</td> </tr> <tr> <td>POL</td> <td>Police Mode: guidance to target; weapons firing disabled.</td> <td>TAS</td> <td>Radar slant ranging for ground attack.</td> </tr> <tr> <td>RAP</td> <td>Rapide: set guns to rapid (1,800) rate of fire.</td> <td>TOP</td> <td>Guidage en vitesse: speed guidance.</td> </tr> <tr> <td></td> <td></td> <td>ZBI</td> <td>INS-calculated impact point from IP.</td> </tr> </tbody> </table> |  |   |  | APP | Approach mode: instrument landing. | RD | Route Desirée: desired route navigation. | EXT | Simultaneous rocket release. | RDO    | Ralliement Désignation Poursuite: target pursuit mode, automatically engaged on lock-on. | INT | Individual rocket release. |     |    | LEN | Lent: set guns to slow (1,200) rate of fire. |     |      | OBL | Recalage Oblique de la Centrale: radar-based INS recalibration mode. | RS | Radar altimeter slant ranging for ground attack. | PI | Point Initial: set IP for ground attack. | TAF | Unknown. | POL | Police Mode: guidance to target; weapons firing disabled. | TAS | Radar slant ranging for ground attack. | RAP | Rapide: set guns to rapid (1,800) rate of fire. | TOP | Guidage en vitesse: speed guidance. |  |  | ZBI | INS-calculated impact point from IP. |
| APP  | Approach mode: instrument landing.                                   | RD  | Route Desirée: desired route navigation.   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| EXT  | Simultaneous rocket release.   | RDO   | Ralliement Désignation Poursuite: target pursuit mode, automatically engaged on lock-on. |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| INT  | Individual rocket release.   |   |  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| LEN  | Lent: set guns to slow (1,200) rate of fire.                         |   |  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| OBL  | Recalage Oblique de la Centrale: radar-based INS recalibration mode. | RS  | Radar altimeter slant ranging for ground attack.   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| PI   | Point Initial: set IP for ground attack.                             | TAF   | Unknown.   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| POL  | Police Mode: guidance to target; weapons firing disabled.            | TAS   | Radar slant ranging for ground attack.   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| RAP  | Rapide: set guns to rapid (1,800) rate of fire.                      | TOP   | Guidage en vitesse: speed guidance.  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | ZBI   | INS-calculated impact point from IP.   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>5. HOTAS WEAPON SELECTOR SWITCH</b>        | <b>PCA SELECT</b>  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| <b>NOTE</b><br>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.   |  |   |  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  | 02   | <b>6. AUTO-MANU-ARRET SWITCH</b>              | <b>MANU</b>  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| RIP  | 03   | <b>1. PPA ARMAMENT SETUP</b>                  | <b>CHECK</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| RHP  | 03   | <b>1. COUNTERMEASURES SET-UP</b>              | <b>CHECK</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  | 02   | <b>2. IFF POWER SELECTOR</b>                  | <b>CONT</b>  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
|  |  | <b>3. HOTAS SPECIAL MODES BUTTON</b>          | <b>PRESS</b>   |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |
| <b>END</b>   |  |   |  |     |                                    |    |  |     |                              |        |  |     |                            |     |    |     |  |     |      |     |  |    |  |    |  |     |          |     |   |     |  |     |   |     |                                     |  |  |     |                                      |

**DEFA 554 AUTOCANNON EMPLOYMENT CHECKLIST**

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

**R.550 MAGIC II EMPLOYMENT CHECKLIST**

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

**SUPER 530D EMPLOYMENT CHECKLIST**

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

**SNEB ROCKET POD EMPLOYMENT CHECKLIST**

|            |   |                       |
|------------|---|-----------------------|
| PPA        | <b>1. CAN. ROQ. S530D BUTTON</b><br>PAR = selected burst fire; TOT = continuous fire. | <b>AS DESIRED</b>     |
| PCA        | <b>1. HOTAS WEAPON SELECT SWITCH</b>  | <b>PCA SELECT</b>     |
|            | <b>2. RK3 BUTTON</b><br>RK3 button illuminates S when selected; P when ready to fire. | <b>PRESS</b>          |
|            | <b>3. HOTAS SPECIAL MODES BUTTON</b>  | <b>PRESS then FWD</b> |
| HUD        | <b>1. ROCKET PIPPER</b>   | <b>ON TARGET</b>      |
|            | <b>2. HOTAS WEAPON RELEASE BUTTON</b>   | <b>PRESS</b>          |
| <b>END</b> |   |                       |

## 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

#### 4. HOTAS SPECIAL MODES BUTTON

#### PRESS then FWD

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

- |   |                    |
|---|--------------------|
| <b>1. INST.-RET.-INERT SWITCH</b>   | <b>INST or RET</b> |
| <b>2. RIPPLE QUANTITY (NB SWITCH)</b><br>If using Mk-82 bombs; GBUs will not ripple launch. | <b>SET</b>         |
| <b>3. RIPPLE DELAY (DIST. x10M SWITCH)</b>  | <b>SET</b>         |

PCA

- |   |                        |
|---|------------------------|
| <b>1. HOTAS WEAPON SELECT SWITCH</b>  | <b>PCA SELECT</b>      |
| <b>2. WEAPON STORE BUTTON</b>   | <b>PRESS</b>           |
| <b>3. TAS BUTTON or RS BUTTON</b><br>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. | <b>PRESS<br/>PRESS</b> |
| <b>4. HOTAS SPECIAL MODES BUTTON</b>  | <b>PRESS then FWD</b>  |

HUD & HOTAS

- |                  |                |
|------------------|----------------|
| <b>1. TARGET</b> | <b>SPOTTED</b> |
|------------------|----------------|

#### 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.

- |   |                           |
|---|---------------------------|
| <b>2. RADAR RANGING DIAMOND CUE</b>       | <b>ON TARGET</b>          |
| <b>3. MAGIC SLAVE/AG DESIGNATE BUTTON</b> | <b>PRESS TO DESIGNATE</b> |
| <b>4. FLIGHT PATH MARKER WING CUES</b>    | <b>FOLLOW</b>             |

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.

- |   |  |
|---|--|
| <b>5. WEAPON RELEASE BUTTON</b><br>Once CCRP launch line appears. | <b>PRESS and HOLD</b><br>Until release or rejection. |
|---|--|

**END**

## INS-GUIDED CCRP BOMBING CHECKLIST

|                             |   |   |
|-----------------------------|---|---|
| PPA, PCA & Mission briefing | <b>NOTE</b>   |   |
|                             | <p>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.</p> <p>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.</p> |   |
|                             | <b>1. STANDARD CCRP PROCEDURES FOR PPA and PCA SET-UP and PREPARATION</b>   | <b>COMPLETED</b>  |
|                             | <b>2. TARGET OFFSET DATA</b><br>- Bearing from waypoint.<br>- Altitude difference from waypoint.<br>- Distance (in nm) from waypoint.<br>and/or<br>- Latitude/Longitude offset from waypoint.   | <b>CHECK</b>  |
| INS/PCN                     | <b>NOTE</b>   |   |
|                             | <p>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.</p>   |   |
|                             | <b>1. WAYPOINT BAD DATA</b><br>- PCN Parameter selector to P/Θ<br>- PCN Parameter selector to ΔALT<br>- PCN Parameter selector to ΔL/ΔG   | <b>SET UP</b><br>Input distance and bearing<br>Input altitude difference<br>Input lat/long difference |
|                             | <b>2. BAD BUTTON</b>  | <b>OFF</b>  |
|                             | <b>1. PCA PI BUTTON</b>   | <b>PRESS</b>  |
|                             | <b>NOTE</b>   |   |
|                             | <p>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.</p>  |   |
|                             | <b>2. IP WAYPOINT</b>   | <b>FLY TOWARDS</b>  |
|                             | <b>3. INS RADAR POSITION UPDATE</b><br>If required.   | <b>PERFORMED</b>  |
|                             | <b>4. IP WAYPOINT</b>   | <b>FLY OVER</b>   |
|                             | <p>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.</p>  |   |
|                             | <b>5. FLIGHT PATH MARKER WING CUES</b>  | <b>FOLLOW</b>   |
|                             | <p>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.</p>   |   |
|                             | <b>6. WEAPON RELEASE BUTTON</b><br>Once CCRP launch line reaches FPM.   | <b>PRESS and HOLD</b><br>Until release or rejection.  |
|                             | <b>END</b>  |   |

## EGRESS CHECKLIST

|            |    |                                      |                         |
|------------|----|--------------------------------------|-------------------------|
| RHP        | 03 | <b>1. FEUX NAV LIGHTS</b>            | <b>ON</b>               |
|            | 05 | <b>2. RADAR POWER KNOB</b>           | <b>SIL</b>              |
| RIP        | 04 | <b>1. A/A-CHARGES SWITCH</b>         | <b>AS REQUIRED</b>      |
|            |    | <b>2. SECU CANNON SWITCH</b>         | <b>DOWN and GUARDED</b> |
| 03         |    | <b>3. ARME SWITCH</b>                | <b>OFF (DOWN)</b>       |
|            |    | <b>4. PCA STORES SELECTORS</b>       | <b>OFF</b>              |
|            |    | <b>5. PCA MODE SELECTOR</b>          | <b>AS REQUIRED</b>      |
|            |    | <b>6. HOTAS SPECIAL MODES BUTTON</b> | <b>PRESS</b>            |
| <b>END</b> |    |                                      |                         |

## AIR REFUELLING CHECKLIST

|                            |  |                                    |
|----------------------------|--|------------------------------------|
| Join tanker aircraft       | <b>NOTE</b>  |                                    |
|                            | 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.   |                                    |
|                            | <b>1. INTENT TO REFUEL</b>   | <b>DECLARE</b>                     |
|                            | <b>2. TANKER AIRCRAFT</b>  | <b>NAVIGATE TO</b>                 |
|                            | <b>NOTE</b>  |                                    |
|                            | 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 | <b>1. RVT.N-RVT.J-ARRET SWITCH</b><br>RVT.N sets lights for night refuelling; RVT.J for daylight.  | <b>RVT.N or RVT.J</b>              |
|                            | <b>2. RVT VOL LIGHT</b>  | <b>ILLUMINATED</b>                 |
|                            | <b>3. PHARE RAVIT KNOB</b>   | <b>AS DESIRED</b>                  |
|                            | <b>4. INTERCOM CROSSFEED KNOB</b>  | <b>OPEN</b>                        |
|                            | <b>5. READY PRE-CONTACT</b><br>Once in formation and within 0.1 nm from tanker.  | <b>DECLARE</b>                     |
| Refuelling                 | <b>1. APPROACH DROGUE</b>  | <b>2-3 KTS CLOSING</b>             |
|                            | <b>2. PROBE</b>  | <b>INSERTED</b>                    |
|                            | <b>3. POSITION</b>   | <b>MAINTAIN</b><br>Until refuelled |
|                            | <b>NOTE</b>  |                                    |
|                            | 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            | <b>1. THROTTLE</b>   | <b>BACK</b>                        |
|                            | <b>2. RVT.N-RVT.J-ARRET SWITCH</b>   | <b>ARRET</b>                       |
|                            | <b>3. RVT VOL LIGHT</b>  | <b>OFF</b>                         |
| <b>END</b>                 |  |                                    |