

NORMAL STEP

FULL PROCEDURE STEP

CONDITIONAL STEP

NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP

CONDITIONAL SUB-STEP

NON-FUNCTIONAL SUB-STEP

PILOT INTERIOR INSPECTION / RESET CHECKLIST

Pilot Seat	1. LEFT and RIGHT ECL LEVERS	MIDDLE	
	2. COLLECTIVE	DOWN	
	3. THROTTLE	FULLY LEFT	
	4. COLLECTIVE EMERGENCY RELEASE BUTTON	COVERED	
	5. COLLECTIVE TACTICAL RELEASE BUTTON	COVERED	
	6. CYCLIC	CENTRED	
	7. CYCLIC WHEEL BRAKE LEVER	LOCKED	
	8. CYCLIC PC BUTTON	COVERED	
	9. ROTOR BRAKE LEVER	UP	
CE 01	1. ПРЕДОХРАНИТЕЛЬНЫЙ ВЫКЛЮЧАТЕЛЬ ВООРУЖЕНИЯ (Armament safety switch)	ВЫКЛЮЧЕН (Safe)	
Left Side Console	07	The КРАСНЫЙ ПОДСВЕТ panel manages the red lights.	
	1. ГРУППА 1 and ГРУППА 2 RHEOSTATS (Left Group 1/2 brightness)	FULLY CCW	
	06	The КОНТРОЛЬ panel manages various engine tests.	
	2. ANNUNCIATOR LIGHTS - РТ ЛЕВ РАБОТАЕТ (<i>LH engine temp regulator operating</i>) - РТ ПРАВ РАБОТАЕТ (<i>RH engine temp regulator operating</i>) - САРПП РАБОТАЕТ (<i>SARPP data recorder operating</i>)	OFF	
	3. КОНТРОЛЬ САРПП-12 SWITCH (SARPP-12 Mode switch)	АВТОМ (Auto)	
	05	4. SIGNAL FLARE POWER SWITCHES	ВЫКЛ (Off)
	5. SIGNAL FLARE BUTTONS	OUT	
	04	6. АВТОМ СБРОС ВНЕШНЯЯ ПОДВЕСКА SWITCH (External Cargo Automatic Drop)	OFF / DOWN
	7. ANNUNCIATOR LIGHTS - СИРЕНА ВКЛЮЧЕНА (<i>Horn on</i>) - ЗАМОК ОТКРЫТ (<i>Shackle open</i>) - СТВОРКИ ОТКРЫТЫ (<i>Doors open</i>)	OFF	
	03	8. УСИЛ SWITCH (RI-65 Gain)	ВЫКЛ (Off)
	9. МАСЛОПАСНО ВОЗДУХ GAUGE (Pneumatic system air pressure)	49 КГ/СМ²	
	10. ТОРМОЗ GAUGE (Brake pressure)	31 КГС/СМ²	
	11. СТИРАН BUTTON (IFF Erase)	COVERED	
	12. БЕДСТВ SWITCH (IFF Disaster transponder)	OFF and GUARDED	
02	13. 1 – 2 SWITCH (Transponder device mode)	1	
14. ЗАПАСНОЙ-РАБ SWITCH (Transponder Reserve/Work device selector)	РАБ (Work)		

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PILOT INTERIOR INSPECTION / RESET CHECKLIST

LSC(cont.)	02	15. TRANSPONDER MODE SELECTOR	АВТ (Auto)
	01	16. ЗАПИСЬ ОСН ВКЛ-ОТКЛ SWITCH (CVR On/off)	ВКЛ (Off)
		17. ПОДСВЕТ КНОВ (CVR Back-light brightness)	FULLY CCW
Left Triangular Panel		1. СТЕКЛОЧИСТИТЕЛЬ SWITCH (Left windscreen wiper)	CENTRED
		2. СПУУ – 52 SWITCH (SPUU-52 Power)	ВЫК (Off)
		3. ПЛАФОН SWITCH (Left ceiling light)	OFF / CENTRED
		4. ВЕНТИЛЯТОР SWITCH (Fan power)	OFF / DOWN
		5. АВИАГОРИЗ SWITCH (Left attitude indicator power)	OFF / DOWN
		6. ВК-53 SWITCH (Gyro correction cutout)	OFF / DOWN
		7. РИ-65 SWITCH (Voice Warning System power)	ВЫК (Off)
Left Overhead Console	01	The upper panel manages the pilot's SPU-9 intercom.	
		1. ГРОМКОСТЬ ПРОСЛ and ОБЩАЯ КНОБЫ (Pilot Intercom Monitor and Master volume)	MIDDLE
		2. SPU-9 SOURCE SELECTOR	УКР (UHF)
		3. СЕТЬ SWITCH (Net)	1
		4. СПУ – РАДИО SWITCH (ICS / Radio)	РАДИО (Radio)
	02	The УПРАВЛЕНИЕ СТРЕЛЬБОЙ PC section manages rocket launcher (PC) pods.	
		5. ИЗ КАЖД БЛОКА SWITCH (Rocket quantity selector)	ПО 4 (4)
		6. 1-2-5-6 – АВТ – 3-4 SWITCH (Rocket station selector)	АВТ (Auto)
		7. ЧПК – ПКТ – РС SWITCH (Weapon selector)	ПКТ (PKT Machine gun)
		The УПРАВЛЕНИЕ СТРЕЛЬБОЙ ГУВ section manages GUV machine-gun and grenade launcher pods.	
		8. С ОГРАНИЧ – БЕЗ ОГР SWITCH (GUV burst cutoff)	БЕЗ ОГР (No cutoff)
		9. УСТАНОВКА ДЛИНЫ ОЧЕРЕДИ DIAL (GUV burst length)	0,20 S (0.2 second short burst)
		The ВАРИАНТЫ section manages GUV pod sub-weapon selection using their 9-A index number: 800 signifies AP-30 30mm grenade launcher; 624 signifies YakB 12.7 mm machine gun; 622 signifies GShG 7.62 mm machine gun.	
10. ВАРИАНТЫ SWITCH (GUV Fire selector)		OFF / CENTRED	
11. 800 – 624/622+800 SWITCH (GUV Payload selector)		624/622+800 and GUARDED (Mixed)	
12. ПЕРЕЗАРЯДКА 624 ПИРОПАТРОНЫ ЛЕВ and ПРЕАВ SWITCHES (Left/Right YakB Charging)	OFF / CENTRED		
13. ФКЛ SWITCH (Gun camera)	ВЫК (Off)		
03	The ПРОТИВООБЛЕДЕНИТЕЛЬНАЯ СИСТЕМА panel manages the anti-icing system.		
	14. ОБЩЕЕ РУЧН – АВТОМ SWITCH (General manual/auto)	АВТОМ (Auto)	

PILOT INTERIOR INSPECTION / RESET CHECKLIST

Left Overhead Console (cont.)	03	15. ДВИГ ПЗУ ЛЕВ SWITCH (Left engine inlet anti-ice)	ВЫК (Off)
		16. ДВИГ ПЗУ ПРАВ SWITCH (Right engine inlet anti-ice)	АВТОМАТ (Auto)
		17. СТЕКОЛ SWITCH (Glass heater)	АВТОМАТ (Auto)
		18. РИО-3 SWITCH (RIO-3 detector heating)	АВТОМАТ (Auto)
		19. ENGINE HEATING ANNUNCIATOR LIGHTS - ОБЛЕДЕН (<i>icing</i>) - ПОС ВКЛЮЧЕНА (<i>Anti-icing operating</i>) - ОБОГРЕВ ДВИГ ЛЕВ / ПРАВ (<i>LH/RH PSS de-ice</i>) - ЛЕВ / ПРАВ ПЗУ ПЕРЕДН (<i>LH/RH fwd engine inlet de-ice</i>) - ЛЕВ / ПРАВ ПЗУ ЗАДН (<i>LH/RH aft engine inlet de-ice</i>)	OFF
04	20. ТОКИ ПОТРЕБИТЕЛЕЙ SELECTOR (Current consumers monitoring)	ВЫК (Off)	
	21. АМПЕРЕМЕТЕР	0 А	
	22. ROTOR HEATING ANNUNCIATOR LIGHTS - 1 / 2 / 3 / 4 СЕКЦИЯ (Section 1–4)	OFF	
05	23. КОМАНД РС SWITCH (R-863 VHF radio FM/AM)	АМ	
06	24. КАНАЛ SELECTOR (R-863 VHF Channel)	1	
Left Instrument Panel	01	1. РУЛНЕЖНАЯ ФАРЫ SWITCH (Taxi lights)	ВЫК (Off)
		2. ФАРЫ СВЕТ – ВЫК – УБРАНА SWITCH (Lights on/off/retract)	ВЫК (Off)
		3. СТАТИЧЕСКАЯ СИСТЕМА ПВД VALVE (Static port selector)	ОБЪЕДИНЕННАЯ (Common)
	02	4. РАДИОВЫС SWITCH (Radar altimeter power)	ВЫК (Off)
		5. RADAR ALTIMETER	0M and FLAGGED
		6. BAROMETRIC ALTIMETER	SET 0M
		7. DIRECTIONAL GYRO	CHECK
		8. АРК СВ – АРК УКВ SWITCH (ADF source)	АРК СВ (ARK-9)
		9. HOVER and LOW SPEED INDICATOR	CHECK
		10. MAIN ROTOR PITCH ANGLE GAUGE	1
		11. MAIN ROTOR TACHOMETER GAUGE	0%
		12. INDICATED AIRSPEED GAUGE	<50
		13. ATTITUDE INDICATOR	CAGED
		14. VERTICAL VELOCITY INDICATOR	0
		15. ENGINE PRESSURE RATIO (EPR) GAUGE	CHECK
		16. TWO-POINTER ENGINE TACHOMETER	N1 and N2 0%
		17. EXHAUST GAS TEMPERATURE (EGT) GAUGE	CHECK
		18. SLIP and TURN INDICATOR GAUGE	CHECK

PILOT INTERIOR INSPECTION / RESET CHECKLIST

Left Instrument Panel (cont.) 02	19. LEFT ANNUNCIATOR LIGHT GROUP - ЗАСИР ТФ ЛЕВ / ПРАВ ДВИГ (<i>LH/RH Fuel filter clogged</i>) - СТРУЖНА ЛЕВ / ПРАВ ДВИГ (<i>Chip in LH/RH engine oil</i>) - ЛЕВ / ПРАВ ДВ ВИБР ПОВ (<i>LH/RH engine vibration</i>) - ПОЖАР (<i>Fire</i>) - ВЫКЛЮЧИ ЛЕВ / ПРАВ ДВ (<i>LH/RH engine excursion limit</i>)	OFF
	20. MIDDLE ANNUNCIATOR LIGHT GROUP - СЕТЬ ПИТ.ОТ АКК (<i>Battery in use</i>) - ОТАКАЗ 6201 (<i>IFF System failure</i>) - ПРЕВ ПС.Т. ЛЕВ / ПРАВ ДВИГ (<i>LH/RH turbine overspeed</i>) - МАЛО РМ ЛЕВ / ПРАВ ДВ (<i>LH/RH low oil pressure</i>) - ЧР ЛЕВ / ПРАВ ДВ (<i>LH/RH emergency power</i>) - ОТКЛ ЭРД ЛЕВ / ПРАВ ДВ (<i>LH/RH electric governor off</i>)	OFF
	21. RIGHT ANNUNCIATOR LIGHT GROUP - СТРУЖКА ГЛ. / ПРОМ / ХВ РЕДУК (<i>Chips in Main / Intermediate / Tail Rotor gearbox</i>)	OFF
END		

FLIGHT ENGINEER INTERIOR INSPECTION / RESET CHECKLIST

Centre Console	01	1. TRANSMISSION OIL PRESSURE/TEMP GAUGE	0 / -50
		2. TRANSMISSION TEMPERATURE GAUGE	-5
		3. LH ENGINE OIL PRESSURE/TEMP GAUGE	0 / -50
		4. RH ENGINE OIL PRESSURE/TEMP GAUGE	0 / -50
	02	5. AUTOPILOT TRIM INDICATORS	CHECK
	03	The upper panel marked КОНТРОЛЬ manages the SPUU-52 rotor pitch limiter system.	
		6. PITCH LIMIT INDICATOR	CHECK
		7. ОТКЛ. LAMP (SPUU-52 failure)	OFF
		8. р – О – t SWITCH (SPUU-52 test)	О (Off)
	04	The КОМАНД PC panel manages R-863 VHF/UHF radio manual/preset settings.	
		9. ЗУ – НУ SWITCH (Preset – manual)	НУ (Manual)
	05	The АВТОПИЛОТ panel manages the AP-34B Autopilot system)	
		10. ALL LIGHTS	OFF
		11. НАПРАВЛЕНИЕ, КРЕН, ТАНГАЖ SCALES (Yaw, roll, pitch position-signal mismatch)	0
	06	12. СЕТЬ НА ВУ SWITCH (Net on rectifier)	ВЫКЛ and GUARDED (Off)
		13. ТРАНСФ ДИМ SWITCH (36V Transformer)	ОСНОВ (Main)
		14. ПРОВЕРКА SWITCH (Lamps/Flasher)	OFF / CENTRED
	07	15. АП and РК SWITCHES (Emergency receiver / ADF)	OFF / DOWN
		16. ПШ SWITCH (Squelch noise)	ON / UP
		17. FREQUENCY ROTARY	AS REQUIRED
	08	18. LH and RH ЭРА SWITCHES (LH/RH engine EEC)	ВКЛ (On)
	19. LH and RH ЧР SWITCHES (LH/RH engine ER)	ВКЛ (On)	
	20. LH and RH КОНТРОЛ СТ1 – РАБОТА – КОНТРОЛ СТ2 (LH/RH engine governor ST1 channel check, work, ST2 channel check)	РАБОТА	
	21. КОНТРОЛ ТК ПРАВ – РАБОТА – КОНТРОЛ ТК ЛЕВ (Governor CT check right, work, check left)	РАБОТА	
Centre Overhead Console	01	The ПРОТИВОПОЖАРНАЯ СИСТЕМА panel manages fire protection systems.	
		1. ANNUNCIATOR LIGHTS - ПОЖАР ЛЕВ ДВ (<i>Left engine fire</i>) - ПОЖАР ПРАВ ДВ (<i>Right engine fire</i>) - ПОЖАР КО-50 (<i>КО-50 kerosene-combustion heater fire</i>) - ПОЖАР РЕД.АИ-9 (<i>Main rotor AN-9 fire</i>) - 1 ОЧЕРЕДЬ (<i>First order extinguishing – one per system</i>) - 2 ОЧЕРЕДЬ (<i>Second order extinguishing – one per system</i>)	OFF
	02	The КОНТРОЛЬ ДАТЧИКОВ panel manages fire protection system tests.	
		2. КОНТРОЛ ДАТЧИКОВ LIGHT (Signal device check)	OFF

FLIGHT ENGINEER INTERIOR INSPECTION / RESET CHECKLIST

Centre Overhead Console (cont.)	02	3. ОГНЕТУШЕНИЕ – КОНТРОЛЬ ДАТЧИКОВ SWITCH (Fire extinguishing / Systems test)	КОНТРОЛЬ ДАТЧИКОВ (Systems test)
		4. ПИРОПАТРОНОВ SWITCH (Extinguishing pyro test)	I (DOWN)
		5. FIRE CIRCUIT TEST SELECTOR	ВЫК (Off)
	03	6. ТЕМПЕР ГАЗОВ АГРЕГАТ АИ-9В GAUGE (APU Exhaust Gas Temperature)	0°C
		7. ДАВЛ ВОЗДУХА АГРЕГАТ АИ-9В GAUGE (APU Air Pressure)	0 КГ/CM²
	04	The ЗАПУСК ТУРБОАГРЕГАТА and ЗАПУСК ДВИГАТЕЛЕЙ panel manages the APU and engine start.	
		8. ЗАПУСК – ПРОКРУТ – ЛОЖНЫЙ ЗАПУСК SWITCH (Start / Crank / False start)	ПРОГРУТ (Crank)
		9. APU ANNUNCIATOR LIGHTS - АВТОМАТ ВКЛЮЧЕН (APU Autostart) - ДАВЛ.МАЦЛА НОРМА (APU Oil Pressure Normal) - ОБОРОТЫ НОРМАЛ (APU RPM Normal) - ОБОРОТЫ ПРЕДЕЛ (APU RPM Overspeed)	OFF
		10. ЛЕВ <-> ПРАВ SWITCH (Left / Right engine selector)	OFF / CENTRED
		11. ЗАПУСК – ПРОКРУТ SWITCH (Start / Cold crank)	OFF / CENTRED
		12. ENGINE START ANNUNCIATOR LIGHTS - АВТОМАТ ВКЛЮЧЕН (Ignition autostart) - СТАРТЕР РАБОТАЕТ (Engine starter on)	OFF
		13. ПРОВЕРКА ЗАЖИГАН SWITCH (Ignition check)	OFF / CENTRED
	05	The ТОПЛИВНАЯ СИСТЕМА panel manages the fuel system.	
		14. ПЕРЕКРЫВ КРАНЫ and ЛЕВЫЙ ПРАВЫЙ SWITCHES (Left / Right Shutoff Valves)	ЗАКР and GUARDED (Closed)
		15. КОЛЬЦЕВ БАКОВ SWITCH (Cross-feed valve)	ОТКР and GUARDED (Open)
		16. ПЕРЕПУСК SWITCH (Bypass valve)	ЗАКР and GUARDED (Closed)
		17. FUEL VALVE ANNUNCIATOR LIGHTS - ЛЕВЫЙ and ПРАВЫЙ ЗАКРЫТ (LH / RH Valve closed) - КОЛЬЦЕВ ОТКЛ (Crossfeed Valve Closed)	OFF
		18. ЗАНПАР – КОНТР SWITCH (Refuel / Check)	OFF / CENTRED
		19. НАСОСЫ БАКОВ SWITCHES - РАСХОД (Feed tank pump) - ЛЕВЫЙ (Left tank pump) - ПРАВЫЙ (Right tank pump)	OFF / DOWN
		20. PUMP ANNUNCIATOR LIGHTS - РАСХОД, ЛЕВЫЙ, ПРАВЫЙ РАБОТАЕТ (Feed / LH / RH Tank pump in operation)	OFF
	06	21. MAIN HYDRAULIC PRESSURE GAUGE	0 КГ/CM²
		22. BACKUP HYDRAULIC PRESSURE GAUGE	0 КГ/CM²

FLIGHT ENGINEER INTERIOR INSPECTION / RESET CHECKLIST

COC (cont.)	07	The ГИДРОСИСТЕМА panel manages the hydraulic system.	
		23. ОСНОВН SWITCH (Main system)	ВКЛ (On)
		24. HYDRAULIC SYSTEM ANNUNCIATOR LIGHTS - ОСНОВН ВКЛЮЧ (<i>Main system active</i>) - ДУБЛИР ВКЛЮЧ (<i>Backup system active</i>)	OFF
		25. ДУБЛИР SWITCH (Backup system)	ВКЛ and GUARDED (On)
CE	01	1. ОСТАНОВ ДВИГ ЛЕВ and ПРАВ LEVERS (Left and Right Fuel shutoff)	CLOSED (AFT) and LOCKED
Left Circuit Breaker Console	01	1. ARMAMENT ANNUNCIATOR LIGHTS - БД1, 2, 3, 4, 5, 6 ЗАГРУЖ (<i>Station 1-6 loaded</i>) - АВАР ВЗРЫВ (<i>Jettison Armed</i>) - ПУС-1, 3, 4, 6 ВЗВЕДЕН (<i>FCU 1-6 armed</i>) - СЕТЬ РС ВКЛЮЧ (<i>Unguided rockets circuit on</i>) - ФКН ВКЛЮЧЕН (<i>Gun camera on</i>) - СЕТЬ ГУВ ВКЛЮЧЕНА (<i>GUV Gun pod circuit on</i>)	OFF
	02	The АВАРИЙНЫЙ РЕЖИМ panel manages the storage jettison system.	
		2. ВЗРЫВ SWITCH (Jettison arm)	ВЫК and GUARDED (Off)
		3. СБРОС БОМБ БЛ ГУВ SWITCH (Emerg. jettison)	DOWN and GUARDED
		The ГЛАВНЫЙ ВЫКЛЮЧ panel holds the main on/off controls for armament systems.	
		4. ГЛАВНЫЙ ВЫКЛЮЧ МВ (Mine-laying master arm)	ВЫК (Off)
		5. ГЛАВНЫЙ ВЫКЛЮЧ РС ГУВ SWITCH (Rockets/GUV master arm)	ВЫК (Off)
	03	6. ГУВ ВНУТРЕН 622 (Inner 7.62mm GUV)	PER LOADOUT
		7. ГУВ ВНУТРЕН 624-800 (Inner 12.7mm GUV/left UPK)	PER LOADOUT
		8. ГУВ ВНЕШН 800 (30mm grenades or right UPK)	PER LOADOUT
04	9. GROUP 1 C.B:s БОМБОВОЕ ВООРУЖЕНИЕ (<i>Bomb armament</i>) - ЭСБР (<i>ESBR Electronic release</i>) - ВЗРЫВ БОЕВОЙ (<i>Explosives armed</i>) - УПРАВЛЕНИЕ (<i>Weapons control</i>) - ИНЖЕНЕР ОБОРУД (<i>Engineering equipment</i>) ВООРУЖЕНИЕ РС ГУВ (<i>Rocket/GUV-1 armament</i>) - СТРЕЛЬБА (<i>Rocket/GUV-1 fire control</i>) - СИГНАЛИЗАЦ (<i>Rocket/GUV-1 warning systems</i>) - ОБОГРЕВ ФКЛ ЭСБР (<i>ESBR Heating</i>)	ВЫК (Off)	
05	10. GROUP 2 C.B:s - 311 (<i>Unknown</i>) ГУВ ВНЕШН (<i>Outer GUV-1 pod</i>) - 800 ЛЕВ (<i>Left AP-30 Grenade Launcher</i>) - 800 ПРАВ (<i>Right AP-30 Grenade Launcher</i>) ГУВ ЛЕВ ВНУТР (<i>Inner Left GUV-1 pod</i>) - 9-A-622 ЛЕВ (<i>Left GShG-7.62 Machine Gun</i>) - 9-A-622 ПРАВ (<i>Right GShG-7.62 Machine Gun</i>) ГУВ ПРАВ ВНУТР (<i>Inner Right GUV-1 pod</i>) - 9-A-622 ЛЕВ (<i>Left GShG-7.62 Machine Gun</i>) - 9-A-622 ПРАВ (<i>Right GShG-7.62 Machine Gun</i>)	ВЫК (Off)	

FLIGHT ENGINEER INTERIOR INSPECTION / RESET CHECKLIST

LCBC (cont.)	<p>06 11. GROUP 3 C.B:s</p> <p style="text-align: center;">ЭЛЕКТРОСПУСК (<i>Electric firing</i>)</p> <ul style="list-style-type: none"> - 800; 9-A-624 ЛЕВ (<i>Left AP-30 / YakB-12.7 Machine Gun</i>) - 800; 9-A-624 ПРАВ (<i>Right AP-30 / YakB-12.7 Machine Gun</i>) - ПКТ (<i>Nose PKT Machine Gun</i>) <p style="text-align: center;">АВАРИЙНЫЙ СБРОС (<i>Emergency Jettison</i>)</p> <ul style="list-style-type: none"> - БОМБ БЛ ГУВ (<i>Bombs and GUV</i>) - СИЛОВОЙ (<i>Jettison Power</i>) - ВЗРЫВ (<i>Jettison Armed</i>) - РАКЕТЫ СИРЕНА (<i>Signal Flares</i>) 	ВЫК (Off)
Right Circuit Breaker Console	<p>01 1. GROUP 4 C.B:s</p> <p style="text-align: center;">ЗАПУСК (<i>Start</i>)</p> <ul style="list-style-type: none"> - ТУРБОАГРЕГАТ ЗАПУСК (<i>APU Start</i>) - ТУРБОАГРЕГАТ ЗАЖИГАН (<i>APU Ignition</i>) - УПРАВЛ ОБОРОТЫ (<i>RPM Control</i>) - (<i>Unlabelled</i>) <p style="text-align: center;">УПРАВЛЕНИЕ ОТКР ЗАМКА (<i>Lock Opening Control</i>)</p> <ul style="list-style-type: none"> - ОСНОВН (<i>Main</i>) - ДУБЛИР (<i>Reserve</i>) - УКАЗАТ ПОВОРОТ (<i>Turn indicator</i>) 	ВЫК (Off)
02	<p>2. GROUP 5 C.B:s</p> <p style="text-align: center;">ТОПЛИВНАЯ СИСТЕМА (<i>Fuel System</i>)</p> <ul style="list-style-type: none"> - КРАН ПЕРЕНУС (<i>Bypass Valve</i>) - ПЕРЕКРЫВ КРАНЫ ЛЕВЫЙ (<i>Left Fuel Valve</i>) - ПЕРЕКРЫВ КРАНЫ ПРАВЫЙ (<i>Right Fuel Valve</i>) - ТОПЛИВОМЕР (<i>Fuel Meter</i>) - НАСОСЫ ТОПЛИВН БАКОВ РАСХОД (<i>Centre Tank Pump</i>) - НАСОСЫ ТОПЛИВН БАКОВ ЛЕВОГО (<i>Left Tank Pump</i>) - НАСОСЫ ТОПЛИВН БАКОВ ПРАВОГО (<i>Right Tank Pump</i>) - (<i>Unlabelled, T-819</i>) - СПУУ-52 (<i>SPUU-52 Rotor Pitch Limiter</i>) 	ВЫК (Off)
03	<p>3. GROUP 6 C.B:s</p> <p style="text-align: center;">ФАРЫ (<i>Lights</i>)</p> <ul style="list-style-type: none"> - ЛЕВАЯ УПРАВЛ (<i>Left Search/landing Light Control</i>) - ЛЕВАЯ СВЕТ (<i>Left Search/landing Light Bulb</i>) - ПРАВАЯ УПРАВЛ (<i>Right Search/landing Light Control</i>) - ПРАВАЯ СВЕТ (<i>Right Search/landing Light Bulb</i>) - АНО (<i>Navigation Lights</i>) - СТРОЕВ ОГИН (<i>Formation Lights</i>) - ПРОВЕРК ЛАМП МИГАЛКА (<i>Flash Circuit</i>) <p style="text-align: center;">СВЕТ ПРФ-4 (<i>RPF-4 Strut Lights</i>)</p> <ul style="list-style-type: none"> - ЛЕВ (<i>Left Strut Light</i>) - ПРАВ (<i>Right Strut Light</i>) 	ВЫК (Off)

FLIGHT ENGINEER INTERIOR INSPECTION / RESET CHECKLIST

Right Circuit Breaker Console (cont.)	04	4. GROUP 7 C.B:s АВТОПИЛОТ (<i>Autopilot</i>) - ОСНОВН (<i>Main</i>) - ФРИКЦ (<i>Friction</i>) - ЭЛЕКТРОМЫФТЫ (<i>Electric Clutches</i>) ГИДРОСИСТ (<i>Hydraulics System</i>) - ОСНОВН (<i>Main</i>) - ДЫБЛИР (<i>Backup</i>) РАДИО (<i>Radio</i>) - СПУ (<i>Intercom</i>) - ВЫСОТОМЕР (<i>Radar Altimeter</i>) - КОМАНД РС (<i>Radio Command</i>) - 6201 (<i>IFF Responder</i>)	ВЫК (Off)
	05	5. GROUP 8 C.B:s ПРОТИВОПОЖАРНАЯ СИСТЕМА (<i>Fire Protection System</i>) - СИГЛАНИЗАЦ (<i>Fire Warning Signals</i>) - 1 ОЧЕРЕДЬ (<i>Main Discharge System</i>) - 2 ОЧЕРЕДЬ (<i>Alternate Discharge System</i>) РАДИО (<i>Radio</i>) - КОМПАС СВ (<i>ARK-9 ADF</i>) - КОМПАС УКВ (<i>ARK-UD VHF Homing ADF</i>) - ДИСС (<i>DISS-15 Doppler Navigation</i>) - (<i>Unlabelled, Radio Meter</i>)	ВЫК (Off)
	06	6. GROUP 9 C.B:s ПРОТИВООБЛЕДЕНИТ СИСТЕМА (<i>Anti-icing System</i>) - УПРАВЛЕНИЕ (<i>Anti-icing Control</i>) - ПЗУ ДВИГАТ ЛЕВОГО (<i>Left Engine Anti-ice</i>) - ПЗУ ДИВГАТ ПРАВОГО (<i>Right Engine Anti-ice</i>) - РИО-3 (<i>RIO-3 Anti-ice</i>) - СТЕКОЛ (<i>Glass Anti-icing</i>) СТЕКЛООЧИСТ (<i>Windscreen Wipers</i>) - ЛЕВЫЙ (<i>Left Wiper</i>) - ПРАВЫЙ (<i>Right Wiper</i>) - (<i>Unlabelled, RIO-3 Ice Sensor</i>) - КО-50 (<i>KO-50 Combustion Heater</i>)	ВЫК (Off)
BW	02	The КРАСНЫЙ ПОДСВЕТ panel manages the red lights.	
		1. ГРУППА 1 and ГРУППА 2 RHEOSTATS (Centre Group 1/2 brightness)	FULLY CCW
END			

COPILOT INTERIOR INSPECTION / RESET CHECKLIST

Co-pilot Seat	1. COLLECTIVE	DOWN
	2. THROTTLE	FULLY LEFT
	3. COLLECTIVE RPM GOVERNOR SWITCH	OFF / CENTRED
	4. CYCLIC	CENTRED
	5. CYCLIC PC BUTTON	COVERED
Right Auxiliary Panel	01 1. P-828 SWITCH (R-828 FM Radio power)	ВЫК (Off)
	2. P828 SWITCH (R-828 Mode)	СВЯЗЬ (Comms)
	3. УВ-26 SWITCH (UV-26 Countermeasure panel power)	ОТКЛ (Disabled)
	02 4. БОРТ SWITCH (Dispenser)	LEFT
	5. НАЛИЧ – ПРОГР SWITCH (Counter / Program)	НАЛИЧ (Counter)
	03 The left panel manages the R-828 FM Radio.	
	6. КАНАЛ SELECTO (Radio channel)	1
	7. ГРОМК КНОБ (Volume)	FULLY CW
	8. ПШ SWITCH (Squelch noise)	ON / UP
	9. НАСТР LIGHT (Tuning)	OFF
	04 The right panel manages the YaDRO-1A HF Radio.	
	10. ПШ КНОБ (Squelch noise)	ON / RIGHT
	11. НАСТ LIGHT (Tuning)	OFF
	12. АВАР LIGHT (Emergency)	OFF
	13. ГРОМК КНОБ (Volume)	MIDDLE
14. ЯДРО-1A FREQUENCY SELECTOR	AS REQUIRED	
15. ЯДРО-1 MODE КНОБ	ВЫКЛ (Off)	
Back Wall	01 1. DOPPLER NAVIGATOR MODE SWITCH	РАБОТА (On)
	2. КОНТР. LIGHT (Doppler test)	OFF
	3. РАБОТА LIGHT (Doppler is working)	OFF
	4. ПОДСВЕТ ГРУППЫ 5,5В (5,5V light brightness)	FULLY CCW
Right Rear Console	01 The ПСТОЯННЫЙ ТОК section displays DC power readings.	
	1. DC VOLTMETER	0V
	2. I and II ТОК АККУМ (DC Battery 1 and 2 ammeters)	0A
	The ПЕРЕМЕННЫЙ ТОК section displays AC power readings.	
	3. I, II and III ТОК ВЫПРЯМИТЕЛЕЙ (AC Rectifier 1–3 voltmeters)	0A
4. AC GENERATOR VOLTMETER	0V	
5. I and II ТОК ГЕНЕРАТ (AC Gen. 1 and 2 ammeters)	0A	

COPILOT INTERIOR INSPECTION / RESET CHECKLIST

Right Rear Console (cont.)	02	The ПЕРЕМЕННЫЙ ТОК panel manages AC power controls.	
		6. AC VOLTAGE CONTROL SELECTOR	ВЫК (Off)
		7. I and II РЕГУЛИРОВАНИЕ НАПРЯЖЕНИЯ ROTARIES (AC Voltage control 1 and 2)	BY THE 'M' MARKING
		8. ГЕНЕРАТОРЫ I and II SWITCHES (Generator 1 & 2)	ВЫК (Off)
		9. АЭРОДР ПИТАН SWITCH (Ground power)	ВЫК (Off)
		10. ПО-500А ~115 SWITCH (36V AC Inverter)	ВЫК (Off)
		11. ПТ-200Ц ~36 SWITCH (115V AC Inverter)	ВЫК (Off)
	12. AC SYSTEM ANNUNCIATOR LIGHTS - ГЕНЕР I and II ОТКАЗАЛ (<i>AC Generator 1 and 2 failure</i>) - ШРАП-400-3Ф (<i>SHRAP-400-3F connection</i>) - ПО-500 ВКЛЮЧЕН (<i>Single-phase 115 VAC inverter on</i>)	OFF	
Right Side Console	01	The КРАСНЫЙ ПОДСВЕТ panel manages the red lights.	
		1. ГРУППА 1 and ГРУППА 2 RHEOSTATS (Right Group 1/2 brightness)	FULLY CCW
	02	2. ТОК ГЕН.АН-9В GAUGE (APU Generator load)	0 A
Right Side Console	03	The ПОСТОЯННЫЙ ТОК panel manages DC power controls.	
		3. DC VOLTAGE CONTROL SELECTOR	ВЫК (Off)
		4. АККУМ I and II SWITCHES (Battery 1 and 2)	ВЫК (Off)
		5. РЕЗЕРВН ГЕНЕРАТ SWITCH (Starter generator)	ВЫК (Off)
		6. РЕГУЛИР НАПРЯЖ ROTARY (DC Voltage control)	BY THE 'B' MARKING
		7. ВЫПРЯМИТЕЛИ I, II and III SWITCHES (Rectifier 1-3)	ВЫК (Off)
		8. АЭРОД ПИТАН SWITCH (Ground power)	ВЫК (Off)
		9. ПРОВЕРКА ОБОРУД SWITCH (Equipment test)	ВЫК (Off)
		10. DC SYSTEM ANNUNCIATOR LIGHTS - ВКЛЮЧН ВИПР-I, II and III (<i>Rectifier 1-3 disconnected</i>) - ШРАП-500К (<i>SHRAP-500K connected</i>) - ПРОВЕРКА ОБОРУД (<i>Equipment test on</i>)	OFF
		04	The lower panel manages various light and electrical systems.
		11. ОСВЕЩЕНИЕ ДЕЖУРН and ОБЩЕЕ SWITCHES (Cargo cabin duty and common lights)	ВЫК (Off)
		12. АНО SWITCH (Navigation lights)	OFF / CENTRED
		13. ОГИН СТРОЕВ SWITCH (Formation lights)	OFF / CENTRED
		14. ОГИН КОНТУР SWITCH (Blade tip lights)	ВЫК (Off)
		15. ПРОВЛЕСК МАЯК SWITCH (Strobe light)	ВЫК (Off)
		16. ПЗУ ДВИГАТ ЛЕВ and ПРАВ SWITCHES (Left and Right engine dust protection)	ВЫК (Off)

COPILOT INTERIOR INSPECTION / RESET CHECKLIST

RSC (cont.)	04	17. ОБОГРЕВ ПВД ЛЕВ and ПРАВ SWITCHES (Left and Right pitot heating)	ВЫК (Off)
		18. ОБОГРЕВ ЧАСОВ SWITCH (Glass heating)	ВЫК (Off)
		19. ОБОГРЕВ АККУМ SWITCH (Battery heating)	ВЫК (Off)
		20. МИГАЛКА SWITCH (Flasher)	ВЫК (Off)
		21. ТАБЛО SWITCH (Panel lights)	ДЕН (Day)
Right Triangular Panel	01	1. СТЕКЛООЧИСТИТЕЛЬ SWITCH (Right windscreen wiper)	OFF / CENTRED
		2. ПОДСВЕТ 5, 5В SWITCH (5.5V Lights)	ВЫК (Off)
		3. ЛАРИНГ SWITCH (Larynx microphone)	ВЫК (Off)
		4. БЛОКИРОВ АРК-УД SWITCH (VHF/ADF interlock)	ВЫК (Off)
		5. ДИСС SWITCH (DISS-15 Doppler panel lighting)	ВЫК (Off)
		6. СВЯЗНАЯ РС SWITCH (Yadro-1A panel lighting)	ВЫК (Off)
		7. ГМК-1 SWITCH (Gyrocompass power)	ВЫК (Off)
		8. АВИАГОРИЗ SWITCH (Right attitude indicator power)	ВЫК (Off)
		9. ВЕНТИЛАТОР (Fan power)	ВЫК (Off)
		10. ПЛАФОН (Right ceiling light)	OFF / CENTRED
		11. ОБОГРЕВ ИСПРАВЕИ LIGHT (Heater OK)	OFF
02	The bombs control panel (below the right triangular panel) manages bomb and pod selection and arming. The АВАРИЙНЫЙ РЕЖИМ section manages emergency jettison systems.		
	12. АВАР ВЗРЫВ LIGHT (Jettison armed)	OFF	
	13. ВЗРЫВ SWITCH (Jettison armed)	OFF and GUARDED	
	14. СБРОС БОМБ SWITCH (Emergency bomb release)	OFF and GUARDED	
03	15. STATION ANNUNCIATOR LIGHTS - БД 1, 2, 3, 4, 5, 6 ЗАГРУЖ (Station 1-6 loaded)	OFF	
	16. ГЛАВНЫЙ ВЫКЛЮЧ БВ SWITCH (Bombs master)	ВЫК	
	17. ВАРИАНТЫ ПОДВЕСКИ SELECTOR (Payload profile)	I	
	18. ОБОГРЕВ ЭСБР SWITCH (ESBR Heating)	ВЫК	
ROC	01	The upper panel manages the co-pilot's SPU-9 intercom.	
		1. ГРОМКОСТЬ ПРОСЛ and ОБЩАЯ KNOBS (Co-pilot Intercom Monitor and Master volume)	MIDDLE
		2. SPU-9 SOURCE SELECTOR	УКР (UHF)
		3. СЕТЬ SWITCH (Net)	1
		4. СПУ – РАДИО SWITCH (ICS / Radio)	РАДИО (Radio)

COPILOT INTERIOR INSPECTION / RESET CHECKLIST

Right Overhead Console (cont.)	02	The left panel manages the ARK-9 automatic direction finder (ADF).	
		5. SIGNAL POWER GAUGE	CHECK
		6. MODE SELECTOR	ВЫК (Off)
		7. ПАМКА SWITCH (Loop)	OFF / CENTRED
		8. ГРОМК KNOB (Volume)	FULLY CW
		9. ТЛФ – ТЛГ SWITCH (Voice – CW)	ТЛФ (Voice)
		10. РЕЗ and ОЧН ПОДСТР. KNOBS (Main and Reserve frequency tuning)	0
	11. РЕЗЕРВНЫЙ / Б and ОСНОВНОЙ / Д KNOBS (Main / Right and Reserve / Left frequency)	150 КГЦ (150 kHz)	
	03	The APK-УД panel manages the ARK-UD VHF homing set.	
		12. ЧУВСТВ SWITCH (Sensitivity)	Б (High)
		13. MODE SELECTOR	ВЫКЛ. (Off)
		14. УКВ – ДЦВ SWITCH (VHF / UHF band)	УКВ (VHF)
		15. КАНАЛЫ SELECTOR (VHF channel)	1
	04	The СИСТЕМА КО-50 panel manages the КО-50 combustion heater.	
		16. КО-50 ANNUNCIATOR LIGHTS - ПОДОГРЕВАТЕЛЬ (<i>Pre-heater</i>) - ЗАЖОГАНИЕ (<i>Ignition</i>) - КО-50 РАБОТАЕТ (<i>КО-50 is working</i>)	OFF
		17. РУЧН – АВТОМ SWITCH (Manual / Auto)	NEUTRAL / CENTRED
		18. ЗАЛИВКА – ПОЛН РЕЖИМ – СПЕДН РЕЖИМ SWITCH (Prime / High / Medium output)	ПОЛН РЕЖИМ (High output)
		19. ВЕНТИЛ SWITCH (Fan)	ВЫК
	05	20. ЗАДАТЧИК t° КО-50 KNOB (КО-50 Temperature)	15
		21. Б – Д SWITCH (Left / Right ADF channel)	Б
	06	The right panel manages the GMK-1 gyromagnetic compass.	
		22. СЕВ – ЮЖН SWITCH (North / South hemisphere)	СЕВ
		23. ЗАВАЛ ГА LIGHT (Bank correction)	
		24. МК – ГПК – АМ (Magnetic / Gyro mode)	МК
		25. КОНТР SWITCH (Test selector)	OFF / CENTRED
		26. ШИРОТА KNOB (Latitude)	PER POSITION
		27. ЗК SWITCH (Assigned course)	CENTRED
RIP	01	The PKT control box manages the chin-mounted PKT machine-gun (not installed)	
		1. ПКТ SWITCH (Pilot control selector)	ЛЕТЧИК (Pilot)
	02	2. BAROMETRIC ALTIMETER	SET 0M
		3. DIRECTIONAL GYRO	CHECK

COPILOT INTERIOR INSPECTION / RESET CHECKLIST

Right Instrument Panel (cont.)	02	4. INDICATED AIRSPEED GAUGE	<50
		5. ATTITUDE INDICATOR	CAGED
		6. VERTICAL VELOCITY INDICATOR	0
		7. MAIN ROTOR TACHOMETER GAUGE	0%
		8. ДИСС ОТКАЗАЛ LIGHT (Doppler failure)	OFF
		9. TWO-POINTER ENGINE TACHOMETER	N1 and N2 0%
		10. CLOCK	SET
		11. FUEL LOW LIGHT	OFF
		12. FUEL METER SELECTOR	PACX. (Service cell)
		13. FUEL GAUGE	0 L
		14. DOPPLER GROUND SPEED / DRIFT GAUGE	0 / BARBERPOLE
		15. K – P SWITCH (Test / Operate mode)	P (Operate)
		16. C – M SWITCH (Land / Sea mode)	C (Land)
		17. DOPPLER DIGITAL DISPLAY UNIT	0
		18. COCKPIT TEMPERATURE GAUGE	-6
	03	19. СВЕТ – ВЫК – УБРАНА SWITCH (Co-pilot landing/search light)	ВЫК (Off)
	04	The ЭСБР-3П/А Electrical release control box manages sequential bomb and weapon store releases	
		20. ESBR SETTINGS KNOB	\
	21. СБРОС БОМБ SWITCH (ESBR Power)	ВЫКЛ. (Off)	
END			

NORMAL STEP

FULL PROCEDURE STEP

CONDITIONAL STEP

NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP

CONDITIONAL SUB-STEP

NON-FUNCTIONAL SUB-STEP

PREFLIGHT INSPECTION CHECKLIST

Pilot Seat	1. FLASHLIGHT If flying at night.	ON
	2. ROTOR BRAKE	DOWN
	3. CYCLIC	CENTRED
	4. COLLECTIVE	DOWN
	5. THROTTLE	FULLY LEFT
	6. ECL LEVERS	MIDDLE
CE 01	7. ОСТАНОВ ДВИГ ЛЕВ and ПРАВ LEVERS	CLOSED (AFT)
LSC 03	8. BRAKING SYSTEM LEAK FREE - Brakes - ТОРМОЗ brake pressure gauge - ВОЗДУХ bottle pressure	CHECK Engage Steady at 31–34 кг/см ² Decreases with each use
LIP/RIP	9. BAROMETRIC ALTIMETER	SET
END		

BEFORE APU START CHECKLIST

Right Side Console 03	1. BATTERIES - АККУМ I and II - DC Voltage Control selector - DC Voltmeter (RRC01)	ON ВКЛ / Up (On) ШИНЫ АКК (Batt bus) ≥24 V
	2. BATTERY POWER - АЭРОДР ПИТАН - DC Voltage Control selector - АККУМ II - Any boost pump (COC05 + RCBC02) - DC Voltmeter (RRC01) - АККУМ I - АККУМ II - DC Voltage Control Selector - DC Voltmeter (RRC01) - АККУМ I and II - Boost pump switches - DC Voltage Control Selector	CHECK ВЫК / Down (Off) АККУМЛ I (Batt 1) ВЫК / Down (Off) On ≥24 V ВЫК / Down (Off) ВКЛ / Up (On) АККУМЛ II (Batt 2) ≥24 V ВКЛ / Up (On) Off ШИНЫ АКК (Batt bus)
	3. ОБОГРЕВ АККУМ If operating in a cold environment.	ВКЛ / UP
	4. GROUND POWER If required. - АЭРОД ПИТАН (On DC Control Panel, RSC03) - АЭРОДР ПИТАН (On AC Control Panel, RRC02)	CONNECTED ВКЛ / Up ВКЛ / Up
	5. GROUND POWER DC SUPPLY If connected to ground power. - АЭР ПИТ ВКЛЮЧЕНО light - DC Voltage Control selector - DC Voltmeter (RRC01)	CHECK Illuminated АЭР ПИТ (Ext Pwr) 27–29 V

BEFORE APU START CHECKLIST

Right Rear Console 02	6. GROUND POWER AC SUPPLY If connected to ground power. - АЭР ПИТ ВКЛЮЧЕНО light - AC Voltage Control selector - AC Voltmeter (RRC01) - АЭРОДР ПИТАН - ПО ~115 and ПТ ~36 - ВЫПРЯМИТЕЛИ I, II and III (RSC03) - DC Voltage Control selector (RSC03) - DC Voltmeter (RRC01) - AC Voltage Control selector - ПО ~115 - AC Voltmeter (RRC01)	CHECK On АЭРОДРОМ ПИТАН I-III, III-II and II-I (Ext Pwr) 200–205 V for each bus ВКЛ / Up (On) АВТОМАТ / Down (Auto) ВКЛ / Up (On) ШИНЫ ВЫПР (Rect Buses) 27–29 V ~115 РУЧНОЕ / Up (Manual) 115 V
	7. ПО ~115 - ПО-500 ВКЛЮЧЕН light - ВКЛЮЧИ РИ-65 light (LTP)	РУЧНОЕ / UP Illuminates Illuminates
	8. ПТ ~36 If connected to ground power.	РУЧНОЕ / UP
NOTE If starting from batteries, it is recommended to leave the 36V Inverter in the neutral ВЫК (Off) position until generators are operating to prevent the batteries from draining quickly.		
	9. ГЕНЕРАТОРЫ I and II	ВЫК / DOWN
Right C.B. Console 01 - 06	10. GROUP 4, 5, 6, 7, 8, 9 CIRCUIT BREAKERS - КД lamp (LSC02) - СЕТЬ ПИТ.ОТ АКК, ОТАКАЗ 620, ОТКЛ ЭРД ЛЕВ and ОТКЛ ЭРД ПРАВ ДВ lights (LIP02) - ОТКЛ lamp (CC03) - КОНТРОЛЬ ДАТЧИКОВ light (COC02) - ЛЕВЫЙ and ПРАВЫЙ ЗАКРЫТ lights (COC05)	ON Illuminates Illuminate Illuminates Illuminates Illuminate
	11. ПРОТИВООБЛЕДЕНИТ СИСТЕМА С.В:s Unless weather conditions demand anti-icing to be on.	OFF
Right Side Console 04	12. INTERNAL and EXTERNAL WORK LIGHTS IF FLYING AT NIGHT. - Left, centre, and right ГРУППА 1 and 2 knobs (LSC07, BW02, RSC01) - ОСВЕЩЕНИЕ ДЕЖУРН and ОБЩЕ - АНО, ОГИН СТРОЕВ - ОГИН КОНТУР, ПРОБЛЕСК МАЯК, МИГАЛКА - ПОДСВЕТ 5,5В (RTP) - ПЛАФОН (LTP and RTP) - ПОДСВЕТ ГРУППЫ 5,5В knob (BW01)	ON As required ВКЛ / Up ТУСКЛО / Up ВКЛ / Up ВКЛ / Up КРАСН / Up As required
	13. СПУУ-52 Ensure centre console red ОТКЛ light is illuminated.	ВЫК / DOWN
RTP & LTP	14. РИ-65 Ensure ВКЛЮЧИ РИ-65 light is illuminated	ВЫК / DOWN
	15. PILOT and CO-PILOT WINDSCREEN WIPERS - ПУСК - СБРОС	CHECK Press to operate Press to return

BEFORE APU START CHECKLIST

ROC 01 & LOC 01	<p>16. PILOT and CO-PILOT SPU-9 ICS</p> <ul style="list-style-type: none"> - SPU-9 Source selector - Volumes 	<p>CHECK As required Set</p>																								
RIP 02	<p>17. FUEL</p> <ul style="list-style-type: none"> - Fuel Meter selector - Fuel Meter selector - Fuel Meter selector 	<p>CHECK Пн then Ппр to check balance PACX. then СУММА to check main and total amounts. PACX.</p>																								
Centre Console 06	<p>18. ANNUNCIATOR LAMP SYSTEM МИГАЛКА (RSC04)</p> <ul style="list-style-type: none"> - ПРОВЕРКА - Vibration warning light (LIP02); Icing warning lights (LOC03); Hydraulics warning (COC07); fire warning light (COC01); and Generator warning lights (RRC02). - ПРОВЕРКА - All other annunciator lights. - ПРОВЕРКА 	<p>CHECK ВКЛ / Up МИГАЛКИ</p> <p>Flashing СИГНАЛ ЛАМП Illuminate Centred / Off</p>																								
Centre Overhead Console 02	<p>19. FIRE PROTECTION SYSTEM</p> <ul style="list-style-type: none"> - Fire Circuit Test selector - МИГАЛКА (RSC04) - РАДИО КОМАНД PC circuit breaker (RCBP04) - ОГНЕТУШЕНИЕ – КОНТРОЛЬ ДАТЧИКОВ - КОНТРОЛЬ ДАТЧИКОВ light - КОНТРОЛ ПИРОПАТРОНИВ - 1 and 2 ОЧЕРЕДЬ lights (COC01) - ОГНЕТУШЕНИЕ – КОНТРОЛЬ ДАТЧИКОВ - КОНТРОЛЬ ДАТЧИКОВ light - Fire Circuit Test selector, while watching warning lights <table border="1" data-bbox="478 1144 1204 1297"> <thead> <tr> <th>КАНАЛЫ</th> <th>ПОЖАР (LIP02)</th> <th>ПОЖАР ЛЕВ ДВ</th> <th>ПОЖАР ПРАВ ДВ</th> <th>ПОЖАР КО-50,</th> <th>ПОЖАР РЕД.АИ-9</th> </tr> </thead> <tbody> <tr> <td>1, 2</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> <td>●</td> </tr> <tr> <td>3</td> <td>●</td> <td>●</td> <td>●</td> <td></td> <td>●</td> </tr> <tr> <td>4, 5, 6</td> <td></td> <td></td> <td></td> <td></td> <td>●</td> </tr> </tbody> </table>	КАНАЛЫ	ПОЖАР (LIP02)	ПОЖАР ЛЕВ ДВ	ПОЖАР ПРАВ ДВ	ПОЖАР КО-50,	ПОЖАР РЕД.АИ-9	1, 2	●	●	●	●	●	3	●	●	●		●	4, 5, 6					●	<p>CHECK ВЫК ВКЛ / Up ВЫК / Down ОГНЕТУШЕНИЕ Off II / Up then I / Down Stay off КОНТРОЛЬ ДАТЧИКОВ Illuminates Turn through КАНАЛЫ 1–6</p>
КАНАЛЫ	ПОЖАР (LIP02)	ПОЖАР ЛЕВ ДВ	ПОЖАР ПРАВ ДВ	ПОЖАР КО-50,	ПОЖАР РЕД.АИ-9																					
1, 2	●	●	●	●	●																					
3	●	●	●		●																					
4, 5, 6					●																					
	<ul style="list-style-type: none"> - Fire Circuit Test selector - РАДИО КОМАНД PC circuit breaker (RCBP04) - ОГНЕТУШЕНИЕ – КОНТРОЛЬ ДАТЧИКОВ 	<p>ВЫК ВКЛ / Up ОГНЕТУШЕНИЕ</p>																								
<p>▲ WARNING</p> <p>During Fire Protection System checks, follow the above order very closely and at all times, ensure that the ОГНЕТУШЕНИЕ – КОНТРОЛЬ ДАТЧИКОВ switch is in the downward КОНТРОЛЬ ДАТЧИКОВ position and that the КОНТРОЛЬ ДАТЧИКОВ light is illuminated before moving the Fire Circuit Test selector out of the ВЫК position.</p> <p>Moving the Fire Circuit Test selector when the system is the operating mode (ОГНЕТУШЕНИЕ) will fire off first-order pyro charges and flood affected systems with extinguishing agent.</p>																										
Left Side Console 04	<p>20. ENGINE SENSORS</p> <ul style="list-style-type: none"> - КОНТРОЛЬ ИВ-500E button - ЛЕВ ДВ ВИБР ПОВ, ПРАВ ДВ ВИБР ПОВ, ВЫКЛЮЧИ ЛЕВ ДВ and ВЫКЛЮЧИ ПРАВ ДВ lights (LIP02) - ЗЕМЛЯ button - EGT Needles - РТ ДВИГАТЕЛЕЙ ЛЕВОГО and ПРАВОГО button - РТ ЛЕВ РАБОТАЕТ and РТ ПРАВ РАБОТАЕТ light 	<p>CHECK Press</p> <p>Illuminate Press Move toward 960°C Press Illuminate</p>																								

END

APU START CHECKLIST

Centre Overhead Console	02	1. FIRE PROTECTION SYSTEM - Fire Circuit Test selector - ОГНЕТУШЕНИЕ — КОНТРОЛЬ ДАТЧИКОВ	ACTIVATE ВЫК ОГНЕТУШЕНИЕ
	05	2. РАСХОД НАСОСЫ БАКОВ - РАСХОД РАБОТАЕТ light	ON / UP Illuminates
		3. MAIN TANK BOOST PUMPS If connected to ground power. - ЛЕВЫЙ, and ПРАВЫЙ НАСОСЫ БАКОВ - ЛЕВЫЙ, and ПРАВЫЙ РАБОТАЕТ lights	ON On / Up Illuminate
	NOTE If starting using batteries, it is recommended to leave boost pumps off until APU generator or rectifiers are operational.		
		4. FUEL SHUTOFF VALVES - ПЕРЕКРЫВ КРАНЫ ЛЕВЫЙ and ПРАВЫЙ - ЛЕВЫЙ and ПРАВЫЙ ЗАКРЫТ lights	OPEN ОТКР / Up and Guarded Off
	04	5. START-UP	REQUESTED
	NOTE Make note of ATC wind check as wind direction affects the engine starting procedure.		
		6. ЗАПУСК — ПРОКРУТ — ЛОЖНЫЙ ЗАПУСК	ЗАПУСК / UP
	7. ЗАПУСК BUTTON - АВТОМАТ ВКЛЮЧЕН light - ДАВ МАСЛА and ОБОРОТЫ НОРМА lights	PRESS For 2–3 seconds. Illuminates Illuminate	
03	8. APU PARAMETERS - РЕЗЕРВН ГЕНЕРАТ switch (RSC03) - APU accelerates. - ТЕМПЕР ГАЗОВ АГРЕГАТ АИ-9В - ДАБЛ ВОЗДУХА АГРЕГАТ АИ-9В - Monitor for consistency	CHECK ВЫК / Down To idle in <20 seconds <700°C 1.3–2.0 кг/см ² 1 minute	
NOTE In case of an inadvertent shut-down of the APU, press the ВЫКЛ АИ-9В button for 2–3 seconds to cut off fuel supply. The procedure can also be used to abort the APU start manually.			
In case of an unsuccessful or aborted APU start, crank the APU as follow: • ЗАПУСК — ПРОКРУТ — ЛОЖНЫЙ ЗАПУСК switch to ПРОКРУТ (Crank). • Press the ЗАПУСК button for 2–3 seconds. • Check that the АВТОМАТ ВКЛЮЧЕН and ДАВ МАСЛА НОРМА lights illuminate. • Press the ВЫКЛ АИ-9В button to stop the crank			
⚠ CAUTION Restart attempts must be 3 minutes apart. Three attempts can be made, after which a 15 minute shut-down/cool-down period must be observed before attempting another start.			
NOTE Continuous APU operation is limited to 30 minutes.			
⚠ CAUTION In РЕЗЕРВН ГЕНЕРАТ (standby generator) mode, the APU cannot operate beyond 30 minutes, after which a 15 minute shut-down/cool-down period must be observed.			
END			

ENGINE START CHECKLIST

Centre Overhead Console 04

⚠ CAUTION

Three consecutive attempts to start the engine using APU bleed air are allowed. The duration of each bleed air cycle should not exceed 45 seconds, with intervals between each cycle of no less than 1 minute, during which the APU is run at idle speed.

The continuous running time of the APU in this condition should not exceed 13 minutes, followed by a 15 minute shut-down/cool-down period.

⚠ WARNING

Do NOT start the engines with the APU in DC generator mode (РЕЗЕРВН ГЕНЕРАТ set to ВКЛ / Up on the RSC)

NOTE

The engine starting order depends on the wind direction. The engine on the downwind side is started first.

1. ЗАПУСК – ПРОКРУТ

ЗАПУСК / UP

2. ЛЕВ <-> ПРАВ

To select left or right engine.

AS REQUIRED

3. ЗАПУСК BUTTON

- Monitor Two-point Engine Tachometer (LIP02)
- Left or right Fuel shut-off lever (CE01)
- АВТОМАТ ВКЛЮЧЕН and СТАРТЕР РАБОТАЕТ lights

PRESS

For 2–3 seconds.
N1 / Left or N2 / Right needle.
Fwd as needle rises.
Illuminate

NOTE

If N1/N2 needles do not respond to the starter button press and the starter light do not illuminate, check the Rotor Brake lever to ensure it is not engaged and keeping the engine from starting.

Left Instrument Panel 02

4. ENGINE PARAMETERS

- N1 / Left engine or N2 / Right engine RPM
- EGT Gauge
- АВТОМАТ ВКЛЮЧЕН light (COC04)
- ОТКЛ ЭРД ЛЕВ or ПРАВ ДВ light, and СТАРТЕР РАБОТАЕТ lights (COC04)
- Engine to idle RPM (70–75%)
- Main rotor RPM with both engines running

CHECK

Steady rise to idle RPM
<700°C
Off after 30 seconds

Out at 60–75% RPM
Within 60 seconds
55–70%

NOTE

Unusual thumps or impact noises during engine run-up indicate the main rotor blade droop limiters are hitting their stops. Carefully adjust cyclic until the noise is eliminated.

⚠ CAUTION

Excessive EGT or RPM indicates that the throttle ECL lever(s) are not in the middle/idle position and/or that the collective throttle is not fully left. Adjust immediately to avoid over-stressing the engine or unbalancing the aircraft.

RSC 03

5. CONSUMERS TO STANDBY GENERATOR

- If starting on battery power.
- РЕЗЕРВН ГЕНЕРАТ
 - ПРОВЕРКА ОБОРУД
 - ПРОВЕРКА ОБОРУД light

CONNECT

ВКЛ / Up
ВКЛ / Up
Illuminates

04

6. ПЗУ ДВИГАТ ЛЕВ or ПРАВ

- Per the engine being started.
- ЛЕВ or ПРАВ ПЗУ ВКЛЮЧЕН

ВКЛ / UP

Illuminates in 30 seconds

7. REPEAT PROCESS

FOR SECOND ENGINE

END

ENGINE and HYDRAULICS WARM-UP and RESPONSE CHECKLIST

Centre and Left Overhead Console	04	1. APU If connected to ground power. - APU cool-down at idle - ВЫКЛ АИ-9В button	SHUT DOWN For 30–60 seconds Press
	NOTE If using battery power to start the engines, the APU is used as a back-up generator to feed power consumers, and should not be shut off until the engines have been warmed up and are feeding the main generators.		
Centre and Left Overhead Console	05	2. MAIN TANK BOOST PUMPS If starting on battery power. - ЛЕВЫЙ, and ПРАВЫЙ НАСОСЫ БАКОВ - ЛЕВЫЙ, and ПРАВЫЙ РАБОТАЕТ lights	ON On / Up Illuminate
	06	3. CONTROLS At idle engine power - Move cyclic and pedals individually. - Main hydraulic pressure	CHECK Confirm smooth motion $45\pm 3 - 65\pm 2 \text{ кг/см}^2$
Central Console and Left Instrument Panel	NOTE The throttle can be set from full left to full right to accelerate engines out of idle power once the engine outlet oil temperature reaches +30°C and the main gearbox oil temperature reaches at least -15°C. Monitor Transmission Oil Pressure/Temperature, LH Engine Oil Pressure/Temperature and RH Engine Oil Pressure/Temperature gauges (CC01). Engine warm-up should not exceed 1 minute.		
	08 & 02	4. ELECTRONIC ENGINE GOVERNOR At idle engine power, once engine is warmed up - ЭРД ЛЕВ and ПРАВ - Left КОНТРОЛЬ СТ1 — РАБОТА — КОНТРОЛЬ СТ2 - Throttle - ПРЕВ ЛЕВ ДВИГ light (LIP02) - Throttle - ПРЕВ ЛЕВ ДВИГ light (LIP02) - Left КОНТРОЛЬ СТ1 — РАБОТА — КОНТРОЛЬ СТ2 Repeat for the CT2 position and then for right EEG	CHECK ВКЛ Hold in КОНТРОЛЬ СТ1 Right to increase N1 RPM Illuminates at $91.5\pm 2\%$ RPM Left to reduce RPM by 5–7% Off as RPM decreases Release to РАБОТА
		5. THROTTLE Once engine is warmed up.	FULLY RIGHT
		6. ENGINE RESPONSE - Throttle - Two-point Engine tachometer - Throttle - Throttle - Time until tachometer returns to previous RPM $\pm 1.5\%$	CHECK Fully right for 1 minute Note RPM Fully left Fully right after 2 seconds 3–6 seconds.
		7. ROTOR PITCH TRIM - Collective - Collective N2 Trim (“Adjust free RPM”) switch - Main Rotor RPM - Collective N2 Trim switch - Main Rotor RPM - Collective N2 Trim switch - Collective	CHECK Up until 3° rotor pitch Down Settles at $91\pm 2\%$ Up Settles at 96–99% Set RPM to 94–95% Fully down
⚠ CAUTION If lightly loaded, the pitch trim test may induce enough lift to move the aircraft. Use cyclic and pedals, and set trim to counteract all movement. If full test RPM cannot be achieved, warm up transmission oil to 40–60° then repeat.			
END			

NORMAL STEP

FULL PROCEDURE STEP

CONDITIONAL STEP

NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP

CONDITIONAL SUB-STEP

NON-FUNCTIONAL SUB-STEP

ELECTRICS and AVIONICS CHECKLIST

Right Side Console and Rear Console	02	1. ГЕНЕРАТОРЫ I and II	ВКЛ / UP
	03	2. ВЫПРЯМИТЕЛИ I, II and III	ВЛК / UP
	02	3. ПО ~115 and ПТ ~36 - ПО-500 ВКЛЮЧЕН light	АВТОМАТ / DOWN Off
	03	4. APU and BACK-UP GENERATOR If starting on battery power. - ПРОВЕРКА ОБОРУД light - ПРОВЕРКА ОБОРУД - РЕСЕРВН ГЕНЕРАТ - ВЫКЛ АИ-9В button (COC04)	SHUT DOWN Off ВЫК / Down ВЫК / Down Press
		5. GROUND POWER If connected to ground power. - АЭРОД ПИТАН (On DC Control Panel, RSC03) - АЭРОДР ПИТАН (On AC Control Panel, RRC02) - АЭР ПИТ ВКЛЮЧЕНО lights	DISCONNECTED ВЫК / Down ВЫК / Down Off
NOTE All electrical, avionics, communications, and navigation systems can be set up while on ground power before engine start to reduce engine running time and save on fuel consumption. However, some systems should be checked while on engine generators since their use will affect engine output and this use needs to be monitored as part of the testing.			
Left Overhead Console	02	6. AC POWER SUPPLY - AC Voltage Control selector - AC Voltmeter (RRC01) - AC Voltage Control selector - AC Voltmeter (RRC01)	CHECK Turn through all ПЕРВЫЙ and ВТОРОЙ ГЕНЕРАТ modes. 200–205 V for each. ~115 115 V
	03	7. DC RECTIFIERS - DC Voltage Control selector - DC Voltmeter (RRC01)	CHECK ШИНИЫ ВЫПР 27–29 V
	04	8. SYSTEM HEATING If operating in a cold environment - ОБОГРЕВ ПВД ЛЕВ and ПРАВ - ОБОГРЕВ ЧАСОВ - ОБОГРЕВ АККУМ	ACTIVATE ВКЛ / Up ВКЛ / Up ВКЛ / Up
	03	9. ANTI-ICING SYSTEMS If operating in a cold environment, at full engine power - АИ ПРОТИВООБЛЕДЕНИТ СИСТЕМА С.В:s (RCBC06) - АИ ПРОТИВООБЛЕДЕНИТ СИСТЕМА switches - EGT Gauge - Two-point Engine tachometer - КОНТР ОБОГР РИО-3 button - ОБОГРЕВ ИСПРАВ light - ТОК ПОТРЕБИТЕЛЕЙ selector (LOC04)	ACTIVATE and CHECK ВКЛ / Up ВКЛ and РУЧНОЕ <60° increase within 25–45s <1.5% increase within 25–45s Press Illuminates Turn through consumers
ТОК ПОТОРЕВИТЕЛЕЙ (LOC04)			
		ЛОПАСТИ НЕСУЩ 1-5 ХВОСТ ВИНТ СТЕКОИ ПЗУ ЛЕВ and ПРАВ	
Amperemeter (LOC04):		7 A	13 A 8 A 9.5 A
		- ТОК ПОТРЕБИТЕЛЕЙ selector (LOC04) - АИ ПРОТИВООБЛЕДЕНИТ СИСТЕМА switches - ВЫК button - КОНТРОЛЬ ОБОГРЕВА ПВД buttons (LTP and RTP) - Corresponding ОБОГРЕВ ИСПРАВ light (LTP and RTP)	ВЫК ВЫК and АВТОМАТ Press Press Illuminates

NORMAL STEP

FULL PROCEDURE STEP

CONDITIONAL STEP

NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP

CONDITIONAL SUB-STEP

NON-FUNCTIONAL SUB-STEP

ELECTRICS and AVIONICS CHECKLIST

Left Side Console	06	10. ENGINE SENSORS - ВОЗДУХ button - EGT Needles - РТ ДВИГАТЕЛЕЙ ЛЕВОГО and ПРАВОГО button - РТ ЛЕВ РАБОТАЕТ and РТ ПРАВ РАБОТАЕТ light	CHECK Press Move toward 0°C Press Illuminate																																												
	02	11. DEVICE 6201 IFF SYSTEM - 6501 C.B. (RCBC04) - IFF Mode selector - ЗАПАСНОЙ – РАБ switch	ACTIVATE ВКЛ / Up АВТ РАБ																																												
	01	12. П-503 CVR SYSTEM - ВКЛ – ОТКЛ switch	ACTIVATE ВКЛ / Up																																												
Left Triangular Panel		13. РИ-65 VOICE ALERT SYSTEM - РИ-65 switch - ВКЛЮЧН РИ-65 warning light - ПРОВЕРКА button (LSC03) - УСИЛ gain switch (LSC03) - ОТКЛ button (LSC03)	ACTIVATE and CHECK ВКЛ / Up Off Press to test As required Press																																												
		14. СПУУ-52 ROTOR PITCH LIMITER SYSTEM - СПУУ-52 C.B. (RCBC02) - СПУУ-52 switch - ОТКЛ. warning lamp (CC03) - Pitch limiter control test — this test requires extensive cooperation between pilot and flight engineer. Refer to operating manual for complete procedure.	ACTIVATE and CHECK ВКЛ / Up ВКЛ / Up Off Performed																																												
		15. ВК-53 SWITCH	ВКЛ / UP																																												
		16. АВИАГОРИЗ SWITCH Also activate on co-pilot Right Triangular Panel	ВКЛ / UP																																												
Right Overhead Console	04	17. СОКРИТ ENVIRONMENTAL SYSTEMS - Pilot and co-pilot ВЕНТИЛЯТОР switches (LTP and RTP) - Pilot and co-pilot windows - КО-50 C.B. (RCBC06) - РУЧН – АВТОМ switch - Required temperature, if in auto/АВТОМ mode (ROC05) - ЗАЛИВКА – ПОЛН РЕЖИМ – СРЕДН РЕЖИМ switch, if in manual/РУЧН mode - ЗАПУСК button, if using the КО-50 to heat the cabin. - ВЕНТИЛ switch, if using the КО-50 to cool the cabin. - ПОДОГРЕВАТЕЛЬ light - ЗАХИГАННИЕ light - КО-50 РАБОТАЕТ light	ACTIVATE As desired As desired ВКЛ / Up As desired Set as desired ПОЛН or СРЕДН РЕЖИМ Press ВКЛ / Up Illuminates while heating fuel Illuminates for <40 seconds Illuminates while operating																																												
	02	18. УВ-26 COUNTERMEASURES SYSTEM - УВ-26 switch (RAP01) - НАЛИЧ – ПРОГР switch - Release program	ACTIVATE ВКЛ / Right ПРОГР / Right Set																																												
Right Auxiliary Panel		<table border="1" style="width: 100%; border-collapse: collapse; text-align: center;"> <thead> <tr> <th>Button</th> <th>0</th> <th>1</th> <th>2</th> <th>3</th> <th>4</th> <th>5</th> <th>6</th> <th>7</th> <th>8</th> <th>9</th> </tr> </thead> <tbody> <tr> <td>СЕРИЯ (# of sequences)</td> <td>∞</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>12</td> <td>6</td> <td>15</td> <td>8</td> <td>9</td> </tr> <tr> <td>ЗАЛП (# per sequence)</td> <td>∞</td> <td>1</td> <td>2</td> <td>3</td> <td>4</td> <td>5</td> <td>6</td> <td>7</td> <td>8</td> <td>∞</td> </tr> <tr> <td>ИНТЕРВАЛ (time between flares)</td> <td>1/8 s</td> <td>1 s</td> <td>2 s</td> <td>3 s</td> <td>4 s</td> <td>5 s</td> <td>6 s</td> <td>1/4 s</td> <td>8 s</td> <td>1/2 s</td> </tr> </tbody> </table>	Button	0	1	2	3	4	5	6	7	8	9	СЕРИЯ (# of sequences)	∞	1	2	3	4	12	6	15	8	9	ЗАЛП (# per sequence)	∞	1	2	3	4	5	6	7	8	∞	ИНТЕРВАЛ (time between flares)	1/8 s	1 s	2 s	3 s	4 s	5 s	6 s	1/4 s	8 s	1/2 s	
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		- НАЛИЧ – ПРОГР switch	НАЛИЧ / Left																																												

END

NAVIGATION EQUIPMENT CHECKLIST

Left Instr. Panel	02	1. FRONT WINDOW MAGNETIC COMPASS	CHECK																																												
		2. RADAR ALTIMETER - ВИСОТОМЕР С.В. (RCBC04) - РАДИОВИС switch - Self-test - Low Altitude Warning bug - Low Altitude Warning light	ACTIVATE ВКЛ / Up ВКЛ / Up Runs for 1–2 minutes Set Illuminates if bug set >5m																																												
Right Triangular Panel		3. ГМК-1 GYROMAGNETIC COMPASS SYSTEM - СЕВ — ЮЖН (СЕВ=North, ЮЖН=South) switch (ROC06) - ШИРОТА knob (ROC06) - МК — ГПК — АМ switch (ROC06) - ГМК-1 switch - ЗК switch (ROC06) - HSI Compass card (RIP02 or LIP02) - МК — ГПК — АМ switch (ROC06)	ACTIVATE As required To current latitude МК / Left ВКЛ / Up Press to align Confirm alignment ГПК / Centred once aligned																																												
		4. ДИСС-15 DOPPLER NAVIGATION SYSTEM - ДИСС С.В. (RCBC04) - ДИСС switch - РАБОТА light (BW01)	ACTIVATE ВКЛ / Up ВКЛ / Up Illuminates																																												
Back Wall and Right Instrument Panel	01 & 02	5. ДИСС-15 SYSTEM FUNCTIONALITY - Doppler Mode selector - КОНТР., М and В warning lights - П and ДИСС ОТКАЗАЛ lights (RIP02) - Doppler Mode selector	CHECK ПАМЯТЬ Illuminate Illuminate Step through mode 1–3																																												
	The values displayed on the Doppler Hover / Low Speed indicator (LIP02) and Doppler Ground Speed / Drift indicator (RIP02) should match the values indicated on the ДИСС control panel by each mode.																																														
<table border="1" style="width: 100%; border-collapse: collapse;"> <thead> <tr> <th rowspan="2">Mode</th> <th colspan="6">Hover indicator</th> <th colspan="2">Ground speed indicator</th> </tr> <tr> <th>ВПЕРЕД Fwd</th> <th>НАЗАД Aft</th> <th>ВЛЕВО Left</th> <th>ВПРАВО Right</th> <th>ВВЕРХ Up</th> <th>ВНИЗ Down</th> <th>КМ/ЧАС Speed</th> <th>СНОС Drift</th> </tr> </thead> <tbody> <tr> <td>1</td> <td>17±2.5</td> <td>0</td> <td>0</td> <td>0</td> <td>4.5±0.5</td> <td>0</td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> </tr> <tr> <td>2</td> <td>0</td> <td>17±2.5</td> <td>0</td> <td>17±2.5</td> <td>3±0.5</td> <td>0</td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> </tr> <tr> <td>3</td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> <td style="background-color: #cccccc;"></td> <td>136±3.5</td> <td>0±1°</td> </tr> </tbody> </table>				Mode	Hover indicator						Ground speed indicator		ВПЕРЕД Fwd	НАЗАД Aft	ВЛЕВО Left	ВПРАВО Right	ВВЕРХ Up	ВНИЗ Down	КМ/ЧАС Speed	СНОС Drift	1	17±2.5	0	0	0	4.5±0.5	0			2	0	17±2.5	0	17±2.5	3±0.5	0			3							136±3.5	0±1°
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2	0	17±2.5	0	17±2.5	3±0.5	0																																									
3							136±3.5	0±1°																																							
- With Doppler Mode selector in 3, С — М switch - Doppler Ground Speed - ВКЛ button - ПУТЬ КМ reading - БОКОВОЕ ЫКЛОНЕНИЕ КМ reading - ОТКЛ button - Doppler Digital Display values - К — Р switch - Doppler Ground Speed - Doppler Mode Selector - Doppler Ground Speed - С — М switch - К — Р switch - Doppler Mode Selector - КОНТР., М and В warning lights - П and ДИСС ОТКАЗАЛ lights			М / Right Increases by 3km/h Press To ВПЕРЕД 11 within 5 min. Remains at 0 Press Reset to 0 К / Left 306±3.5 km/h, 15±1° drift ПАМЯТЬ Changes by <±9km/h, <±3° As required by route Р / Right РАБОТА Off Off																																												
		6. ВКЛ BUTTON To start Doppler Navigation System tracking. - ВКЛЮЧЕНО light	PRESS Illuminates																																												

L/RCBC = Left/Right Circuit Breaker Console — COC = Centre Overhead Console — CE = Cockpit Ceiling — BW = Back Wall
 L/RSC = Left/Right Side Console — L/RTP = Left/Right Triangular Panel — L/ROC = Left/Right Overhead Console
 L/RIP = Left/Right Instrument Panel — CC = Centre Console — RAP = Right Auxiliary Panel — RRC = Right Rear Console

NAVIGATION EQUIPMENT CHECKLIST

Right Overhead Cosnsole

02 7. АРК-9 ADF SYSTEM

- СПУ and КОМПАС CB circuit breakers (RCBC04 and 05)
- СПУ source selector (ROC01)
- СПУ — РАДИО switch (ROC02)
- АРК CB — АРК УКВ switch (LIP02)
- АРК-9 mode selector
- ТЛФ — ТЛГ switch
- Б — Д switch
- Left / Inner Frequency selector
- АРК-9 mode selector
- Left and Right HSI (RIP02 and LIP02)
- With switch in Д position and Right / Outer Right receiver
- ТЛФ — ТЛГ switch
- СПУ source selector (ROC01)

ACTIVATE and TUNE
 ВКЛ / Up
 РК1
 РАДИО / Down
 АРК CB
 АНТ
 ТЛФ
 Б / Left
 Set, listen for tone
 КОМП
 Check thin needle deflection
 Repeat process
 As required by NDB type
 УКР

NOTE

The ARK-9 radio is a low-frequency receiver. If no NDB:s in the 150–1300 kHz AM range are available in the operating area, the ARK-9 system cannot be used for navigation purposes and should be left off to reduce power draw during preparation and flight.

03 8. АРК-УД VHF HOMING SYSTEM

- If beacon is available, otherwise first activate and tune R-828 radio to check system against available preset radio sources.
- СПУ and КОМПАС УКВ circuit breakers (RCBC04 and 05)
 - СПУ source selector (ROC01)
 - СПУ — РАДИО switch (ROC02)
 - АРК CB — АРК УКВ switch (LIP02)
 - АРК-УД mode selector
 - КАНАЛЫ selector, if homing on a preset beacon.
 - R828 switch, if using the R-828 radio for homing.
 - Left HSI (LIP02)

ACTIVATE and CHECK
 ВКЛ / Up
 РК2
 РАДИО / Down
 АРК УКВ
 УП
 As required
 КОМПАС / Up
 Check thin needle deflection

Standard channel frequency presets for the ARK-UD homing system are as follows:

	Channel					
	1	2	3	4	5	6
Frequency (MHz)	114.166	114.333	114.583	121.5	123.1	124.1

NOTE

The ARK-UD is not programmable in flight, nor is the R-828 radio it can be slaved to. If no NDB:s are operating on the preset frequencies, and no units are using the prerequisite homing beacons within the operating area, the ARK-UD system cannot be used for navigation purposes and should be left off to reduce power draw during preparation and flight.

LIP02 9. АРК CB — АРК УКВ SWITCH

AS REQUIRED

05 10. CYCLIC AUTOPILOT OFF BUTTON

PRESS

11. КРЕН ТАНГАЖ ВКЛ. LAMP BUTTON

PRESS

END

COMMUNICATION EQUIPMENT CHECKLIST

LSC 05	1. SIGNAL FLARE SYSTEM - ПАКЕТЫ СИРЕНА С.В. (LCBC06) - Upper and lower flare power switches	ACTIVATE ВКЛ / Up ВКЛ / Up																																												
NOTE This allows for immediate release of a signal flare by pressing the corresponding button. For programmed release, the flares can be selected first, and then the corresponding power switch can be turned on.																																														
Central Console 04 & 07	2. P-863 VHF/UHF RADIO SYSTEM - ЗУ – НУ, if using preset channels - КАНАЛ selector, if using preset channels (LOC06) - Frequency selector, if using manual tuning - КОМАНД PC, if using FM band (LOC05)	ACTIVATE ЗУ / Up As required As required ЧМ / Up																																												
Standard channel frequency presets for the R-863 radio system are as follows:																																														
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Frequency MHz AM	130	129	123	131	134	132	138	122	124	137																																				
Right Auxiliary Panel 01 & 03	3. P-828 LVHF FM RADIO SYSTEM - P-828 switch - P828 switch, if using for АРК-УД homing - КАНАЛ selector - НАСТP lamp	ACTIVATE ВКЛ / Up КОМПАС / Up As required Illuminates while tuning																																												
Standard channel frequency presets for the R-828 radio system are as follows:																																														
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NOTE The R-828 radio cannot be programmed in flight. If no units or station are operating on the preset channel frequencies, the R-828 cannot be used for navigation or communication purposes and should be left off to reduce power draw during preparation and flight.																																														
04	4. ЯДРО-1А HF RADIO SYSTEM - СВЯЗНАЯ PC - ВЫКЛ – ОМ – АМ switch, if using single sideband - ВЫКЛ – ОМ – АМ switch, if using AM band - Frequency selector - НАСТ light	ACTIVATE ВКЛ / Up ОМ / Centred АМ / Right As required Illuminates while tuning																																												
NOTE The YaDRO-1A is a high frequency radio. If no units or stations in the operating area use the 2–18 MHz AM or SS band, the YaDRO-1A system cannot be used for communication purposes and should be left off to reduce power draw during preparation and flight.																																														
LOC/ROC 01	5. PILOT/CO-PILOT СПУ SOURCE SELECTORS УКР = R-863 VHF/UHF; CP = R-828 FM; KP = YaDRO-1 HF	AS REQUIRED																																												
LOC/ROC 01	6. PILOT/CO-PILOT СПУ – РАДИО SWITCHES СПУ = Intercom; РАДИО = Selected radio source.	AS REQUIRED																																												
END																																														

ARMAMENTS GROUND PREPARATION CHECKLIST

04 Left Circuit Breaker Panel	1. ARMAMENT CONTROL - БОМБОВОЕ ВООРУЖЕНИЕ УПРАВЛЕНИЕ С.В. - ВООРУЖЕНИЕ РС ГУВ СТРЕЛЬБА С.В. - ВООРУЖЕНИЕ РС ГУВ СИГНАЛИЗАЦ С.В. - ГЛАВНЫЙ ВЫКЛЮЧ РС ГУВ switch (LCBC02) - БД1, 2, 3, 4, 5, 6 ЗАГРУЖ light (LCBC01 and RTP03) - СЕТЬ РС ВКЛЮЧ or ГУВ ВКЛЮЧЕНА light, depending on position of payload selector (LCBC01)	ACTIVATE ВКЛ / Up ВКЛ / Up ВКЛ / Up ВКЛ / Up Illuminate per load-out Illuminates
02	2. Б-8В20 ROCKET PODS Firing 20 × S-8 unguided rockets. - ВЗВЕДЕНИЕ ПУС button	ACTIVATE If carried Press to arm FCS
03	3. УПК-23-250 GUN POD Firing GSh-23L 23mm twin-barrel auto-cannon. - ГУВ ВНУТРЕН 624-800 and ГУВ ВНЕШН 800 counters	ACTIVATE If carried Display LH/RH 23mm rounds
05 & 06	4. ГУВ-1 АГ-17А GRENADE LAUNCHER POD Firing AP-30 (9-A-800) automatic grenade launcher. - ГУВ ВНЕШН ЛЕВ and ПРАВ С.В:s, if carrying AP-30 pods on outer stations (1 & 6). - ЭЛЕКТРОСПУСК 800; 9-A-624 ЛЕВ and ПРАВ С.В:s, if carrying AP-30 pods on inner stations (2 & 5) - ГУВ ВНУТРЕН 624-800 counter if not also carrying UPK gun pods (LCBC03) - ГУВ ВНЕШН 800 counter, if not also carrying UPK gun pods (LCBC03)	ACTIVATE If carried ВКЛ / Up ВКЛ / Up Displays 30mm grenade total for inner pods Displays 30mm grenade total for outer pods
05 & 06	5. ГУВ-1 ЯКБ-12.7 + ГШГ-7.62 GUN POD Firing YakB 12.7mm (9-A-624) or dual GShG 7.62mm (9-A-622) rotary machine guns. - ГУВ ЛЕВ ВНУТР 9-A-622 ЛЕВ and ПРАВ С.В:s - ГУВ ПРАВ ВНУТР 9-A-622 ЛЕВ and ПРАВ С.В:s - ЭЛЕКТРОСПУСК 800; 9-A-624 ЛЕВ and ПРАВ С.В:s - ГУВ ВНУТРЕН 622 counter (LCBC03) - ГУВ ВНУТРЕН 624-800 counter (LCBC03)	ACTIVATE If carried ВКЛ / Up ВКЛ / Up ВКЛ / Up Displays 7.62mm rounds total Displays 12.7mm rounds total
04	6. ФАВ or САБ BOMBS Firing free-fall 100 kg, 250 kg, 500 kg or cluster bombs. - БОМБОВОЕ ВООРУЖЕНИЕ ЭСБР С.В. - БОМБОВОЕ ВООРУЖЕНИЕ ВЗРЫВ ОБОРУД С.В. - ВООРУЖЕНИЕ РС ГУВ ОБОГРЕВ ФКП ЭСБР С.В., if operating in a cold weather environment - ГЛАВНЫЙ ВЫКЛЮЧ БВ switch (RTP03) - СЕТЬ БВ ВКЛЮЧЕНА light (RTP03) - ОБОГРЕВ ЭСБР switch, if in a cold environment (RTP03)	ACTIVATE If carried ВКЛ / Up ВКЛ / Up ВКЛ / Up ВКЛ / Up Illuminates ВКЛ / Up
06	7. EMERGENCY JETTISON SYSTEM - АВАРИЙНЫЙ СБРОС БОМБ БЛ ГУВ С.В. - АВАРИЙНЫЙ СБРОС СКЛОВОЙ С.В. - АВАРИЙНЫЙ СБРОС ВЗРЫВ С.В - АВАРИЙНЫЙ РЕЖИМ ВЗРЫВ switches (LCBC02, RTP02) - АВАРИЙНЫЙ РЕЖИМ СБРОС БОМБ ВЛ ГУВ switches (LCBC02 and RTP02)	ACTIVATE ВКЛ / Up ВКЛ / Up ВКЛ / Up ВЫКЛ / Down and Guarded ВЫКЛ / Down and Guarded
04	8. GUN CAMERA SYSTEM - ОБОГРЕВ ФКП ЭСБР С.В., if operating in cold weather. - ФКЛ switch (LOC02)	ACTIVATE ВКЛ / Up ВКЛ / Up

END

TAXI CHECKLIST

1. GROUND POWER	DISCONNECTED
2. FUEL PUMPS	ON
3. APU	SHUT DOWN
4. GROUP 4–6 CIRCUIT BREAKERS Except ПРОТИВООБЛЕДЕНИТ СИСТЕМА unless operating in a cold-weather environment.	ON
5. GROUP 1–3 CIRCUIT BREAKERS Per armament load-out	ON
6. TAXI CLEARANCE	REQUESTED
7. TAXI ROUTE CLEAR OF OBSTRUCTIONS	CHECK
8. THROTTLE	FULL RIGHT
9. ПЗУ PARTICLE SEPARATORS	ON
10. MAIN ROTOR RPM	95±2%
11. WHEEL BRAKES	RELEASED
12. COLLECTIVE	UP Establish 2° rotor pitch
13. CYCLIC	FORWARD To start rolling

NOTE

Maintain weight on the wheels during taxi. If the surface prevents safe taxiing, perform hover taxi at low speed and altitude.

⊘ CAUTION

Taxi speed should not exceed 15–20 km/h.

Perform taxi turns using smooth pedal input and small moving the Cyclic to side of turn.

Avoid completely unloading weight off the nose wheel shock strut.

Wind speed during taxi must not exceed 15 m/s. In crosswind conditions, the helicopter tends to turn into the wind. Correct any uncommanded turning tendency with slight opposite pedal and any uncommanded roll with slight opposite cyclic.

END

HOVER CHECKLIST**⊘ CAUTION**

The following maximum hover altitude limitations apply depending on helicopter gross weight (GW):

- GW ≤ 11,100 kg: 10 m
- GW > 11,100 kg: 5 m

Hover altitudes greater than above limitations are allowed when carrying external sling loads or if dictated by tactical requirements.

Yaw rate in hover must not exceed 12°/sec.

1. POSITION HELICOPTER**INTO WIND****2. THROTTLE****FULL RIGHT****3. COLLECTIVE****UP**
Establish 3° rotor pitch**4. MAIN ROTOR RPM**

Adjust using N2 Trim switch as necessary.

95%**5. CYCLIC AUTOPILOT OFF BUTTON****PRESS****6. AUTOPILOT КРЕН-ТАНГАЖ CHANNEL****ON****7. CYCLIC and PEDALS****TRIM FOR ZERO
PITCH, ROLL and YAW****NOTE**

During hover lift-off, the helicopter tends to drift forward and to the left while yawing to the left.

In stable hover, the cyclic stick deflection is approximately:

- ¼ stick travel **aft** when helicopter CG is at normal to aft limit position
- ½ stick travel **aft** when helicopter CG at the forward limit position
- ¼ stick and pedal travel **right** regardless of CG position

8. COLLECTIVE

Allow for at least 5 seconds to attain take-off power.

GRADUALLY UP

Until positive lift.

NOTE

Depending on load-out and airfield altitude, the ECL levers may need to be adjusted to full take-off power position (fully up) in order to allow for hover flight. The ECL levers should be returned to the idle power (middle) position once forward flight has been established and the helicopter is receiving aerodynamic lift.

9. DESIRED ALTITUDE**MAINTAIN****10. MAIN ROTOR RPM****92–94%****NOTE**

Shifts and hops at low altitude may be performed for training purposes, special purpose operations, and in cases where the ground surface conditions do not allow for safe ground taxi.

⊘ CAUTION

Lateral and reverse hover flight speed may not exceed 10 km/h.
Use the ground for visual reference and ensure that the flight path is clear of obstacles.

Forward hover flight altitude may not exceed 10 m and speed not exceed 20 km/h. Use the ground for visual reference and the stationary flight indicator of the Doppler system for precise flight control.

NOTE

With wind speeds of up to 10 m/s, shifts and hops at low altitude can be performed into the wind or at 90° to the wind. With wind speeds greater than 10 m/s, hover taxi should only be performed into the wind.

Perform low level flight over uneven terrain (gullies, ditches, drop-offs, etc.) at altitudes of no less than 20 m and speeds no less than 60 km/h.

END

NORMAL STEP

FULL PROCEDURE STEP

CONDITIONAL STEP

NON-FUNCTIONAL STEP

FULL PROCEDURE SUB-STEP

CONDITIONAL SUB-STEP

NON-FUNCTIONAL SUB-STEP

BEFORE TAKE-OFF CHECKLIST

1. FLIGHT INSTRUMENTS	CHECK																					
2. NAVIGATION INSTRUMENTS	CHECK																					
3. HEADING INDICATOR	TO CORRECT BEACON																					
4. COMPASS SET	SLAVED and CORRECT HEADING																					
5. FLIGHT TIMER	START																					
<p>NOTE</p> <p>Take-off procedure should be chosen depending on situation and state of the airfield:</p> <table border="1"> <thead> <tr> <th>At <1500m / 4900' altitude</th> <th>Minimum field size</th> <th>Obstacle height</th> </tr> </thead> <tbody> <tr> <td>Vertical takeoff in ground effect</td> <td>50 × 50m</td> <td>—</td> </tr> <tr> <td>Vertical takeoff out of ground effect</td> <td>50 × 120m</td> <td>15m at outer edge*</td> </tr> <tr> <td>Running takeoff, climb at low speed</td> <td>50 × 160m</td> <td>—</td> </tr> <tr> <td>Running takeoff, climb at low speed</td> <td>50 × 200m</td> <td>15m at outer edge</td> </tr> <tr> <td>Nose-wheel takeoff, climb at high speed</td> <td>50 × 300m</td> <td>—</td> </tr> <tr> <td>Nose-wheel takeoff, climb at high speed</td> <td>50 × 350m</td> <td>15m at outer edge</td> </tr> </tbody> </table> <p>* At higher obstacle heights, the field size should be adjusted upwards accordingly to allow for more drift during the hover phase of the take-off.</p>		At <1500m / 4900' altitude	Minimum field size	Obstacle height	Vertical takeoff in ground effect	50 × 50m	—	Vertical takeoff out of ground effect	50 × 120m	15m at outer edge*	Running takeoff, climb at low speed	50 × 160m	—	Running takeoff, climb at low speed	50 × 200m	15m at outer edge	Nose-wheel takeoff, climb at high speed	50 × 300m	—	Nose-wheel takeoff, climb at high speed	50 × 350m	15m at outer edge
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6. CYCLIC AUTOPILOT OFF BUTTON	PRESS																					
7. AUTOPILOT КРЕН-ТАНГАЖ CHANNEL	ON																					
END																						

VERTICAL TAKE-OFF IN GROUND EFFECT CHECKLIST

<p>NOTE</p> <p>A vertical take-off with acceleration in ground effect may be performed when the helicopter hovers at an altitude of no less than 3 m with the engines set to Take-off power and when there are no obstacles surrounding the take-off area.</p>	
1. POSITION HELICOPTER	INTO WIND
2. HOVER CHECK	COMPLETED
3. ECL LEVERS	TAKE-OFF POWER
4. FORWARD FLIGHT - Altitude AGL - Cyclic - Collective, throttle, and N2 trim	TRANSITION Drop to 0.5–1 m Forward Maintain >92% rotor RPM
5. ACCELERATE and CLIMB - IAS - Altitude AGL	IN GROUND EFFECT 60–70 km/h 20–30 m
6. CLIMB-OUT - IAS - Altitude AGL	TRANSITION 120 km/h 300 m
7. ECL LEVERS	IDLE POWER
END	

VERTICAL TAKE-OFF OUT OF GROUND EFFECT CHECKLIST**NOTE**

A vertical take-off out of ground effect must be performed when the obstacles prevent safe acceleration in ground effect.

1. POSITION HELICOPTER	INTO WIND
2. HOVER CHECK - Altitude	COMPLETED 10m above obstacles
3. ECL LEVERS	TAKE-OFF POWER
4. FORWARD FLIGHT - Altitude AGL - Cyclic - Collective, throttle, and N2 trim	TRANSITION Maintain Forward Maintain >92% rotor RPM
5. ACCELERATE and CLIMB - IAS - Altitude AGL	IN GROUND EFFECT 20–50 km/h Maintain
6. CLIMB-OUT - IAS - Altitude AGL	TRANSITION 120 km/h 300 m
7. ECL LEVERS	IDLE POWER

END**RUNNING TAKE-OFF CHECKLIST****NOTE**

A running take-off may be performed if the helicopter hovers at an altitude of no less than 1 m with the engines set to Take-off power.

1. HOVER CHECK	COMPLETED
2. COLLECTIVE Allow helicopter to rest on the ground with weight on the wheels, but not with collective fully down and 0° rotor pitch	DOWN Until Landed
3. ECL LEVERS	TAKE-OFF POWER
4. WHEEL BRAKES	OFF
5. CYCLIC	FORWARD To accelerate down runway
6. ACCELERATE TO TAKE-OFF SPEED	20–50 km/h
7. COLLECTIVE	GRADUALLY UP Until positive lift.

NOTE

In the take-off run, the helicopter tends to lift off the main wheels first, followed by the nose wheel. Compensate for this tendency with slight pull aft of the cyclic at the moment of lift-off. The take-off run requires 250–300 m. If the take-off area is limited or blocked by obstacles, the transition to climb-out can be made at 50–60 kph.

8. CLIMB-OUT - IAS - Altitude AGL	TRANSITION 120 km/h 300 m
9. ECL LEVERS	IDLE POWER

END

RUNNING TAKE-OFF CHECKLIST**NOTE**

A running nose wheel take-off may be performed to increase take-off performance with a high take-off weight or to reduce the distance of the take-off run on airfields that provide for a safe ground run.

1. HOVER CHECK	COMPLETED
2. HELICOPTER	LANDED
3. COLLECTIVE	FULLY DOWN
4. WHEEL BRAKES	ON
5. CYCLIC AUTOPILOT OFF BUTTON	PRESS
6. CYCLIC	FULLY FORWARD
7. AUTOPILOT КРЕН-ТАНГАЖ CHANNEL	ON
8. CYCLIC	FULLY AFT
9. CYCLIC TRIM BUTTON	PRESS

NOTE

The forward and aft deflection limits of the cyclic are determined by the absence of thumping noise as the main rotor blades strike against the flapping hinges of the rotor assembly.

10. ECL LEVERS	TAKE-OFF POWER
11. WHEEL BRAKES	OFF
12. COLLECTIVE	GENTLY UP Until main wheels lift off
13. CYCLIC While maintaining the nose wheel on the ground	SMOOTHLY FORWARD $\frac{1}{2}$ – $\frac{2}{3}$ stick travel over 3–5s
14. ACCELERATE TO TAKE-OFF SPEED - Maintain nose-down attitude - Rotor disc blade tips	60–65 km/h -8° – -9° Aligned with horizon

NOTE

At approximately 40 kph the helicopter exhibits a tendency to pitch up and sink onto the main gear, followed by a reversal and an energetic pitch down. These tendencies must be countered with corresponding forward and aft cyclic control adjustments.

15. CLIMB-OUT - Accelerate to climb speed - Climb out of ground effect - Accelerate to flight speed - Climb to altitude	TRANSITION 70–80 km/h 10 m 120 km/h 300 m
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NOTE

With a maximum take-off weight of 1300 kg, a ground run of 150 m is required for a paved runway or 340 m for a field airstrip. If the helicopter's CG is close to the aft limit, the ground run distance increases by a factor of 1.5.

16. ECL LEVERS	IDLE POWER
17. CYCLIC and PEDALS	TRIM AT LEVEL FLIGHT
18. CYCLIC AUTOPILOT OFF BUTTON	PRESS
19. AUTOPILOT CHANNELS	ON AS REQUIRED

END

CLIMB and ACCELERATION TRANSITION CHECKLIST**1. HOVER**

- Collective
- Cyclic, to counter asymmetric lift
- Pedals, to counter increased torque

CLIMB

Up
Aft and right
Right

In a hover, the helicopter tends to drift forward and left while yawing to the left. As the collective is lifted in a climb, the left-yawing tendency will increase. As the helicopter climbs out of ground effect, the yawing motion will decrease.

2. HOVER TRANSITION

- Cyclic
- Collective, to counter loss of lift
- Pedals, as helicopter accelerates

TO FORWARD FLIGHT

Forward
Up
Gradually left

As speed increases, aerodynamic forces will start to cancel out the yawing motion created by the tail. Pedal travel used to counter the hover yawing motion can successively be released to a neutral position as the helicopter reaches cruise speed.

When accelerating from a hover to 30–35 km/h, balancing the helicopter requires moving the cyclic control significantly forward. Maximum required deflection is reached at 40 km/h. When accelerating from 40–45 km/h to 90–100 km/h, balancing the helicopter requires pulling the cyclic aft from the forward position reached during initial acceleration from a hover.

3. LEVEL FLIGHT

- Cyclic
- Collective, to counter loss of lift
- Pedals, as helicopter accelerates

ACCELERATION

Forward
Up
Gradually neutral

In level flight, adjust controls to increase speed. As the acceleration is completed, the controls can be returned towards, but not fully at, their original position while maintaining speed and altitude, as the extra lift is no longer needed to keep accelerating. If the helicopter is already at speed, little pedal adjustment should be needed to counteract torque as increased aerodynamic forces will naturally tend to straighten the aircraft.

Between 100 - 130 km/h, cyclic trim is almost unchanged. As airspeed increases beyond 120 km/h, balancing the helicopter requires progressive forward cyclic. Maximum required deflection is reached at maximum airspeed.

To execute horizontal acceleration at maximum rate, engine power must be increased within 9–10 sec to take-off power and helicopter pitch set to -15° to -20° . While accelerating at constant engine power, maintain level flight by simultaneously reducing the helicopter pitch angle. The acceleration time at maximum rate from 60 to 220 km/h is 26–36 sec. The maximum possible acceleration per second is 6–9 km/h.

4. CONSTANT SPEED

- Collective
- Cyclic, to counter forward lift component
- Pedals, to counter increased torque

CLIMB

Up
Gradually aft
Gradually right

If climbing while maintaining forward speed, aerodynamic forces from forward travel will remain the same, or even slightly decrease due to loss of atmospheric pressure at altitude. The increased torque from the rotor power creating the lift therefore has to be compensated using pedals.

NOTE

In a climb at maximum continuous power with a constant collective pitch angle, the main rotor RPM is automatically maintained at $95\pm 2\%$ up to a limited altitude. Further climb will result in the main rotor RPM drooping as engine power output is reduced due to compressor RPM limits imposed by the engine governor system. Maintain main rotor RPM above 92% by gradually reducing collective pitch as main rotor RPM begins to droop. The maximum continuous power limitations begin to affect main rotor RPM at 1000 - 1500 m.

In a climb at cruise power with a constant collective pitch angle, the main rotor RPM is automatically maintained constant up to an altitude of 2000 - 2500 m.

In a climb at take-off power with constant collective pitch angle, the main rotor RPM is not maintained automatically. Maintain main rotor RPM in the 92-94% range by gradually reducing collective pitch as altitude increases.

END

DESCENT and DECELERATION TRANSITION CHECKLIST**1. CONSTANT SPEED**

- Collective
- Cyclic, to counter lost forward lift component
- Pedals, to counter decreased torque

DESCENT
Down
Gradually forward
Gradually left towards neutral

The reduction in rotor torque and the increase in atmospheric pressure at lower altitudes will allow aerodynamic forces to straighten out the aircraft more easily, allowing for less pedal input to maintain an forwards-attitude flight.

NOTE

In a power-on glideslope descent, maintain main rotor RPM within $95\pm 2\%$ with collective input as required. Gradual reduction of collective pitch down to the minimum setting is permissible to maintain a desired descent rate as altitude decreases as long as main rotor RPM is maintained within limits.

The recommended glide speed at altitudes below 2,000m is 120–180 km/h.
The rate of descent at this speed should be 3–5 m/s.

2. LEVEL FLIGHT

- Cyclic
- Collective, to counter increased lift component
- Pedals, to counter reduced torque and aerodynamics

DECELERATION

Aft
Down
Gradually left

In level flight, adjust controls to decrease speed. As the deceleration is completed, the controls can be returned slightly ahead of their original position as the more lift is needed not to keep decelerating. Little pedal adjustment should be needed unless transitioning below 40 km/h to a full hover.

Between 100 - 130 km/h, cyclic trim is almost unchanged. As airspeed decreases below 120 km/h, balancing the helicopter requires progressive aft cyclic.

To execute a strong level flight deceleration from airspeeds close to maximum, increase the pitch angle of the helicopter by 10° – 15° within 8–2 sec and simultaneously reduce collective pitch in order to maintain altitude. Collective pitch should be reduced by no more than 2.5° – 3° on the collective pitch indicator. During deceleration, maintain level flight by controlling the pitch angle, and when minimum speed is approached at the end of deceleration, increase engine power and reduce helicopter pitch angle. The average time of horizontal deceleration from 220 to 60 km/h at maximum rate is 28 sec.

3. LEVEL FLIGHT TRANSITION

- Cyclic
- Collective, to counter increase, then loss of lift
- Pedals, to counter increased torque

TO HOVER

Aft and right
Down, then up
Gradually right

Upon reaching airspeed of 50–60 km/h, the helicopter exhibits a tendency to descend. Counter this tendency by increasing collective. At airspeeds below 50 km/h, the helicopter develops vibrations, which disappear as airspeed is reduced further. At airspeeds below 40–20 km/h, the helicopter exhibits a tendency to yaw left. Timely application of cyclic and right pedal input is required to avoid uncommanded roll and left yaw in the transition to hover.

4. HOVER

- Collective
- Cyclic, to counter asymmetric lift
- Pedals, to counter torque and ground effect

DESCENT

Gradually down
Aft and right
Right

In a vertical descent from an altitude of 110 m down to 10 m, the descent rate may not exceed 3 m/s. If the descent rate increases beyond 3 m/s, smoothly increase collective to arrest the descent rate. If engine power is insufficient to arrest the descent and maintain main rotor RPM within limits, transition out of the vertical descent to a glideslope descend or forward flight to gain airspeed.

From an altitude of 10 m down to the ground, continually reduce the rate of descent so it does not exceed 0.2 m/s at touchdown.

NOTE

A power-on vertical descent from an altitude of 10 m down to the ground is permissible in all conditions. From an altitude of 110 m down to 10 m, a vertical descent is only permissible when a glideslope approach cannot be performed due to obstacles or out of tactical considerations. Descent from the helicopter's service ceiling down to 110 m must be performed on a glideslope and within airspeed limitations.

END

VERTICAL LANDING FROM HOVER IN GROUND EFFECT CHECKLIST

1. AUTOPILOT YAW and ALTITUDE CHANNELS	OFF
2. GLIDESLOPE APPROACH - Airspeed - Ending altitude	PERFORMED 120 km/h 100m AGL
NOTE The minimum glideslope approach length: • with GW ≤ 11,100 kg is 1,000–1,200m at altitude of 100m and airspeed 100–120 km/h • with GW > 11,100 kg is 1,400–1,500m at altitude of 100m and airspeed 100–120 km/h	
3. DESCEND THROUGH ALTITUDE - Cyclic - Speed - Altitude - Descent rate	100 m Aft to decelerate 50–60 km/h at 50–60 m <3 m/s
⊘ CAUTION Upon reaching airspeed of 50–60 km/h, the helicopter exhibits a tendency to descend. Counter this tendency by increasing collective. At airspeeds below 50 km/h, the helicopter develops vibrations, which disappear as airspeed is reduced further.	
4. DESCEND THROUGH ALTITUDE - Cyclic - Speed - Altitude - Descent rate	5–8 m Further aft to establish hover 0 km/h at 2–3 m 0 m/s
⊘ CAUTION At airspeeds below 40–20 km/h, the helicopter exhibits a tendency to yaw left. Timely application of cyclic and right pedal input is required to avoid uncommanded roll and left yaw in the transition to hover.	
5. CONTROLS	TRIM TO HOVER
6. COLLECTIVE	GRADUALLY DOWN
7. VERTICAL SPEED ON TOUCHDOWN	≤0.2 m/s
END	

VERTICAL LANDING FROM HOVER OUT OF GROUND EFFECT CHECKLIST

⊘ CAUTION Perform a vertical landing from a hover out of ground effect only when obstacles make it impossible to perform a landing from a hover in ground effect. The procedure for a vertical landing from a hover out of ground effect is identical to a vertical landing from a hover in ground effect, except that the altitudes are adjusted upwards to compensate for the obstacle height for steps 2–4:	
2. GLIDESLOPE APPROACH - Ending altitude	PERFORMED 100m above obstacle
3. DESCEND THROUGH ALTITUDE	60m ABOVE OBSTACLE
4. DESCEND THROUGH ALTITUDE - Establish hover	10m ABOVE OBSTACLE 2–3m above obstacle
END	

POWER-ON RUNNING LANDING CHECKLIST**NOTE**

A power-on running landing may be performed in cases where engine power is insufficient to ensure a hover and vertical landing (such as high gross weight, high altitude, high temperatures).

The landing can be performed on a prepared runway or a an unprepared area known to be safe for such an approach (must be sufficiently level and large) provided a clear approach path is available.

1. GLIDESLOPE APPROACH

- Airspeed
- Ending altitude

PERFORMED

120 km/h
100m AGL

2. GLIDESLOPE

- Airspeed
- Descent rate
- Ending speed and altitude

MAINTAIN

= Current altitude + 20
(e.g. 80 km/h @ 60m)
<3 m/s
60 km/h @ 40m AGL

3. GLIDESLOPE

- Airspeed
- Altitude
- Descent rate

LEVEL OUT

40 km/h
1m AGL
≤0.2 m/s

4. COLLECTIVE

- Main gear
- Nose gear

DOWN

On the ground
Lower to ground

5. THROTTLE**FULLY LEFT****NOTE**

Throttling down will reduce engine and rotor RPM to a level where the generators may no longer be able to operate. This will set off a number of warning annunciator and voice warnings. At the pilot's discretion if all systems are operating within limits, the RI-65 Voice Warning system may be turned off at the end of the initial approach to reduce pilot distraction during the landing procedures, and turned back on while taxiing.

6. WHEEL BRAKES**ON****NOTE**

Anticipate a landing run of 20–30m. The total field distance for safe operations should be no less than 100m.

7. THROTTLE

Once helicopter has come to a complete halt.

FULLY RIGHT**⊘ CAUTION**

If the airfield dimensions do not allow for a landing run of 20 - 30 m, but it is necessary to perform a running landing, execute a running landing with a short landing run by reducing landing speed to 10–15 km/h.

Perform a landing deceleration manoeuvre so as to attain near take-off engine power at an altitude of 5–10 m with a ground speed of 20–40 kph. At an altitude of 5–10 m, push the cyclic forward to bring the helicopter to a landing attitude while avoiding a tail boom strike against the ground, but ensuring continued reduction of ground speed down to 10–15 km/h for touchdown. At an altitude of 5–10 m, raise collective at a rate of 2°–4°/sec to reduce the rate of descent such that it is no greater than 0.2 m/s at touchdown.

Quickly lower all wheels to the ground while applying wheel brakes, lowering collective, and setting throttle fully left.

END

SINGLE-ENGINE LANDING CHECKLIST

NOTE

Perform a single engine landing onto a flat landing area that provides for a clear approach or onto a prepared runway. The gross weight of the helicopter for a single engine landing may not exceed 10,000 kg.

Perform a single engine landing into the wind if possible or with a crosswind not exceeding 5 m/s.

1. ENGINE ANTI-ICING and ПЗУ SEPARATORS At 300m altitude, if active	OFF
2. APU - ЗАПУСК — ПРОКРУТ — ЛОЖНЫЙ ЗАПУСК switch (COC04) - ЗАПУСК button (COC04) - АВТОМАТ ВКЛЮЧЕН light (COC04) - ДАВ МАСЛА and ОБОРОТЫ НОРМА lights (COC04)	START and CONFIRM ЗАПУСК / Up Press for 2–3 seconds Illuminates Illuminate
3. CONSUMERS TO STANDBY GENERATOR - РЕСЕРВН ГЕНЕРАТ switch (RSC03) - ПРОВЕРКА ОБОРУД switch (RSC03) - ПРОВЕРКА ОБОРУД light (RSC03)	CONNECT ВКЛ / Up ВКЛ / Up Illuminates
4. RUNNING LANDING APPROACH - Control collective pitch to maintain main rotor RPM - Engines able to attain emergency power - Maintain landing airspeeds - Anticipated landing run	PERFORM 95±2% Confirmed 20 km/h above normal 50–70m longer than normal

END

AUTOROTATION LANDING CHECKLIST

NOTE

For an autorotation landing with a 180° turn (with a roll angle of 15°) altitude must be at least 650m.

1. COLLECTIVE	FULLY DOWN
2. MAIN ROTOR RPM	CHECK 95±5%
3. CYCLIC and PEDALS	COUNTER INDUCED ROLL and YAW
4. THROTTLE	FULLY LEFT
5. FUEL SHUTOFF LEVERS and FUEL PUMPS	OFF
6. ALL EXTERNAL STORES	JETTISON
7. AIRSPEED and DESCENT RATE - Above 100m AGL - Below 100m AGL	CHECK 100–120 km/h, 10–12 m/s 70 km/h, 5–10 m/s
8. COLLECTIVE	MAINTAIN ROTOR RPM
9. LOW-ALTITUDE FLARE PARAMETERS - At 10–15m, to reduce descent rate - If descent rate remains high after 1.5s - Cyclic, to pitch helicopter up - Collective, to reduce forward speed and descent rate	CHECK Rotor pitch 7–8° for 1s Rotor pitch 12° Aft, to 5–7° pitch Rotor pitch 10°

END

ARMAMENT SELECTION and DEPLOYMENT CHECKLIST

The ВАРИАНТЫ ПОДВЕСКИ payload selector is used to select what pod types and/or stations are currently active, as illustrated by the ВАРИАНТ chart. In addition, the pilot's lower armament panel switches are used to select sub-weapons.

	Station		
	6-1 / ВНЕШН	5-2 / ВНУТРЕН	4-3
I	B-8V20	B-8V20	B-8V20
II	Bomb	Bomb	Bomb
III	Bomb	Bomb	B-8V20
IV	---	Heavy bomb	B-8V20
V	---	Heavy bomb	Bomb
ГУВ	GUV-1 (AP-30)	GUV-1 (AP-30 or YakB/GShG)	---

With no "Heavy bombs" available for deployment, profile IV and V are mainly to be used for selective station jettison: profile IV will only jettison from the middle station; profile V only from the middle and inner station, or only from the inner station if profile IV has already been used to selectively jettison the middle station.

1. Б-8В20 ROCKET PODS

- ВАРИАНТЫ ПОДВЕСКИ selector (RTP03)
- УПК — ПКТ — PC switch (LOC02)
- ИЗ КАЖД БЛОКА switch (LOC02)
- 1-2-5-6 — АВТ —3-4 switch (LOC02)

SELECT

I
PC
As desired
As desired

2. УПК-23-250 GUN POD

- ВАРИАНТЫ ПОДВЕСКИ selector (RTP03)
- УПК — ПКТ — PC switch (LOC02)

SELECT

I
УПК

3. ГУВ-1 АГ-17А GRENADE LAUNCHER POD

- ВАРИАНТЫ ПОДВЕСКИ selector (RTP03)
- УПК — ПКТ — PC switch (LOC02)

To select outer (1 & 6) launchers:

- ВАРИАНТЫ switch (LOC02)
- 800 — 624/622+800 switch (LOC02)

To select inner (2 & 5) launchers:

- ВАРИАНТЫ switch (LOC02)
- 800 — 624/622+800 switch (LOC02)

To select inner and outer (1, 2, 5 & 6) launchers:

- ВАРИАНТЫ switch (LOC02)
- 800 — 624/622+800 switch (LOC02)

SELECT

ГУВ
PC

ВНУТР 800 ВНЕШН
624/622+800 and Covered

800 ВНУТР ИЛИ 624
624/622+800 and Covered

ВНУТР 800 ВНЕШН
800 and Covered

4. ГУВ-1 ЯКБ-12.7 + ГШГ-7.62 GUN POD

- ВАРИАНТЫ ПОДВЕСКИ selector (RTP03)
- УПК — ПКТ — PC switch (LOC02)
- 800 — 624/622+800 switch (LOC02)
- С ОГРАНИЧ — БЕЗ ОГР switch (LOC02)

If in С ОГРАНИЧ / burst cut-off mode:

- УСТАНОВКА ДЛИНЫ ОЧЕРЕДИ dial (LOC02)

To select YaKB-12.7 mm guns:

- ВАРИАНТЫ switch (LOC02)

To select GShG-7.62 mm guns:

- ВАРИАНТЫ switch (LOC02)

To unjam YaKB-12.7 mm guns:

- ПЕРЕЗАРЯДКА 624 ПИРОПАТРОНЫ ЛЕВ and ПРЕАВ, for left and right gun respectively (LOC02)

SELECT

ГУВ
PC
624/622+800 and Covered
As desired

As desired

800 ВНУТР ИЛИ 624

622

To next available number in sequence: I, II or III

NOTE

Engaging the ПЕРЕЗАРЯДКА 624 ПИРОПАТРОНЫ switches fires off a pyrotechnic charge in the respective YaKB-12.7 gun that clears the gun and feeds a new round of ammunition. Only three charges are available before the reloading/unjamming system has been depleted.

