

# Checklist

## Falcon 4.0 BMS F-16C **Normal Prozedures**



Not suited for Real Operations  
For FALCON BMS Use Only!

**ICEMAN**

**BMS 4.33**

Rampstart optimized

**1/3**

151228

**RAMPSTART OPTIMIZED**

**ICEMAN**

**RAMP**

- LIGHTS: Master => Norm; ANTI-COLL => OFF; POS => STEADY; WING/TAIL => BRIGHT
- AUX-COM / CNI => **Backup**
- FUEL => ENG FEED => **NORM**
- VOLUME => COM1 / COM2 / MSL / THREAT / ILS ON
- UHF => **BOTH**
- ELEC => Main PWR => **BATT**
- TEST => FLCS PWR => **TEST** (FLCS PMG / ACFT BATT TO FLCS => ON; FLCS RLY => off; ADBC => on)
- ELEC => Main **PWR**
- Close Canopy
- PARKING BRAKE => **ON**
- JFS => **START 2**
  - RPM ~25%
  - THROTTLE ~15-30%
  - UNLOCK THROTTLE
  - RPM ~75%
  - chk IDLE DETENT => save
- AIR SOURCE => **NORM**
- AV-PWR => **6x ON + INS => NORM**
- SNSR - PWR => **3x ON / Radar Alt => STBY**
- chk DED => INS has **started aligning**
- SYM => **HUD ON**
- F-ACK => **push**
- Master Caution => **Reset**
- MFD TEST page => **Clear**
- AUX-COM / CNI => **UFC**
- L-MFD => **DTE / LOAD // DTE / FCR**
- Set UHF and VHF
- chk FUEL Quantity as pre-briefed
- TEST / FIRE & OHEAT DETECT => **PUSH** (ENG FIRE, OVERHEAT, MC => on)
- TEST / MAL & IND LTS => **Push**
- Probe Heat switch => **ON** (MC remains off)
- Probe Heat switch => **TEST** (Probe Heat flashes)
- Probe Heat switch => **OFF**
- FLT CTRL / FLCS BIT switch => **BIT** (green RUN, "FLCS BIT WARN", T/O LDG Config flashing)
- FLT CTRL / Digital Backup switch => **UP** (DBU light, chk controls)
- FLT CTRL / Digital Backup switch => **OFF** (DBU light => off)
- FLT CTRL => chk all switches are in **DOWN** position.

## **RAMPSTART OPTIMIZED**

- MAN TRIM => chk **centerd**
- MAN TRIM / TRIM / AP DISC => **DISC** (chk strick trim action - no flight control movement)
- MAN TRIM / TRIM / AP DISC => **NORM**
- MAN TRIM => **set** as pre-briefed
- FUEL / AIR REFUEL => OPEN (**RDY** - Stick-Disc - DISC - **RDY**)
- FUEL / AIR REFUEL => CLOSE (**RDY** - off)
- EPU => **OFF** and back to **NORM**
  - chk EPU GEN and EPU PMG lights are off
  - chocks and full toe brakes
  - Throttle up to 80%
  - TEST / EPU/GEN switch => UP
  - EPU AIR, FLCSL PWR 4 => on; EPU RUN => on after five seconds
  - EPU GEN and EPU PMG off
  - TEST / EPU/GEN switch => RELEASE
  - Throttle idle
- ECM => **OPR**
- SEC check:
  - chocks and full toe brakes
  - Throttle up to 80%
  - EPU / ENG CONT => **SEC**
  - Master Caution and SEC caution light comes on
  - ENG nozzle closes and should indicate less than 5%
  - chk smooth RPM operations
  - EPU / ENG CONT => **PRI**
  - Master Caution and SEC caution light goes out
  - ENG nozzle open up to more than 94%
- SPEED BRAKE => chk proper operation
- TWA => POWER ON
- POWER ON / RWR / JMR / CHAFF / FLARE
- PRGM MODE => MAN
- CAT I / III => chk
- Gear lights => chk three green
- TWP => run BIT (Depress SYS TEST button)
- TWP => Depress MSL LAUNCH button
- TWP => Depress HANDOFF button

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Rampstart optimized

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**RAMPSTART OPTIMIZED**

**ICEMAN**

**RAMP**

- SET A-LOW / CARA ALOW => 14.000 ft
- SET **TACAN** 75X or as pre-briefed (Lead+63)
- SET **Datalink** => ICP/LIST/ENTR/SEQ as pre-briefed
- SET **ILS** FRQ + CRS
- SET **JOKER** to 3000 lbs
- chk FUEL QTY SEL is on **NORM**
- chk **PFLD** for any faults
- ICP - LIST / 6 (INS ALIGNEMENT STATUS)
- INS => NAV
- [T] + [T] + [1] (Request QNH)
- [T] + [8] (Request Remove CHOCKS)
- [T] + [5] (Request Taxi)
- SET HSI
- LIGHTS => **Anti Coll** => ON + **WING/FUS** => FLASH
- ARM SEAT / SET 2x MFP TO NORM

AGENCY	UHF	PRESET	VHF
Flight 1	297,50	1	138,05
Flight 2	381,30	2	138,10
Flight 3	275,80	3	138,20
Flight 4	294,70	4	126,20
Flight 5	297,60	5	134,25
Package 1	349,00	6	133,15
Package 2	377,10	7	132,35
Package 3	392,20	8	126,15
Package 4	264,60	9	132,875
Package 5	286,40	10	132,325
From Package	354,40	11	132,575
Proximity	269,10	12	121,20
Team **	307,30	13	119,50
Broadcast / Guard	377,20	14	120,10
Tower Homebase	354,00	15	134,10
Tactical	318,10	16	126,80
OPEN	359,30	17	120,00
OPEN	324,50	18	141,80
OPEN	339,10	19	123,70
OPEN	280,50	20	121,70

**BMS 4.33**

**SCRAMBLE**

151114

**ENGINESTART SCRAMBLE**

**KRAUSE**

- Close Canopy
- ELEC => Main PWR
- FUEL => ENG FEED => NORM
- PARKING BRAKE => ON
- JFS => START 2
  - RPM ~25%
  - THROTTLE ~15-30%
  - UNLOCK THROTTLE
  - RPM ~75%
- AIRCONDITION => NORM
- AV-PWR => 6x ON + INS => NORM
- SNSR - PWR => 4x ON / STBY
- AUX-COM / CNI => UFC
- LIGHTS => as desired
- ECM => PWR ON
- UHF => BOTH
- VOLUME => COM1 / COM2 / MSL / THREAT
- CMS => POWER ON
- POWER ON / RWR / JMR / CHAFF / FLARE
- CMS MODE => MAN
- SYM => HUD ON
- FCR => L-MFD => FCR / STBY / CRM
- L-MFD => DTE / LOAD // DTE / FCR
- ICP - LIST / 6 (INS ALIGNEMENT STATUS)
- INS => NAV
- [T] + [T] + [1] (Request QNH)
- [T] + [8] (Request Remove CHOCKS)
- [T] + [5] (Request Taxi)
- SET HSI
- ARM SEAT / SET 2x MFP TO NORM
- PARKING BRAKE => OFF

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Rampstart

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**VERIFY CHECK**

- FUEL MASTER switch	ON - Guard down
- ENGINE FEED knob	NORM
- EPU switch	NORM - Guard down
- ENG CONT switch	PRI - Guard down
- THROTTLE	OFF
- LD GEAR handle	Confirm Down and locked
- HOOK switch	UP
- MASTER ARM switch	SAFE (OFF)
- AIR SOURCE knob	NORM

**FULL**

**BEFORE ENGINE START**

- MAIN PWR switch	<b>BATT</b>
	Verify FLCS RLY light ON
- FLCS PWR TEST switch	<b>TEST</b> and hold
	Verify lights ON:
	- ACFT BATT TO FLCS
	- FLCS PMG
	- FLCS PWR (4)
	Verify FLCS RLY light OFF
- FLCS PWR TEST switch	release
- MAIN PWR switch	<b>MAIN PWR:</b>
	Verify lights ON:
	- ELEC SYS
	- HYD/OIL PRESS
	- FLCS RLY
	- SEC
	- ENGINE
- EPU GEN & EPU PMG lights	Confirm OFF
- Communications	All set to assignet UHF Backup
- Canopy	Closed - locked - no light

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

## STARTING ENGINE (GE129)

- JFS	Start 2 check JFS light ON
- Throttle	Advance to IDLE at 20% RPM min
- Idle Detent	Toggle
- SEC caution light	Check OFF around 20% RPM
- ENGINE warning light	OFF at 60% RPM
- JFS switch	Confirm OFF (snaps OFF at 55% RPM)
- HYD/OIL PRESS light	OFF between 15 and 70% RPM

**Engine light-off occurs within 10 seconds after throttle advance and is indicated by an airframe vibration and an increase in RPM followed by an increase of FTIT. Without external power connected, only the RPM and FTIT indicators function until the standby generator is online.**

## ENGINE CHECK AT IDLE

- Fuel Flow	700 - 1.700 PPH
- OIL pressure	MIN 15 PSI
- NOZ POS	Greater than 94%
- RPM	65 - 80 %
- FTIT	Below 650°C
- HYD PRESS A&B	2850 - 3250psi - around 12 O'c pos.
- Throttle cutoff release	chk - attempt to ret. the thr. to OFF without depr. the cutoff release

## AFTER ENGINE START

### 1 TEST Switch Panel check:

<b>PROBE HEAT switch:</b>	PROBE HEAT: chk caution light OFF TEST: chk caution light flashes OFF
<b>Fire + Overheat dtct button:</b>	TEST & HOLD - chk ENG FIRE WARN light ON - chk OVER HEAT caution light - chk MASTER CAUTION light ON

**MAL & IND LTS button:**                      DEPRESS and HOLD

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

**2 AVIONICS PWR PANEL:**

MMC (FCC) switch	ON
ST STA (SMS) switch	ON
MFD switch	ON
UFC switch	ON
DL (MAP) switch	ON
GPS switch	ON
INS	select ALIGN NORM

FULL

**3 SNSR PWR panel:**

LEFT HDPT switch	OFF unless required
RIGHT HDPT switch	As required
FCR switch	FCR
RDR ALT switch	STBY

**4 HUD PANEL**

As desired  
 Set HUD SYM WHEEL ON

**5 CNI knob:**

UFC

**6 DTC:**

LOAD

**7 UFC Radio:**

Set COM1 & COM2 frequ. as briefed

**8 MFL:**

RESET (MFD TEST page)

**9 SEC check:**

**May be delayed until the BEFORE TAKEOFF**

- THROTTLE	IDLE
- TOE BRAKE	ENGAGE, no PARKING BRAKES
- ENG CONT switch	SEC
- SEC Caution Light	ON - Nozzle: Less then 5%
- RPM	Stabilized
- THROTTLE	Snap to MIL
	then snap to IDLE when RPM 85%
	chk for normal indication and
	smooth operation



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- NOZ POS	10% or less within 30 sec aft sel SEC
- ENG CONT switch	PRI
- SEC Caution Light	OFF
- NOZ POS	Greater than 94%

**10 FLIGHT CONTROLS** CYCLE & CHECK

**11 FLCS BIT** Initiate and monitor

Position BIT switch to BIT. Then RUN light ON FLCP illuminates.

At successful completion of BIT (approximately 45 sec) the RUN light goes OFF, the BIT switch returns to OFF and the FAIL light and FLCS warning light remain OFF. A BIT pass message appears on the FLCS MFD page

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

**12 SPD BRK switch** Cycle

**13 WHEELS down lights** 3 green

**14 FUEL QTY SEL knob Check**

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

<b>a: Totalzer qty</b>	Check according to flight planning.
<b>b: TEST</b>	FWD / AFT fuel low lights ON TOT: 6.000 lbs A/L - F/R: 2.000 lbs
<b>c: NORM</b>	A/L: 2.675/2.810 lbs F/R: 3.100/3.250 lbs
<b>d: RSVR</b>	both 460/480 lbs
<b>e: INT WING</b>	both 525/550 lbs
<b>f: EXT WING</b>	both 2.300/2.420 lbs (370 gallon) both 3.750/3.925 lbs (600 gallon)
<b>g: EXT CTR</b>	F/R: 1.800/1.890 lbs A/L: 0 lbs
<b>h: Fuel QTY SEL</b>	NORM

**15 EPU FUEL QTY** 95-102%

**16 AVIONICS**

**a: Threat Warning AUX** ON

**b: CMDS**

RWR switch ON

JMR switch ON

CHAFF cmds switch ON

FLARE cmds switch ON

MODE knob as required

PGRM knob as required

**c: ECM switch**

**d: Threat Warning prime**

Handoff Diamond Float mode (short press)

**e: MFD**

S-Jettison Preset Jettison and exit S-J mode

Master Mode Preset SMS as required for each MM

**f: AUDIO**

COM1 & COM2 Volume Set & Check

MSL / Threat Volume Set & Check

ILS Volume knob Set & Check

**g: DED - UFC**

ALOW - MSL - BINGO Check

CRUS - TACAN - IDM Check

Bullseye SET & Mode Selected

**17 DBU CHECK** (After FLCS BIT completed)

**a: DIGITAL BACKUP switch** BACKUP

**b: DBU ON warning light** Verify ON

**c: Operate controls** All surfaces respond normally

**d: DIGITAL BACKUP switch** OFF

**e: DBU ON warning light** Verify ON

**18 TRIM CHECKS**

**a: TRIM AP DISC switch** DISC

**b: Stick TRIM buttons** Activate in ROLL and PITCH  
 No control surface, no indicator motion

**c: TRIM AP DISC switch** NORM

**d: Stick TRIM buttons** Check and centre  
 Control surface & Indicator motion

**e: Rudder trim check** YAW TRIM knob  
 Check and centre

FULL

**19 AIR REFUEL CHECKS**

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

**20 EPU CHECK**

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

**21 OBOGS CHECK (At least 2 minutes after engine start)**

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

**BEFORE TAXI**

- Landing Lights	ON
- Drift Co switch	Set Norm
- INS check	chk Stage 8.3
- INS switch	chk ALIGN flashes in HUD
- Aircraft Lights	NAV position
	AS SOP (AC ON - Wing ON - flash)
- QNH	Confirmed QNH
- Radio Tower	Remove chocks
- Radar Altimeter	set ON

**Be sure the AUX flag disappears from the ADI before scrambling. As long as GPS switch is ON, the Falcon INS will be accurate from 90 sec after initial alignment (AUX flag going OFF)**

**TAXI**

**TAXI**

- Nose Wheel Steering	Engage
- Parking Brake	Release
- Seat	Armed - caution light OFF
- Wheelbrakes	Test
- IDM	chk in sequence

**IF CHECKS**

**Pressure Instruments**

- AIRSPEED	ZERO
- ALTIMETER	SET
- VVI	Zero - Remeber possible errors

**Gyroscopic Instruments**

- TURNS	Needle/balls - HSI Following
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**Navigation Instruments**

- NAV	chk correct bearings for WAYPTS
- TACAN	Set TCN chan and course for depart.

**Misc**

- HUD / HSD / HSI / STBY	Track heading change
- Clock and Chrono	chk RESET
- Engine Instruments	chk

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## BEFORE TAKE OFF

- PROBE HEAT switch	PROBE HEAT
- ALT FLAPS switch	NORM
- MANUAL TF FLY UP switch	ENABLE
- Trims	P+Y Centered R as required
- ENG CONT switch	PRI
- Speedbrake	closed
- Departure Clearance	received
- Radar Altimeter	set ON
- Stores Config switch	as required
- GND JET ENABLE switch	as required
- External Tanks	chk feed - then NORM
- Flight Controls	Cycle
- OIL pressure	chk PSI
- All warnings & caution lights	chk OFF
- Tacan	ver. Reading if availbl.
- Review Speeds	Commit to memory
- Rotation, T/O, Climb speeds	

## NORMAL TAKE OFF

- HSI	Check on RWY heading
- Toe brakes	HOLD
- RPM 90%	chk gauges & lights
	Oil pressure inc - nozzle closing
	Eng instr. in the green
	NO CAUTION / NO WARNING
- Brakes	Release
- Throttle	Full Mil, AB as required
- NWS	Disengage at 70 kts
- Rotation	As computed
- Positive Climb	(VSI + ALT) Brakes, Gear UP

**Since TEF and LG retract at the same time, do not rush LG retraction after TO  
A significant loss of lift may occur.**

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**AIRBORNE / CLIMB**

- Landing Lights	OFF
- U/C	chk Retracted - handle light OFF
- Engine	Gauges in the Green
- FUEL	Verify Tank feeding and NORM
- Radio	Call airborne or visual
- DED	STP mode, SET NXT
- MFD	Cycle - As required
- DRIFT CO switch	SET drift
- Wingman	SET Formation and Route

**ARIAL REFUELING**

**TANKER REJOIN**

- Radio	Request Refueling (within 10Nm)
- TCN	Select TCN Channel (Texaco)
- TCN Mode	SET A/A TR
- HEADING	Course to Intercept (HSI)
- ALTITUDE	Tanker ALT - 1000 FT

**Before Precontact**

- Master ARM	chk SAFE
- Sensor	chk Nose Cold
- EW Mode knob & ECM	STBY and OFF
- FCR	STBY
- RDR ALT	STBY
- EXT Lights	DIM (night) - STEADY
- ANTI COLL light	OFF at Night
- AIR REFUEL switch	open
- AR status indicator	chk RDY light ON
- SEAT	SAFE (As desired)

**Post Air refuelling**

- AIR REFUEL switch	CLOSE
- Radio	Call DONE refuelling
- Master ARM / SMS / TCN	As required
- EW Mode knob & ECM	As required
- FCR / RDR ALT	As required
- EXT Lights	As required

AIRBORNE

**Tankerovertake SPD      1Nm: 100 kts overtake**  
**6.000 Ft: 60 Kts / 5.000 Ft: 50 Kts / dec 10 Kts for every 1.000 Ft closure**  
**Within 1.000 Ft to Tanker: Do not exceed 10 Kts overtake.**

## **AGM-65 BORESIGHT**

### **Main procedure**

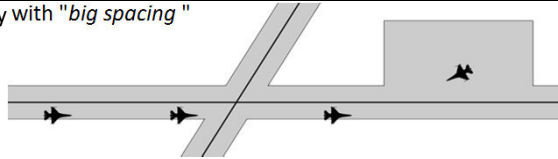
1 AG-Mode (ICP)	<b>ON</b>
2 Master Arm	<b>SIM</b>
3 switch right MFD to	<b>SMS</b>
4 SMS-Page AGM-65	<b>Power ON</b>
5 switch right MFD to	<b>WPN</b>
6 wait for AGM-65 warmup	
7 press Uncage (+ Missile Step and repeat for all AGM-65 stations) => AGM-65 picture will be visible immediately after 'warmup'	
8 switch left MFD to	<b>TGP</b>
9 TGP	<b>AG Mode</b>
10 switch left MFD to	<b>FCR</b>
11 activate the FCR as desired	<b>GM / GMT / SEA</b>
12 Lock up Target with FCR ( <i>for boresight only!</i> )	(building? / ship?)
13 switch left MFD to TGP again	
<b>14 Lock up with TGP</b> => Master Caution / Avionic Fail / PFL-messages	Handoff failed
15 switch SOI to WPN page	<b>DMS down</b>
16 Lock up with AGM-65	
17 after Lock - OSB 20 (WPN-page) will be active "Boresight" => "Boresight" inverted ( <i>only one sec</i> )	hit OSB 20 "Boresight"
18 Unlock all => dogfight-mode / back to A-G immediately	<b>missile override button</b>
19 repeat this procedure with all AGM-65 stations - DMS down => SOI back to TGP - Missile Step (NWS on Stick) or on Ground OSB 10 / OSB 16 on WPN-page - go to Step 14	

**Steps 10-12 are optional. Using a building near an early  
waypoint is also a good option.**

**Max distance to Lock up a ship/building with the TGP is 25 MLS**

**Boresight bevor Takeoff**

- Lining up on Taxiway with "big spacing "



- All Aircraft stop on most right shoulder of the taxiway (to prevent traffic jam)
- The lead has to loop

- parking brake **ON**
- Ground Jett Enabled **ON**
- Boresight as usual - targeting the Wingman in front of your aircraft => **go to Step 1**

**On ground no FCR is required => lock up with the TGP directly.**  
**The TGP needs some time for the first warmup after Rampstart.**  
**AGM-65 Picture wont be displayed when 'GND JETT ENABLE' is in off-position.**

**Verify successfull boresight**

- |   |                                |
|---|--------------------------------|
| 20 Unlock all => dogfight-mode / back to A-G immediately  | <b>missile override button</b> |
| 21 SOI to TGP   | DMS down                       |
| 22 TGP to Area-Mode   | TMS up                         |
| 23 Move Radar Cursor in TGP => movemente in AGM-65 Picture on WPN page has to be in sync.           |                                |
| 24 Lock Target in TGP again   | TMS up                         |
| after a view seconds while the handoff-procedure is in progress (message on WPN page)               |                                |
| 25 the [C] above the Stationnumber (in WPN and TGP-page) indicates successful procedure             |                                |
| 26 repeat with all stations => Missile Step (NWS on Stick) or on Ground OSB 10 / OSB 16 on WPN-page |                                |
| 27 Go to step 24  |                                |
| <i>and finally</i>  |                                |
| 28 MFD-Test page  | hit OSB 3 "Clear"              |

**If Master-Caution and Fault-Messages again comes up after step 28**  
**repeat Borsight. (=> go to "Main procedure" step 12)**

**After boresight**

- |  |                                |
|--|--------------------------------|
| 29 Unlock all => dogfight-mode / back to A-G immediately | <b>missile override button</b> |
| <b>30</b> switch right MFD to                            | <b>SMS</b>                     |
| <b>31</b> SMS-Page AGM-65                                | <b>Power OFF</b>               |
| 32 Master Arm  | <b>SAVE</b>                    |

**After successful AGM-65 boresight, you can lockup your target with the TGP and fire you wapen, without switching to the WPN-page.**  
**It' recommended to verify the correct lock on the WPN-Screen.**  
**Remember the AGM-65 has to be in the limits and the cross in the WPN-page has to be solid (not flashing).**

FENCE IN





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**FENCE IN**

- Master Mode	as required
- Master ARM	Set ARM
- Radar	as required
- Chaff / Flares PGM mode	as required
- ECM Jammer	as required
- RWR	chk ON
- RWR MODE	Diamond Float mode or as required
- PFD	chk NO FAULTS
- Master A/C Lights	chk OFF
- MFD	Cycle / Req data
- A/G Weapons	SET release parameters
- LASER switch	ON if required
- Volumes	chk threat, com, msl vol
- TGP pod	ACTIVATE if req - dbl chk
- AGM65 Missile power	chk ON if req - dbl chk
- AIM-9 Cooling head	chk COOL
- CAT config	chk correct
- Radio Flight	SET defensive formation

**Avoid Radio Chatter when entering enemy airspace unless in case of emergency  
 Use A/C or hands signals instead.**

**INITIAL POINT**

- Radio Flight	Split, Weapons Free, Engage
- Master ARM	chk ARM
- Weapons	che SET
- Attitude	chk SPEED and ALT
- DED A-LOW	SET on Weapon Min release
- Threat	Assume (A/A) - AWACS
- Master Mode / Radar	as required
- CounterMeasures	chk as required
- Radio	CALL IN HOT

**FENCE IN**

**BMS 4.33**

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**EGRESS**

- Heading	as required
- Caution Panel	Set ARM
- Master Mode	as required
- Awacs	as required
- MFD	as required
- Store config	chk ON
- ECM Jammer	Diamond Float mode or as required
- EWMS mode+pgr	chk NO FAULTS
- Flight	chk OFF
- DED A-LOW	Cycle / Req data
- Flight	SET release parameters

**When engage an A/A threat, Jettison remaining A/G stores, and select CAT1  
 If threat is less than 10 Nm, Use Dogfight Mode**

**FENCE OUT**

- Threat	Assume A/A Threat - AWAC
- Master ARM	Set SAFE (acc. to threat)
- Laser switch	Set OFF
- Master Mode	Ser NAV
- Radar	OFF (acc. to threat)
- ECM Jammer	OFF (acc. to threat)
- RWR Mode	as required
- Chaff/Flares Auto disp	Set OFF
- PFD	chk NO FAULTS
- Radio Flight	Fuel Check (Dest or ALT)

**IF CHECKS MNEMONIC**

<u>Holding / enroute</u>		<u>Approach setup</u>	
<b>W</b>	Weather	<b>M</b>	Minimas
<b>H</b>	Holding	<b>A</b>	Altimeter
<b>O</b>	Obtain app clearance	<b>I</b>	Initial descent rate
<b>L</b>	Letdown plate review	<b>L</b>	Letdown plate
<b>D</b>	Descent checks	<b>M</b>	Missed Approach
<b>S</b>	Speeds	<b>A</b>	Approach speeds
		<b>N</b>	Nav aids

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**DESCENT**

- Master Mode	Set NAV
- Master ARM	Set SAFE
- Altimeter	Set & Check (transition ALT)
- Approach plates	Check altimeter readings vs HUD
- Instr. Mode Select switch	Reviewed
- TACAN channel	TCN/ILS or NAV/ILS
- HSI course and bearings	Set according to approach plate
- GPS	Set according to approach plate
- Speeds	Input coordinates of IAF
	Compute final approach speeds

**APPROACH**

- Radio Tower	Call Inbound
- Fuel	Chek Quantity/Transfer/Balance
- At IAF	Follow ATC procedures unless
	Visual Approach.

**BEFORE LANDING**

- Radio Tower (5Nm out)	Request Landing
- A/C Weight	Verify/Update Vref
- A/C LDG/Taxi Lights	Set on
- Gear	chk 3 green-handle light off
- Speed brake	Fully Deployed
- Drift Co switch	Set Norm
- Traffic	Announce traffic in sight if requ.
- Radar/EW	chk all STBY

APPROACH

**Unless previously cleared aerobatic manoeuvre is not permitted over the airfield.  
 Pitch and bank should not exceed 70° IAS <250.**

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**FINAL APPROACH**

- |               |                  |
|---------------|------------------|
| - Speed brake | Extended         |
| - Gear        | Down 3 green     |
| - Speed       | Vref as computed |
| - AOA         | Green: 11°       |
| - Touchdown   | 11 to 13° AOA    |

**Final approach speed / 13° AOA Cross Check:  
 136 kts + 4 kts per 1.000 lbs of FUEL/STORE weight**

**LANDING**

- |                 |   |
|-----------------|---|
| - Speed         | Throttle IDLE                                     |
| - AOA           | Maintain Max 13° for aerobraking                  |
| - Speed 100 kts | Ride the nosewheel on the ground                  |
|                 | Maintain AFT stick                                |
| - Wheel brakes  | Engage NWS at taxi speed or w req.<br>as required |

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

**AFTER LANDING**

- |                         |             |
|-------------------------|-------------|
| - Speedbrake            | CLOSE       |
| - PROBEHEAT switch      | OFF         |
| - ILS                   | OFF         |
| - Landing / Taxi Lights | as required |
| - Radar ALT             | OFF         |

**PRIOR TO ENGINE SHUT DOWN**

- Radio (tower menu)	Request chocks in place
- Ejection Seat	Safe
- RWR PWR	OFF
- JMR & ECM PWR	OFF
- Chaff & Flare CMDs	OFF
- HUD	ICP SYM knob OFF
- L/R Hardpoints	PWR OFF
- FCR	PWR OFF
- MMC (FCC)	PWR OFF
- ST STA (SMS)	PWR OFF
- MFD	PWR OFF
- UFC/DED	PWR OFF
- D/Link	PWR OFF
- GPS	PWR OFF
- INS	PWR OFF
- EPU	OFF (No crew chief able to insert the EPU pin)
- CNI switch	BACKUP

**ENGINE SHUT DOWN**

- AIR SOURCE	Set OFF
- Radio & Volume knobs	All OFF
- Throttle	Stabilize at 75-78% RPM for 5-10 sec
- Throttle (Idle Detent)	Idle to allow nozzle to open (1-2 sec)
- JFS RUN light	Cut OFF position chk

**After Main GEN drops offline**

- EPU Light check	EPU GEN / EPU PMG lights OFF
- Engine FEED switch	SET OFF
- Master LIGHT switch	OFF
- Canopy	Open
- Main Power	OFF -2 clicks when RPM < 20%
- Oxygen regulator	OFF & 100%

GROUND

## HOTPIT REFUEL

### Prior to HOTPIT Entry

- |                          |                                  |
|--------------------------|----------------------------------|
| - AFTER Landing CHECKS   | Complete                         |
| - Radio Frequency        | chk proper tower frequency tuned |
| - AIR REFUEL switch      | Open; RDY light ON               |
| - TACAN power knob       | PWR OFF                          |
| - GND JETT ENABLE switch | OFF                              |

### Prior to HOT Refuelling

- |                              |                       |
|------------------------------|-----------------------|
| - EPU switch (safety pin in) | OFF                   |
| - Canopy                     | as desired            |
| - Radio                      | request Hot Refueling |

### DURING HOT REFUELLING

- |                   |                                  |
|-------------------|----------------------------------|
| - Radio freq      | Monitor TWR freq & guard         |
| - Flight controls | Do not touch - Ens Hands visible |

### HOT REFUELLING complete

- |                               |   |
|-------------------------------|---|
| - AIR REFUEL switch           | CLOSE                                   |
| - EPU GEN & EPU PMG lights    | Confirm OFF                             |
| - EPU switch (safety pin out) | NORM                                    |
| - Taxi                        | Taxi clear of the hotpit area / cnt TWR |

**Hotpit refuelling requires ground crew to establish in intercom comms, inspect tires and install the EPU safety pin. This last action is simulated by switching the EPU OFF during hotpit refuel**

## SUPPLEMENTAL PROCEDURE: ILS

- |                   |                                    |
|-------------------|------------------------------------|
| - DED             | Verify CNI display                 |
| - T-ILS button    | Depress and Release                |
| - ILS frequency   | Key in and ENTR                    |
| - DCS             | Position asterisks about set items |
| - HSI             | Set inbound localizer course       |
| - INSTR Mode knob | ILS/TCN or ILS/NAV                 |

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160109

**FUEL CALCULATIONS** *(simplified)*

**BUMERANG**

**FUEL**

WP	ALTITUDE	Nm HIGH x10 Lbs/Nm	Nm LOW x25 Lbs/Nm	
1				
2				
3				
4				
5				
6				
7				
8				
9				
10				
11				
12				
13				
14				
15				
<b>SUMME</b>				

Start Departure	
Reserve	
AA Extra	
<b>TOTAL</b>	

ca. 1.000 LBS  
 e.g. 1.000 LBS  
 1.000 LBS/min AA

**Clean => 7162 LBS**

Total with

**Center Tank => 9112 LBS**

**Wing Tanks => 11972 LBS**

**JOKER FUEL**

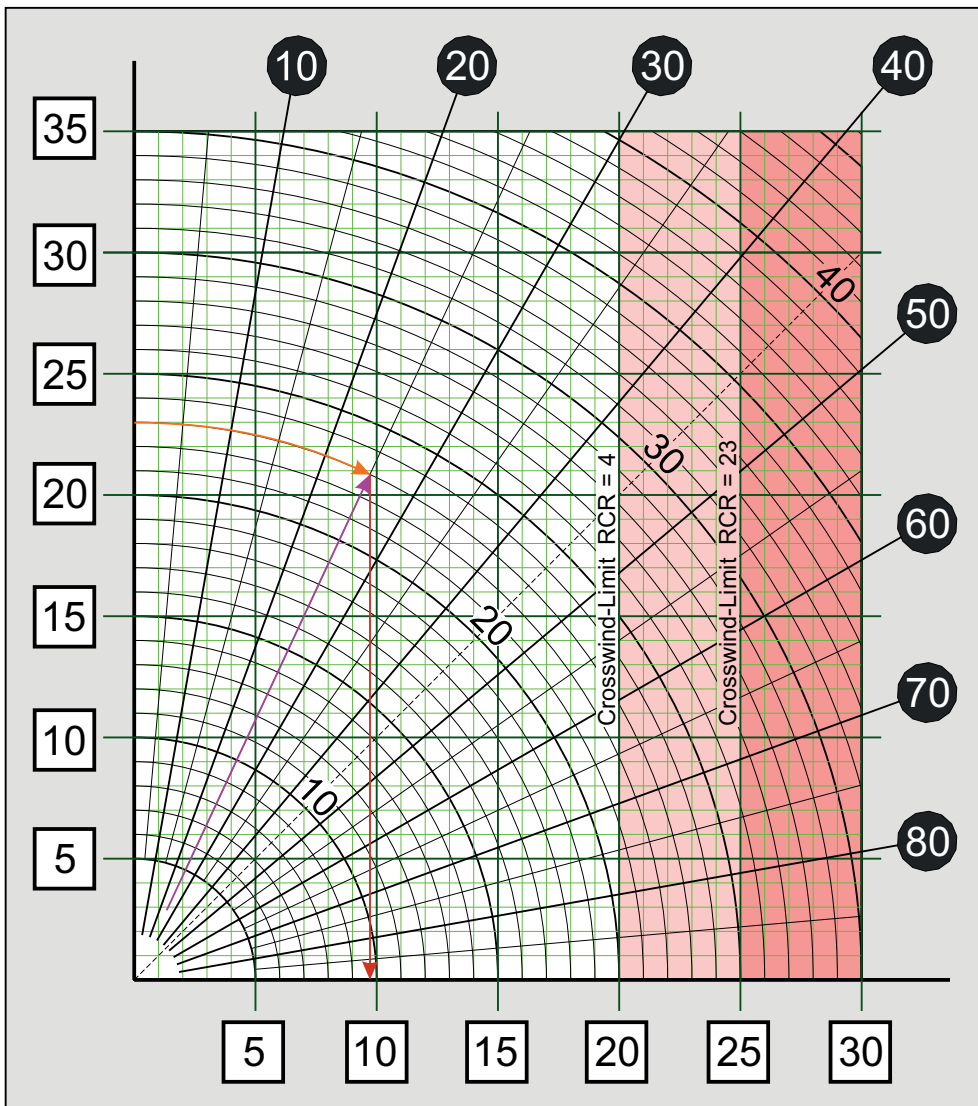
e.g: 50% Total

**BINGO FUEL**

e.g: 800 LBS when get the Base

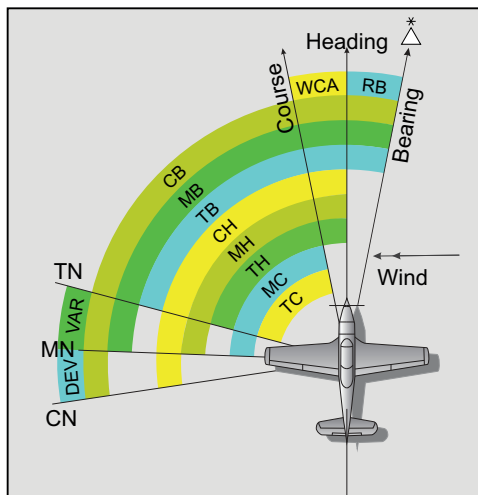
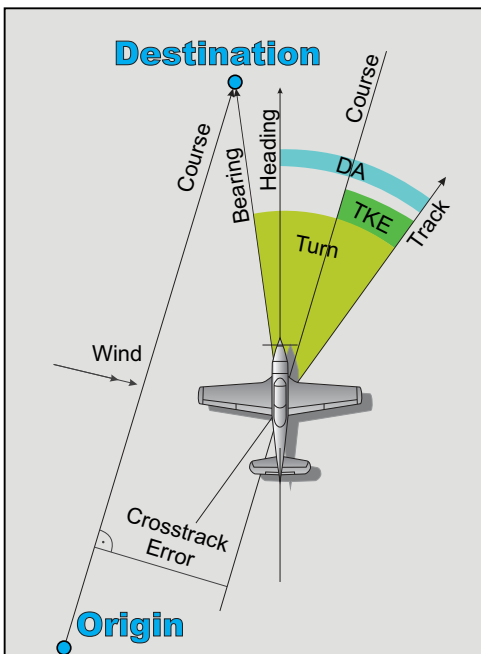
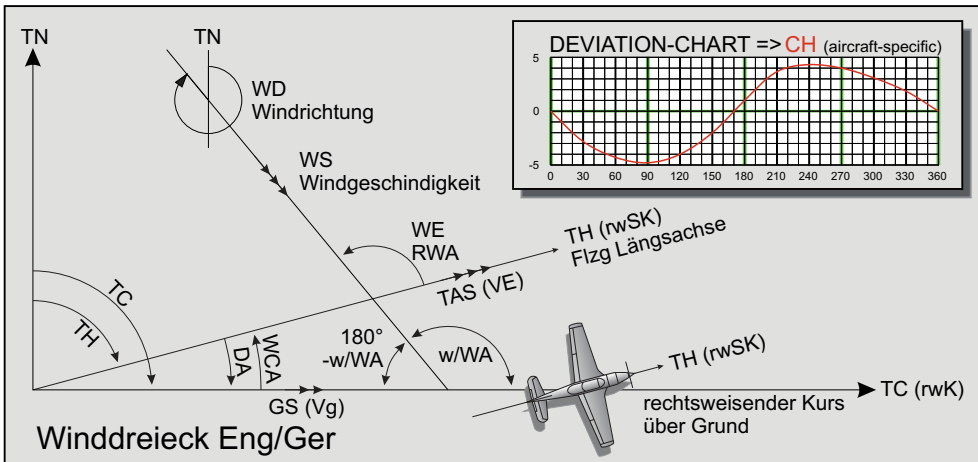


## Crosswind Component



Beispiel:  
Runway „15“ => Landerichtung 150°  
ATIS 17523KT => Wind aus 175° mit 23 Kts  
Windrichtung bezogen auf Piste => 25°  
Seitenwindkomponente = unter 10 Kts

RCR 23: RWY-Performance = optimal  
RCR 4: RWY-Performance = worse



- TC True Course (rw Kurs)
- MC Magnetic Course (mw Kurs)
- TH True Heading (rwSK)
- MH Magnetic Heading (mwSK)
- CH Compass Heading
- TB True Bearing
- MB Magnetic Bearing
- CB Compass Bearing
- WCA Wind Correction Angle
- RB Relative Bearing
- VARIation (Ortsmissweisung)
- DEVIation (Kompassablenkung)

**Distress Message**

- C** Callsign & Type
- N** Nature of Emergency
- I** Intention
- P** Position, Height & Heading
- I** Any other pertinent Information



