PRESTART

Refer to PCL for Preflight Exterior & Interior Inspection checklists

1. BATT 1 ON .....Check >24v
   BATT 2 ON/BATT 1 OFF ..Check >24v
   Both BATT switches .....ON
2. Master Alert Lt .....OUT
3. Seat.. .....ADJUST (After Koch fittings attached)
4. FIRE Lt .....OUT
5. OIL PRESS, HYD FAIL, OXYGEN, GENERATOR Warning Lts .....ON
6. CANOPY, LP PUMP, F PRESS, HYD Caution Lts .....ON
7. SKID Advisory Lt .....ON
8. Paddle Switch.. PRESS and RELEASE
9. NWS Caution Lt .....ON
10. Nav/Tail/Form Lts....As Desired
11. External Lts Master-As Required
12. Fuel Control Switch.....NORMAL (Both C/P's)
13. Fuel Quantity .....CHECK
14. F/C: ***"ICS check"***
    R/C: ***"Loud & clear, switches SET, selector in BOTH"***
15. ***"Lights & Tones"***... All lights, 4 tones, & AOA Indexer checked
16. Hyd/Brake Gauges...0/0/1250 min
17. Flap Pos Lts .....MATCH POSITION
18. Gear Pos Lts .....ON (GREEN)
19. AOA .....NO OFF FLAG
20. Visor-DN prior to moving canopy
21. Canopy .....AS DESIRED

GTS/ENGINE START

1. ***"2.9, GTS"*** (State *Actual* Fuel State)
2. *Signal PC*, GTS Button .....PRESS
   GTS Lt ON ≤ 20 sec
3. *Signal PC*, Engine Switch ...START
   READY Lt ON ≤ 15 sec
   Confirm M FUEL Lt – OFF, then:
4. Throttle .....IDLE @ 15-20%
   Engine lightoff ≤ 15 sec
   OIL PRESS Lt OUT ~18%
   EGT 350-450°C (550+20° < 10 sec)
   READY/GTS/GEN Lts OUT ~45%
   RPM ~52% within 30 sec
5. Voltmeter .....CHECK 27-29v
6. HUD/MFDs/Radios/TACAN/VOR .....ON
7. IFF .....STBY
8. OBOGS/ANTI-G Switch .....ON

POSTSTART

Signal run-up to PC, then

1. Throttle .. Advance Slowly to 70%
2. Hyd 2 RESET ..... Caution Lt OUT
3. Hyd Gauges (3) 3000psi
4. Fuel Control .....Hold in TEST
   M FUEL Lt ON / max 6% RPM drop
5. Fuel Control ..... NORM
   M FUEL Lt OUT / previous RPM
6. Throttle ..... IDLE
   Check EGT drop ~50°C, ~3%RPM rise, and RPM ±2% of idle
7. MENU>BIT>MANT
   "No exceedance or overflow."
8. MENU>DATA>ACFT
   "4 SATs, qual counting down."
   If alignment not progressing
   -Check Parking Brake Set
   -Check/Update Waypoint 0
   -Select LAT enter/LONG enter on Waypoint 0
   -Cycle GINA PWR on BIT Page or select RST
9. Radio .... ***"Clearance on request"***
   With Heading on ADI and Flaps Up:
10. Control Aug IBIT ..... PERFORM
    Paddle Switch ..... PRESS
    C AUG Lt ..... CHECK ON
    CONTR AUG Sw .... RESET/(Lt OUT)
    Check Rudder Trim @ 12 o'clock
    CONTR AUG Sw ..... ALL /(Lt ON)
    C AUG Lt .. OUT (within 120 sec)
11. Stab Trim:
    Pitch Trim ..... CHECK (+8°,-3°)
    STBY STAB TRIM ..... CHECK
    Pitch Trim ..... SET 2-3° noseup
12. Aileron Trim ..... CHECK/SET
13. ANTI-G Test Button ..... PRESS
14. OBOGS FLOW ..... ON/CHECK MASK
15. OBOGS ..... BIT
16. STBY Gyro ..... PULL to ERECT
17. STBY Alt ..... SET/CHECK ± 75'
18. LAW/BINGO/MFDs ..... CHECK/SET
19. RADALT ..... CHECK BIT
    "Good tone in front"
    "Good tone in back."
20. CABIN TEMP ..... AS DESIRED
    When C AUG Lt OUT:
21. Rudder Trim ..... CHECK
22. Radio.....Copy CLNC
23. Radio.....Copy ATIS
24. BIT ..... NO DEGD, except IFF (& Rear Cockpit MFDs, if solo)
    Perform IBITs as required

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PLANE CAPTAIN CHECKS

Signal Thumbs-up to PC

1. Taxi Lt.....ON then OFF
   "Watch your Knees"
2. Flt Controls..CHECK FULL THROW
3. NWS.....ENGAGE
4. FOUR DOWN on PC Signal
   Flaps.....FULL
   Speedbrakes.....EXTEND
   Hook.....DOWN
   Launch Bar (as req).....DOWN
   Check pos indicator lts correct
   (Hands Up for Checks)
5. FOUR UP on PC Signal
   Flaps.....HALF
   Speedbrakes.....RETRACT
   Hook.....UP
   Launch Bar (as req).....UP
   Check pos indicator lts correct
6. Visor.....DN prior to moving canopy
   "Canopy" ... "Clear"
7. Canopy.....CLOSED/LOCKED

TAXI

1. Brakes.....CHECK
2. NWS.....CHECK
3. Instrument Checks.....CONDUCT
4. Final Checks/Arming...COMPLETE
   (Hands Up for Checks)
5. Taxi to Marshal....***"Base,(side***

INSTRUMENT CHECKLIST

1. Radios.....SET/CHECKED
2. Nav Equipment....TUNED/CHECKED
3. Cockpit Lts.....SET/CHECKED
4. Stby VSI.....0 FPM
5. Stby Airspeed.....0 KIAS
6. Stby Gyro.....ERECT
7. HUD/MFD/Baro Alt.....SET/CHECK
8. Clock.....SET/RUNNING
9. Stby Compass.....CHECK
10. HUD/HSI/ADI Heading.....CHECK
11. ADI/Stby Needle/Ball-CENTERED
12. GINA Mode on ADI.....HYBD
13. HUD.....CHECK VEL VECTOR
14. LAW.....SET 200'
15. CRS/HDG/BNGO.....SET
16. Waypoints/Sequence.....SET
17. First Navaid/Waypoint..SELECT
18. BIT PG-NO DEGD(EXCEPT IFF,VCR)

"ALTIMETER SET ___, VOR SET ___, TCN SET___, IFF SET___"

MARSHAL/TAXI

1. Clearance .....RECEIVED
2. ATIS .....UPDATE AS REQUIRED
3. Inst Checks .....VERIFY COMPLETE
   "Instrument Checks Complete"
4. Takeoff Checks .....COMPLETE
   "Takeoff Checks Complete"
5. Taxi Light .....AS REQUIRED

TAKEOFF CHECKLIST

1. **"Control AUG .....ALL, LIGHT OUT"**
2. **"Anti-skid switch..ON, LIGHT ON"**
3. **"Flaps .....HALF, SLATS VISUALLY CHECKED DOWN"**
4. **"Trim.....0/0/2-3° NOSEUP"(State actual nose-up trim setting)**
5. **"Canopy .....CLOSED & LOCKED, LIGHT OUT, ARROWS ALIGNED"**
6. **"Harness .....ATTACHED 8 PTS, PINS REMOVED, READY TO ARM IN THE FRONT" ....."ATTACHED 8 PTS, PINS REMOVED, EJECT SELECT IN "BOTH" READY TO ARM IN THE BACK"**
7. **Seats .....**"ARMED IN FRONT"
   "ARMED IN BACK"

"Takeoff Checklist Complete"

HOLDSHORT/BEFORE TAKEOFF

500 Ft Prior to the Hold Short:

1. Takeoff Checks .. VERIFY COMPLETE
2. Fuel Cntrl Sw.....VERIFY NORMAL(BOTH C/P's)

Prior to Crossing the Hold Short:

"Groove is Clear"

1. VCR.....ON
2. Pitot Heat ..... ON
3. Taxi Light ..... ON
4. Strobe ..... ON
5. IFF ..... NORM/STBY (AS REQ'D)
6. BIT Page ..... NO DEGD

"VCR,Pitot,Lts,IFF,BIT-ON/CHECKED"
"Winds are___"

T/O CHECKS

Cleared for Takeoff:

1. ICS ..... HOT MIC

"Hot in front"... "Hot in back"

(Recite your initial clnc and T/O time)

"Cleared for T/O up to 7K, time XXXX"

2. Throttle..... MRT

"Good EGT/RPM/FF, Watch your knees"

"Hyds 3 by 3, no Warnings or Cautions, good Volts, ready in the front"

"Ready in the back"

Safely Airborne:

"Gear"..."Clear"

Above 140 KIAS: ***"Flaps"..."Clear"***

Prior to 200 KIAS: ***"Clean below 200, handle checked, going cold."***

10,000' CHECKS/15 MIN REPORT

1. Flt & Eng Instruments ..... CHECK
2. Cabin Press ..... CHECK
3. Fuel State ..... CHECK
4. LAW ..... SET

STALL/AEROBATIC CHECKS

1. Harness ..... AS DESIRED
2. FOD ..... SECURE
3. Map Case ..... SECURE
4. Fuel State ..... CHECK
5. Area ..... CLEAR

A/G COMBAT CHECKS

1. MFD:
   a. A/G Stores Disp ..... SELECT
   a. Wpns/Station Select .. BOMB/GUN
   a. Man/CCIP ..... SELECT
   a. Target Data ..... ENTERED
2. VCR ..... ON/AUTO
3. Baro Alt Setting ..... UPDATE
4. LAW ..... AS BRIEFED
5. Loose Gear ..... STOW
6. LMFD – STORES ..... RMFD – HSI
7. Master Arm ..... AS BRIEFED

WEP PATT TRANSITION

1. **R**ADAR
   ALTIMETER ..... RESET
2. **M**ils ..... RESET

A/A COMBAT CHECKS

1. A/A TACAN ..... SET/RECEIVING
2. A/A MODE ..... RTGS, WINGSPAN 31'
3. HSI ..... BOX TCN(AS REQ'D)
4. Master Arm ..... AS BRIEFED
5. Trigger .... SQUEEZE TO TEST TONE

DESCENT/PENETRATION CHECKS

1. Canopy defog ..... AS REQ
2. Cockpit temp ... SET (12 O'CLOCK)
3. MASTER ARM ..... SAFE
4. CONTR AUG ..... ALL
5. ATIS/WX ..... CHECKED
6. Navaids ..... TUNE/ID
7. Stby Gyro ..... ERECT
8. Baro Altimeter ..... SET
9. LAW ..... SET TO 5000'
10. MFDs/HUD ..... SET
11. GINA Mode on ADI ..... HYBD
12. Fuel ..... CHECK
13. Climbout/EFC ..... OBTAIN

"Descent Checks Complete"

FEET WET/DRY

1. Anti-Skid ..... OFF/ON
2. Lights ..... OFF/ON
3. Hook ..... AS BRIEFED/UP

SHIPBOARD GINA ALIGNMENT

1. Just prior to walking.....OBTAIN SHIP'S LAT + LONG FROM THE "SINS" TV CHANNEL IN THE R/R.
2. Poststart...MENU/DATA/ACFT/SHIP
3. Enter the ship's position from the "SINS" data into Waypoint Zero.
4. When HDG's available.....Perform CAUG BIT.
5. Alignment Complete when Velocity Vector displayed (up to 18 minutes)

CQ TAKEOFF/POST-TRAP

1. CONTR AUG ..... ALL
2. ANTI-SKID switch ..... OFF
3. Flaps/Slats ..... FULL
4. Radar Altimeter ..... SET
5. Trim:
   a. Rudder and Aileron ..... ZERO
   a. Stab ..... 3.5° NOSEUP
6. Canopy ..... CLSD, LOCKED, LT OUT
7. Harness ..... CONNECTED
8. Ejection seat ..... ARMED

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Gross Weight/Fuel	Full Flap	½ Flap	No Flap
11.0k / 0.5	114	132	151
11.5k / 1.0	116	135	154
12.0k / 1.5	119	138	157
12.5k / 2.0	121	141	161
13.0k / 2.5	124	143	164

Complete prior to on-speed AOA
Abeam (Pattern)
or prior to 3NM (Straight-In)

LANDING CHECKLIST

1. **"Gear ..... 3 DOWN, Light out"**
2. **"Flaps ..... FULL/HALF/UP"**
   "Slats ..... DOWN/UP"
3. **"Hook ..... UP/DOWN"**
4. **"Harness ..... AS DESIRED"**
5. **"Speed Brakes ..... OUT/IN"**
6. **"Anti-Skid .... ON/OFF, LT ON/OFF"**

"Fuel is ___, On Speed ___"

"Landing Checklist Complete"

ROLLOUT SPEEDS

Distance Remaining	Target Speed
5000'	100 KIAS
4000'	80 KIAS
3000'	60 KIAS

POST-LANDING (CLEAR OF RWY)

"Ready to go Safe in the Front"
"Safe in the Back"
"Safe in the Front"

1. Seats ..... SAFE
2. Speedbrakes ..... RETRACT
3. Flaps/Slats ..... UP
4. VCR ..... OFF
5. PITOT Heat ..... OFF
6. Taxi LT ..... AS REQ
7. Strobe ..... OFF
8. IFF ..... OFF

Call Ground for Taxi

9. HUD ..... OFF
10. NAV Equipment/IFF ..... OFF
11. MENU>BIT>MANT ..... CHECK

"No Exceedances or Overflows."
"Maintenance, (side) In & Up/Down."
"Base, (side) Safe on Deck."
"O2 is coming off."

12. OBOGS Flow Knob..... OFF
13. OBOGS/Anti-G switch ..... OFF
14. Unstrap ..... WHEN CLEARED

ENGINE SHUTDOWN

1. Parking Brake ..... SET
2. NWS ..... PADDLE OFF
3. BIT Status ..... RECORD
4. MENU>BIT ..... IBIT any DEGDS
5. RMFD..... OFF
6. Radios ..... OFF
7. STBY ATT GYRO..... CAGE
8. Idle RPM ..... WITHIN ± 2%
9. Throttle ..... Off

MONITOR FF/EGT/RPM

10. Visor..DN prior to moving canopy

RPM BELOW 20%

"Canopy"..."Clear"

11. Canopy ..... OPEN

30 SEC AFTER SETTING PARKING BRAKE

12. GINA PWR ..... OFF
13. LMFD..... OFF

45 SEC AFTER SETTING THROTTLE-OFF

14. Anti-skid..... OFF(F/C Only)
15. Engine Switch..... OFF(F/C Only)
16. FSOH..... PULL
17. BATTs ..... OFF
18. Seat & MDC Pins ..... INSTALL
19. VCR Tape ..... REMOVE

HOT REFUELING

1. Parking Brake .....SET
2. Seats .....AS REQUIRED
3. Canopy .....CLOSED
4. MENU/ENG .....SELECT
5. COMM .....NO TRANSMISSIONS
6. FOD Screen .....COVER PORT INTAKE
7. PC signals that the PRE CHECK was successful or unsuccessful
8. Signal PC to begin fueling
9. Signal cut-off at 2,800 lbs
10. Seats .....AS REQUIRED

HOT SWITCH

1. Seats .....SAFE
2. Parking Brake .....SET
3. NWS .....PADDLE OFF
4. Harness .....LOOSENED, STRAPS OFF
5. Cockpit .....CHECK FOR FOD
6. Throttle .....IDLE, FRICTION APPLIED (if both cockpits will be empty at same time)
7. Aircraft .....CHOCKED
8. Port Engine intake ....FOD SCREEN
9. Visor-DN prior to moving canopy
10. Canopy .....OPEN (on PC signal)

CRUISE DATA

ALT	#/NM	IMN	CAS	pph	TAS
5k	5.21	0.43	260	1460	280
10k	4.72	0.45	250	1345	285
15k	4.08	0.49	245	1245	305
200	3.69	0.52	240	1180	320
210	3.64	0.53	238	1176	323
220	3.59	0.53	236	1172	326
230	3.52	0.54	234	1168	329
240	3.49	0.55	232	1164	332
250	3.46	0.56	230	1160	335
260	3.42	0.57	229	1161	340
270	3.38	0.58	228	1162	345
280	3.34	0.59	227	1163	350
290	3.29	0.60	226	1164	355
300	3.24	0.61	225	1165	360
330	3.04	0.63	222	1120	369
350	2.90	0.65	220	1090	375
370	2.88	0.66	212	1098	381
390	2.85	0.68	204	1106	387

PITOT STATIC MALFUNCTIONS

LOSS OF AIRSPEED/MACH INDICATOR

FLIGHT CONDITION — AOA (UNITS)

TAKEOFF (LIFTOFF)
- ½ Flaps 19.5
- Full Flaps 20

AFTER CLEAR OF OBSTACLES
- Start flaps up 17

MRT CLIMB
- 0 – 10,000' 10
- 10 – 20,000' 10
- 20 – 30,000' 10
- 30 – 40,000' 11

MAXIMUM ENDURANCE 14

MAXIMUM RANGE 12-13

PENETRATION 11
(S/Bs out, 80% rpm, 4000-6000 fpm)

LANDING
- GCA Pattern (clean) 13
- Gear/Flap Extension 13
- GCA Pattern (dirty) 10
- Final Approach 17

STALL WARNING (rudder shakers)
- All Configurations 21.5

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Approximate Power Settings

300 KIAS.....1800pph
250 KIAS.....1400pph
200 KIAS, clean.....1100pph
150 KIAS, dirty:
- HF.....2400pph
- FF.....2600pph

On-Speed/Boards-IN
- HF.....1800pph
- FF.....2100pph

On-Speed/Boards-OUT
- HF.....2600pph
- FF.....2900pph

PENETRATION

250 KIAS, clean.....500pph
2500fpm
2nm/1000'

250 KIAS, S/Bs OUT.....500pph
6000fpm
1nm/1000'

Max Range Glide (IDLE).....500pph
14 units AOA
180 KIAS
3-4 nm/1000'

VISUAL STRAIGHT-IN

Based on 3° Glideslope:
5nm.....1500 ft
4nm.....1200 ft
3nm.....900 ft
2nm.....600 ft
1nm.....300 ft

ENGINE OUT GLIDE PERFORMANCE

GEAR UP/FLAPS UP
DRAG INDEX ZERO
NO WIND
GLIDE SPEED 195 KCAS

ALT 40K...73 NM GLIDE..17 MIN TOF
ALT 30K...53 NM GLIDE..13 MIN TOF
ALT 20K...35 NM GLIDE..9 MIN TOF
ALT 10K...17 NM GLIDE..5 MIN TOF
ALT 5K...9 NM GLIDE..3 MIN TOF

APPROACHES

GCA AOB: 30° Base, 20° Dogleg, 10° Final

Dirty Up:
- within 10 nm of rwy & 30 radials of final approach course
- 200 KIAS, clean.....1100pph
- HF, 150 KIAS.....2400pph
- HF, SBs IN.....1800pph
- FF, SBs IN.....2100pph
- Extend SBs on Glideslope
- Add ~5 clicks of Nose Down Trim

LOW OIL
- Set 78-87% for 200 KIAS
- Configure @ "up & on" call
- Gear DN, Flaps up, evaluate energy, Flaps ½ if desired on approach, SBs IN
- Lower Nose for 175 KIAS
- SBs as req for 175 KIAS
- Energy permitting, max of ½ Flaps,< 600 FPM ROD Landing

MISSED APPROACH
- Leave power set, SBs-IN, Rotate

LOW FUEL
- Request short hook & 30s warning
- Configure @ 30 sec to glideslope warning
- No S/Bs on approach
- Fly On-Speed

DOWNWIND CHECKS
- Weather Mins
- Altimeter.....SET
- LAW.....RESET AS DESIRED
- Review Lost Comm
- Missed Approach Instructions
- Alternate
- NAVAIDS.....SET
- 15 Min Checks

COMMON POST-START MALFUNCTIONS & SOLUTIONS

ALIGNMENT TIME NOT INCREMENTING AND/OR QUAL NOT DECREASING:

(a) Check parking brake engaged
(b) Set WTPT page, check WYPT 0 data to confirm proper LAT/LONG
1. If correct, box LAT & press ENTER, then box LONG & press ENTER
2. If incorrect, reenter correct LAT and LONG
3. Check that time is incrementing on the DATA/ACFT page, else…
(c) Select BIT page, un-box and box GINA, else…
(d) Select DATA/ACFT page, perform RST, else…
(e) Call troubleshooter (may have to secure batt/gen power for 1 min)

<4 GPS SATELLITES - As long as the time is counting up and the qual is counting down, continue with post-start checks. Expect to have satellites by the time you arrive in marshal.

CAUG BIT light remains on after 2 minutes:

(a) Ensure the rudder trim needle is not in the 6 o'clock position
(b) If centered and not moving, depress paddle switch and restart CAUG BIT.

DEU DEGRADE:

(a) Select BIT page, depress DSPY in the upper right-hand corner
(b) Select STOP after displays return
(c) If not corrected, toggle DIPLAY switch to RESET and hold for 3-5 seconds

ADR DEGRADE:

(a) Turn off equipment in the jet
(b) Secure the generator and both batteries (you can keep the engine turning)
(c) Wait one (1) minute, turn on equipment
(d) If not corrected, call for troubleshooter

SOLO PRE-FLT CHECKLIST (AFT COCKPIT)

1.Command Eject Selector..SECURED IN SOLO POSITION, COLLAR INSTALLED
2.Seat Light Switch....PINNED IN SOLO
3.OBOGS Flow selector.....OFF
4.G-SUIT hose.....CHECK STOWED
5.ENGINE switch.....ON

6.FUEL CONTR switch.....NORMAL
7.STBY STAB TRIM.....NORMAL/GUARDED
8.RUDDER TRIM switch.....NEUTRAL
9.ANTI-SKID switch.....ON
10.EMERG FLAP switch.....NORM

11.EMERG GEAR handle.....STOWED
12.MASTER ARM override switch.....FORWARD
13.MFD's.....OFF
14.COMM/NAV.....AS DESIRED
15.Interior lights.....OFF

16.Ejection seat SAFE/ARMED handle.....SET TO SAFE
17.Ejection control handle safety pin.....INSTALLED
18.MDC firing handle safety pin.....INSTALLED
19.Ensure MDC and ejection seat safety pin streamer is routed beneath right side lap belt.
20.VCR switch.....OFF

21.VCR.....LOAD AS REQUIRED
22.VCR BOX.....INSTALLED AND SECURE
23.MDL Cartridge-AS REQUIRED/SECURE
24.All loose items including harness.....SECURE
25.Ejection Seat.....LOWER TO FULL DOWN POSITION (Battery power rqrd)

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SAR ON SCENE COMMANDER'S CHECKLIST

1.Initiate initial "MAYDAY" call on guard frequency.
2.Establish communication with appropriate ATC/Range control agency.
3.Report mishap aircraft type and call sign. Report location of impact site if able.
4.Determine number of crew and apparent physical condition (Do not use names).
5.Determine endurance of on scene assets and any special equipment which might help locate survivors. Divert unnecessary assets.

6.Request general terrain description from survivors.
7.Determine signaling devices.
8.Request Beacon (URT 133)for homing. Remind survivor to secure Beacon when appropriate.
9.Request survivors give vectors to their position.
10.Pinpoint location of each survivor (radial/DME from nearest fix).

11.Brief Helo and remainder of SAR team:

a. Number and physical condition of survivors.
b. Distance to survivors from a known geographical check point.
c. Terrain description.
d. Survivors pinpoint location.
e. Altitude of recovery area.
f. Wind speed and direction.
g. Describe survivors signal devices.
h. Describe ingress/egress routes.
i. Emergency safe landing areas.

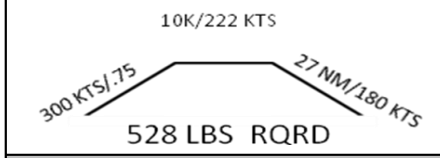
12. Direct survivors to:

aa. Prepare to ignite smokes.
bb. Vector helo if necessary.
cc. Retain helmet for recovery.

QUICK REF BINGO PROFILES
REFER TO PCL BINGO CHARTS

GEAR UP – FLAPS UP
ZERO FUEL WT – 10,500 LBS
NO WIND - DRAG INDEX = ZERO
*****300 LBS ON DECK*****

50 MILES



100 MILES

150 MILES

GEAR DOWN – FLAPS UP
ZERO FUEL WT – 10,500 LBS
NO WIND – DRAG INDEX = ZERO
*****300 LBS ON DECK*****

75 MILES

125 MILES