# WELCOME TO THE FALCON BMS CHECKLISTS!

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## 1. Checklist Versions

For each folder we have prepared two PDF versions:

- 1. "Print" versions are for to print the checklists on paper (refer to chapter 6).
- 2. "Kneeboard" versions are cropped versions with hyperlink functions for mobile devises (tablets, smartphones).
- a) Block 25-32: **T.O. BMS1F-16C-1CL-1** (Work in progress)
- b) Block 40-52: **T.O. BMS1F-16CM-1CL-1**
- c) Block 52+: T.O. BMS1F-16CJ-1CL-1

## 2. Checklist Sections

#### SECTION "N"

"N" stand for "Normal Procedures". Those procedures describe in detail how to prepare and check the F-16 cockpit and systems when operating at the following stages:

- Pre-/Post engine start
- Pre-/Post taxi
- Pre-/Post takeoff
- In-flight/Operational
- Pre-/Post landing.

Please note that the Blk40-52 and Blk25-32 checklists include different engine variations for some "Section N" chapters. Make sure you refer to the correct engine depending on the F-16 block you fly with.

#### SECTION "X"

"X" stand for "Familiarization Procedures". It will normally be accomplished between BEFORE ENTERING COCKPIT and COCKPIT INTERIOR CHECK.

### SECTION "EP"

"EP" stand for "Emergency Procedures". Those procedures describe in detail how to react in case of an emergency in the F-16 when operating at the following stages:

- Pre-/Post engine start
- Pre-/Post taxi
- Pre-/Post takeoff
- In-flight/Operational
- Pre-/Post landing.

Please note that the Blk40-52 and Blk25-32 checklists include different engine variations for some "Section EP" chapters. Make sure you refer to the correct engine depending on the block you fly with.

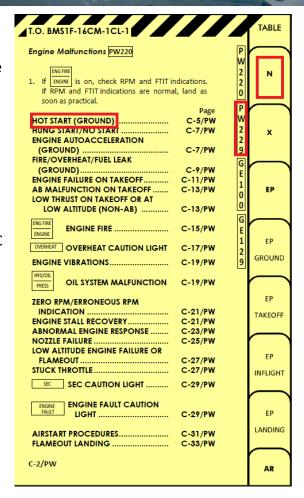
#### SECTION "AR"

"AR" stand for "Air Refueling Procedures". Those procedures describe in detail how to act in for air-to-air refueling and case of an emergency during refueling.

## 3. Checklist Navigation

When using the kneeboard PDF version of the BMS checklists, all sections and menus/submenus have a hyperlink function included to navigate quickly between sections and chapters (see red areas in the picture on the right).

When using the Blk40-52 or the Blk25-32 checklists, each engine type has its own TAB C (Engine Malfunctions). Make sure you are navigating to the correct engine type.



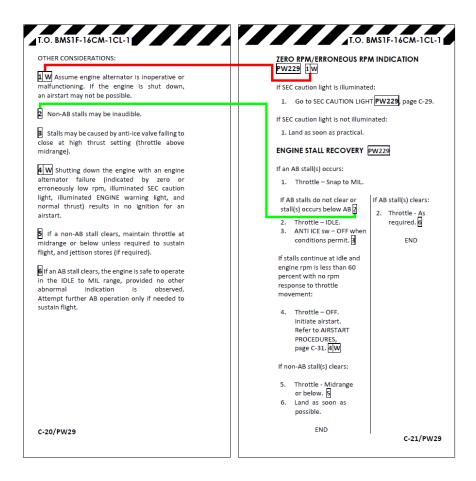
PW 200	Pratt & Whitney F100-PW-200 engine (Block 25)
<b>GE 100</b>	General Electric F110-GE-100 engine (Block 30).
PW 220	Pratt & Whitney F100-PW-220 engine (Block 32)
<b>GE 100</b>	General Electric F110-GE-100 engine (Block 40).
PW 220	Pratt & Whitney F100-PW-220 engine (Block 42).
<b>GE 129</b>	General Electric F110-GE-129 engine (Block 50).
PW 229	Pratt & Whitney F100-PW-229 engine (Block 52).

# 4. Checklist handling - Train to react fast but read through when time permits

Real life pilots know most of their checklists by heart. Especially in an emergency situation, every second counts so muscle memory and learned procedures from real life pilot training comes through.

However, checklists are there for a reason. Especially in non-emergency situations, aircrews are trained to use/read checklists for every procedure when time permits and safety is given. This starts on the ground before entering the cockpit and ends after shutting down the engine. Use the BMS checklists as often as possible and train emergency procedures in different scenarios and situations. In BMS, you can use scripted faults to shorten your reaction time, build up muscle memory and increase your chance to survive and bring the jet home.

# 4.1 Emergency Procedures - Format



Most of the emergency procedures have additional explanation (also known as "Other Considerations").

Above on the right side you see the main checklist (page C-21/PW29). If additional information/explanation is available, you see a little number in some lines. Those numbers refer to additional information mentioned always one page before (in this case: C-20 PW29).

#### 5. BMS Faults

You find all possible system faults in the BMS Technical Manual, chapter 14.6.2 ("Fault Codes").

As this list shows, not all chapters of the new BMS checklists coming with 4.37 (especially in the "EP" section) can be used yet because the implementation of certain faults and the desired "effect" may vary from RL for now.

### 6. PRINTING BMS KNEEBOARDS ON PAPER

All BMS kneeboards come in a 4,5 x 9 inch format. Every page has a registration dashed line included (see the picture on the right).

As per real life, all pages should be printed on both sides. The paper color is light yellow in order to help within cockpit and low light conditions (if you have both of those).

After printing the checklists out, the registration dashed line is your crop-line. We recommend to go to an office supplies store. They can help you with cropping, adding binder holes and bind the checklists.

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Engine Malfunctions PW229  1. If Busine is on, check RPM and FTIT indications. If RPM and FTIT indications are normal, land as soon as practical.  Page HOT START (GROUND)	ATO BMS1F-16CM-1CI-1				
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HOT START (GROUND)	If RPM and FTIT indications are norm	nal, land as			
HOT START (GROUND)	soon as practical.	_			
HUNG START/NO START	HOT START (GROUND)	•			
ENGINE AUTOACCELERATION (GROUND)					
FIRE/OVERHEAT/FUEL LEAK (GROUND)		.,			
C-9/PW29 ENGINE FAILURE ON TAKEOFF C-11/PW29 AB MALFUNCTION ON TAKEOFF C-13/PW29 LOW THRUST ON TAKEOFF OR AT LOW ALTITUDE (NON-AB) C-13/PW29  ENGINE ENGINE FIRE C-15/PW29  ENGINE VIBRATIONS C-19/PW29  HYD/OIL PRESS OIL SYSTEM MALFUNCTION C-19/PW29  ZERO RPM/ERRONEOUS RPM INDICATION C-21/PW29 ENGINE STALL RECOVERY C-21/PW29 ABNORMAL ENGINE RESPONSE C-23/PW29 NOZZLE FAILURE C-25/PW29 LOW ALTITUDE ENGINE FAILURE OR FLAMEOUT C-27/PW29  STUCK THROTTLE C-27/PW29  STUCK THROTTLE C-27/PW29  ENGINE ENGINE FAULT CAUTION LIGHT C-29/PW29  AIRSTART PROCEDURES C-31/PW29 FLAMEOUT LANDING C-33/PW29 FLAMEOUT LANDING C-33/PW29		C-7/PW29			
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ENGINE VIBRATIONS	ENGINE FIRE	C-15/PW29			
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ZERO RPM/ERRONEOUS RPM INDICATION		C-19/PW29			
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FLAMEOUT LANDING C-33/PW29	AIRSTART PROCEDURES	C-31/PW29			
C-2/PW29		•			
	C-2/PW29				



#### 7. 3D Kneeboards

For now, you can use 16 pages per 3d kneeboard each (left and right) in BMS. Of course, this cannot cover all pages of the checklists. We recommend to use a printed version for now.

To all VR users: refer to this third party software which works in BMS <a href="https://github.com/OpenKneeboard/OpenKneeboard/releases">https://github.com/OpenKneeboard/OpenKneeboard/releases</a>