TO 1A-10X-1CL-1

FLIGHT CREW CHECKLIST

BMS SERIES

A-10X

27 JAN 2019

LIST OF EFFECTIVE PAGES

Dates of issue for original and changed pages are:

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Page No	Change No
Title	0
A	0
i-ii	0
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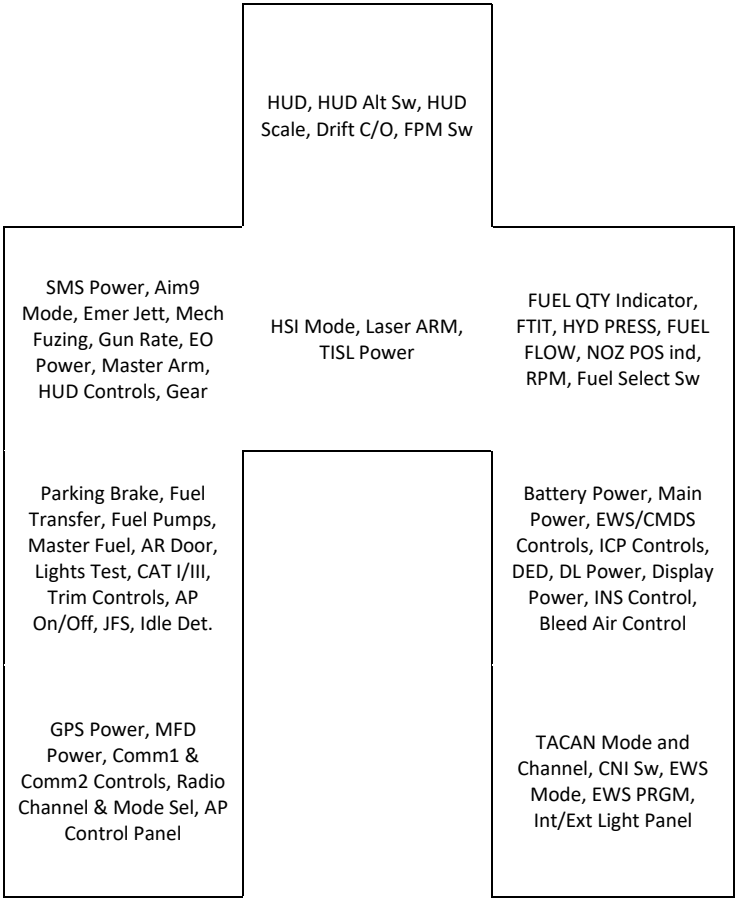
NOTE

This publication is designed for use ONLY with FALCON BMS.

NOTE

The following diagram depicts the general locations of each switch or knob referenced in this document.

Cockpit Diagram



NORMAL PROCEDURES

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COCKPIT INTERIOR CHECK

1. Personal Gear – SECURED
2. Mission Documentation – CHECKED/VERIFIED

Left Console

1. CCTVS/DVADR – OFF
2. Radios – Set as Required
    a. UHF – Full
    b. VHF – Full
    c. MSL – Full
    d. THREAT – Full
    e. INTERCOM – As Required
3. Emergency Flight Controls – SET
4. Throttles – OFF
5. Flaps – UP
6. APU Switch – OFF (Visual Check Only)
7. Fuel System Controls - SET
    a. Boost Pumps – ON
    b. Tank Gate – OPEN
    c. Cross feed – OFF
    d. Air Refueling Control – CLOSED
8. Parking Brake – SET
9. TRIM/AP DISC switch – NORM
10. ROLL, YAW, PITCH TRIM – Centered

NOTE

The following steps cannot be performed in the BMS A-10 Cockpit but should be performed using Keyboard commands to ensure the SIM aircraft is correctly configured.

11. PROBE HEAT – OFF (Shift-F4)
12. DIGITAL BACKUP – OFF (Shift-Ctrl-F1)
13. ALT FLAPS – NORM (Shift-Ctrl-F4)
14. MANUAL TF FLY UP – ENABLE (Ctrl-Alt-F3)
15. LE FLAPS – AUTO (Shift-Ctrl-F6)
16. EPU – NORM (Ctrl-Alt-E)

Instrument Panel

1. Landing Gear Handle – Down
2. Taxi Lights – OFF
3. AHCP - SET
    a. Master Arm – SAFE
    b. EO Power – OFF
    c. Gun Rate – LOW
    d. AIM-9 Mode – OFF
    e. Release Mode – SGL
    f. Mech Fuzing – NOSE
4. Laser Mode Knob – OFF
5. TSL PWR - OFF

NOTE

To prevent aircraft battery from being depleted, MAIN PWR switch should not be left in BATT or AC Gen switch in the PWR position for longer than 5 minutes when aircraft is not connected to ground or external power. Doing so may prevent aircraft from properly starting.

Right Console

1. Electrical Power Controls – SET
    a. Generator Switch – OFF
    b. Battery Switch – OFF
2. CMSP/EWMU
    a. MODE – OFF
    b. SYSTEM Switches – OFF
3. ILS Controls – OFF
4. AAP
    a. CDU – OFF
    b. DEST PWR – OFF
5. Environmental Controls - SET
    a. MAIN AIR – SUPPLY
6. TACAN Controls – OFF/Set

WARNING

Ensure MASTER ARM switch is in the OFF position prior to starting engine. Improperly loaded or malfunctioning armament may inadvertently fire during aircraft power up sequence.

WARNING

Ensure Landing Gear Handle is locked in the DOWN position prior to starting engine.

WARNING

Ensure ANTI SKID/BRAKE switch is set to PARKING BRAKE prior to starting engines. Failure to do so may allow the aircraft to roll during engine start.

NOTE

To prevent aircraft battery from being depleted, MAIN PWR switch should not be left in BATT or AC Gen switch in the PWR position for longer than 5 minutes when aircraft is not connected to ground or external power.

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Before Starting Engines

1. BATT PWR – PWR
2. Fire Detect / Light Test Button – Depressed
3. Gear Lights – Checked (three green, no red)
4. AC GEN PWR – MAIN PWR
5. Fuel Quantity – Check
6. External Lights – SET

NOTE

Canopy may remain open until completion of the BEFORE TAXI checklist

Starting Engines

1. APU Switch – START
2. IDLE OPER – SET (AS REQ'D)
    a. Engines Must Spool to 20% prior to setting IDOL OPER
3. ENGINE START light – Extinguished at 55% RPM
4. APU switch – Verify OFF
5. FUEL FLOW – 500-2500
6. Throttles – 70%
7. Flight Controls - Check

Before Taxi

1. Radios – As required
    a. FUNCTION – MANUAL/PRESET (AS REQ'D)
    b. Mode Switch – MAIN or BOTH (AS REQ'D)
    c. COMM1 Mode – SQ
    d. COMM2 Mode – SQ
2. Air Refueling Door – CHECKED (AS REQ'D)
    a. A/R Door - OPENED
    b. A/R Ready light – Illuminated
    c. A/R Door – CLOSED
3. CMSP/EWMU – SET
    a. Subsytem Switches – ON
4. ILS – ON
5. TACAN mode selector – T/R
6. Flaps – Cycled
7. Speed Brakes - Checked
8. INS – Align
9. DEST PWR – ON
10. Datalink Power – ON

NOTE

INS alignment may take up to 8 minutes to complete. HUD and DED will flash ALIGN when alignment is complete.

11. Gun Rate – High
12. AIM9 Selector – Stage 1
13. Release Mode Rotary – On
14. Mech Fuzing – Tail Selected
15. TISL Mode Knob – Selected
16. TISL Power – ON
17. EO Power – ON
18. EAC ARM – On
19. UFP Power – ON
20. HUD – Configured
    a. Intensity – SET
    b. DAY/NIGHT – SET
    c. DEPR – SET
21. Trim – Checked
    a. ROLL/YAW/PITCH trim – Checked
    b. Trim – Reset
    c. Trim – SET (AS REQ'D)

NOTE

Trim must be centered prior to Takeoff

22. Probe Heat – AS REQ'D (Shift-F4/F5)
23. Avionics – Programmed
    a. Test Page – Warnings Cleared
    b. DTC – Loaded
    c. Multifunction Displays – Configured

24. Ejection Seat Handle – ARMED
25. CNI switch – UFC
26. ICP COMM Page – SET
27. Taxi Lights– ON
28. Altimeter – SET (PgUp/PgDn)
29. ICP – Configured
    a. T-ILS – SET
    b. BINGO – SET
    c. A-LOW – SET
    d. DLNK – SET

NOTE

TACAN will be configured IAW briefed procedures. 63 Channel offset will be used to coordinate flight member separation. Flight Lead may dictate alternate settings to accommodate AR, Multi-Flight Packages, or Element Separation AS REQ'D.

30. SMS – Configured
    a. AGM/HARM PWR – ON (AS REQ'D)
    b. AG DROP STORES – Configured (AS REQ'D)
        i. RIPPLE – SET
        ii. INTERVAL - SET
        iii. REL ANG – SET
        iv. CBU BURST – SET
        v. ARMING FUSE – SET
        vi. RELEASE PROFILE – Configured
31. INS – NAV
    a. Verify Alignment is complete prior to setting NAV

WARNING

DO NOT Taxi prior to INS Alignment completion.

TAXI

1. Nose Wheel System – Activated
2. Exterior Lights – SET
3. Chocks – Removed
4. DVDR – As Required
5. Brakes – Released
6. Warning Lights – Checked/Reset

BEFORE TAKEOFF

1. Flaps - SET
    a. ALT FLAPS – NORM (Shift-Ctrl-F4)
2. Speed Brake – Closed
3. Trim – Centered
4. RWR – ON/Set
5. External Light Panel – SET
6. AIM9 Selector – Stage 2
7. HMCS – SET
8. CANOPY - CLOSED

WARNING

Damage may occur to Landing Gear if speeds exceed 200 KIAS before gear are retracted.

LINEUP CHECK

1. Probe Heat – PROBE HEAT (Shift-F4)
2. Throttles – 90%
3. Engine Instruments – Check
4. Warning Lights – Extinguished

TAKEOFF

1. NWS – As Desired
2. Brakes – Released
3. Throttles - MAX

AFTER TAKEOFF

1. Landing Gear – UP
    a. Wheel Indicator Lights – Extinguished
    b. Landing Gear Handle – UP/LOCKED
2. Flaps – UP (10 Knots above takeoff speed)

COMBAT ENTRY

1. Master Arm – ARMED
2. MFD Configuration – SET
3. Stores Configuration – SET
4. Target Package – Reviewed
5. Aircraft Lighting - SET
6. CMSP/EWMU – SET

COMBAT EXIT

1. Aircraft Lighting – SET
2. Master Arm – SAFE
3. Laser Arm – OFF

DESCENT/BEFORE LANDING

1. Altimeter – SET
2. Landing Lights – As Required
3. Fuel Quantity – Checked
4. HUD – Indicated Airspeed
5. Landing Lights – ON
6. T-ILS – SET
    a. TACAN Channel – SET
    b. TACAN Mode – T/R
    c. ILS FREQ – SET (AS REQ'D)
    d. CRS – SET
7. TACAN Backup Control – SET

TACAN APPROACH

1. HSI – ILS TCN
2. Approach Speed – SET
    a. Maintain minimum 150 KIAS until final configuration

For Normal Approaches use 140 KIAS plus 2 knots per additional 1,000 lbs of fuel and armament.

3. Flaps - SET

WARNING

Damage may occur to Landing Gear if speeds exceed 200 KIAS while gear are extended

4. Speed Brakes – 40%
5. Landing Gear – DOWN
6. Final Approach Speed – SET

For Normal Approaches fly ON SPEED AOA but no slower than computed speed: Flaps Down – 130 KIAS, Flaps Up – 140 KIAS.

ILS APPROACH

1. HSI – ILS TCN
2. Optimum ILS Intercept – 30-45 DEGRESS
3. Approach Speed – SET
    a. Maintain minimum 150 KIAS until final configuration

For Normal Approaches use 140 KIAS plus 2 knots per additional 1,000 lbs of fuel and armament.

4. Flaps - SET

WARNING

Damage may occur to Landing Gear if speeds exceed 200 KIAS while gear are extended

5. Speed Brakes – 40%
6. Landing Gear – DOWN
7. Final Approach Speed – SET

For Normal Approaches fly ON SPEED AOA but no slower than computed speed: Flaps Down – 130 KIAS, Flaps Up – 140 KIAS.

RADAR APPROACH

1. HSI – ILS TCN (As REQ'D)
2. Downwind Leg
    a. Landing Gear – UP
    b. Flaps – UP
    c. Airspeed – 200-250 KIAS
3. Base Leg
    a. Airspeed – 150 KIAS until established
4. Final Approach Turn
    a. Speed Brakes – 40%
    b. Landing Gear – Down
    c. Flaps – SET
5. Final Approach Speed – SET

For Normal Approaches fly ON SPEED AOA but no slower than computed speed: Flaps Down – 130 KIAS, Flaps Up – 140 KIAS.

6. Establish Approximately 500 fpm descent

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OVERHEAD / VISUAL APPROACH

1. Initial Approach
    a. Normal Traffic Pattern Altitude – 1500 feet AGL
    b. Airspeed – 250-300 KIAS
    c. Landing Gear – UP
    d. Flaps – UP
2. Break at midfield
3. Downwind Leg
    a. Maintain minimum 150 KIAS until final configuration
4. Base Turn
    a. Speed Brakes – 40%
    b. Landing Gear – DOWN
    c. Flaps – FULL
5. Final Turn
    a. Airspeed – SET

For Normal Approaches fly ON SPEED AOA but no slower than computed speed: 145 KIAS plus 2 knots per additional 1,000 lbs of fuel and armament.

6. Final Approach
    a. Final Approach Airspeed – SET

For Normal Approaches use 130 KIAS plus 2 knots per additional 1,000 lbs of fuel and armament.

LANDING

1. Landing Gear – Checked
    a. Landing Gear Handle – Down
    b. Wheel Indicator Lights – 3 Green
2. Final Landing Speed – SET

For Normal Landing use 10 Knots below Final Approach Speed.

CAUTION

Excessive use of wheel brakes may cause brake failure. Air Brakes should be used to maximum extent possible. NWS system should not be activated above 60 knots

AFTER LANDING

1. Throttles – As Required
2. Speed Brakes – As Required
3. Wheel Brakes – As Required
4. Nose Wheel System – Activated below 60 knots
5. Canopy – As Required

ENGINE SHUTDOWN

1. Parking Brake – SET
2. Chocks – Inserted
3. RWR PWR – OFF
4. DVDR – OFF
5. CMSP/EWMU – OFF
6. Avionics Power – OFF
7. Probe Heat – OFF (Shift-F5)
8. Ejection Seat Handle – Disarmed
9. Throttle – IDLE
10. Fuel Pumps Master – OFF
11. MAIN AIR – OFF
12. AC GEN – OFF
13. Battery – OFF

HOT FUELING

1. Master Arm – SAFE
2. Parking Brake – SET
3. A/R DOOR – Opened
4. Hot Fuel - Requested
5. Fuel Transfer - Monitored
6. A/R DOOR – Closed
7. Parking Brake – Released

AIR REFUELING

1. Master Arm – SAFE
2. Laser Arm – OFF
3. CMSP/EWMU – STDBY
4. Airspeed Display – CAS
5. TACAN, PRIMARY/BACKUP – SET
    a. TCN MODE – AA T/R
    b. TACAN CHANNEL – SET
    c. INSTR MODE knob – TCN NAV
6. PRE CONTACT
    a. A/R DOOR – OPEN
        i. AR READY Light – Illuminated
    b. PRE CONTACT POSITION – Established
        i. Maintain altitude 60-75 ft below tanker
        ii. Maintain position aft of tanker centerline
    c. FUEL – Requested
7. CONTACT
    a. Maintain maximum overtake speed of 3 knots
    b. Maintain altitude 40-60 ft below tanker
    c. Verify AR Light Illuminated during fueling
8. DISCONNECT
    a. A/R DISC Button – Pressed
    b. Re-establish CONTACT (As Required)
9. REFUELING – COMPLETE
    a. A/R DISC button - Pressed
    b. Observation Position – As Required

POST AIR REFUELING

1. A/R DOOR – CLOSED
2. Master Arm – As Required
3. Laser Arm – As Required
4. CMSP/EWMU – As Required
5. Airspeed Display – As Required
6. INSTR MODE knob – As Required
7. Fuel Quantity – Checked
8. TACAN – As Required
9. Exterior Lights – As Required

Takeoff Speeds

Gross Weight	25000	30000	35000	40000	45000	50000
Flaps 0	113	123	133	142	150	158
Flaps 7	109	119	129	138	146	153

Rotate Speeds

Gross Weight	25000	30000	35000	40000	45000	50000
Flaps 0	102	114	123	133	140	149
Flaps 7	99	109	118	129	136	142

Single Engine Rate of Climb (Best)

Gross Weight	25000	30000	35000	40000	45000	50000
	123	132	141	148	154	163

Final Approach Speed

Gross Weight	25000	30000	35000	40000	45000	50000
Flaps 0	131	139	149	158	166	177
Flaps 20	117	125	133	141	148	156
Flaps 20 Min Run	106	115	123	132	141	149

Touchdown Speed

Gross Weight	25000	30000	35000	40000	45000	50000
Flaps 0	121	128	139	149	156	166
Flaps 20	106	117	123	130	138	147
Flaps 20 Min Run	95	106	113	123	131	138

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Airspeed Limitations

Condition	KIAS
Gear or Flaps Extended	200
Main Gear in Contact	165
Nose Gear in Contact	217

Weight Limitations

Condition	Max Weight
In-Flight Gross	51000
Takeoff Gross	46000