

**TO 1F-16X-1CL-1**

# **FLIGHT CREW CHECKLIST**

**BMS SERIES**

**F-16X AIRCRAFT**

**29 JULY 2015**

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**NOTE**

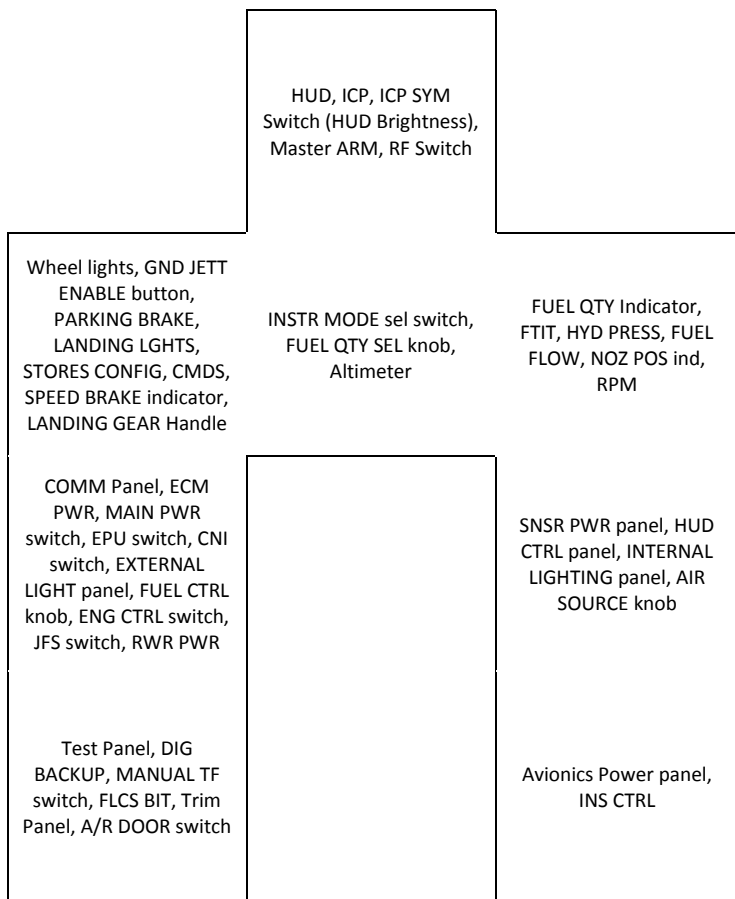
This publication is designed for use ONLY with FALCON BMS.

**NOTE**

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

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## Cockpit Diagram



# **NORMAL PROCEDURES**

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## INTERIOR INSPECTION

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

## POWER OFF

### Left Panel

1. PROBE HEAT switch – OFF
2. FLCS PWR/TEST switch – NORM
3. DIGITAL BACKUP switch – OFF
4. ALT FLAPS switch – NORM
5. MANUAL TF FLY UP switch – ENABLE
6. LE FLAPS switch – AUTO
7. BIT switch – OFF
8. TRIM/AP DISC switch – NORM
9. ROLL, YAW, PITCH TRIM – Centered

### CAUTION

Failure to secure FUEL MASTER switch in correct position may cause engine damage or failure during engine start.

## Change 0 – N-2

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10. FUEL MASTER switch – MASTER
11. ENGINE FEED knob – NORM
12. A/R DOOR switch – CLOSED
13. CNI Knob – BACKUP
14. TACAN – AS REQ'D
15. EXTERNAL LIGHTING - SET
  - a. ANTI COLLISION – ON
  - b. FLASH/STEADY – FLASH
  - c. WING/TAIL – BRT
  - d. MASTER – ON
16. EPU switch – NORM
17. MAIN PWR switch – OFF

### **NOTE**

To prevent aircraft battery from being depleted, MAIN PWR switch should not be left in BATT or MAIN 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.

18. AVTR PWR switch – OFF
19. ECM– OFF
20. COMMUNICATIONS – SET
  - a. COMM 1 – Full CW/ SQL Enable
  - b. COMM 2 – Full CW/ SQL Enable
  - c. MSL – Full CW

**Change 0 – N-3**

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- d. THREAT – Full CW
- e. INTERCOM – CW
- 21. ENG CONT switch – NORM
- 22. JFS switch – OFF
- 23. UHF SEL knob – BOTH
- 24. SPEED BRAKE – CLOSED

### **Left Auxiliary Console**

- 1. CMDS – OFF (ALL)
- 2. STORES CONFIG switch – AS REQ'D
- 3. LANDING LIGHTS – OFF
- 4. LANDING GEAR Handle – DOWN
- 5. GND JETT ENABLE switch – OFF
- 6. ANTI SKID/BRAKE switch – PARKING BRAKE
- 7. SYMBOLOGY knob – OFF

### **Instrument Panel**

- 1. RF switch – NORM
- 2. AP – SET
  - a. ATT HOLD
  - b. OFF
- 3. LASER ARM switch – OFF
- 4. HUD – SET
- 5. FUEL QTY SEL knob – NORM
- 6. FUEL TRANS switch - NORM
- 7. INSTR MODE knob – AS REQ'D

## **Change 0 – N-4**



## Right Panel

1. SNSR PWR switch – OFF (ALL)
2. Interior Lighting – SET
3. AIR SOURCE knob – NORM
4. AVIONICS POWER switches – OFF (ALL)

### **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.

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### **NOTE**

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

## **BEFORE STARTING ENGINE**

1. MAIN PWR switch – BATT
2. FLCS PWR TEST switch – TEST
3. MAIN PWR switch – MAIN PWR
4. Canopy – CLOSED

### **NOTE**

Canopy may remain open until completion of the BEFORE TAXI checklist

## **STARTING ENGINE**

1. JFS switch – START 2
  - a. JFS RUN light – Illuminated
2. SEC MASTER CAUTION light – Extinguished
3. IDLE CUTOFF – SET (AS REQ'D)

## **Change 0 – N-6**

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4. ENGINE Warning light – Extinguished at 55% RPM
5. JFS switch – Verify OFF
  - a. JFS RUN light – Extinguished
6. FUEL FLOW – 500-2500
7. OIL PRESSURE – Minimum 15 psi
8. NOZ POS – Minimum 80%
9. RPM – 65-75%
10. FTIT – Maximum 625°
11. HYD PRESS A & B – 2850-3250 psi

## **AFTER STARTING ENGINE**

1. TEST panel – CHECKED
  - a. PROBE HEAT - TEST
  - b. PROBE HEAT switch – AS REQ'D
  - c. FIRE & OHEAT DETECT button – TEST
  - d. MAL & IND LTS button – TEST
    - i. Verify MASTER WARNING LIGHT panel
    - ii. Verify Audible Warning System
2. SNSR PWR panel – SET
  - a. LEFT HDPT switch – AS REQ'D
  - b. RIGHT HDPT switch – AS REQ'D
  - c. FCR switch – FCR
  - d. RDR ALT switch – STDBY
3. HUD CONTROL PANEL – SET

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4. AVIONICS POWER panel – ON (ALL)
5. INS POWER knob – ALIGN NORM

### NOTE

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

6. HUD – CONFIGURED
7. SYMBOLOGY power knob – SET
8. FLCS BIT – Initiated
9. ECM – SET
  - a. ECM PWR – OPR
  - b. RWR switch – ON
  - c. JMR switch – ON
  - d. CH switch – ON
  - e. FL switch – ON
  - f. PRGM – AS REQ'D
  - g. MODE – AS REQ'D
10. RWR PWR – ON
11. SPEED BRAKE – CHECKED
12. Wheel Indicators – CHECKED

**NOTE**

After selecting each position on the FUEL QTY SEL knob, verify correct quantity is displayed on the fuel gauge.

13. FUEL SYSTEM – CHECKED
  - a. FUEL QTY – TEST
  - b. FUEL QTY – NORM
  - c. FUEL QTY – RSVR
  - d. FUEL QTY – INT WING
  - e. FUEL QTY – EXT WING
  - f. FUEL QTY – EXT CTR
  - g. FUEL QTY - NORM
14. Avionics – Programmed
  - a. DTC – Loaded
  - b. Multifunction Displays – CONFIGURED
15. FLCS BIT – COMPLETE
  - a. FLCS BIT switch – OFF
16. DIGITAL BACKUP – CHECKED
  - a. DIGITAL BACKUP switch – BACKUP
  - b. CONTROL SURFACES (ALL) - CHECKED
  - c. DIGITAL BACKUP switch – OFF
17. Trim – CHECKED
  - a. ROLL/YAW/PITCH trim – CHECKED
  - b. Trim – RESET
  - c. Trim – SET (AS REQ'D)

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18. A/R System – CHECKED (AS REQ'D)
  - a. A/R Door - OPENED
  - b. A/R Door Operation – Verified
  - c. A/R RDY light – Illuminated
  - d. A/R Door – CLOSED
  - e. A/R RDY light – Extinguished

### WARNING

EPU test may require throttles to be increased to 20%. Ensure ANTI SKID/BRAKE switch is set to PARKING BRAKE prior to Testing EPU.

19. EPU – CHECKED
  - a. EPU switch – ON
  - b. EPU RUN light – Illuminated
  - c. EPU AIR light – Illuminated
  - d. EPU HYDRAZN light – Illuminated
  - e. FLCS test switch – EPU/GEN
    - i. FLCS bus lights – Illuminated
  - f. THROTTLES – Advanced to maximum 20%
    - i. HYDRAZN light – Extinguished
  - g. THROTTLES – Return to IDLE
  - h. EPU switch – OFF
  - i. EPU switch – NORM

## **WARNING**

Ensure ANTI SKID/BRAKE switch is set to PARKING BRAKE prior to SEC ENGINE test.

**20. SEC ENG CONTROL – CHECKED**

- a. SEC ENG CONT switch - SEC
- b. SEC MASTER CAUTION light – Illuminated
- c. THROTTLE – Advance to 10%
- d. THROTTLE POS IND – Verify Movement with throttle
- e. SEC ENG CONT switch – NORM
- f. SEC MASTER CAUTION light – Extinguished

**21. Ejection Seat Handle – ARMED**

**22. LANDING LIGHT – ON**

## **BEFORE TAXI**

**1. CNI switch – UFC**

**2. COMM Panel – SET**

- a. COMM 1 – TOWER SET
- b. COMM 2 – FLIGHT/PACKAGE SET

**3. Altimeter – SET**

**4. ICP – CONFIGURED**

- a. T-ILS – SET
- b. BINGO – SET
- c. ALLOW – SET
- d. DLNK – SET

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### **5. TACAN – CONFIGURED**

#### **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.

### **6. 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

## **TAXI**

1. Canopy – CLOSED
2. Nose Wheel System – ACTIVATED
3. Exterior Lights – SET
4. LANDING LIGHT - ON
5. CHOCKS – REMOVED
6. AVTR – AS REQ'D
7. ANTI SKID/BRAKE switch - OFF
8. WARNING LIGHTS – Checked/Reset

## **Change 0 – N-12**



**NOTE**

INS alignment may take up to 8 minutes to complete. HUD and DED will flash ALIGN when alignment is complete. INS Short Align is complete when INS System display shows solid RDY during align, and may be used for normal operations.

9. INS – SET
  - a. ALIGNMENT – Verify complete
  - b. INS POWER knob – NAV

**WARNING**

DO NOT Taxi prior to INS Alignment completion.

**BEFORE TAKEOFF**

1. ALT FLAPS switch – NORM
2. SPEED BRAKE – CLOSED
3. PROBE HEAT switch – PROBE HEAT
4. FUEL QTY SEL knob – NORM
5. EXTERNAL LIGHT Panel – SET
6. DEPR RET switch – AS REQ'D
7. RDR ALT switch – RDR ALT

## **TO 1F-16X-1CL-1**

### **WARNING**

Damage may occur to Landing Gear if speeds exceed 300 KIAS before gear are retracted.

## **AFTER TAKEOFF**

1. LANDING GEAR – UP
  - a. WHEEL INDICATOR lights – Extinguished
  - b. LANDING GEAR handle – UP/LOCKED
2. EXTERNAL LIGHTS panel – SET
  - a. FLASH/STEADY – STEADY
  - b. WING/TAIL – BRT
  - c. ANTI COLLISION – OFF
3. LANDING LIGHTS – OFF
4. RADIOS – SET
5. ICP – CONFIGURED
6. ALT switch – AS REQ'D
7. ALTIMETER - SET

### **NOTE**

ALTIMETER should be set to 29.92 passing through FL180 (18000ft)

## **Change 0 – N-14**

## **COMBAT ENTRY**

1. MASTER ARM switch – ARMED
2. LASER switch – AS REQ'D
3. MFD Configuration – SET
4. Stores Configuration – SET
  - a. LEFT/RIGHT HDPT – AS REQ'D
  - b. AG ARMAMENT – Initialized (AS REQ'D)
5. RADIOS - SET
6. FCR MODE - AS REQ'D
7. Target Package – Reviewed
8. DEPR RET – AS REQ'D
9. AIRCRAFT LIGHTING - SET
10. EWS – SET

## **COMBAT EXIT**

1. AIRCRAFT LIGHTING – SET
2. MASTER ARM switch – SAFE
3. LASER ARM switch – OFF
4. LEFT/RIGHT HDPT – OFF
5. CMDS - OFF

## **TO 1F-16X-1CL-1**

### **BEFORE LANDING**

1. FUEL panel – CHECKED
2. RADIOS – SET
3. ALTIMETER – SET
4. ALT switch - BARO
5. Approach Plate – REVIEWED
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
8. HSI – CONFIGURED
9. LANDING LIGHTS – ON

### **WARNING**

Damage may occur to Landing Gear if speeds exceed 300 KIAS  
while gear are extended

10. LANDING GEAR – DOWN
11. MASTER ARM switch – VERIFIED SAFE
12. GND JETT ENABLE switch – OFF

## **Change 0 – N-16**

## **LANDING**

1. LANDING GEAR – CHECKED
  - a. LANDING GEAR handle – DOWN
  - b. WHEEL INDICATOR lights – 3 Green
2. Approach Speed – SET

### **CAUTION**

Excessive use of speed 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. SPEED BRAKES – CLOSED
2. Nose Wheel System – ACTIVATED
3. CANOPY – AS REQ'D

### **NOTE**

Canopy may remain closed until completion of the Engine Shutdown checklist or during Hot Fuel operations

## **TO 1F-16X-1CL-1**

### **ENGINE SHUTDOWN**

1. ANTI SKID/BRAKE switch – PARKING BRAKE
2. CHOCKS – INSERTED
3. RWR PWR – OFF
4. AVTR – OFF
5. ECM/CMDS – OFF
6. SYMBOLOGY knob – OFF
7. AVIONICS POWER panel – OFF (ALL)
8. INS MODE SEL knob – OFF
9. SNSR PWR panel – OFF (ALL)
10. PROBE HEAT switch - OFF
11. EJECTION SEAT HANDLE – DISARMED
12. CNI knob – BACKUP
13. THROTTLE – IDLE
14. ENGINE FEED knob – OFF
15. FUEL MASTER switch – OFF
16. AIR SRC knob – OFF
17. MAIN PWR switch – OFF

## **HOT FUELING**

1. GND JETT ENABLE switch – OFF
2. MASTER ARM switch – SAFE
3. ANTI SKID/BRAKE switch – PARKING BRAKE
4. A/R DOOR switch – OPENED
5. HOT FUEL - Requested
6. FUEL Transfer - Monitored
7. A/R DOOR switch – CLOSED
8. ANTI SKID/BRAKE switch – OFF

## **AIR REFUELING**

1. MASTER ARM switch – SAFE
2. LASER ARM switch – OFF
3. CMDS – STDBY
4. AIRSPEED switch – 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 switch – OPEN
    - i. AR RDY light – illuminated
  - b. PRE CONTACT POSITION – Established
    - i. Tanker SHOULD maintain 310-315 KIAS

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- ii. Maintain altitude 60-75 ft below tanker
  - iii. Maintain position aft of tanker centerline approx. 100-200 ft
- 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
- 9. REFUELING – COMPLETE
  - a. A/R DISC button - PRESSED
  - b. Observation Position – AS REQ'D
    - i. Maintain altitude 50 ft below tanker
    - ii. Maintain position aft and right of tanker

## **POST AIR REFUELING**

- 1. A/R DOOR switch – CLOSED
- 2. MASTER ARM switch – AS REQ'D
- 3. CMDS – AS REQ'D
- 4. AIRSPEED switch – AS REQ'D
- 5. INSTR MODE knob – AS REQ'D

## **Change 0 – N-20**