Joint Strike Wing

Flight Reference Cards

801 Naval Air Squadron

Contents

Normal Procedures

Communications Plan

Stud	Frequency	Allocation	TACAN	AWLS
1	250.00	Kobuleti ATC		
8	281.10	Vixen Flight		
16	128.50	Hermes		
19	282.00	Texaco Tanker		

Approach, Land

Approach, Sea

Pre-Start

CALL	RESPONSE
Fuel cutoff lever	`Down`
DECS (switch above lever)	`On`
Oxygen	`On`
L and R pumps	`Normal`
Nozzles	`As required`
Throttle	`Idle cut-off`
Battery	`On`
Gen	`On`
Fuel prop	`On`
Lights	`On`
Beacon	`On`
Engine	`Start`

Start

CALL	RESPONSE
Throttle	Idle
Ejection Seat	Armed
Interior Lights	As required
Audio	As required
Radio	TR+E
INS	INS
Pitot Heat	As required
FLIR	As required
DMRT	As required
HUD Brightness	On
HUD Mode	As required
Comm 1	Stud 1
Comm 2	As required
UFC	On
MPCDs	On
Engine Panel Brightness	As required
Flaps	On
Anti-skid	On
HUD Master Mode	VSTOL
Exterior Lights	As required

Pre-Taxi

CALL	RESPONSE
CWAIVER Checks	As required
. C - Clock	Check TOT
. W - Weapons Program	Menu - Stores
.. Weapon Config	Fuze/
.. Arm	Set
.. Solenoid	Set
.. Auto–CCIP	Set
.. Q:M:I	Set
.. Tone	Boxed
.. IR Cool	As Required
.. TPE	Menu - EHSD - Data - Tn
.. Program	As Required
. A - Avionics	
.. TPOD	Menu - TPOD - Stby
.. CCD/FLIR	Check
.. FOV	Nar, Zoom 2
.. NAVFLIR/ARBS	Check
.. TACAN	Set
.. L MPCD	VREST
.. R MPCD	ESHD
. I - IFF	Per Comm Plan
. V - VRS	Run/Auto
. E - ECM	As Required
. R - Radalt	As Required
Canopy	Closed, Locked
Light	Out
Seat	Armed
Flight and standby instruments	Check
APU	As required
Antiskid	On, Light Out
Abort No's	Check
Altitude Switch	As Required
INS Knob	IFA/NAV
Approach Light	On

Taxi

CALL	RESPONSE
One Finger Checks	
. NRAS	As Required
. PC	14
. STO Stop	As Required
. Trim	2 Deg Nose Up
. Flaps	As Required
. Warning/caution lights	Out
Two/Five Finger Checks	
. Engine	Check
. DDI	Select Eng/Box Accel

Accelerate engine from idle to 60 percent and check acceleration time within 2.4 to 3.1 seconds.

CALL	RESPONSE
. Water	As Required
.. Water Switch	TO and note RPM rise
. Nozzle/flaps/duct pressure	Check
.. Nozzles	Momentarily to STO Stop
.. Flaps	Check for Proper Angle
.. Nozzles	Takeoff Position

Takeoff

Conventional

CALL	RESPONSE
One Finger Checks:	
. STO Stop	Clear
. Flaps	Auto
. Warning/Caution Lts	Out
Initiate Takeoff:	
. Nozzles	Forward
. NWS	Engage
. Throttle	Full
. Brakes	Release on Skid
. TOP END RPM	Check
. Water Flow	Check (if Armed)
. At Nose Wheel Liftoff Speed	Gradually Rotate
. During Liftoff	Wings Level, No Slip
. Set Attitude	Witches Hat at the PC

CAUTION

Uncommanded nosewheel steering angle excursions may occur if after lift–off an immediate turn is made. With lift–off above 100 KGS, the nosewheel may cant to such a degree that undesirable ground handling characteristics may occur on touch down. Extending upwind for approximately 10 to 15 seconds while rotational speed slows down can minimize this gyroscopic effect.

STO

CALL	RESPONSE
One Finger Checks:	
. STO Stop	Set As Calculated
. Flaps	STOL Or AUTO
. Warning/Caution Lts	Out
Two/Five Finger Checks:	
. Water	As Required
Initiate Takeoff:	
. NWS	Engage
. Throttle	Full
. Brakes	Release on Skid
. TOP END RPM	Check
. Water Flow	Check (if Armed)
. During Liftoff	Wings Level, No Slip

CALL	RESPONSE
. Wingborne Flight	Transition

VTO

CALL	RESPONSE
One Finger Checks:	
. STO Stop	Clear
. Flaps	STOL
. Warning/Caution Lts	Out
Two/Five Finger Checks:	
. Water	As Required
Initiate Takeoff:	
. Nozzles	82
. NWS	Engage
. Throttle	Full
. Brakes	Hold Until Airborne
. During Liftoff	Wings Level, Hold Heading, Stop Drift
. At 20-25' AGL	Reduce Power to Maintain Hover
. Wingborne Flight	Transition

RVTO

CALL	RESPONSE
One Finger Checks:	
. STO Stop	72
. Flaps	STOL
. Warning/Caution Lts	Out
Two/Five Finger Checks:	
. Water	As Required
Initiate Takeoff:	
. Nozzles	30
. NWS	Engage
. Throttle	Full
. Brakes	Release on Skid
On 110 Percent RPM:	
. Nozzles	Stop
. During Liftoff	Wings Level, Hold Heading, Stop Drift
. At 20-25' AGL	Reduce Power to Maintain Hover
. Wingborne Flight	Transition

Takeoff

Conventional

CALL	RESPONSE
Landing Gear	`Up`
Flaps	`Auto`

Selection of AUTO flaps shall be made when comfortably airborne at no less than 25° nozzle angle.

CALL	RESPONSE
Nozzles	`Aft`
Water	`Off`
STO Stop	`Clear`

CAUTION

After takeoff, do not apply wheel brakes prior to, or as part of raising the landing gear. Applying wheel brakes immediately after takeoff while the wheels are spinning places undue stress on the main landing gear system and may cause the main landing gear door to be pulled into the main wheel well. If the main landing gear doors are jammed, the main landing gear will not extend when the landing gear handle is lowered resulting in a main landing gear up landing.

Note

With the landing gear up, the JPT limiters will throttle the engine back to the maximum thrust rating when nozzle angle is reduced below 7° to 12°. If operating near lift ratings (particularly on a wet takeoff), this sudden and large thrust reduction must be anticipated or the last 20° of nozzle rotation delayed until after power has been reduced with the throttle.

CALL	RESPONSE
VTR	`On or Run As Required`

The initial phase ofthe climb is normally conducted at 300 KCAS, unless there is intent to level off and cruise below 10,000 feet MSL, in which case the climb can be conducted at 250 KCAS.

Abnormal Procedures

Emergency Procedures

Approach Procedures and Airport Charts

ARR/DEP JET RWY 07/25
VISUAL OPERATION CHART

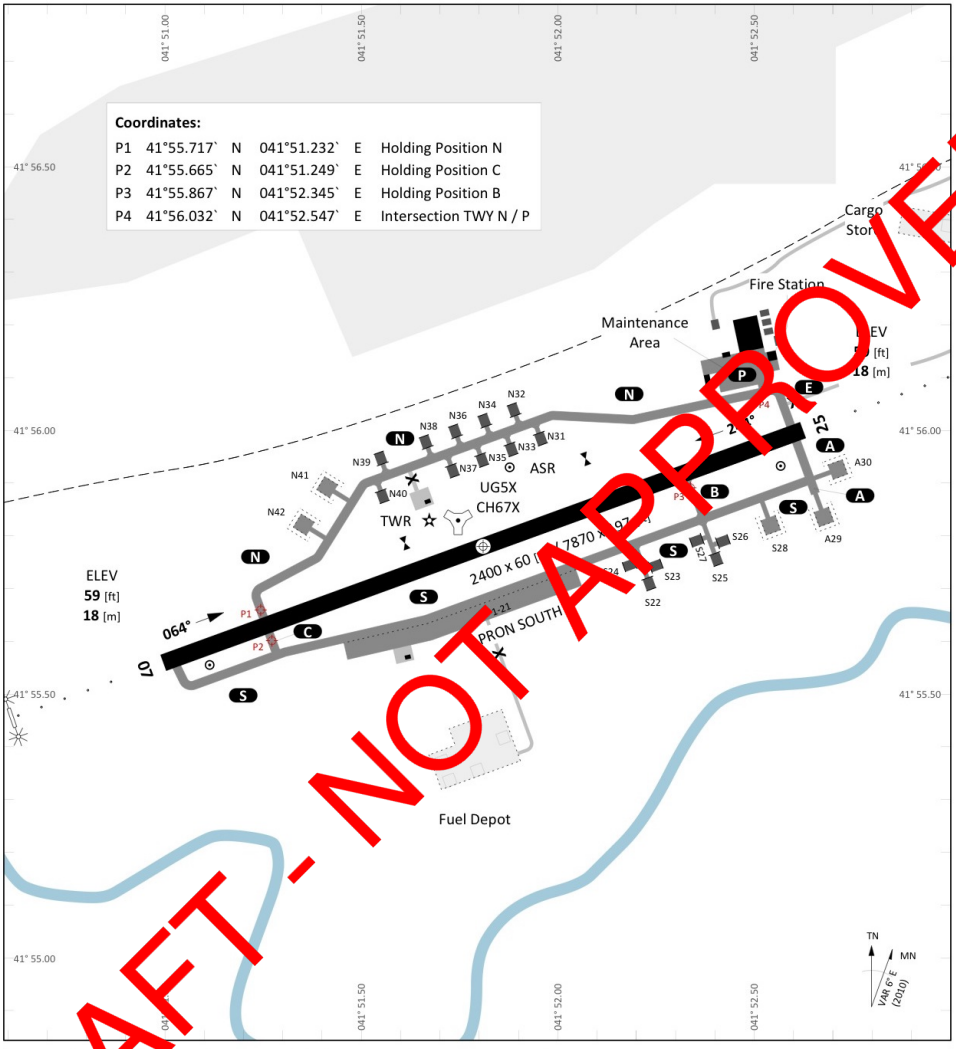
KOBULETI (UG5X)

DRAFT - NOT APPROVED

	PSN THR	VAR	ARP	ELEV	Scale 1:200`000
RWY 07	41° 55.140` N 041° 50.975` E	6° E	41° 55.797` N	59 [ft]	0 1 2 3 4 5 6 7 [km]
RWY 25	41° 53.952` N 041° 52.642` E	(2010)	041° 51.809` E	18 [m]	0 1 2 3 [NM]

1. Landing instructions shall be requested latest 2 minutes prior to reaching ENTRY CRP
2. Avoid overflying of densely populated areas

Tower	Radar	Final - Precision	TACAN	ILS RWY 07		
133.000 MHz			67X "KBL"	111.50 MHz		



		CAT	MINIMA
PAR	07	A B C D E	**259** - 0.8 200 (200-0.8/1.6) GS 3°
SRA	25	A B C D E	**409** - 1.2 350 (350-1.2/1.6)

ARP	ELEV
41° 55.797` N	**59** [ft]
041° 51.809` E	**18** [m]

Scale 1:18`000
0 200 400 600 [m]
0 500 1000 1500 2000 [ft]

RWY	TORA	TODA	ASDA	LDA	PSN THR	ALS
07	**7870** [ft] **2400** [m]	**7870** [ft] **2400** [m]	**7870** [ft] **2400** [m]	**7870** [ft] **2400** [m]	41°55.640`N 041°50.975`E	
25	**7870** [ft] **2400** [m]	**7870** [ft] **2400** [m]	**7870** [ft] **2400** [m]	**7870** [ft] **2400** [m]	41°55.952`N 041°52.642`E	

Tower	Radar	Final - Precision	TACAN	ILS RWY 07		
133.000 MHz			67X "KBL"	111.50 MHz		

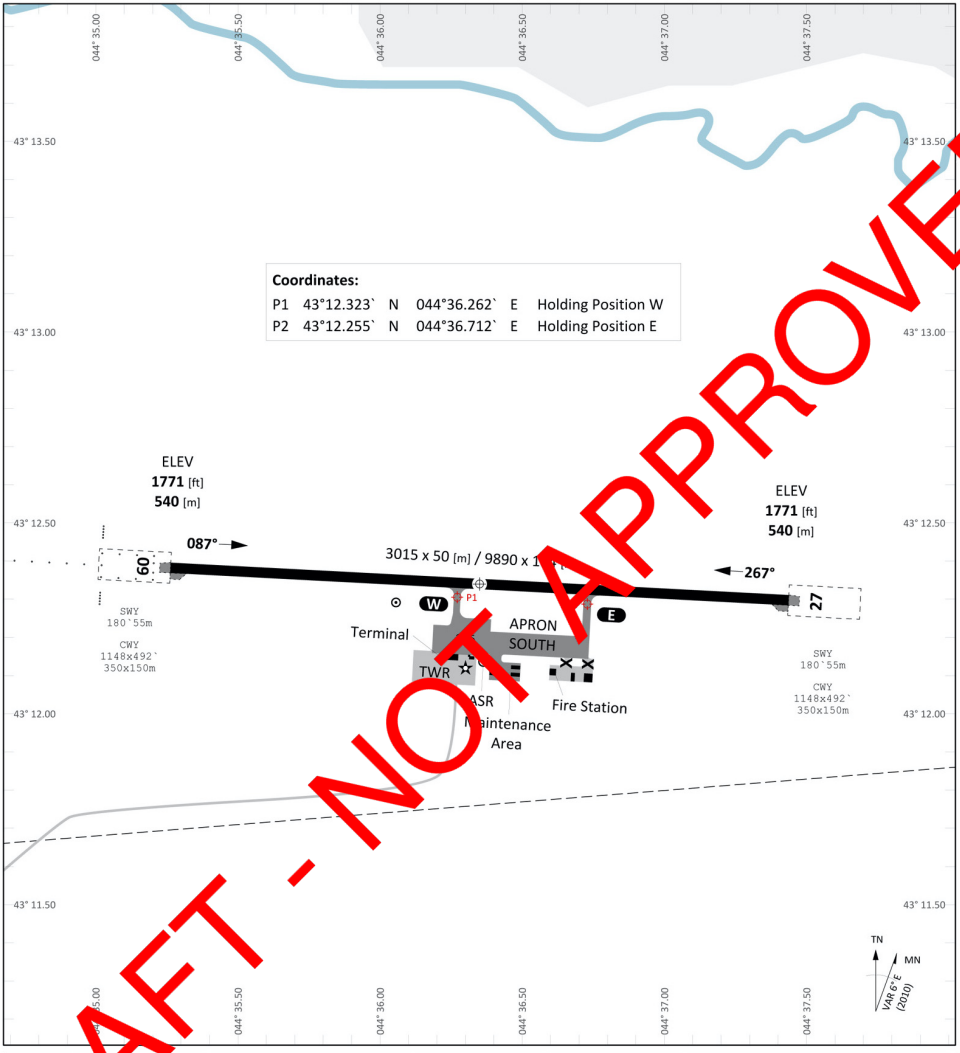
ARR/DEP JET RWY 09/27
VISUAL OPERATION CHART

BESLAN (URMO)

PSN THR	VAR	ARP	ELEV	Scale 1:200`000
RWY 09 43° 12.501` N 044° 35.275` E	6° E	43° 12.342` N	1771 [ft]	0 1 2 3 4 5 6 7 [km]
RWY 27 43° 12.182` N 044° 37.416` E	(2010)	044° 36.346` E	540 [m]	0 1 2 3 [NM]

1. Landing instructions shall be requested latest 2 minutes prior to reaching ENTRY CRP
2. Avoid overflying of densely populated areas

Tower	Radar	Final - Precision	TACAN	ILS RWY 09		
141.000 MHz				110.50 MHz		



RWY	CAT	MINIMA
PAR 09	A B C D E	**1971** - 0.8 200 (200-0.8/1.6) GS 3°
SRA 27	A B C D E	**2121** - 1.2 350 (350-1.2/1.6)

ARP	ELEV
43° 12.342` N	**1771** [ft]
044° 36.346` E	**540** [m]

Scale 1:25`000
0 200 400 600 800 [m]
0 1000 2000 [ft]

RWY	TORA	TODA	ASDA	LDA	PSN THR	ALS
09	**9890** [ft] **3015** [m]	**11040** [ft] **3365** [m]	**10070** [ft] **3070** [m]	**9890** [ft] **3015** [m]	43°12.501`N 044°35.275`E	E
27	**9890** [ft] **3015** [m]	**11040** [ft] **3365** [m]	**10070** [ft] **3070** [m]	**9890** [ft] **3015** [m]	43°12.182`N 044°37.416`E	

Tower	Radar	Final - Precision	TACAN	ILS RWY 09		
141.000 MHz				110.50 MHz		

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