

Joint Strike Wing

Flight Reference Cards

801 Naval Air Squadron

INSTALLATION VAL VER COPY

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Revision History

Version No.	Description of Changes	Date
0.1	Develop typesetting scripts	12 Mar 20
0.2	Test in-game installation	17 Mar 20

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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		

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Pre-Start

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

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Start

CALL	RESPONSE
Engine Panel Brightness	As required
Canopy	Closed
Throttle	Idle
Ejection Seat	Armed
Interior Lights	As required
Audio	As required
Radio	TR+E
INS	IFA
Pitot Heat	As required
FLIR	As required
DMRT	As required
HUD Brightness	On
HUD Mode	As required
UFC	On
MPCDs	On
Comm 1	Stud 1
Comm 2	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
.. Auto-CCIP	Set
.. Q:M:I	Set
.. IR Cool	As Required
.. TPE	Menu - EHSD - Data - In
.. 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	Enh
. 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
Attitude Switch	As Required
INS Knob	IFA/NAV
Approach Light	On

Taxi

CALL	RESPONSE
One Finger Checks	
. NRAS	As Required
. PC	14 Deg
. 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
. 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 10 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 of the 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

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ARR/DEP JET RWY 07/25 VISUAL OPERATION CHART

VAD 01

KOBULETI (UG5X)



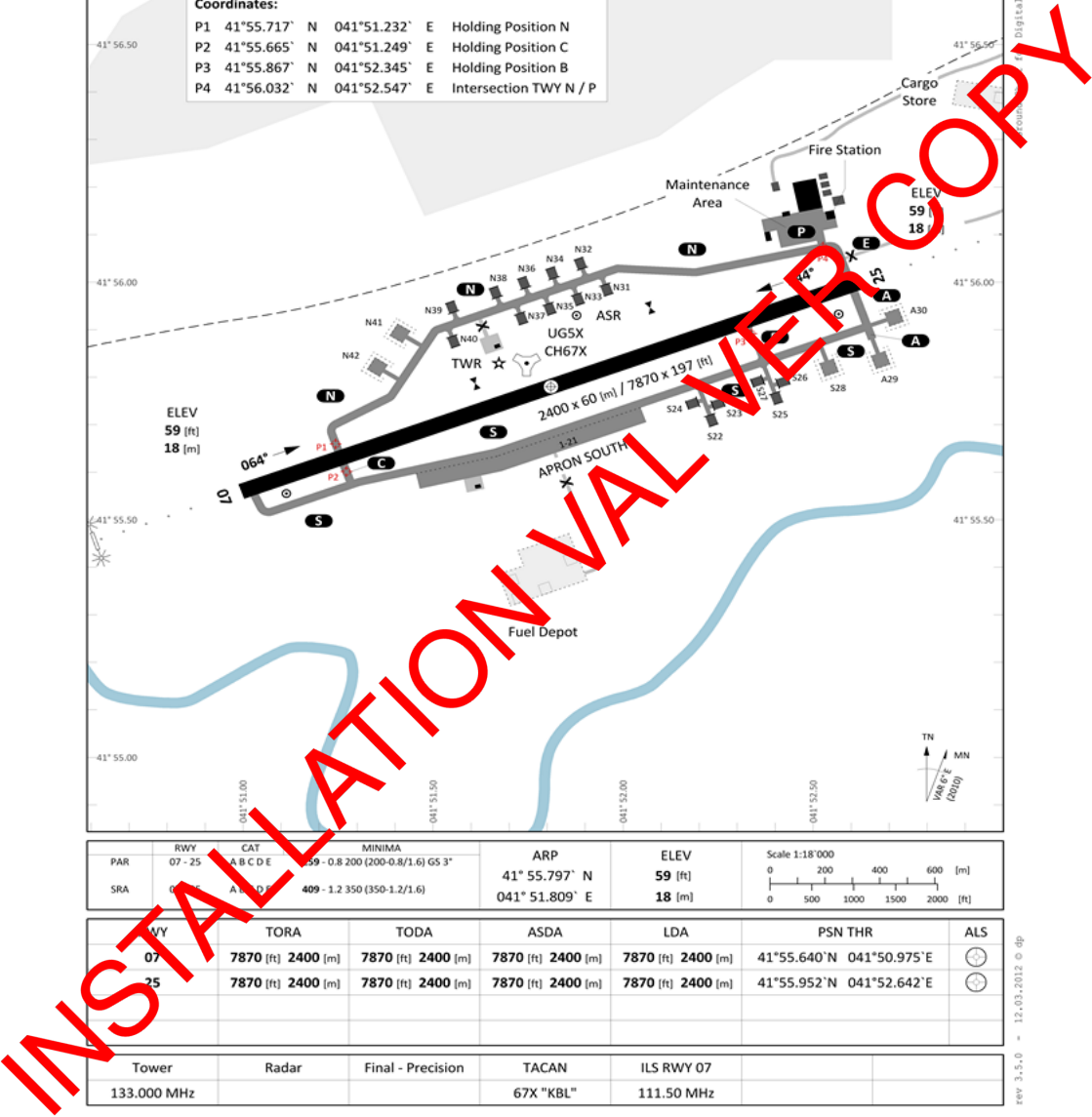
PSYTHR	VAR	ARP	ELEV	Scale 1:200'000
RWY 07 41° 55.640' N 041° 00.975' E	6° E (2010)	41° 55.797' N 041° 51.809' E	59 [ft] 18 [m]	0 1 2 3 4 5 6 7 [km] 0 1 2 3 [NM]
RWY 25 41° 51.552' N 041° 52.642' E				

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

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

ARR/DEP JET RWY 07/25

KOBULETI (UG5X)



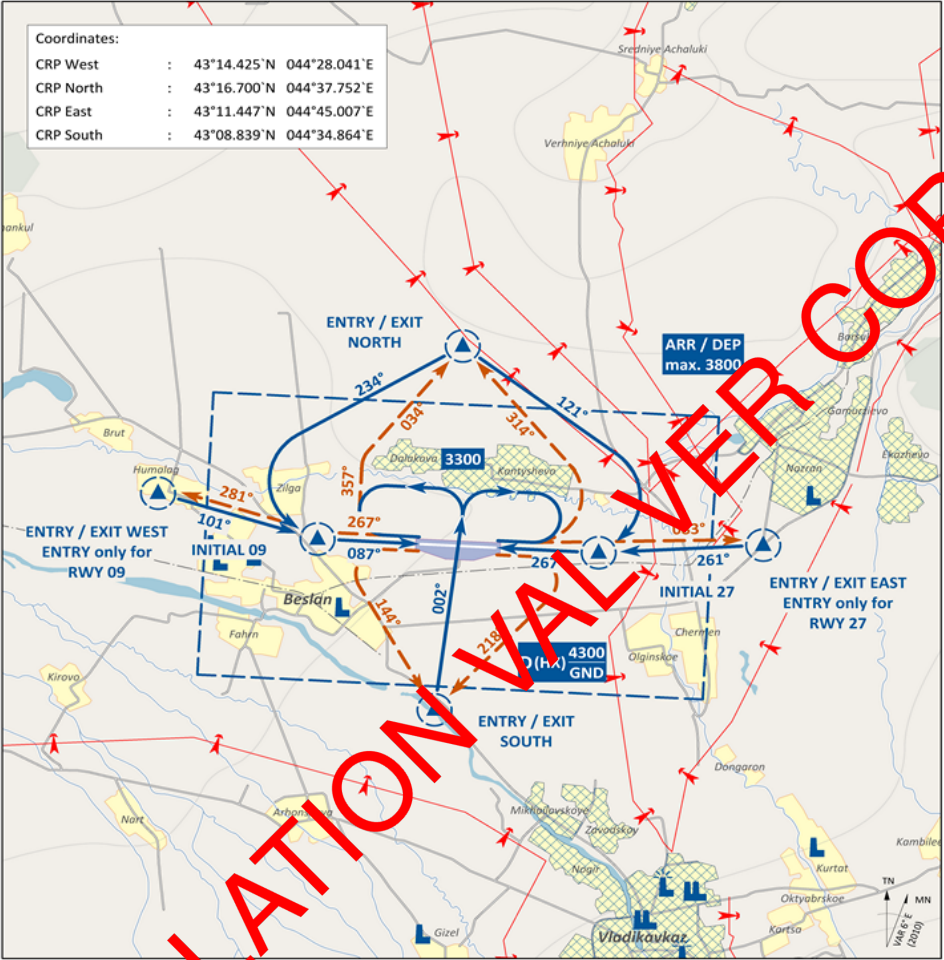
WY	TORA	TODA	ASDA	LDA	PSN THR	ALS
07	7870 [ft] 2400 [m]	7870 [ft] 2400 [m]	7870 [ft] 2400 [m]	7870 [ft] 2400 [m]	41°55.640'N 041°50.975'E	☉
25	7870 [ft] 2400 [m]	7870 [ft] 2400 [m]	7870 [ft] 2400 [m]	7870 [ft] 2400 [m]	41°55.952'N 041°52.642'E	☉

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ARR/DEP JET RWY 09/27
VISUAL OPERATION CHART

VAD 19

BESLAN (URMO)



PSN	THR	VAR	ARP	ELEV	Scale 1:200'000
RWY 09	43° 12.501' N	044° 35.275' E	43° 12.342' N	1771 [ft]	0 1 2 3 4 5 6 7 [km]
RWY 27	43° 12.502' N	044° 37.416' E	044° 36.346' E	540 [m]	0 1 2 3 [NM]

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

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

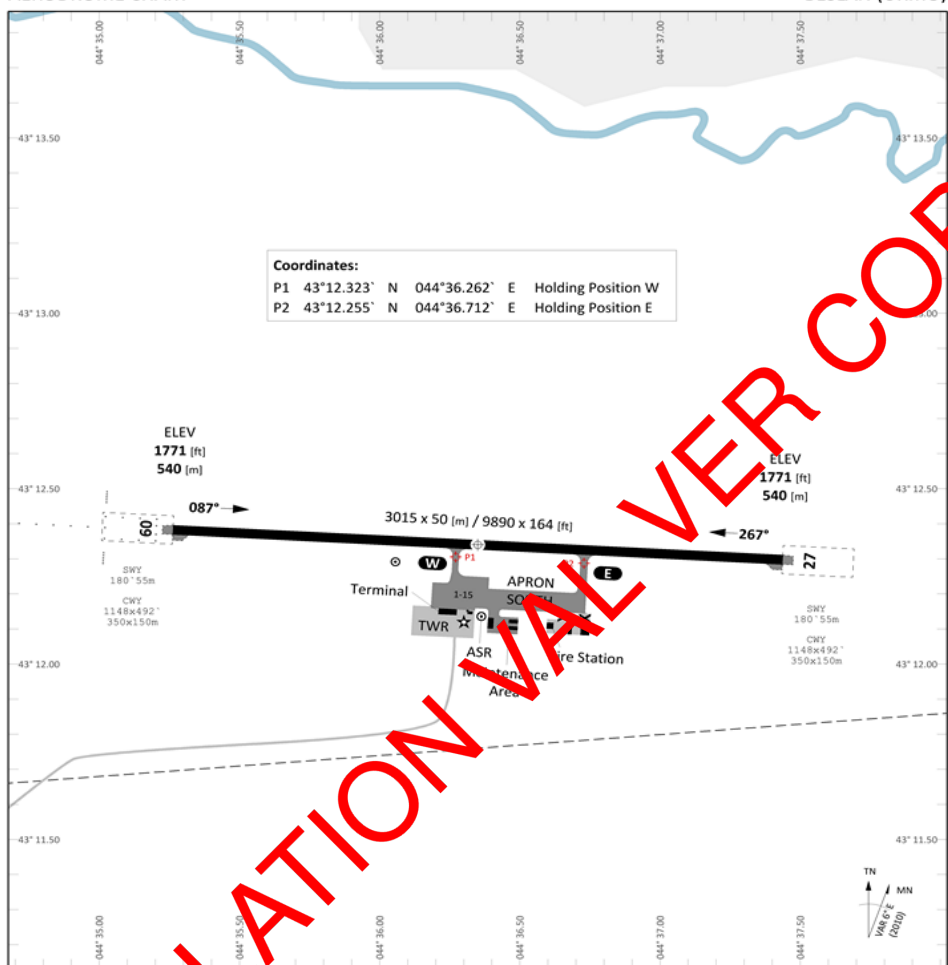
ARR/DEP JET RWY 09/27


BESLAN (URMO)

TERPS
AERODROME CHART

GND 19

BESLAN (URMO)

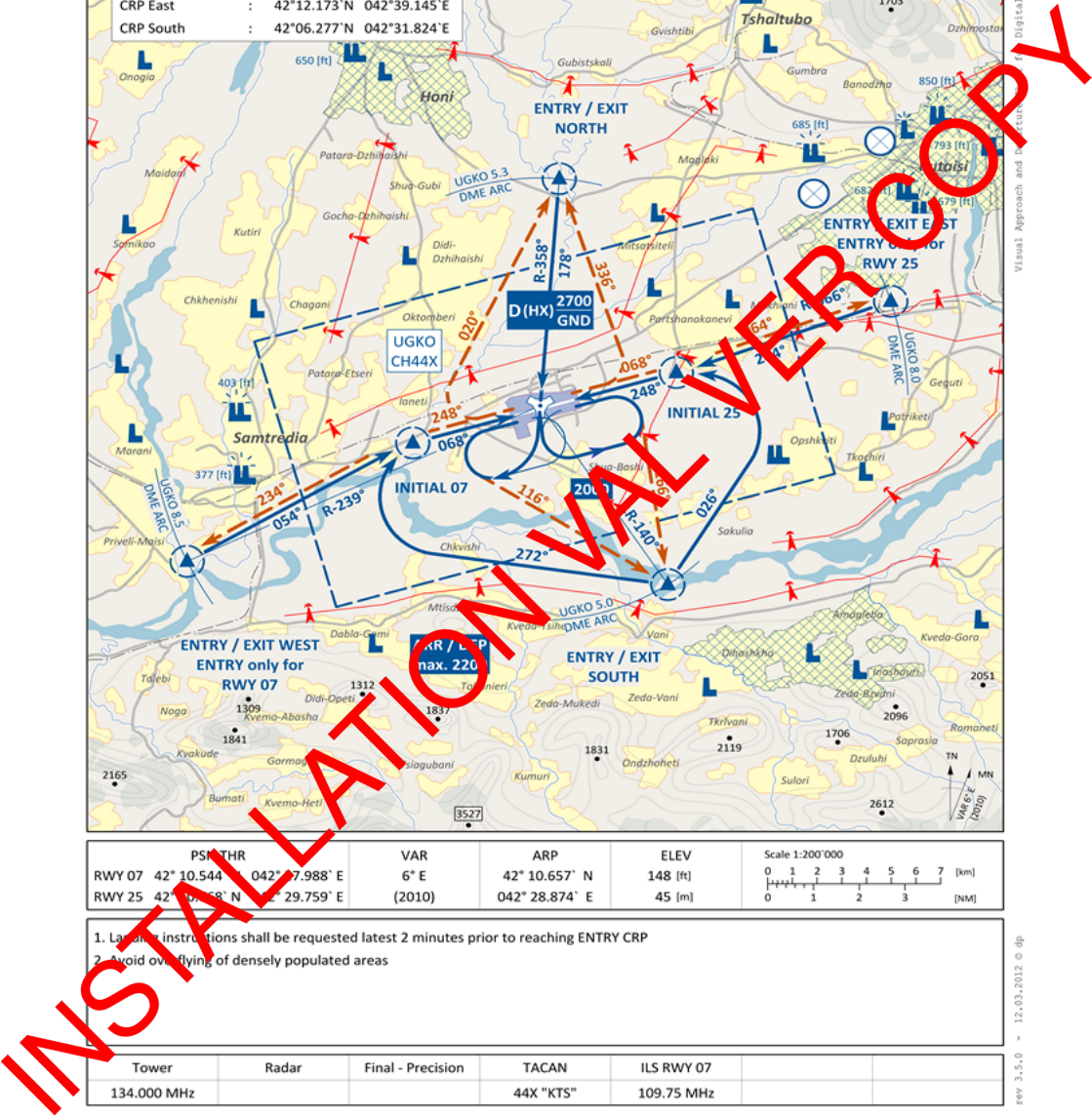


PAR	RWY	CAT	MINIMA	ARP	ELEV	Scale 1:25'000
09 - 27	A B C D E	1771 - 0.8 200 (200-0.8/1.6) GS 3°	43° 12.342' N 044° 36.346' E	1771 [ft] 540 [m]		
SRA	A B C D E	2121 - 1.2 350 (350-1.2/1.6)				

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		

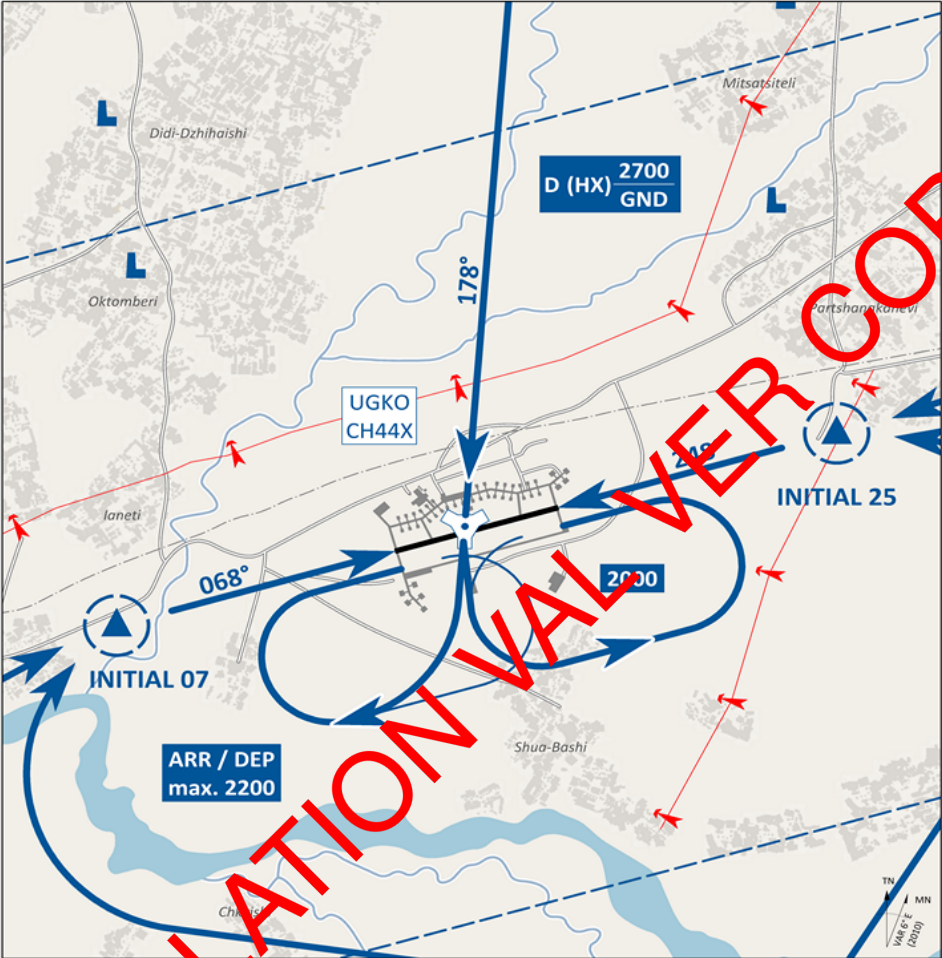
AERODROME CHART

BESLAN (URMO)



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

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PSN	THR	VAR	ARP	ELEV	Scale
RWY 07	42° 10.544' N 042° 07.988' E	6° E	42° 10.657' N	148 [ft]	1:75,000
RWY 25	42° 06.658' N 042° 29.759' E	(2010)	042° 28.874' E	45 [m]	0 1 2 3 [km] 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
134.000 MHz			44X "KTS"	109.75 MHz

TERPS
AERODROME CHART

GND 05

KUTAI - KOPITNARI (UGKO)

