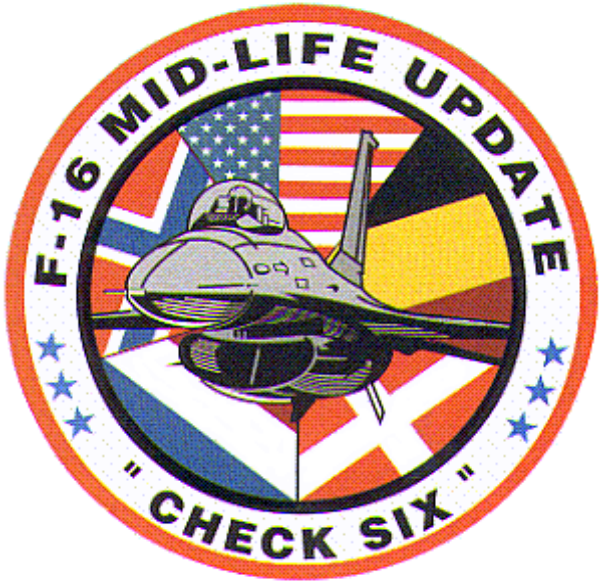
CHECKSIX - AIR FORCE

F-16 MLU

PILOT CHECKLIST



IF CHECKS MNEMONICS

HOLDING/ENROUTE

W	Wx/ATIS
H	HOLDING
O	OBTAIN APP CLEARANCE
L	LETDOWN PLATE REVIEW
D	DESCENT CHECKS
S	SPEEDS

APPROACH PREPARATION

M	MINIMAS
A	ALTIMETER
I	INITIAL DESC.RATE
L	LETDOWN PLATE
M	MISSED APP
A	APP SPEED
N	NAVAIDS

INTENTIONALY BLANK

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NORMAL PROCEDURES

INTENTIONALY BLANK

NORMAL PROCEDURES

Notes : * refers to F-16 BM both cockpits *

PREFLIGHT CHECK (see 1F-16A-CL-1)

VERIFY CHECK

* 1. EXTERIOR LIGHTS : As required
2. FUEL MASTER switch : Manually verify switch in MASTER position and guard fully down (BAF SUP 4)
3. ENGINE FEED knob : NORMAL
4. CNI : BACKUP
5. EPU switch : NORMAL
* 6. PW220 ENG CONT switch : PRI (Br: normal=guard down)
7. AUDIO/COMMS : As required
8. THROTTLE : OFF
* 9. HOOK switch : UP
10. LDG Gear Handle : DOWN (manually verify)
11. EWMS : All OFF
* 12. MASTER ARM : OFF (Br: armt consent)
13. SENSOR PWR PNL : All OFF
14. AIR SOURCE knob : NORMAL
15. AVIONICS : All OFF
16. INS POWER knob OFF
17. ENGINE ANTI ICE : ON
* 18. LOOSE or FOREIGN OBJECTS : CHECK

BEFORE STARTING ENGINE

1. MAIN PWR switch : BATT
   - FLCS PWR : 4 lights ON
   - A/C BATT to FLCS : light ON
   - FLCS PWR Test switch : TEST and hold
     - FLCS BATT : 4 lights ON
     - FLCS PWR : 4 lights ON
     - FLCS PMG : light OFF
     - A/C BATT to FLCS : light OFF
2. MAIN PWR switch : "MAIN PWR" verify lights
   - FLT CONT SYS : ON
   - ELEC SYS : ON
   - SEC : ON
   - ENGINE : ON
   - HYD/OIL PRESS light : ON
   - EPU GEN and EPU PMG lights : Confirm OFF

3. COMM's : Check with C/C
   - Danger areas : CLEAR
   - Air intake : FREE
4. CANOPY : closed, locked and light OFF
5. UHF : START UP clearance (WING OPS)

NOTE: If engine has to be shutdown, the FLCS BATT TEST must be accomplished prior to restart!

STARTING ENGINE

Pilot : "CLEAR START 2"
C/C : "AIR INTAKE CLEAR, CLEAR TO START"

1. JFS switch : Start 2 (Run light within 30 sec)

C/C : "JFS DOORS OPEN"

2. PW220 SEC light : Check OFF during RPM rise (± 18%)
3. THROTTLE : Idle at 20% RPM min
   - SEC CAUTION light ON 03sec (auto self-test)
   - Ignition within 20 sec
   - HYDR/OIL OUT : not before 25 % RPM
   - At 45% RPM : MAIN GEN on the line
   - At 50 % RPM : JFS Run light OFF + switch OFF
   - At 55% RPM : ENG WARN light OFF
   - Engine Feed : check NORMAL
     - FUEL FLOW : 500-1500 PPM
     - RPM : 60-70 %
     - FTIT : Below 575°
     - OIL PRESS : min 15 PSI
     - NOZZ POS : 70-95 %
     - HYDR PRESS : 2850-3250
     - HYDR/OIL light : OFF (could remain ON until 70 % RPM)

4. **C/C : "JFS DOORS CLOSED"**

5. **Pilot : "STEP 1 : FUEL PUMPS CHECK"**
   C/C : "SIX GREEN LIGHTS"
   Pilot : "MAIN FUEL SHUT OFF VALVE CHECK"
   C/C : "MAIN FUEL SHUT OFF VALVE OK"

NOTE : FFP may blink at idle RPM

WARNING : Do not make stick imputs while C/C is in proximity of control surfaces.

6. THROTTLE CUT OFF RELEASE : check

AFTER ENGINE START

1. FLCS Panel : SERVO/ELEC RESET (lights OFF)

2. TEST Switch Panel :
   - Probe Heat switch : PROBE HEAT : check no light
     TEST : light flashes 3/5 times
     OFF (all types)
   - Fire and Overheat Detect Button : DEPRESS and HOLD
     - Fire Warning light
     - Overheat Caution light + MASTER CAUTION
   - O^2 Qty Test switch : TEST and HOLD : light ON at 0.5 l
   *- Mal Indication Light Button : DEPRESS and HOLD
     - Check all lights and VMS
     *- G-suit Test Button : DEPRESS (up to max)

3. SEC check :
   - Check will be performed after the engine has run at idle at least 30 seconds

Pilot : "STEP 7 : *SEC CHECK*"
C/C : ACK

- THROTTLE : IDLE
- NWS : ON
- Hold Brakes (NO PARKING BRAKE !!!)
- ENG CONT switch : SEC — NOZZLE : less than 5 %
  SEC caution light : ON

C/C : "NOZZLE CLOSING".

- THROTTLE : verify engine response to throttle movement, then IDLE
- ENG CONT switch : PRI — NOZZLE POS: 70-95 %
  SEC caution light : OFF

C/C : "NOZZLE OPEN".

4. EPU check : **(BAF SUPP 2)**

Aircrews, in the event of the following :
Just prior to accomplishing the EPU check,
After any occasion which required a power cycle
At any time a start command to the EPU system is evidenced;
Will perform following actions :

- EPU switch OFF (for 1 sec) then NORMAL
- EPU GEN / EPU PMG lights : **confirm OFF**

WARNING : *If the light(s) is(are) illuminated, the EPU will activate using hydrazine upon removal of the safety pin. Abort the aircraft and inform maintenance.*

- O^2 : 100 %

Pilot : STEP 8 "EPU IS RESET CLEAR TO REMOVE THE EPU PIN".

- Hold toe brakes / NWS on
- RPM : IDLE + 5 %
- EPU/GEN TEST switch : EPU/GEN and hold
- Check lights : - EPU AIR light : ON
  - EPU GEN and EPU PMG lights : OFF
  - FCLS PWR lights : ON
  - EPU run light : ON (5 sec min)
- EPU/GEN TEST switch : OFF
- THROTTLE : IDLE
- *NOTE : if no RUN light within 10 sec :*
  - Release EPU/GEN TEST switch
  - THROTTLE : IDLE + 10%
  - Reinitiate the TEST
- Reset possible CAUTION/WARNING lights

C/C : CHECK and CALL "NO FLOW"
STOW EPU PIN IN THE BOX

WARNING : If airflow is detected, abort the aircraft

- O^2 : NORMAL

5. AVIONICS POWER panel:

DL:	ON
GPS:	ON
UFC:	ON
MFD:	ON
ST STA:	ON
MMC:	ON

6. INS ALIGN :

Entry of alignment coordinates is required even if internal coordinates are exactly equal to parking spot location. Failure to enter alignment coordinates flags the alignment as degraded (ALIGN does not flash)

7. SNSR PWR panel:
LEFT HDPT: As req
RIGHT HDPT: As req
FCR switch: FCR (BIT starts)
RDR ALT: STBY

8. FLCS SELF TEST :
Pilot : "STEP 2 : FLCS SELF TEST"
C/C : "CLEAR FLCS SELF TEST"
- Flight controls : Cycle
- Verify : Air Refueling switch : CLOSE
Trims : centered
ALT FLAPS switch : NORMAL
LEF switch : AUTO
Check NO SERVOs armed
Check FLCS light : OFF
- SELF TEST switch : ON

SPARE *RATE GYRO*

ECA *FLCC*

- T/O and LAND CONF light : ON
- MAL + ADV lights : ON
- Advance 1x : MAL light : ON
- Advance 2x : TEST running
- Check STBY GAINS light on at step 01

9. SEAT : adjust (test page 2)

10. HAVE QUICK II LOADING : (C&I Backup) see EW part of this checklist

11. CNI Knob: UFC
UHF/VHF: Recheck and set as desired

12. EWMS: STBY (As desired)

13. RWR:
- RWR BUTTON : Depress (green light on)
- Verify tone : voice present
- During BIT - OFP / TRIT ID : verify
- C / F inventory : verify / update
- LRU failure indication : check

14. MFL: Clear

15. DTC: Load (Check correct DTC ID)

16. SPEEDBRAKES check :

Pilot : "STEP 3 : SPEEDBRAKES"
C/C : "CLEAR FOR SPEEDBRAKES"

- Perform SPEEDBRAKES check

17. LANDING GEAR : check 3 GREENS

*18. SAI : uncage (set + 4°)

19. FUEL QTY check : (JP 8)
- Totalizer Quantity check
- NORMAL : A/L : 2940 lbs
- F/R : A : 3250 lbs
B : 1890 lbs
- Test : FWD/AFT fuel low lights : ON
Totalizer : 6000 lbs (± 100)
F/R - A/L : 2000 lbs (± 100)
- RSVR : both 480 lbs (± 30)
- INT WING : 550 lbs (± 100)
- EXT WING : 2420 lbs (± 100)
- EXT CTL : F/R : 1890 lbs
A/L : 0 lb
- QTY SEL switch : External tank(s), check feeding and then switch to **NORMAL**.

20. EPU FUEL QTY : 95-102 %

21. FLCS SELF TEST : continue
- At 43 : ADV
- At 48 : ADV
- At 51 : Verify SERVO and P, R, Y lights : ON
SERVO/ELEC RESET : lights OFF
ADV
- At 54 : Verify SERVO and P, R, Y lights : ON
SERVO/ELEC RESET : lights OFF
SELF TEST : OFF
T/O and LAND CONF light : OFF

NOTE : For expanded FLCS SELF TEST, refer to FCF part

22 UFC : "Data Pump" as required (list 8 / A-A mode)

23. SMS check :
- Inventory
- LOAD according to A/C configuration if necessary
- Program/Verify : AA AG GUN SEL JET
- Program/Verify : DGFT / MSL OVRD
- Master MODE : as desired
- Check STORES CONF caution light : as desired

24. MISSILE TONE check : if required (AIM-9N3)

25. TRIM check :

Pilot : "STEP 4 : TRIM CHECK"
C/C : "READY FOR TRIM CHECK"
Pilot : "TRIM/AP DISCONNECT"

- TRIM/AP DISC switch : DISC
- Stick TRIM button - Activate in roll and pitch (without moving the stick)
- Check for no trimwheel and indicator motion

C/C : "TRIMS, NO MOTION"
Pilot : "TRIM/AP CONNECTED"

- TRIM/AP DISC switch : NORM
- Actuate trims : Nose down/up **C/C : ACK**
  Flaperon L/R **C/C : ACK**
  Rudder L/R **C/C : ACK**
- Trims : ALL NEUTRAL

26. CONTROLS check :

Pilot : "STEP 5 : CONTROLS CHECK"
C/C : "READY FOR CONTROLS CHECKS"

* Actuate controls : Nose down/up **C/C : ACK**
  Flaperon L/R **C/C : ACK**
  Rudder L/R **C/C : ACK**
  Nose full down + MPO **C/C : ACK**
* FLCS Override :
  - BMF Stick control : selected cockpit
  - BMR Stick indicator : as selected
  - Selected cockpit paddle switch : Depress
    - OVRD lights : ON
    - Selected cockpit stick : Operative
    - Other cockpit stick : Inoperative

* RCP CONTROL LOCKOUT KEY CHECK **(BAF SUP 8)**
  1. RCP Flight-controls: cycle.ALL surfaces respond (no FLCS lights on)
     C/C : ACK
  2. Stick control switch: Forward
  3. FCP paddle switch: Hold Depressed
  4. RCP control lockout key: Insert from outboard between paddle switch set screw and base of the front cockpit stick
  5. FCP paddle switch: Release
  6. RCP control lockout key lanyard : Secure around base of FCP stick
  7. RCP Flight controls: Cycle. Surfaces should not respond
     C/C : NO MOVE

NOTE : if controls surfaces move with RCP control lockout key installed, the paddle switch may be inoperative or misadjusted. In this case do not use the lockout key.

27. AR system (if required) - checks
AIR REFUEL switch : OPEN, RDY light ON, DISC light OFF
* A/R DISC button : Depress. DISC light ON,RDY light OFF; 3" later, RDY light ON, DISC light OFF
AIR REFUEL switch : CLOSE, RDY light OFF

*28. BRAKES check :

Pilot : "STEP 6 : BRAKES CHECK"
C/C : "READY FOR BRAKES CHECK"

- Right brake : CHAN 1 **C/C : ACK**
  activate left pedal **C/C : NO MOVE**
- Right brake : CHAN 2 **C/C : ACK**
  activate left pedal **C/C : NO MOVE**
- Perform the same for the left side
- Verify Backseater brakes working as well

29. PW220 ENGINE Anti-Ice check :

- *ENGINE stabilized in IDLE for 1' with Anti-Ice switch ON*
- Anti-Ice switch: OFF -FTIT decreasing at least 10°C within 15 sec. If not abort the A/C
- Anti-Ice switch: AUTO OR ON (as required)

30. LAST TURN AROUND :

Pilot : "CLEAR FOR TURNAROUND" (REMOVE LDG GEAR PINS AND MSL COVER).

31. AVIONICS (UFC):

a. IFF, T-ILS, ALOW, DTS, CRUS (Home), TIME, ACAL: Check all correct

b. Verify DTU programming (LIST)
If not correct, go to manual programming

List 1 :	DEST :	L/L (check TW N°)
		E/T
List 2.:	BINGO or JOKER	
List 3/9 :	WPN DEL : VIP or VRP : B/R - ELV	
List 4.:	NAV Page + NAV FILTER AUTO: Check	
List 5 :	WSPAN	
List R.:	IFF INTG: Check SCAN/LOS settings	
List E.:	DLNK: Set	
List 0.1.:	CORR/OFP: Check	
List 0.8.:	BULLSEYE : Set	

c. EWMS : Check STICK/BUMP switch set ups

d. TCN : BIT (Test / Bit 2)

32. FCR/HSD: Set as desired (in all modes)

33. STEP 9 : LCC

- Parking brake: ON

Pilot : STEP 9 " PARKING BRAKE IS ON, CLEAR TO REMOVE CHOCKS AND INTERCOM"

34. INS: Check status list 6

Planning on EIA:

a. Change Nav Filter in list 4 to INS prior switching INS function knob to NAV

Not planning on EIA or EIA completed:

b. Go NAV and check Nav Filter in AUTO.

BEFORE TAXI

1. UHF/VHF : TAXI clear : Call sign, position, type of departure
* 2. ALTIMETER : set
3. CANOPY : closed, locked, light OFF
4. EXTERIOR lights : as desired
5. IFF : SET
6.INS : NAV
7.HAVE QUICK : set and check as desired

TAXI

MAXIMUM 70 % RPM : FOD !!!!!

1. PARKING BRAKE : ANTI SKID (no light)
2. BRAKES/NWS : check
3. VHF : check
* 4. HARNESS/LEADS/ANTI-G SUIT : check
* 5. EJECTION SEAT : ARMED, CAUTION light OFF
6. HAVE QUICK : TOD if loading has been done and no GPS available

IF CHECKS

1.PRESSURE INSTRUMENTS :

- AIRSPEED : ZERO
  Set rotation speed
- ALTIMETER : QNH set
  ERROR : ± 75 feet (ICAO) →ELEC
  →PNEU
  *75 feet max difference in FBM
  *75 feet max difference between ELEC and PNEU
- VVI : ZERO
  Remember possible error

2 GYROSCOPIC INSTRUMENTS :

- TURNS : Needle/ball
  HSI following
  ADI/SAI : no precession
- ATTITUDES : ADI/SAI : no flag + level
  Response to braking

3.NAVIGATION INSTRUMENTS :

- NAV : Check correct bearing and range for DEST wpts.
  Leave thumbwheel number corresponding to working area or first turning point
- TACAN : Set course on 180°/360°
  Initiate BIT : check response of bearing, DME, CDI and IDENT TACAN

* Bearing FS and BS max 4 deg difference

4.MISCELLANEOUS :

- STBY COMPASS : check
- CLOCK : time, rewind, chrono
- ENGINE INSTRUMENTS : check

BEFORE TAKE-OFF

1. ENHANCED ALIGNMENT : OPTIONAL (see step 33 NP.8 or GPS was OFF)
   - Taxi time : max 10 min
   - HDG > 70° from initial heading
   - Status 10
   - FUNCTION KNOB : NORMAL
   - Obtain status 6 (it takes 4 min)
   - FUNCTION KNOB : NAV
2. GPS : ON
3. Squat Fix : Perform if GPS status is not HIGH
4. ZVEL : Perform
*5. ALT FLAPS switch: NORMAL
6. TRIMS : centered
7. IFF : Check and NORMAL
*8.ENG CONT: PRI (BR NORMAL = guard down)
9. SPEEDBRAKES : closed
10. CANOPY : closed, locked, light OFF
11. STORES CONFIG switch : as required (Cat-I / Cat-III)
*12. GND JET ENABLE switch : as required
*13. HARNESS/LEADS/ANTI-G : check
*14. EJECTION SEAT : armed
*15. EXTERNAL TANKS : check feeding then **NORM**
*16. CAUTION/WARNING LIGHTS : OFF
*17. TACAN : verify readings if available at ORP
18. VTR: ON

LINE UP

1. UHF/VHF : line-up, take-off clearance
2. PROBE HEAT switch : PROBE HEAT

NOTE : Turn Probe heat on at least 2 minutes prior to takeoff anytime icing of probes is possible

3. EWMS: JMR, DISP,MODE as req
4. LANDING LIGHT : ON
*5. IDLE OIL PRESSURE : check and remember
6 RDR ALT switch : RDR ALT
*7. VISOR(S) : DOWN
*8. HSI : check runway heading
*9. FLIGHT CONTROLS : cycle
10. INS: check in NAV

TAKE-OFF

1. RPM : 80 % check — Oil pressure increase
Nozzle : closing
Engine instruments : in the green
NO CAUTION/NO WARNING
2. BRAKES : release
3. THROTTLE : FULL MIL (or AB) — RPM : max 94 %
FTIT max 965°
OIL : 15 PSI min > IDLE
NOZZLE : < 30% (or <95%)
4. NWS : disengage at 70 KTS
5. ROTATION : -BLOCK 15 : 10 KTS < T/O speed (MIL PWR)
15 KTS < T/O speed (AB)
6. GEAR UP : when safely airborne and VVI > 0 and alt increasing

CLIMB

1. CHECKS :
- BALL(s) : in the middle
- INSTRUMENTS : engine + navigation
- CABIN PRESSURE : following
- OXYGEN : pressure, blinker, connections
- FUEL:Verify tanks feeding then FUEL QTY SEL knob **NORM**
- ALTIMETER : 1013 at transition altitude

2. SPEEDS :

DRAG INDEX	MIL	MAX PERF
0	420 / M.88	580 / M.90
100	360 / M.82	540 / M.89
200	310 / M.75	480 / M.87
300	290 / M.70	420 / M.85

DESCENT

1. PRE-DESCENT CHECKS :
*- ALTIMETER : check (max 270 ft difference between PNEU and ELEC when < 0.9 M, < 20000 feet MSL and VVI < 500 ft / min)
*- INSTR MODE SEL knob : as desired
*- ATTITUDES : ADI/SAI : working properly
- HEATERS : PROBE HEAT switch : PROBE HEAT
DEFOGGER : as required
ANTI-ICE : AUTO or ON (as required)
- FUEL : Decision (type of approach)
*- Compute final speed : 125 KTS (129 KTS in FB)
+ 8 KTS for 11° AOA Approach
+ 4 KTS/1000 lbs fuel and stores

2. IFR DESCENT :
- 75 % RPM
- 300 KCAS > FL 100 / 250 KCAS < FL 100
- SPEEDBRAKES : OPEN

LANDING

1. RADAR/EWMS : check STBY
2. LANDING LIGHT : ON
3. FINAL : 11° AOA
4 TOUCH DOWN : 11-13° AOA
5. AERODYNAMIC BRAKING : 13° AOA
6. At 80 KTS :
   - NOSE WHEEL : on the ground
   - SPEEDBRAKES : OVRD FULL OPEN
   - FULL AFT STICK : maintain
7. BRAKES : check and as required
8. NWS : engage at taxi speed or when necessary

AFTER LANDING

1. COMM's : contact ground or maintenance people if applicable
2. PROBE HEAT switch : OFF
3. IFF : HOLD and STBY (if Mode 4 is loaded)
*4. TACAN/ILS: OFF
5.EWMS: Error Catalog : "SEE" for MFL / ALL OFF
6. RWR : - Perform manual BIT
   - LRU failure indication : record failure
   - C / F inventory : record
   - RWR button : depress (green light off)
7. CANOPY handle : UP
8. SPEEDBRAKES : CLOSED
*9. EJECTION SEAT : SAFE (MASTER CAUTION RESET)
10. LANDING/TAXI LIGHTS : as required
11. VIDEO SWITCH : Record MFLs (test page) / OFF
12. ARMAMENT switches : OFF (Br : Armt Consent)
13. HUD : OFF (except instructed otherwise)
14. FCR : OFF
15. RADAR ALT switch : OFF

PRIOR TO ENGINE SHUTDOWN

1. EPU Safety pin: IN

NOTE : installation of the EPU safety pin should be delayed until after engine shutdown if: - CC not familiar
- Emergency Personnel
Place the EPU switch to OFF prior engine shutdown if the EPU safety pin is not installed

2. IFF : OFF
3. EXTERIOR light : OFF
4. C&I knob : BACKUP
5. MFL : Record and clear
*6. SAI : CAGE
7. INS :
   - UFC List 6 : Record local L/L
     Record G/S
   - UFC List 0-4: INSM
   - RECORD
     62 _____
     64 _____
     66 _____
     67 _____
     68 _____

INS is out of tolerance if X-Y-Z velocity (66,67,68) > 3.0Ft/Sec or if V > 5 (TV 39)

   - INS : PWR OFF
   - Wait 10 sec for INU to store data before engine shut-down

8. AVIONICS : PWR OFF (ST STA when MSL cover(s) inst.)
9. SEAT : adjust (1/2 inch up from full down)

ENGINE SHUTDOWN

1. AUDIO / COMMS : OFF
2. THROTTLE :
   - Stabilize at 75-78 % RPM for 5-10 sec (if conditions permit)
   - Reduce to idle to allow nozzle to open (1 to 2 sec), then OFF

   After main generator drops off line :
   - EPU GEN/EPU PMG lights : OFF
3. CANOPY : OPEN and switch NEUTRAL
4. MAIN PWR switch : OFF at 0% RPM
5. HUD cover : installed
6. DTC : removed

SILENT START PROCEDURE

FINGERS	ACTION
1.	JFS DOORS CLOSED 6 FUEL LIGHTS FUEL SHUT OFF VALVE OK
2.	FLCS SELF TEST
3.	SPEEDBRAKES CHECK
4.	TRIMS CHECK
5.	CONTROLS + MPO CHECK
6.	BRAKES CHECK
7.	SEC CHECK
8.	EPU CHECK
9.	LCC

REMARK :
ALQ AND RWR SAFETY CHECKS ARE INCORPORATED IN THE NORMAL PROCEDURES; FOR FURTHER INFORMATIONS REFER TO EW SECTION

SCRAMBLE

PREFLIGHT

Perform the following preflight inspections prior to placing the aircraft on quick response status:

1. EXTERIOR INSPECTION.
2. BEFORE ENTERING COCKPIT.
3. COCKPIT INTERIOR CHECK.
4. BEFORE STARTING ENGINE.
5. STARTING ENGINE.
6. AFTER ENGINE START (include EPU check).
7. Aircraft cocked for scramble – Per local policies and directives.

AIRCRAFT ON QUICK RESPONSE STATUS

If the above actions were not completed prior to scramble, normal preflight procedures should be used.

1. FLCS power – Check.
2. MAIN PWR switch – MAIN PWR.
3. Engine – Start.
4. Canopy – Close and lock.
5. Instruments – Check.
6. SNSR PWR switches – As required.
7. AVIONICS POWER switches – As required.
8. INS knob – STOR HDG.
9. FLCS self-test – Accomplish to test No. 43.
10. MFD's – As desired.
11. HUD – As required.
12. INS knob – NAV.
13. EPU GEN and EPU PMG lights – Confirm off.
14. EPU – Check (if EPU safety pin was installed since last EPU check).

15. Chocks and safety pins (ground crew) – Remove.
*16. Brakes and NWS – Check.
*17. Ejection safety lever – Armed (down).
*18. Flight control surfaces – Cycle.
19. IFF – As required.

HOT REFUELING

PRIOR TO HOT PIT ENTRY

1. AFTER LANDING checks – Complete.
2. AIR REFUEL switch – OPEN; RDY light on.
*3. TACAN power knob – OFF.
*4. GND JETT ENABLE switch – OFF.

PRIOR TO HOT REFUELING

Perform the following actions prior to refueling:

1. EPU safety pin (ground crew) – Installed.
*2. Personal equipment leads (except oxygen and communication) – As desired.
3. Canopy – As desired.
4. Brake and tire inspection (ground crew) – Complete.
5. Intercom with refueling supervisor – Established.

DURING HOT REFUELING

*1. Be alert for visual or voice signals from refueling supervisor.
*2. Terminate refueling if intercom contact is lost – Visual signal.
*3. Ground control radio frequency – Monitor.
*4. Insure hands are visible to ground crew.

HOT REFUELING COMPLETE

1. AIR REFUEL switch – CLOSE.
2. EPU GEN and EPU PMG lights – Confirm off.
3. EPU safety pin (ground crew) – Removed.
4. Intercom (refueling supervisor) – Disconnect.
5. Taxi clear of refueling area and configure aircraft as required.

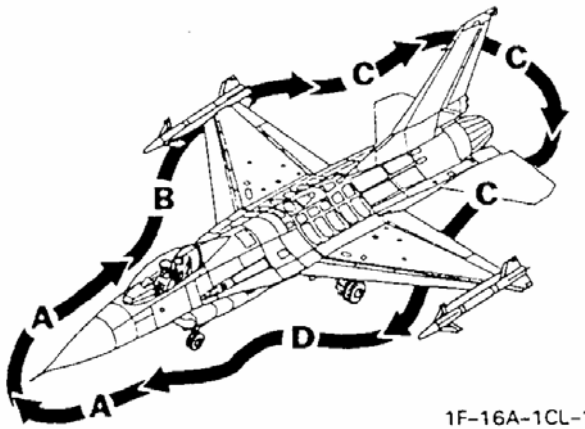
QUICK TURNAROUND

PRIOR TO ENGINE SHUTDOWN

1. AFTER LANDING checks – Complete.
2. PRIOR TO ENGINE SHUTDOWN checks – Complete.
3. Communication with ground crew – Establish (if required).
4. ENGINE SHUTDOWN checks – Complete.
5. Aircraft setup – IAW local procedures.

EXTERIOR INSPECTION

NOTE: Check aircraft for loose doors and fasteners, cracks, dents, leaks, and other discrepancies.



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NOSE –A

1. FORWARD FUSELAGE:
   A. EXTERNAL CANOPY JETTISON D-HANDLES (2) – ACCESS DOORS CLOSED.
   B. PITOT-STATIC PROBES (2) – COVERS REMOVED.
   C. AOA PROBES (2) – COVERS REMOVED; SLOTS CLEAR; FREEDOM OF MOVEMENT; ALIGNMENT CHECKED (ROTATE PROBES FULLY TOWARD FRONT OF AIRCRAFT (CCW ON THE LEFT; CW ON THE RIGHT) AND VERIFY BOTTOM SLOTS SLIGHTLY AFT OF 6 O'CLOCK AND TOP SLOTS FORWARD); SET IN NEUTRAL POSITION (BOTTOM SLOT AT 4 O'CLOCK ON THE RIGHT SIDE AND 8 O'CLOCK ON THE LEFT SIDE).
   D. STATIC PORTS (2) – CONDITION.
   E. [DE] [NO] [A] ID LIGHT – CONDITION.
   F. RADOME – SECURE.
   G. ENGINE INLET DUCT – CLEAR.
   H. EPU FIRED INDICATOR – CHECK.
   I. ECS RAM INLET DUCTS – CLEAR.

CENTER FUSELAGE & RIGHT WING – B

1. RIGHT MLG:
   A. TIRE, WHEEL, AND STRUT – CONDITION.
   B. UPLOCK ROLLER – CHECK.
   C. DOOR AND LINKAGE – SECURE.
   D. LG SAFETY PIN – INSTALLED.
2. RIGHT WING:
   A. HYDRAZINE LEAK DETECTOR – CHECK.
   B. EPU NITROGEN BOTTLE – CHARGED.
   C. EPU OIL LEVEL – CHECK.
   D. HYD SYS A QTY AND ACCUMULATOR – CHECK.
   E. GUN-RNDS COUNTER AND RNDS LIMIT – SET.
   F. EPU EXHAUST PORT – CONDITION.
   G. [PW200] DOOR 3308, ENGINE SYSTEM FAULT FLAG – CHECK.
   H. [PW220] **BLOCK 10** Door 2338, **BLOCK 15** DOOR 2306 ENGINE AND EMS GO-NO GO INDICATORS – CHECK.
   I. LEF – CONDITION.
   J. STORES AND PYLONS – SECURE (PREFLIGHT IAW T.O. 1F-16AM-34-1-1CL-1).
   K. NAV AND FORM LIGHTS – CONDITION.
   L. FLAPERON – CONDITION.

AFT – FUSELAGE – C

1. TAIL:
   A. ADG – CHECK.
   B. CSD OIL LEVEL – CHECK.
   C. BRAKE/JFS ACCUMULATORS – CHARGED.
   D. HOOK – CONDITION AND PIN FREE TO MOVE.
   E. [NE] [NO] DRAG CHUTE ACCUMULATOR – CHARGED.
   F. VENTRAL FINS, SPEEDBRAKES, HORIZONTAL TAILS, AND RUDDER – CONDITION.
   G. [NE] [NO] DRAG CHUTE HOUSING – CONDITION.
   H. ENGINE EXHAUST AREA – CONDITION.
   I. NAV AND FORM LIGHTS – CONDITION.
   J. **BLOCK 15** VERTICAL TAIL LIGHT – CONDITION.
   K. FLCS ACCUMULATORS – CHARGED.
   L. JFS DOORS – CLOSED.

LEFT WING & CENTER FUSELAGE – D

1. LEFT WING:
   A. FLAPERON – CONDITION.
   B. NAV AND FORM LIGHTS – CONDITION.
   C. STORES AND PYLONS – SECURE (PREFLIGHT IAW T.O. 1F-16AM-34-1-1CL-1).
   D. LEF – CONDITION.
   E. FUEL VENT OUTLET – CLEAR.
   F. HYD SYS B QTY AND ACCUMULATOR – CHECK.
2. LEFT MLG:
   A. TIRE, WHEEL, AND STRUT – CONDITION.
   B. UPLOCK ROLLER – CHECK.
   C. DOOR AND LINKAGE – SECURE.
   D. LG SAFETY PIN – INSTALLED.
   E. LG PIN CONTAINER – CHECK CONDITION.
3. FUSELAGE:
   A. GUN PORT – CONDITION.
   B. IFF – CHECK.
   C. AVTR – CHECK.
4. UNDERSIDE:
   A. NLG TIRE, WHEEL, AND STRUT – CONDITION.
   B. NLG TORQUE ARMS – CONNECTED, PIN SECURE AND SAFETIED.
   C. NLG DOOR AND LINKAGE – SECURE.
   D. LANDING AND TAXI LIGHT – CONDITION.
   E. LG/HOOK EMERGENCY PNEUMATIC BOTTLE PRESSURE – WITHIN PLACARD LIMITS.

1. LEFT WING:
   A. FLAPERON – CONDITION.
   B. NAV AND FORM LIGHTS – CONDITION.
   C. STORES AND PYLONS – SECURE (PREFLIGHT IAW T.O. 1F-16AM-34-1-1CL-1).
   D. LEF – CONDITION.
   E. FUEL VENT OUTLET – CLEAR.
   F. HYD SYS B QTY AND ACCUMULATOR – CHECK.
2. LEFT MLG:
   A. TIRE, WHEEL, AND STRUT – CONDITION.
   B. UPLOCK ROLLER – CHECK.

AIRCRAFT SERVICING

SERVICEABLE ITEM		SPECIFICATIONS	
		USAF	NATO
FUEL	ENGINE/JFS	MIL-T-5624, JP-4 MIL-T-5624, JP-5 MIL-T-83133, JP-8 JET A, B (COMMERCIAL) JET A-1 (COMMERCIAL)	F-40 F-43 OR F-44 F-34 NONE F-35
OIL	ENGINE *	MIL-L-7808J OR LATER	0-148
	ADG/CSD/EPU	MIL-L-7808	
HYDRAULIC FLUID	HYDRAULIC SYSTEMS A AND B	MIL-H-5606 MIL-H-83282	H-515 H-537
OXYGEN	GASEOUS	MIL-O-27210, TYPE I	NONE
	LIQUID	MIL-O-27210, TYPE II	
EXTERNAL ELECTRICAL POWER	115 (±15) VAC, 400 (±30) HZ	A/M32A-60A	NONE
NITROGEN	GASEOUS	BB-N-441A, TYPE I, GRADE B	NONE
FUEL TANK INERTING AGENT (OPTIONAL)	LIQUID	HALON 1301	NONE
MONOPROPELLANT (EPU)	LIQUID	HYDRAZINE (70% N_2H_4, 30% H_2O)	NONE

TAKE OFF & LANDING DATA CARD

	TAKEOFF	LANDING
GW		
Runway Condition		
Runway Temp		
Pressure Altitude		
Wind		
Runway Length		
Runway Slope		

TAKE OFF

Rotation Speed		KIAS	
Takeoff Speed/Dist		KIAS	FEET
Refusal Speed		KIAS	
Max Brake Speed		KIAS	

LANDING

	Immediately After Takeoff		Final Landing
GW		GW	
Approach Speed			
Touchdown Speed			
Landing Distance			