

F-16 C/D

Block 52

Checklists

Not suited for Real Operations
For FALCON 4.0 SuperPAK Use Only

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Korea

1. TCN List
2. Korea Map

Balkan

- | | |
|-------------------------|------------------------------|
| 1. TCN List | Italy |
| 2. TCN List (Continued) | Italy / Sicily / Greece / MC |
| 3. TCN List (Continued) | Alb / Slo / Mtngro / Serbia |
| 4. TCN List (Continued) | Bh / Croatia / Hungary |
| 5. Balkan Map | |

Blank Line Up Card

BEFORE ENGINE START

- | | | |
|--------------------------|-----------------------------|------------------|
| 1. Parking Brake | Set | ALT o |
| 2. Master LIGHT switch | NORM | SHF ALT I |
| 2. Anti-Collision Lights | ON | CTL ALT F10 |
| 3. Master FUEL Switch | ON | SHF CTL F7 |
| 4. FUEL Pumps | Set NORM | SHF CTL F5 or F6 |
| 5. Fuel Readout Switch | Set NORM | SHF CTL F1 or F2 |
| 6. EPU Switch | NORMAL | ALT e |
| 7. AIR Source | Set NORM | SHF CTL F3 or F4 |
| 8. Avionics | All OFF | |
| 9. Sensors | All OFF | |
| 10. MAIN PWR | BATT : Check lights | CTL ALT F2 |
| | Flcs relay ON | |
| 11. MAIN PWR | MAIN : Check lights | CTL ALT F2 |
| | Flcs relay OFF | |
| | to Flcs ON | |
| | Warning panel : ELEC SYS ON | |
| | SEC ON | |
| | Right eyebrow: HYD OIL ON | |
| | EPU OFF | |

ENGINE START

- | | | |
|-------------------|-----------------------------|-------|
| 1. Throttle | Idle | |
| 2. JFS | START 2 | SHF j |
| 3. RPM | Check increasing to 25% max | |
| 4. Throttle | Advance when ABOVE 30% | |
| 5. Idle Detent | Toggle | ALT i |
| | Advance Throttle over 45% | |
| 6. RPM | Check increasing above 25% | |
| 7. Throttle | Idle | |
| 8. 50% RPM | JFS Switch - Check Off | |
| 9. 55% RPM | MAIN GEN Online (light OFF) | |
| 10. HYD OIL light | OFF between 25 and 70% RPM | |

AFTER ENGINE START

- | | | |
|--------------------------|--------------------------|---------------|
| 1. D/Link | Power ON | SHF ALT F11 |
| 2. GPS | Power ON | SHF ALT F10 |
| 3. UFC / ded | Power ON | SHF ALT F9 |
| 4. MFD | Power ON | SHF ALT F8 |
| 5. SMS | Power ON | SHF ALT F7 |
| 6. FCC | Power ON | SHF ALT F6 |
| 7. INS | Select ALIGN NORM | CTL ALT F8 |
| | Input/Check Coord in DED | |
| 8. FCR | Power ON | SHF ALT F5 |
| 9. Left/Right Hardpoints | Power ON | SHF ALT F3/F4 |
| 10. RALT | Set STAND-BY Pwr ON | CTL a |
| 11. HUD | Power ON | SHF ALT F2 |
| 12. Trim | Reset | SHF cursor up |

ENGINE CHECK

- | | |
|------------------|----------------|
| 1. Fuel Flow | 500 – 1500 PPM |
| 2. RPM | 60 – 70 % |
| 3. FTIT | Below 575° |
| 4. Hyd Oil | OFF |
| 5. Engine Gauges | In the green |

FUEL CHECK

- | | |
|------------------|--------------------------------|
| 1. Totalizer qty | Check according to flight plan |
| 2. NORM | A/L : 3200 lbs |
| | F/R: 3700 lbs |
| 3. TEST | Tot: 6000 lbs |
| | A/L – F/R: 2000 lbs |
| 4. RSVR | both 480 lbs |
| 5. INT WING | both 500 lbs |
| 6. EXT WING | both 2420 lbs (if carried) |
| 7. EXT CTL | F/R: 1700 lbs |
| | A/L: 0 lbs |
| | Check 95 – 102 % |

Note:

Beware of spending excessive time checking the aircraft.
Always refer to your next TOS.

AVIONICS

- | | | |
|-----------------------|-----------------------------|---------------|
| 1. Threat Warning Aux | ON | |
| 2. EWMS | | |
| EWS PWR | ON | CTL ALT F6 |
| EWS JMR | ON | CTL ALT F5 |
| Chaff CMDs | ON | CTL ALT F3 |
| Flares CMDs | ON | CTL ALT F4 |
| EWMS Mode | Set as required | SHF z/x |
| 3. Check CNI switch | UFC | |
| 4. DED - UFC | | |
| Comms | Set UHF and VHF as required | |
| ALLOW | SET as required | |
| MSL (trans alt) | SET as required | |
| CRUS | SET Home | |
| TACAN | SET to home base | |
| BINGO | SET as required | |
| VIP – VRP | SET as required | |
| WSPAN | SET and check | |
| 5. MFD | | |
| S – Jettison | Preset Jettison | |
| Flightplan | Check and set | |
| 6. AUDIO | | |
| COMM1 Volume | SET | |
| COMM2 Volume | SET | |
| MSL Threat Volume | SET | SHF CTL [/] |
| Threat Volume | SET | SHF ALT [/] |

BEFORE TAXI

- | | | |
|---------------------|---------------------------------|------------|
| 1. Master Mode | NAV | |
| 2. Master Arm | Safe | CTL m |
| 3. Radar | Check OFF | |
| 4. ECM | Check OFF | |
| 5. U/C | Check down and locked (3 green) | |
| 6. Landing Lights | ON | SHF ALT I |
| 7. Drift Co Switch | Set Norm | CTL del |
| 8. Ejection Seat | ARM | SHF e |
| 9. Caution Panel | Check No Lights | |
| 10. Flight Controls | Check Free and Correct | |
| 11. Radio Tower | Request Taxi | |
| 12. INS Check | Check ALIGN flashes in HUD | |
| 13. INS switch | NAV position | CTL ALT F7 |

TAXI OUT

- | | | |
|-----------------------|---------------------------|-------|
| 1. NoseWheel Steering | Engage | SHF / |
| 2. Aircraft Lights | Set Wing /Fus as required | |
| 3. Parking Brake | Release | ALT o |
| 4. Speedbrake | Check Closed | |
| 5. Speed | Max 20 Kts | |
| 6. Fuel Flow | Check correct | |
| 7. Engine Gauges | Check in the green | |
| 8. MPO | Check – As required | |
| 9. Wheelbrakes | Test | |
| 10. Runway | Hold Short | |

Note:

Excessive use of wheel brakes and/or differential braking is to be avoided Maximum safe taxi speed on ramps is 20Kts.

BEFORE TAKE OFF

- | | | |
|------------------------|-------------------------|-------|
| 1. HSI / HUD | Check on RNW QDM | |
| 2. Airport Elevation | Check | |
| 3. HUD | As required (declutter) | |
| 4. Trim | T/O setting | |
| 5. Seat | Check Armed | |
| 6. Departure Clearance | Received | |
| 7. Radar Altimeter | Set ON | SHF a |

NORMAL TAKE OFF

- | | | |
|---------------------|-----------------------------|-------|
| 1. Power | Full MIL, AB as required | |
| 2. Engine | Within Limits | |
| 3. Airspeed 70 kts | Disengage NWS | SHF / |
| 4. Airspeed 150 kts | 150 Kts Rotate | |
| 5. Positive Climb | (VSI + Alt) Brakes, Gear Up | |

Action/Note:

Apply Power Steadily, 150 Kts : 10 degrees positive pitch

Warning:

Do not exceed 14 degrees pitch

AIRBORNE

- | | | |
|--------------------|-------------------------|-----------|
| 1. Speed | Keep IA above 200 Kts | |
| 2. Taxi Light | Off | SHF ALT I |
| 3. U/C | Check Locked (no light) | |
| 4. Engine | Gauges in the Green | |
| 5. Radio | Call airborne | |
| 6. Ded | STP mode, Select NXT | |
| 7. MFD | Cycle – As Required | |
| 8. Drift Co Switch | Set Drift | CTL del |
| 9. Radio | Channel – As Required | |
| 10. Wingman | Set Formation and Route | |

ABORTED TAKE OFF

- | | |
|------------------|------------------------|
| 1. Speedbrake | Fully Extend |
| 2. Throttle | Idle |
| 3. Pitch | 7 Degrees |
| 4. Wheelbrakes | Fully Engaged |
| 5. A/C | Stop |
| 6. Runway | Vacate ASAP |
| 7. Caution Panel | Check, Exit A/C if REQ |

Note:

If IAS>110 Kts at mid runway, Declare Emergency and Eject

FENCE IN

- | | | |
|----------------------------|-------------------------|-------|
| 1. Master Mode | As Required AG or AA | |
| 2. Master ARM | Set ARM | SHF m |
| 3. Radar | As Required | |
| 4. Chaff/ Flares Auto disp | Set On | |
| 5. ECM Jammer | As Required | |
| 6. RWR | Check On | |
| 7. F – ACK | Check no Faults | |
| 8. A/C Lights | Check Off | |
| 9. MFD | Cycle/ Req data | |
| 10. A/G Weapons | Set release parameters | |
| 11. Laser Switch | ON if required | ALT I |
| 12. CAT config | Check | |
| 13. Radio Flight | Set Defensive Formation | |

Note:

Avoid Radio Chatter when entering enemy airspace unless in case of emergency. Use A/C or hands signals instead.

INITIAL POINT

- | | |
|------------------------|-----------------------------|
| 1. Radio Flight | Split, Weapons Free, Engage |
| 2. Master ARM | Check ARM SHF m |
| 3. Weapons | Check SET |
| 4. Attitude | Check Speed and ALT |
| 5. DeD A-LOW | SET on Weapon Min release |
| 6. Threat | Assume (A/A) - AWACS |
| 7. Master Mode / Radar | As Required |
| 8. CounterMeasures | Check As Required |
| 9. Radio | Call in HOT |

Note:

CBU burst height must be lower than the A/C Alt at delivery.
Refer to Tech manuals for correct weapons use and parameter

AFTER TARGET EGRESS

- | | |
|------------------|----------------------------|
| 1. Heading | Check to friendly airspace |
| 2. Caution Panel | Check for Damage |
| 3. Master Mode | As Required (A/A) |
| 4. Awacs | Check Nearest threat |
| 5. MFD | Cycle As Required |
| 6. CAT config | Set Cat I (if possible) |
| 7. ECM Jammer | As Required |
| 8. Flight | Rejoin / Cover |
| 9. Ded A-LOW | Set for Egress |
| 10. Flight | Check Status |

Note:

When engaging an A/A threat, Jettison remaining A/G stores,
and select CatI config. If threat is less than 10 Nm, Use
Dogfight Mode

FENCE OUT

- | | |
|----------------------------|--------------------------------|
| 1. Threat | Assume A/A Threat - AWACS |
| 2. Master ARM | Set Safe (According to Threat) |
| 3. Laser switch | Set Off |
| 3. Master Mode | Set Nav |
| 4. Radar | Off (According to Threat) |
| 5. ECM Jammer | Off (According to Threat) |
| 6. Chaff/ Flares Auto disp | Set Off |
| 7. F - ACK | Check no Faults |
| 8. Radio Flight | Fuel Check (Dest or Alt) |

REFUELLING

- | | |
|---------------------------|-------------------------------|
| 1. Radio | Request Refuelling |
| 2. TCN | Select TCN Channel (Texaco) |
| 3. TCN Mode | SET A/A TR |
| 4. Heading | Course to Intercept (HSI) |
| 5. Altitude | Tanker ALT – 1000 Ft |
| 6. Master ARM | Check Safe CTL m |
| 7. Sensors | Check Nose Cold (Bfr pre ctc) |
| 8. Refuelling Door | Open SHF r |
| 9. Pre-Contact | Check AR/MS Light On |
| 10. Boom Operator | Follow Instructions and Lgts |
| 11. Refuelling | Hold position |
| 12. Fuel | Check Fuel Transfer (gauges) |
| 13. Disc/ Refuelling Door | Close SHF r |

Note: Tanker overtake speed

Over 1Nm : 100 Kts overtake

6000 Ft : 60Kts

5000 Ft : 50Kts

Decrease overtake speed by 10 Kts for every 1000 Ft closure.
When within 1000 Ft to Tanker: Do not exceed 10Kts overtake.

APPROACH

- | | | |
|---------------------------|-----------------------------------------------|-------|
| 1. Radio Tower (26Nm out) | Call Inbound | |
| 2. Master Mode | Set NAV | |
| 3. Master ARM | Set Safe | CTL m |
| 4. HUD | Set (declutter, cycle mode) | |
| 5. Fuel | Assume Fuel remaining | |
| 6. Radio Flight | Assume LDG priorities | |
| 7. Manoeuvre | Follow ATC procedures unless Visual Approach. | |

BEFORE LANDING

- | | | |
|--------------------------|-----------------------------|-----------|
| 1. Radio Tower (5Nm out) | Request Landing | |
| 2. A/C Weight | Check LW (remaining stores) | |
| 3. TCN | Set TCN Chnl to home base | |
| 4. DeD | Set ILS | |
| 5. HSI | Set TCN/ILS Mode/ CRS Rnw | |
| 6. A/C LDG/Taxi Lights | Set On/ On | SHF ALT I |
| 7. Speed | Keep below 250 Kts | |
| 8. Gear | Down and Locked | |
| 9. Speed brake | Fully Deployed | |
| 10. Drift Co switch | Set Norm | CTL del |
| 11. Traffic | Check for traffic on RNW | |

Note:

Unless previously cleared aerobatic manoeuvre is not permitted over the airfield. Pitch and bank should not exceed 70° IAS<350.

FINAL APPROACH

- | | |
|----------------|---------------|
| 1. Speed brake | Extended |
| 2. Gear | Down 3 greens |
| 3. Speed | Below 150 Kts |
| 4. AoA | Green : 13° |

AFTER LANDING

- | | | |
|-------------------------|------------------------------|-----------|
| 1. Speed | Decreasing | |
| 2. AOA | Maintain aerodynamic braking | |
| 3. Wheel brakes | Engaged below 100 Kts | |
| 4. Speed 80 kts | Engage Nose wheel steering | |
| 5. Speed 30 Kts | Vacate Runway | |
| 6. DeD | ILS OFF / Set Cruise | |
| 7. F – ACK | Check No Faults | |
| 8. Speed brake | Closed | |
| 9. Landing/ Taxi Lights | Off | SHF ALT I |
| 10. Radar Alt | Off | ALT a |

Note:

Excessive use of wheel brakes and/or differential braking is to be avoided Maximum safe taxi speed on ramps is 20Kts.

FLAMEOUT LANDING

- | | |
|---------------------------|--------------------------------------|
| 1. F – ACK | Check for engine Fire (Eject) |
| 2. Stores | Jettison all stores |
| 3. Glide AoA | 6°AoA (Glide Ratio: 1,4Nm/1000Ft) |
| 4. Best Glide Speed | 210 Kts (add 4Kts for every 1000Lbs) |
| 5. Radio Guard | Call Mayday |
| 6. Radio Tower | Declare Emergency |
| 7. Glide Path | Between 11 and 17° |
| 8. Gear | Drop on RNW Threshold |
| 9. Flare | Decrease Airspeed to 160kts |
| 10. Final Approach Checks | |

Note:

During a flameout approach, maintain airspeed at 210 Kts for 6° AoA and a Glide Path of 11 to 17°. Increased airspeed is required for the flare due to the steeper glide path and lack of thrust.

If runway is rising in Hud and speed bleeding off: Eject
If you are too high to make the RNW, make 360° turns (require 7000Ft Alt /Turn) or make S-turns using the speedbrake.

PRE ENGINE SHUT DOWN

1. Parking Brakes	Set	ALT o
2. Ejection Seat	Safe	SHF e
3. RWR PWR	OFF	CTL ALT F6
4. JMR PWR	OFF	CTL ALT F5
5. Chaff CMDs	OFF	CTL ALT F3
6. Flares CMDs	OFF	CTL ALT F4
3. L/R Hardpoints	Power OFF	SHF ALT F3 / F4
4. D/Link	Power OFF	SHF ALT F11
5. HUD	Power OFF	SHF ALT F2
6. FCR	Power OFF	SHF ALT F5
7. FCC	Power OFF	SHF ALT F6
8. SMS	Power OFF	SHF ALT F7
9. MFD	Power OFF	SHF ALT F8
10. GPS	Power OFF	SHF ALT F10
11. UFC/DeD	Power OFF	SHF ALT F9
12. INS	SET OFF	CTL ALT F7

ENGINE SHUT DOWN

1. EPU	OFF	ALT e
2. Throttle	Idle	
3. Idle Detent	Cut OFF position	ALT i
4. RPM	Check decreasing	
5. Master LIGHT switch	OFF	
6. AIR Source	Set OFF	SHF CTL F3/F4
7. FUEL pumps	Set OFF	SHF CTL F5/F6
8. Master FUEL Switch	Set OFF	SHF CTL F7
9. Main Power	OFF (2 click)	CTL ALT F1

Note:

Avoid Deep Stalls with Nose-high recovery maneuvers when flying at low speed and in nose-high conditions. Recover with slow control input to ease back the nose on the horizon. AoA for Upright deep Stall is 32° - AoA for Inverted Deep Stall is -5°
Do not attempt to maneuver unless speed is over 200 Kts
If passing 2000 feet, EJECT

INFLIGHT ENGINE RESTART

1. Throttle	Idle	
2. EPU	Check ON (or AUT	ALT e
3. Engine Gauges	Check FTIT : < 700°	
4. Attitude	Below 20.000 feet and < 400 kts	
5. JFS	Start 2, increase RPM 25%	
6. Throttle	Advance when RPM is at 20%	
7. Idle detent	Toggle	
8. RPM	Check increasing above 25%	
9. EPU	Check NORM	ALT e
10. JFS	Check OFF	

DEEP STALL RECOVERY

1. Controls	Release
2. Throttle	Idle
3. Rudder	Opposite Yaw direction
4. MPO Switch	Override and hold (Press)
5. Stick	Cycle in phase
6. Assess	Speed increasing, AoA decreasing
7. MPO	Depress when recovered

BATTLE DAMAGE

1. Aircraft	Check control authority
2. F-ACK	Check Faults and assess (eject)
3. Caution panel	Confirm malfunctions
4. Master Caution	Reset
5. Stores	Jettison remaining stores
6. Radio	Call Mayday, regroup flight
7. Route	Egress to Alternate

Note: In case of ejection:

Before punching out, call Mayday, say posit and request SAR

F-ACK LIST

AMUX	BUS	FAIL	NAV mode only if BMUX fails also	sole:Go both:RTB
ACMI	BUS	FAIL	ACMI pod Failure	Go
BLKR	BUS	FAIL	RWR less effective - ECM stays OFF	NoGo RTB
BMUX	BUS	FAIL	NAV mode only if AMUX fails also	sole:Go both:RTB
CADC	BUS	FAIL	No effect unless GPS & INS fail also	sole:Go three:RTB
CMDS	BUS	FAIL	No Chaff and Flares dispense	NoGo - Assess
CMDS	CHAF	FAIL	No Chaff dispense	NoGo - Assess
CMDS	FLAR	FAIL	No Flares dispense	NoGo - Assess
DMUX	BUS	FAIL	HUD and MFD are non-functional	NoGo - Abort
DLNK	BUS	FAIL	IDM Failure - HARM datalink inop	Go
DTE	BUS	FAIL	DTE inoperative	Go
ENG	A/I	FAIL	Ice Buildup on airframe	Go
ENG	A/B	FAIL	No Afterburner	Go - Assess
ENG	FIRE	FAIL	Engine fire	Eject
ENG	HYDR	DEGR	Low Hydraulic - stay under Mach 1	Go - Assess
ENG	RFL	DEGR	Reduced fault detection capability	Go
EPOD	SLNT	FAIL	Can't turn ECM OFF	NoGo - Abort
FCC		FAIL	Weapons can't be launched	NoGo - Abort
FCR	BUS	FAIL	Fire Control Radar inoperative	NoGo - Assess
FCR	SNGL	FAIL	TWS radar mode inoperative	Go
FCR	XMTR	FAIL	Fire Control Radar inoperative	NoGo - Assess
FLCS	DMUX	FAIL	HUD is inoperative	NoGo - RTB
FLCS	DUAL	FAIL	FLCS Failure - Keep speed below M1	NoGo - RTB
FLCS	SNGL	FAIL	First FLCS system failure	Go
FLCS	A/P	FAIL	Autopilot Failure	Go
FMS	BUS	FAIL	No Bingo Warning	Go
GEAR	LDGR	FAIL	Landing gear is broken	NoGo - RTB
GPS	BUS	FAIL	No effect unless CADC&INS fail also	sole:Go three:RTB
HARM	BUS	FAIL	Harm missiles can't be launched	Go
HUD	BUS	FAIL	HUD Failure	NoGo - RTB
IFF		FAIL	IFF system inoperative	Go
INS	BUS	FAIL	No effect unless GPS & CADC fail also	sole:Go three:RTB
ISA	RUD	FAIL	Rudders are inoperative	Go
ISA	ALL	FAIL	Loss of Hydraulic press-stay under M1	NoGo - RTB

F-ACK LIST Continued

MFDS	RFWD	FAIL	Left MFD inoperative	Go - Assess
MFDS	LFWD	FAIL	Right MFD inoperative	Go - Assess
MSL	SLV	FAIL	AIM-9 in UnCage mode only	Go - Assess
RALT	BUS	FAIL	Radar Altimeter Failure	Go
RWR	BUS	FAIL	RWR inoperative	NoGo - Assess
SMS	BUS	FAIL	No weapons release possible	NoGo - RTB
SMS	STA#	FAIL	No weapon release on STA# possible	Go - Assess
TCN	BUS	FAIL	Tacan is inoperative	Go
UFC	BUS	FAIL	UFC is inoperative - switch to Backup	Go
VHF	ANT	DEGR	VHF Radio range degraded	Go
VGF	ABT	DECR	VHF Radio range degraded	Go

RWR SYMBOLS

Sam Systems		AAA /ground radar		Airborne radar	
2	Fan Song (SA-2)	A	FireCan S60-KS12/19	M	Active Missile
3	Low Blow (SA-3)		Gun Dish ZSU23-4		AN-APG120 (F-4E) PD
4	Pat Hand (SA-4)		Hot Shot 2S6M		AN-APG159 (F-5E) P
5	Barlock-B (SA-5)	C	Chun-Ma		AWG9 AN/APG71 (F-14) PD
6	Straight Flush (SA-6)		Pulse Doppler grnd rdr		AN/APG70 (F-15 C/E) PD
8	Land Roll (SA-8)		Pulse ground radar		AN/APG68 (F-16) PD
10	Flap Lid (SA-10)	S	Ground Search rdr		AN/APG73 (F-18 C/D/E) PD
13	Snap Shot (SA-13)	U	Unknown ground rdr		RP21M RP22 (Mig-21-J7) P
15	Tor (SA-15)		All Naval vessels		SP23L (Mig-23) PD
H	I Hawk Illuminator				Smerch A (Mig-25) PD
N	Nike Hercules				Slotback Mig29 Su27/30 PD
P	AN/MPQ53 (Patriot)				S800 (Mig-31) PD
					Airborne Pulse
					Airborne Pulse Doppler
					Attack Aircraft
					Bomber
					Awacs

ENEMY THREAT RANGES**Surface to Air Missile**

System	Guidance	RNG (Nm)	RNG ECM (Nm)	Min Alt (ft)	Max Alt (ft).
SA-2	Fan Song	2 to 13	6 - 7	1200	70000+
SA-3	Low Blow	1 to 12	6 - 7	5000	48000
SA-4	Pat Hand	4 to 20	15	1500	80000
SA-5	Barlock-B	3 to 45	18 - 25	6000	80000
SA-6	Straight Flush	10 - 11	7 - 8	800	40000
SA-7	Optical	1.5	- IR -	200	7000
SA-8	Land Roll	5 - 7	4	300	15000
SA-9	Optical	3 - 4	- IR -	300	14000
SA-10	Flap Lid	50	35 - 40	500	90000
SA-13	Snap Shot	4	- IR -	300	12000
SA-14	Optical	2.5	- IR -	200	14000
SA-15	K-band ECM resist	5	5	150	15000
SA-16	Optical	2.8	- IR -	50	12000
SA-19	2S6M - Hot shot	5	5	100	10000
HN-5A	Optical	2-	- IR -	200	8000
Chun Ma	Optical	5-	- IR -	200	10000
Patriot	AN/MPQ 53	1.5 to 50	50	500	80000
Nike	radar	5 to 45	30	4500	70000
I-Hawk	AN/MPQ46	1 to 13	13	700	50000
Mistral	Optical	2.5	- IR -	50	10000
Stinger	Optical	2.5	- IR -	50	12000

Anti-Aircraft Artillery

System	Tracking	Cal (mm)	RNG (Nm)	Eng. Alt (ft)
KS-19	Fire Can	100	7.5	1500 - 45000
KS-12	Fire Can	85	3.5	1500 - 20000
S-60	Fire Can	57	2.5	1500 - 15000
M-1939	Optical	37	2	1500 - 12000
ZU-23	Optical	23	2	1500 - 7000
ZPU-2	Optical	14,5	visual	0 - 6000
2S6M (SA19)	Hot Shot	30	4	100 - 10000
ZSU-57-2	Optical	57	2.5	1500 - 15000
ZSU-23-4	Gun Dish	23	4	600 - 7000
M-1992	Gun Dish	30	4	600 - 7000
Daewoo K200	Optical	20	visual	600 - 7000

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USE FOR NOTES

Flight Summary	MISSION :						
	FORM N°	CALLSIGN:	MISSION TYPE :	TAKE OFF:	TOS/TOT:	LANDING:	
	TARGET :			OBJECTIVE :			
	NAME:		WEAPONS:		TARGET:		
Package	CALLSIGN	MIS TYPE:	N° / A/C TYPE:		TOT:	TARGET:	
Route Summary	STP :	Descript:	TOS:	Dist:	HDG:	SPD:	ALT:
Overview	THREAT EVALUATION :						
	ROE :						
	SECONDARY AIRFIELD :			TACAN Ch:		SAR Ch:	