

After Starting Checks—continued**Autopilot:**

Master	MASTER, supplies indic black and autopilot trim indic central
Stab	STAB, indic unchanged
Stick switch(es)...	AP, (RH in T5 remains at AP throughout these checks). Dolls-eye AUTO, FD bead centred. FD. Dolls-eye DIR, FD bead stays centred. OFF. Mode keys — CLIMB, trim indic hard nose down. AP. No response. FD. Dolls-eye DIR, FD bead shows climb. OFF (both in T5)
Anti-g system(s)	Test
Rain dispersal	Check function, then OFF. Indicator black
Canopy	Warning light on. Close and lock canopy. Check shoot bolts LOCKED, seal inflated, light out, restrictor cable checked (see Note 4)
AWP	Test. Check HYD on SWP, then release—all warnings out
Armament safety break ...	Instruct GC to remove key
Brake accumulator ...	3000 ±100 PSI

Note 1: With one engine at maximum RPM, 80% or above must be maintained on the other engine

Note 2: One engine must be run at or above 58% RPM (65% if duct lip anti-icing in use) to maintain AC electrical supplies

Note 3: In conditions of high ambient temperature and/or tailwind, maintain the slower running engine at a minimum of 40% RPM to avoid excessive JPT

Note 4: Leave canopy closed until after final landing unless restrictor cable can be re-checked

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