

A10 RAMP/TAKEOFF/DEPARTURE CHECKLIST
= A SCRAMBLE ONE CHECKLIST BY VANDAL =

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RAMP		
#	ACTION	NOTES
<i>Initial Start and Warm Up</i>		
	Equip NVG if too Dark	Press [N] to equip night vision goggles.
	Test and Set Throttle	Verify the virtual throttle (the 3D model in the cockpit) is moving in sync with the physical throttle (real world HOTAS controller). <u>Option 1 Idle-Cutoff Disabled</u> (default configuration)

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		<p>Press [Alt] + [I] to activate the Cutoff Release Paddle¹ on the throttle. This releases the throttle from cut-off position and moves it automatically to the idle position. Then move the throttle fully forward and then fully back. Press [Alt] + [I] to set the throttle back to the cutoff position.</p> <p><u>Option 2 Idle-Cutoff Enabled²</u></p> <p>Move the throttle fully forward and then fully back.</p>
	Open Fuel Tanks	Set FUEL : Tk Gate switch to Open {LAC}.
	Turn on Power	Set ELEC PWR : AC Gen Pwr (both L and R) to on (up position) {RCF}.
	Spotlight On (Optional)	Press [Shift] + [S] if additional interior lighting is desired during startup. Press [N] to unequip night vision goggles.
	Set Interior Lights	Set EXT INTR LIGHTS : Flood and Console as desired {RCA}.
	Set Exterior Lights to Indicate Not Moving	Set EXT INTR LIGHTS : upper center toggle switch to On ; Formation to Brt ; Position to

- 1 The Cutoff Release Paddle is next to the pilot's left pinky when gripping the throttle. The paddle is black and resembles a curved horn. The paddle is clickable if you prefer using the mouse rather than the keyboard combo. If you have a HOTAS, you may want to consider mapping [Alt] + [I] to it.
- 2 This option is best if you have a throttle with a physical detent for the idle cutoff position. However, you can still do this option without a physical detent but it can be quite easy to accidentally cutoff/flameout the jet engine. This step only works if the "idle cutoff" option is enabled. To enable idle cutoff, exit the sim and run the external Configuration "F4Patch" Program listed in the Falcon BMS launch and ensure that HARDWARE: Idle Cutoff is checked. Restart sim and go to SETUP: Controllers and set the Idle detent. Restart the sim.

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		Steady; and Anti-Collision to Off . (or per orders {RCA}).
	Set Parking Brake	Pull EMER BRAKE : handle {left of LAC}.
	Activate Air Supply	Set ENVIRONMENT : Man Air Supply to on (up position).
	Close Canopy	Set CANOPY : switch to Close {RAC} or press [Ctrl] + [C] . Closing the canopy may cause a power drain during start and result in a start failure (so close before starting engine or after 70% RPM.)
	Start Jet Engine	Set APU switch to Start position {RCF right of the throttle}. It takes 10 to 15 seconds before the jet engines start turning over.
	Spool Up Engine	<p>Monitor the digital RPM gauge during throttle up {low in RIP} and-or the “Both Engines” label in the top right of the screen. Keep throttle all the way back until the RPMs reach 20 to 25% (0.20 to . 0.25). Select either the Idle Cutoff Enabled or Disabled procedure below as appropriate to your setup.</p> <p><u>Option 1 Idle-Cutoff Disabled</u> (default configuration)</p> <p>Do not move the throttle whatsoever. Instead, press [Alt]+[I] or click the “Cutoff Release” paddle on the throttle.</p> <p><u>Option 2 Idle-Cutoff Enabled</u> <i>Enabled in the configuration editor.</i></p>

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		Gently move throttle from aft limit towards but not past the idle detent while ensuring engine temperature remains below 700° (at 800° will damage the engine). If the engine is getting too hot then ease back the throttle.
	Verify Proper Engine Start	At 70% RPM the jet engine check the oil pressure just below the RPM gauge. If the gauge reads between 30 to 50 and no engine warning lights are on, proceed with ramp start.
	Spotlight Off (Optional)	Press [Shift] + [S] to turn off the cabin spotlight to allow eyes to acclimate to night flying.
	Clear Engine, Flaps, and LEF Labels (Optional)	<p>For immersion clear the Engines and Flaps/LEFs labels at the top right of the screen.</p> <p>[Ctrl]+[4] to clear/toggle Engines label. [Ctrl]+[3] to clear/toggle Flaps / LEFs label.</p> <p>NOTE: Consider getting a Helios profile with a non-digital RPM display as the included display in the cockpit jumps 10% at a time and therefore is less than optimal.</p>
	Activate INS and DED	Set INS : knob to Norm. ; Dest switch to on (up position); and Str switch to up position.
	Activate MFD	Set TV : Power to on (up position) {LC aft of throttle}.
<i>Mission Data Load and MCC On</i>		
On the MFD screen click on the following labels using as if the appropriate Option Select Buttons [OSBs]. OSBs are numbered clockwise starting from the upper row left.		
	Select DTE DAB on the	If no DTE DAB exists, double-click on an

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	LMFD.	unlabeled or least valuable DAB for startup on the MFD DAB (OSB 12-14). Double-clicking the DAB will bring up the create/change menu for it. Now select “DTE” (OSB 8) to set and label a DTE DAB.
	Load Mission Data	Click Load (OSB 3) (LMFD will cycle through data categories indicating the data being loaded).
	Activate MCC	Set TISL switch : to Tisl (up position) {CC low}.
<i>Communications</i>		
If mission data load did not preset the radio frequencies needed for the mission on COM1 and-or COM2 then you will have to manually enter the frequencies.		
	Set Audio Volumes	Set INTER : UHF/VHF/Msl/Threat all to max volume (or as desired) {LCA}.
	Power Up Radios	Set UHF : Main knob to Both {LC}.
	Set UHF to Up Front Control	Push the TACAN : UHF Backup lighted button {RC}. Note: The “TACAN” label on this panel is obscured by the pilot seat.
	Switch COM1 to UHF Channel 2.	Press [F1] > (2) > Ent to switch to UHF CHANNEL 2 (Uniform 2). This is the ground operations preset for the takeoff airfield.
	Uniform Radio Check	<p>If flight lead, press [T] 5 times until the “ATC COMMANDS Common Page” comes up and then press [3] to “Request Takeoff Runway”.</p> <p>Consider dialing your HSI CRS to match the active takeoff runway.</p>

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Get Basic Flying info from ATIS (optional).	Press [F2] > *ATIS FREQUENCY* > Entr. Note: You can get ATIS frequency for your airbase from your airfield charts, Falcas's Weapons Delivery Planner, and UHF presets 1-4 as well.
Switch COM2 to the VHF Channel Assigned to the Flight.	Switch to the appropriate VHF CHANNEL (Victor) preset for your flight by pressing keyboard [F2] then (1) > (5) 1st flight; (1) > (8) fourth flight; (1) > (6) 2nd flight; (1) > (9) fifth flight (1) > (7) 3rd flight; then Ent.
Victor Radio Check	If human wingmen: Complete a mic check by holding Comm Switch Down [End] while talking. Address the preset channel, state your mission callsign, then "Mike Check". (i.e. "Victor One Five - Falcon One Two - Mike Check"). If AI wingman: Conduct a delayed a mic check with AI wingman at STPT 2 by giving the weapons hold command (press [R] > [5]).
Test LIST and IFF Shortcut Keys (Except for LIST, there are no visual equivalents)	[F6] = Toggles AG Master Mode (no DED change); [F5] = Toggles AA Master Mode (no DED change); [F5] = Again to return to NAV mode;

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	for ICP buttons in the F15E. This “test” is here to emphasize the missing buttons.)	<p>[F4] = List (DED shows LIST and 12 choices);</p> <p>[F3] = IFF (DED shows IFF OFF and MAN).</p>
	Set IFF to STBY	<p>With the IFF page on the DED (IFF ICP [F3]) press the IFF Master Knob shortcut key combination [Ctrl] + [Shift] + [F8] to step up the IFF mode to Standby.</p> <p>ICP: Rtn.</p> <p>Take note for the remainder of your flight (from the IFF Off position:</p> <p>STBY = 1 x [Shift]+[Ctrl]+[F8] LOW = 2 x [Shift]+[Ctrl]+[F8] NORM = 3 x [Shift]+[Ctrl]+[F8] EMER = 4 x [Shift]+[Ctrl]+[F8]</p> <p>[Shift] + [Ctrl] + [F7] to step down (5 times to turn all the way off from the EMER position). Consider getting a button box with a 5 position rotary switch to manage the IFF master modes.</p>
<i>Countermeasure Systems</i>		
	Set Countermeasures Mode	<p>Set CMDS mode knob : to Man Mult {RCA}.</p> <p>NOTE: The panel label “CMDS” is obscured by pilot seat. Also, do not click on the knob, click on the label.</p>
	Set Countermeasures Program	<p>Set CMDS program knob : to Pgm1 or as desired {RCA}.</p>

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Arm Countermeasure Systems	Press ECM : FLR ; CHF , JMR , TWS , and EWS buttons {RCF}. NOTE: Right-click to disarm.
Set Diamond Float Mode	Press Handoff button {CC high}.
<i>Ready for Taxi</i>	
Activate HUD and preferences	<p>Set HUD as desired {LIP high left}.</p> <p>Tape knob for On/Off. Day/Nite knob for brightness. Int Knob for color.as desired as well as the</p> <p>Keyboard shortcuts: On/brightness up [Shift] + [Ctrl] + [Num +] Off/brightness dn [Shift] + [Ctrl] + [Num -] HUD Scales Cyc [H] HUD DED Cyc [Shift] + [H] HUD Velocity Cyc [Ctrl] + [H] HUD Color Cyc [Alt] + [H]</p>
Activate HMCS NOT- AVAILABLE?	Keyboard right bracket “]” to turn on and brighten. Keyboard left bracket “[” to dim and turn off.
Arm ejection seat.	Click on handle located left of the pilot’s thigh near the bottom of the handle. It is marked with yellow and black label. Alternatively [Shift] + [E] .
Clear BIT Tests Return to FCR	Create a Test DAB by double-clicking on a DAB not needed for the ramp start or aircraft (i.e. TGP). Click Test (OSB 12-14) then Clr (OSB 3). Clearing “Test” should clear “Avionics Fault”

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		from the caution panel {LAC}. After clearing test, the pilot should replace Test DAB with a more useful page.
	Verify NO Warnings	Check Master Caution {LE} and warning lights {RAC} ensuring that all warnings are cleared.
	If loaded with Laser Guided Munitions set Laser Code	Select ICP : Rtn > [F4] > (0) > (5) make sure laser code matches the briefing loadout and then switch mode from Training “Trng” to Combat “Cmbt” by clicking DCS Down [↓] then clicking the M-Sel-0 key and Entr . DCS Down [↓] again and change the Laser St Time to (1) > (6) seconds Ent > Rtn .
	Verify DED flashing RDY	Select ICP: Rtn > List > (6) to bring up DED INS page. Wait for “Rdy” to flash before continuing. When “Rdy” is flashing press ICP : Rtn Note: If you don’t Rtn, groundspeed will be located in the lower right hand of the INS DED page. Max taxi speed is 25 on the straight and 10 during a turn. Use wheel brakes [K] to slow down as needed.
	Set Avionics to NAV	Set INS knob : to Nav {RC}.
	Verify Nav Mode	Select MFD SMS page. The SMS page in NAV mode is a textual diagram of all AA and AG stores whereas AA and AG modes only shows the currently selected AA or AG weapon. If necessary [F5] to toggle out of AA mode or [F6] to toggle out of AG mode.
	Set Exterior Lights to	Set EXT LIT : Anti Collision to On and Position

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Strobe and Flash	to Brt or per orders {RCA}. (Strobe and flash indicates aircraft is moving or waiting for clearance to move.)
Remove EPU Pin	Signal crew to remove chocks. [T] > [1].
Remove chocks.	Signal crew to remove chocks. [T] > [2].
Activate and Verify Nosewheel Steering	Activate Nosewheel steering [Shift] + [N]. “Latched” should appear on the right indexer {RI}.
Request taxi	(If not already on UHF CHANNEL 2 (Uniform 2) then: Select ICP: Rtn > Com1 > (2) > Entr.) Once on Uniform 2, type [T] > [3] “Request Taxi for Departure.”
Release Parking Brake	After cleared to taxi then [Alt] + [P].
<i>Holding Short</i>	
Set Brake	Stop short of assigned runway and set parking brake [Alt] + [P] and-or hold toe brakes [K].
Activate FCR NO FCR?	Select LMFD:FCR direct access button, then as needed: (OSB 1) to switch from STBY mode; (OSB 20) to switch to CRM mode and (OSB 2) to switch to the RWS sub-mode.
Switch Radar Altimeter On	Set altitude radar switch RDR/BAND/DELTA : to Band {CC very high}.
Set Fusing	Set WEAPON STATIONS : Mech Fuzing to N/T or as desired {LIP low}.
Set Stores	Set WEAPON STATIONS : Release Mode to

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		Store (left click on the gray ring surrounding the “Push to Jett” button) {LIP low}.
	Set Gun Rate	WEAPON STATIONS : Gun Rate to HI or as desired {LIP}.
	Set Electro-Optical???	{LIP}.
	Set AIM-9 to Cool???	{LIP}.
	Set Weapon Controls as Desired	ICP : [F6] > MFD : SMS > Cntl. For example: (1) Auto Power On for Mavericks; (2) Attack Azimuth, End Game Entry Altitude, and Range on Bearing for JSOWs; (3) Nose and Tail Fuse Delays; etc.
	Set Weapon Profiles 1 & 2 as Desired	ICP : [F6] > MFD : SMS . Toggle between PROF 1 and PROF 2. For bombs consider rippling Rp multiple bombs off the spacing of the bombs in Ft as well dropping in Single or Pairs .
	Set STPT 2	On ICP click Rtn > Stpt-4 > (2) > Entr.
	Set STPT to Auto Advance if Desired	On ICP click Rtn > Stpt-4 > Seq.
	Set the STPT Speed Caret	On ICP click Rtn > Crus-5 > M-Sel (0) .
	Request Takeoff ³	Switch to UHF CHANNEL 3 (Uniform 3). Select ICP : Rtn > Com1 > (3) > Entr. Then cycle to the “Tower Page” [T] and [1] report “Ready for Departure.”
	Shakeout	While waiting for clearance you can run

³ If you are being held up at holding short position or on the runway after given position and hold clearance, you can report to the tower a second time that you are “ready for departure”. This lets the tower know that regardless of what your flight plan says, you want to take off as soon as possible.

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		skipped or more tests outlined in BMS documentation.
	Release Parking Brake	After cleared to takeoff or to take position and hold then [Alt] + [P].
Consider setting Weapon Controls and Profiles at the ramp immediately after <i>Verify DED flashing RDY</i> . Otherwise they should be set before takeoff or as early in the flight as practical long before crossing the fence but certainly no later than reaching the IP steerpoint.		
TAKE OFF		
Review all takeoff steps prior to rollout. Do not read checklist during takeoff.		
	Align on Runway	Steer onto runway and use toe brakes [K] to come to a complete stop.
	Full Power	While holding toe brakes [K] move throttle to maximum and when RPMs reach 90% release toe brakes.
	Turn off NWS	At 70 knots, turn off Nose Wheel Steering [Shift] + [/] or do not use rudder pedals until nose wheel rotates off runway.
	Rotate on a 10° pitch.	At X knots. X is computed based on overall aircraft load. A faster takeoff speed is required as the load increases. Estimate 160 to 180 knts.
	Raise Gear	As soon as positive climb is established.
	Climb Out	Climb at full military power or on afterburner as desired. Adjust pitch to maintain 300 knots until wingman verifies aircraft is gear up.
DEPARTURE		

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	Report Airborne	Switch to UHF CHANNEL 4 (Uniform 4). Select ICP: Rtn > [F1] > (4) > Entr. Then cycle to the “Departure Page” [T] and [1] to report “Airborne.”
	Switch to Tactical on Uniform 6	When Departure tells you to resume your own navigation switch to UHF CHANNEL 6 (Uniform 6) for AWACS. Select ICP : Rtn > [F1] > (6) > Entr.
	Set SOI as Desired	Cycle HUD, LMFD, and RMFD as the SOI (Sensor of Interest) by pressing DMS Down on HOTAS or [Ctrl] + [End] on keyboard.
CLEANUP		
	Set EAC as if Desired	The Enhanced Attitude Control (see scribd.com/document/316760318/EAC-Autopilot-System-Explained) {LC}.
	Set IFF as Briefed	[F3] to switch to IFF DED page, then [CTRL] + [SHIFT] + [8] to step up; or [CTRL] + [SHIFT] + [7] to step down the master IFF mode. ICP : Rtn.
	Set CMDS Mode	Cycle center console CMFD OSB 17 from SBY (standby) to Man for manual release of chaff & flares (or alternate method as desired).
	Arm Selective Jettison	Press [Alt] + [J] .

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	and Review Jettison Procedure	NOTE: The procedure to selective jettison is MFD : SMS > S-J > then select/highlight munitions to jettison then pickle.
	Arm Aircraft	Select Master Arm and Laser Arm if using laser guided munitions. Left of {LMFD}.
START FAILURES		
<i>No Start</i>		
	Verify Condition	RPM gauge reads 0%.
	Check Fuel and Power Settings	The most likely causes for a no start failure are: (1) the FUEL : Tk Gage switch {LAF} was not set to Open ; and-or (2) both ELEC : AC Gen (L and R) switches were not set to Pwr {RCF}.
	Solution	Correct the fuel and power settings and Set APU switch to Start position {RCF right of the throttle} .
<i>Hung Spool Up</i>		
	Verify Condition	RPM gauge {RAC} fails to climb above 25%.
	Check Throttle and Power Settings and Spool Up Procedure	The most likely causes for a hung spool up are: (1) the throttle was never moved from the cutoff position to the idle position; (2) both ELEC : AC Gen (L and R) switches were not set to Pwr {RCF}; and-or (3) another system drawing too much power during the spool up.
	Solution	If the JFS start bottle is depleted ask the crew chief to recharge it [T] > [7]. While the chief is

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		recharging the engine, turn everything off that is drawing power. Lastly both ELEC : AC Gen (L and R) switches were not set to Off . Once the crew chief has recharged the start bottle, attempt a restart per the <i>Initial Start and Warm Up</i> section ensuring that the throttle and power settings are correct as proscribed, and do not open or close the canopy or activate any other systems until after the engine has spooled up.
<i>Hot Start</i>		
	Verify Condition	
	Solution	IMMEDIATELY move the throttle to the cutoff position and let engine motor down to 200°, then follow Hung Spool Up solution above.
<i>Low Oil Pressure</i>		
	Verify Condition	Oil pressure gauge to the left of the RPM gauge {RAC} reads 15psi or less.
	Solution	This is a random chance event. Simply abort start and retry, then follow Hung Spool Up solution above.

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Cockpit Location Acronyms

CHARTED IN THEIR APPROXIMATE POSITIONS TO THE PILOT

{LI}↘=Left Index	{HUD}	{RI}↘=Right Index
{LEY}↘=Left Eyebrow {LIP}=Left Instrument Panel	{ICP} {CCH}↘=Center Console High	{DED}=Data Entry Display {REY}↘=Right Eyebrow {RIP}=Right Instrument Pnl {RMFD} Right Multi Function Display
{LAC}↘=Left Auxiliary Console	{CCL}↘=Center Console Low	{RAC}↘=Right Auxiliary Console
{LCF}↘=Left Console Fore {LCA}↘=Left Console Aft	PILOT	{RCF}↘=Right Console Fore {RCA}↘=Right Console Aft

Other Acronyms

CUS↘=Combat Unit Symbol (i.e “2” for an “SA-2”)	NPT=Navigation Steerpoint
DAB↘↘=Direct Access Button (Located on any MFD at OSB 12 through 14)	OSB=Option Select Button
DMS=Display Management Switch	PPT=Preplanned Threat Steerpoint
ECUS↘=Expanded Combat Unit Symbol (i.e. “SA-2”)	SOI=Sensor of Interest
ESJ=Electronic Escort Jamming	STPT=Steerpoint (includes NPT, LPT, PPT, and TPT)
LPT=Line Steerpoint	TMS=Target Management Switch
	TPT=Target Steerpoint

Key Marks for All Checklists by Vandal

↘↘	a Vandalized acronym – an existing acronym that has been modified or adapted for use here.
↘	a Vandal-made acronym – use elsewhere is unknown.