

GOTR: FLIGHT WING
F-15C NORMAL OPERATIONS CHECKLISTS
& BRIEFINGS



COCKPIT	BEFORE TAXI
ThrottlesFULL BACK	HUDON, COLOUR SET
External LightsALL OFF	Master ModeNAV
Cockpit LightsAS REQUIRED	TrimCHECKED & RESET
Flaps IndicatorUP	Flight InstrumentsCHECKED
Gear LeverDOWN	Altimeter / ElevationSET & CROSSCHECKED
Gear IndicatorTHREE GREEN	HSI / Standby CompassCROSSCHECKED
Weapon Control Panel (MPCD)FUNCTIONING	Taxi ClearanceRECEIVED
Chaff/Flares QuantityCHECKED	Departure Briefing (pg. 4)COMPLETED
Weapons StoresCHECKED	Emergency Briefing (pg. 4)COMPLETED
VSDFUNCTIONING	Scan For TrafficCONTINUOUS
RadarOFF	Taxi LightsON
Master Caution LightOFF	
Flight InstrumentsCHECKED	
ClockCHECKED & SET	
TEWS Display (RWS)FUNCTIONING	
ECMOFF	
Fuel QuantityCHECKED	
Warning PanelCHECKED	
L GEN OUT, R GEN OUT; ALL OTHERS OFF	
Air Brake IndicatorCLOSED	
ENGINES START	BEFORE TAKEOFF
Nav LightsON	FlapsDOWN
CanopyCLOSED	Take-Off TrimAS REQUIRED
Right ThrottleIDLE	Flight ControlsFULL & FREE MOVEMENT
Right EngineSTART	Speed BrakesCLOSED
Right Engine InstrumentsMONITOR	CanopyCLOSED & LOCKED
Right Engine Running StableCHECK	Engine InstrumentsNORMAL
Left ThrottleIDLE	Warning Lights & PanelsALL OFF
Left EngineSTART	Scan For TrafficCONTINUOUS
Left Engine InstrumentsMONITOR	
Left Engine Running StableCHECK	
ENGINES FAST START / SCRAMBLE	TAKEOFF
ThrottlesIDLE	Take-Off ClearanceRECEIVED
Left & Right EngineAUTO START	Landing Lights (far)ON
→ GOTO BEFORE TAXI WHILE MONITORING	HSI / Runway HeadingCROSSCHECKED
	Wheel BrakesAS REQUIRED
	Take-Off PowerSET
	Airspeed IncreasingCHECK
	Engine InstrumentsMONITOR
	AFTER TAKEOFF
	Gear LeverUP, NO LIGHTS
	FlapsUP, NO LIGHTS
	Climb PowerSET
	Cabin PressureSTABLE

FENCE IN	FINAL
External LightsALL OFF	ThrottlesSET
Master Mode.....AS REQUIRED	FlapsDOWN
Weapon Control Panel (MPCD).....CHECKED	Gear LeverDOWN
Weapon StoresCHECKED	Landing Lights (far)ON
Chaff/Flares QuantityCHECKED	Air BrakesAS REQUIRED
RadarAS REQUIRED	ATC Final ClearanceRECEIVED
ECMAS REQUIRED	Runway ClearCHECKED
Fuel QuantityCHECKED	GO-AROUND / LOW-APPROACH
Cabin PressureCHECKED	Go-Around PowerSET
Warning PanelCHECKED	Air BrakesCLOSED
Joker- & Bingo-Fuel BriefingCOMPLETED	FlapsSET / DOWN
FENCE OUT	Engine InstrumentsCHECKED
Master ModeAS REQUIRED / NAV	Gear LeverUP, NO LIGHTS
Nav LightsAS REQUIRED	FlapsUP, NO LIGHTS
Weapon Control Panel (MPCD).....CHECKED	Climb PowerSET
Weapon StoresCHECKED	TOUCH & GO
Chaff/Flares QuantityCHECKED	Take-Off PowerSET
RadarAS REQUIRED / OFF	Speed BrakesCLOSED
ECMAS REQUIRED / OFF	FlapsSET / DOWN
Fuel QuantityCHECKED	Engine InstrumentsCHECKED
Cabin PressureCHECKED	Gear LeverUP, NO LIGHTS
Warning PanelCHECKED	FlapsUP, NO LIGHTS
APPROACH	Climb PowerSET
Nav LightsON	AFTER LANDING
Master ModeNAV - ILSN	Nose Wheel SteeringCHECKED
RadarOFF	Taxi LightsON
ECMOFF	Air BrakesCLOSED
AltimeterSET	FlapsUP
Fuel QuantityCHECKED	Scan For TrafficCONTINUOUS
Warning PanelCHECKED / ALL OFF	Taxi ClearanceRECEIVED
Approach Briefing (pg. 5)COMPLETED	ENGINES SHUTDOWN
ATCCONTACTED	Aircraft StoppedCHECKED
ILSN TargetCHECKED	Taxi LightsOFF
HSICOURSE MATCHES RUNWAY	Left EngineSHUTDOWN
Scan For TrafficCONTINUOUS	Left Engine InstrumentsMONITOR
	Right EngineSHUTDOWN
	Right Engine InstrumentsMONITOR
	Nav LightsOFF
	CanopyOPEN
	Cockpit LightsOFF

DEPARTURE BRIEFING

1. Check **gross weight** (from payload screen).
2. **V_r** (rotation speed).
3. Take-off **trim**, yes / no. **Adjust** “**BEFORE TAKEOFF**” checklist to match.
4. **Take-off power** setting, mil / max.
5. **Flaps retraction** point (speed and height AGL). Alternately, let lead pilot call “flaps” after takeoff.
6. Runway **direction** and **length**.
7. Wind.
8. Departure Routing. (via VFR-Exit-Routing **OR** into traffic pattern **OR** IFR)
9. **Initial altitude**. e.g. pattern altitude or acceleration altitude.
10. Speeds
11. **Climb power** settings.
12. **Formation briefing**
 1. Flap setting
 2. Power setting
 3. Departure Interval
 4. Ready Report

EMERGENCY BRIEFING

1. Any failure on **take-off run**:
 - a. Abort take-off.
 - b. Discuss ramps to use for runway exit.
2. Any failure
 - a. **TAKE OFF**
 - b. Safe Climb Speed
 - c. Continue to safe altitude
 - d. Failure management
3. **If unable to maintain altitude: EJECT**

JOKER- & BINGO-FUEL BRIEFING

1. Preferred/Primary airport.
2. Secondary airport.
3. Calculate fuel:
 - a. **Range** of primary airport or secondary airport (whichever is farther) from combat area.
 - b. **At combat altitude**, use **fuel flow in pounds per hour** at military thrust **x 1.3**.
 - c. Calculate required fuel **in pounds** to reach farthest airport to get **BINGO FUEL**.
 - d. Multiply **x 1.5** to get **JOKER FUEL**.

WARNING: Multipliers assume high combat altitude of 20,000 ft or more. Adjust as appropriate for lower flight.

APPROACH BRIEFING

1. **Type** of approach:
 - a. VFR **OR** IFR
 - i. if IFR, ILS yes / no
 - b. via VFR-Entry-Routing **OR** Radar Vectors
 - c. Straight-in **OR** Run-and-Break
 - d. Full Stop **OR** Touch-and-Go **OR** Low Approach
2. **Runway**: Direction, Length (ft), and Elevation (ft)
3. Wind
4. Gross **Weight** (pounds)
5. Approach **Speeds** (knots)
6. **Power** settings
7. **Flaps** settings
8. **Missed Approach**
 - a. Routing
 - b. Altitude
9. **Formation Briefing**:
 - a. Sequence
 - b. Break Interval
 - c. Runway Sides

STANDARD ATC REPORT FORMAT

- Identification
- Number & Type of Aircraft
- Position
- Altitude

- Intention
- Request
- Additional Information

STANDARD US AWACS CONTACT / BANDIT REPORT FORMAT

FORMAT:

1. Your Callsign
2. AWACS Callsign

3. "BRAA":
 - a. **bearing** of bandit or contact **from you**
 - b. **range** of bandit or contact **from you** in **nautical miles**

— — OR — —

4. "bulls" / "bullseye"
 - a. **bearing** of bandit or contact **from bullseye**
 - b. **range** of bandit or contact **from bullseye** in **nautical miles**

5. **altitude** of bandit or contact in **feet**
6. **aspect**: hot (head-on), flanking (side-on), cold (tail-on)

EXAMPLE: Uzi 1-1, Magic, contact bulls 050 for 40, at 25,000, hot
This announces a contact at 50 degrees and 40nm away from bullseye, at 25,000 feet, heading toward you.

EXAMPLE: Uzi 1-1, Magic, BRAA, 150 for 35, at 20,000, cold
This announces a contact at 150 degrees and 35nm away from you, at 20,000 feet, heading away from you.

"Pop-up group": Means that the contact(s) has/have just appeared on radar; they are new.

RWS IDENTIFICATION SYMBOLS		
^ = air-threat caret		
RWS Symbol	Platform / NATO Classification	SAM System (If Applicable)
6	SA-6	Kub 1S91
8	SA-8	Osa 9A22
10	SA-10	S-300PS 40V6M
10	SA-10	S-300PS 5N63S
11	SA-11	Buk 9A310M1
13	SA-13	Strela-10 9A33
14^	F-14A	
15^	F-15C	
15	SA-15	Tor 9A331
16^	F-16C	
18^	F/A-18	
23^	Mig-23	
23	ZSU-23-4	ZSU-23-4 Shilka
29^	Mig-29, Su-27/33	
30^	Su-30	
31^	Mig-31	
50^	A-50	
BB	SA-10 Big Bird	S-300PS 64N6E
CS	SA-10 Clam Shell	S-300PS 40V6MD
DE	Dog Ear	PU-13 Ranzhir
E2^	E-2C	
E3^	E-3C	
F4^	F-4E	
FF	SA-3 Flat Face B	S-125 P-19 radar
GP	Gepard	Gepard
GR	Giraffe	Roland Radar
H	I-HAWK HPI	Hawk track radar
HA	I-HAWK PAR	Hawk search radar

RWS IDENTIFICATION SYMBOLS		
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RWS Symbol	Platform / NATO Classification	SAM System (If Applicable)
HP	Albatros, Grisha V class frigate	SAM "Osa-M" (SA-N-4 Gecko)
LB	SA-3 Low Blow	S-125 SNR
P	Patriot	Patriot search and track radar
RO	Roland	Roland ADS
S6	2S6	2S6 Tuguska
SD	SA-11 Snow Drift	Buk 9S18M1
SM	Oliver H. Perry, FFG-7	SM-2 Standard Missile
	CG-47 Ticonderoga	SM-2 Standard Missile
SS	Carl Vinson, CVN-70	RIM-7 Sea Sparrow
SW	Kuznetsov, aircraft carrier	SAM "Kinzhal" (SA-N-9 Gauntlet) AAA "Kortik" (SA-N-11 Grison)
T2	Moskva, Slava class cruiser	SAM S-300F "Fort" (SA-N-6 Grumble) SAM "Osa-M" (SA-N-4 Gecko)
TP	Rezky, Krivak II class frigate	SAM "Osa-M" (SA-N-4 Gecko)
	Neustrashimy, Jastreb class frigate	SAM "Kingal" (SA-N-9 Gauntlet) AAA "Kortik" (SA-N-11 Grison)
VU	M-163	Vulcan