AP101B-5400-5Y
Issue 4
October 2013

TYPHOON
(ALL MARKS)

AIRCREW LANDAWAY
FLIGHT SERVICING SCHEDULES

Prepared by Handling Squadron

1. This Aircrew Landaway Flight Servicing Schedule (ALFSS) is complementary to the Typhoon Aircrew Manual (DAP101B-5400-1A), and Flight Crew Checklist (AP101B-5400-14). The same conventions are used and the amendment procedure is similar. An AL number at the foot of the page indicates new content and relates to any ▶amendment symbols on that page. Issue 4 contains new material based on experience gained with use of ALFSS Issue 3 and makes provision for aircrew turnround of Tranche 2 aircraft. ◀

2. Comments and suggestions regarding ALFSS should be progressed using a TPIRF, to the User Authenticator, (29(T) Sqn, RAF Coningsby) for onward transmission to the Publication Organisation, OC Handling Squadron, Boscombe Down, Ext 2041/Fax Ext 2037.

▶ LIST OF CARDS AT ISSUE 4

Card	*Issue*	*Card*	*Issue*
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8	4	25	4
9	4	26	4
10	4	27	4
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14	4	31	4
15	4	32	4
16	4	33	4
17	4	34	4

ANA INCORPORATED

ANA No	1	2	3	4	5	6
Card						

▶ANA 1 is incorporated ◀

AFTER FLIGHT (AF), BEFORE FLIGHT (BF) AND TURNROUND (TR) SERVICING

IMPORTANT

Hazard and Maintenance information is to be complied with throughout the work detailed in this schedule.

If any problems or faults are encountered whilst undertaking any servicing, advice or assistance is to be sought from a qualified Typhoon tradesman. The requirement for replenishment of any fluid, other than Fuel or OX27, is to be treated as a fault and reported accordingly.

▶ **WARNING:** A warning is inserted when the consequence of not respecting a limitation or action might be death and/or injury to the person.

CAUTION: A caution is inserted when the consequence of not respecting a limitation or action might be damage to the aircraft or its equipment.

Note: A note is inserted to clarify the reason for a limitation or action. ◀

Servicing Validity

BF - Valid for 24 hrs

▶AF - Valid for 72 hrs ◀

TR - Valid for 24 hrs. No requirements for essential checks

Note:

The aircraft must have a valid BF or TR **and** AF to fly. The AF is invalid on landing unless a TR is carried out. On expiry of TR an AF-BF must be carried out.

CAUTIONS

A CHECK OF THE ENGINE OIL LEVEL AND THE REPLENISHMENT MUST BE CARRIED OUT WITHIN 30 MINUTES OF ENGINE SHUT DOWN

WAIT A MINIMUM OF 3 MINUTES BUT NOT MORE THAN 15 MINUTES AFTER THE ACCESSORY GEARBOX HAS STOPPED, BEFORE FILLING WITH OIL

Safety Conditions

The following safety conditions apply:

Temperature of the ADT Vanes on the ground can be up to 250 °C or up to 600 °C if the ADT has failed. Therefore, as a precaution, use gloves and ensure no flammable fluid comes into contact with the ADT Vanes.

All safety pins and safety devices must be installed as necessary

Particular attention must be paid to safety precautions relating to the flare dispensers

Recording

The completion of any flight servicing activity iaw this schedule is to be recorded on "Flight Servicing and Declaration Certificate (Typhoon)". This includes noting the quantities of fuel remaining in the ac and the quantities of any fluids replenished. Notwithstanding receipt of groundcrew assistance the ac captain is responsible for the completion of servicing iaw this Flight Servicing Schedule. A copy of the completed Certificate is to be retained by the pilot. The Certificate bearing original signatures is to be retained at the departure airfield for dispatch to the ac's parent unit. For full guidance refer to the Flight Servicing and Declaration Certificate Instructions for Use.

TERMINOLOGY AND DEFINITIONS

VISUAL INSPECTION: An inspection that is conducted to detect irregularities of externally visible elements without the removal of access doors, covers or fairings. Control surfaces can be moved. Scoops and intakes readily visible from the outside are included. Work stands, ladders and other GSE may be required to gain proximity. Light enhancement aids such as torches, lamps and mirrors may be used.

ENSURE: To verify and/or do the necessary steps if they are within the capability of the individual by virtue of rank, training, physical ability and where appropriate, authorisation. If it is not within individual capability, the supervisor is to be informed.

Each check is to be carried out at AF, BF and TR unless prefixed by letters in brackets indicating that the check is applicable only at AF (A), BF (B) or TR (T) or combinations of the above.

AFTER SHUTDOWN

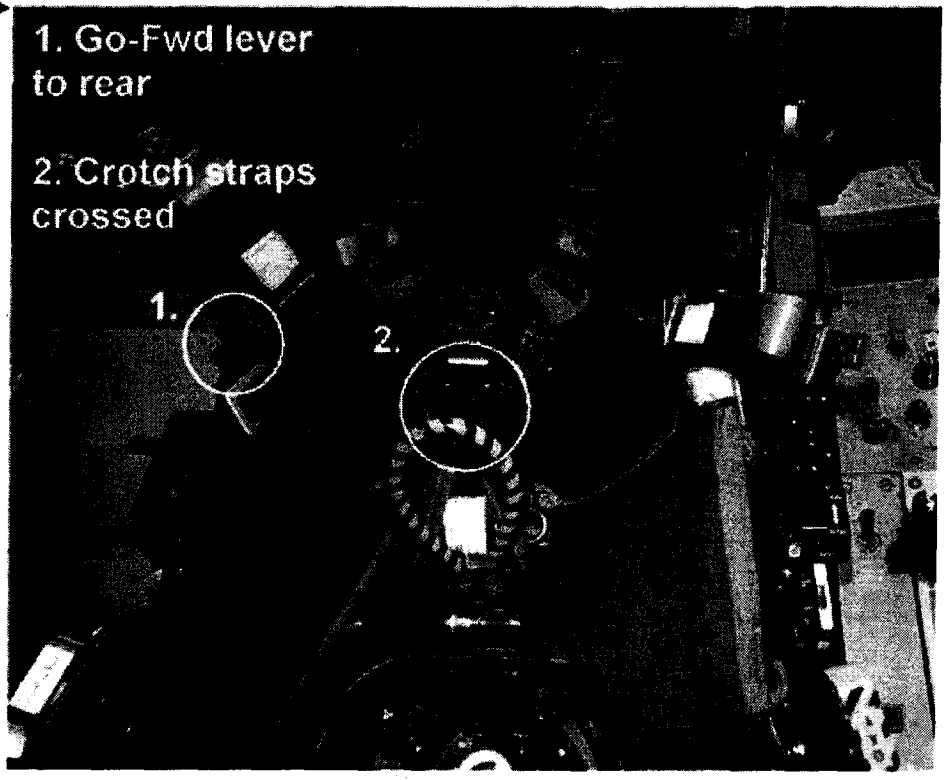
Note 1: If a further sortie is planned and external power has not been applied to run the brake cooling fans, [redacted] cooling must be allowed before next taxy.

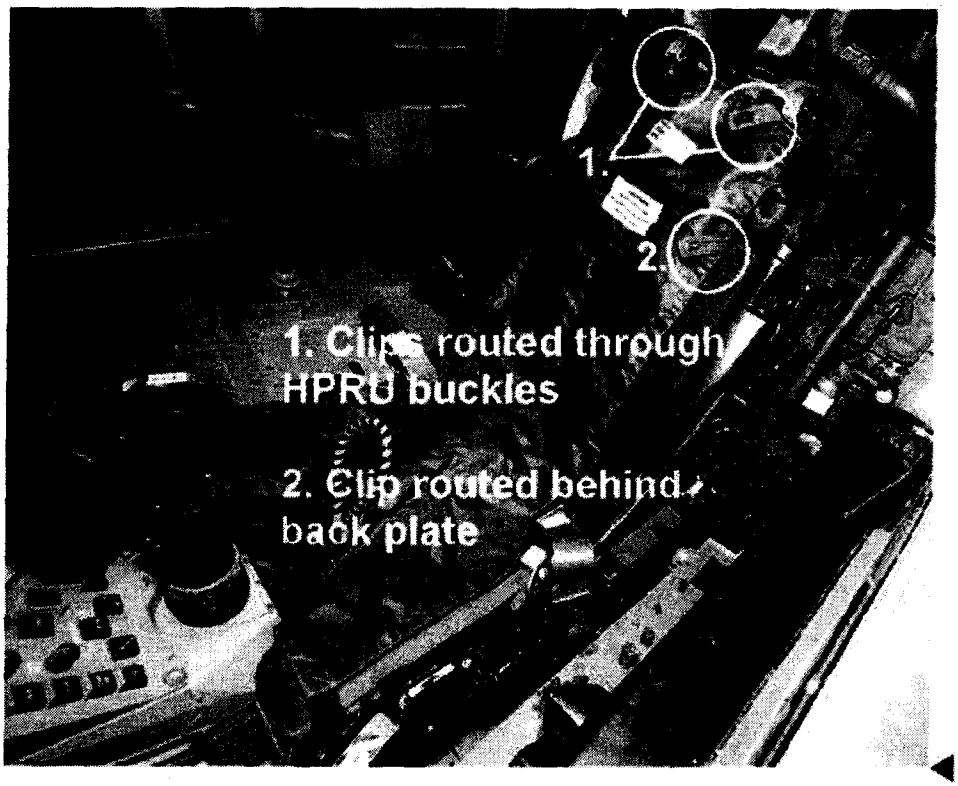
Note 2: If HOT BRAKES are suspected ensure the Park Brake Switch is selected to OFF once the chocks have been fitted.

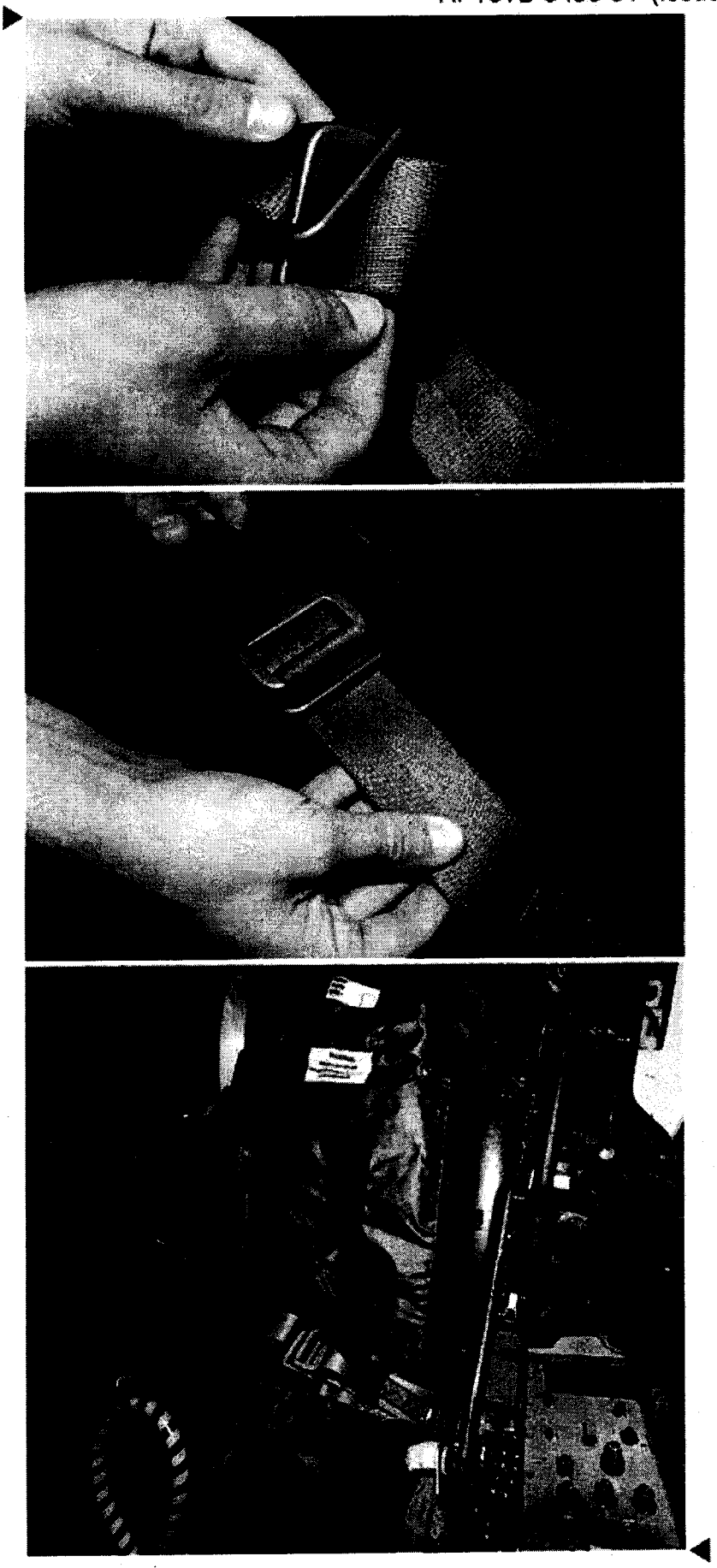
COCKPITS

Canopy	(ATB)	Open. Vacate aircraft
Left and Right Boost Pumps.	(ATB)	Off
LP Cocks	(ATB)	Shut and unguarded
ECS	(ATB)	Ram Air
Seat ASE Lever	(ATB)	Safe
Seat Pin	(ATB)	Seat firing handle safety pin fitted
Canopy Jettison Unit	(ATB)	Safety pin fitted
Radome Assembly	(ATB)	Visual inspection of the upper surface
Cockpit	(ATB)	Visual inspection
Canopy Seal	(ATB)	Visual inspection
Internal Canopy Jettison Handle	(ATB)	Red plastic Tell-Tale unbroken
Top Latch Lock Levers	(ATB)	Correctly engaged with the Latch Plates on the Guide Tubes
Canopy Jettison Trombone Disconnect Units (CJTDU)	(ATB)	CJTDU connected Quick Release Pins installed correctly
Seat Pitots	(ATB)	LH and RH Pitots correctly stowed against the side of the parachute headbox
Head Cooling Pipes	(ATB)	LH and RH Head Cooling Pipes connected correctly
Calf Support Access Doors.	(ATB)	Closed and secured
PSP	(ATB)	Lowering Line Connector Assembly installed correctly into the Spring Clip Assembly on LH side of the Seat Pan
Arrowhead Connectors	(ATB)	Arrowhead Connectors on the Single-Handed Release Strap connected to the Quick Release Connectors on Parachute Harness

Harness Assembly	(ATB)	Visual inspection
Shoulder Straps.....	(ATB)	Check for normal operation
Lap Straps.....	(ATB)	Correctly attached
Negative G and V Strap ..	(ATB)	Correctly attached
QRB.....	(ATB)	Ensure correct operation. Set to the locked position
Sticker Straps	(ATB)	Engaged in the Sticker Clips
Arm Restraint Line Sliders.	(ATB)	Correctly installed in QRB
Arm Restraint Lines.....	(ATB)	Visual inspection
Leg Restraint Lines	(ATB)	Installed in the clips in the Cockpit Tunnels
Arm Restraint and Leg Restraint Lines	(ATB)	Ensure connected to floor bracket
Calf Restraint Pennants ..	(ATB)	Correctly attached to Seat Pan
ADU.....	(ATB)	In required mode, (T/S). Static Cable correctly attached to the Anchor Bracket on the RH side of the Seat Pan
ALIU Static Cable	(ATB)	Correctly attached to Anchor Bracket on the LH side of the Seat Pan
ASP, PEC/Brag Seat Portion and A/C Portion Assembly...	(ATB)	Correctly installed. ASP, PEC / Brag Seat Portion Cover correctly installed
LSCA, Seat and A/C Portions	(ATB)	Correctly installed. LSCA Seat Portion Cover correctly installed
HEASM, Seat and A/C Portion.....	(ATB)	HEA Sensor Cable correctly routed through guillotine and connected
Windscreen Assembly.....	(ATB)	Visual inspection
Canopy Assembly	(ATB)	Visual inspection
Rear Cockpit Seat Apron .	(ATB)	Fit, remove or ensure securely fitted whichever is applicable. Remember to set the Command Mode Selector for correct position. Seat Apron located under the right wing triangular panel


1. Go-Fwd lever to rear
2. Crotch straps crossed
1.
2.


1.
2.
1. Clips routed through HPRU buckles
2. Clip routed behind back plate



Fit HUD and PEC Cover(s) - located under right wing triangular panel

Insert Ground Locks/Safety Pins - located under left wing triangular panel

Pull CSMU CB 390PP (if CSMU information required) and AOB CB331PP and secure panel 272 BZ

AIRCRAFT STATUS CHECK AND SYSTEM REPLENISHMENTS

▶Gearbox oil must be checked after 3 min but within 15 min of engine shutdown. Engine oil must be checked within 30 min of engine shutdown ◀

CAUTION

DO NOT REMOVE PMDS

MDP Door, 252BL	(ATB)	Open
PMDS	(ATB)	Leave PMDS cartridge stowed
MDP POW Switch	(ATB)	Set to BATT
MDP	(ATB)	When battery power is applied to the MDP the MAIN menu is as shown below

Main menu - A/C STATUS NOGO - BATTERY MODE

Select I/F Status	(ATB)	Scroll forward to page 2 of 4 to ensure PMDS FLIGHT FILE ID is not greater than 4. Scroll forward to page 3 of 4 to confirm:
		SUCCESSFUL SHUTDOWN
		If **UNSUCCESSFUL SHUTDOWN** indicated, ascertain cause of **UNSUCCESSFUL, INCOMPLETE** or **FAILED** (Seek advice form MOB)
MDP	(ATB)	Select MAIN MENU softkey
		ENSURE PARK BRAKE SWITCH SELECTED TO ON BEFORE CONTINUING WITH PROCEDURE
MDP	(ATB)	Select the CONSUM softkey
		Select CHECK ALL softkey Scroll (FWD) through the consumable indications taking note of Gearbox Oil Levels and Fuel Remaining. Replenish as necessary

MDP ..... (ATB) Select MAIN MENU softkey

Press NOGO arrow in top RH corner of MDP

Select NOGO LIST

Scroll forward to locate PRP NOGOs

Press arrow next to PRP to select NOGOs. Ensure the following are ***not*** present:

SOT, TBT or T3 OVERTEMP
P3 OVERPRESSURE

(Seek eng advice if available)

Press LEVEL UP on MDP
Scroll forward to locate SHM NOGOs. (NOGOs are listed alphabetically)

Ensure ***no*** SHM NOGOs are present

(Seek eng advice if available)

IF CHOCKS ARE FITTED ENSURE PARK BRAKE SWITCH SELECTED TO OFF BEFORE CONTINUING WITH PROCEDURE

MDP ..... (ATB) Select MAIN MENU softkey

Notes:

1. If System 1 Hydraulic Reservoir level is down, brake and canopy systems may need to be operated to dissipate pressure and establish normal reservoir level. If IFRP is extended, System 1 Hydraulic Reservoir level may also indicate LOW

2. The PARK BRAKE must be applied to indicate BRK GO when checking consumables

3. Trade assistance will be required if the following consumables are below minimum levels:

AOB contents (acceptable above 200)
Radar Coolant
Hydraulic Fluid
Gases

OIL CHECKS

WARNING

THE ENGINE COMPONENTS CAN STAY HOT FOR AT LEAST 1 HOUR AFTER ENGINE SHUTDOWN

CAUTIONS

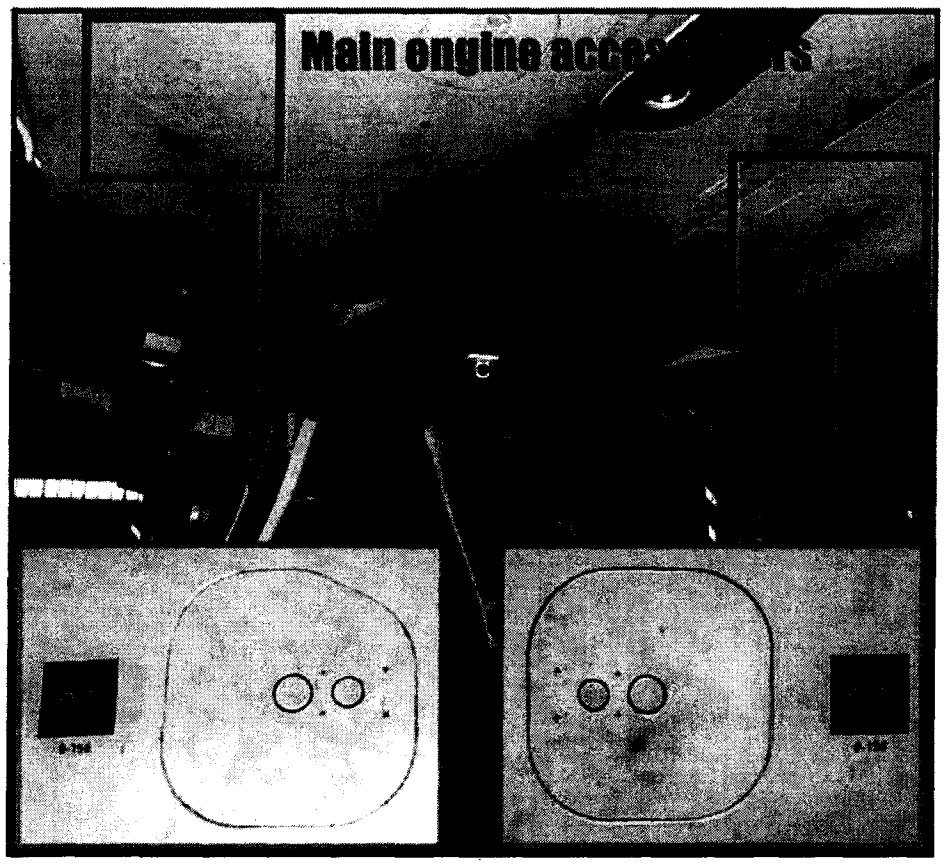
A CHECK OF THE ENGINE OIL LEVEL AND THE REPLENISHMENT MUST BE CARRIED OUT WITHIN 30 MINUTES OF ENGINE SHUTDOWN

PREVENT OIL SPILLAGE ONTO THE ENGINE AS IT CAN DAMAGE THE SURFACE PROTECTION AND SOME COMPONENTS. REMOVE SPILT ENGINE OIL WITH A CLEAN, LINT FREE CLOTH

GENTLY LOWER DROPSTICK TO PREVENT DEFORMATIONS OCCURRING, WHICH AFFECT THE FREE AND FULL TRAVEL OF THE INDICATOR

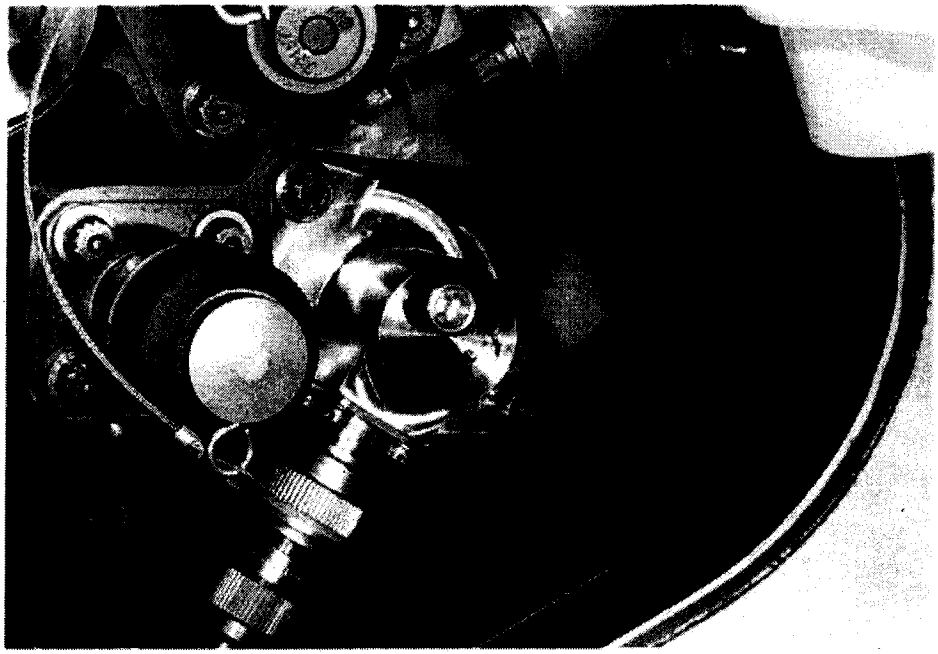
Access Door 434BB (OX27)... Open the left forward oil servicing access door

Access Door 444BB (OX27)... Open the right forward oil servicing access door

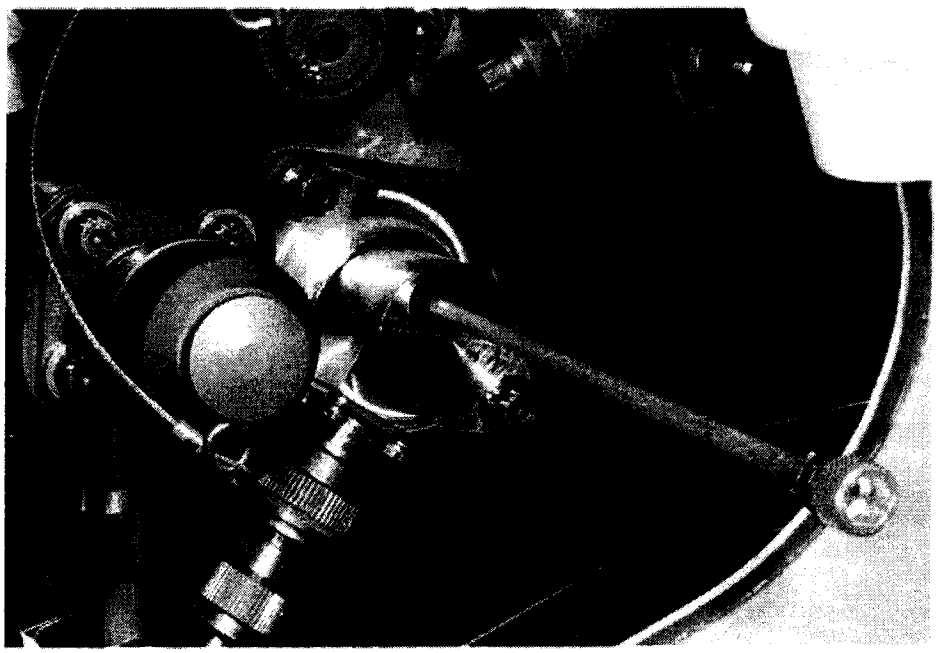


Dropstick	Push and turn the dropstick of the oil low-level indicator-switch, half turn counterclockwise Carefully lower until it stops Raise dropstick until the magnet engages, indicating engine oil level. This level is to be recorded.

Fill to spill if engine is below 6 litres. If the engine is 'on watch' for S6 seal fill to spill if engine is below 10 litres



Dropstick located and locked



Dropstick in dropped position

ENGINE OIL REPLENISHMENT

CAUTION

WHEN REPLENISHING OIL USE A CONTAINER TO COLLECT ANY OIL THAT SPILLS FROM THE OVERFLOW ADAPTOR PIPE

ENSURE OX27 OIL IS USED

Operation of Caps and Valves

Container.....	Position below the replenishment valves
Overflow Valve Cap.....	Push and turn counter-clockwise to remove
Refilling Valve Cap.....	Push and turn counter-clockwise to remove
Overfill Adaptor.....	Fit to overflow valve
OX27 Risbridger.....	Connect to the ECU Oil Replenishment Point, push and turn clockwise to engage bayonet fittings

Note: 30 full pumps will transfer 1 litre of oil

Engine Gearbox.....	Fill with engine oil until it begins to spill out of the overflow valve
OX27 Risbridger.....	Disconnect the replenishing unit from the refilling adapter and then disconnect the adapter from the refilling valve

CAUTION

BEFORE DISCONNECTING THE OVERFLOW ADAPTOR, WAIT UNTIL THE FLOW OF OIL FROM THE OVERFLOW ADAPTOR PIPE DECREASES TO DROPS

Overfill Adaptor.....	Disconnect from the overflow valve
Refilling Valve Cap.....	Refit - push and turn clockwise to engage the bayonet fittings

Replenishment	Record the quantity of oil added
Dropstick	Carefully push in and turn half turn clockwise
Access Door 434BB.....	Close
Access Door 444BB.....	Close

ACCESSORY GEARBOX OIL REPLENISHMENT (AT)

The following steps are only applicable if the gearbox oil levels are indicating low on the MDP during the consumables check

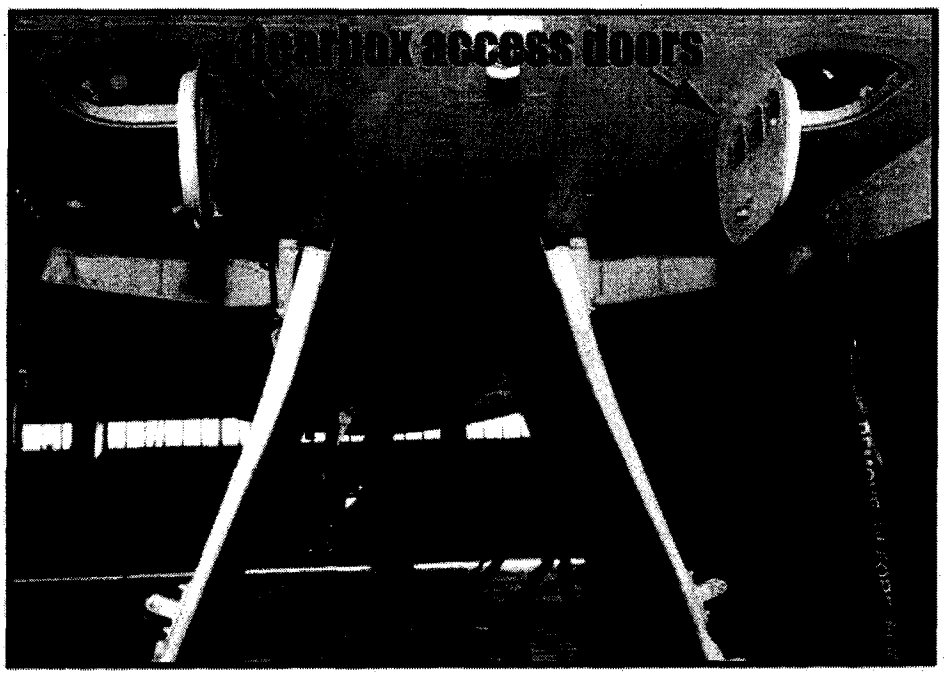
CAUTION

WAIT A MINIMUM OF 3 MINUTES (BUT NOT MORE THAN 15 MINUTES) AFTER THE ACCESSORY GEARBOXES HAVE STOPPED, BEFORE FILLING

ENSURE OX27 OIL IS USED

Note: 30 full pumps will transfer 1 litre of oil

Access Door 257EB LH.....	Open
Access Door 267EB RH.....	Open



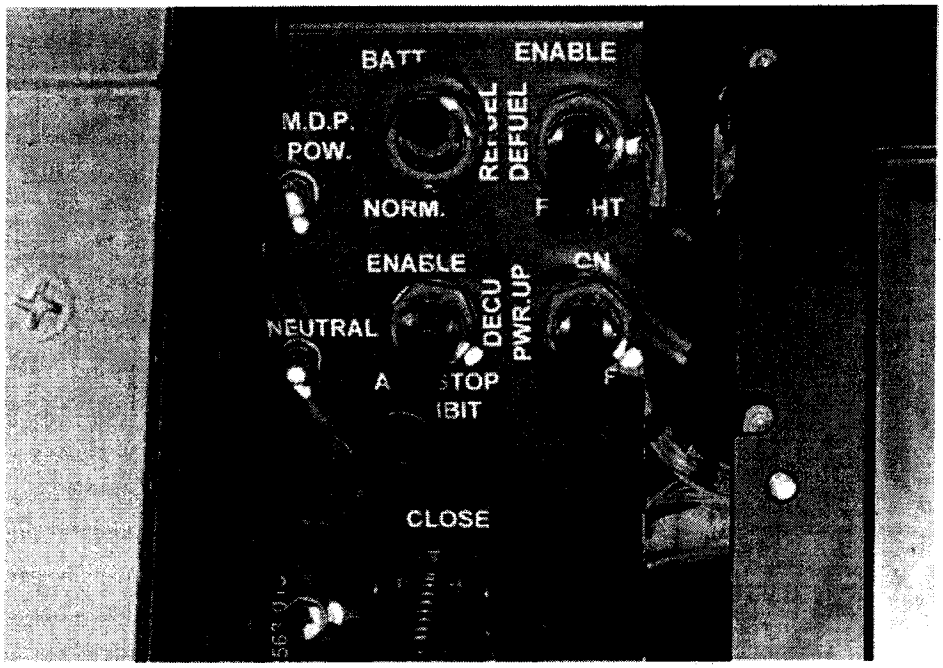
Overflow Valve Protection Cap.	Remove
Oil Filler Valve Protection Cap.	Remove
Oil Replenishment Unit overflow adaptor.....	Connect to the overflow valve
OX27 Risbridger.....	Connect to the oil fill valve and operate slowly until oil comes out of the overflow adaptor pipe
OX27 Risbridger.....	Disconnect

CAUTION

BEFORE DISCONNECTING THE OVERFLOW ADAPTOR, WAIT UNTIL THE FLOW OF OIL FROM THE OVERFLOW ADAPTOR PIPE DECREASES TO DROPS

Oil Replenishment Unit overflow adaptor.....	Disconnect
Overflow Valve Protection Cap.	Install
Oil Filler Valve Protection Cap.	Install
Access Door 257EB LH.....	Close
Access Door 267EB RH.....	Close
SELECT - CONSUM - CHECK. ALL.....	Page 2/15 (LH Gearbox) Page 3/15 (RH Gearbox)
LH GEARBOX OIL LEVEL.....	Display
LH GEARBOX OIL LEVEL.....	Ensure that the ACTUAL oil contents on the MDP display is between [redacted] (GO/NOGO)
RH GEARBOX OIL LEVEL.....	Display
RH GEARBOX OIL LEVEL.....	Ensure that the ACTUAL oil contents on the MDP display is between [redacted] (GO/NOGO)

PRESSURE REFUELLING WITH INTERNAL BATTERY POWER (ATB)



[redacted]

MDP POW Switch.....	Ensure set to BATT
Aircraft.....	Earthed / Grounded
Refuel/Defuel cap.....	Remove
Bowser Supply Hose Bonding Cable Clip.....	Connect
Bowser Supply Hose.....	Connect to aircraft
▶	Select refuel hose valve to OPEN. Ensure refuel pressure no greater than 50 PSI / 3·44 bar / 344 Kpa ◀
Bowser Pressure.....	Appropriate for delivery
REFUEL/DEFUEL switch.....	Set to ENABLE

CAUTIONS

▶IF THE REFUEL IS SEEN TO LEAK FROM THE FIN THEN REDUCE THE BOWSER PRESSURE AND CONTINUE. IF THE LEAK IS EXCESSIVE CEASE REFUEL AND SEEK ENGINEERING SUPPORT ◀

IF THE REFUEL PROCEDURE IS STOPPED BEFORE IT IS COMPLETED, THE FUEL SOURCE MUST BE STOPPED IMMEDIATELY AND DISCONNECTED FROM THE AIRCRAFT

Notes:

1. Refuel will stop automatically when the fuel tanks are full. The softkey selections below must be pushed in sequence, starting from the top of the applicable table. To refuel all of the tanks, make the softkey selections as follows:

FUEL	Press arrow
REFUEL ALL A/C	Press arrow
START	Press arrow
ENTER	Press

2. If, after selecting FUEL, you cannot select the REFUEL ALL A/C option, carry out the following:

Return ac to original condition prior to refuel
Depower - Repower
Connect hose and try again
Carry out this procedure if the refuel is aborted for any reason

3. During the refuel, the MDP menu softkeys are set to STOP. The refuel will stop if a softkey is pushed, or if the Access Door 252BL is closed

4. COMPLETED will be shown on the MDP once refuel is complete

Before disconnecting

Bowser Hose.....	Ensure fuel pressure from the fuel source remains on for 30 secs. During this time there must be no fuel flow shown on the fuel source gauge
REFUEL/DEFUEL Switch	Set to FLIGHT
Refuel Hose Valve.....	CLOSE
Bowser Supply Hose.....	Disconnect from aircraft
Bowser Supply Hose Bonding Cable Clip	Disconnect from aircraft

CAUTION

WHEN REFITTING THE REFUEL/DEFUEL CAP, ENSURE THE RETAINING CABLE IS NOT TRAPPED

Refuel/Defuel Cap.....	Refit Record Total Fuel indicated on MDP and fuel delivered from bowser. (Use conversion chart at Card 25 if required)

NOGO CLEARING

◀MDP	Select NOGO
	Delete NOGO list ENTER / CONFIRM ▶
MDP Power Switch	NORM
Access Door 252BL	CLOSE

EXTERNAL CHECKS (UPPER SURFACES)

Ensure Ground Locks/Safety Pins are fitted

Aircraft Upper Surfaces...	(ATB)	Carry out general visual inspection
RH/LH LEAS Torque Limiter Indication.....	(AT)	Make sure that the indicator is not visible

EXTERNAL CHECKS (LOWER SURFACES)

Ac attitude	(ABT)	Visual inspection from in front of the Nose Radome, for correct ac attitude. Carry out general visual inspection of all surfaces

CAUTION

Temperature of the ADT Vanes on the ground can be up to 250 °C or up to 600 °C if the ADT has failed. Therefore, as a precaution, use gloves and ensure no flammable fluid comes into contact with the ADT Vanes

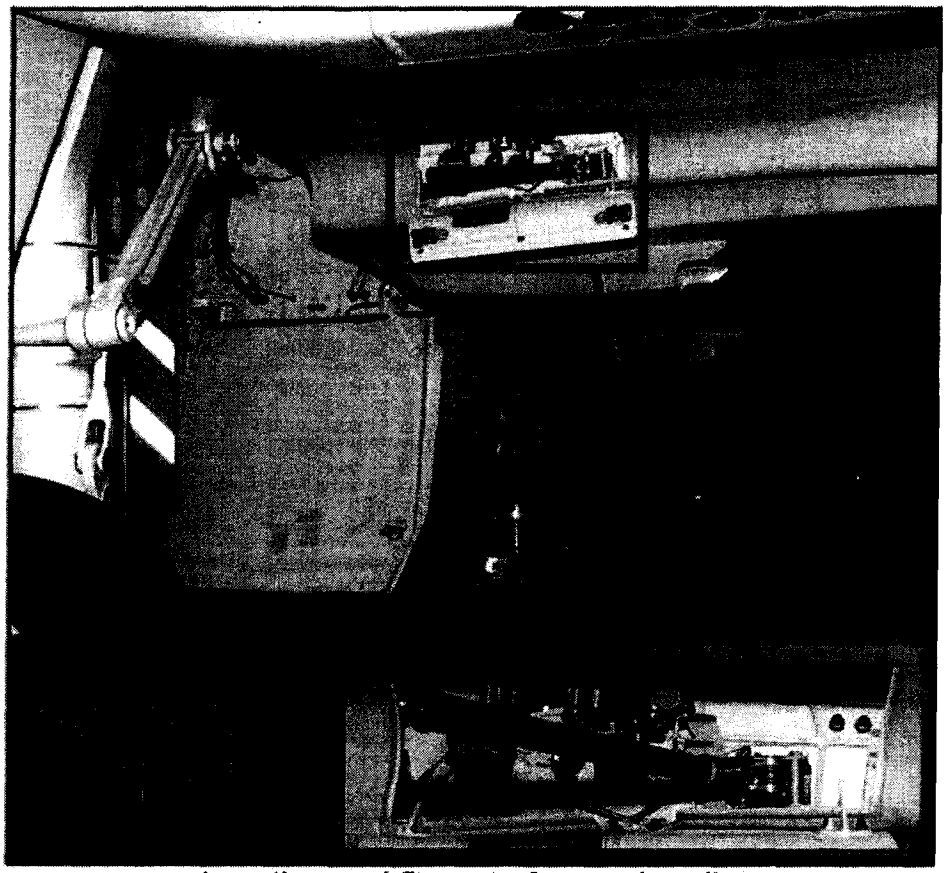
ADT probes	(ABT)	Free to move
Lower D-Band Antenna	(AT)	Condition
Radar Altimeter Antenna, Front and Rear	(AT)	Condition
FLIR	(ABT)	Condition
Varicowl Intake Lip	(ABT)	Check for FOD
Engine Air Intakes	(ABT)	Check for FOD
Engine LP Compressor, front face, LH and RH	(ABT)	External general visual inspection
Nose Wheel and Tyre	(ABT)	Tyre wear within limits Pressure within limits (Card 24)
Lower V/UHF Antenna	(ABT)	Visual inspection
Centre Fuselage and Anti-Collision Light	(ABT)	External general visual inspection
Missile Warner Radome, LH, Wing Apex	(A)	Visual inspection
LH MLG Wheel and Tyre	(ABT)	Tyre wear within limits Pressure within limits (Card 24)
Wheel Brake	(ABT)	Wear indication within limits
Arrestor Hook Uplock and Release Unit	(ABT)	Condition

Arrestor Hook Extension Actuator and Shock Absorber	(ABT)	Actuator and shock absorber clean. Pressure gauge indicates in the Green
Engine Exhausts	(ABT)	Visual inspection
Laser Warner Sensor, Rear, Lower and Upper	(AT)	Sensors clean
Engine Front and Rear Door	(ABT)	Visual inspection for signs of leaks
Microwave Landing System R-NAV / DME-P Antenna, Rear	(AT)	Condition
IFF Antenna, Lower	(AT)	Condition
SPS Bay	(ABT)	Visual inspection
LH / RH ACFC Intake Ducts	(AT)	Visual inspection. Check cooler matrix for damage
Flaperons, Inboard and Outboard	(ABT)	Visual inspection
Wing Tip Pod	(ABT)	Visual inspection
Front and Rear Radome, General, Wing Tip Pod	(ABT)	Condition
Front and Rear Radome Blisters, Wing Tip Pod	(ABT)	Condition
RH MLG Wheel and Tyre.	(ABT)	Tyre wear within limits Pressure within limits (Card 24)
Wheel Brake	(ABT)	Wear indication within limits
Spent Cases Bay, Gun Bay, Front Launcher, Front Zone, Duct	(ABT)	Visual inspection
Upper IFF Antenna	(AT)	Condition
Fuel Probe	(ABT)	Visual inspection if extended
Access Panels and Doors.	(ABT)	Secure
Canopy External Control Switch	(ABT)	Set to CLOSE

COMPLETE AND SIGN FLIGHT SERVICING AND DECLARATION CERTIFICATE (TYPHOON)

CAUTION

ENSURE CANOPY PRESSURE IS 160 bar MINIMUM PRIOR TO CREW-IN



Location and fitment of pump handle

Main and Nose Wheels

[redacted]

Nose Wheel	16·3 bar/1630 Kpa/236psi
Main Wheel	20·9 bar/2090 Kpa/303psi

Oil Engine Oil, APU Oil and Accessory Gearbox Oil: OX27

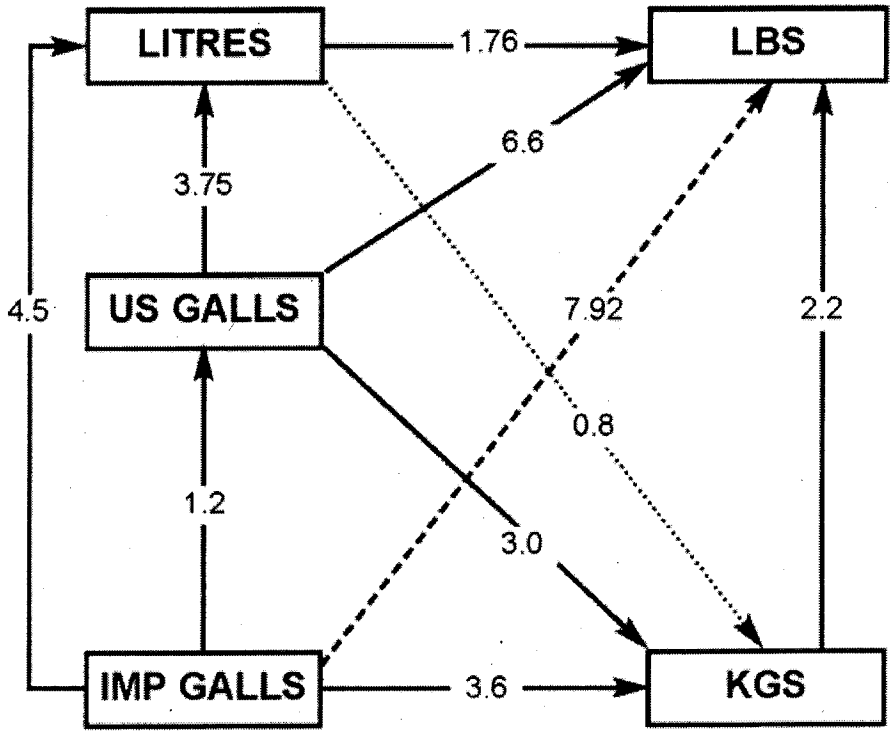
Fuel F34 FSII, F35 or JET A-1, F-44

Circuit Breakers AOB 331PP Canopy 8PP VVR 125PP

Security Sealing

[redacted]

FUEL CONVERSION DATA



Multiply with the arrows, divide against

eg Imperial gallons to kgs multiply by 3·6
US gallons to Imperial gallons divide by 1·2

Notes:

1. The table is based on a specific gravity (SG) of 0·8

2. For other SG divide correction factor by SG of fuel uplifted and then multiply by 0·8. Use the correction factor thus obtained when converting

eg Fuel SG = 0·83, 10,000lb uplift to convert to kg
(2·2 / 0·83) x 0·8 = 2·12
10,000lb / 2·12 = 4,717kg

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TYPHOON
(ALL MARKS)

AIRCREW SEE - OFF
PROCEDURES

AIRCREW SEE-OFF CHECKS

CSMU CB 390PP	
CANOPY CB 8 PP.....	Reset (if pulled) and secure panel
APU Gen Switch 28XA..	Ensure still set to **ON** position. (Located under 2nd panel behind No 2 V/UHF aerial)
Wing root panel.....	Operate switch to open canopy. **Close panel.** (If the canopy fails to open fully fit the pump handle and top up the accumulator pressure)
PARK BRAKE.....	Select **ON**. Set cockpit switches as required
SEAT PAN and **CANOPY JETTISON** pins.....	Remove and stow
HUD and **PEC** cover(s)...	Remove and stow in the RH triangular wing panel
Other covers and blanks.	Remove and stow. ASRAAM head cover(s) to be securely stowed in gun bay
FIVE ground locks and **ASRAAM** pin(s).....	Remove and stow in the LH triangular wing panel
Centreline Fuel Tank (if fitted).....	Arm
MDP door	Open
APU INHIBIT SWITCH ...	Set to **NEUTRAL**
MDP Power Switch	Select **BATT**
Select	**CONSUMABLES** followed by **CHECK ALL**
Canopy Accumulator Pressure.....	Confirm sufficient - **min 160 bar.** Top up if required
Brake system Accumulator Pressure.....	Confirm **GO** indicated. Top up if req'd. Park brake must be **ON**
Pump handle.....	Ensure stowed and secured correctly. Panel secure
Scroll through Menu.....	Ensure remaining **CONSUMABLES** are above minimum.
MAIN MENU on **MDP**	Select. Load **STORES CONFIG** as per Card 33 (if required)
MDP Power Switch	Select **NORM**
Left and Right Chocks.....	Remove

APU START AND FINAL MDP CHECKS

BATT (Cockpit).....	**ON**
APU.....	Start from cockpit. **Note:** APUs [redacted]
APU Gen Switch 28XA (Located under 2nd panel behind No 2 V/UHF aerial).	Ensure still set to **ON** position
LINS.....	Align to new location
MDP.....	Set **MDP POW** switch to **BATT**. Select **I/F Status** - confirm **DDL** status is **NORMAL**. Select **MAIN MENU** then **Top RH** button followed by **STATUS CHECK**
Confirm.....	**CSMU WRITE ENABLED** - normally appears within 30 seconds.
Enable Recording (2B & above).....	At bottom of status page select **ENABLE RECORDING**
Ensure.....	Recording status changes from **DISABLED** to **ENABLED** (**DISABLE** is default setting - in this selection the IPU filters Flight Safety **NOGOs**)
	Note 1: CSMU WRITE -- is the fail indication. If not enabled Switch **28XA** & **BATT** in cockpit **OFF**. Wait 3 mins. Then select **BATT** to on and **28XA** to **ON**. (Reset IPU CB 325). If **CSMU WRITE** - does not change to **ENABLE** the ac is 'unfit for flight'. Fault to be investigated.
Press **LEVEL UP**	Select **NOGO** list. Select **AVS**. Scroll through to check the following **NOGOs** are *not* present:

CSMU
CSMU_IPU_DDL
BSD
BSD_IPU_DDL
LEFT_EMU_IPU_DDL
RIGHT_EMU_IPU_DDL
IPU (Tranche 2 only - seek engineering advice)

Note 2: If any of the **NOGOs** are present switch **28XA** and **BATT** in cockpit **OFF**. Wait 3 minutes then **BATT** to **ON** and **28XA** to **ON**. If the **NOGO** returns the aircraft is 'unfit for flight'. Fault to be investigated.

Press **LEVEL UP** ..... Scroll through to check the following system **NOGOs** are *not* present:

BRK
LDG

Note 3: If **BRK** or **LDG NOGOs** are displayed the ac is 'unfit for flight'. Fault to be investigated

FUEL (if present select)

Ensure not present..... **FUG_BUILD_FAULT**
FUG_BUILD_FAULT_1TU
FUG_BUILD_FAULT_2TU
(If present see **Note 2** above)

Press **LEVEL UP** ..... Scroll through to check the following system **NOGOs** are *not* present:
CKPT (if present select)
RGS_ or **REAR_RGS_NOGO**
RICU_F_ or **RICU_R_NOGO**
(Tranche 2) If present refer to **Note 2** above

(Tranche 1) Seek eng advice

MAIN MENU.....	Select
MDP Door.....	Close and Secure
AOB CB 331 PP.....	**Open panel 272 BZ** **Close CB 331 PP** **Secure panel 272 BZ**
▶Enter cockpit	Complete ejection seat checks and engine start procedures iaw FCCs.
	Note 4: The config will not be displayed until the engine is running and the ACS has powered up. ◀ LINS re-align may be required after PDS load
▶**DWP**.....	**Ensure MSOC and OXY captions extinguished.** Check for indications that may require action at **Note 2** or **APU** shutdown and restart. ◀

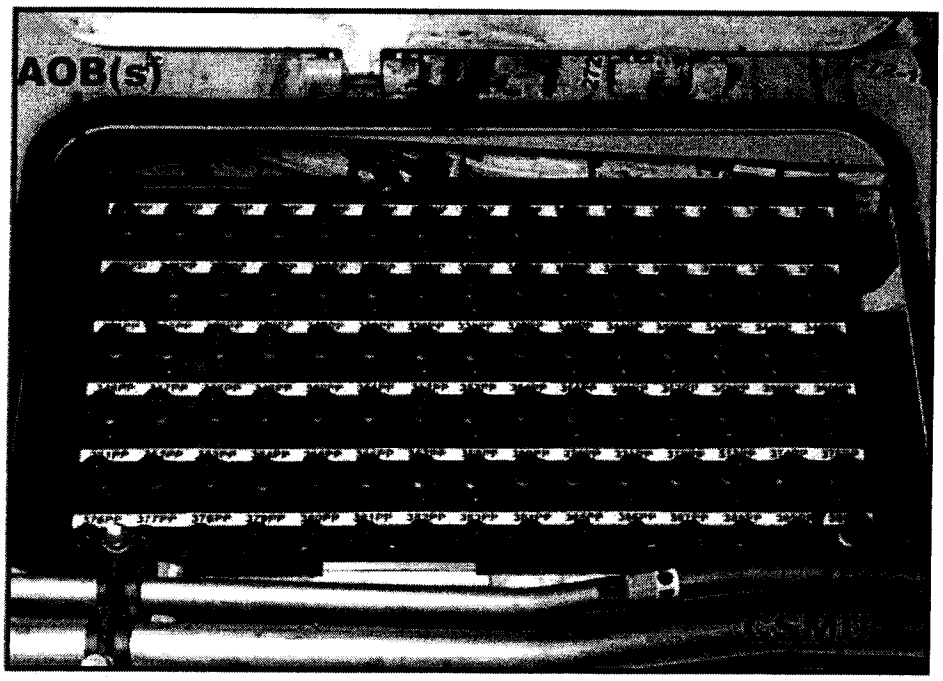
▶ **Note 5**

IF A SUBSEQUENT DE-POWER-REPOWER IS REQUIRED CB 331 MUST BE PULLED PRIOR TO APU ON / POWER UP. CB 331 IS TO BE RESET A MINIMUM OF 60SEC POST APU ON / POWER UP ◀

USEFUL CIRCUIT BREAKERS

Six CB panels - 2 in nosewheel bay, 2 left and 2 right of nosewheel bay

▶AOB	CB 331 PP
CIU 1	CB 634 XP
CIU 2	CB 734 XP
CIU 3 (rear)	CB 645 XP
CIU 4 (rear)	CB 744 XP
CSG 1	CB 646 XP
CSG 2	CB 733 XP
CSMU	CB 390 PP
IPU	CB 325 PP
LINS	CB 636 XP then, after 90 secs, CB 327 PP. Reset both CBs simultaneously
CANOPY	CB 4 PP and 8 PP
SCAC	CB392 PP ◀



CB Panel 272 BZ

STORES CONFIGURATION LOAD PROCEDURE

The following Soft Key sequence on the MDP should be used for stores configuration:

- STORES
- DEFAULT CONFIG
- ALL EMPTY
- ENTER

- LEVEL UP
- LEVEL UP

- [redacted]

- LEVEL UP

- SYMMETRIC

- CENTRE LINE
- WILL SHOW EMPTY →

If tank fitted:
- PRESS EMPTY
- NO PYLON
- LIVE TANK 1000L

- LEVEL UP

- FUSELAGE
- FWD
- AFT

Note 1: Block 5 LIVE GUN

Note 2: [redacted]

▶ IF A RAIDS OR GPS TRACKER POD IS FITTED IT SHOULD BE ENTERED AS A TRAIN AIM 9L ◀

IF **TWO** TRAINING ASRAAM ARE FITTED FOLLOW THE PROCEDURE IN GREEN THEN CONTINUE AT ASTERISK TO FINISH LOAD

IF **ONE** TRAINING ASRAAM IS FITTED FOLLOW THE PROCEDURE IN RED THEN CONTINUE AT ASTERISK TO FINISH LOAD

- LEVEL UP
- LEVEL UP
- ASYMMETRIC
- LH OR RH WING
- TIP
- LIVE
- Scroll down to TRAINING ASRAAM
- ENTER

- LEVEL UP
- LEVEL UP
- ASYMMETRIC
- LH OR RH WING
- TIP
- LIVE
- Scroll down to TRAINING ASRAAM
- ENTER

*

- LEVEL UP
- LEVEL UP

- TRANSMIT STORES CONFIG
- ENTER