

10.4.7. TFR Use/Safe Escape

You should plan to use AUTO TF as much as possible. Run-in altitudes at higher SCPs in AUTO may increase LOS range to the target and provide full TF protection while using head down displays. The final portion of most attacks or escape maneuvers require out of limit maneuvering (loft, direct pop, CLM, Turning Escape Maneuver- Level Turn). If you roll to beyond TFR global limits in less than 2 seconds, these out of limits maneuvers can be performed in auto TFR without any fly-ups. This technique is safer, easier to perform, and more tactically sound. Recovery maneuvers should be planned as accurately as possible to increase SA about where and how the egress and descent back to low altitude will occur.

10.7. En Route Cruise

If your mission includes air refueling or a medium altitude cruise segment prior to low level letdown, you may want to put the TFR in STBY or blended. Putting the TFR in STBY will allow you to fly formation without getting fly-ups and at slower airspeeds without the flashing limits symbology. Knowingly flying with flashing limits is a bad habit pattern to establish because it may desensitize you to the warning. The blended mode may also be useful. It is selected by turning the autopilot on with the TFR in any mode other than standby. If altitude hold is used blended will maintain the aircraft altitude while still giving you TF fly-up protection. Be aware that even if the AMS switch was in AUTO TF when you selected the autopilot function, the AMS will revert to MAN TF when you come out of blended by deselecting the autopilot. If you exit the blended mode by depressing the AMS switch, the autopilot will disengage and the system enters AUTO TF. AUTO TF combined with rough terrain or a little turbulence can be an excellent FOD generator. This is your last chance to arrange your cockpit prior to the ingress phase. Make sure you are strapped in tight and that maps, charts, and lineup cards are secured and in a useable order. Remember at night things will be harder to read. Consider writing bigger/darker and using different colors than you may be used to on day missions.

10.5. Ground Operations

The night LANTIRN preflight should not be rushed. It is slower than a normal day preflight because you do not have your normal day cues. The location of the NVP and TGP make movement around the aircraft nose wheel difficult. Preflight of the TGP should ensure that the laser is on the proper setting. Your planning should include an extra 5 minutes for night preflight so you will not have to rush. Ensure that you have checked the LT and RT HDPT coefficients in the 781 and that the fly-up enable switch in the FCP is in ENABLE.

18. TF Switch	AUTO TF	Not functional. ATF NOT ENGAGED caution light illuminates
	MAN TF	Interrupts pitch mode of autopilot but does not disengage PITCH switch
	OFF	Normal position