|  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
|  | HARM As Sensor Mode (HAS)  Position well known engagement. Relies on Steerpoint at or near target area.  HARM will fly to Steerpoint from any bearing until radar detected and then engage. | | | | | | | |  |
| 01 | Master Arm | | | Armed | | | | ↑ | CL |
| 02 | ICP | | | A-G | | | | ↓ | CM |
| 03 | MFD R - SMS Page | | | Menu / SMS | | | | ↓ | CR |
| 04 | MFD R - Weapon Select | | | AG88 | | | | ↓ | CR |
| 05 | MFD R – PWR ON/OFF AG88 | | | | | | PWR ON | ↓ | CR |
| 06 | MFD L – WPN Page | | | | | | TEST / WPN | ↓ | CR |
| 07 | MFD L – POS Mode | | | | | | HAS / POS | ↓ | CR |
|  | Confirm POS mode selected | | | | | |  |  |  |
| 08 | MFD L – PB Mode | | | | | | OSB Top Middle / EOM | ↓ | CR |
| 09 | MFD L – SOI | | | DMS Down | | | | ↓ | CL |
| 10 | MFD L – ALIC Table | | | TBL1 / 2 / 3 Select | | | | ↓ | CL |
| 11 | MFD L – Emitter Type | | | Select Expected Radar Type | | | | ↓ | CL |
| 12 | ICP | | | | | Select Steerpoint | | ↓ | CM |
| 13 | Aircraft | | | Fly at Steerpoint | | | |  |  |
| 14 | HUD | | | Fly within AMZ (Top Portion of HLS) | | | |  | CM |
| \* | HUD | | | Line up with Azimuth Steering Line | | | |  | CM |
| 15 | HUD – RTI | | | Adjust aircraft bearing so RTI = 00 | | | |  | CM |
| 16 | HUD | | | Confirm aircraft is within MMZ | | | |  | CM |
| 17 | HUD – RTI | | | Adjust aircraft bearing so RTI = 00 | | | |  | CM |
|  | MFD L - WPN Page | | Verify Range, Time to Impact and Impact Time | | | | |  | CL |
| 18 | Aircraft | Throttle / Pitch Up | | | | | |  |  |
| 19 | HUD | VVI between Chevrons  Min between Min / Max LOFT Cues | | | | | |  | CM |
|  | Weapons Release Condition | HARM FOV Box – Flashing  VVI between Min / Max LOFT cues  Aircraft within MMZ | | | | | |  |  |
| 20 | Stick | | | Weapon Release | | | | ↓ |  |
| 21 | Comm | | | “Magnum” | | | |  |  |
|  |  | | | |  | | |  |  |
|  | END OF PROCEDURE | | | | | | | |  |
|  |  |