

SHOCK AFT CAUTION LIGHT ON - BELOW MACH 0.7 (AIRPLANE AF62-207).

Illumination of a shock aft caution light during flight below Mach 0.7 indicates that the bypass doors are not fully closed. This could result in pressure conditions which would cause structural damage to the inlet in the area of the bypass plenum. If either light comes on below Mach 0.7, proceed as follows:

1. AICS mode switch (affected inlet) - STBY.
2. Bypass door standby switch (affected inlet) - Up until light goes out.

SHOCK AFT CAUTION LIGHT ON - STARTED INLET (AIRPLANE AF62-207).

Illumination of a shock aft caution light during flight with the inlets started indicates the shock position for the affected inlet is aft of a predetermined limit. This would result in loss of thrust and engine stall if allowed to continue. If either light comes on during started inlet flight, proceed as follows:

## NOTE

If the inlets are in automatic mode, a light may go on momentarily due to a transient condition. If the light goes out, no corrective action is necessary.

1. Bypass area (affected inlet):  
If AUTO - Monitor. If not recovering, put inlet in standby mode.  
Check bypass area and shock wave position indicators of affected inlet. If bypass area is not decreasing, shock wave position indicator needle is not moving toward FDW and light remains on, put affected inlet in standby mode.  
If STANDBY, go to step 2.
2. Bypass door standby switch (affected inlet) - Up until shock aft caution light goes out.
3. Duct performance switch - NORM.

UNSTART AND/OR BUZZ.

## NOTE

- If inlet unstart or buzz occurs, the engines may stall, flame out, or overtemp.
- The airplane will yaw away from and roll toward the unstarted or buzzing inlet.
- The duct unstart caution lights are inoperative when both throat Mach schedule indicators are at Mach 2.17 or less.

An unstarted inlet is indicated by the respective unstart caution light coming on. Buzz may or may not accompany an unstart.

BUZZ BELOW MACH 2.1 - MANUAL AICS (AIRPLANE AF62-001).

1. Bypass wheel (affected inlet) - Aft to position shock at top of green arc.  
If buzz caution light goes out, return to normal operation. If light remains on, proceed to step 2.

## NOTE

Avoid opening bypass more than necessary, as engine stall could occur.

2. Engine rpm lockup switch - RELEASE.
3. Throttles (affected inlet) - As required.  
Retard throttles to IDLE or as necessary to maintain engines within operating limits.
4. Throat - Check schedule.
5. Engines (affected inlet) - If abnormal:
  - a. Bypass wheel (affected inlet) - Aft.
  - b. Throttles (affected engines) - OFF.