Indications are provided by a pointer on a dial graduated in 10-foot increments from 0 to 200, 50-foot increments from 200 to 600, 100-foot increments from 600 to 2,000, and 500-foot increments from 2,000 to 5,000. An OFF warning flag in a window on the dial will appear and the altitude pointer will be driven behind the indicator mask when power is removed from the system, when the system malfunctions, or when the system is in the search mode (e.g., during warmup, altitude exceeds 5,000 feet, or roll or pitch limits are exceeded).

The radar altimeter knob on the lower left corner of the altimeter serves three functions - as an on-off control, as a means to set a minimum-altitude index pointer on the dial, and as a test button to check the system. Initially turning the knob clockwise applies power to the system; further rotation of the knob rotates the index pointer from zero to any desired minimum-altitude setting. Depressing and holding the knob activates the self-test feature of the system and provides an indication of 100 (±10) feet, and a green light on the altimeter illuminates if the RT unit is operating properly. The self-test feature may be used at any altitude and at any time except when the flight director pitch steering mode switch is at TUR FLM (radar altimeter self-test stimulus circuit is inhibited at this switch position).

**NOTE**
If a self-test is made at radar altitudes between 75 and 125 feet, the receiver-transmitter may fail to transfer from the actual altitude track to the 100-foot test altitude.

A red low-altitude warning light on the altimeter is inoperative. The low-altitude indication is provided by the minimum-decision-height caution lights.

**Radar Altitude Minimum-Decision-Height Caution Light**

The radar altitude minimum-decision-height caution light, on the pilot's and copilot's instrument panels (figure 1-94), will illuminate when the absolute altitude of the aircraft is at or below the minimum altitude set into the radar altimeter. The lights remain illuminated until the aircraft is flown above the selected minimum altitude. When illuminated, the legend on the lights read MIN DECH HLT.

**TERRAIN-FOLLOWING RADAR**

**WARNING**
The manual terrain-following radar (TFR) is susceptible to undetected failures, with potential impact on terrain-following (TF) flight safety. It is imperative that visual verification of terrain obstacles be maintained at all times during use of the TF mode. Any suspicion of erroneous command data should result in termination of terrain following by the pilot.

**NOTE**
- The TFR installed in this aircraft has limited capabilities since it is an off-the-shelf system with minimal modification for aircraft dynamic response characteristics and interface compatibility.
- The TFR is used to aid in flight testing the aircraft at low altitudes.

The TFR is a forward-looking radar which provides a manual, low-altitude, TF capability. The system consists basically of an antenna-receiver, an amplifier-power supply, a synchronizer-transmitter, a computer, an indicator (radar scope), and a control panel. In addition to standby (STBY), three modes of operation are provided: terrain following (TF), situation display (SIT), and ground mapping (GM). The TFR is interfaced with radar altimeter receiver-transmitter No. 1, central air data computer (CADC) No. 1, gyro stabilization system (GSS) No. 2, stability and control augmentation system (SCAS) No. 1, flight director computers (FDC's) No. 1 and No. 2,