# LIMITATION CHANGES

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ASD ltr, 11 Jul 1977
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The primary mechanism for automated data maintenance for the B-1 Systems Approach to Training (SAT) is the Sorting Program. The data upon which the Sorting Program operates consist of two interacting components, the Task Analysis Data and the Control and Display Catalog. This technical memorandum consists of two computer reports which represent the essential information in the Task Analysis Data Base.
This document is one of several technical memoranda which have been delivered to the B-1 Systems Project Office (B-1 SPO) in performance of the Systems Approach to Training (SAT) Task under Contract Number F33657-75-C-0021. Each of the separate SAT documents is listed below. Additional copies may be requested from: B-1 Systems Project Office, Data Configuration Division, Wright-Patterson Air Force Base, Ohio.

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SUMMARY

The primary mechanism for automated data maintenance for the B-1 Systems Approach to Training (SAT) is the Sorting Program. The data upon which the Sorting Program operates consist of two interacting components, the Task Analysis Data and the Control and Display Catalog. This technical memorandum consists of two computer reports which represent the essential information in the Task Analysis Data Base.
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Background

The initial source of information for Calspan's B-1 SAT was a task analysis which was encoded to become the Task Analysis Data Base.

The Task Analysis Data Base is a hierarchy of behavioral units called task elements. This hierarchy consists of at least four and sometimes five levels. The level of analysis utilized for encoding was the task or sub-task element so that the data base is a collection of task and occasionally, sub-task elements. Task elements are grouped together to form tasks, which are in turn grouped to form functions. Mission segments, the topmost level of the hierarchy, consist of groups of functions. Table 1 is a listing of the titles of the Mission Segments, Functions and Tasks. Task elements represent the stimulus-response characteristics of a behavioral unit and are of the form:

- Initiation Cue
- Action Verb
- Control/Display
- Completion Cue

The Initiation Cue is the stimulus complex, the existence of which is prerequisite to the activity. For example, if a certain warning light illuminates, the pilot may be required to set a switch to a certain position. The Initiation Cue or stimulus complex is the illumination of the warning light. The Action Sequence is the major activity of the behavioral unit. This activity consists of an action verb and a control or display. In the example, the Action Sequence is the pilot setting the switch. This is the response to the stimulus. The Completion Cue is the final condition which marks the end of the behavioral unit. Using the same example, the switch in the required position is the final control/display configuration, which marks the end of the behavioral unit.

The Initiation and Completion Cues are identical in Format, since a Completion Cue for one task element may serve as the Initiation Cue for the subsequent task element. The Format is:

- Control/Display
- Relation
- Value

Control/Display is the name of a control or display. The relation and value indicate the status of the Control or Display for the particular configuration. Possible values are:

- = equals
- ≠ not equals
- > greater than
- < less than
- ≥ greater than or equal to
- ≤ less than or equal to
Values refer to states of the control or display. For example, a value may be a particular switch position.

Details for the encoding of task elements, including field specifications, appear in Technical Memorandum SAT-4.
Technical Discussion

This section describes the formats of the reports used to present the task element data.

The two reports are complimentary, in that the first presents the primary categories of information about a task element including:

- Task element number
- Task element description
- Initiation Cue
- Completion Cue
- Action Sequence
- Operator

The second report presents information of secondary importance including:

- duration (time)
- classified comments,

in addition to task element number and identification.

Corresponding to the six categories of information presented, the first report has six entries for each task element. At the top left is the task element number, a code which is unique to the task element. The task element number has five parts, corresponding to the five possible levels of the hierarchy mentioned above. These components are variable in length and separated by periods. From left to right, the components refer to Mission Segment, Function, Task, Element, and Sub-Element. For example, the code number referring both to Table 1 and to the first report, the task element number 01.1.2.003.00 has the following interpretation:

```
| A | Mission Segment: 1 - Alert Procedures |
|   | Function : 1 - Aircraft Acceptance Inspection |
|   | Task : 2 - Perform Exterior Inspection |
| B | Element : 3 - Check All Access Doors and Covers for Security |
|   | Sub-Element : 0 Not Applicable |
```

The A indicates that Table 1 was the source of the information, and the B indicates that the first report was the source of the information.

The second entry on the first report, on the same line as the task element number, is a single-letter abbreviation for the operator (P-Pilot, C-Copilot, O-OSO, D-DSO). This refers to the person performing the task. On the second line, underscored, is a description of the task element. Double-spaced, beneath the task element description is the Initiation Cue, which, depending upon the situation, involves one to three controls or displays...
and their associated values. The one to three controls or displays are single-spaced. The Action Sequence, which consists of an action verb and one to three controls or displays, is double-spaced below the Initiation Cue. The final component, the Completion Cue, is double-spaced beneath the Action Sequence. The final three components (Initiation Cue, Action Sequence, Completion) are aligned such that the controls or displays are directly under one another. Consequently, the values for the Initiation and Completion Cues extend to the right, while the action verb in the Action Sequence extends to the left.

Occasionally, to the immediate right of one of the six entries in the first report, is an asterisk. This indicates the existence of a classified comment associated with that entry. The comments are listed in the second report.

The second report contains for each task element: the task element number, task element description, time and classified comments in the following classifications: Action Verb, Controls and Displays, Completion Cue, Identification, Initiation Cue, Operator, and Task Element Number. Each page of the report is divided into ten columns. The first three columns contain the task element number, task element identification and the duration of the task element in seconds, respectively. The final seven columns contain numbers which refer to the comments, which are numbered and listed below the seven columns. A number in one of these columns indicates that the comment with that particular number is relevant to the classification associated with the column.
LISTING OF MISSION SEGMENTS, FUNCTIONS, AND TASKS
TABLE 1.
Listing of Mission Segments, Functions, and Tasks

1. Alert Procedures
   1. Aircraft Acceptance Inspection
      1. Before Exterior Inspection
      2. Perform Exterior Inspection
      3. Perform Stores Station/Crew Entryway Inspection
      4. Perform Interior Inspection with Power Off
      5. Interior Inspection-Power On
   2. Alert Preparation
      1. Cocking
   3. Alert Operations
      1. Perform Daily Alert Preflight
      2. Rotate Crews
   2. Alert Reaction
      1. Perform Non-Cockpit Alert
         1. Prepare to Enter Aircraft
         2. Enter Crew Stations
         3. Perform Engine Start
      2. Maintain Cockpit Alert
         1. Recovery to Minimum Reaction Posture (Cockpit Alert)
   3. Taxi
      1. Perform Pre-Taxi Checks
         1. Initiate Checklist
         2. Check-off Items on Checklist
      2. Perform Taxi Operations
         1. Prepare to Taxi
         2. Initiate Taxi Roll
         3. Perform Monitoring Tasks
         4. Steer Aircraft to Runway
      4. Take-Off
         1. Perform Pre-T. O. Checks
            1. Trim for T. O.
            2. Perform Safety Checks
TABLE 1 (cont'd.)

2. Perform T.O. Operations
   1. Initiate Take-Off (T.O.)
   2. Steer Aircraft
   3. Check Take-Off Performance
   4. Complete Take-Off Roll
   5. Complete Lift-Off

5. Climb
   1. Initiate Climb
      1. Establish Safe Flight Conditions
      2. Attain Optimum Climb
      3. Adjust Power/Monitor Indicators
   2. Perform Climb Out Operations
      1. Perform Climb Out Checklist

6. Cruise
   1. Perform Level-Off Operations
      1. Select Cruise Parameters
   2. Initiate Cruise
      1. Perform Crew Station Checks
   3. Perform Cruise to Air Refuel Initiation Point (ARIP)
      1. Activate Functional Systems
      2. Navigate Air Vehicle/Maintain Course

7. Aerial Refueling (AR)
   1. Perform AR Rendezvous
      1. Accomplish Pre-Rendezvous Operations
      2. Execute Positive Identification Procedures
      3. Execute ARIP Descent/Heading Corrections
      4. Execute Pre-ARIP Level-Off Operations
      5. Establish AR Formation
   2. Establish Refuel Conditions
      1. Perform Closure on Tanker
      2. Configure for Pre-Contact
   3. Perform Refuel Operations
      1. Prepare for Boom Hookup
      2. Execute Refuel Contact Procedures
4. Terminate AR Operations
   1. Perform Disconnect Procedures
   2. Depart Tanker

8. Orbit/Loiter (Positive Control Point-PCP)
   1. Maintain Flight Status
      1. Await Execution Order
      2. Respond to Mission Execution Command
   2. Perform "GO CODE" Operations
      1. Execute H-Hour Control Line Checklist (H-Hour Control Line)
      2. Execute Nuclear Pre-Arming/Consent
      3. Initiate Weapons Monitoring Procedures

9. Penetrate High Altitude/High Speed (HA/HS)
   1. Perform HA/HS Operations to Pre-Initial Point (Pre-IP)
      1. Configure for Supersonic Flight
   2. Perform HA/HS Navigation Operations to Pre-ID)
      1. Execute HA/HS FLR Update (Forward-Looking Radar)
      2. Execute High Altitude Calibration
   3. Perform HA/HS Weapons Delivery
      1. Perform Pre-Weapons Delivery
      2. Execute Gravity Store Release

10. Descent
    1. Perform Pre-Descent Operations
       1. Execute Terrain-Following (TF) Operational Checks
       2. Execute Descent to Low Level Checks
    2. Perform Descent Operations
       1. Establish Descent Rate
       2. Steer to Initial Checkpoint
       3. Level-Off at TF Altitude
       4. Execute Initial Low-Altitude Calibration
       5. Perform Crew Station Checks
TABLE 1 (cont’d.)

11. Penetrate Low

1. Perform ATF Operations
   1. Select TF Modes for ATF Operations
   2. Configure Systems for ATF
   3. Monitor Displays for ATF Operations

2. Perform Manual TF Operations
   1. Change to Manual Flight Mode

3. Perform Unscheduled Lateral Course Deviation
   1. Maneuver A/V to Avoid Threat (Air Vehicle)

4. Perform Post-Threat ATF Operations (Automatic Terrain Following)
   1. Re-configure A/V Systems for Post-Threat ATF Operations

5. Perform LAHS Navigation Operations
   1. Perform EVS Update (Electro-Optical Viewing System)
   2. Perform LAHS FLR Update
   3. Execute Low Altitude Calibration
   4. Monitor/Adjust System Avionics Status

12. Weapons Delivery

1. Perform Low Altitude High Speed (LA/HS) Weapon Delivery
   1. Execute BDA (Bomb Damage Assessment) Operations
   2. Execute SRAM Initialization (Short Range Attack Missile)
   3. Execute SRAM Launch Operations
   4. Execute Gravity Store Release

13. Withdraw

1. Perform Cruise to TCM (Terminate Countermeasures) Point
   1. Terminate Terrain Following Operations
   2. Establish Subsonic Cruise

2. Perform Cruise to Recovery Site
   1. Transmit Strike Report

14. Descent

1. Perform Letdown Procedures
   1. Execute Pre-Descent Checks
   2. Configure Flight Station for Descent
TABLE 1 (cont'd.)

2. Perform Descent Procedures
   1. Execute Descent Operations to Level-Off Altitude
   2. Configure for Landing Approach

15. Land
   1. Perform Approach Operations
      1. Execute Before-Landing Checks
      2. Execute Automatic AILA (Airborne Instrument Landing Approach)

   2. Perform Landing Operations
      1. Acquire Runway Visually
      2. Execute Touchdown
      3. Maintain Landing Roll

   3. Perform Taxi Operation
      1. Taxi to Parking Area
      2. Park Aircraft

   4. Perform Shutdown Operations
      1. Perform Flight Station Shutdown Checklist
      2. Perform Avionics Station Shutdown Checklist
      3. Start L/APU (Left Auxiliary Power Unit)
      4. Execute Engine Shutdown
      5. Exit Aircraft

16. Post Flight
   1. Prepare for Refueling
      1. Configure A/V Ground Refuel Panel for Refuel
      2. Determine On-Board Fuel Quantity
      3. Select Quantity of Fuel to be Uploaded

   2. Perform Refueling
      1. Monitor Fuel Flow Into A/V
      2. Configure A/V Ground Refuel Panel to Terminate Refueling

   3. Perform Post-Refueling Operations
      1. Verify Quantity of Fuel on A/V
      2. Secure A/V After Refueling Operation is Complete
<table>
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<td>Perform In-Between Flights Inspection</td>
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REPORT 1

Task Analysis Data Base
01.1.1.001.00

POST SECURITY GUARDS

A-V = EWO CONFIGURED
GUARDED A-V
A-V = GUARDED

01.1.1.002.00

CHECK FORM 781*

AIR-VEHICLE
FORM 781
FORM 781 = CHECKED

01.1.1.003.00

CHECK EJECTION LEVERS, SAFETY PINS, AND HANDLES

FORM 781 = CHECKED
EJECTION CONTROLS, FORWARD STA
EJECTION CONTROLS, FORWARD STA = TBD

01.1.2.001.00

FOLLOW THE EXTERIOR INSPECTION ROUTE.*

FORM 781 = CHECKED
A-V EXTERIOR INSPECTION ROUTE
EXTERIOR INSPECTION ROUTE = COMPLETED

01.1.2.002.00

CHECK ALL SURFACES*

FORM 781 = CHECKED
A-V SURFACES
A-V SURFACES = CHECKED

01.1.2.003.00

CHECK ALL ACCESS DOORS AND COVERS FOR SECURITY

FORM 781 = CHECKED
A-V ACCESS DOORS AND COVERS
ACCESS DOORS AND COVERS = SECURE
01.1.2.004.00  
CHECK THE AOA VANES*  
FORM 781  = CHECKED  
ANGLE OF ATTACK VANES  = CHECKED  

01.1.2.005.00  
REMOVE GROUND SAFETY PINS AND SAFETY LOCKS*  
FORM 781  = COMPLETED  
REMOVE GROUND SAFETY PINS AND LOCKS  GROUND SAFETY PINS AND LOCKS  = REMOVED  

01.1.3.001.00  
PERFORM STORES INSPECTION*  
STRATEGIC AIR COMMAND  = TBD  
INSPECT STORES  STRATEGIC AIR COMMAND  = TBD  

01.1.3.002.00  
PERFORM EXT CREW ENTRYWAY INSPECTION, WT AND BALANCE, OLOGS  
ROCKWELL INTERNATIONAL  = TBD  
PERFORM EXT CREW ENTRYWAY INSPECTION  ROCKWELL INTERNATIONAL  = TBD  

01.1.4.001.00  
CHECK FLASH PROTECTION  
CHECKLIST  = SEQUENCE  
CHECK FLASH PROTECTION DEVICES*  
FLASH PROTECTION DEVICES  = CHECKED  

01.1.4.002.00  
CHECK REQUIRED FLIGHT PUBLICATIONS*  
CHECKLIST  = SEQUENCE  
CHECK PUBLICATIONS  PUBLICATIONS  = CHECKED
01.1.4.003.00  
CHECK CSSC INDICATOR WINDOWS- 'A'
CHECKLIST = SEQUENCE
THUMBWHEEL SWITCH ASSEMBLY = 'A'

01.1.4.004.00  
CHECK BATTERY ('BATT') SWITCH 'OFF'
CHECKLIST = SEQUENCE
BATTERY SELECT SWITCH
BATTERY SELECT SWITCH = OFF

01.1.4.005.00  
CHECK EXTERNAL POWER ('EXT PWR') SWITCH 'OFF'
CHECKLIST = SEQUENCE
EXTERNAL POWER CONTROL SWITCH
EXTERNAL POWER CONTROL SWITCH = OFF

01.1.4.006.00  
CHECK-CONNECT RESTRAINT HARNESS AND INERTIAL REEL
CHECKLIST = SEQUENCE
CONNECT
RESTRAINT ASSY
RESTRAINT ASSY = CONNECTED

01.1.4.007.00  
CHECK EJECTION SEAT PARACHUTE, SURVIVAL KIT
CHECKLIST = SEQUENCE
EJECTION SEAT PARACHUTE
EJECTION SEAT PARACHUTE AND SURVIVAL KIT
EJECTION SEAT PARACHUTE AND SURVIVAL KIT = CHECKED

01.1.4.008.00  
CHECK OXYGEN SYSTEM
CHECKLIST = SEQUENCE
DILUTER-PRESSURE DEMAND REGS
DILUTER-PRESSURE DEMAND REGS = CHECKED
01.1.4.009.00

CHECK OXYGEN MASK
CHECKLIST = SEQUENCE
OXYGEN MASK = CHECKED

01.1.4.010.00

CHECK CIRCUIT BREAKER POSITIONS
CHECKLIST = SEQUENCE
CIRCUIT BREAKERS = TBD

01.1.4.011.00

CHECK COMMUNICATION LEADS
CHECKLIST = SEQUENCE
COMMUNICATION LEADS = CHECKED

01.1.4.012.00*

SET AND TEST ICS
CHECKLIST = SEQUENCE
ICS = SET & TESTED

01.1.4.013.00*

ADJUST 'CREW TEMP' CONTROL KNOB
CHECKLIST = SEQUENCE
CREW TEMP CONTROL = TBD

01.1.4.014.00*

SET 'AIR SOURCE' SWITCHES (4) TO ON: '1', '2', 'ST', 'CREW'
CHECKLIST = SEQUENCE
AIR SOURCE CONTROL SWITCHES = ON*
01.1.4.015.00*
SET AVIONICS AIR SWITCHES ('INTMD; LCTL; RCTL') TO 'NORM'.
CHECKLIST = SEQUENCE
AVIONICS AIR MODE SELECT
AVIONICS AIR MODE SELECT = NORM*

01.1.4.016.00*
SET CREW SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
CREW AIR SOURCE MODE SWITCH
CREW AIR SOURCE MODE SWITCH = NORM

01.1.4.017.00*
SET 'ENG BLEED AIR' SWITCHES (4) TO ON: '1', '2', '3', '4'.
CHECKLIST = SEQUENCE
ENGINE BLEED AIR SWITCHES
ENGINE BLEED AIR SWITCHES = ON*

01.1.4.018.00*
SET 'FUEL CLG LOOP RTN' SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
FUEL COOLING LOOP RETURN SW
FUEL COOLING LOOP RETURN SW = NORM

01.1.4.019.00*
SET 'FUEL CLG LOOP CRSVR' SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
COOLING FUEL LOOP CROSSOVER SW
COOLING FUEL LOOP CROSSOVER SW = NORM

01.1.4.020.00*
SET 'PITOT HEAT' SWITCH TO 'OFF'.
CHECKLIST = SEQUENCE
PITOT HEAT CONTROL SWITCH
PITOT HEAT CONTROL SWITCH = OFF
01.1.4.021.00*

**ADJUST VOLUME CONTROLS ON THE ICS PANEL.**

CHECKLIST = SEQUENCE

ADJUST

VOLUME SWITCHES-ICS-PILOT
VOLUME SWITCH-COPILOT ICS

VOLUME SWITCHES-ICS-PILOT = TBD
AND VOLUME SWITCH-COPILOT ICS = TBD

01.1.4.022.00*

**CHECK THROTTLES '1', '2', '3', '4' TO 'IDLE'.**

CHECKLIST = SEQUENCE

CHECK

PRIMARY THROTTLE LEVERS-PI
PRIMARY THROTTLE LEVERS-CO

PRIMARY THROTTLE LEVERS-PI = IDLE
OR PRIMARY THROTTLE LEVERS-CO = IDLE

01.1.4.023.00*

**CHECK 'SPD' (SPEEDBRAKE) INDICATOR.**

CHECKLIST = SEQUENCE

CHECK

LEFT SPOILER EM INDICATORS
SPOILER INDICATORS

LEFT SPOILER EM INDICATORS = NO FLAG
AND SPOILER INDICATORS = NO FLAG

01.1.4.024.00*

**SET 'FLT DIR ALT REF' SWITCH TO 'OFF'.**

CHECKLIST = SEQUENCE

SET

ALT REF-TER FLW SWITCH
ALT REF-TER FLW SWITCH = OFF

01.1.4.025.00*

**CHECK 'NUCLEAR' CONSENT SWITCH IN 'NORM' POSITION.**

CHECKLIST = SEQUENCE

CHECK

NUCLEAR CONSENT SWITCH*
NUCLEAR CONSENT SWITCH = NORM*
01.1.4.026.00*

SET CLOCK

CHECKLIST = SEQUENCE
CLOCK
CLOCK = TBD

01.1.4.027.00*

CHECK 'LOR GR' (LANDING GEAR) LEVER IS IN 'DN' POSITION.

CHECKLIST = SEQUENCE
PRIMARY LANDING GEAR CONTROL
PRIMARY LANDING GEAR CONTROL = DN

01.1.4.028.00*

SET VSD MODE SELECTOR SWITCH TO 'STBY'.

CHECKLIST = SEQUENCE
MODE SWITCH-VSD
MODE SWITCH-VSD = STBY

01.1.4.029.00*

SET RADAR ALTIMETER AND VARIABLE ALTITUDE LIMIT INDEX MARKER

CHECKLIST = SEQUENCE
POWER-SET-TEST CONTROL KNOB
VARIABLE ALTITUDE INDEX MARKER = TBD

01.1.4.030.00*

SET 'ENG ANTI-ICE' SWITCH TO 'AUTO'.

CHECKLIST = SEQUENCE
ENGINE ANTI-ICE SWITCH
ENGINE ANTI-ICE SWITCH = AUTO

01.1.4.031.00*

SET 'WINDSHIELD WASH' SWITCH IN CENTER (OFF) POSITION.

CHECKLIST = SEQUENCE
WINDSHIELD WASH SELECT SWITCH
WINDSHIELD WASH SELECT SWITCH = OFF
01.1.4.032.00*

SET 'TO-LDG ANTISKID' SWITCH TO 'ON'.
CHECKLIST = SEQUENCE
ANTISKID TEST SWITCH
ANTISKID TEST SWITCH = ON

01.1.4.033.00*

SET 'TO-LDG LT' (TAXI LIGHTS) SWITCH TO 'OFF'.
CHECKLIST = SEQUENCE
LANDING/TAXI LIGHT CONTROL SW
LANDING/TAXI LIGHT CONTROL SW = OFF

01.1.4.034.00*

SET 'WDSHLD RAIN REPEL' SWITCH TO CENTER (OFF) POSITION.
CHECKLIST = SEQUENCE
WINDSHIELD RAIN REPELLENT SW
WINDSHIELD RAIN REPELLENT SW = OFF

01.1.4.035.00*

SET GSS MODE SELECTOR SWITCH TO 'SLAVED'.
CHECKLIST = SEQUENCE
ROTARY SELECTOR SWITCH
ROTARY SELECTOR SWITCH = SLAVED

01.1.4.036.00*

SET 'LAT' ON GSS.
CHECKLIST = SEQUENCE
LAT SET MOVING SCALE KNOB
LAT SET MOVING SCALE KNOB = TBD

01.1.4.037.00*

SET GSS HEMISPHERE SELECTOR SWITCH.
CHECKLIST = SEQUENCE
LATITUDE SET SWITCH
LATITUDE SET SWITCH = TBD
01.1.4.038.00*
SET 'EMERG GEN' (EMERGENCY GENERATOR) SWITCH TO 'AUTO'.

CHECKLIST = SEQUENCE
EMERGENCY GENERATOR CONTROL SW
EMERGENCY GENERATOR CONTROL SW = AUTO

01.1.4.039.00*
SET 'LDG GR ALTER' SWITCH TO 'NORM'.

CHECKLIST = SEQUENCE
ALTERNATE LANDING GEAR CONTROL
ALTERNATE LANDING GEAR CONTROL = NORM

01.1.4.040.00*
CHECK FUEL 'DUMP' SWITCH TO 'OFF'.

CHECKLIST = SEQUENCE
DUMP SWITCH
DUMP SWITCH = OFF

01.1.4.041.00*
CHECK 'AERIAL REFUEL MODE' SWS (ORIDE AND REV) TO 'NORM'.

CHECKLIST = SEQUENCE
MODE SWITCH (OVERRIDE)
MODE SWITCH (REVERSE)
MODE SWITCH (OVERRIDE) = NORM
MODE SWITCH (REVERSE) = NORM

01.1.4.042.00*
SET LN2 SWITCH TO 'LN2'.

CHECKLIST = SEQUENCE
LN2 INERTING SWITCH
LN2 INERTING SWITCH = LN2

01.1.4.043.00*
SET FUEL 'XFEED' SWITCH TO 'CL' (CLOSED).

CHECKLIST = SEQUENCE
CROSSFEED SWITCH
CROSSFEED SWITCH = CL
01.1.4.044.00*
SET APP FUEL FILL VALVES AND TRANSFER PUMPS SWX TO *AUTO***
CHECKLIST = SEQUENCE
SET
PWR-OFF FUEL VALVES AND PUMPS
PWR-OFF FUEL VALVES AND PUMPS = AUTO

01.1.4.045.00*
SET TFR MODE LAND SELECTOR SWITCHES TO 'OFF***
CHECKLIST = SEQUENCE
SET
MODE SWITCH-TFR
MODE SWITCH-TFR = OFF

01.1.4.046.00*
SET UHF #2 MODE SELECTOR-SWITCH TO 'OFF***
CHECKLIST = SEQUENCE
SET
FUNCTION SELECT SW-COPILOT
FUNCTION SELECT SW-COPILOT = OFF

01.1.4.047.00*
SET HF MODE SELECTOR SWITCH TO 'OFF***
CHECKLIST = SEQUENCE
SET
RADIO MODE SELECT SWITCH
RADIO MODE SELECT SWITCH = OFF

01.1.4.048.00*
SET TACAN MODE SELECTOR SWITCH TO 'OFF***
CHECKLIST = SEQUENCE
SET
MODE SELECTOR SWITCH-TACAN
MODE SELECTOR SWITCH-TACAN = OFF

01.1.4.049.00*
SET 'ILS' POWER SWITCH TO 'OFF***
CHECKLIST = SEQUENCE
SET
POWER SWITCH-ILS
POWER SWITCH-ILS = OFF
01.1.4.050.00* SET UMF #1 MODE SELECTOR SWITCH TO 'OFF'.
CHECKLIST = SEQUENCE
FUNCTION SELECT SW-PILOT
FUNCTION SELECT SW-PILOT = OFF

01.1.4.051.00* ADJUST TFR SCOPE POLAROID FILTER CONTROLS (2) TO 'FULL UP'.
CHECKLIST = SEQUENCE
ADJUST UPPER POLAROID FILTER CONTROL
UPPER POLAROID FILTER CONTROL = FULL UP

01.1.4.052.00* ADJUST TFR SCOPE TIMING CONTROLS (4)
CHECKLIST = SEQUENCE
ADJUST

01.1.4.052.01* ADJUST THE CURSOR AND MEMORY TFR SCOPE TIMING CONTROLS
CHECKLIST = SEQUENCE
ADJUST CURSOR CONTROL
MEMORY CONTROL
CURSOR CONTROL = TBD
MEMORY CONTROL = TBD

01.1.4.052.02* ADJUST THE CONTRAST AND VIDEO TFR SCOPE TIMING CONTROLS
CHECKLIST = SEQUENCE
ADJUST CONTRAST CONTROL-TF
VIDEO CONTROL-TF
CONTRAST CONTROL-TF = TBD
VIDEO CONTROL-TF = TBD

01.1.4.053.00* SET TFR SCOPE 'RANGE' SELECTOR KNOBS TO 'E'.
CHECKLIST = SEQUENCE
SET RANGE SWITCH-TF
RANGE SWITCH-TF = E
01.1.4.054.00*

SET "RADAR XOR" "ENCODER" "DECODE" AS BRIEVED AND PWR OFF.

CHECKLIST
- ENCODE SWITCH = SEQUENCE
- DECODE SWITCH
- POWER SELECT SWITCH
- ENCODE SWITCH = TBD
- DECODE SWITCH = TBD
- POWER SELECT SWITCH = OFF

01.1.4.055.00*

SET IFF MASTER CONTROL KNOB TO "STBY".

CHECKLIST
- MASTER CONTROL SELECT SWITCH = SEQUENCE
- MASTER CONTROL SELECT SWITCH = STBY

01.1.4.056.00*

SET UHF SWITCH TO "OFF".

CHECKLIST
- RBS UHF-1, UHF-2, OFF SWITCH = SEQUENCE
- RBS UHF-1, UHF-2, OFF SWITCH = OFF

01.1.4.057.00*

SET DOPPLER PWR (DOPPLER POWER) SWITCH TO "OFF".

CHECKLIST
- DOPPLER CONTROL = SEQUENCE
- DOPPLER CONTROL = OFF

01.1.4.058.00*

SET GN-DSBL SWITCH TO DISABLE.

CHECKLIST
- GN-DSBL SWITCH = SEQUENCE
- GN-DSBL SWITCH = DSBL
01.1.4.059.00*

**SET W1DACU SWITCH TO 'DISABLE'.**

CHECKLIST
WD-DSBL SWITCH = DSBL
WD-DSBL SWITCH = DSBL

01.1.4.060.00*

**SET INS 1 SWITCH TO 'DISABLE'.**

CHECKLIST
INS1 DSBL SWITCH = DSBL
INS1 DSBL SWITCH = DSBL

01.1.4.061.00*

**SET INS 2 SWITCH TO 'DISABLE'.**

CHECKLIST
INS 2 DSBL SWITCH = DSBL
INS 2 DSBL SWITCH = DSBL

01.1.4.062.00*

**SET S11 PWR SWITCHES (5) TO 'DISABLE'.**

CHECKLIST
STATION LOGIC UNIT SWITCHES = DSBL
STATION LOGIC UNIT SWITCHES = DSBL

01.1.4.063.00*

**SET ICS (INTERCOM SYSTEM) PANEL.**

CHECKLIST
OSO ICS = SET
OSO ICS AND DSO ICS PANEL = SET

01.1.4.064.00*

**WIND AND SET TIMING CLOCK**

CHECKLIST
= SEQUENCE
01.1.4.064.01*

**WIND TIMING CLOCK**

**CHECKLIST**

- WIND
- OSO CLOCK
- DSO CLOCK
- OSO CLOCK
- AND DSO CLOCK

WIND TIMING CLOCK

**WIND**

- OSO CLOCK
- DSO CLOCK

**AND DSO CLOCK**

= WOUND

= WOUND

01.1.4.064.02*

**SET TIMING CLOCK**

**CHECKLIST**

- OSO CLOCK
- DSO CLOCK
- OSO CLOCK
- AND DSO CLOCK

SET TIMING CLOCK

= WOUND

= WOUND

= SET

= SET

01.1.4.065.00*

**ADJUST MFD CONTRAST AND BRIGHTNESS CONTROLS**

**CHECKLIST**

- ADJUST
- CONTRAST CONTROL-MFD
- BRIGHTNESS CONTROL
- CONTRAST CONTROL-MFD
- AND BRIGHTNESS CONTROL

= SEQUENCE

= TBD*

= TBD

01.1.4.066.00*

**SET FLR (APQ-144) CONTROLS**

**CHECKLIST**

- SET
- INDICATOR-RECORDER

SET FLR (APQ-144) CONTROLS

= SEQUENCE

= NORM

01.1.4.066.01*

**SET BETA SWITCH TO "NORM"**

**CHECKLIST**

- SET
- BETA CONTROL

SET BETA SWITCH TO "NORM"

= SEQUENCE

= NORM
01.1.4.066.02* SET SWEEP SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
SWEEP CONTROL
SWEEP CONTROL = NORM

01.1.4.066.03* SET VIDEO - IF GAIN ROTARY KNOB TO MIDPOINT.*
CHECKLIST = SEQUENCE
SET VIDEO CONTROL-FLR IF GAIN-FLR
VIDEO CONTROL-FLR = MIDPOINT
AND IF GAIN-FLR = MIDPOINT

01.1.4.066.04* SET RANGE INTENSITY ROTARY KNOB TO MIDPOINT.
CHECKLIST = SEQUENCE
SET RANGE INT CONTROL
RANGE INT CONTROL = MIDPOINT

01.1.4.066.05* SET DISPLAY ORIENTATION SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
SET NORTH-NORMAL SELECT
NORTH-NORMAL SELECT = NORM

01.1.4.066.06* SET AZIMUTH CURSOR INTENSITY CONTROL AT MIDPOINT.
CHECKLIST = SEQUENCE
SET AZIMUTH INT CONTROL
AZIMUTH INT CONTROL = MIDPOINT
01.1.4.066.07*  SET SIC (SENSITIVE TIME CONTROL) SWITCH TO 'OFF'.

CHECKLIST               = SEQUENCE
SET
AMPL-OFF CONTROL
SLOPE CONTRON
AMPL-OFF CONTROL
AND SLOPE CONTRON   = OFF
= OFF

01.1.4.066.08*  SET CRT INTENSITY CONTROL TO 'FULL CCW'.

CHECKLIST               = SEQUENCE
SET
CRT INT CONTROL
CRT INT CONTROL   = FULL CCW

01.1.4.066.09*  SET RANGE SELECT ROTARY CONTROL TO '7.5/2.5' NM DETENT.

CHECKLIST               = SEQUENCE
SET
RANGE SWITCH-FLR
RANGE SWITCH-FLR   = 7.5-2.5

01.1.4.066.10*  SET BEZEL AND RANGE MARK BRIGHTNESS CONTROLS AT MIDPOINT.

CHECKLIST               = SEQUENCE
SET
BEZEL CONTROL
BEZEL CONTROL
AND RANGE MARK CONTROL   = MIDPOINT
= MIDPOINT

01.1.4.066.11*  SET LAMP TEST SWITCH TO 'OFF'.

CHECKLIST               = SEQUENCE
SET
TEST SWITCH-IND-REC
TEST SWITCH-IND-REC   = OFF
01.1.4.066.12*

**SET ANTENNA TILT CONTROL TO DETENT POSITION.**

**CHECKLIST** = SEQUENCE

**SET**

**ANTENNA TILT CONTROL**

**ANTENNA TILT CONTROL** = DETENT

01.1.4.066.13*

**SET XMIT (TRANSMITTER) TUNE CONTROL TO MIDPOINT.**

**CHECKLIST** = SEQUENCE

**SET**

**XMTR TUNE CONTROL**

**XMTR TUNE CONTROL** = MIDPOINT

01.1.4.067.00*

**SET FLR PHOTO SWITCH TO "OFF".**

**CHECKLIST** = SEQUENCE

**SET**

**PHOTO CONTROL**

**PHOTO CONTROL** = OFF

01.1.4.068.00*

**REMOVE-ANNOTATE-INSTALL PHOTO MAGAZINE DATA PLATE.**

**CHECKLIST** = SEQUENCE

**REMOVE**

**PHOTO MAGAZINE DATA PLATE**

**PHOTO MAGAZINE DATA PLATE** = REMOVED

01.1.4.068.01*

**ANNOTATE PHOTO MAGAZINE**

**PHOTO MAGAZINE DATA PLATE** = REMOVED

**PHOTO MAGAZINE DATA PLATE** = ANNOTATED
01.1.4.068.03*

WIND PHOTO MAGAZINE CLOCK
PHOTO MAGAZINE DATA PLATE = ANNOTATED
PHOTO MAGAZINE DATA PLATE
PHOTO MAGAZINE DATA PLATE = WOUND

01.1.4.068.04*

SET PHOTO MAGAZINE
PHOTO MAGAZINE DATA PLATE = TBD
PHOTO MAGAZINE DATA PLATE
PHOTO MAGAZINE DATA PLATE = SET

01.1.4.068.05*

REINSTALL PHOTO MAGAZINE
PHOTO MAGAZINE DATA PLATE = SET
PHOTO MAGAZINE DATA PLATE
PHOTO MAGAZINE DATA PLATE = REINSTALLED

01.1.4.069.00*

SET RADAR CONTROL PANEL.
CHECKLIST = SEQUENCE
SET FLR CONTROL PANEL

01.1.4.069.01*

SET DETENTED MODE SWITCH TO 'GND MANUAL'.
CHECKLIST = SEQUENCE
SET MODE SWITCH-RADAR SET
MODE SWITCH-RADAR SET = GND MAN

01.1.4.069.02*

SET FREQUENCY DETENTED CONTROL TO 'AFC-1'.
CHECKLIST = SEQUENCE
SET AFC-MFC CONTROL
AFC-MFC CONTROL = AFC-1
01.1.4.069.03*  SET FUNCTION SWITCH TO 'OFF'.
CHECKLIST = SEQUENCE
MODE SWITCH-RADAR SET-2
MODE SWITCH-RADAR SET-2 = OFF

01.1.4.069.04*  SET PRESENT POSITION CORRECTION SWITCH TO 'OUT'.
CHECKLIST = SEQUENCE
PRESENT POSITION CORRECTION SW
PRESENT POSITION CORRECTION SW = OUT

01.1.4.069.05*  SET VERT POLARIZATION SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
CIR-NORM (POLARIZATION) SWITCH
CIR-NORM (POLARIZATION) SWITCH = NORM

01.1.4.069.06*  SET SLC (SIDE LOBE CANCELLATION) SWITCH TO 'OFF'.
CHECKLIST = SEQUENCE
SIDE LOBE CANCELLATION CONTROL
SIDE LOBE CANCELLATION CONTROL = OFF

01.1.4.069.07*  SET FTC (FLIGHT CONTROL) BCN (BEACON) SWITCH TO 'OFF'.
CHECKLIST = SEQUENCE
FTC-BCN SWITCH
FTC-BCN SWITCH = OFF

01.1.4.072.00*  SET EVS SYMBOLS SWITCH TO 'OFF'.
CHECKLIST = SEQUENCE
SYMBOLS SWITCH
SYMBOLS SWITCH = OFF
01.1.4.075.00*
SET FLIR CONTROL MODE SELECT DETENTED ROTARY KNOB TO 'OFF'.

CHECKLIST = SEQUENCE

SET

MODE SELECT SWITCH-FLIR
MODE SELECT SWITCH-FLIR = OFF

01.1.4.076.00*
SET BOMB TIMER POWER SWITCH TO 'OFF'.

CHECKLIST = SEQUENCE

SET

BOMB TIMER POWER SWITCH = OFF
BOMB TIMER POWER SWITCH
POWER CONTROL = OFF

01.1.4.077.00*
SET SMS PANEL SWITCHES.

CHECKLIST = SEQUENCE

SET

STORES MANAGEMENT PANEL

01.1.4.077.01*
SET CONV ARM (CONVENTIONAL ARMING) SWITCH TO 'SAFE'.

CHECKLIST = SEQUENCE

SET

ARM-SAFE TOGGLE SWITCH
ARM-SAFE TOGGLE SWITCH = SAFE*

01.1.4.077.02*
SET NUCLEAR ARMING TOGGLE SWITCH TO 'SAFE'.

CHECKLIST = SEQUENCE

SET

NUCLEAR RACK CONTROL SWITCH
NUCLEAR RACK CONTROL SWITCH = SAFE*

01.1.4.077.03*
SET NUCLEAR PREARM ENABLE SWITCH TO 'SAFE'.

CHECKLIST = SEQUENCE

SET

NUCLEAR PREARM ENABLE SWITCH
NUCLEAR PREARM ENABLE SWITCH = SAFE*
01.1.4.077.04*
SET PREARM-SAFING PA-SAFE SWITCH TO 'NEUTRAL'.
CHECKLIST = SEQUENCE
PA-SAFE SWITCH
PA-SAFE SWITCH = NEUTRAL

01.1.4.077.05*
SET JETTISON CONTROL TOGGLE SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
SET
SEL-NORM SWITCH
SEL-NORM SWITCH = NORM*

01.1.4.077.06*
SET JETTISON CONTROL TOGGLE SWITCH TO 'NORM'.
CHECKLIST = SEQUENCE
SET
ALL-NORM SWITCH
ALL-NORM SWITCH = NORM*

01.1.4.077.07*
SET ST PWP (STORE POWER) SWITCH TO 'NEUTRAL'.
CHECKLIST = SEQUENCE
CHECK
STORE POWER SWITCH
STORE POWER SWITCH = NEUTRAL

01.1.4.078.00*
CHECK CIRCUIT BREAKERS TO 'IN' POSITION.
CHECKLIST = SEQUENCE
CHECK
OSO CIRCUIT BREAKERS
OSO CIRCUIT BREAKERS = IN

01.1.4.079.00*
CHECK CITS CONTROL PANEL TO 'OFF'.
CHECKLIST = SEQUENCE
CHECK
OSO CITS ADVISORY LIGHT
OSO CITS ADVISORY LIGHT = OFF
01.1.4.080.00*

REPORT "READY FOR PWR ON" TO PILOT.

CHECKLIST
OSO INTERPHONE SWITCH
OSO ICS = SEQUENCE

OSO INTERPHONE SWITCH
OSO ICS = RDY FOR PWR ON*

01.1.5.001.00*

SET BATT SWITCH TO "AUTO ON".

CHECKLIST
BATTERY SELECT SWITCH
BATTERY SELECT SWITCH = AUTO ON

01.1.5.002.00*

VISUALLY CHECK CIRCUIT BREAKERS ARE PROPERLY POSITIONED*

CHECKLIST
LEFT CIRCUIT BREAKERS
RIGHT CIRCUIT BREAKERS = IN
LEFT CIRCUIT BREAKERS
AND RIGHT CIRCUIT BREAKERS = IN

01.1.5.003.00*

DEPRESS FIRE DETR BUTTON TO CHECK APU AND ENGINE FIRE LOOPS*

CHECKLIST
FIRE DETR TEST SW (PUSHBUTTON)
FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED

01.1.5.003.01*

CHECK L AND R APU LOOPS A AND B FIRE DETECTION LIGHTS

FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED

CHECK
APU LOOP A LIGHT
APU LOOP B LIGHT = ON
APU LOOP A LIGHT
AND APU LOOP B LIGHT = ON
01.1.5.003.003.02*

CHECK ENGINES LOOPS A AND B FIRE DETECTION LIGHTS
FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED
ENGINE-ADG LOOP A FIRE LIGHTS
ENGINE-ADG LOOP B FIRE LIGHTS
ENGINE-ADG LOOP A FIRE LIGHTS = ON
ENGINE-ADG LOOP B FIRE LIGHTS = ON

01.1.5.004.00*

OBSERVE IF GROUND CREW IS READY FOR APU START
CHECKLIST = SEQUENCE
OBSERVE
WINDSHIELD - LEFT
WINDSHIELD - LEFT = OBSERVED*

01.1.5.005.00*

SET MOMENTARILY APU MODE SWITCHES TO 'START'
WINDSHIELD - LEFT = OBSERVED
SET
MODE SWITCHES
MODE SWITCHES = START
AND ANNUNCIATOR LGTS (L RUN, R RUN) = ON
AND APU EXH TEMP GAGE = RISING

01.1.5.006.00*

SET 'VOLTAGE-FREQ' SELECTOR TO EACH GEN AND CHECK
VOLTAGE/FREQ SELECTOR SWITCH = BUS 2
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD
SET
VOLTAGE/FREQ SELECTOR SWITCH
VOLTAGE/FREQ SELECTOR SWITCH = GEN 1
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD
01.1.5.006.02*

**SET** 'VOLTAGE-FREQ' SELECTOR TO 'NO. 2 GEN' AND **CHECK**

VOLTAGE/FREQ SELECTOR SWITCH = GEN 1
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD

**SET**

VOLTAGE/FREQ SELECTOR SWITCH
VOLTAGE/FREQ SELECTOR SWITCH = GEN 2
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD

01.1.5.006.03*

**SET** 'VOLTAGE-FREQ' SELECTOR TO 'NO. 3 GEN' AND **CHECK***

VOLTAGE/FREQ SELECTOR SWITCH = GEN 2
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD

**SET**

VOLTAGE/FREQ SELECTOR SWITCH
VOLTAGE/FREQ SELECTOR SWITCH = GEN 3
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD

01.1.5.007.00*

**ADJUST FLIGHT STATION FLOODLIGHT INTENSITY TO DESIRED LEVEL**

VOLTAGE METER = TBD
AND FREQUENCY METER = TBD

**ADJUST**

FLOODLIGHTS = TBD

01.1.5.008.00*

**DEPRESS **HYD QTY TEST** BUTTON TO CHECK HYD QTY GAGES**

CHECKLIST = SEQUENCE
DEPRESS
HYDRAULIC INDICATOR TEST
HYDRAULIC INDICATOR TEST = DEPRESSED*
AND HYDRAULIC QUANTITY INDICATORS = 0

01.1.5.009.00*

**CHECK THAT HYDRAULIC PRESSES ARE WITHIN LIMITS**

CHECKLIST = SEQUENCE
HYDRAULIC PRESSURE INDICATORS
HYDRAULIC PRESSURE INDICATORS = TBD*
01.1.5.010.00*
ADJUST SEAT AND RUDDER PEDALS
CHECKLIST = SEQUENCE
ADJUST
SEATS
RUDDER PEDAL ADJ HANDLES
SEATS
AND RUDDER PEDAL ADJ HANDLES = ADJUSTED = ADJUSTED

01.1.5.011.00*
SET AND TEST ICS (INTERCOM SYSTEM) CONTROL
CHECKLIST = SEQUENCE
P/C/O/D
SET
INTERCOMS
INTERCOMS = TBD

01.1.5.011.01*
SET ICS CONTROL
INTERCOMS = TBD
P/C/O/D
SET
INTERCOMS
INTERCOMS = SET

01.1.5.011.02*
DEPRESS ICS TEST PUSHBUTTON
CHECKLIST = SEQUENCE
P/C/O/D
DEPRESS
TEST SWITCHES-ICS
HEADSETS = SIDE TONE

01.1.5.011.03*
EACH CREWMEMBER REPORTS *ICS READY*
CHECKLIST = SEQUENCE
P/C/O/D
COMMUNICATE
INTERCOM
INTERCOM = *ICS READY*

01.1.5.012.00*
CHECK VISUALLY SYSTEMS CAUTION AND WARNING LIGHTS
CHECKLIST = SEQUENCE
P/C
CAUTION-WARNING LIGHTS
CAUTION-WARNING LIGHTS = ACCEPTABLE*
01.1.5.013.00*
SET UHF 1 MASTER SWITCH TO *MAIN* AND SET CHANNEL AS DESIRED

CHECKLIST = SEQUENCE

SET FUNCTION SELECT SW-PILOT
PRESET CHANNEL SELECTOR-PILOT

FUNCTION SELECT SW-PILOT = MAIN
AND PRESET CHANNEL SELECTOR-PILOT = TBD

01.1.5.014.00*
SET UHF 2 MASTER SWITCH TO *MAIN* AND SET CHANNEL AS DESIRED

CHECKLIST = SEQUENCE

SET FUNCTION SELECT SW-COPILOT
PRESET CHANNEL SELECTOR-COP

FUNCTION SELECT SW-COPILOT = MAIN
AND PRESET CHANNEL SELECTOR-COP = TBD

01.1.5.015.00*
SET TACAN SWITCH TO *TR* AND SET CHANNEL AS DESIRED

CHECKLIST = SEQUENCE

SET MODE SELECTOR SWITCH-TACAN
CHANNEL SELECTOR-TACAN

MODE SELECTOR SWITCH-TACAN = T-R
AND CHANNEL SELECTOR-TACAN = TBD

01.1.5.016.00*
SET ILS SWITCH TO *ON* AND SET FREQUENCY AS DESIRED*

CHECKLIST = SEQUENCE

SET POWER SWITCH-ILS
FREQUENCY SELECT KNOBS

POWER SWITCH-ILS = PWR
AND FREQUENCY SELECT KNOBS = TBD

01.1.5.017.00*
SET RADAR ALTIMETER MODE SWITCH TO *1 OR 2* POSITION*

CHECKLIST = SEQUENCE

SET CHANNEL SELECTOR SWITCH
CHANNEL SELECTOR SWITCH = 1 OR 2
**01.1.5.018.00***  
**PERFORM OPERATIONAL TEST CHECK ON CODED SW SET CONTROLLER**

**CHECKLIST**  
= SEQUENCE

**SET**  
OPERATE; MONITOR SWITCH  
OPERATE; MONITOR SWITCH = OPERATE*  
AND CODE INDICATOR = ON  
AND DISENABLE INDICATOR = ON

**01.1.5.022.00***  
**SET FLT DIR MODE SWITCHES TO 'TACAN'**

**CHECKLIST**  
= SEQUENCE

**SET**  
FLT DIR MODE SWITCH-PILOT  
FLT DIR MODE SWITCH-COPILOT

FLT DIR MODE SWITCH-PILOT = TACAN  
AND FLT DIR MODE SWITCH-COPILOT = TACAN

**01.1.5.023.00***  
**SET COMMAND COURSE AND HEADING INTO HSI**

**CHECKLIST**  
= SEQUENCE

**SET**  
COURSE SET KNOB  
HEADING SET KNOB

COURSE SET KNOB = TBD  
AND HEADING SET KNOB = TBD

**01.1.5.024.00***  
**SET ANTI CLSN SWITCH TO 'OFF'**

**CHECKLIST**  
= SEQUENCE

**SET**  
ANTI-COLLISION CONTROL SWITCH  
ANTI-COLLISION CONTROL SWITCH = OFF

**01.1.5.025.00***  
**SET EXT POSITION LIGHT SWITCHES (2) TO 'BRT AND FLASH'**

**CHECKLIST**  
= SEQUENCE

**SET**  
POSITION LIGHT SWITCH  
POSITION LIGHT MODE SWITCH

POSITION LIGHT SWITCH = BRT  
AND POSITION LIGHT MODE SWITCH = FLASH
01.1.5.026.00*

SET ANNUNCIATOR LAMP BRT-DIM TEST SWITCH

CHECKLIST = SEQUENCE

SET

ANNUNCIATOR TEST SWITCH
AND ANNUNCIATOR TEST SWITCH

= BRT
= DIM

01.1.5.027.00*

SET BRT-DIM INTEGRAL SWITCH TO 'BRT' OR 'DIM' AS DESIRED

CHECKLIST = SEQUENCE

SET

BRT-DIM INTEGRAL SWITCH
BRT-DIM INTEGRAL SWITCH = BRT
OR BRT-DIM INTEGRAL SWITCH = DIM

01.1.5.028.00*

SET INTEGRAL LIGHT SWITCHES (2) TO 'STBY COMP AND ALPHA' *

CHECKLIST = SEQUENCE

SET

STANDBY COMPASS LIGHT CONTROL
AOA DISPLAY LIGHT CONTROL
STANDBY COMPASS LIGHT CONTROL = STBY COMP
AND AOA DISPLAY LIGHT CONTROL = ALPHA

01.1.5.029.00*

SET AFCS AND AOA INDEXER LIGHTING CONTROL AS DESIRED

CHECKLIST = SEQUENCE

SET

PILOTS AFCS & INDEXER CONTROL
COPILOT AFCS-INDEXER CONTROL
PILOTS AFCS & INDEXER CONTROL = TBD
AND COPILOT AFCS-INDEXER CONTROL = TBD

01.1.5.030.00*

SET OVHD/PED LIGHTING CONTROLS AS DESIRED

CHECKLIST = SEQUENCE

SET

OVHD INTEGRAL LIGHT CONTROL
PED INTEGRAL LIGHT CONTROL
OVHD INTEGRAL LIGHT CONTROL = TBD
AND PED INTEGRAL LIGHT CONTROL = TBD
01.1.5.031.00*

SET 'C' (CENTER INSTRUMENT PANEL) LIGHTING AS DESIRED

CHECKLIST = SEQUENCE

SET CN INST PNL INT LIGHT SW

CN INST PNL INT LIGHT SW = TBD

01.1.5.032.00*

SET AISLE LIGHTING SWITCH *ON* IF DESIRED

CHECKLIST = SEQUENCE

SET AISLE LIGHTING CONTROL

AISLE LIGHTING CONTROL = TBD

01.1.5.033.00*

DEPRESS FIRE DETR CIRCUIT TEST PUSHBUTTON*

CHECKLIST = SEQUENCE

DEPRESS FIRE DETR TEST SW (PUSHBUTTON)

01.1.5.033.01*

CHECK ENGINES LOOPS A AND B FIRE DETECTION LIGHTS

FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED

CHECK ENGINE-ADG LOOP A FIRE LIGHTS

ENGINE-ADG LOOP B FIRE LIGHTS

ENGINE-ADG LOOP A FIRE LIGHTS = ON

AND ENGINE-ADG LOOP B FIRE LIGHTS = ON

01.1.5.033.02*

CHECK APU LOOPS A AND B FIRE DETECTION LIGHTS

FIRE DETR TEST SW (PUSHBUTTON) = DEPRESSED

CHECK APU LOOP A LIGHT

APU LOOP B LIGHT

APU LOOP A LIGHT = ON

AND APU LOOP B LIGHT = ON

01.1.5.034.00*

SET EMERG GEN SW TO 'ON' AND CHECK GENERATOR OUTPUT

CHECKLIST = SEQUENCE
01.1.5.034.01*
RAISE SWITCH GUARD AND SET EMERG GEN SWITCH TO "ON"

CHECKLIST
--- SET EMERGENCY GENERATOR CONTROL SW
--- VOLTAGE/FREQ SELECTOR SWITCH

--- EMERGENCY GENERATOR CONTROL SW = ON
--- EMERG GENERATOR ADVISORY LT = "EMERG GEN ON"
--- VOLTAGE/FREQ SELECTOR SWITCH = EMERG

01.1.5.034.02*
CHECK EMERG GENERATOR OUTPUT

--- EMERG GENERATOR ADVISORY LT = "EMERG GEN ON"
--- VOLTAGE/FREQ SELECTOR SWITCH = EMERG

CHECK
--- VOLTAGE METER
--- FREQUENCY METER
--- VOLTAGE METER = TBD
--- FREQUENCY METER = TBD

01.1.5.035.00*
POSITION FIRE WARNING AND EXTGH CIRCUIT SWITCH IN "TEST"

CHECKLIST
--- FIRE WARN & EXTGH TEST SW
--- FIRE WARN & EXTGH PANEL = "ENG FIRE"
--- APU FIRE SWITCHLIGHTS = "APU FIRE"

01.1.5.036.00*
SET FUEL QTY AND CG TEST SWITCHES UP, THEN DOWN

CHECKLIST
--- FIRE WARN & EXTGH TEST SW
--- FIRE WARN & EXTGH PANEL = "ENG FIRE"
--- APU FIRE SWITCHLIGHTS = "APU FIRE"

CHECKLIST
--- SET FUEL QTY AND CG TEST SWITCHES UP
--- FUEL & CENTER OF GRAVITY SW
--- TAPE POINTER = UP
--- FUEL MGT PANEL = TBD
--- FUEL & CENTER OF GRAVITY SW = UP
--- TAPE POINTER = TBD
--- FUEL MGT PANEL = TBD
01.1.5.036.02*

SET FUEL QTY AND CG TEST SWITCHES DN*

FUEL & CENTER OF GRAVITY SW = UP
AND TAPE POINTER = TBD
AND FUEL MGT PANEL = TBD

SET FUEL & CENTER OF GRAVITY SW

FUEL & CENTER OF GRAVITY SW = DN*
AND TAPE POINTER = TBD
AND FUEL MGT PANEL = TBD

01.1.5.037.00*

CHECK FUEL QUANTITIES SHOWN IN A-V WITH ENTRIES IN FORM 781

CHECKLIST = SEQUENCE

01.1.5.037.01*

SET FUEL SEL TK TO VARIOUS POSNS AND CHECK DIGITAL READOUT

CHECKLIST = SEQUENCE

CHECK

SELECT TANK SWITCH
SELECT QUANTITY DIGITAL READ

SELECT TANK SWITCH = TBD
AND SELECT QUANTITY DIGITAL READ = TBD

01.1.5.038.00*

DEPRESS OXYGEN QTY TEST PUSHBUTTON*

CHECKLIST = SEQUENCE

DEPRESS

OXYGEN TEST PUSHBUTTON

LIQUID OXYGEN QUANTITY METER = 0*
AND LIQUID OXYGEN QUANTITY METER = TBD

01.1.5.039.00*

VERIFY THAT WING SWEEP HANDLES ARE IN FULL FWD POSN (15 DEG)

CHECKLIST = SEQUENCE

CHECK

WING SWEEP HANDLES
WING SWEEP POSITION INDICATOR

WING SWEEP HANDLES = FULL FORWARD*
AND WING SWEEP POSITION INDICATOR = 15
01.1.5.040.00*
REQUEST ALL CLEAR FROM GROUND CREW BEFORE OPERATING CONTROLS

CHECKLIST = SEQUENCE

OBSERVE
WINDSCREEN
WINDSCREEN = OBSERVED*

01.1.5.041.00*
CYCLE FLAPS-SLATS FOR SYSTEM CHECK WITH SURF POSN INDICATORS

CHECKLIST = SEQUENCE

OPERATE
FLAP-SLAT CONTROL HANDLE
FLAP POSITION INDICATOR = TBD*
AND SLATS POSITION INDICATOR = TBD

01.1.5.042.00*
CYCLE PRIMARY FLIGHT CONTROLS AND CHECK ON SURF POSN INDICATORS*

CHECKLIST = SEQUENCE

OPERATE
FLIGHT CONTROL STICK
RUDDER PEDALS
WING-SWEEP SURFACE POS IND = TBD*

01.1.5.043.00*
VERIFY OPERATION OF STANDBY PITCH TRIM SYSTEM

CHECKLIST = SEQUENCE

01.1.5.043.01*
SET PITCH TRIM POWER SWITCH IN 'STBY' POSITION

CHECKLIST = SEQUENCE

SET
PITCH TRIM SWITCH
PITCH TRIM SWITCH = STBY

01.1.5.043.02*
OPERATE PILOTS CONSOLE STBY PITCH TRIM SWITCH UP THEN DOWN

CHECKLIST = SEQUENCE

OPERATE
PILOT STBY PITCH SWITCH
PILOT STBY PITCH SWITCH
STABILIZER POSITION INDICATOR = TBD*
01.1.5.044.00*
**VERIFY OPERATION OF ALTERNATE TRIM SYSTEM***

**CHECKLIST**

= SEQUENCE

**VERIFY**

01.1.5.044.01*

**SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'ALTER' POSN**

**CHECKLIST**

= SEQUENCE

**SET**

PITCH TRIM SWITCH
ROLL TRIM SWITCH
YAW TRIM SWITCH

PITCH TRIM SWITCH = ALTER
AND ROLL TRIM SWITCH = ALTER
AND YAW TRIM SWITCH = ALTER

01.1.5.044.02*

**OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS***

**CHECKLIST**

= SEQUENCE

**OPERATE**

PLT TRIM SW (ON CONTR STICK)
STABILIZER POSITION INDICATOR = TBD *

01.1.5.044.03*

**OPERATE PILOT'S TRIM YAW SWITCH AND CHECK POSN INDICATORS***

**CHECKLIST**

= SEQUENCE

**OPERATE**

PILOT YAW SWITCH
RUDDER POSITION INDICATOR = TBD *

01.1.5.045.00*

**VERIFY OPERATION OF NORMAL TRIM SYSTEM**

**CHECKLIST**

= SEQUENCE

**VERIFY**
01.1.5.045.01*
**SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'NORM' POSN**

CHECKLIST = SEQUENCE

- PITCH TRIM SWITCH = NORM
- ROLL TRIM SWITCH = NORM
- YAW TRIM SWITCH = NORM

01.1.5.045.02*
**OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS**

CHECKLIST = SEQUENCE

- OPERATE PLT TRIM SW (ON CONTR STICK)
- STABILIZER POSITION INDICATOR = TBD*

01.1.5.045.03*
**OPERATE PILOT'S YAW SWITCH AND CHECK POSN INDICATORS**

CHECKLIST = SEQUENCE

- OPERATE PILOT YAW SWITCH
- RUDDER POSITION INDICATOR = TBD*

01.1.5.045.04*
**DEPRESS TTO PUSHBUTTON AND CHECK GREEN LIGHT**

CHECKLIST = SEQUENCE

- DEPRESS TRIM FOR TAKEOFF (TTO) SWITCH
- TRIM FOR TAKEOFF LIGHT = ON

01.1.5.046.00*
**VERIFY SPEEDBRAKE OPERATION**

CHECKLIST = SEQUENCE

01.1.5.046.01*
**SET LEVER LOCKED SPD BRK SWITCH TO 'ALTER' POSITION**

CHECKLIST = SEQUENCE

- SET SPD BRK SWITCH = ALTER
01.1.5.046.02*

SET EITHER NO. 4 THROTTLE SPD BRK SWITCH TO 'OUT' POSITION*

SPD BRK SWITCH = ALTER

SET
PILOTS SPD BRK CONTR #4 THROT
COPLTS SPD BRK CONTR #4 THROT

PILOTS SPD BRK CONTR #4 THROT = OUT*
OR COPLTS SPD BRK CONTR #4 THROT = OUT
AND LEFT AND RIGHT SPOILERS EM IND = 'UP'*

01.1.5.046.03*

SET EITHER NO. 4 THROTTLE SPD BRK SWITCH TO 'IN' POSITION

LEFT AND RIGHT SPOILERS EM IND = 'UP'

SET
PILOTS SPD BRK CONTR #4 THROT
COPLTS SPD BRK CONTR #4 THROT

PILOTS SPD BRK CONTR #4 THROT = IN*
OR COPLTS SPD BRK CONTR #4 THROT = IN
AND LEFT AND RIGHT SPOILERS EM IND = NO FLAG

01.1.5.046.04*

SET LEVER LOCKED SPD BRK SWITCH TO 'NORM' POSITION*

PILOTS SPD BRK CONTR #4 THROT = IN
OR COPLTS SPD BRK CONTR #4 THROT = IN
AND LEFT AND RIGHT SPOILERS EM IND = NO FLAG

SET
SPD BRK SWITCH
SPD BRK SWITCH = NORM

01.1.5.046.05*

SET EITHER NO. 4 THROTTLE SPD BRK SWITCH TO 'OUT' POSITION*

SPD BRK SWITCH = NORM

SET
PILOTS SPD BRK CONTR #4 THROT
COPLTS SPD BRK CONTR #4 THROT

PILOTS SPD BRK CONTR #4 THROT = OUT*
OR COPLTS SPD BRK CONTR #4 THROT = OUT
AND LEFT AND RIGHT SPOILERS EM IND = 'UP'*
01.1.5.046.06*
SET EITHER NO. 4 THROTTLE SPDBK SWITCH TO 'IN' POSITION

LEFT AND RIGHT SPOILERS EM IND= 'UP'

SET
PILOTS SPD BRK CONTR #4 THROT
COPLTS SPD BRK CONTR #4 THROT

PILOTS SPD BRK CONTR #4 THROT = IN*
OR COPLTS SPD BRK CONTR #4 THROT = IN
AND LEFT AND RIGHT SPOILERS EM IND= NO FLAG

01.1.5.047.00*
SET AMI COMMAND AIRSPEED AND MACH MARKERS AS REQUIRED

CHECKLIST = SEQUENCE

SET
01.1.5.047.01*
SET AMI COMMAND AIRSPEED MARKERS AS REQUIRED

CHECKLIST = SEQUENCE

SET

AIRSPEED COMMAND SLEW SWITCH
COMMAND AIRSPEED MARKER = TBD

01.1.5.047.02*
SET AMI COMMAND MACH MARKERS AS REQUIRED

COMMAND AIRSPEED MARKER = TBD

SET

MACH COMMAND SLEW SWITCH
COMMAND MACH MARKER = TBD

01.1.5.048.00*
SET AVVI BARO CONTROLS TO CURRENT BAROMETRIC PRESSURE

CHECKLIST = SEQUENCE

SET

BARO-SET KNOB
BARO-SET KNOB = TBD

01.1.5.049.00*
SET COMMAND ALTITUDE SLEWING SWITCH TO REQUIRED COMMAND ALTITUDE

CHECKLIST = SEQUENCE

SET

COMMAND ALTITUDE SLEW SWITCH
COMMAND ALTITUDE SLEW SWITCH = TBD*
01.1.5.050.00* SET AND CHECK STANDBY FLIGHT INSTRUMENTS CHECKLIST = SEQUENCE

01.1.5.050.01* SET PITCH TRIM KNOB TO ZERO AND CHECK ‘OFF’ FLAG OUT OF VIEW CHECKLIST = SEQUENCE

SET PITCH TRIM KNOB
MINIATURE AIRPLANE = TBD
AND SPHEROID–PITCH SCALE = TBD
AND OFF FLAG–SADI = NO FLAG

01.1.5.050.02* SET AIRSPEED–MACH NO. INDICATOR AIRSPEED MARKER AS REQUIRED CHECKLIST = SEQUENCE

SET AIRSPEED MARKER SET KNOB
AIRSPEED MARKER = TBD
AND MAX ALLOW AIRSPEED–MACH POINT = TBD

01.1.5.050.03* SET GROUND SPEED–TRUE AIRSPEED SELECTOR SWITCH TO ‘TAS’ CHECKLIST = SEQUENCE

SET MODE SELECTOR KNOB
MODE SELECTOR KNOB = TAS

01.1.5.050.04* SET BAROMETRIC SETTING KNOB ON STBY ALTIM TO LOCAL PRESSURE CHECKLIST = SEQUENCE

SET BAROMETRIC SETTING KNOB
BAROMETRIC SCALE COUNTER = TBD
01.1.5.051.00*

**VERIFY THAT ALL AICS MANUAL SET KNOBS ARE IN**

CHECK

- MANUAL SET KNOBS-RAMP DISPLAYS
- MANUAL SET KNOBS-THROAT DISPLAY
- MANUAL SET KNOB-BYPASS

AND

- MANUAL SET KNOBS-RAMP DISPLAYS = IN
- MANUAL SET KNOBS-THROAT DISPLAY = IN
- MANUAL SET KNOB-BYPASS = IN

01.1.5.052.00*

**ESTABLISH INTERPHONE COMMUNICATIONS**

**COMMUNICATE**

- VOLTAGE METER = TBD
- FREQUENCY METER = TBD

- OSO INTERPHONE SWITCH
- DSO INTERPHONE SWITCH

- OSO ICS = CHECKED*
- DSO ICS = CHECKED

01.1.5.053.00*

**MONITOR CITS DISPLAY PANEL FOR FAULT TEST**

**CHECKLIST**

- MONITOR-VISUAL CITS CONTROL, DISPLAY PANEL
- MONITOR-VISUAL CITS CONTROL, DISPLAY PANEL = TBD*

01.1.5.054.00*

**SET ACU GEN NAV-WPN DEL AND DOPPLER PWR SWITCHES**

**CHECKLIST**

- GN-DSBL SWITCH = DSBL*
- WD-DSBL SWITCH = DSBL
- DOPPLER CONTROL = STBY

01.1.5.055.00*

**SET INS 1 (INERTIAL NAV SYSTEM) SWITCH TO *ENBL***

**CHECKLIST**

- INS1 DSBL SWITCH = INS 1*
- AND NAVIGATION ANNUNCIATORS-INS1 = "WM UP"
01.1.5.056.00*

SET INS 2 SWITCH TO 'ENBL'
CHECKLIST = SEQUENCE

SET INS 2 DSBL SWITCH
INS 2 DSBL SWITCH = INS 2*
AND NAVIGATION ANNUNCIATORS-INS 2 = 'WM UP'

01.1.5.057.00*

SET GROUND POSITION (LAT., LONG., MAGNETIC VARIATIONS) VIA IKB
CHECKLIST = SEQUENCE

SET OPTION SELECT SWITCHES
DISPLAY TUBE SURFACE = TBD

01.1.5.058.00*

SET FLIR OPERATING MODE ROTARY CONTROL TO 'STBY'
CHECKLIST = SEQUENCE

SET MODE SWITCH-RADAR SET-2
MODE SWITCH-RADAR SET-2 = STBY

01.1.5.059.00*

SET EVS VIDEO SELECT ROTARY KNOB TO 'STBY'
CHECKLIST = SEQUENCE

SET VIDEO SELECT SWITCH
VIDEO SELECT SWITCH = STBY

01.1.5.061.00*

SET FLIR MODE SELECT ROTARY CONTROL TO 'STBY'
CHECKLIST = SEQUENCE

SET MODE SELECT SWITCH-FLIR
MODE SELECT SWITCH-FLIR = STBY

01.1.5.062.00*

DEPRESS MEMORY CONTROL PUSHBUTON TO LOAD MISSION CASETTE
CHECKLIST = SEQUENCE

DEPRESS MEMORY SWITCHES (LOAD-ERASE)
MEMORY SWITCHES (LOAD-ERASE) = DEPRESSED
01.1.5.063.00*  VERIFY MISSION DATA CASSETTE IS LOADED*  
CHECKLIST = SEQUENCE

SMS CRT READOUT ASSEMBLY-LEFT
SMS CRT READOUT ASSEMBLY-RIGHT
NAVIGATION PANEL

SMS CRT READOUT ASSEMBLY-LEFT = TBD*
AND SMS CRT READOUT ASSEMBLY-RIGHT = TBD
AND NAVIGATION PANEL = TBD

01.1.5.064.00*  SET FLR OPERATING MODE CONTROL TO 'ON' AND ADJUST
CHECKLIST = SEQUENCE

MODE SWITCH-RADAR SET-2
SWEEP CONTROL = TBD*
AND AZIMUTH INT CONTROL = TBD
AND RANGE MARK CONTROL = TBD

01.1.5.065.00*  CLEAR WITH GO FOR RADAR TRANSMIT CHECK
COMMUNICATE
OSO INTERPHONE SWITCH
GROUND OBSERVER ICS = 'AREA IS CLEAR**

01.1.5.066.00*  SET FLR OPERATING MODE TO 'XMIT' AND CHECK OPERATION
CHECKLIST = SEQUENCE

MODE SWITCH-RADAR SET-2
MOD= SWEEP CONTROL = XMIT*
AND CRT DISPLAY SURFACE = CHECKED

01.1.5.067.00*  SET FLR OPERATING MODE TO 'ON'
CHECKLIST = SEQUENCE

MODE SWITCH-RADAR SET-2
MODE SWITCH-RADAR SET-2 = ON
01.1.5.068.00*  INFORM GO THAT ESLR TRANSMIT CHECK IS COMPLETE
MODE SWITCH-RADAR SET-2 = ON
COMMUNICATE
OSO INTERPHONE SWITCH
GROUND OBSERVER ICS = ACKNOWLEDGED

01.1.5.069.00*  SET TFR MODE SWITCHES TO 'STBY'*
CHECKLIST = SEQUENCE
MODE SWITCH-TFR
MODE SWITCH-TFR = STBY

01.1.5.070.00*  PERFORM OPERATIONAL CHECK OF RADAR ALTIMETER
CHECKLIST = SEQUENCE

01.1.5.070.01*  SET SELECTOR TO '1' AND CHECK SELF TEST CIRCUITS*
CHECKLIST = SEQUENCE
CHANNEL SELECTOR SWITCH
POWER-SET-TEST CONTROL KNOB
AND POWER-SET-TEST CONTROL KNOB = DEPRESSED
AND SELF-TEST VALID LIGHT = ON

01.1.5.070.02*  SET SELECTOR TO '2' AND CHECK SELF TEST CIRCUITS
CHECKLIST = SEQUENCE
CHANNEL SELECTOR SWITCH
POWER-SET-TEST CONTROL KNOB
CHANNEL SELECTOR SWITCH AND POWER-SET-TEST CONTROL KNOB = DEPRESSED
AND SELF-TEST VALID LIGHT = ON
01.1.5.070.03*
SET SELECTOR TO '1 OR 2' FOR NORMAL OPERATIONS*

CHECKLIST = SEQUENCE
SET
CHANNEL SELECTOR SWITCH
CHANNEL SELECTOR SWITCH = 1 OR 2

01.1.5.071.00*
CHECK TFR'S OPERATIONALLY*

CHECKLIST = SEQUENCE
CHECK
TF INDICATOR PANEL
TF INDICATOR PANEL = COMPLETED

01.1.5.073.00*
SET FLIR MODE SELECT CONTROL TO 'OPR'

CHECKLIST = SEQUENCE
SET
MODE SELECT SWITCH-FLIR
MODE SELECT SWITCH-FLIR = OPR

01.1.5.076.00*
SET EVS VIDEO SELECT CONTROL TO 'FLIR'

CHECKLIST = SEQUENCE
SET
VIDEO SELECT SWITCH
VIDEO SELECT SWITCH = FLIR

01.1.5.077.00*
CHECK FLIR DISPLAY PRESENTATION (MEG)*

CHECKLIST = SEQUENCE
CHECK
MULTIFUNCTION DISPLAY
MULTIFUNCTION DISPLAY = CHECKED

01.1.5.078.00*
DEPRESS INS 1 SELECT PUSHBUTTON TO CHECK ALIGNMENT

CHECKLIST = SEQUENCE
DEPRESS
INS-1 MODE SELECT
INS-1 MODE SELECT = 'NAV'*
01.1.5.079.00*

CHECK INS 1 ALIGNMENT

CHECKLIST = SEQUENCE

NAVIGATION PANEL
NAVIGATION CORRECTION PANEL

NAVIGATION PANEL = CHECKED
AND NAVIGATION CORRECTION PANEL = CHECKED

01.1.5.080.00*

DEPRESS INS 2 SELECT PUSHBUTTON TO CHECK ALIGNMENT

CHECKLIST = SEQUENCE

DEPRESS
INS-2 MODE SELECT

INS-2 MODE SELECT = 'NAV'

01.1.5.081.00*

CHECK INS 2 ALIGNMENT

CHECKLIST = SEQUENCE

NAVIGATION PANEL
NAVIGATION CORRECTION PANEL

NAVIGATION PANEL = CHECKED
AND NAVIGATION CORRECTION PANEL = CHECKED

01.1.5.082.00*

DEPRESS DISPLAY SELECT PUSHBUTTON

CHECKLIST = SEQUENCE

DEPRESS
L DIS SELECTOR PUSHBUTTON
R DIS SELECTOR PUSHBUTTON

L DIS SELECTOR PUSHBUTTON = DEPRESSED
AND R DIS SELECTOR PUSHBUTTON = DEPRESSED

01.1.5.083.00*

DEPRESS DATA SELECT FOR NUCLEAR WEAPON LOCATION AND STATUS

CHECKLIST = SEQUENCE

DEPRESS
STAT DATA CONTROL SWITCH
INV DATA CONTROL SWITCH

SMS CRT READOUT ASSEMBLY-LEFT = TBD*
AND SMS CRT READOUT ASSEMBLY-RIGHT = TBD
01.1.5.111.00*
SELECT ACU FUNCTION
CHECKLIST = SEQUENCE
FUNCTION SWITCH
FUNCTION SWITCH = TBD

01.1.5.112.00*
SELECT LAMP TEST OPTION
CHECKLIST = SEQUENCE
OPTION SELECT SWITCHES
OPTION SELECT SWITCHES = TBD

01.1.5.113.00*
SELECT NAVIGATION AUXILIARY OPTION
CHECKLIST = SEQUENCE
OPTION SELECT SWITCHES
OPTION SELECT SWITCHES = TBD

01.1.5.114.00*
NOTE LAMP STATUS ON NAVIGATION, NAV CORRECTION, AND AUXILIARY PANELS

OBSERVE
NAVIGATION PANEL = TBD
NAVIGATION CORRECTION PANEL = TBD
AUXILIARY PANEL = TBD

01.1.5.115.00*
SELECT STORES MANAGEMENT SYSTEM OPTION
CHECKLIST = SEQUENCE
OPTION SELECT SWITCHES
OPTION SELECT SWITCHES = TBD
01.1.5.116.00*

**NOTE LAMP STATUS ON SMS STORES DELIVERY PANEL**

<table>
<thead>
<tr>
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<tbody>
<tr>
<td>OBSERVE</td>
<td>STORES MANAGEMENT PANEL</td>
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<tr>
<td></td>
<td>STORES DELIVERY PANEL</td>
</tr>
<tr>
<td></td>
<td>STORES MANAGEMENT PANEL = TBD</td>
</tr>
<tr>
<td></td>
<td>AND STORES DELIVERY PANEL = TBD</td>
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</table>

01.1.5.117.00*

**SELECT 1KR OPTION**

<table>
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<tr>
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<tbody>
<tr>
<td>SELECT</td>
<td>OPTION SELECT SWITCHES</td>
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<tr>
<td></td>
<td>OPTION SELECT SWITCHES = TBD</td>
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</table>

01.1.5.118.00*

**NOTE STATUS OF 1KR LAMPS**

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<tbody>
<tr>
<td>OBSERVE</td>
<td>OPTION SELECT SWITCHES</td>
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<td>OPTION SELECT SWITCHES = TBD</td>
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01.1.5.119.00*

**DESELECT ACU FUNCTION**

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<tbody>
<tr>
<td>SELECT</td>
<td>FUNCTION SWITCH</td>
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<td>FUNCTION SWITCH = TBD</td>
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01.1.5.120.00*

**TEST EVS VIDEO SELECT**

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<tr>
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<tbody>
<tr>
<td>TEST</td>
<td>SYMBOLS SWITCH</td>
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<td>SYMBOLS SWITCH = TBD</td>
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01.1.5.121.00*

**NOTE STATUS OF BNS HDG LAMP**

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<th>CHECKLIST</th>
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<tbody>
<tr>
<td>OBSERVE</td>
<td>BNS HDG SWITCH</td>
</tr>
<tr>
<td></td>
<td>BNS HDG SWITCH = TBD</td>
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</tbody>
</table>
01.1.5.124.00*  
TEST FLIR CONTROL PANEL LAMPS
CHECKLIST = SEQUENCE
LAMP TEST SWITCH-FLIR
LAMP TEST SWITCH-FLIR = TBD

01.1.5.125.00*  
NOTE STATUS OF FLIR CONTROL PANEL LAMPS
CHECKLIST = SEQUENCE
OBSERVE FLIR CONTROL PANEL
FLIR CONTROL PANEL = TBD

01.1.5.126.00*  
TEST EVS STEERING CONTROL PANEL LAMPS
CHECKLIST = SEQUENCE
TEST LAMP TEST SWITCH-EVS
LAMP TEST SWITCH-EVS = TBD

01.1.5.127.00*  
NOTE STATUS OF EVS STEERING CONTROL PANEL LAMPS
CHECKLIST = SEQUENCE
OBSERVE EVS STEERING CONTROL PANEL
EVS STEERING CONTROL PANEL = TBD

01.1.5.128.00*  
TEST FLIR INDICATOR-RECORD LAMPS
CHECKLIST = SEQUENCE
TEST SWITCH-IND-REC
TEST SWITCH-IND-REC = LAMP

01.1.5.129.00*  
NOTE STATUS OF FLIR INDICATOR-RECORD LAMPS
CHECKLIST = SEQUENCE
OBSERVE INDICATOR-RECORD
INDICATOR-RECORD = TBD
01.2.1.001.00*  VERIFY THAT FLAPS-SLATS ARE RETRACTED
CHECKLIST  = SEQUENCE
FLAP-SLAT CONTROL HANDLE
FLAP POSITION INDICATOR
SLATS POSITION INDICATOR
FLAP-SLAT CONTROL HANDLE = SLAT RET*
AND FLAP POSITION INDICATOR = UP
AND SLATS POSITION INDICATOR = 'RET'*

01.2.1.002.00*  VERIFY THAT SPDBRKS ARE RETRACTED
CHECKLIST  = SEQUENCE
PILOTS SPD BRK CONTR #4 THROT = IN
LEFT SPOILER EM INDICATORS = NO FLAG
SPOILER INDICATORS = NO FLAG
AND SPOILER INDICATOR
AND RIGHT SPOILER EM INDICATORS

01.2.1.003.00*  VERIFY UHF RADIOS BY CONTACTING COMMAND POST
CHECKLIST  = SEQUENCE
COMMUNICATE
PUSH-TO-TALK SWITCH
PILOT UHF COMM PANEL = 'RADIO CHECK'*
AND COPILOT UHF COMM PANEL = 'RADIO CHECK'

01.2.1.004.00*  SET BOTH RADAR XPNDR POWER CONTROLS TO 'STBY' POSITION
CHECKLIST  = SEQUENCE
SET
POWER SELECT SWITCH = STBY

01.2.1.005.00*  VERIFY THAT THE AFCS IS DISENGAGED
CHECKLIST  = SEQUENCE
VERIFY
TAKE COMMAND PUSHBUTTON
ENGAGE PUSHBUTTONS
TAKE COMMAND PUSHBUTTON = 'TAKE COMD'-W*
AND ENGAGE PUSHBUTTONS = 'ENGAGE'-W
01.2.1.006.00*
DEPRESS WEAPONS BAY DOORS CONTROL TO OPEN-CLOSE AS REQUIRED*

DEPRESS
BAY DOOR CONTROL = TBD

01.2.1.007.00*
SET VIDEO SELECT SWITCH TO 'OFF'*

CHECKLIST = SEQUENCE

SET
VIDEO SELECT SWITCH
VIDEO SELECT SWITCH = OFF

01.2.1.009.00*
SET FLIR MODE SELECT ROTARY SWITCH TO 'OFF'*

CHECKLIST = SEQUENCE

SET
MODE SELECT SWITCH-FLIR
MODE SELECT SWITCH-FLIR = OFF

01.2.1.010.00*
SET FLIR OPERATING MODE ROTARY CONTROL TO 'OFF'*

CHECKLIST = SEQUENCE

SET
MODE SWITCH-RADAR SET-2
MODE SWITCH-RADAR SET-2 = OFF

01.2.1.014.00*
SET ALIGNMENT MODE OPTION THRU IKB PUSHBUTTONS*

CHECKLIST = SEQUENCE

SET
OPTION SELECT SWITCHES
OPTION SELECT SWITCHES = TBD

01.2.1.016.00*
SET INS 1 SELECT PUSHBUTTON TO 'OUT'*

CHECKLIST = SEQUENCE

SET
INS-1 MODE SELECT
INS-1 MODE SELECT = OFF
01.2.1.017.00*  
**SET INS-2 SELECT PUSHBUTTON TO 'OUT'**

| Checklist | = Sequence | SET | INS-2 MODE SELECT | INS-2 MODE SELECT | = OFF |

01.2.1.018.00*  
**SET NAV MODE AUTO MAN PUSHBUTTON TO 'AUTO'**

| Checklist | = Sequence | SET | AUTO-MAN MODE SELECT | AUTO-MAN MODE SELECT | = 'AUTO' |

01.2.1.019.00*  
**SET NAV MODE LAND SEA PUSHBUTTON TO 'LAND'**

| Checklist | = Sequence | SET | LAND-SEA MODE SELECT | LAND-SEA MODE SELECT | = 'LAND' |

01.2.1.020.00*  
**SET X-HAIR PUSHBUTTON TO 'DEST'**

| Checklist | = Sequence | DEPRESS | DESTINATION X-HAIR CONTROL | DESTINATION X-HAIR CONTROL | = ON |

01.2.1.021.00*  
**SET GEN NAV POWER SWITCH TO 'DSBL'**

| Checklist | = Sequence | SET | GN-DSBL SWITCH | GN-DSBL SWITCH | = DSBL |

01.2.1.022.00*  
**SET WPN DEL POWER SWITCH TO 'DSBL'**

| Checklist | = Sequence | SET | WD-DSBL SWITCH | WD-DSBL SWITCH | = DSBL |
01.2.1.023.00*

NOTIFY 'P-CP' READY FOR 'POWER OFF'

CHECKLIST 'PWR ON' = COMPLETED

COMMUNICATE

OSO INTERPHONE SWITCH
DSO INTERPHONE SWITCH

OSO ICS AND DSO ICS AND PILOT ICS = 'POWER OFF'

= ACKNOWLEDGED

01.2.1.024.00*

SET APU MODE SWITCHES TO 'OFF' POSITION*

CHECKLIST = SEQUENCE

SET MODE SWITCHES
MODE SWITCHES = OFF

01.2.1.025.00*

SET WSHLD POWER SWITCH TO 'BOTH' POSITION

CHECKLIST = SEQUENCE

SET WINDSHIELD POWER SELECT SWITCH
WINDSHIELD POWER SELECT SWITCH = BOTH

01.2.1.026.00*

SET IFF MASTER CONTROL SWITCH TO 'NORM' POSITION

CHECKLIST = SEQUENCE

SET MASTER CONTROL SELECT SWITCH
MASTER CONTROL SELECT SWITCH = NORM

01.2.1.027.00*

SET APU MODE SWITCHES TO 'RUN' POSITION*

CHECKLIST = SEQUENCE

SET MODE SWITCHES
MODE SWITCHES = RUN
01.2.1.028.00*  SET BATT SWITCH TO 'ALERT-ARM' POSITION*

CHECKLIST = SEQUENCE
BATTERY SELECT SWITCH
BATTERY SELECT SWITCH = ALERT-ARM

01.2.1.029.00*  SET INS 1 ENBL TOGGLE SWITCH TO 'ENBL'

CHECKLIST = SEQUENCE
SET
INS 1 DSBL SWITCH
INS 1 DSBL SWITCH = INS 1

01.2.1.030.00*  SET INS 2 ENBL TOGGLE SWITCH TO 'ENBL'

CHECKLIST = SEQUENCE
SET
INS 2 DSBL SWITCH
INS 2 DSBL SWITCH = INS 2

01.2.1.031.00*  SET DPLR MODE SELECT TOGGLE SWITCH TO 'STBY'

CHECKLIST = SEQUENCE
SET
DOPPLER CONTROL
DOPPLER CONTROL = STBY

01.2.1.032.00*  SET ACU (GEN NAV) TOGGLE SWITCH TO 'ON'

CHECKLIST = SEQUENCE
SET
GN-DSBL SWITCH
GN-DSBL SWITCH = GN

01.2.1.033.00*  SET ACU (WPN DEL) TOGGLE SWITCH TO 'ON'

CHECKLIST = SEQUENCE
SET
WD-DSBL SWITCH
WD-DSBL SWITCH = WD
01.2.1.034.00*
SET FLIR OPERATING MODE DETENTED ROTARY CONTROL TO 'STBY'

CHECKLIST = SEQUENCE

SET
MODE SWITCH-RADAR SET-2
MODE SWITCH-RADAR SET-2 = STBY

01.2.1.035.00*
SET FLIR MODE SELECT DETENTED ROTARY CONTROL TO 'OPR'

CHECKLIST = SEQUENCE

SET
MODE SELECT SWITCH-FLIR
MODE SELECT SWITCH-FLIR = OPR

01.2.1.036.00*
SET AIRSPEED-ALTITUDE SPEED IDENTIFIER CONTROL TO 'CAS'

CHECKLIST = SEQUENCE

SET
AIRSPEED-ALTITUDE INDICATOR SW
AIRSPEED-ALTITUDE INDICATOR SW= CAS

01.2.1.037.00*
PLACE A-3 BAG IN APPROPRIATE CREW STATION*

PERSONAL GEAR = INSTALLED

PLACE
A-3 BAGS
A-3 BAGS = PLACED

01.2.1.038.00*
PLACE CREW MISSION FILE ABOARD A-V*

PERSONAL GEAR = INSTALLED

PLACE
COMBAT MISSION FOLDER
COMBAT MISSION FOLDER = PLACED*

01.2.1.039.00*
CHECK GROUND SAFETY PINS AND LOCKS REMOVED

GAS CREW STATIONS = EXITED*

CHECK
GROUND SAFETY PINS AND LOCKS = REMOVED
01.2.1.040.00*
CHECK CLIMATIC COVERS INSTALLED, IF REQUIRED
A-V CREW STATIONS = EXITED*
CLIMATIC COVERS = INSTALLED

01.3.1.001.00*
PERFORM EXTERIOR INSPECTION
CHECKLIST = SEQUENCE

01.3.1.001.01*
CHECK ALL SERVICING COMPLETE AGAINST FORM 781*
CHECK
FORM 781 = COMPLETE

01.3.1.001.02*
CHECK BOMB PREFLIGHT ACCOMPLISHED BY MMS*
CHECKLIST = SEQUENCE
BOMB = PREFLIGHT

01.3.1.001.03*
PERFORM EXTERIOR INSPECTION IN DETAIL*
CHECKLIST = SEQUENCE
A-V EXTERIOR = INSPECTED

01.3.1.002.00*
ASSUME CREW POSITIONS
A-V EXTERIOR = INSPECTED
OCCUPY
AIR-VEHICLE = OCCUPIED
01.3.1.003.00*

CHECK NUCLEAR SWITCH TO "NORM"

CHECKLIST
NUCLEAR CONSENT SWITCH
NUCLEAR CONSENT SWITCH = NORM

01.3.1.004.00*

APPLY POWER SOURCE TO A-V (APU OR EXT. SUPPLY)

CHECKLIST
APPLY
APU PANEL
EXTERNAL POWER CONTROL SWITCH
APU PANEL = ON
OR EXTERNAL POWER CONTROL SWITCH = ON

01.3.1.005.00*

CHECK OXYGEN QUANTITY

CHECKLIST
OXYGEN-QUANTITY INDICATOR
OXYGEN-QUANTITY INDICATOR = TBD

01.3.1.006.00*

SET FUEL AND CG TEST SWITCH

CHECKLIST
FUEL & CENTER OF GRAVITY SW
FUEL & CENTER OF GRAVITY SW = UP
AND FUEL & CENTER OF GRAVITY SW = CTR
AND FUEL & CENTER OF GRAVITY SW = DN

01.3.1.007.00*

CHECK UHF 1 AND 2 RADIOS WITH COMMAND POST AND GRD CONTROL

COMMUNICATE
PUSH-TO-TALK SWITCH
PILOT UHF COMM PANEL
AND COPILOT UHF COMM PANEL = "RADIO CHECK"
01.3.1.008.00*
CHECK PERSONAL GEAR AND ARRANGEMENT ABOARD THE A-V

CHECKLIST
PERSONAL GEAR
PERSONAL GEAR

01.3.1.009.00*
CHECK COMBAT MISSION FOLDER (CMF) CONTAINER IS SECURE*

CHECKLIST
CMF CONTAINER
CMF CONTAINER

01.3.1.010.00*
PLACE APU MODE SWITCHES TO "OFF" POSITION*

CHECKLIST
LEFT APU MODE SWITCH
RIGHT APU MODE SWITCH

LEFT APU MODE SWITCH
AND RIGHT APU MODE SWITCH

01.3.1.011.00*
RETURN APU MODE SWITCHES TO "RUN" POSITION*

CHECKLIST
LEFT APU MODE SWITCH
RIGHT APU MODE SWITCH

LEFT APU MODE SWITCH
AND RIGHT APU MODE SWITCH

01.3.1.012.00*
SET BATT SWITCH TO "ALERT-ARM" POSITION*

CHECKLIST
BATTERY SELECT SWITCH

BATTERY SELECT SWITCH

= SEQUENCE
= CHECKED
= SEQUENCE
= SECURE
= SEQUENCE
= OFF
= OFF
= SEQUENCE
= RUN
= RUN
= ALERT-ARM
01.3.2.001.00*  PERFORM STORE STATION INSPECTION*
CHECKLIST = SEQUENCE
STORES STATIONS
STORES STATIONS = INSPECTED

01.3.2.002.00*  PERFORM DAILY ALERT PREFLIGHT CHECKLIST*
CHECKLIST = SEQUENCE
PERFORM ALERT CHECKLIST
ALERT CHECKLIST = COMPLETED

01.3.2.003.00*  SET CSSC CONTROLS FOR OPERATIONAL TEST CHECK*
CHECKLIST = SEQUENCE
SET OPERATE; MONITOR SWITCH
LAMP TEST SWITCH-CODED SW
DISENABLE INDICATOR = ON
OR ENABLE INDICATOR = ON

02.1.1.001.00*  RUN TO NOSE OF THE A-V
KLAXON = SOUNDS
RUN A-V NOSE
A-V NOSEWHEEL STRUT = MANNED*

02.1.1.002.00*  RUN TO CREW MODULE ENTRY
KLAXON = SOUNDS
RUN A-V CREW MODULE ENTRY*
A-V CREW MODULE ENTRY = MANNED

02.1.1.003.00*  PUSH ALERT START PUSH-BUTTON
A-V NOSEWHEEL STRUT = MANNED*
DEPRESS ALERT START PUSH BUTTON*
ALERT START PUSH BUTTON = DEPRESSED
02.1.1.004.00*
PULL ENTRY LADDER RELEASE HANDLE TO "POWER ASSIST"

PULL

02.1.1.005.00*
RUN TO A-V ENTRY*

RUN

02.1.2.001.00*
ASCEND LADDER*

CLIMB

02.1.2.002.00*
PROCEED TO SEAT

WALK

02.1.2.003.00*
CLIMB INTO AND ADJUST SEAT

PUSH*

02.1.2.004.00*
BUCKLE AND ADJUST RESTRAINT HARNESS

CONNECT

ALERT START PUSHBUTTON = DEPRESSED
LADDER RELEASE HANDLE = POWER ASSIST
LADDER RELEASE HANDLE = POWER ASSIST

A-V ENTRY LADDER = DOWN-LOCKED
A-V CREW MODULE ENTRY = MANNED
A-V CREW MODULE ENTRY = MANNED

A-V ENTRY LADDER = DOWN-LOCKED
A-V ENTRY LADDER = MANNED
A-V CREW MODULE = MANNED

A-V SEATS = MANNED
A-V SEATS = MANNED

A-V SEATS = ADJUSTED
SEAT ADJUST LEVER = ADJUSTED

A-V SEATS = ADJUSTED
SEAT RESTRAINTS = CONNECTED
SEAT RESTRAINTS = CONNECTED
02.1.2.005.00*

PUT ON HEADGEAR

HEADGEAR

HEADGEAR*

PLACE

SEAT RERAINTS

= CONNECTED

HEADGEAR

= ON

02.1.2.006.00*

CHECK APU START STATUS

HEADEAR

= ON

CHECK

APU PANEL

APU PANEL

AND VOLTAGE/FREQ SELECTOR SWITCH

= AUTO-ON

02.1.2.006.01*

CHECK APU 'L RUN & R RUN' INDICATORS ARE GREEN

HEADGEAR

= ON

CHECK

ANNUNCIATOR LGTS (L RUN, R RUN)

LEFT RUN LIGHT

= 'L RUN'

AND RIGHT RUN LIGHT

= 'R RUN'

02.1.2.006.02*

CHECK APU EXH TEMP INDICATORS

LEFT RUN LIGHT

= 'L RUN'

AND RIGHT RUN LIGHT

= 'R RUN'

CHECK

APU EXH TEMP GAGE

APU EXH TEMP GAGE

= TBD

02.1.2.006.03*

MONITOR 'VOLT' AND 'FREQ' INDICATORS ON ELECTRICAL PANEL

LEFT RUN LIGHT

= 'L RUN'

AND RIGHT RUN LIGHT

= 'R RUN'

MONITOR-VISUAL

VOLTAGE METER

FREQUENCY METER

VOLTAGE METER

= 230

AND FREQUENCY METER

= 400
02.1.2.007.00*

DEPRESS PARKING BRAKES THEN DEPRESS BRAKE CONTROL SWITCHLITE

LEFT RUN LIGHT = 'L RUN'
AND RIGHT RUN LIGHT = 'R RUN'

DEPRESS PARKING BRAKE
PARKING BRAKE CONTROL SWITCHLITE = DEPRESSED
AND PARKING BRAKE CONTROL SWITCHLITE = 'PARKING'

02.1.3.001.00*

PLACE ENGINE 1, 2, 3, 4 SWITCHES TO 'START' POSITION

VOLTAGE METER = 230
AND FREQUENCY METER = 400

SET ENGINE START SWITCH
ENGINE START SWITCH = START

02.1.3.002.00*

MONITOR-ENGINE START
ENGINE START SWITCH = START
ENGINE START DISPLAYS
ENGINE START SWITCH = RUN

02.1.3.003.00*

SET APU MODE SWITCHES TO 'OFF'

ENGINE START SWITCH
ENGINE START DISPLAYS
ENGINE START SWITCH = OFF

02.1.3.004.00*

RECEIVE AND COPY COMMAND
MODE SWITCHES = OFF
ICS PANELS
ICS PANELS = TAKE-OFF MESSAGE
02.2.1.001.00*  MAINTAIN COMMUNICATIONS WITH COMMAND POST

ICS PANELS
AND PILOT UHF COMM PANEL
AND COPILOT UHF COMM PANEL

ICS PANELS
PILOT UHF COMM PANEL
COPILOT UHF COMM PANEL

ICS PANELS
AND PILOT UHF COMM PANEL
AND COPILOT UHF COMM PANEL

MONITOR-AUDITORY*

= TBD
= TBD
= TBD

= TAKE-OFF MESSAGE
= TAKE-OFF MESSAGE

02.2.1.002.00*

RESTART APU, SELECT EITHER R OR L APU MODE SWITCH TO *START**

PILOT UHF COMM PANEL
AND COPILOT UHF COMM PANEL

= TAKE-OFF MESSAGE*
= TAKE-OFF MESSAGE

SET

LEFT APU MODE SWITCH
RIGHT APU MODE SWITCH

LEFT APU MODE SWITCH
OR RIGHT APU MODE SWITCH

= START
= START

02.2.1.003.00*  CHECK APPROPRIATE APU 'RUN' INDICATOR LIGHT(S) GREEN

LEFT APU MODE SWITCH
OR RIGHT APU MODE SWITCH

= START
= START

CHECK

LEFT RUN LIGHT
RIGHT RUN LIGHT

LEFT RUN LIGHT
OR RIGHT RUN LIGHT

= 'L RUN'
= 'R RUN'

02.2.1.004.00*  CHECK APPROPRIATE APU EXH. TEMP INDICATOR IN TOLERANCE

LEFT APU EXHAUST TEMP GAGE
RIGHT APU EXHAUST TEMP GAGE

LEFT APU EXHAUST TEMP GAGE
OR RIGHT APU EXHAUST TEMP GAGE

= TBD
= TBD
02.2.1.005.00*

**MONITOR ELECTRICAL INDICATORS AT 230 VAC AND 400HZ**

<table>
<thead>
<tr>
<th>CHECK</th>
<th>LEFT APU MODE SWITCH</th>
<th>= RUN</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>OR RIGHT APU MODE SWITCH</td>
<td>= RUN</td>
</tr>
<tr>
<td></td>
<td>VOLTAGE METER</td>
<td>= 230</td>
</tr>
<tr>
<td></td>
<td>FREQUENCY METER</td>
<td>= 400</td>
</tr>
</tbody>
</table>

02.2.1.006.00*

**SET ENGINE THROTTLES TO 'IDLE'**

- PRIMARY THROTTLE LEVERS-PI = SEQUENCE
- PRIMARY THROTTLE LEVERS-PI = IDLE

02.2.1.007.00*

**MONITOR ENGINE SHUT DOWN**

- PRIMARY THROTTLE LEVERS-PI = IDLE
- ENGINE INSTRUMENTS = TBD

02.2.1.008.00*

**SET ENGINE START PANEL SWITCHES TO 'OFF'**

- PRIMARY THROTTLE LEVERS-PI = IDLE
- ENGINE START SWITCH = OFF

02.2.1.009.00*

**RECEIVE INSTRUCTION TO LAUNCH**

- PILOT UHF COMM PANEL
- AND COPILOT UHF COMM PANEL
- ICS PANELS
- PILOT UHF COMM PANEL
- AND COPILOT UHF COMM PANEL
- AND ICS PANELS
- = TAKE-OFF MESSAGE
COMMUNICATE

03.1.1.001.00*
REQUEST PDQ TO READ CHECKLIST
ICS PANEL-COPILOT = TBD
ICS PANEL-COPILOT
CHECKLIST = SEQUENCE

03.1.1.002.00*
READ AND VERIFY COMPLETION OF CHECKLIST ITEMS.*

CO-PILOT ICS
CHECKLIST = REQUESTS
CHECKLIST

03.1.1.003.00*
READ

OBSERVE SYSTEM STATUS
ICS = TBD*

03.1.1.003.02*
READ

OBSERVE FLR OPERATIONAL STATUS
CHECKLIST = SEQUENCE
CRT DISPLAY SURFACE
CRT DISPLAY SURFACE
AND CURSOR RANGE SEGMENT = TBD*
= ON

03.1.1.003.03*
CHECK

OBSERVE NAVIGATION SYSTEM OPERATIONAL STATUS
NAVIGATION ANNUNCIATORS-1 = WM UP
AND NAVIGATION ANNUNCIATORS-1
AND CHECKLIST
NAVIGATION ANNUNCIATORS-1
NAVIGATION ANNUNCIATORS-2
NAVIGATION ANNUNCIATORS-2 = FLASHING*
AND NAVIGATION ANNUNCIATORS-2
AND NAVIGATION ANNUNCIATORS-2 = FLASHING
03.1.2.001.00*

SET BATT SWITCH IN 'AUTO-ON' POSITION

DSO CHECKLIST = SEQUENCE

BATTERY SELECT SWITCH* = AUTO-ON

BATTERY SELECT SWITCH = AUTO-ON

03.1.2.002.00*

PUSH 'FAST ERECT' PUSHBUTTON ON GSS CONTROL PANEL

DSO CHECKLIST = SEQUENCE

DEPRESS

FAST ERECT PUSHBUTTON = DEPRESSED

03.1.2.003.00*

CHECK GYRO PLATFORM SYNCHRONIZATION ON GSS CONTROL PANEL

DSO CHECKLIST = SEQUENCE

CHECK

ROTARY SELECTOR SWITCH = SLAVED*
SYNCHRONIZATION INDICATOR = PUSH TO SYNC
AND SYNCHRONIZATION INDICATOR = N
AND LATITUDE SET SWITCH

03.1.2.005.01*

CHECK FLIGHT CONTROL SURFACE POSITION INDICATORS

CHECKLIST = SEQUENCE

CHECK

WING-SWEEP SURFACE POS IND = TBD*

03.1.2.007.00*

CHECK WARNING-CAUTION LIGHTS FOR OPERATION AND SYSTEM STATUS

CHECKLIST = SEQUENCE

CHECK

WARNING-CAUTION LIGHTS = OFF
03.1.2.008.00*

**VERIFY CREW MODULE DOOR CLOSED**

- CREW MODULE DOOR = CLOSED & LOCKED
- CREW MODULE DOOR = ACKNOWLEDGES*

03.1.2.009.00*

**REPORT TO PILOT - 'READY TO TAXI'**

- CHECKLIST = COMPLETE
- ICS = ACKNOWLEDGES*
- PILOT ICS = ACKNOWLEDGES*

03.2.1.001.00*

**REQUEST DSO TO READ TAXI CHECKLIST**

- AIR-VEHICLE = READY TO TAXI
- DSO ICS AND CHECKLIST = ACKNOWLEDGES*
- = INITIATED

03.2.1.002.00*

**READ AND VERIFY COMPLETION OF CHECKLIST ITEMS**

- PILOT ICS = REQUESTS*
- DSO ICS
- CHECKLIST = COMPLETED

03.2.1.003.00*

**SET TO-LOG LT SWITCH TO 'TAXI'**

- DSO CHECKLIST = SEQUENCE
- LANDING/TAXI LIGHT CONTROL SW
- LANDING/TAXI LIGHT CONTROL SW = TAXI

03.2.1.004.00*

**SET ANTI CLSN LT SWITCH TO 'ANTI CLSN'**

- DSO CHECKLIST = SEQUENCE
- ANTI-COLLISION CONTROL SWITCH
- ANTI-COLLISION CONTROL SWITCH = ANTI CLSN
03.2.1.005.00*

SET EXT POSITION LT SWITCHES (2) TO *BRT* AND *STEADY*

DSO CHECKLIST = SEQUENCE

SET
POSITION LIGHT SWITCH
POSITION LIGHT MODE SWITCH
POSITION LIGHT SWITCH = BRT
AND POSITION LIGHT MODE SWITCH = STEADY

03.2.1.007.00*

TAXI ON CREW CHIEF'S SIGNAL

CRT TUBE DISPLAY-PILOT = CREW CHIEF
MONITOR-VISUAL FLASHBLINDNESS WINDOW-LEFT
FLASHBLIND-LF SIDE WINDOW
AIR-VEHICLE
AND FLASHBLINDNESS WINDOW-LEFT = READY TO TAXI
AND FLASHBLIND-LF SIDE WINDOW = TBD

03.2.2.001.00*

ENGAGE NOSE GEAR STEERING

AIR-VEHICLE = READY TO TAXI
AND CRT TUBE DISPLAY-PILOT = CREW CHIEF SIGNL
SET
PIL STEER ENG-DISENG SWITCH
PIL STEER ENG-DISENG SWITCH = ENGAGE

03.2.2.002.00*

RELEASE PARKING BRAKES

VSD = TAXIWAY IS CLEAR
DEPRESS
PARKING BRAKE CONTROL SWITCHLT
PARKING BRAKE CONTROL SWITCHLT = OFF

03.2.2.003.00*

ADVANCE THROTTLES TO TAXI POWER LEVEL

PARKING BRAKE CONTROL SWITCHLT = OFF
ADJUST
PRIMARY THROTTLE LEVERS-PI
PRIMARY THROTTLE LEVERS-PI = TBD
03.2.2.004.00*

DEPRESS TOE BRAKES MOMENTARILY TO CHECK BRAKING ACTION*

CRT TUBE DISPLAY-PILOT = A-V BEGINS TAXI

CRT TUBE DISPLAY-PILOT = CONTINUES TAXI

03.2.2.005.00*

CONTINUE TO TAXI*

CRT TUBE DISPLAY-PILOT = A-V CONTINUE TAXI
AND HOT BRAKE CAUTION LIGHT = OFF

CRT TUBE DISPLAY-PILOT = CONTROLLED TAXI

03.2.3.001.00*

MONITOR COMMUNICATIONS

CRT TUBE DISPLAY-PILOT = A-V TAXIING
MONITOR-AUDITORY

PILOTS UHF
COPILOTS UHF

03.2.3.003.00*

CHECK TAXI AREA CLEAR BY LOOKING THROUGH AUTOMATIC F-P WINDO*

CRT TUBE DISPLAY-PILOT = TAXI LIGHTS ON
AND FLASH PROTECTION WINDOW = TBD
AND VSD = ON TAXIWAY
CHECKFLASHBLINDNESS WINDOWS = TAXIWAY IS CLEAR
VSD

03.2.3.004.00*

SECURE SEAT RERAINTS*

CHECKLIST = SEQUENCE
RESTRAINT ASSY = TBD
RESTRAINT ASSY
03.2.3.005.00*

**REMOVE EJECTION PINS***

CHECKLIST = SEQUENCE

EJECTION PINS

EJECTION PINS = OUT

AND EJECTION PINS = OUT

---

03.2.3.006.00*

**MONITOR HYDRAULIC PANEL QUANTITY AND PRESSURE GAUGES**

CRT TUBE DISPLAY-PILOT = A-V TAXIING

HYDRAULIC QUANTITY INDICATORS

HYDRAULIC PRESSURE INDICATORS

---

03.2.3.007.00*

**COMPUTE TAKE-OFF DATA**

CHECKLIST = SEQUENCE

CALCULATE

DSO ICS

ICSMONITOR VISUAL

= ACKNOWLEDGES*

---

03.2.4.001.00*

**VERIFY COMMAND MESSAGE**

PILOTS UHF AND COPILOTS UHF

COMMUNICATE PILOTS UHF ICS

ICS

= CONFIRMS*

---

03.2.4.002.02*

**MAINTAIN AIRCRAFT CLEARANCE***

CRT TUBE DISPLAY-PILOT = A-V ON TAXIWAY

CRT TUBE DISPLAY-PILOT

CRT TUBE DISPLAY-PILOT = A-V ON RUNWAY

---

03.2.4.003.00*

**DETERMINE A-V POSITION ON END OF RUNWAY (ICS WITH PILOT)**

COMMUNICATE*

PILOT ICS

ICS

PILOT ICS

= COUNTDOWN*

= *MARK*
03.2.4.004.00*  
**ENTER END OF RUNWAY UPDATE***

PILOT ICS = *MARK**

DEPRESS

ALPHA-NUMERIC CONTROL

ALPHA-NUMERIC CONTROL = TBD

03.2.4.005.00*  

**CHECK FLIGHT INSTRUMENTS AND SET AS REQUIRED**

P/C

OSO CHECKLIST = SEQUENCE

CHECK

VERTICAL SITUATION DISPLAY

AIRSPEED-MACH NUMBER INDICATOR

ALTITUDE-VERTICAL VELOCITY IND

VERTICAL SITUATION DISPLAY = TBD

AND AIRSPEED-MACH NUMBER INDICATOR = TBD

AND ALTITUDE-VERTICAL VELOCITY IND = TBD

03.2.4.006.00*  

**STEER A-V ONTO RUNWAY**

P

CRT TUBE DISPLAY-PILOT = A-V TAXIING

TRACK

PILOTS RUDDER PEDALS

CRT TUBE DISPLAY-PILOT = A-V ON RUNWAY

04.1.1.001.00*  

**CHECK FLAPS, SLATS, AND WING SWEEP FOR TAKE-OFF**

P

CHECK

WING SWEEP POSITION INDICATOR

FLAP POSITION INDICATOR

SLATS POSITION INDICATOR

WING SWEEP POSITION INDICATOR = TBD

AND FLAP POSITION INDICATOR = TBD

AND SLATS POSITION INDICATOR = TBD

04.1.1.002.00*  

**DEPRESS 'TRIM FOR TAKE-OFF' (TTO) PUSH BUTTON**

P

DEPRESS

AIR-VEHICLE = HOLD LINE

TRIM FOR TAKEOFF (TTO) SWITCH

TRIM FOR TAKEOFF LIGHT = 'TTO'
04.1.1.003.00*
CHECK SPEED BRAKES RETRACTED
CHECKLIST
- SEQUENCE
- BLANK

04.1.1.004.00*
SET PITOT HEAT CONTROL SWITCH TO 'PITOT HEAT' POSITION
CHECKLIST
- SEQUENCE
- BLANK

04.1.2.001.00*
CHECK CAUTION-WARNING PANELS
A-V
- RNWY THRESHOLD
- BLANK

04.1.2.002.00*
PLACE NOSEWHEEL STEERING SWITCH TO 'TO-LOG' POSITION*
CHECKLIST
- COMPLETED
- ALIGNED

04.1.2.003.00*
MONITOR COMMUNICATIONS*
MONITOR-AUDITORY
- READY FOR T.O.

PILOT UHF COMM PANEL
COPILOT UHF COMM PANEL
- MONITOR AUDITORY
04.2.1.001.00*

MONITOR POSITION OF PRECEDING A-V

PRIMARY THROTTLE LEVERS-PI = READY TO ADVANCE

A-V WINDOWS
FLASHBLINDNESS WINDOWS

A-V WINDOWS
AND FLASHBLINDNESS WINDOWS = A-V SEPARATION = TBD

04.2.1.002.00*

ADVANCE THROTTLES TO INTERMEDIATE POSITION

STEERING MODE CONTROL SWITCH = TO-LDG

PRIMARY THROTTLE LEVERS-PI

POWER LEVEL INDICATOR = TBD*

04.2.1.003.00*

CHECK ENGINE INSTRUMENTS

POWER LEVEL INDICATOR-ENG #1 = TBD

ENGINE INSTRUMENTS

ENGINE INSTRUMENTS = TBD*

04.2.1.004.00*

ADVANCE THROTTLES TO MAXIMUM POWER

ENGINE INSTRUMENTS = TBD

PRIMARY THROTTLE LEVERS-PI

PRIMARY THROTTLE LEVERS-PI = MAX POSITION

04.2.1.005.00*

CHECK ENGINE INSTRUMENTS FOR PERFORMANCE ASSESSMENT

PRIMARY THROTTLE LEVERS-PI = MAXIMUM

ENGINE INSTRUMENTS

ENGINE INSTRUMENTS = TBD

04.2.2.002.00*

MAINTAIN A-V ALIGNMENT ON RUNWAY WITH RUDDERS*

PIL STEER ENG-DISENG SWITCH = DISENGAGE

PILOTS RUDDER PEDALS

AIR-VEHICLE = ALIGNED
04.2.3.004.00*

NOTIFY CREW OF DECISION TO CONTINUE TAKE-OFF

COMMUNICATE* DSO ICS

PUSH-TO-TALK SWITCH-PILOT

AMI-PILOT

AND ENGINE INSTRUMENTS

= TRANSMITS*

04.2.3.005.00*

MONITOR ENGINE PERFORMANCE

AMI-PILOT

ENGINE INSTRUMENTS

= S1

ENGINE INSTRUMENTS

= TBD

04.2.4.001.00*

ANNOUNCE ROTATION SPEED TO PILOT

COMMUNICATE* AMI-COPILOT

PUSH-TO-TALK SWITCH-COPILOT

AMI-COPILOT

PILOT ICS

= S2 MINUS 15 KTS

= TRANSMITS

04.2.4.002.00*

APPLY BACK PRESSURE ON CONTROL STICK

AMI-PILOT

AND CO-PILOT ICS

PULL PILOTS FLIGHT CONTROL STICK

A-V

= S2 MINUS 15*

= TRANSMITS

= ROTATE

04.2.4.003.00*

ANNOUNCE UNSTICK SPEED (S2)

COMMUNICATE AMI-COPILOT

PUSH-TO-TALK SWITCH-COPILOT

AMI-COPILOT

PILOT ICS

= S2

= TRANSMITS*
04.2.5.001.00* ESTABLISH PROPER PITCH ANGLE FOR LIFTOFF

AIR-VEHICLE = ROTATE

POSITION
PILOTS FLIGHT CONTROL STICK
PITCH SCALE-PILOT
PITCH SCALE-PILOT = TBD

04.2.5.002.00* MAINTAIN PROPER PITCH ANGLE FOR LIFTOFF*

PITCH SCALE-PILOT = TBD

MAINTAIN
PITCH SCALE-PILOT
PITCH SCALE-PILOT = TBD MAINTAINED
AND PILOTS FLIGHT CONTROL STICK = POSITIONED

04.2.5.003.00* MAINTAIN LATERAL AND DIRECTIONAL CONTROL*

MAINTAIN

AIR-VEHICLE = AIRBORNE
HSI-PILOT
AND CRT TUBE DISPLAY-PILOT = TBD
AND PILOTS FLIGHT CONTROL STICK = POSITIONED

04.2.5.004.00* DISENGAGE NOSEWHEEL STEERING*

A-V = TBD SPEED

DISENGAGE
PIL STEER ENG-DISENG SWITCH
PIL STEER ENG-DISENG SWITCH = DISENGAGE
AND NOSEWHEEL STEERING CAUTION LT = OFF

05.1.1.101.00* DETERMINE AIRCRAFT ACHIEVED POSITIVE RATE OF CLIMB

CRT TUBE DISPLAY-PILOT = A-V LIFT-OFF

MONITOR-VISUAL
AVVI-PILOT
AMI-PILOT
AVVI-PILOT = TBD
AND AMI-PILOT = TBD
05.1.1.002.00
RETRACT LANDING GEAR

PILOT ICS = "GEAR UP"

RAISE PRIMARY LANDING GEAR CONTROL
GEAR WARNING LIGHTS = BLANK
AND CO-PILOT ICS = TRANSMITS
AND PRIMARY LANDING GEAR CONTROL = UP

05.1.1.003.00
ACCELERATE TO TBD KTS (INITIAL F-S RETRACT SPD) MAINTAIN HDG

CO-PILOT ICS = "GEAR UP"
AND GEAR WARNING LIGHTS = BLANK

ADJUST PILOTS FLIGHT CONTROL STICK
AMI-PILOT = TBD
AND HSI-PILOT = TBD

05.1.1.004.00
ADJUST TRIM SWITCH AS REQUIRED*

AMI-PILOT = TBD
AND AVVI-PILOT = TBD

ADJUST PLT TRIM SW (ON CONTR STICK) PILOTS FLIGHT CONTROL STICK

PILOTS FLIGHT CONTROL STICK = NEUTRAL PRESSURE

05.1.2.001.00
INITIATE FLAP-SLAT RETRACTION CYCLE*

AMI-PILOT = TBD
AND AVVI-PILOT = TBD

INITIATE FLAP-SLAT CONTROL HANDLE

05.1.2.001.01
MONITOR IAS FOR FLAP LIMIT SPEED*

AMI-PILOT = TBD

AMI-PILOT = TBD SCHEDULE
05.1.2.001.02*

SET FLAP-SLAT LEVER TO "UP" THEN "RET".

AMI-PILOT
AND AVVI-PILOT

SET_FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = FLAP UP
AND FLAP-SLAT CONTROL HANDLE = SLAT

05.1.2.001.03*

MONITOR_FLAP-SLAT INDICATOR

FLAP-SLAT CONTROL HANDLE = FLAP UP
AND FLAP-SLAT CONTROL HANDLE = SLAT RET

MONITOR-VISUAL

FLAP POSITION INDICATOR
SLATS POSITION INDICATOR

FLAP POSITION INDICATOR = UP
AND SLATS POSITION INDICATOR = "RET"

05.1.2.003.00*

SET WING SWEEP FOR BEST CLIMB

FLAP-SLAT CONTROL HANDLE = FLAP UP*
AND FLAP POSITION INDICATOR = UP
AND SLATS POSITION INDICATOR = "RET"

PILOTS WING SWEEP HANDLE
PILOTS WING SWEEP HANDLE = TBD
AND WING SWEEP POSITION INDICATOR = TBD

05.1.2.004.00*

ACCELERATE TO TBD IAS AND MAINTAIN THROUGHOUT CLIMB*

FLAP POSITION INDICATOR = UP
AND SLATS POSITION INDICATOR = "RET"

MONITOR-VISUAL

AMI-PILOT
AMI-PILOT = TBD

05.1.2.005.00*

ADJUST TRIM AS REQUIRED*

FLAP POSITION INDICATOR = UP
AND SLATS POSITION INDICATOR = "RET"

ADJUST
PLT TRIM SW (ON CONTR STICK)
PILOTS FLIGHT CONTROL STICK
PILOTS FLIGHT CONTROL STICK = NEUTRAL PRESSURE
05.1.2.006.00*

**MAINTAIN DEPARTURE HEADING(S) AND BEST CLIMB SPEED**

- FLAP POSITION INDICATOR = UP
- SLATS POSITION INDICATOR = "RET"
- PILOTS FLIGHT CONTROL STICK
- PILOTS RUDDER PEDALS
- HSI-PILOT = TBD
- HEADING READOUT-PILOT = TBD
- AMI-PILOT = TBD

**ADJUST**

05.1.3.001.00*

**SET THROTTLIES TO CLIMB POWER**

- FLAP POSITION INDICATOR = UP
- SLATS POSITION INDICATOR = "RET"
- AMI-PILOT = TBD
- PRIMARY THROTTLE LEVERS-CO = TBD
- PRIMARY THROTTLE LEVERS-CO = TBD

**ADJUST**

05.1.3.002.00*

**MONITOR ENGINE INDICATORS**

- PRIMARY THROTTLE LEVERS-CO = TBD
- ENGINE INSTRUMENTS = TBD
- PRIMARY THROTTLE LEVERS-CO = TBD

**MONITOR-VISUAL**

05.2.1.001.00*

**CHECK ANTI-ICING SWITCH SET TO 'AUTO'**

- CHECKLIST = SEQUENCE
- ENGINE ANTI-ICE SWITCH = AUTO

**CHECK**

05.2.1.002.00*

**CHECK PITCH, ROLL AND YAW TRIM SWITCHES ARE SET IN 'NORM'**

- CHECKLIST = SEQUENCE
- PITCH TRIM SWITCH = NORM
- ROLL TRIM SWITCH = NORM
- YAW TRIM SWITCH = NORM
05.2.1.003.00*

**SET DOPPLER SWITCH TO 'XMT'.**

CHECKLIST

DOPPLER CONTROL = SEQUENCE

DOPPLER CONTROL = XMT

---

05.2.1.004.00*

**MONITOR A-V FLIGHT PARAMETER INDICATORS**

CHECKLIST

ATTITUDE-BEARING INDICATORS
MULTIFUNCTION DISPLAY UNIT
OSO CLOCK

ATTITUDE-BEARING INDICATORS = TBD
MULTIFUNCTION DISPLAY UNIT = TBD
OSO CLOCK = TBD

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05.2.1.006.00*

**SET E-HOUR TIME VIA IKB**

DSO CHECKLIST

OPTION SELECT SWITCHES

OPTION SELECT SWITCHES = SET
AND PRESENT POSITION MISSION TIME = TBD

---

05.2.1.007.00*

**SET LANDING LIGHT SWITCHES TO 'OFF'.**

DSO CHECKLIST

LANDING/TAXI LIGHT CONTROL SW

LANDING/TAXI LIGHT CONTROL SW = OFF

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05.2.1.008.00*

**CHECK FUEL DISTRIBUTION IN ALL TANKS**

CLIMBOUT CHECKLIST

FUEL MGT PANEL

FUEL MGT PANEL = TBD
05.2.1.009.00*
CHECK CABIN PRESSURE ALTITUDE DOES NOT EXCEED 10,000 FEET

CHECKLIST
CABIN PRESS ALT INDICATOR = PASSING 12000 FT
CABIN PRESS ALT INDICATOR = 8000 FT*

05.2.1.010.00*

P/C/O
SET 'BARO SET' KNOBS ON AVVI, STDBY ALT., AFT A-S & ALT TO 29.92

CHECKLIST
= PASSING 18000 FT

SET
ALTITUDE-VERTICAL VELOCITY IND
AIRSPEED-ALTITUDE INDICATOR
BAROMETRIC SETTING KNOB

ALTITUDE-VERTICAL VELOCITY IND = 29.92
AND AIRSPEED-ALTITUDE INDICATOR = 29.92
AND BAROMETRIC SCALE COUNTER = 29.92

05.2.1.011.00*

CONFIRM PILOT'S COMMAND OF AFCS *

AMI-PILOT = TBD
PILOTS TAKE COMMAND PUSHBUTTON
PILOTS TAKE COMMAND PUSHBUTTON = 'TAKE CMD'-G

05.2.1.012.00*

DEPRESS AFCS 'ENGAGE' MODE

PILOTS TAKE COMMAND PUSHBUTTON = 'TAKE CMD'-G
AND COPILOTS TAKE COMMAND PUSHBUTTON = 'TAKE CMD'-W

DEPRESS
PILOTS ENGAGE PUSHBUTTON
PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G
AND COPILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

05.2.1.013.00*

DEPRESS AFCS 'MACH HOLD' PUSHBUTTON SWITCHLITE *

PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G
AND COPILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

DEPRESS
PLTS MACH (MACH HOLD) PSHBTN
PLTS MACH (MACH HOLD) PSHBTN = 'MACH'-G
AND CPLTS MACH (MACH HOLD) PSHBTN = 'MACH'-G
CONFIRM PROPER IFF-SIF CODE SET

CHECKLIST = SEQUENCE

OBSERVE

MODE 1 CODE SELECT THUMBWHEELS
MODE 3-A CODE SELECT THUMBWHEELS

MODE 1 CODE SELECT THUMBWHEELS = TBD
AND MODE 3-A CODE SELECT THUMBWHEELS = TBD

DEPRESS AFCS MACH HOLD PUSHBUTTON SWITCHLIGHT

PLTS MACH (MACH HOLD) PSHBTN = 'MACH'-G

DEPRESS

PLTS MACH (MACH HOLD) PSHBTN

PLTS MACH (MACH HOLD) PSHBTN = 'MACH'-W*

ADJUST THROTTLES FOR LEVEL OFF

AVVI-PILOT = TBD

ADJUST

PRIMARY THROTTLE LEVERS-PI

AMI-PILOT = TBD

ADJUST WING SWEEP

WING SWEEP POSITION INDICATOR = TBD

PILOTS WING SWEEP HANDLE

WING SWEEP POSITION INDICATOR = TBD

CHECK HEADING AND ALTITUDE INDICATORS

OSO ICS = TRANSMITS*

CHECK

VERTICAL SITUATION DISPLAY
HORIZONTAL SITUATION INDICATOR
HEADING READOUT

VERTICAL SITUATION DISPLAY = TBD
AND HORIZONTAL SITUATION INDICATOR = TBD
AND HEADING READOUT = TBD
06.1.1.005.00*

ADJUST CONTROL STICK AND RUDDERS FOR LEVELING AND CRUISE

ADJUST PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS

AMI-PILOT = TBD
AND AVVI-PILOT = TBD
AND VSD-PILOT = TBD

06.1.1.006.00*

SET SLU PWR SWITCHES TO FWD, INTMD, AFT, LPYL, RPYL

SET STATION LOGIC UNIT SWITCHES
STATION LOGIC UNIT SWITCHES = DSBL
STATION LOGIC UNIT SWITCHES = TBD

06.2.1.001.00*

CHECK CIRCUIT BREAKER PANELS

CHECK LIST
LEFT CIRCUIT BREAKERS
RIGHT CIRCUIT BREAKERS

CHECK FLIGHT LOG
AND LEFT CIRCUIT BREAKERS
AND RIGHT CIRCUIT BREAKERS

CHECK CIRCUIT BREAKER PANELS

CHECK CIRCUIT BREAKER PANELS
LEFT CIRCUIT BREAKERS
RIGHT CIRCUIT BREAKERS

06.2.1.002.00*

CHECK HYDRAULIC INDICATORS

CHECK LIST
HYDRAULIC QUANTITY INDICATORS
HYDRAULIC PRESSURE INDICATORS
HYDRAULIC LIGHT

HYDRAULIC QUANTITY INDICATORS = TBD*
AND HYDRAULIC PRESSURE INDICATORS = TBD
AND HYDRAULIC LIGHT = OFF

06.2.1.003.01*

CHECK CABIN PRESSURE ALTITUDE INDICATOR

CHECK LIST
CABIN PRESS ALT INDICATOR
CABIN PRESS ALT INDICATOR = LIMITS
AND FLIGHT LOG
AND FLIGHT LOG = RECORDED
06.2.1.004.00*

CHECK ELECTRICAL CONTROL PANEL
CHECKLIST = SEQUENCE
ELECTRICAL CONTROL PANEL = LIMITS*
AND FLIGHT LOG = RECORDED

06.2.1.005.00*

CHECK ENGINE INSTRUMENTS
CHECKLIST = SEQUENCE
ENGINE START DISPLAYS = LIMITS*
AND FLIGHT LOG = RECORDED

06.2.1.006.00*

CHECK FUEL FLOW RATES, SEQUENCING, AND CG INDICATORS
CHECKLIST = SEQUENCE
FUEL MGT PANEL
PERCENT MACH INDICATOR
FUEL FLOW INDICATOR-I = LIMITS*
AND FUEL MGT PANEL
AND PERCENT MACH INDICATOR = LIMITS

06.2.1.007.00*

CHECK OXYGEN QUANTITY
CHECKLIST = SEQUENCE
LIQUID OXYGEN QUANTITY METER = TBD*
AND FLIGHT LOG = RECORDED

06.2.1.008.00*

CHECK FLIGHT PERFORMANCE INDICATORS
CHECKLIST = SEQUENCE
FLIGHT PERFORMANCE INDICATORS = LIMITS*
AND FLIGHT LOG = RECORDED
AND CHECKLIST = COMPLETED
REPORT STATION CHECKS COMPLETE
CHECKLIST
ICs
PILOT ICS
TRANSMIT
= COMPLETED
= RECORDED
= TRANSMITS*

SELECT INERTIAL PLATFORM*
FLIGHT PERFORMANCE INDICATORS = LIMITS
AND AIR-VEHICLE
= CRUISE
PLATFORM SELECT SWITCH-COP
PLATFORM SELECT SWITCH-COP = INRTL

SELECT AFCS MODES AS REQUIRED*
AIR-VEHICLE
AND PLATFORM SELECT SWITCH-COP = INRTL

SET PILOTS AFCS MODE SELECT PANEL
PILOTS AFCS MODE SELECT PANEL = TBD

SET AND TUNE HF RADIO TO PRE-DESIGNATED FREQUENCY
AIR-VEHICLE = CRUISE
AND PILOTS AFCS MODE SELECT PANEL = TBD

SET RADIO MODE SELECT SWITCH
FREQUENCY INDICATOR-SELECTOR
RADIO MODE SELECT SWITCH = TBD
AND FREQUENCY INDICATOR-SELECTOR = TBD

SET RADAR ALT PWR-SET-TEST KNOB TO '5000' WITH INDEXER
AIR-VEHICLE = CRUISE
AND RADIO MODE SELECT SWITCH = TBD
AND FREQUENCY INDICATOR-SELECTOR = TBD

SET POWER-SET-TEST CONTROL KNOB
VARIABLE ALTITUDE INDEX MARKER = 5000
06.3.1.005.00*

SET RADAR ALT CHANNEL SELECTOR SWITCH TO '1 OR 2'

AIR-VEHICLE = CRUISE
AND VARIABLE ALTITUDE INDEX MARKER = 5000

SET CHANNEL SELECTOR SWITCH

CHANNEL SELECTOR SWITCH = 1 OR 2

06.3.1.006.00*

SET NAV MODE SELECT SWITCHLIGHT TO 'AUTO'**

AIR-VEHICLE = CRUISE
AND CHANNEL SELECTOR SWITCH = 1 OR 2

DEPRESS AUTO-MAN MODE SELECT

AUTO-MAN MODE SELECT = 'AUTO'

06.3.1.007.00*

OBSERVE THAT NAV SYSTEM IS IN 'DDR-ADDR'

AUTO-MAN MODE SELECT = 'AUTO'

CHECK DR CALCULATION MODE SELECT*

DR CALCULATION MODE SELECT = 'DDR-ADDR'

06.3.1.008.00*

OBSERVE INS #1 AND #2 IS IN WARMUP MODE

CLOCK-PILOT < 10

CHECK NAVIGATION ANNUNCIATORS-1

NAVIGATION ANNUNCIATORS-1 = 'WM UP CRS FINE'
AND NAVIGATION ANNUNCIATORS-1 = 'WM UP CRS FINE'

06.3.1.009.00*

OBSERVE WHEN INS#1 AND #2 WARMUP PHASE IS COMPLETED

CLOCK-PILOT = E PLUS 10

CHECK NAVIGATION ANNUNCIATORS-1

NAVIGATION ANNUNCIATORS-1 = BLANK*
AND NAVIGATION ANNUNCIATORS-1 = BLANK
06.3.1.010.00*

**OBSERVE INS 1 AND 2 IS IN 'COARSE' ALIGNMENT PHASE**

- NAVIGATION ANNUNCIATORS-2 = BLANK
- NAVIGATION ANNUNCIATORS-2 = BLANK
- NAVIGATION ANNUNCIATORS-2 = FLASHING
- NAVIGATION ANNUNCIATORS-2 = FLASHING

**CHECK**

06.3.1.011.00*

**OBSERVE INS 1 AND 2 COARSE ALIGNMENT PHASE IS COMPLETED**

- CLOCK-PILOT = E30
- NAVIGATION ANNUNCIATORS-2
- NAVIGATION ANNUNCIATORS-2
- NAVIGATION ANNUNCIATORS-2 = 'COARSE'
- NAVIGATION ANNUNCIATORS-2 = 'COARSE'

**CHECK**

06.3.1.012.00*

**OBSERVE INS 1 AND 2 IN FINE ALIGNMENT PHASE**

- NAVIGATION ANNUNCIATORS-INS1 = 'COARSE'
- NAVIGATION ANNUNCIATORS-INS 2 = 'COARSE'
- NAVIGATION ANNUNCIATORS-INS1 = 'FINE'
- NAVIGATION ANNUNCIATORS-INS 2 = 'FINE'

**CHECK**

06.3.1.013.00*

**POSITION FLR PHOTO SWITCH TO 'AUTO'**

- CHECKLIST = SEQUENCE
- PHOTO CONTROL
- PHOTO CONTROL = AUTO

**SET**

06.3.2.001.00*

**CHANGE CODE SETTING ON SIF-IFF PANEL TAW EWO PROCEDURES**

- CHECKLIST = SEQUENCE
- IFF SYSTEM CONTROL = 30
- IFF SYSTEM CONTROL
- IFF SYSTEM CONTROL = TBD
06.3.2.002.00*
PERFORM CREW STATION CHECKS*
CHECKLIST = SEQUENCE*
CREW STATION = CHECKED

06.3.2.003.00*
APPLY POWER TO MISSILE AND NUCLEAR GRAVITY STORE
CHECKLIST = SEQUENCE

06.3.2.003.02*
DEPRESS 'ALL' PUSHBUTTON ON NUMERIC KEYBOARD OF SMS PANEL
FWD-DSBL SLU SWITCH = FWD
AND INTMD-DSBL SLU SWITCH = INTMD
AND AFT-DSBL SLU SWITCH = AFT

DEPRESS
STATION NUMERIC KEYBOARD
STATION NUMERIC KEYBOARD = 9(FLASHING)

06.3.2.003.03*
SET STORE POWER TOGGLE SWITCH TO 'ON'
STATION NUMERIC KEYBOARD = 9(FLASHING)

SET
STORE POWER SWITCH
AND STATION NUMERIC KEYBOARD = ON
AND STATION NUMERIC KEYBOARD = 9(BLANK)

06.3.2.004.00*
POSITION IKB SELECTOR KNOB TO 'MISN TAPE'*
CHECKLIST = SEQUENCE
ACU DATA TRANSFER CONTROL = MISN TAPE

06.3.2.005.00*
INSERT EWO MISSION CASSETTE INTO DATA ENTRY UNIT
ACU DATA TRANSFER CONTROL = MISN TAPE

INSERT
EWO MISSION TAPE
EWO MISSION TAPE = INSERTED*
06.3.2.006.00*
DEPRESS MEMORY CONTROL "LOAD" PUSHBUTTON ON IKB TO ENTER DAT*
EWO MISSION TAPE = INSERTED
DEPRESS MEMORY CONTROL LOAD PUSHBUTTON
MEMORY CONTROL LOAD PUSHBUTTON = ON*

06.3.2.007.00*
VERIFY EWO MISSION CASSETTE DATA IS LOADED*
CHECKLIST = SEQUENCE
READ DISPLAY TUBE SURFACE
SEQUENCE NUMBER
DISPLAY TUBE SURFACE = TBD
AND SEQUENCE NUMBER = TBD

06.3.2.008.00*
OBSERVE THAT INS 1 AND INS 2 HAVE COMPLETED ALIGNMENT
CLOCK-PILOT = E37
CHECK NAVIGATION ANNUNCIATORS-INS1 = OFF
AND NAVIGATION ANNUNCIATORS-INS 2 = OFF

06.3.2.009.00*
EXECUTE PRESENT POSITION UPDATE AS REQUIRED*
COMBAT MISSION FOLDER = CHECKED
AND PRESENT POSITION LATITUDE = ERROR
AND PRESENT POSITION LONGITUDE = ERROR

07.1.1.001.00*
SET RADAR 'X-BAND XPNDR' POWER SELECT SWITCHES TO 'OPR'
CHECKLIST = SEQUENCE
SET POWER SELECT SWITCH
POWER SELECT SWITCH = OPR

07.1.1.002.00*
INITIATE EXPENDABLES AND ECM SAFETY CHECK*
07.1.1.003.00*

SET UHF RADIOS FOR AR FREQUENCY (UHF 1 AND UHF 2)

MANUAL CHANNEL READOUT = TBD

07.1.1.003.01*

SET UHF 1 RADIO FOR AR FREQUENCY*

FUNCTION SELECT SW-PILOT ≠ ADF
AND MANUAL CHANNEL READOUT-PIL ≠ TBD

FUNCTION SELECT SW-PILOT
MANUAL-FREQUENCY SELECTOR-PIL
MANUAL CHANNEL READOUT-PIL

FUNCTION SELECT SW-PILOT = ADF
AND MANUAL-FREQUENCY SELECTOR-PIL = TBD
AND MANUAL CHANNEL READOUT-PIL = TBD

07.1.1.003.02*

SET UHF 2 RADIO FOR AR FREQUENCY*

FUNCTION SELECT SW-COPILOT = MAIN
AND MANUAL CHANNEL READOUT-COP = TBD

FUNCTION SELECT SW-COPILOT
MANUAL-FREQUENCY SELECTOR-COP
MANUAL CHANNEL READOUT-COP

FUNCTION SELECT SW-COPILOT = MAIN
AND MANUAL-FREQUENCY SELECTOR-COP = TBD
AND MANUAL CHANNEL READOUT-COP = TBD

07.1.1.004.00*

SET BCN (BEACON) ON FLR SET CONTROL

FTC-BCN SWITCH = BCN*

SET

FTC-BCN SWITCH
CRT DISPLAY SURFACE

FTC-BCN SWITCH = BCN
AND CRT DISPLAY SURFACE = TBD

07.1.1.005.00*

ESTABLISH INITIAL RADIO COMMUNICATION WITH TANKER

MANUAL CHANNEL READOUT-COP = TBD

ESTABLISH

PUSH-TO-TALK SWITCH-COPILOT
TANKER COPILOT UHF = ACKNOWLEDGED
07.1.1.006.00*

Set FLR rotary mode switch to 'AIR' mode

- Number identifier-steering = TBD*
- Number identifier-steering
- Mode switch - RADAR set
- CRT display surface

- Mode switch - RADAR set = AIR
- CRT display surface = DISPLAYED

07.1.1.007.00*

Adjust FLR video display as required*

- CRT display surface = TBD

07.1.1.007.01*

Adjust FLR range, range mark, and range int controls

- CRT display surface = TBD

07.1.1.007.02*

Adjust FLR stc., az int and ant tilt controls

- CRT display surface = TBD

07.1.1.007.03*

Adjust FLR north-norm, video and IF gain controls

- CRT display surface = TBD
07.1.1.008.00*

SET TACAN AIR CHANNEL

CHANNEL SELECTOR-TACAN ⇐=TBD
CHANNEL SELECTOR-TACAN
CHANNEL SELECTOR-TACAN ⇐=TBD

07.1.1.009.00*

MONITOR FLR CRT FOR TANKER BEACON SIGNATURE

CRT DISPLAY SURFACE ⇐= TBD
MONITOR VISUAL
CRT DISPLAY SURFACE
CRT DISPLAY SURFACE ⇐= TBD

07.1.1.010.00*

SET TACAN MODE SELECTOR SWITCH TO 'AIR-AIR' MODE

MODE SELECTOR SWITCH-TACAN ⇐=A-A
SET
MODE SELECTOR SWITCH-TACAN
MODE SELECTOR SWITCH-TACAN ⇐= A-A

07.1.1.011.00*

INFORM CREW OF TANKER BEACON RECEPTION

CRT DISPLAY SURFACE ⇐= TBD
INFORM
CRT DISPLAY SURFACE
OSO INTERPHONE SWITCH
PILOT ICS
AND CO-PILOT ICS
AND DSO ICS
= ACKNOWLEDGED
= ACKNOWLEDGED
= ACKNOWLEDGED

07.1.1.012.00*

MONITOR HSI FOR TACAN LOCK-ON

DIGITAL DISTANCE READOUT-COP ⇐=LOCKED-ON
AND NAV BEARING POINTER-COPILOT

MONITOR VISUAL
DIGITAL DISTANCE READOUT-COP
NAV BEARING POINTER-COPILOT
= LOCKED-ON
AND NAV BEARING POINTER-COPILOT
= LOCKED-ON
07.1.1.013.00*

INFORM CREW OF ICAAN LOCK-ON

INFORM

PUSH-TO-TALK SWITCH-COPILOT
DIGITAL DISTANCE READOUT-COP
NAV BEARING POINTER-COPILOT

PILOT ICS
AND OSO ICS
= ACKNOWLEDGED
AND OSO ICS
= ACKNOWLEDGED

07.1.1.014.00*

SET FLIR MODE ON VSD

SET

MODE SELECT SWITCH-PILOT
MODE SELECT SWITCH-COPILOT
MODE SELECT SWITCH-COPILOT

07.1.2.001.00*

REQUEST VIA UHF RADIO TANKER TO SET BEACON TO 'STRY**

REQUEST

CRT DISPLAY SURFACE
= TBD
OSO MICROPHONE SWITCH
TANKER COPILOT UHF
= ACKNOWLEDGED

07.1.2.002.00*

MONITOR FLIR FOR LOSS OF TANKER BEACON SIGNATURE

MONITOR-VISUAL

CRT DISPLAY SURFACE
CRT DISPLAY SURFACE
= TBD*

07.1.2.003.00*

REQUEST VIA UHF RADIO TANKER RETURN BEACON TO 'OPR'

REQUEST

CRT DISPLAY SURFACE
= TBD*
OSO MICROPHONE SWITCH
TANKER COPILOT UHF
= ACKNOWLEDGED
07.1.2.004.00*
MONITOR FLR FOR RETURN OF DESIGNATED TANKER BCN SIGNATURE
TANKER COPILOT UHF = ACKNOWLEDGED
MONITOR-VISUAL
CRT DISPLAY SURFACE
CRT DISPLAY SURFACE = TBD*

07.1.2.005.00*
INFORM TANKER VIA UHF RADIO OF POSITIVE CONTACT
CRT DISPLAY SURFACE = TBD
INFORM
OSO MICROPHONE SWITCH
CRT DISPLAY SURFACE
TANKER COPILOT UHF = ACKNOWLEDGED

07.1.3.001.00*
ADVISE (UHF RADIO) BOMBER CREW AND TANKER "AT ARP"
CRT DISPLAY SURFACE = TBD*
COMMUNICATE
OSO MICROPHONE SWITCH
PILOT ICS = ACKNOWLEDGED

07.1.3.002.00*
TRACK DESIRED PITCH/ROLL ATTITUDE WITH CONTROL STICK
CRT TUBE DISPLAY-PILOT →= TBD
TRACK
PILOTS FLIGHT CONTROL STICK
CRT TUBE DISPLAY-PILOT
CRT TUBE DISPLAY-PILOT = TBD

07.1.3.003.00*
READ VERTICAL SPEED FROM AVVI (ALTITUDE/VERTICAL VEL INDIC)
CRT TUBE DISPLAY-PILOT = TBD*
READ
ALTITUDE RATE MOV SCALE-PIL
ALTITUDE RATE MOV SCALE-PIL = TBD

07.1.3.004.00*
CHECK HORIZONTAL SITUATION (HSI) FOR CORRECT HEADING
COMPASS CARD SCALE-PILOT →= TBD*
CHECK
COMPASS CARD SCALE-PILOT
COMPASS CARD SCALE-PILOT = TBD
07.1.3.005.00*
CHC\K AVVI TO AC\'QUIRE REQUIRED ALTITUDE SEPARATION
AVVI-PILOT > TKR ALT-1000*

CHECK
SENSITIVE ALT SCALE-PILOT
AVVI-PILOT = TKR ALT-1000*

07.1.3.006.00*
ADJUST THROTTLES AS REQUIRED
AIR-VEHICLE < 80*

ADJUST
#3 THROTTLE LEVER*
AIRSPEED MOVING SCALE-PILOT
AIRSPEED MOVING SCALE-PILOT = TBD*

07.1.3.007.00*
TRACK DESIRED RATE OF DESCENT AND TURN WITH CONTROL STICK

#3 THROTTLE LEVER AND AIRSPEED MOVING SCALE-PILOT = TBD

TRACK
PILOTS FLIGHT CONTROL STICK
CRT TUBE DISPLAY-PILOT
CRT TUBE DISPLAY-PILOT = TBD*

07.1.3.008.00*
CHECK VERTICAL SPEED FROM AVVI

CRT TUBE DISPLAY-PILOT = TBD

CHECK
ALTITUDE RATE MOV SCALE-PILOT
ALTITUDE RATE MOV SCALE-PILOT = TBD*

07.1.3.009.00*
ACTIVATE PITCH TRIM BUTTON

ACTIVATE
PROPRIOCEPTION (ON CONTR STICK) PROPRIOCEPTION = ABOVE NORMAL*

PROPRIOCEPTION = REDUCED
07.1.3.010.00* MONITOR ALTITUDE/HEADING, AS REQUIRED

CRT TUBE DISPLAY-COPILOT
AND HSI-COPILOT
AND AVVI-COPILOT

= = TBD*
= TBD
= TKR ALT - 1000

MONITOR-VISUAL

CRT TUBE DISPLAY-COPILOT
HSI-COPILOT
AVVI-COPILOT

CRT TUBE DISPLAY-COPILOT
AND HSI-COPILOT
AND AVVI-COPILOT

= TBD*
= TBD
= TKR ALT - 1000

07.1.4.001.00* PULL BACK ON CONTROL STICK TO INITIATE LEVEL-OFF

AVVI-PILOT

= TKR ALT - 1000

PULL PILOTS FLIGHT CONTROL STICK
AVVI-PILOT
CRT TUBE DISPLAY-PILOT
CRT TUBE DISPLAY-PILOT

CRT TUBE DISPLAY-PILOT

= TBD*

07.1.4.002.00* CHECK PITCH ATTITUDE ON VSD

CRT TUBE DISPLAY-PILOT

= TBD*

CHECK

CRT TUBE DISPLAY-PILOT
CRT TUBE DISPLAY-PILOT
CRT TUBE DISPLAY-PILOT

07.1.4.003.00* ADJUST THROTTLES TO MAINTAIN CONSTANT AIRSPEED

CRT TUBE DISPLAY-PILOT

= TBD*

ADJUST

#3 THROTTLE LEVER
POWER LEVEL INDICATOR-ENG #1
CRT TUBE DISPLAY-PILOT
CRT TUBE DISPLAY-PILOT

= TBD*
07.1.4.004.00*

ADJUST CONTROL STICK TO STABILIZE A/S, ATTITUDE, ALTITUDE

AMI-PILOT
AND CRT TUBE DISPLAY-PILOT
AND AVVI-PILOT

ADJUST PILOTS FLIGHT CONTROL STICK

AMI-PILOT
AND CRT TUBE DISPLAY-PILOT
AND AVVI-PILOT

07.1.4.005.00*

CHECK VERTICAL SPEED ON AVVI TO MAINTAIN LEVEL-OFF

ALT RATE MOV INDEX-PILOT = TBD

CHECK

ALT RATE FIXED SCALE-PILOT
ALT RATE MOV INDEX-PILOT
ALT RATE MOV INDEX-PILOT = 0

07.1.4.006.00*

CHECK AMI TO HOLD AT TBD KIAS*

ALT RATE MOV INDEX-PILOT = 0

CHECK

AMI-PILOT
AMI-PILOT = TBD

07.1.4.007.00*

INFORM TANKER OF LEVEL-OFF ALTITUDE VIA UHF RADIO

SENSITIVE ALT SCALE-PILOT = TBD
AND ALT RATE MOV INDEX-PILOT = 0

INFORM

OSO MICROPHONE SWITCH
TANKER COPILOT UHF = ACKNOWLEDGED

07.1.5.001.00*

OBSERVE BEARING/DISTANCE TO TANKER VIA TACAN

HORIZONTAL SITUATION INDICATOR = TBD
AND CRT TUBE DISPLAY-PILOT = TBD
AND CRT DISPLAY SURFACE = TBD

ACKNOWLEDGED

P/C/O
07.1.5.001.01*
*AT 70NM INFORM TANKER TO START TURN TO RECIP OF REFUEL HEADG*

CRT DISPLAY SURFACE       = 70
INFORM
OSO MICROPHONE SWITCH      TANKER COPILOT UHF  = ACKNOWLEDGED

07.1.5.002.00*
STEER TO DESIRED COURSE MAINTAINING ALTITUDE AND AIRSPEED

HSI-PILOT M= TBD
PILOTS FLIGHT CONTROL STICK
HSI-PILOT
AMI-PILOT
HSI-PILOT
AND AMI-PILOT
AND AVVI-PILOT

07.1.5.002.01*
AT 50NM INFORM TANKER OF TURN RANGE*

CRT DISPLAY SURFACE       = 25
INFORM
OSO MICROPHONE SWITCH      TANKER COPILOT UHF  = ACKNOWLEDGED

07.1.5.003.00*
SET RANGE ROTARY SWITCH TO DECREASE FLR RANGE TO 30NM

CRT DISPLAY SURFACE       = TBD
SET
RANGE SWITCH-FLR
RANGE SWITCH-FLR       = 30-10

07.1.5.004.00*
ADJUST FLR VIDEO DISPLAY AS REQUIRED*

CRT DISPLAY SURFACE       = TBD
SET
FTC-BCN SWITCH
FTC-BCN SWITCH       = OFF*
07.1.5.006.00*
DEPRESS ENABLE AND *RS AIR* SWITCHES ON TRACKING HANDLE

- RANGE CROSORS = TKR VIDEO RETURN
- DEPRESSED
- DEPRESSED

07.1.5.007.00*
POSITION AZIMUTH CURSOR OVER TANKER RADAR RETURN ON FLR

- RANGE CONTROL = DEPRESSED
- ENABLE SWITCH = DEPRESSED

07.1.5.008.00*
DEPRESS NARROW SECTOR SCAN, ADJUST AZ CUR, RELEASE TRCK HANDLE*

- CRT DISPLAY SURFACE = WIDE SECTOR SCAN
- DEPRESSED

07.1.5.009.00*
OBSERVE AUTOMATIC LOCK-ON TO TANKER RETURN

- CRT DISPLAY SURFACE = NAR SECTOR SCAN
- LOCK INDICATOR = ON*

07.1.5.012.00*
MONITOR TANKER RETURN THROUGH TURN AND ADVISE PILOT*

- CRT DISPLAY SURFACE = TKR IN TURN
- PILOT ICS = ACKNOWLEDGED
07.1.5.013.00*  
ADJUST HEADING AND AIRSPEED AS REQUIRED

ADJUST

OSO ICS  = ADJ HDG AND A-S

PRIMARY THROTTLE LEVERS-PI
PILOTS AFCS MODE SELECT PANEL

CRT TUBE DISPLAY-PILOT  = TBD

07.2.1.001.00*

SET 'TKR RNDVS' FLT DIR MODE SWITCH

CRT TUBE DISPLAY-PILOT  = TBD

SET

FLT DIR MODE SWITCH-PILOT

FLT DIR MODE SWITCH-PILOT  = TKR RNDVS

07.2.1.002.00*

SET TKR RNDVS BEARING AND HEADING PER OSO INSTRUCTIONS

FLT DIR MODE SWITCH-PILOT  = TKR RNDVS

SET

COURSE SET KNOB

HEADING SET KNOB

NAV BEARING POINTER-PILOT  = TBD*

AND COURSE POINTER-PILOT  = TBD

AND CRT TUBE DISPLAY-PILOT  = TBD

07.2.1.003.00*

CHECK CABIN PRESSURE ALTITUDE INDICATOR*

CHECKLIST  = SEQUENCE

CHECK

CABIN PRESS ALT INDICATOR

CABIN PRESS ALT INDICATOR  = TBD

07.2.1.004.00*

SET CREW AIR SOURCE TOGGLE SWITCH ON ECS PANEL TO 'OFF'

CHECKLIST  = SEQUENCE

SET

CREW AIR SOURCE MODE SWITCH

CREW AIR SOURCE MODE SWITCH  = OFF
07.2.1.005.00*
CHECK FLIGHT FUEL PANEL AND C.G. MANAGEMENT PANELS*

CHECKLIST

FUEL MGMT PNL

FUEL MGT PANEL
AND SELECT QUANTITY DIGITAL READ
AND PERCENT MACH INDICATOR

= SEQUENCE

07.2.1.006.00*

INFORM TANKER OF B-1 RANGE*

CRT DISPLAY SURFACE
OSO MICROPHONE SWITCH
TANKER COPILOT UHF

= 5

= TKR IDENTIFIED
= TKR IDENTIFIED

07.2.1.007.00*

IDENTIFY TANKER VISUALLY*

OSO ICS
AND HORIZONTAL SITUATION INDICATOR
AND CRT TUBE DISPLAYS

= RANGE CALL*
= TBD
= TBD

MONITOR VISUAL

FLASHBLINDNESS WINDOW-LEFT
FLASHBLINDNESS WINDOW-RIGHT

= TKR IDENTIFIED
= TKR IDENTIFIED

AND FLASHBLINDNESS WINDOW-LEFT
AND FLASHBLINDNESS WINDOW-RIGHT

07.2.1.008.00*

MONITOR CLOSURE ON TKR USING FLR/FLASHBLINDNESS THERM WINDOW*

CRT DISPLAY SURFACE
FLASHBLINDNESS WINDOW-LEFT
FLASHBLINDNESS WINDOW-RIGHT

AND HORIZONTAL SITUATION INDICATOR
AND CRT DISPLAY SURFACE
AND FLASHBLINDNESS WINDOW-LEFT

= PROPER CLOSURE*
= PROPER CLOSURE
= PROPER CLOSURE

07.2.1.009.00*

INFORM TANKER OF ONE MILE RANGE*

CRT DISPLAY SURFACE
OSO MICROPHONE SWITCH
TANKER COPILOT UHF

= 1*

= ACKNOWLEDGED
07.2.1.010.00*
DEPRESS AFCS PITCH INTENT-DISCONNECT SWITCH TO DISENG AFCS
CRT DISPLAY SURFACE = 1*

DEPRESS PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = 'ENGAGE' - W

07.2.1.011.00*
TRACK DESIRED ALTITUDE, HEADING AND AIRSPEED

HSI-PILOT => TBD
AND AMI-PILOT => TBD
AND AVVI-PILOT => TBD

TRACK PILOTS FLIGHT CONTROL STICK
PRIMARY THROTTLE LEVERS-PI

HSI-PILOT => TBD
AND AMI-PILOT => TBD
AND AVVI-PILOT => TBD

07.2.1.012.00*
SET FTC MODE SWITCH TO *NAV*

FLASHBLINDNESS WINDOW-LEFT => TKR VISUAL
AND FLASHBLINDNESS WINDOW-RIGHT => TKR VISUAL

SET FLT DIR MODE SWITCH-PILOT

FLT DIR MODE SWITCH-PILOT => NAV

07.2.2.001.00*
ADJUST THROTTLES TO DESIRED POSITION*

CRT DISPLAY SURFACE => 1

ADJUST #3 THROTTLE LEVER

#3 THROTTLE LEVER => ADJUSTED

07.2.2.002.00*
MONITOR AIRSPEED AND ADVISE PILOT

CRT DISPLAY SURFACE => 1*

MONITOR-VISUAL AMI-PILOT
PILOT ICS => ACKNOWLEDGED
07.2.2.003.00*

**ESTABLISH CLIMB ATTITUDE AS DESIRED FOR PRE-CONTACT POSITION**

- CRT TUBE DISPLAY-PILOT = 1
- AND AVVI-PILOT
- AND FLASHBLINDNESS WINDOW-LEFT = TKR ALT - 1000 = TKR VISUAL

**ESTABLISH**

- CRT TUBE DISPLAY-PILOT
- PILOTS FLIGHT CONTROL STICK
- PRIMARY THROTTLE LEVERS-PI

- CRT TUBE DISPLAY-PILOT = TBD*

07.2.2.004.00*

**MONITOR CLIMB RATE AND ADVISE PILOT**

- AVVI-COPILOT
- OR AVVI-COPILOT

**MONITOR-VISUAL**

- AVVI-COPILOT
- PILOT ICS = ACKNOWLEDGED

07.2.2.005.00*

**MAINTAIN VISUAL CONTACT WITH TANKER**

- FLASHBLINDNESS WINDOW-LEFT > 0.5*

- PILOTS FLIGHT CONTROL STICK

**MAINTAIN**

- FLASHBLINDNESS WINDOW-LEFT = PROPER CLOSURE*

07.2.2.006.00*

**INFORM BOMBER AND TANKER CREWS OF 0.5NM RANGE**

- CRT DISPLAY SURFACE = 0.5

**INFORM**

- OSO MICROPHONE SWITCH
- PILOT ICS = ACKNOWLEDGED
- AND CO-PILOT ICS = ACKNOWLEDGED
- AND TANKER COPILOT UHF = ACKNOWLEDGED

07.2.2.007.00*

**SET FLR MODE SWITCH TO *STBY***

- PILOT ICS = HOOKUP ENVELOPE*

**SET**

- MODE SWITCH-RADAR SET-2
- MODE SWITCH-RADAR SET-2 = STBY
07.2.2.008.00*

SET X-BAND XPNDR POWER SELECT SWITCH TO 'STBY'  
PILOT ICS
- HOOKUP ENVELOPE

SET
POWER SELECT SWITCH-1
POWER SELECT SWITCH-2
POWER SELECT SWITCH-1 = STBY

07.2.2.009.00*

SET WING SWEEP AS DESIRED
PILOT ICS
= HOOKUP ENVELOPE

SET
COPILOTS WING SWEEP HANDLE
COPILOTS WING SWEEP HANDLE = TBD

07.2.2.010.00*

ADJUST THROTTLES AS REQUIRED
FLASHBLINDNESS WINDOW-LEFT
= PROPER CLOSURE

ADJUST
PRIMARY THROTTLE LEVERS-PI
FLASHBLINDNESS WINDOW-LEFT = PROPER CLOSURE

07.2.2.011.00*

SET ANTICLSN SWITCH TO 'OFF'
BOOM OPERATOR UHF
= ANTICLSN - OFF

SET
ANTI-COLLISION CONTROL SWITCH
BOOM OPERATOR UHF = CONFIRMS LTS OFF

07.2.2.012.00*

SET AERIAL REFUEL EXT AND WING FLOOD AND SLIPWAY LT CONTROLS
BOOM OPERATOR UHF
= EXT AND SL - ON

SET
EXTERIOR LIGHTS SWITCH
SLIPWAY LIGHTS SWITCH
BOOM OPERATOR UHF = CONFIRMS LTS ON
07.2.2.013.00*

**ADJUST SLIPWAY AND EXT WING FLOOD LIGHTS AS REQUIRED**

- ADJUST
  - BOOM OPERATOR UHF
  - EXTERIOR LIGHTS SWITCH
  - SLIPWAY LIGHTS SWITCH
  - BOOM OPERATOR UHF

  = EXT AND SL - ADJ

07.2.2.014.00*

**SET EXT POSITION LIGHTS TO FLASH**

- PILOT ICS
  - POSITION LIGHT MODE SWITCH
  - POSITION LIGHT MODE SWITCH

  = EXT LTS - FLASH

07.2.2.015.00*

**PULL SLIPWAY DOOR HANDLE TO 'REFUEL' POSITION**

- PILOT ICS
- SLIPWAY DOOR HANDLE
- OPEN-UNLOCKED CAUTION LIGHT

  = SL DR - REFUEL

07.2.2.016.00*

**TRACK TANKER AIRCRAFT IN PRECONTACT POSITION**

- FLASHBLINDNESS WINDOW-LEFT
- PRIMARY THROTTLE LEVERS-PILOT
- FLIGHT CONTROL STICK
- RUDDER PEDALS

  = PROPER POSITION

07.2.2.017.00*

**SET AND ADJUST ICS TFR/TKR SWITCH**

- FLASHBLINDNESS WINDOW-LEFT
- TFR-TKR CONTROL SWITCH-PILOT
- TFR-TKR INDICATOR LIGHT-PILOT

  = PROPER POSITION
  = ON*
07.3.1.001.00*

**TRACK WITH STICK AND THROTTLES AS REQUIRED FOR HOOKUP**

- BOOM OPERATOR UHF = POSN INSTRUCTS*
- TRACK PILOTS FLIGHT CONTROL STICK
- PRIMARY THROTTLE LEVERS-PI
- PILOTS RUDDER PEDALS
- FLASHBLINDNESS WINDOW-LEFT = PROPER POSITION*

07.3.1.002.00*

**TRACK TANKER IN CONTACT POSITION**

- FLASHBLINDNESS WINDOW-LEFT = PROPER POSITION*
- AND BOOM OPERATOR UHF = STD BY - CONTACT
- TRACK PILOTS FLIGHT CONTROL STICK
- PRIMARY THROTTLE LEVERS-PI
- PILOTS RUDDER PEDALS
- FLASHBLINDNESS WINDOW-LEFT = CONTACT MADE

07.3.2.001.00*

**CHECK 'LATCHED' ADVISORY LIGHT IS ON**

- BOOM OPERATOR UHF = TANKER CONTACT
- CHECK LATCHED ADVISORY LIGHT
- FLASHBLINDNESS WINDOW-LEFT = CONTACT MADE*
- AND LATCHED ADVISORY LIGHT = 'LATCHED'

07.3.2.002.00*

**CHECK FUEL SEQUENCING DISPLAY**

- FUEL MGT PANEL = TBD*
- CHECK FUEL MGT PANEL
- FUEL MGT PANEL = TBD

07.3.2.003.00*

**MONITOR C.G. & MAC DISPLAY**

- PERCENT MACH INDICATOR = TBD
- MONITOR-VISUAL PERCENT MACH INDICATOR = TBD
- PERCENT MACH INDICATOR = TBD
07.3.2.004.00*

ADJUST PITCH AND ROLL AS REQUIRED

FLASHBLINDNESS WINDOW-LEFT = TBD*

PILOTS FLIGHT CONTROL STICK

PILOTS FLIGHT CONTROL STICK = TBD

07.3.2.005.00*

ADJUST

07.4.1.001.00*

DEPRESS A/R DISCONNECT STICK SWITCH

FUEL MGT PANEL

AND COUNTER READOUT-TOTAL FUEL = TBD

AND SELECT QUANTITY DIGITAL READ = TBD

DEPRESS

PILOT AFCS INTRPT-DISENG CNTRL

FLASHBLINDNESS WINDOW-LEFT = BOOM RELEASED

07.4.1.002.00*

CHECK AERIAL REFUEL DISCONNECT ANNUNCIATOR ADVISORY LIGHT

FUEL MGT PANEL

AND COUNTER READOUT-TOTAL FUEL = TBD

AND SELECT QUANTITY DIGITAL READ = TBD

CHECK

DISCONNECT CAUTION LIGHT = 'DISC'*

DISCONNECT CAUTION LIGHT

07.4.1.003.00*

INFORM PILOT *DISC* LIGHT IS ILLUMINATED*

DISCONNECT CAUTION LIGHT = 'DISC'

INFORM

PUSH-TO-TALK SWITCH-PILOT

PILOT ICS = ACKNOWLEDGED
07.4.1.004.00*  
**INFORM TANKER BOOM OPERATOR 'DISCONNECT' COMPLETE**  
DISCONNECT CAUTION LIGHT = 'DISC'  
INFORM  
PUSH-TO-TALK SWITCH-PILOT  
BOOM OPERATOR UHF = ACKNOWLEDGED

07.4.1.005.00*  
**SET A/R EXTERIOR WING FLOOD AND SLIPWAY LIGHT CONTROLS**  
DISCONNECT CAUTION LIGHT = 'DISC'  
SET  
EXTERIOR LIGHTS SWITCH  
SLIPWAY LIGHTS SWITCH  
EXTERIOR LIGHTS SWITCH = OFF  
AND SLIPWAY LIGHTS SWITCH = OFF

07.4.1.006.00*  
**PUSH AERIAL REFUEL SLIPWAY DOOR HANDLE TO CLOSED POSITION**  
CHECKLIST = SEQUENCE  
PUSH  
SLIPWAY DOOR HANDLE  
READY-NWS ADVISORY LIGHT = OFF*

07.4.1.007.00*  
**SET ANTI-CLSN TOGGLE SWITCH TO 'ANTI-CLSN'**  
FLASHBLINDNESS WINDOW-RIGHT = A-V SEPARATION  
SET  
ANTI-COLLISION CONTROL SWITCH  
ANTI-COLLISION CONTROL SWITCH = OFF

07.4.1.008.00*  
**MONITOR POSITION OF TANKER VISUALLY**  
FLASHBLINDNESS WINDOW-LEFT = A-V SEPARATION  
MONITOR-VISUAL  
FLASHBLINDNESS WINDOW-LEFT = PROPER POSITION

07.4.1.009.00*  
**ADJUST THROTTLES TO TBD TO REDUCE AIRSPEED**  
AIRSPEED DISPLAY-PILOT = TBD  
ADJUST  
PRIMARY THROTTLE LEVERS-PI  
AIRSPEED DISPLAY-PILOT = TBD
07.4.1.010.00* ADJUST CONTROL STICK AS REQUIRED
#3 THROTTLE LEVER = IDLE
PILOTS FLIGHT CONTROL STICK
PITCH SCALE-PILOT = TBD

07.4.1.011.00* CHECK VERTICAL SPEED INDICATOR (AVVI)
PITCH SCALE-PILOT = TBD
AVVI-PILOT
AVVI-PILOT = TBD

07.4.1.012.00* ADJUST TRIM SWITCH AS REQUIRED
PROPRIOCEPTION = ABOVE NORMAL*
PLT TRIM SW (ON CONTR
STICK)
PROPRIOCEPTION = REDUCED

07.4.1.013.00* TRACK WITH CONTROL STICK AS REQUIRED
PITCH SCALE-PILOT = TBD
PILOTS FLIGHT CONTROL STICK
PITCH SCALE-PILOT = TBD

07.4.2.001.00* CHECK VERTICAL SPEED INDICATOR (AVVI)
PITCH SCALE-PILOT = TBD
AVVI-PILOT
AVVI-PILOT = TBD

07.4.2.002.00* ADJUST TRIM SWITCH AS REQUIRED
PROPRIOCEPTION = ABOVE NORMAL
PLT TRIM SW (ON CONTR STICK)
PROPRIOCEPTION AND AVVI-PILOT = REDUCED*
= TBD
07.4.2.003.00*  
**MONITOR TANKER POSITION VISUALLY**  
FLASHBLINDNESS WINDOW-LEFT = A-V SEPARATION*
FLASHBLINDNESS WINDOW-LEFT
FLASHBLINDNESS WINDOW-LEFT = PROPER POSITION

07.4.2.004.00*  
**ADJUST CONTROL STICK AS REQUIRED FOR LEVEL OFF**  
FLASHBLINDNESS WINDOW-LEFT = PROPER POSITION*
PILOTS FLIGHT CONTROL STICK
AVVI-PILOT = TBD

07.4.2.005.00*  
**ADJUST TRIM SWITCH AS REQUIRED**  
PROPRIOCEPTION = ABOVE NORMAL
ADJUST
PLT TRIM SW (ON CONTR STICK)
PROPRIOCEPTION = REDUCED*

07.4.2.006.00*  
**ADJUST CONTROL STICK AS REQUIRED FOR CLIMB**  
PITCH SCALE-PILOT = TBD
ADJUST
PILOTS FLIGHT CONTROL STICK
PITCH SCALE-PILOT = TBD

07.4.2.007.00*  
**ADJUST THROTTLES TO INITIATE CLIMB**  
PITCH SCALE-PILOT = TBD
ADJUST
#3 THROTTLE LEVER
AM-PILOT = TBD*

07.4.2.008.00*  
**DEPRESS ALT HOLD PUSH-BUTTON ON AECS MODE SELECT PANEL**  
AVVI-PILOT = TBD
DEPRESS
PLTS ALTITUDE HOLD PUSHBUTTON
PLTS ALTITUDE HOLD PUSHBUTTON = 'ALT'-G*
07.4.2.009.00*

DEPRESS AUTO THROTTLE PUSHBUTTON ON AFCS MODE SELECT PANEL

AMI-PILOT = TBD

DEPRESS PILOTS AUTO THROT PUSHBUTTON

PILOTS AUTO THROT PUSHBUTTON = "AUTO THROT"-G*

07.4.2.010.00*

PERFORM STATION CHECK*  

CHECKLIST = SEQUENCE

CHECKLIST = COMPLETED

07.4.2.011.00*

SET TACAN MODE SW TO 'T-R' AND SELECT APPROPRIATE CHANNEL*

CHECKLIST = SEQUENCE

SET

CHANNEL SEL-KNOB TACAN

CHANNEL SEL-OUTER WHEEL-TACAN

MODE SELECTOR SWITCH-TACAN

CHANNEL SEL-KNOB TACAN = TBD

AND CHANNEL SEL-OUTER WHEEL-TACAN = TBD

AND MODE SELECTOR SWITCH-TACAN = T-R

07.4.2.012.00*

SET UHF RADIOS AS DESIRED

CHECKLIST = SEQUENCE

SET

PILOT UHF COMM PANEL

COPILOT UHF COMM PANEL

PILOT UHF COMM PANEL = TBD

AND COPILOT UHF COMM PANEL = TBD

07.4.2.013.00*

SET FLR MODE ROTARY SWITCH TO 'XMIT'

MODE SWITCH-RADAR SET-2

MODE SWITCH-RADAR SET-2 = XMIT*

AND CRT DISPLAY SURFACE = TBD
07.4.2.014.00*

**SET FLR MODE SELECTOR SWITCH TO GND AUTO**

- Fuel Mgt Panel = TBD
- And Counter Readout-Total Fuel = TBD
- And select Quantity Digital Read = TBD

**SET**

- Mode Switch-Radar Set
- Mode Switch-Radar Set = GND AUTO

08.1.1.001.00*

**MONITOR HF COMMUNICATIONS (ARC-123)**

- Clock-Copilot = TBD
- Monitor-Auditory Radio Set Control Panel = Message Recorded
- Copilots HF
- Message Recorded

08.1.1.002.00*

**DECODE HF COMMUNICATIONS**

- Copilots HF
- Message Decoded

08.1.1.003.00*

**CHANGE CODE SETTING ON IFF PANEL**

- Checklist = Sequence

08.1.1.004.00*

**MONITOR-ADJUST SYSTEM AVIONICS**

- Present Position Latitude = TBD
- Present Position Longitude = TBD

- Present Position Latitude
- Present Position Longitude = TBD

- Present Position Latitude
- Present Position Longitude = TBD
08.1.1.005.00*  
PERFORM CREW STATION CHECKS*  
CHECKLIST = SEQUENCE*  
CHECKLIST = COMPLETED*  

08.1.2.001.00*  
RECEIVE EXECUTION ORDER (ARC-123) COMMUNICATION*  
PILOTS HF AND COPILOTS HF AND OSO HF  
RECEIVE RADIO SET CONTROL PANEL  
PILOTS HF AND COPILOTS HF AND OSO HF  
= MONITOR-AUDITORY*  
= MONITOR-AUDITORE  
= MONITOR-AUDITORY  

08.1.2.002.00*  
OPEN CHF CONTAINER*  
PILOTS HF AND COPILOTS HF AND OSO HF  
OPEN SECURE STORAGE CONTAINER  
SECURE STORAGE CONTAINER = OPENED  

08.1.2.003.00*  
PERFORM MESSAGE VALIDATION-AUTHENTICATION*  
PILOTS HF AND COPILOTS HF AND OSO HF  
PERFORM EXECUTION MESSAGE AND EXECUTION MESSAGE  
= VALID MESSAGE*  
= VALID MESSAGE  
= VALID MESSAGE  

08.1.2.004.00*  
TRACK WITH FLIGHT CONTROLS TO TURN ON STRIKE COURSE  
PILOTS HF AND COPILOTS HF AND OSO HF  
TRACK PILOTS FLIGHT CONTROL STICK  
HSI-PILOT = TBD*
08.1.2.005.01*

SET controller (CSSC) switch to 'Oper'**

PILOTS HF = VALID MESSAGE
AND COPILOTS HF = VALID MESSAGE
AND OSO HF = VALID MESSAGE

SET
OPERATE; MONITOR SWITCH
OPERATE; MONITOR SWITCH = OPERATE
AND DISENABLE INDICATOR = ON

08.2.1.001.00*

SET IFF master control select switch to 'STBY'**

HHCL = CROSSED

SET
MASTER CONTROL SELECT SWITCH
MASTER CONTROL SELECT SWITCH = STBY

08.2.1.002.00*

SET ANTI COLSNS LIGHT switch to 'OFF'**

CHECKLIST = SEQUENCE

SET
ANTI-COLLISION CONTROL SWITCH
ANTI-COLLISION CONTROL SWITCH = OFF

08.2.1.003.00*

SET EXTERNAL POSITION LIGHT SELECT switch to 'OFF'**

CHECKLIST = SEQUENCE

SET
POSITION LIGHT SWITCH
POSITION LIGHT SWITCH = OFF

08.2.1.004.00*

OBSERVE THAT AERIAL REFUEL EXTERIOR AND SLIPWAY LT SWs - OFF

CHECK
EXTERIOR LIGHTS SWITCH
SLIPWAY LIGHTS SWITCH
EXTERIOR LIGHTS SWITCH = OFF
AND SLIPWAY LIGHTS SWITCH = OFF
08.2.1.005.00* SET ILS (ARN-108) POWER SWITCH TO 'OFF':

- SET POWER SWITCH-ILS = SEQUENCE
- POWER SWITCH-ILS = OFF

08.2.1.006.00* SET TACAN MODE SELECTOR SWITCH TO 'OFF':

- SET MODE SELECTOR SWITCH-TACAN = SEQUENCE
- MODE SELECTOR SWITCH-TACAN = OFF

08.2.1.007.00* SET FLR MODE ROTARY SWITCH TO 'STBY':

- SET MODE SWITCH-RADAR SET-2 = SEQUENCE
- MODE SWITCH-RADAR SET-2 = STBY

08.2.1.008.00* SET X-BAND XPNDR PWR SWITCHES TO 'OFF': (PANEL #1, #2)

- SET POWER SELECT SWITCH = SEQUENCE
- POWER SELECT SWITCH = OFF

08.2.2.001.00* NOTIFY PILOT OF REQUEST FOR NUCLEAR CONSENT:

- COMMUNICATE OSO ICS = INTENT TO PREARM
- OSO INTERPHONE SWITCH = ACKNOWLEDGED

08.2.2.002.00* LIFT NCLR CSNT SWT GUARD AND SWITCH TO 'PA AND REL' POSN:

- PILOT ICS = ACKNOWLEDGED
- NUCLEAR CONSENT SWITCH = PA-REL
08.2.2.003.00*
LIFT NGLR RACK UNL-SF SW GUARD THEN SET SW TO UNLOCK
PILOT ICS = CONSENT COMPLETE
NUCLEAR RACK CONTROL SWITCH
NUCLEAR RACK CONTROL SWITCH = UNLOCK

08.2.2.004.00*
CHECK NUCLEAR CAUTION ANNUNCIATOR ILLUMINATED
OSO ICS = ACKNOWLEDGED
NUCLEAR INDICATOR
NUCLEAR INDICATOR = 'NUCLEAR'*

08.2.2.005.00*
LIFT PAENBL-SAFE SW GUARD, THEN SET SW TO PA ENBL
NUCLEAR RACK CONTROL SWITCH = UNLOCK
NUCLEAR PREARM ENABLE SWITCH
NUCLEAR PREARM ENABLE SWITCH = PA ENBL

08.2.2.006.00*
SET PA-SAFE SWITCH TO PA
NUCLEAR PREARM ENABLE SWITCH = PA ENBL
PA-SAFE SWITCH
PA-SAFE SWITCH = PA

08.2.2.007.00*
NOTIFY PILOT AFT STA NUCLEAR CONSENT PROCEDURES COMPLETE
PA-SAFE SWITCH = PA
OSO INTERPHONE SWITCH
PILOT ICS = ACKNOWLEDGED

08.2.2.008.00*
CHECK NUCLEAR CAUTION ANNUNCIATOR IS BLANK
PILOT ICS = ACKNOWLEDGED*
NUCLEAR INDICATOR
NUCLEAR INDICATOR = OFF
08.2.3.001.00*
DEPRESS 'SMS' + 'L' ON SMS PANEL FOR DATA DISPLAY ON L CRT
DISPLAY TUBE SURFACE-SMS CRT = SMY ON LEFT SIDE
DEPRESS
SMY DATA CONTROL SWITCH
L DIS SELECTOR PUSHBUTTON
DISPLAY TUBE SURFACE-SMS CRT = SMY ON LEFT SIDE*

08.2.3.002.00*
DEPRESS 'INV' + 'R' ON SMS PANEL FOR FULL INVTRY DATA DISPLAY
DISPLAY TUBE SURFACE-SMS CRT = INV ON RT SIDE
DEPRESS
INV DATA CONTROL SWITCH
R DIS SELECTOR PUSHBUTTON
DISPLAY TUBE SURFACE-SMS CRT = INV ON RT SIDE*

09.1.1.001.00*
PERFORM CREW STATION CHECKS*
CHECKLIST
CHECK AND FLIGHT LOG
= SEQUENCE*

09.1.1.002.00*
DEPRESS ENGAGE ON AFCS MODE PANEL TO DISENGAGE AFCS
DEPRESS
PILOTS ENGAGE PUSHBUTTON
PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-W

09.1.1.003.00*
ADVANCE THROTTLES TO MAXIMUM POWER
PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-W
PRIMARY THROTTLE LEVERS-PI
PRIMARY THROTTLE LEVERS-PI = MAXIMUM POWER

09.1.1.004.00*
MONITOR ENGINE PERFORMANCE PARAMETERS*
PRIMARY THROTTLE LEVERS-PI = MAXIMUM POWER
ENGINE INSTRUMENTS
ENGINE INSTRUMENTS = MONITORED
09.1.1.005.00*

**ADJUST WING SWEEP AS REQUIRED**

- PROPRIORCEPTION = ACCELERATION*
- PILOTS WING SWEEP HANDLE
- WING SWEEP POSITION INDICATOR = TBD

09.1.1.006.00*

**ADJUST THROTTLES TO OBTAIN TBD KIAS**

- AMI-PILOT = TBD
- PRIMARY THROTTLE LEVERS-PI
- AMI-PILOT = TBD

09.1.1.007.00*

**ACTIVATE PITCH TRIM BUTTON**

- PROPRIORCEPTION = ABOVE NORMAL*
- PLT TRIM SW (ON CONTR STICK)
- PROPRIORCEPTION = REDUCED

09.1.1.008.00*

**POSITION FLT CONTROLS FOR SUPersonic CLIMB SCHEDULE**

- AMI-PILOT = TBD*
- PILOTS FLIGHT CONTROL STICK
- PILOTS RUDDER PEDALS
- AMI-PILOT = TBD

09.1.1.009.00*

**ADJUST THROTTLES TO POWER SETTING FOR SUPersonic CRUISE**

- AVVI-PILOT
- PRIMARY THROTTLE LEVERS-PI
- AVVI-PILOT
- AMI-PILOT = TBD
09.1.1.011.00*
DEPRESS 'TAKE COMD' SWITCHLIGHT ON AFCS MODE SELECT PANEL

AVVI-PILOT = TBD
AND AMI-PILOT = TBD

DEPRESS PILOTS TAKE COMMAND PUSHBUTTON
PILOTS TAKE COMMAND PUSHBUTTON = 'TAKE COMD'-G

09.1.1.012.00*
DEPRESS 'ENGAGE' SWITCHLIGHT ON AFCS MODE SELECT PANEL

DEPRESS PILOTS ENGAGE PUSHBUTTON
PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-G

09.1.1.013.00*
DEPRESS 'FLT DIR' SWITCHLIGHT ON AFCS MODE SELECT PANEL

DEPRESS PILOTS FLT DIR PUSHBUTTON
PILOTS FLT DIR PUSHBUTTON = 'FLT DIR'-G

09.1.1.014.00*
DEPRESS 'ALT' SWITCHLIGHT ON AFCS MODE SELECT PANEL

DEPRESS PLTS ALTITUDE HOLD PUSHBUTTON
PLTS ALTITUDE HOLD PUSHBUTTON = 'ALT'-G

09.1.1.015.00*
MONITOR TOTAL TEMPERATURE INDICATOR

TOTAL TEMPERATURE INDICATOR < TBD

09.1.1.016.00*
PERFORM CREW STATION CHECKS*

CHECKLIST = SEQUENCE*
AND FLIGHT LOG = COMPLETED*
= RECORDED
09.2.1.001.00*
SET FLR SELECT ROTARY SWITCH TO 'GND AUTO' *
CRT DISPLAY SURFACE ←TBD
SET
MODE SWITCH-RADAR SET
MODE SWITCH-RADAR SET = GND AUTO

09.2.1.002.00*
SET PPC SWITCH ON RADAR SET CONTROL TO 'IN'
CRT DISPLAY SURFACE ←TBD
SET
PRESENT POSITION CORRECTION SW
PRESENT POSITION CORRECTION SW = IN

09.2.1.003.00*
OBSERVE NEXT SEQ NO IS A CP ON SEQ NO DIGITAL READOUT
SEQUENCE NUMBER = TBD
OBSERVE
SEQUENCE NUMBER
SEQUENCE NUMBER
AND PRE-PLANNED DATA SHEET = TBD

09.2.1.004.00*
SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE
CRT DISPLAY SURFACE ←TBD*
SET
RANGE SWITCH-FLR
RANGE SWITCH-FLR = TBD*

09.2.1.005.00*
IDENTIFY CP OF INTEREST ON FLR CRT SCOPE
CRT DISPLAY SURFACE ←TBD*
IDENTIFY
CRT DISPLAY SURFACE
CRT DISPLAY SURFACE = TBD*

09.2.1.006.00*
OBSERVE X-HAIRC CURSOR POSITION RELATIVE TO CP
RADAR CURSORS = TBD*
OBSERVE
CRT DISPLAY SURFACE
CRT DISPLAY SURFACE = OBSERVED*
09.2.1.007.00*

**SET FLR SELECT ROTARY SWITCH TO 'GND VEL'**

- CRT DISPLAY SURFACE = EXPANDED
- MODE SWITCH-RADAR SET
- MODE SWITCH-RADAR SET = GND VEL*
- AND CRT DISPLAY SURFACE = EXPANDED

09.2.1.008.00*

**DEPRESS UPDT QUAL PUSHBUTTON SWITCH ON NAV CORR PANEL**

- UPDATE QUALITY SELECTOR = TBD*
- DEPRESS
- UPDATE QUALITY SELECTOR
- UPDATE QUALITY SELECTOR = TBD*

09.2.1.009.00*

**SET NARROW SECTOR SCAN ON FLR WITH TRACKING HDLF PUSHBUTTON**

- CRT DISPLAY SURFACE = NARROW SECT SCAN*
- DEPRESS
- SECTOR SWITCH
- CRT DISPLAY SURFACE = NARROW SECT SCAN

09.2.1.010.00*

**POSITION X-HAIR CURSORS TO COINCIDE WITH CHECKPOINT**

- CRT DISPLAY SURFACE = TBD*
- POSITION
- ENABLE SWITCH
- X-HAIR CURSORS = POSITIONED
- AND CRT DISPLAY SURFACE = TBD

09.2.1.011.00*

**DEPRESS 'ENTER' ON NAV CORR PANEL TO INTEGRATE CP UPDATE**

- X-HAIR CURSORS
- AND CRT DISPLAY SURFACE = POSITIONED = TBD
- DEPRESS
- ENTER CONTROL
- IN UPDT INDICATOR = 'IN UPDT'*
09.2.1.012.00*

ADVERTISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE

COMMUNICATE
OSO INTERPHONE SWITCH
PILOT ICS
= OFF*

09.2.1.013.00*

OBSERVE AUTOPilot STEERING CORRECTION ON VSD

OSO ICS
= UPDATE COMPLETED

OBSERVE
VERTICAL SITUATION DISPLAY
VERTICAL SITUATION DISPLAY
= OBSERVED*

09.2.2.001.00*

MONITOR AND ADJUST SYSTEM AVIONICS

O/D

MONITOR-VISUAL

AVIONICS
AND C/T S CONTROL, DISPLAY PANEL
= CHECKED
= COMPLETED

09.2.2.002.00*

SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'*

CRT DISPLAY SURFACE
MODE SWITCH-RADAR SET
MODE SWITCH-RADAR SET
= HI-ALTIT CALIB.
= GND VEL

09.2.2.003.00*

DEPRESS TH 'ENBL' SW TO COMMAND FLR ANT TO MAX DNWD ANGLE*

DEPRESS
ANTENNA TILT INDICATOR
= 0

DEPRESS
ENABLE SWITCH
ANTENNA TILT INDICATOR
= -30
AND CRT DISPLAY SURFACE
= READY

09.2.2.004.00*

DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN

DEPRESS
RANGE CURSORS
= POSITIONED

RANGE CURSORS
= POSITIONED*
AND CRT DISPLAY SURFACE
= OBSERVED
09.2.2.005.00*
DETERMINE GRD RTN *COINCIDES* WITH SCHEDULED ELEV CALIB PT*
STEERING DISTANCE READOUT = TBD*
DETERMINE CRT DISPLAY SURFACE CRT DISPLAY SURFACE AND RANGE CURSORS = TBD*
= POSITIONED

09.2.2.006.00*
DEPRESS TH *ENBL* SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM
CRT DISPLAY SURFACE AND RANGE CURSORS = TBD*
= POSITIONED
DEPRESS ENABLE SWITCH RANGE CURSORS = COINCIDENT*

09.2.2.007.00*
NOTE HEADING DEVIATION OF FLIGHT PATH-CALIBRATION POINT RANGE CURSORS = TBD
OBSERVE RANGE CURSORS SYSTEM MALFUNCTION INDICATOR = TBD*

09.2.2.008.00*
MANIPULATE STICK, RUDDER TO ACCOMPLISH HEADING CHANGE ICS PANELS AND PILOTS RUDDER PEDALS AND PILOTS FLIGHT CONTROL STICK = TBD
= TBD
= TBD

ADJUST ICS PANELS PILOTS RUDDER PEDALS PILOTS FLIGHT CONTROL STICK = TBD
= TBD
= TBD

09.2.2.009.00*
DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTIT CALIBRATION* ALTIMETER-ELEVATION SELECTOR = *ELEV* -FLASHING
ALTIMETER-ELEVATION SELECTOR ALTIMETER-ELEVATION SELECTOR = *DALT*
09.2.2.010.00*
DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT

AIR-VEHICLE
AND STEERING TIME READOUT

DEPRESS
ALTITUDE-ELEVATION SELECTOR
ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY*

09.2.2.011.00*
EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR*

ELEVATION-DELTA ALTITUDE IND
ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

09.2.2.012.00*
SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'

ALTITUDE CALIBRATION SWITCH
IN UPDT INDICATOR = 'IN UPDT'

09.2.2.013.00*
NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE

IN UPDT INDICATOR = OFF*
AND ELEVATION-DELTA ALTITUDE IND = OFF

09.3.1.001.00*
OBSERVE PROGRAMMED SEQ NO IS A DOF ON SEQ NO DIGITAL READOUT

STEEERING SEQUENCE NUMBER
PRE-PLANNED DATA SHEET

OBSERVE
NUMBER IDENTIFIER-STEERING
AND STEERING SEQUENCE NUMBER

STEEERING SEQUENCE NUMBER
AND PRE-PLANNED DATA SHEET

= 'DOF'
= TBD*
= TBD
09.3.1.002.00*

**OBSERVE TTD READOUT ON STEERING TIME READOUT**

- STEERING TIME READOUT = TBD
- STEERING TIME READOUT
- STEERING TIME READOUT = TBD

09.3.1.003.00*

**DEPRESS ‘DEST’ LIGHTED PUSHBUTTON TO ACQUIRE X-HAIR CONTROL**

- DEPRESS
- DESTINATION X-HAIR CONTROL
- GRAVITY TARGETS X-HAIR CONTROL = ON
- AND CRT DISPLAY SURFACE = TBD

09.3.1.004.00*

**IDENTIFY INITIAL POINT-TARGET**

- DESTINATION X-HAIR CONTROL = ON
- CRT DISPLAY SURFACE
- CRT DISPLAY SURFACE = TBD

09.3.1.005.00*

**ADVISE PILOT IP-TARGET HAS BEEN ACQUIRED**

- CRT DISPLAY SURFACE = TBD
- OSO INTERPHONE SWITCH
- PILOT ICS = ACKNOWLEDGED

09.3.2.001.00*

**OBSERVE CURRENT SMWDPS SEQ NO IS A GRAVITY WEAPON RELEASE**

- NUMBER IDENTIFIER-STEERING = ‘TG’
- AND TYPE STORE INDICATOR = ‘BOMB’

09.3.2.002.00*

**DEPRESS ‘PRGM’ ON SMS TO DISPLAY FULL SMWDPS, THEN DPR ‘RDIS’**

- DEPRESS
- PRGM DATA CONTROL SWITCH
- R DIS SELECTOR PUSHBUTTON
- DISPLAY TUBE SURFACE = TBD
09.3.2.003.00*
DEPRESS "STAT" ON SMS TO DISPLAY FULL STATUS THEN DPR "LOTS"*

DEPRESS  
STAT DATA CONTROL SWITCH  
L DIS SELECTOR PUSHBUTTON  
DISPLAY TUBE SURFACE = TBD*

09.3.2.004.00*
DEPRESS BOMB DLVY SELECT LIGHTED SWITCH TO "AUTO"  
BOMB DELIVERY CONTROL = "MAN"  
DEPRESS  
BOMB DELIVERY CONTROL  
BOMB DELIVERY CONTROL = "AUTO"

09.3.2.005.00*
OBSERVE TTG INDICATOR ON PILOT STORES PANEL  
TIME-TO-GO READOUT > 0*

OBSERVE  
TIME-TO-GO READOUT  
SEQUENCE POINT READOUT = T  
AND TIME-TO-GO READOUT = TBD  
AND TIME TO GO-RANGE DISPLAY-PIL = TBD

09.3.2.006.00*
CHECK SELECTED STORE TYPE ON PILOT STORES PANEL  
TIME-TO-GO READOUT > 0

CHECK  
TYPE STORE INDICATOR  
TYPE STORE INDICATOR = "BOMB"

09.3.2.007.00*
IDENTIFY SELECTED GRAVITY STORE BAY LOCATION ON PLT SIRS PAN*  
TIME-TO-GO READOUT > 0

IDENTIFY  
BAY INDICATOR-FORWARD LIGHT  
BAY INDICATOR-INTMD LIGHT  
BAY INDICATOR-AFT LIGHT  
BAY INDICATOR-FORWARD LIGHT = FWD  
OR BAY INDICATOR-INTMD LIGHT = CTR  
OR BAY INDICATOR-AFT LIGHT = AFT
09.3.2.008.00*

OBSERVE THAT BOMB STEERING IS INITIATED

TIME-TO-GO READOUT > 0

STEERING MODE LEGEND-PILOT

STEERING MODE LEGEND-PILOT = 'BOMB'

09.3.2.009.00*

DEPRESS 'QAP 1' ON NAV PANEL, THEN IDENTIFY QAP ON FLR

DEPRESS OFFSET AIM POINT-1 CONTROL
OFFSET AIM POINT-1 CONTROL = ON*
AND CRT DISPLAY SURFACE = TBD

09.3.2.010.00*

DEPRESS 'QAP 2' ON NAV PANEL, THEN IDENTIFY QAP ON FLR

DEPRESS OFFSET AIM POINT-2 CONTROL
OFFSET AIM POINT-2 CONTROL = ON*
AND CRT DISPLAY SURFACE = TBD

09.3.2.011.00*

ADVISE PILOT OF REQUIRED STEERING CORRECTIONS*

X-HAIR CURSORS = POSITIONED*
AND CRT DISPLAY SURFACE = TBD

COMMUNICATE OSO INTERPHONE SWITCH
PILOT ICS = ACKNOWLEDGED

09.3.2.012.00*

POSITION X-HAIRS TO COINCIDE WITH QAP USING TRACKING HANDLE*

X-HAIR CURSORS = POSITIONED*
AND CRT DISPLAY SURFACE = TBD

POSITION ENABLE SWITCH
X-HAIR CURSORS = POSITIONED*
AND CRT DISPLAY SURFACE = TBD
09.3.2.013.00*

DEPRESS 'GAP 2' LIGHTED PUSHBUTTON ON NAV PANEL

X-HAIR CURSORS AND CRT DISPLAY SURFACE = POSITIONED
OFFSET AIM POINT-2 CONTROL
X-HAIR CURSORS AND CRT DISPLAY SURFACE = POSITIONED

09.3.2.014.00*

SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE*

CRT DISPLAY SURFACE = TBD*
SET RANGE SWITCH-FLR
RANGE SWITCH-FLR = TBD*

09.3.2.015.00*

SET FLR SELECT ROTARY SWITCH TO 'GND VEL'*

CRT DISPLAY SURFACE = EXPANDED
SET MODE SWITCH-RADAR SET
MODE SWITCH-RADAR SET = GND VEL*
AND CRT DISPLAY SURFACE = EXPANDED

09.3.2.016.00*

SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON*

CRT DISPLAY SURFACE = NARROW SECT SCAN*
DEPRESS SECTOR SWITCH
CRT DISPLAY SURFACE = NARROW SECT SCAN

09.3.2.017.00*

MONITOR TTG INDICATOR ON PILOT STORES PANEL

TIME-TO-GO READOUT AND STEERING TIME READOUT > 0*
MONITOR-VISUAL TIME-TO-GO READOUT
STEERING TIME READOUT
TIME-TO-GO READOUT = TBD*
AND STEERING TIME READOUT = TBD
09.3.2.018.00*
ADVISE PILOT TO INITIATE-INSURE PLANNED BOMBING ALTITUDE
CRT TUBE DISPLAY-PILOT = TBD*
COMMUNICATE
OSD INTERPHONE SWITCH
PILOT ICS = ACKNOWLEDGED

09.3.2.019.00*
DEPRESS AFCS INTRPT-DISENG SW ON STICK TO FIRST DETENT
CRT TUBE DISPLAY-PILOT = TBD*
DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = FIRST DETENT*

09.3.2.020.00*
TRACK WITH CONTROL STICK TO ATTAIN DESIRED BOMBING ALTITUDE
CRT TUBE DISPLAY-PILOT = TBD
TRACK
PILOTS FLIGHT CONTROL STICK
AVVI-PILOT = TBD
AND PILOT AFCS INTRPT-DISENG CNTRL = RELEASED

09.3.2.021.00*
CHECK A-V FLT CONDITS ARE WITHIN SAFE WEAPON REL LIMITS
TIME-TO-GO READOUT > 0*
CHECK
STEERING COMMAND SYMBOL-PIL
STEERING COMMAND SYMBOL-PIL = ON-STEADY

09.3.2.022.00*
OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS*
AND FWD BAY DOOR CONTROL
BAY DOOR STATUS INDICATORS = FLASHING*
AND FWD BAY DOOR CONTROL
BAY DOOR STATUS INDICATORS = 'FULL'*
AND FWD BAY DOOR CONTROL
BAY DOOR STATUS INDICATORS = 'FULL'

09.3.2.023.00*
CHECK GRAVITY STORE RELEASE, USING VSD, PLT ST, ST DEL PANS
CHECK

P/O
09.3.2.023.01*
CHECK GRAVITY STORE RELEASE USING VSD AND PILOT STORES PANEL

TIME-TO-GO READOUT = 0*
AND STORES AWAY INDICATOR = 'AWAY'
AND STEERING MODE LEGEND-PILOT = 'BOMB'-FLASHING

CHECK

TIME-TO-GO READOUT
STORES AWAY INDICATOR
STEERING MODE LEGEND-PILOT

STORES AWAY INDICATOR = OFF*
AND STEERING MODE LEGEND-PILOT = 'BOMB'-STEADY
OR STEERING MODE LEGEND-PILOT = OFF

09.3.2.023.02*
CHECK GRAVITY STORE RELEASE USING STORES DELIVERY PANELS

RELEASE SIGNAL ANNUNCIATOR = 'REL SIG'**
AND AWAY ANNUNCIATOR = 'AWAY'

CHECK

RELEASE SIGNAL ANNUNCIATOR
AWAY ANNUNCIATOR

RELEASE SIGNAL ANNUNCIATOR = OFF*
AND AWAY ANNUNCIATOR = OFF

09.3.2.024.00*
NOTIFY P OSO DSO SHOCK ARRIVAL IS IMMINENT

CLOCK-COPILOT = TBD*

COMMUNICATE

PUSH-TO-TALK SWITCH-COPILOT

PILOT ICS AND OSO ICS
AND OSO ICS

= ACKNOWLEDGED
= ACKNOWLEDGED
= ACKNOWLEDGED

10.1.1.001.00*
SET POWER-SET-TEST CONTROL KNOB ON RADAR ALTIMETER TO '1000'**

CHECKLIST = SEQUENCE

SET

POWER-SET-TEST CONTROL KNOB
VARIABLE ALTITUDE INDEX MARKER = 1000*

10.1.1.002.00*
SET TFR RANGE ROTARY CONTROL TO 'E'**

CHECKLIST = SEQUENCE

SET

RANGE SWITCH-TF
RANGE SWITCH-TF = E
10.1.1.003.00*

SET RIDE COAXIAL CONTROL TO "HARD"

CHECKLIST = SEQUENCE
RIDE SELECT SWITCH
RIDE SELECT SWITCH = HARD

10.1.1.004.00*

SET VOL COAXIAL CONTROL TO DESIRED AURAL COMMAND VOLUME

CHECKLIST = SEQUENCE
VOL ROTARY KNOB
VOL ROTARY KNOB = TBD

10.1.1.005.00*

SET CLEARANCE ROTARY CONTROL TO "500"

CHECKLIST = SEQUENCE
CLEARANCE SELECT SWITCH
CLEARANCE SELECT SWITCH = 500

10.1.1.006.00*

OBSERVE 'TER FLW' SWITCHLIGHT ON AFCS PANEL IS "WHITE"

CHECKLIST = SEQUENCE
COPILOTS TER FLWG PUSHBUTTON
COPILOTS TER FLWG PUSHBUTTON = 'TER FLW'-W

10.1.1.007.00*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

TF INDICATOR SCREEN = TBD
DEPRESS PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT

10.1.1.008.00*

DEPRESS AND HOLD TEST PB ON RDR ALT CONTROL PANEL

PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT
DEPRESS TEST PUSHBUTTON
LOW ALT FLYUP EM INDICATOR = 'TEST'
10.1.1.009.00*

SET ALT REF-TER FLW MODE SW ON FLT DIR PANELS TO 'TER FLW'

CHECKLIST = SEQUENCE

SET
ALT REF-TER FLW SW-PILOT
ALT REF-TER FLW SW-COPILOT
ALT REF-TER FLW SW-PILOT = TER FLW
AND ALT REF-TER FLW SW-COPILOT = TER FLW

10.1.1.010.00*

SET R TER MODE SELECT SWITCH TO 'TF'

CHECKLIST = SEQUENCE

SET
TFR MODE SWITCH-RIGHT
TFR MODE SWITCH-RIGHT = TF
AND CO-PILOT ICS
AND CO-PILOT ICS = CLIMB TONE

10.1.1.011.00*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

CHECKLIST = SEQUENCE

MONITOR-VISUAL
STEERING COMMAND SYMBOL = TBD
VERTICAL STEERING POINTER = TBD
TER FLW WARNING LIGHT = 'TER FLW'

10.1.1.012.00*

DEPRESS L AND R CHANNEL PB TO CHECK TFR 'FAIL' LAMPS

CHECKLIST = SEQUENCE

DEPRESS
FAIL INDICATOR-LEFT
FAIL INDICATOR-RIGHT
FAIL INDICATOR-LEFT = ON
AND FAIL INDICATOR-RIGHT = ON

10.1.1.013.00*

DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

CHECKLIST = SEQUENCE

DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = RELEASED
AND AIR-VEHICLE
AND AIR-VEHICLE = FLY-UP
10.1.1.014.00*
DEPRESS AFCS PITCH INTERRUP TRIGGER SW ON STICK TO 1ST DET
TF INDICATOR SCREEN = TBD
DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL 1ST DETENT AND AIR-VEHICLE = FLY-UP

10.1.1.015.00*
SET R TFR MODE SELECT SWITCH TO 'STBY'
CHECKLIST = SEQUENCE
SET
TFR MODE SWITCH-RIGHT
TFR MODE SWITCH-RIGHT = STBY

10.1.1.016.00*
SET L TFR MODE SELECT SWITCH TO 'TF'
CHECKLIST = SEQUENCE
SET
TFR MODE SWITCH-LEFT
TFR MODE SWITCH-LEFT = TF

10.1.1.017.00*
DEPRESS AND HOLD TEST PB ON RDR ALTMT CONTROL PANEL
CHECKLIST = SEQUENCE
DEPRESS
TEST PUSHBUTTON
LOW ALT FLYUP EM INDICATOR = 'FAIL'

10.1.1.018.00*
SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS
CHECKLIST = SEQUENCE
MONITOR-VISUAL
STEERING COMMAND SYMBOL
VERTICAL STEERING POINTER
TER FLW WARNING LIGHT
STEERING COMMAND SYMBOL = TBD
AND VERTICAL STEERING POINTER = TBD
AND TER FLW WARNING LIGHT = 'TER FLW'
10.1.1.019.00*
DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

CHECKLIST = SEQUENCE

DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = RELEASED AND AIR-VEHICLE = FLY-UP

10.1.1.020.00*
DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET

DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = 1ST DETENT

10.1.1.021.00*
SET CLEARANCE ROTARY SWITCH ON RDR SET CONTROL TO "300"

SET
CHECKLIST = SEQUENCE
CLEARANCE SELECT SWITCH
CLEARANCE SELECT SWITCH = 300

10.1.1.022.00*
DEPRESS AFCS "TER FLW" SWITCHLIGHT TO ENGAGE AFCS

DEPRESS
PILOTS TER FLWG PUSHBUTTON
PILOTS TER FLWG PUSHBUTTON = "TER FLW"-G

10.1.1.023.00*
SCAN TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS*

PILOTS TER FLWG PUSHBUTTON = "TER FLW"-G

10.1.1.023.01*
SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

PILOTS TER FLWG PUSHBUTTON = "TER FLW"-G
MONITOR-VISUAL
STEERING COMMAND SYMBOL = TBD
VERTICAL STEERING POINTER = TBD
TER FLW WARNING LIGHT = "TER FLW"
10.1.1.023.02*  
SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATION  
PILOTS TER FLWG PUSHBUTTON = 'TER FLW'-G  
MONITOR-VISUAL  
LOW ALT FLYUP EM INDICATOR  
LOW ALT FLYUP EM INDICATOR = 'FAIL'  
10.1.1.023.03*  
MONITOR AURAL TONE FOR PROPER SIGNAL  
PILOTS TER FLWG PUSHBUTTON = 'TER FLW'-G  
MONITOR-AUDITORY  
PILOT ICS  
CO-PILOT ICS  
PILOT ICS  
AND CO-PILOT ICS = DIVE TONE  
AND CO-PILOT ICS = DIVE TONE  
10.1.1.024.00*  
DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK  
LOW ALT FLYUP EM INDICATOR = 'FAIL'  
AND PILOT ICS = DIVE TONE  
AND CO-PILOT ICS = DIVE TONE  
DEPRESS  
PILOT AFCS INTRPT-DISENG CNTRL  
PILOT AFCS INTRPT-DISENG CNTRL= RELEASED  
AND AIR-VEHICLE  
AND AIR-VEHICLE = DIVE  
10.1.1.025.00*  
DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET  
PILOT AFCS INTRPT-DISENG CNTRL= RELEASED  
AND AIR-VEHICLE = DIVE  
DEPRESS  
PILOT AFCS INTRPT-DISENG CNTRL  
PILOT AFCS INTRPT-DISENG CNTRL= 1ST DETENT  
AND AIR-VEHICLE = DIVE  
10.1.1.026.00*  
SET TFR MODE SELECT SWITCH TO 'STBY'  
CHECKLIST = SEQUENCE  
SET  
TFR MODE SWITCH-LEFT  
TFR MODE SWITCH-LEFT = STBY
10.1.1.027.00*

**SET R TFR MODE SELECT SWITCH TO "TF"**

TFR MODE SWITCH-LEFT = STBY
TFR MODE SWITCH-RIGHT = TF

10.1.1.028.00*

**SCAN TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS**

TFR MODE SWITCH-RIGHT = TF

10.1.1.028.01*

**SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS**

TFR MODE SWITCH-RIGHT = TF
MONITOR-VISUAL

STEERING COMMAND SYMBOL
VERITICAL STEERING POINTER
TER FLW WARNING LIGHT

STEERING COMMAND SYMBOL = TBD
AND VERTICAL STEERING POINTER = TBD
AND TER FLW WARNING LIGHT = 'TER FLW'

10.1.1.028.02*

**SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATION**

TFR MODE SWITCH-RIGHT = TF
MONITOR-VISUAL

LOW ALT FLYUP EM INDICATOR = 'FAIL'

10.1.1.028.03*

**MONITOR AURAL TONE FOR PROPER SIGNAL**

TFR MODE SWITCH-RIGHT = TF
MONITOR-AUDITORY

PILOT ICS
CO-PILOT ICS

PILOT ICS = DIVE TONE
AND CO-PILOT ICS = DIVE TONE
10.1.1.029.00*
DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK

LOW ALT FLYUP EM INDICATOR = 'FAIL'
AND PILOT ICS
AND CO-PILOT ICS
= DIVE TONE
= DIVE TONE

DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = RELEASED
AND AIR-VEHICLE
= DIVE

10.1.1.030.00*
DEPRESS AFCS PITCH INTURPT TRIGGER SW ON STICK TO 1ST DET

PILOT AFCS INTRPT-DISENG CNTRL = RELEASED
AND AIR-VEHICLE
= DIVE

DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = 1ST DETENT
AND AIR-VEHICLE
= DIVE

10.1.1.031.00*
RELEASE TEST PUSHBUTTON ON BDR ALTM CONTROL PANEL

AIR-VEHICLE
= DIVE
TEST PUSHBUTTON
LOW ALT FLYUP EM INDICATOR
= 'OFF'

10.1.1.032.00*
DEPRESS AFCS 'TER-FLW' SWITCHLIGHT TO DISENGAGE AFCS

CHECKLIST
= SEQUENCE
PILOTS TER FLWG PUSHBUTTON
= 'TER FLW'-W

10.1.1.033.00*
SET CLEARANCE ROTARY CONTROL TO '1000'

CHECKLIST
= SEQUENCE
CLEARANCE SELECT SWITCH
CLEARANCE SELECT SWITCH
= 1000
10.1.1.034.00*

**SET AUTO LTDN LEVER-LOCKED TOGGLE SWITCH TO 'ENBL'**

**CHECKLIST**

- AUTO LTDN ENBL SWITCH
- AUTO LTDN ENBL SWITCH = ENBL

10.1.1.035.00*

**DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET**

**T/F INDICATOR SCREEN** = TBD

**DEPRESS**

- PILOT AFCS INTRPT-DISENG CNTRL
- PILOT AFCS INTRPT-DISENG CNTRL = 1ST DETENT

10.1.1.036.00*

**SET R TFR MODE SELECT SWITCH TO 'STBY'**

**CHECKLIST**

- TFR MODE SWITCH-RIGHT
- TFR MODE SWITCH-RIGHT = STBY

10.1.1.037.00*

**SET L TFR MODE SELECT SWITCH TO 'TF'**

**CHECKLIST**

- TFR MODE SWITCH-LEFT
- TFR MODE SWITCH-LEFT = TF

10.1.1.038.00*

**DEPRESS AND HOLD TEST PB ON RDR ALTM CONTROL PANEL**

- TFR MODE SWITCH-LEFT = TF
- TEST PUSHBUTTON
- LOW ALT FLYUP EM INDICATOR = 'FAIL'

10.1.1.039.00*

**MONITOR TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATIONS**

- LOW ALT FLYUP EM INDICATOR = 'FAIL'
10.1.1.039.01*

**SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS**

- **LOW ALT FLYUP EM INDICATOR** = 'FAIL'
- **STEREING COMMAND SYMBOL**
- **VERTICAL STEERING POINTER**
- **TER FLW WARNING LIGHT**
  - **STEREING COMMAND SYMBOL** = -8
  - **VERTICAL STEERING POINTER** = -8
  - **TER FLW WARNING LIGHT** = 'TER FLW'

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10.1.1.039.02*

**SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS**

- **LOW ALT FLYUP EM INDICATOR** = 'FAIL'
- **FAIL INDICATOR-LEFT**
- **FAIL INDICATOR-RIGHT**
  - **FAIL INDICATOR-LEFT** = OFF
  - **FAIL INDICATOR-RIGHT** = OFF

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10.1.1.039.03*

**MONITOR AURAL TONE FOR PROPER SIGNAL**

- **LOW ALT FLYUP EM INDICATOR** = 'FAIL'
- **PILOT ICS**
- **CO-PILOT ICS**
  - **PILOT ICS** = DIVE TONE
  - **CO-PILOT ICS** = DIVE TONE

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10.1.1.040.00*

**DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK**

- **LOW ALT FLYUP EM INDICATOR** = 'FAIL'
- **PILOT ICS**
- **CO-PILOT ICS**
  - **PILOT ICS** = DIVE TONE
  - **CO-PILOT ICS** = DIVE TONE

**DEPRESS**

- **PILOT AFCS INTRPT-DISENG CNTRL**
  - **PILOT AFCS INTRPT-DISENG CNTRL** = RELEASED
  - **AND AIR-VEHICLE** = DIVE
10.1.1.041.06*

**TRACK WITH FLT CONTROLS TO INITIATE BANK AT > 2 DEG PER SEC**

PILOT AFCS INTRPT-DISENG CNTRL= RELEASED
AND AIR-VEHICLE = DIVE

PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS
ROLL SCALE-PILOT

10.1.1.042.00*

**MONITOR TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATION**

ROLL SCALE-PILOT

10.1.1.042.01*

**SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS**

ROLL SCALE-PILOT

MONITOR-VISUAL

STEERING COMMAND SYMBOL
VERTICAL STEERING POINTER

STEERING COMMAND SYMBOL = CLIMB
AND VERTICAL STEERING POINTER = CLIMB

10.1.1.042.02*

**SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS**

ROLL SCALE-PILOT

MONITOR-VISUAL

FAIL INDICATOR-LEFT
FAIL INDICATOR-RIGHT
TFR TURN G-LIMIT CAUTION LT

FAIL INDICATOR-LEFT = ON
AND FAIL INDICATOR-RIGHT = ON
AND TFR TURN G-LIMIT CAUTION LT = °TFR TURN G-LIMI

10.1.1.042.03*

**MONITOR AURAL TONE FOR PROPER SIGNAL**

ROLL SCALE-PILOT

MONITOR-AUDITORY

PILOT ICS
CO-PILOT ICS

PILOT ICS
AND CO-PILOT ICS

= CLIMB TONE

= CLIMB TONE
10.1.1.043.00*

**DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET**

- TF INDICATOR SCREEN = TBD
- DEPRESS PILOT AFCS INTRPT-DISENG CNTRL
- PILOT AFCS INTRPT-DISENG CNTRL = 1ST DETENT AND AIR-VEHICLE = FLY-UP

10.1.1.044.00*

**TRACK WITH FLT CONTROLS TO RETURN A-V TO WINGS LEVEL FLIGHT**

- AIR-VEHICLE = FLY-UP
- TRACK PILOTS FLIGHT CONTROL STICK
- PILOTS RUDDER PEDALS
- ROLL SCALE-PILOT = 0

10.1.1.045.00*

**MONITOR VISUAL DISPLAYS FOR PROPER CONFIGURATION**

- ROLL SCALE-PILOT = 0
- MONITOR VISUAL
- FAIL INDICATOR-LEFT
- FAIL INDICATOR-RIGHT
- TFR TURN G-LIMIT CAUTION LT

- FAIL INDICATOR-LEFT = ON
- AND FAIL INDICATOR-RIGHT = OFF
- AND TFR TURN G-LIMIT CAUTION LT = OFF

10.1.1.046.00*

**TRACK WITH FLT CONTROLS TO INITIATE BANK AT > 2 DEG PER SEC**

- FAIL INDICATOR-LEFT = ON
- AND FAIL INDICATOR-RIGHT = OFF
- AND TFR TURN G-LIMIT CAUTION LT = OFF

- TRACK PILOTS FLIGHT CONTROL STICK
- PILOTS RUDDER PEDALS
- ROLL SCALE-PILOT > 45

10.1.1.047.00*

**MONITOR TF VISUAL & AURAL DISPLAYS FOR PROPER CONFIGURATION**

- ROLL SCALE-PILOT > 45
10.1.1.047.01*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

ROLL SCALE-PILOT > 45
MONITOR-VISUAL
STEERING COMMAND SYMBOL
VERTICAL STEERING_POINTER
STEERING COMMAND SYMBOL = CLIMB
AND VERTICAL STEERING_POINTER = CLIMB

10.1.1.047.02*

SCAN FOR PROPER TF VISUAL DISPLAY CONFIGURATIONS

ROLL SCALE-PILOT > 45
MONITOR-VISUAL
FAIL INDICATOR-LEFT
FAIL INDICATOR-RIGHT
TFR TURN G-LIMIT CAUTION LT
FAIL INDICATOR-LEFT = ON
AND FAIL INDICATOR-RIGHT = ON
AND TFR TURN G-LIMIT CAUTION LT = 1FTR TURN G-LIMIT

10.1.1.047.03*

MONITOR AURAL TONE FOR PROPER SIGNAL

ROLL SCALE-PILOT > 45
MONITOR-AUDITORY
PILOT ICS
CO-PILOT ICS
PILOT ICS = CLIMB TONE
AND CO-PILOT ICS = CLIMB TONE

10.1.1.048.00*

DEPRESS AFCS PITCH INTERRUPT TRIGGER SW ON STICK TO 1ST DET
TF INDICATOR SCREEN = TBD
DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = 1ST DETENT
AND AIR-VEHICLE = FLY-UP

10.1.1.049.00*

TRACK WITH FLT CONTROLS TO RETURN A-V TO WINGS LEVEL FLIGHT
AIR-VEHICLE = FLY-UP
TRACK
PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS
ROLL SCALE-PILOT = 0
10.1.1.050.00*

MONITOR VISUAL DISPLAYS FOR PROPER CONFIGURATION

ROLL SCALE-PILOT = 0

MONITOR-VISUAL
FAIL INDICATOR-LEFT
FAIL INDICATOR-RIGHT
TFR TURN G-LIMIT CAUTION LT

FAIL INDICATOR-LEFT = ON
AND FAIL INDICATOR-RIGHT = OFF
AND TFR TURN G-LIMIT CAUTION LT = OFF

10.1.1.051.00*

SET L TFR MODE SELECT SWITCH TO 'STBY'

CHECKLIST = SEQUENCE
TFR MODE SWITCH-LEFT
TFR MODE SWITCH-LEFT = STBY

10.1.1.052.00*

SET L TFR MODE SELECT SWITCH TO 'TF'

CHECKLIST = SEQUENCE
TFR MODE SWITCH-LEFT
TFR MODE SWITCH-LEFT = TF
AND FAIL INDICATOR-LEFT = ON

10.1.1.053.00*

SET L TFR MODE SELECT SWITCH TO 'STBY'

CHECKLIST = SEQUENCE
TFR MODE SWITCH-LEFT
TFR MODE SWITCH-LEFT = STBY

10.1.1.054.00*

SET R TFR MODE SELECT SWITCH TO 'TF'

TFR MODE SWITCH-LEFT = STBY
TFR MODE SWITCH-RIGHT = TF

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SET 1 TFR MODE SELECT SWITCH TO 'TF'

CHECKLIST = SEQUENCE

TFR MODE SWITCH-LEFT
AND TFR MODE SWITCH-LEFT = TF
AND FAIL INDICATOR-LEFT = ON

10.1.1.056.00*  
MONITOR TF RADAR CONTROL 'FAIL' ANNUNCIATOR LIGHTS

TFR MODE SWITCH-LEFT = TF
AND TFR MODE SWITCH-RIGHT = TF
FAIL INDICATOR-LEFT = OFF
AND FAIL INDICATOR-RIGHT = OFF

10.1.1.057.00*  
DEPRESS TO RELEASE AFCS PITCH INTERRUPT TRIGGER SW ON STICK*

FAIL INDICATOR-LEFT = OFF
AND FAIL INDICATOR-RIGHT = OFF

DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL= RELEASED

10.1.2.001.00*  
SET FLR FUNCTION SWITCH TO 'XMIT'*

CHECKLIST = SEQUENCE

MODE SWITCH-RADAR SET-2
MODE SWITCH-RADAR SET-2 = XMIT

10.1.2.002.00*  
SET BOTH FLT DIR MODE SELECT SWITCHES TO 'NAV'*

CHECKLIST = SEQUENCE
10.1.2.002.01*

SET FLT DIR SWS TO *NAV* AND MONITOR VSD, SADI & HSI

CHECKLIST = SEQUENCE

SET
FLT DIR MODE SWITCH-PILOT
FLT DIR MODE SWITCH-COPILOT
FLT DIR MODE SWITCH-PILOT = NAV
AND FLT DIR MODE SWITCH-COPILOT = NAV
AND STEERING COMMAND SYMBOL = TBD

10.1.2.002.02*

SET FLT DIR SWS TO *NAV* AND MONITOR VSD, SADI & HSI

CHECKLIST = SEQUENCE

SET
FLT DIR MODE SWITCH-PILOT
FLT DIR MODE SWITCH-COPILOT
COURSE DEVIATION BAR-PILOT = TBD
AND COURSE DEVIATION BAR-COPILOT = TBD
AND VERTICAL STEERING POINTER = TBD

10.1.2.003.00*

SET BOTH FLT DIR PANEL TOGGLE SWITCHES TO *TER FLW**

CHECKLIST = SEQUENCE

SET
ALT REF-TER FLW SW-PILOT
ALT REF-TER FLW SW-COPILOT
ALT REF-TER FLW SWITCH = TER FLW
AND STEERING COMMAND SYMBOL = TBD
AND HORIZONTAL STEERING POINTER = TBD

10.1.2.004.00*

CHECK RDR ALTM POWER-SET-TEST KNOB IS SET TO *1000**

CHECKLIST = SEQUENCE

CHECK
POWER-SET-TEST CONTROL KNOB
VARIABLE ALTITUDE INDEX MARKER= 1000

10.1.2.005.00*

SET IR POD CONTROL TO *VV*

CHECKLIST = SEQUENCE

SET
IR POD CONTROL
IR POD CONTROL = VV
10.1.2.008.01*

**ADJUST SYMBOL BRIGHTNESS AND CONTRAST ON VSD**

- CRT TUBE DISPLAYS \(\neq\) TBD
- SYMBOL BRIGHTNESS CONTROL
- SENSOR CONTRAST CONTROL
- SYMBOL BRIGHTNESS CONTROL \(=\) TBD
- AND SENSOR CONTRAST CONTROL \(=\) TBD
- AND CRT TUBE DISPLAYS \(=\) TBD

10.1.2.008.02*

**ADJUST DECLUTTER AND SENSOR BRIGHTNESS CONTROLS ON VSD**

- CRT TUBE DISPLAYS \(\neq\) TBD
- DISPLAY SWITCH
- SENSOR BRIGHTNESS CONTROL
- DISPLAY SWITCH \(=\) TBD
- AND SENSOR BRIGHTNESS CONTROL \(=\) TBD
- AND CRT TUBE DISPLAYS \(=\) TBD

10.1.2.009.00*

**SET MODE SELECTOR SWITCH ON VSD TO 'IR'**

- CHECKLIST = SEQUENCE
- MODE SELECT SWITCH-PILOT
- MODE SELECT SWITCH-COPILOT
- MODE SELECT SWITCH-PILOT \(=\) IR
- AND MODE SELECT SWITCH-COPILOT \(=\) IR

10.1.2.010.00*

**MONITOR BOTH VSD DISPLAYS**

- VSD-PILOT \(\neq\) TBD*
- AND VSD-COPILOT \(\neq\) TBD*
- VSD-PILOT \(=\) TBD
- AND VSD-COPILOT \(=\) TBD

10.1.2.011.00*

**ADJUST BRIGHTNESS, CONTRAST, CLUTTER & DECLUTTER KNobs**
10.1.2.011.01* 

**ADJUST SYMBOL BRIGHTNESS AND CONTRAST ON VSD**

ADJUST CRT TUBE DISPLAYS

| SYMBOL BRIGHTNESS CONTROL | = TBD |
| AND SENSOR CONTRAST CONTROL | = TBD |
| AND CRT TUBE DISPLAYS | = TBD |

10.1.2.011.02*

**ADJUST DECLUTTER AND SENSOR BRIGHTNESS CONTROLS ON VSD**

ADJUST DISPLAY SWITCH

| SENSOR BRIGHTNESS CONTROL | = TBD |
| AND SENSOR BRIGHTNESS CONTROL | = TBD |
| AND CRT TUBE DISPLAYS | = TBD |

10.2.1.001.00*

**POSITION THROTTLES TO TBD POWER LEVEL**

PUSH CONTROL STICK FORWARD

| PITCH SCALE—PILOT | = TBD* |
| PILOTS FLIGHT CONTROL STICK |
| PITCH SCALE—PILOT | = TBD* |

10.2.1.002.00*

**ADJUST PITCH TRIM**

| PROPRIOCEPTION | = ABOVE NORMAL* |
| PLT TRIM SW (ON CONTR STICK) | |
| PROPRIOCEPTION | = REDUCED* |
10.2.1.004.00*

**ADJUST THROTTLES AND-OR SPEEDBRAKE AS REQUIRED**

- ADJUST PRIMARY THROTTLE LEVERS - PI
- ALT RATE FIXED SCALE - PI = TBD*

10.2.1.005.00*

**MONITOR HSI FOR HEADING DEVIATIONS**

- ALT RATE FIXED SCALE - PI = TBD
- NAV BEARING POINTER - PILOT
- NAV BEARING POINTER - COPILOT
- NAV BEARING POINTER - PILOT = TBD*
- NAV BEARING POINTER - COPILOT = TBD

10.2.1.006.00*

**TRACK WITH FLT CONTROLS TO CORRECT HEADING ERROR**

- NAV BEARING POINTER - PILOT = TBD
- PILOTS FLIGHT CONTROL STICK
- PILOTS RUDDER PEDALS
- COMMAND HEADING SYMBOL - PILOT = TBD*

10.2.1.007.00*

**ADJUST WING SWEEP CONTROL TO SET ANGLE OF WINGS**

- WING SWEEP POSITION INDICATOR = TBD*
- PILOTS WING SWEEP HANDLE
- WING SWEEP POSITION INDICATOR = TBD*

10.2.2.001.00*

**MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN**

- SEQUENCE NUMBER
- SEQUENCE NUMBER IDENTIFIER
- PRESENT POSITION ALTITUDE
- SEQUENCE NUMBER = TBD
- AND SEQUENCE NUMBER IDENTIFIER = TBD
- AND PRESENT POSITION ALTITUDE = TBD
10.2.2.001.02*

**MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN**

**MONITOR-VISUAL**

ATTITUDE DIRECTOR INDICATOR
BEARING-DISTANCE-HEADING IND
Airspeed-Altitude Indicator
ATTITUDE DIRECTOR INDICATOR = TBD
AND BEARING-DISTANCE-HEADING IND = TBD
AND AIRSPEED-ALTITUDE INDICATOR = TBD

10.2.2.001.03*

**MONITOR PRESENT POSITION PARAMETERS DURING LETDOWN**

**MONITOR-VISUAL**

GROUND TRACK READOUT
GROUND SPEED READOUT
TRUE HEADING READOUT
GROUND TRACK READOUT = TBD
AND GROUND SPEED READOUT = TBD
AND TRUE HEADING READOUT = TBD

10.2.2.002.00*

**MONITOR STEERING BAR ON HSI**

COURSE DEVIATION BAR-PILOT = TBD*
AND COURSE DEVIATION BAR-COPILOT = TBD

**MONITOR-VISUAL**

COURSE DEVIATION BAR-PILOT
COURSE DEVIATION BAR-COPILOT
COURSE DEVIATION BAR-PILOT = TBD*
AND COURSE DEVIATION BAR-COPILOT = TBD

10.2.2.003.00*

**TRACK WITH FLT CONTROLS, AS REQUIRED, TO MANEUVER A-V**

COURSE DEVIATION BAR-PILOT = TBD*

**MONITOR-VISUAL**

PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS
COURSE DEVIATION BAR-PILOT = TBD*

10.2.3.001.00*

**MONITOR RADAR ALTIMETER LOCK-ON AT 5000 FEET ALTITUDE**

Radar Altimeter Indicator = 5000*

**MONITOR-VISUAL**

Radar Altimeter Indicator
OFF FLAG
AUTO LDTN ENBL SWITCH
OFF FLAG = NO FLAG*
AND AUTO LDTN ENBL SWITCH = OFF
AND STEERING COMMAND SYMBOL-PIL = -10
10.2.3.002.00*

MONITOR X-CHECK ALTITUDE INDICATORS

CHECKLIST = SEQUENCE

MONITOR VISUAL

RADAR ALTIMETER INDICATOR SENSITIVE ALT SCALE MKR-PIL STANDBY ALTIMETER

RADAR ALTIMETER INDICATOR AND SENSITIVE ALT SCALE MKR-PIL AND STANDBY ALTIMETER = TBD*

10.2.3.003.00*

MONITOR VISUAL

TF INDICATOR SCREEN = TBD*

10.2.3.004.00*

MONITOR-X-CHECK ALTITUDE INDICATORS

CHECKLIST = SEQUENCE

MONITOR VISUAL

PRESENT POSITION ALTITUDE

PRESENT POSITION ALTITUDE = TBD

10.2.3.005.00*

TRACK WITH CONTROL STICK TO LEVEL-OFF AT 1000 FEET AGL

AIR-VEHICLE > 1000*

TRACK PILOTS FLIGHT CONTROL STICK MOVING POINTER

SENSITIVE ALT SCALE MKR-PIL = TBD* AND AIR-VEHICLE = 1000

10.2.3.007.00*

MONITOR VISUAL

AIRSPEED DISPLAY-PILOT

AIRSPEED DISPLAY-PILOT = TBD
10.2.4.001.00*

SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO *GND VEL*

CRT DISPLAY SURFACE = LOW-ALTIT CALIB

SET

MODE SWITCH-RADAR SET

MODE SWITCH-RADAR SET = GND VEL

10.2.4.002.00*

DEPRESS TH *ENBL* SW TO COMMAND FLR ANT TO MAX DNWD ANGLE

ANTENNA TILT INDICATOR = 0

DEPRESS ENABLE SWITCH

ANTENNA TILT INDICATOR = -30

AND CRT DISPLAY SURFACE = READY

10.2.4.003.00*

DEPRESS TH *ENBL* SW TO POSITION RNG CURS ON NEAREST RETURN*

RANGE CURSORS = POSITIONED

DEPRESS ENABLE SWITCH

RANGE CURSORS = POSITIONED*

AND CRT DISPLAY SURFACE = OBSERVED

10.2.4.004.00*

DETERMINE GRD RTN *COINCIDES* WITH SCHEDULED ELEV CALIB PT*

STEERING DISTANCE READOUT = TBD*

DETERMINE

CRT DISPLAY SURFACE

CRT DISPLAY SURFACE = TBD*

AND RANGE CURSORS = POSITIONED

10.2.4.005.00*

DEPRESS TH *ENBL* SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM

CRT DISPLAY SURFACE

AND RANGE CURSORS = TBD

DEPRESS ENABLE SWITCH

RANGE CURSORS = COINCIDENT*
10.2.4.006.00

DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTIT CALIBRATION

ALTITUDE-ELEVATION SELECTOR = 'ELEV'-FLASHING

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = 'DALT'*

10.2.4.007.00

DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT

AIR-VEHICLE

AND STEERING TIME READOUT

DEPRESS

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY*

10.2.4.008.00

EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR

ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY

ELEVATION-DELTA ALTITUDE IND

ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

10.2.4.009.00

SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'

ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

SET

ALTITUDE CALIBRATION SWITCH

IN UPDT INDICATOR = 'IN UPDT'

10.2.4.010.00

NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE

IN UPDT INDICATOR = OFF*

AND ELEVATION-DELTA ALTITUDE IND = OFF

OBSERVE

ALTITUDE-ELEVATION SELECTOR

ALTITUDE-ELEVATION SELECTOR = OFF
**10.2.4.011.00***

**SET TRUE ALTITUDE (MSL) IN PRESSURE ALTIMETERS**

- Checklist = Sequence
  - AVVI-PILOT
  - AVVI-COPILOT
  - BAROMETRIC SETTING KNOB
  - AVVI-PILOT AND AVVI-COPILOT AND BAROMETRIC SETTING KNOB = TBD

**10.2.5.001.00***

**PERFORM CREW STATION CHECKS***

- Checklist = Sequence
  - CHECKLIST
  - AND FLIGHT LOG = COMPLETED
  = RECORDED

**11.1.1.001.00***

**SET MODE ON VSD TO FLIR***

- Checklist = Sequence
  - SET MODE ON VSD TO FLIR
  - MODE SELECT SWITCH-PILOT
  - MODE SELECT SWITCH-PILOT = IR

**11.1.1.001.01***

**SET MODE ON VSD TO FLIR***

- Checklist = Sequence
  - SET MODE ON VSD TO FLIR
  - MODE SELECT SWITCH-PILOT
  - MODE SELECT SWITCH-PILOT = IR

**11.1.1.001.02***

**SET MODE ON VSD TO FLIR***

- Checklist = Sequence
  - MODE SELECT SWITCH-COPILOT
  - MODE SELECT SWITCH-COPILOT = IR
  - MODE SELECT SWITCH-COPILOT AND CRT TUBE DISPLAY-COPILOT = TBD

**11.1.1.002.00***

**SET VSD DISPLAY SWITCH TO \textit{DCLTR}***

- CRT TUBE DISPLAY-PILOT
  - DISPLAY SWITCH-PILOT
  - CRT TUBE DISPLAY-PILOT
  - CRT TUBE DISPLAY-PILOT = TBD
  - CRT TUBE DISPLAY-PILOT = TBD

**P/C**
11.1.1.003.00*

**ADJUST PITCH TRIM ROTARY CONTROL AS NECESSARY**

CRT TUBE DISPLAY—PILOT

**ADJUST**

PITCH TRIM CONTROL—PILOT

CRT TUBE DISPLAY—PILOT

=P TBD*

11.1.1.004.00*

**ADJUST SYM BRT ROTARY CONTROL AS NECESSARY**

CRT TUBE DISPLAY—PILOT

=P TBD*

ADJUST

SYMBOL BRIGHTNESS CONT—PILOT

CRT TUBE DISPLAY—PILOT

=P TBD*

11.1.1.005.00*

**ADJUST SENSOR CONTRAST AND BRIGHTNESS CONTROLS AS NECESSARY**

CRT TUBE DISPLAY—PILOT

=P TBD*

ADJUST

SENSOR CONTRAST CONT—PILOT

SENSOR BRT CONTROL—PILOT

CRT TUBE DISPLAY—PILOT

=P TBD*

11.1.1.006.00*

**SET CLEARANCE SWITCH ON TER PANEL TO DESIRED CLEARANCE PLANE**

CHECKLIST

= SEQUENCE

SET

CLEARANCE SELECT SWITCH

CLEARANCE SELECT SWITCH

=P TBD*

11.1.2.001.00*

**ENGAGE AFCS AND SELECT ‘TER FLW’ MODE**

CHECKLIST

= SEQUENCE

PUSH

PILOTS TAKE COMMAND PUSHBUTTON

PILOTS ENGAGE PUSHBUTTON

PILOTS TER FLWG PUSHBUTTON

PILOTS ENGAGE PUSHBUTTON

= 'ENGAGE*'—G

AND PILOTS TER FLWG PUSHBUTTON

= 'TER FLW*'—G

AND AVVI—PILOT

=P TBD
11.1.2.002.00*  
**MONITOR RADAR ALTIMETER**

- **AVVI-PILOT** = TBD*
- **RADAR ALTIMETER INDICATOR** = TBD*
- **AIR-VEHICLE** = TBD*

11.1.2.003.00*  
**ADJUST THROTTLES TO OBTAIN REQUIRED TF AIRSPEED**

- **AMI-PILOT** = TBD
- **PRIMARY THROTTLE LEVERS-PI** = TBD
- **AMI-PILOT AND PILOTS AUTO THROT PUSUBUTTON** = 'AUTO THROT'-W

11.1.2.004.00*  
**ADJUST WING SWEEP LEVER TO TBD DEG FOR ATE PENETRATION**

- **CHECKLIST** = SEQUENCE
- **ADJUST PILOTS WING SWEEP HANDLE**
- **WING SWEEP POSITION INDICATOR** = TBD*

11.1.2.005.00*  
**VERIFY THAT (1) TFR CHANNEL MODE SW IS POSITIONED TO 'TF'**

- **CHECKLIST** = SEQUENCE
- **CHECK TFR MODE SWITCH-RIGHT**
- **TFR MODE SWITCH-RIGHT** = TF*

11.1.2.006.00*  
**SET TFR MODE SWITCH ON (1) TF CHANNEL TO 'SIT' (SITUATION)**

- **CHECKLIST** = SEQUENCE
- **SET TFR MODE SWITCH-LEFT**
- **TFR MODE SWITCH-LEFT** = SIT*

11.1.3.001.00*  
**MONITOR FLR DISPLAY AS REQD FOR POTENTIAL OBSTACLE RETURNS**

- **CRT DISPLAY SURFACE** = TBD*
- **CRT DISPLAY SURFACE** = TBD*
11.1.3.002.00*

**MONITOR FLT INSTRUMENTS (ADI, BDHI AIRSPEED-ALT INDICATOR)**

ATTITUDE DIRECTOR INDICATOR = TBD*
AND BEARING-DISTANCE-HEADING IND = TBD
AND AIRSPEED-ALTITUDE INDICATOR = TBD

**MONITOR-VISUAL**

ATTITUDE DIRECTOR INDICATOR
BEARING-DISTANCE-HEADING IND
AIRSPEED-ALTITUDE INDICATOR

ATTITUDE DIRECTOR INDICATOR = TBD*
AND BEARING-DISTANCE-HEADING IND = TBD
AND AIRSPEED-ALTITUDE INDICATOR = TBD

11.1.3.003.00*

**ADVISE PILOT(S) OF POTENTIALLY HAZARDOUS TERRAIN OBSTACLES**

CRT DISPLAY SURFACE
= TBD*

COMMUNICATE
OSU ICS
PILOT ICS
AND CO-PILOT ICS

= ACKNOWLEDGED
= ACKNOWLEDGED

11.1.3.004.00*

**MONITOR AIRSPEED-MACH INDICATOR**

MONITOR-VISUAL

AMI-PILOT
AMI-COPILOT

AMI-PILOT
AND AMI-COPILOT

= TBD*
= TBD

11.1.3.005.00*

**MONITOR COMPUTED FLIGHT PATH ON VSD SCOPE**

MONITOR-VISUAL

FLIGHT PATH ANGLE SYMBOL
FLIGHT PATH ANGLE RATE

FLIGHT PATH ANGLE SYMBOL
AND FLIGHT PATH ANGLE RATE

= TBD*
= TBD

11.1.3.006.00*

**MONITOR RADAR ALTIMETER**

MONITOR-VISUAL

RADAR ALTITUDE INDICATOR

RADAR ALTITUDE INDICATOR

= TBD*
11.1.3.007.00*  
MONITOR VISUAL  
STEERING COMMAND SYMBOL-PIL  
STEERING COMMAND SYMBOL-COP  
STEERING COMMAND SYMBOL-PIL = TBD*  
AND STEERING COMMAND SYMBOL-COP = TBD

11.1.3.008.00*  
MONITOR Course STEERING ON THE VSD AND-OR HSI  
MONITOR VISUAL  
HEADING READOUT  
HEADING MARKER  
HEADING READOUT = TBD*  
AND HEADING MARKER = TBD

11.1.3.009.00*  
MONITOR TFR FAIL INDICATORS  
MONITOR VISUAL  
TFR FAIL INDICATORS  
TFR FAIL INDICATORS = OFF*

11.1.3.010.00*  
MONITOR IR ON VSD OR VISUAL CONTACT THROUGH TFB WINDOW  
MONITOR VISUAL  
CRT TUBE DISPLAYS*  
FLASHBLINDNESS WINDOW-LEFT  
FLASHBLINDNESS WINDOW-RIGHT  
CRT TUBE DISPLAYS = TBD*  
AND FLASHBLINDNESS WINDOW-LEFT = TBD  
AND FLASHBLINDNESS WINDOW-RIGHT = TBD

11.2.1.001.00*  
DEPRESS AUTOPILOT DISENGAGE TRIGGER SWITCH ON CONTROL STICK  
DEPRESS  
PILOT AFCS INTRPT-DISENG CNTRL  
PILOT AFCS INTRPT-DISENG CNTRL = SECOND DETENT  
AND PILOTS ENGAGE PUSHBUTTON = 'ENGAGE'-W

11.2.1.002.00*  
TRACK PITCH STEERING COMMAND ON VSD WITH CONTROL STICK  
TRACK  
PILOT FLIGHT CONTROL STICK  
STEERING COMMAND SYMBOL-PIL = TBD*
11.2.1.003.00*

**POSITION THROTTLES AS REQUIRED TO TRACK MACH .85**

AMI-PILOT

\[ \text{=} .85 \]

AMERICAN PILOT

\[ \text{=} .85 \]

11.2.1.004.60*

**TRACK STEERING AZ COMMAND ON VSD WITH FLIGHT CONTROLS**

STEERING COMMAND SYMBOL-PIL

\[ \text{=} \text{TBD} \]

PILOTS FLIGHT CONTROL STICK

PILOTS RUDDER PEDALS

STEERING COMMAND SYMBOL-PIL

\[ \text{=} \text{TBD} \]

11.2.2.001.00*

**MONITOR AIRSPEED-MACH DISPLAY**

MONITOR-VISUAL

AMI-PILOT

AMI-COPILOT

\[ \text{=} \text{TBD} \]

\[ \text{=} \text{TBD} \]

11.2.2.002.00*

**MONITOR TF PITCH STEERING ON VSD DISPLAY**

MONITOR-VISUAL

STEERING COMMAND SYMBOL-PIL

\[ \text{=} \text{TBD} \]

11.2.2.003.00*

**MONITOR HSI COMMAND HEADING MKR AGAINST NAV BEARING MONITOR**

MONITOR-VISUAL

HEADING MARKER-PILOT

HEADING MARKER-COPILOT

\[ \text{=} \text{TBD} \]

\[ \text{=} \text{TBD} \]

11.2.2.004.00*

**MONITOR TFR SCOPE OR VISUALLY THROUGH FLASHBLINDNESS WINDOW**

MONITOR-VISUAL

TF INDICATOR SCREEN

FLASHBLINDNESS WINDOW-LEFT

FLASHBLINDNESS WINDOW-RIGHT

TF INDICATOR SCREEN

\[ \text{=} \text{TBD} \]

AND FLASHBLINDNESS WINDOW-LEFT

\[ \text{=} \text{TBD} \]

AND FLASHBLINDNESS WINDOW-RIGHT

\[ \text{=} \text{TBD} \]
<table>
<thead>
<tr>
<th>Time Code</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>11.2.2.005.00</td>
<td><strong>MONITOR RADAR ALTIMETER</strong>&lt;br&gt;MONITOR-VISUAL&lt;br&gt;RA DAR ALTIMETER INDICATOR = TBD*&lt;br&gt;AND RADAR ALTITUDE DISPLAY-PILOT = TBD&lt;br&gt;AND RADAR ALTITUDE DISPLAY-COPILOT = TBD</td>
</tr>
<tr>
<td>11.2.2.006.00</td>
<td><strong>MONITOR TFR FAIL INDICATORS</strong>&lt;br&gt;MONITOR-VISUAL&lt;br&gt;TFR FAIL INDICATORS = OFF*</td>
</tr>
<tr>
<td>11.3.1.001.00</td>
<td><strong>COMMUNICATE WITH OSO-DSO ON THREAT SITUATION</strong>&lt;br&gt;COMMUNICATE&lt;br&gt;DSO ICS = THREAT EXISTS&lt;br&gt;PILOT ICS = CHANGE COURSE&lt;br&gt;AND OSO ICS = AGREED&lt;br&gt;AND DSO ICS = AGREED</td>
</tr>
<tr>
<td>11.3.1.002.00</td>
<td><strong>VERIFY CONDITIONS SUITABLE FOR MANUAL LATERAL CONTROL</strong>&lt;br&gt;CHECK&lt;br&gt;DSO ICS = THREAT EXISTS*&lt;br&gt;AND OSO ICS = OK TO CHG COURSE&lt;br&gt;TF INDICATOR SCREEN = CHECKED*&lt;br&gt;CRT DISPLAY SURFACE = CHECKED</td>
</tr>
<tr>
<td>11.3.1.003.00</td>
<td><strong>DETERMINE BEST PATH AROUND THREAT</strong>&lt;br&gt;CHECK&lt;br&gt;DSO ICS = THREAT EXISTS*&lt;br&gt;AND OSO ICS = OK TO CHG COURSE&lt;br&gt;TF INDICATOR SCREEN = TBD*&lt;br&gt;CRT DISPLAY SURFACE = TBD</td>
</tr>
</tbody>
</table>
11.3.1.004.00*

**TRACK WITH FLT CONTROLS & THROTTLES TO INITIATE DEVIATION**

- TF Indicator Screen
- CRT Display Surface
- PILOTS Flight Control Stick
- PILOTS Rudder Pedals
- PRIMARY Throttle Levers - PI
- VSD - PILOT
- AND Flashblindness Window - LEFT

**TRACK**

- = TBD*
- = TBD

11.3.1.005.00*

**MONITOR VSD AND VIEW FROM THERMAL FLASHBLINDNESS WINDOW**

- VERTICAL SITUATION DISPLAY
- AND Flashblindness Windows

**MONITOR VISUAL**

- VERTICAL SITUATION DISPLAY
- Flashblindness Windows

- VERTICAL SITUATION DISPLAY
- AND Flashblindness Windows

**MONITOR VISUAL**

- = TBD*
- = TBD

11.3.1.006.00*

**MONITOR AIRSPEED-MACH INDICATOR**

**MONITOR VISUAL**

- AMI - PILOT
- AMI - COPILOT

- AMI - PILOT
- AND AMI - COPILOT

**MONITOR VISUAL**

- = TBD*
- = TBD

11.3.1.007.00*

**MONITOR TFR SCOPE FOR TERRAIN OBSTACLES**

**MONITOR VISUAL**

- TF Indicator Screen

**MONITOR VISUAL**

- TF Indicator Screen

**MONITOR VISUAL**

- HEADING Marker - PILOT
- HEADING Marker - COPILOT

**MONITOR VISUAL**

- HEADING Marker - PILOT
- AND HEADING Marker - COPILOT

**MONITOR VISUAL**

- = TBD*
- = TBD
11.3.1.009.00* TRACT WITH FLT CONTROLS & THROTTLES TO RETURN A-V TO TRACK

TRACK
PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS
PRIMARY THROTTLE LEVERS-PI
VSD-PILOT
AND FLASHBLINDNESS WINDOW-LEFT = TBD*

11.3.2.006.00* TRACT WITH FLT CONTROLS & THROTTLES TO INITIATE DEVIATION

TRACK
PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS
PRIMARY THROTTLE LEVERS-PI
VSD-PILOT
AND FLASHBLINDNESS WINDOW-LEFT = TBD*

11.3.2.007.00* MONITOR VSD AND VIEW FROM THERMAL FLASHBLINDNESS WINDOW
MONITOR-VISUAL
VERTICAL SITUATION DISPLAY = TBD*
AND FLASHBLINDNESS WINDOWS = TBD

11.3.2.008.00* MONITOR AIRSPEED-MACH INDICATOR
MONITOR-VISUAL
AMI-PILOT
AMI-COPILOT

11.3.2.009.00* MONITOR TFR SCOPE FOR TERRAIN OBSTACLES
MONITOR-VISUAL
TF INDICATOR SCREEN = TBD*
11.3.2.010.00*

**MONITOR HSJ FOR COURSE DEVIATION**

- **HEADING MARKER-PILOT**
- **HEADING MARKER-COPILOT**

**HEADING MARKER-PILOT** = TBD*
**HEADING MARKER-COPILOT** = TBD

11.3.2.011.00*

**TRACK WITH FLT CONTROL & THROTTLES TO RETURN A-V TO TRACK**

- **PILOTS FLIGHT CONTROL STICK**
- **PILOTS RUDDER PEDALS**
- **PRIMARY THROTTLE LEVERS-PI**

**VSD-PILOT** AND **FLASHBLINDNESS WINDOW-LEFT** = TBD*

11.4.1.001.00*

**DEPRESS 'ENGAGE' BUTTON ON AFCS PANEL**

**DEPRESS**
- **PILOTS ENGAGE PUSHBUTTON**
- **PILOTS ENGAGE PUSHBUTTON** = 'ENGAGE'-G

11.4.1.002.00*

**DEPRESS 'FLT DIR' LIGHTED PUSHBUTTON ON AFCS PANEL**

**DEPRESS**
- **PILOTS FLT DIR PUSHBUTTON**
- **PILOTS FLT DIR PUSHBUTTON** = 'FLT DIR'-G

11.4.1.003.00*

**DEPRESS 'TER FLW' LIGHTED PUSHBUTTON ON AFCS PANEL**

**DEPRESS**
- **PILOTS TER FLWG PUSHBUTTON**
- **PILOTS TER FLWG PUSHBUTTON** = 'TER FLW'-G

11.4.1.004.00*

**DEPRESS 'AUTO THROT' LIGHTED PUSHBUTTON ON AFCS PANEL**

**DEPRESS**
- **PILOTS AUTO THROT PUSHBUTTON**
- **PILOTS AUTO THROT PUSHBUTTON** = 'AUTO THROT'-G
11.5.1.001.00*

**ADVISE PILOT EVS UPDATE REQUIRED**

COMMUNICATE

OSO ICS

PILOT ICS

= ACKNOWLEDGED

11.5.1.002.00*

**NOTE NEXT SEQ. NO. IS A CP (CHECK POINT)**

CHECK

SEQUENCE NUMBER IDENTIFIER = CP

SEQUENCE NUMBER

= TBD*

11.5.1.003.00*

**REQUEST EVS CONTROL BE TRANSFERRED TO OSO**

COMMUNICATE

OSO ICS

PILOT ICS

= ACKNOWLEDGED

11.5.1.004.00*

**SET EVS POD CONTROL ROTARY SWITCH TO "EXD"**

CHECK

SET IR POD CONTROL

IR POD CONTROL

= EXD

11.5.1.005.00*

**NOTE FRONT STATION RELEASE OF EVS COMMAND CONTROL**

CHECK

FLIR PILOT-COPILOT CMD

FLIR PILOT-COPILOT STEER

OR FLIR PILOT-COPILOT CMD

FLIR PILOT-COPILOT STEER

OF FLIR PILOT-COPILOT CMD

FLIR PILOT-COPILOT STEER

OF FLIR PILOT-COPILOT CMD

FLIR PILOT-COPILOT STEER

= 'PILOT'

= 'COPILOT'

= OFF

= 'BNS'

= 'MAN'
11.5.1.006.00*
SET SENSOR TO BE DISPLAYED (FLIR) VIA VIDEO SELECT SWITCH

VIDEO SELECT SWITCH = FLIR

11.5.1.007.00*
SET 'SYMBOLS ON' VIA TVS PANEL FOR ELEVATION AND AZIMUTH

MULTIFUNCTION DISPLAY = TBD*

11.5.1.008.00*
ADJUST MFD BRIGHTNESS AS NECESSARY

MULTIFUNCTION DISPLAY = TBD*

11.5.1.009.00*
ADJUST MFD CONTRAST AS NECESSARY

MULTIFUNCTION DISPLAY = TBD*

11.5.1.010.00*
SELECT 'UPDATE QUALITY' PUSHBUTTON ON NAV CORR PANEL

UPDATE QUALITY SELECTOR = '1'★
OR UPDATE QUALITY SELECTOR = '2'★
OR UPDATE QUALITY SELECTOR = '3'★
11.5.1.011.00* DEPRESS EVS UPDATE MODE SWITCH ON NAV CORR PANEL

DEPRESS EVS CONTROL SWITCH  = OFF
DEPRESS EVS CONTROL SWITCH  = ON

11.5.1.012.00* SET 'PPC' TOGGLE SWITCH ON RADAR CONTROL PANEL TO 'OUT'*

SET PRESENT POSITION CORRECTION SW= IN
SET PRESENT POSITION CORRECTION SW= OUT

11.5.1.013.00* IDENTIFY CHECK POINT OF INTEREST ON MFD

IDENTIFY CHECK POINT MULTIFUNCTION DISPLAY = TBD*

11.5.1.014.00* NOTE PRESENT POSITION ERROR ON MFD

CHECK MULTIFUNCTION DISPLAY FIDUCIALS =>TBD*

11.5.1.015.00* MOVE VIDEO IMAGE FOR FIDUCIALS-CHECK POINT COINCIDENCE

DEPRESS ENABLE SWITCH FIDUCIALS = TBD*

11.5.1.016.00* DEPRESS 'ENTER* ON NAV CORR PANEL TO INITIATE UPDATE

DEPRESS ENTER CONTROL EVS CONTROL SWITCH = ON*
11.5.1.017.00*

**MOVE VIDEO IMAGE FOR FIDUCIALS-CHECK POINT COINCIDENCE**

FIDUCIALS = TBD*

DEPRESS ENABLE SWITCH
FIDUCIALS = TBD*

11.5.1.018.00*

DEPRESS "ENTER" ON NAV CORR PANEL TO COMPLETE UPDATE

FIDUCIALS = TBD*

DEPRESS ENTER CONTROL
EVs CONTROL SWITCH = ON*

11.5.1.019.00*

**NOTE UPDATE VALIDITY ON NAV CORR PANEL**

IN UPDT INDICATOR = 'IN UPDT'

CHECK IN UPDT INDICATOR
IN UPDT INDICATOR = OFF

11.5.1.020.00*

**ADVISE PILOT THAT EVS UPDATE HAS BEEN COMPLETED**

IN UPDT INDICATOR = OFF

COMMUNICATE OSO ICS
PILOT ICS = ACKNOWLEDGED*

11.5.1.021.00*

**OBSERVE AUTO PILOT STEERING CORRECTION ON VSD**

OSO ICS = CORR COMPLETED

MONITOR-VISUAL STEERING COMMAND SYMBOL-PIL
STEERING COMMAND SYMBOL-COP = TBD*
AND STEERING COMMAND SYMBOL-PIL = TBD
AND STEERING COMMAND SYMBOL-COP = TBD

11.5.2.001.00*

**SET FLR SELECT ROTARY SWITCH TO 'GND AUTO'**

CRT DISPLAY SURFACE = TBD*

SET MODE SWITCH-RADAR SET
MODE SWITCH-RADAR SET = GND AUTO
11.5.2.002.00* SET PPC SWITCH ON RADAR SET CONTROL TO "IN"

- CRT DISPLAY SURFACE = TBD
- PRESENT POSITION CORRECTION SW = IN

11.5.2.003.00* OBSERVE NEXT SEQ NO IS A CP ON SEQ NO DIGITAL READOUT

- SEQUENCE NUMBER = TBD
- PRESENT POSITION CORRECTION SW = IN

11.5.2.004.00* SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE

- CRT DISPLAY SURFACE = TBD
- RANGE SWITCH-FLR = TBD

11.5.2.005.00* IDENTIFY CP OF INTEREST ON FLR CRT SCOPE

- CRT DISPLAY SURFACE = TBD
- CHECK POINT = TBD

11.5.2.006.00* OBSERVE X-HAIR CURSOR POSITION RELATIVE TO CP

- RADAR CURSORS = TBD
- CRT DISPLAY SURFACE = OBSERVED

11.5.2.007.00* SET FLR SELECT ROTARY SWITCH TO "GND VEL"

- CRT DISPLAY SURFACE = EXPANDED
- MODE SWITCH-RADAR SET = GND VEL
- AND CRT DISPLAY SURFACE = EXPANDED
11.5.2.008.00*

**DEPRESS UPDT QUAL PUSHBUTTON SWITCH ON NAV CORR PANEL**

- **UPDATE QUALITY SELECTOR = '1'**
- **OR UPDATE QUALITY SELECTOR = '2'**
- **OR UPDATE QUALITY SELECTOR = '3'**

DEPRESS

- **UPDATE QUALITY SELECTOR = '1'**
- **OR UPDATE QUALITY SELECTOR = '2'**
- **OR UPDATE QUALITY SELECTOR = '3'**

11.5.2.009.00*

**SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON**

- CRT DISPLAY SURFACE "NARROW SECT SCAN"

DEPRESS

- SECTOR SWITCH

CRT DISPLAY SURFACE = NARROW SECT SCAN

11.5.2.010.00*

**POSITION X-HAIR CURSORS TO COINCIDE WITH CHECK POINT**

- CRT DISPLAY SURFACE = TBD

DEPRESS

- ENABLE SWITCH

X-HAIR CURSORS AND CRT DISPLAY SURFACE = POSITIONED

11.5.2.011.00*

**DEPRESS 'ENTER' ON NAV CORR PANEL TO INTEGRATE CP UPDATE**

- X-HAIR CURSORS AND CRT DISPLAY SURFACE = POSITIONED

DEPRESS

- ENTER CONTROL

IN UPDT INDICATOR = 'IN UPDT'**

11.5.2.012.00*

**ADVISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE**

- IN UPDT INDICATOR = OFF

COMMUNICATE

- OSO ICS

PILOT ICS = ACKNOWLEDGED
11.5.2.013.00*

**OBSERVE AUTOPILOT STEERING CORRECTION ON VSD**

- OBSO ICS = UPDATE COMPLETED
- MONITOR-VISUAL
  - STEERING COMMAND SYMBOL-PIL
  - STEERING COMMAND SYMBOL-COP
  - STEERING COMMAND SYMBOL-PIL = TBD*
  - AND STEERING COMMAND SYMBOL-COP = TBD

11.5.3.001.00*

**SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'**

- CRT DISPLAY SURFACE = LOW-ALTIT CALIB.
- SET
  - MODE SWITCH-RADAR SET
  - MODE SWITCH-RADAR SET = GND VEL

11.5.3.002.00*

**DEPRESS TH 'ENBL' SW TO COMMAND FLR ANT TO MAX DNWD ANGLE**

- DEPRESS
  - ANTENNA TILT INDICATOR = 0
  - ENABLE SWITCH
  - ANTENNA TILT INDICATOR = -30
  - AND CRT DISPLAY SURFACE = TBD

11.5.3.003.00*

**DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN**

- DEPRESS
  - RANGE CURSORS = POSITIONED
  - ENABLE SWITCH
  - RANGE CURSORS = POSITIONED*
  - AND CRT DISPLAY SURFACE = TBD

11.5.3.004.00*

**DETERMINE GRD RTN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT**

- CHECK
  - STEERING DISTANCE READOUT = TBD*
  - CRT DISPLAY SURFACE = TBD*
  - AND RANGE CURSORS = POSITIONED
11.5.3.005.00*
DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUSTM

CRT DISPLAY SURFACE = TBD
AND RANGE CURSORS = POSITIONED

DEPRESS ENABLE SWITCH
RANGE CURSORS = COINCIDENT*

11.5.3.006.00*
DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTIT CALIBRATION*

ALTIMETER-ELEVATION SELECTOR = 'ELEV'-FLASHING
ALTIMETER-ELEVATION SELECTOR = 'DALT'*

11.5.3.007.00*
DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT

AIR-VEHICLE AND STEERING TIME READOUT = DOF
= 0

DEPRESS ALTITUDE-ELEVATION SELECTOR
ALTITUDE-ELEVATION SELECTOR = 'DALT'-STEADY*

11.5.3.008.00*
EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR*

ALTIMETER-ELEVATION SELECTOR = 'DALT'-STEADY
ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE

11.5.3.009.00*
SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'

ELEVATION-DELTA ALTITUDE IND = ACCEPTABLE
SET ALTITUDE CALIBRATION SWITCH
IN UPDT INDICATOR = 'IN UPDT'
11.5.3.010.00*
NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE
IN UPDT INDICATOR = OFF*
AND ELEVATION-DELTA ALTITUDE IND = OFF
CHECK
ALTITUDE-ELEVATION SELECTOR
ALTITUDE-ELEVATION SELECTOR = OFF

11.5.4.001.00*
MONITOR AND ADJUST OPERATION OF SYSTEM AVIONICS*
MONITOR-VISUAL
PRESENT POSITION LATITUDE
PRESENT POSITION LONGITUDE
CITS CONTROL, DISPLAY PANEL

PRESENT POSITION LATITUDE = TBD*
AND PRESENT POSITION LONGITUDE = TBD
AND CITS CONTROL, DISPLAY PANEL = TBD

12.1.1.001.00*
ADVISE PILOT OF REQUIRED BDA
COMMUNICATE
BDA REQ ANNUNCIATOR = °BDA Req"*
OSO ICS
PILOT ICS = ACKNOWLEDGED

12.1.1.002.00*
ACKNOWLEDGE EVS SENSORS REQUIRED FOR BDA*
COMMUNICATE
OSO ICS = REQ EVS CONTROL
PILOT ICS
OSO ICS = ACKNOWLEDGED

12.1.1.003.00*
SET EVS POD CONTROL ROTARY SWITCH TO 'EXP' IF RETRACTED
SET
IR POD CONTROL = RET
IR POD CONTROL
VSD-PILOT
OR VSD-COPILOT = TBD
= TBD
12.1.1.004.00* CONFIRM EVS VIDEO IMAGE AVAILABLE TO OSO*

COMMUNICATE
PILOT ICS
OSO ICS

IR POD CONTROL = EXD
COMMUNICATE
OSO ICS = IMAGE AVAILABLE

12.1.1.005.00* SET TV OR IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED*

12.1.1.005.01* SET IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED

SET
IR POD CONTROL
OR IR POD CONTROL
IR POD CONTROL

IR POD CONTROL = FXD
OR IR POD CONTROL = VV
IR POD CONTROL = EXD

12.1.1.005.02* SET IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED

SET
IR POD CONTROL
IR POD CONTROL

IR POD CONTROL = FXD
OR IR POD CONTROL = VV
IR POD CONTROL = EXD

12.1.1.006.00* SET VIDEO SELECT ROTARY SWITCH TO 'FLIR'

SET
VIDEO SELECT SWITCH
VIDEO SELECT SWITCH = FLIR

12.1.1.007.00* SET BNS MODE SWITCH TO 'STV BNS' ON EVS STEERING CONTROL

SET
FLIR STEER
FLIR STEER = 'BNS'
12.1.1.008.00*
CHECK THAT CURRENT STEER PT IS A GRAVITY TGT ON SEQ NO IDENT

CHECK

BDA REQ ANNUNCIATOR = 'BDA REQ'
NUMBER IDENTIFIER-STEERING = 'TG'*
AND STEERING SEQUENCE NUMBER = TBD

12.1.1.009.00*
DEPRESS NAV PANEL X-HAIR 'TGT' PB TO OVERLAY X-HAIRS ON TGT

DEPRESS

GRAVITY TARGETS X-HAIR CONTROL = OFF
GRAVITY TARGETS X-HAIR CONTROL = ON*
AND CRT DISPLAY SURFACE = TBD
AND X-HAIR CURSORS = POSITIONED

12.1.1.010.00*
IDENTIFY BDA TARGET USING MFD AND FLR SCOPES

IDENTIFY

FIDUCIALS = TBD*
AND X-HAIR CURSORS = POSITIONED

CRT DISPLAY SURFACE = TBD*
AND MULTIFUNCTION DISPLAY = TBD

12.1.1.011.00*
ASSESS TARGET DAMAGE

IDENTIFY

TARGET DAMAGE

CRT DISPLAY SURFACE = TBD*
AND MULTIFUNCTION DISPLAY = TBD

12.1.1.012.00*
SET PHOTO TOGGLE SW TO 'AUTO' ON FLR INDIC-RECORDER PANEL

SET

PHOTO CONTROL = AUTO*
12.1.1.013.00*

NOTIFY PILOT OF DECISION TO DEPLOY-WITHHOLD WEAPON*

CRT DISPLAY SURFACE = TBD
AND MULTIFUNCTION DISPLAY = TBD

COMMUNICATE
OSO ICS
PILOT ICS = ACKNOWLEDGED

12.1.1.014.00*

DEPRESS BOMB DLVY ON STORES DEL PANEL TO DEACTIVATE BOMB MOD

CRT DISPLAY SURFACE = TBD
AND MULTIFUNCTION DISPLAY = TBD

DEPRESS
BOMB MODE CONTROL
BOMB MODE CONTROL = OFF

12.1.1.015.00*

SET PHOTO SWITCH ON FLIR INDICATOR-RECORDER TO OFF

BDA REQ ANNUNCIATOR = OFF

SET
PHOTO CONTROL
PHOTO CONTROL = OFF*

12.1.2.001.00*

OBSERVE CURRENT SMWDP SEQ NO IS A GRAVITY WEAPON RELEASE*

NUMBER IDENTIFIER-STEERING = TG
AND TYPE STORE INDICATOR = BOMB

OBSERVE
SEQUENCE NUMBER
SEQUENCE POINT READOUT
SEQUENCE NUMBER IDENTIFIER
NUMBER IDENTIFIER-STEERING = TG

12.1.2.002.00*

DEPRESS *PRGM* ON SMS TO DISPLAY Full SMWDP, THEN DPR *RDIS*

DEPRESS
PRGM DATA CONTROL SWITCH
R DIS SELECTOR PUSBUTTON
DISPLAY TUBE SURFACE = TBD*
12.1.2.003.00* 
DEPRESS 'STA' ON SMS TO DISPLAY FULL STATUS-THEN DPR 'LOIS'

DEPRESS 
STAT DATA CONTROL SWITCH
L DIS SELECTOR PUSHBUTTON
DISPLAY TUBE SURFACE = TBD*

12.1.2.004.00* 
DEPRESS 'LOCATION' TO SELECT 'FWD', 'INTMD', OR 'AFT' LOCATION

L DIS SELECTOR PUSHBUTTON = ON*
AND SMS CRT READOUT ASSEMBLY-LEFT = TBD

DEPRESS 
LOCATION SELECT
LOCATION SELECT = FWD
OR LOCATION SELECT = INTMD
OR LOCATION SELECT = AFT

12.1.2.005.00* 
DEPRESS 'STA' NUMERIC PB TO SELECT SPECIFIC WEAPON STATION

LOCATION SELECT = FWD
OR LOCATION SELECT = INTMD
OR LOCATION SELECT = AFT

DEPRESS 
STATION NUMERIC KEYBOARD
STATION NUMERIC KEYBOARD = '1'*
OR STATION NUMERIC KEYBOARD = '2'*
OR STATION NUMERIC KEYBOARD = '3'*

12.1.2.006.00* 
SET ST PWR TOGGLE SWITCH TO 'ON' FOR INITIALIZATION (ST PWR)

STATION NUMERIC KEYBOARD = '1'*
STORE POWER SWITCH
STORE POWER SWITCH = ON

12.1.3.001.00* 
NOTIFY (P) TO INITIATE TRANSFER ALIGNMENT TURN (TAL)

COMMUNICATE 
OSO ICS
PILOT ICS = ACKNOWLEDGED
12.1.3.002.00*
POSITION CONTROL STICK TO BANK A-Y FOR 15 DEG HEADING CHANGE*

TRAIL
PILOTS FLIGHT CONTROL STICK
HEADING READOUT—PILOT = TBD*

12.1.3.003.00*
RELEASE POSITIVE OVERRIDE CONTROL FORCE TO RETURN TO TRACK
SMS CRT READOUT ASSEMBLY—LEFT = TAL REQ*
AND OSO ICS = TAL REQ BLANKED

RELEASE
PILOTS FLIGHT CONTROL STICK
HEADING READOUT—PILOT = TBD*

12.1.3.004.00*
DEPRESS MISSILE DELIVERY SELECT PUSHBUTTON TO "AUTO"

MISSILE DELIVERY CONTROL = 'MAN'
MISSILE DELIVERY CONTROL = 'AUTO**

12.1.3.005.00*
MONITOR TTG INDICATOR ON PILOT STORES PANEL
TIME-TO-GO READOUT < 59*

MONITOR VISUAL
TIME-TO-GO READOUT = 0*

12.1.3.006.00*
VERIFY SELECTED STORE ON PILOTS STORES PANEL READS "OMSL"*

CHECK
TIME-TO-GO READOUT < 59
TYPE STORE INDICATOR = TBD
12.1.3.007.00*
IDENTIFY SELECTED STORE LOCATION ON PILOT STORES PANEL

TIME-TO-GO READOUT < 59

CHECK
BAY LOCATION INDICATORS
BAY LOCATION INDICATORS = 'FWD'*
OR BAY LOCATION INDICATORS = 'INTMO'
OR BAY LOCATION INDICATORS = 'AFT'

12.1.3.008.00*
VERIFY MISSILE TARGET IS WITHIN RANGE OF AIR VEHICLE POSN

TIME-TO-GO READOUT < 59

CHECK
INRANGE INDICATOR
ANNUNCIATOR INDICATOR-STORES
INRANGE INDICATOR = 'INRNG'*
AND ANNUNCIATOR INDICATOR-STORES = 'IN RNG'

12.1.3.009.00*
VERIFY LAUNCH CONDITIONS ARE WITHIN SAFE WEAPON REL LIMITS

TIME-TO-GO READOUT < 59

CHECK
SAFE INDICATOR
ANNUNCIATOR INDICATOR-STORES
SAFE INDICATOR = 'SAFE'*
AND ANNUNCIATOR INDICATOR-STORES = 'SAFE'

12.1.3.010.00*
OBSERVE SELECTED STORES BAY DOORS STATUS INDICATOR

FWD BAY DOOR STATUS IND AND FWD BAY DOOR CONTROL = 'PART'
FWD BAY DOOR STATUS IND AND FWD BAY DOOR CONTROL = 'FULL'

12.1.3.011.00*
MONITOR AFCS PITCH STEERING

TIME-TO-GO READOUT = 5

MONITOR-VISUAL
STEERING COMMAND SYMBOL-PIL
STEERING COMMAND SYMBOL-PIL = TBD
12.1.3.012.00*

**MAINTAIN FLIGHT PATH TO ASSURE RELEASE PARAMETERS MET**

**TIME-TO-GO READOUT** = 5

**FLIGHT PATH ANGLE SYMBOL-PIL**
AMI-PILOT = TBD
AVVI-PILOT = TBD

**FLIGHT PATH ANGLE SYMBOL-PIL** = TBD*
AND AMI-PILOT = TBD
AND AVVI-PILOT = TBD

12.1.3.013.00*

**VERIFY MISSILE LAUNCH ON ST DLVY AND PILOT STORES PANEL**

**TIME-TO-GO READOUT** = 0
**AND STORES AWAY INDICATOR** = 'AWAY'
**AND ANNUNCIATOR INDICATOR-STORES** = 'REL SIG'

**MONITOR-VISUAL**

**STORES AWAY INDICATOR**
**ANNUNCIATOR INDICATOR-STORES**

**STORES AWAY INDICATOR** = 'AWAY**'
**AND ANNUNCIATOR INDICATOR-STORES** = 'REL SIG'
**AND ANNUNCIATOR INDICATOR-STORES** = 'AWAY'

12.1.3.014.00*

**VERIFY STORES BAY DOORS CLOSING**

**FWD BAY DOOR STATUS IND** = 'PART'
**AND FWD BAY DOOR CONTROL** = 'PART'

**BAY DOOR STATUS INDICATORS**
**BAY DOOR CONTROL**

**FWD BAY DOOR STATUS IND** = OFF
**AND FWD BAY DOOR CONTROL** = OFF

12.1.3.015.00*

**VERIFY WEAPON RELEASE SEQUENCE COMPLETE**

**FWD BAY DOOR STATUS IND** = OFF
**AND FWD BAY DOOR CONTROL** = OFF

**SAFE-INRANGE-STORES AWAY IND**
**ANNUNCIATOR INDICATOR-STORES**

**SAFE-INRANGE-STORES AWAY IND** = OFF
**AND ANNUNCIATOR INDICATOR-STORES** = OFF
12.1.4.001.00*

**OBSERVE CURRENT SMWDP SEQ NO IS A GRAVITY WEAPON RELEASE**

**NUMBER IDENTIFIER-STEERING** = 'TG'
**AND TYPE STORE INDICATOR** = 'BOMB'

**OBSERVE**

SEQUENCE NUMBER
SEQUENCE POINT READOUT
SEQUENCE NUMBER IDENTIFIER

**NUMBER IDENTIFIER-STEERING** = 'TG'

---

12.1.4.002.00*

**DEPRESS** 'PRGM' ON SMS TO DISPLAY FULL SMWDP THEN DPR 'RDIS'

**DEPRESS**

PRGM DATA CONTROL SWITCH
R DIS SELECTOR PUSHBUTTON
DISPLAY TUBE SURFACE = TBD*

---

12.1.4.003.00*

**DEPRESS** 'STAT' ON SMS TO DISPLAY FULL STATUS THEN DPR 'LDIS'

**DEPRESS**

STAT DATA CONTROL SWITCH
L DIS SELECTOR PUSHBUTTON
DISPLAY TUBE SURFACE = TBD*

---

12.1.4.004.00*

**DEPRESS** BOMB DLVY SELECT LIGHTED SWITCH TO 'AUTO'

**OBSERVE TTG ON PLT STORES PANEL AND MFD**

**DEPRESS**

BOMB DELIVERY CONTROL = 'MAN'

---

12.1.4.005.00*

**OBSERVE TTG INDICATOR ON PILOT STORES PANEL**

**TIME-TO-GO READOUT** = TBD

---

12.1.4.005.01*

**MONITOR-VISUAL**

SEQUENCE POINT READOUT
TIME-TO-GO READOUT
TIME TO GO-RANGE DISPLAY-PIL

**SEQUENCE POINT READOUT** = T
**AND TIME-TO-GO READOUT** = TBD
**AND TIME TO GO-RANGE DISPLAY-PIL** = TBD
12.1.4.005.02*

**OBSERVE ITG ON MFD**

MULTIFUNCTION DISPLAY > 0*

MONITOR-VISUAL

MULTIFUNCTION DISPLAY = TBD

---

12.1.4.006.00*

**CHECK SELECTED STORE TYPE ON PILOT STORES PANEL**

TIME-TO-GO READOUT > 0

CHECK

TYPE STORE INDICATOR

TYPE STORE INDICATOR = 'BOMB'

---

12.1.4.007.00*

**IDENTIFY SELECTED GRAVITY STORE BAY LOCATION ON PLT STRS PAN**

IDENTIFY

TIME-TO-GO READOUT > 0

BAY INDICATOR-FORWARD LIGHT

BAY INDICATOR-INTMD LIGHT

BAY INDICATOR-AFT LIGHT

BAY INDICATOR-FORWARD LIGHT = 'FWD'

OR BAY INDICATOR-INTMD LIGHT = 'INTMD'

OR BAY INDICATOR-AFT LIGHT = 'AFT'

---

12.1.4.008.00*

**DEPRESS 'STA' NUMERIC PB TO SELECT SPECIFIC WEAPON STATION**

DEPRESS

STATION NUMERIC KEYBOARD

LOCATION SELECT = FWD

OR LOCATION SELECT = INTMD

OR LOCATION SELECT = AFT

---

12.1.4.009.00*

**OBSERVE THAT BOMB STEERING IS INITIATED**

OBSERVE

TIME-TO-GO READOUT > 0

STERNING MODE LEGEND-PILOT

STERNING MODE LEGEND-PILOT = 'BOMB'
12.1.4.010.00*

**DEPRESS *DAP 1* ON NAV PANEL, THEN IDENTIFY DAP ON FLR**

DEPRESS
OFFSET AIM POINT-1 CONTROL  = ON
OFFSET AIM POINT-1 CONTROL  = ON
AND CRT DISPLAY SURFACE     = TBD
AND CRT DISPLAY SURFACE     = TBD

12.1.4.011.00*

**DEPRESS *DAP 2* ON NAV PANEL, THEN IDENTIFY DAP ON FLR**

DEPRESS
OFFSET AIM POINT-2 CONTROL  = ON
OFFSET AIM POINT-2 CONTROL  = ON
AND CRT DISPLAY SURFACE     = TBD
AND CRT DISPLAY SURFACE     = TBD

12.1.4.012.00*

**ADVISE PILOT OF REQUIRED STEERING CORRECTIONS**

X-HAIR CURSORS  = POSITIONED
AND CRT DISPLAY SURFACE = TBD

COMMUNICATE
OSO INTERPHONE SWITCH
PILOT ICS         = ACKNOWLEDGED

12.1.4.013.00*

**POSITION X-HAIRS TO COINCIDE WITH DAP USING TRACKING HANDLE**

X-HAIR CURSORS  = POSITIONED
AND CRT DISPLAY SURFACE = TBD

POSITION
ENABLE SWITCH
X-HAIR CURSORS  = POSITIONED
AND CRT DISPLAY SURFACE = TBD

12.1.4.014.00*

**DEPRESS *DAP 2* LIGHTED PUSHBUTTON ON NAV PANEL**

X-HAIR CURSORS  = POSITIONED
AND CRT DISPLAY SURFACE = TBD

DEPRESS
OFFSET AIM POINT-2 CONTROL  = TBD
X-HAIR CURSORS  = POSITIONED
AND CRT DISPLAY SURFACE = TBD

DEPRESS
OFFSET AIM POINT-2 CONTROL  = TBD
X-HAIR CURSORS  = POSITIONED
AND CRT DISPLAY SURFACE = TBD

12.1.4.015.00*
SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE*

SET
CRT DISPLAY SURFACE
RANGE SWITCH-FLR = TBD*
RANGE SWITCH-FLR = TBD*

12.1.4.016.00*
SET FLR SELECT ROTARY SWITCH TO 'GND VEL'

SET
CRT DISPLAY SURFACE
MODE SWITCH-RADAR, SET
MODE SWITCH-RADAR SET
AND CRT DISPLAY SURFACE
= GND VEL*
= EXPANDED

12.1.4.017.00*
SET NARROW SECTOR SCAN ON FLR WITH TRACKING HDLE PUSHBUTTON

DEPRESS
SECTOR SWITCH
CRT DISPLAY SURFACE
= NARROW SECT SCAN*

12.1.4.018.00*
MONITOR TTG INDICATOR ON PILOT STORES PANEL

TIME-TO-GO READOUT
AND STEERING TIME READOUT
= TBD*
= TBD

12.1.4.019.00*
ADVISE PILOT TO INITIATE-INSURE PLANNED BOMBING ALTITUDE

COMMUNICATE
OSO INTERPHONE SWITCH
PILOT ICS
= ACKNOWLEDGED
12.1.4.020.00*
DEPRESS AFCS INTERR-DISC TRIG SW ON STICK TO FIRST DETENT

DEPRESS
PILOT AFCS INTRPT-DISENG CNTRL
PILOT AFCS INTRPT-DISENG CNTRL = FIRST DETENT

12.1.4.021.00*
TRACK WITH CONTROL STICK TO ATTAIN DESIRED BOMBING ALTITUDE

CRT TUBE DISPLAY-PILOT = TBD
TRACK
PILOTS FLIGHT CONTROL STICK
AVVI-PILOT = TBD
AND PILOT AFCS INTRPT-DISENG CNTRL = RELEASED

12.1.4.022.00*
SET CL SW TO SELECT APPROPRIATE CLEARANCE PLANES FOR W.D.*

AVVI-PILOT = TBD
SET
CLEARANCE SELECT SWITCH
CLEARANCE SELECT SWITCH = TBD

12.1.4.023.00*
CHECK A-V FLT CONDITS ARE WITHIN SAFE WEAPON REL LIMITS

TIME-TO-GO READOUT > 0*
CHECK
STEERING COMMAND SYMBOL-PIL
STEERING COMMAND SYMBOL-PIL = ON-STEADY

12.1.4.024.00*
OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS*

BAY DOOR STATUS INDICATORS = FLASHING
AND FWD BAY DOOR CONTROL
BAY DOOR STATUS INDICATORS = "FULL"
AND FWD BAY DOOR CONTROL = ON-G

12.1.4.025.00*
CHECK GRAVITY STORE RELEASE USING VSD, PLT ST, ST DEL PANS

CHECK
12.1.4.025.01*

CHECK GRAVITY STORE RELEASE USING VSD AND PILOT STORES PANEL

TIME-TO-GO READOUT = 0*
AND STORES AWAY INDICATOR = 'AWAY'
AND STEERING MODE LEGEND-PILOT = 'BOMB'-FLASHING

CHECK

TIME-TO-GO READOUT
STORES AWAY INDICATOR
STEERING MODE LEGEND-PILOT

STORES AWAY INDICATOR = OFF*
AND STEERING MODE LEGEND-PILOT = 'BOMB'-STEADY
OR STEERING MODE LEGEND-PILOT = OFF

12.1.4.025.02*

CHECK GRAVITY STORE RELEASE USING STORES DELIVERY PANELS

RELEASE SIGNAL ANNUNCIATOR = 'REL SIG'*
AND AWAY ANNUNCIATOR = 'AWAY'*

CHECK

RELEASE SIGNAL ANNUNCIATOR
AWAY ANNUNCIATOR

RELEASE SIGNAL ANNUNCIATOR = OFF*
AND AWAY ANNUNCIATOR = OFF

12.1.4.026.00*

VERIFY STORES BAY DOORS CLOSING*

FWD BAY DOOR STATUS IND = 'PART'
AND FWD BAY DOOR CONTROL = 'PART'

CHECK

BAY DOOR STATUS INDICATORS
BAY DOOR CONTROL

FWD BAY DOOR STATUS IND = OFF
AND FWD BAY DOOR CONTROL = OFF

12.1.4.027.00*

SET CL SW TO LOWEST APPROPRIATE CLEARANCE PLANE SETTING

FWD BAY DOOR STATUS IND = OFF
AND FWD BAY DOOR CONTROL = OFF

SET

CLEARANCE SELECT SWITCH
CLEARANCE SELECT SWITCH = TBD
AND MOVING POINTER = TBD
AND STEERING COMMAND SYMBOL-PIL = TBD
NOTIFY P USO OSO SHOCK ARRIVAL IS IMMINENT

<table>
<thead>
<tr>
<th>Command</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>PILOT ICS</td>
<td>ACKNOWLEDGED</td>
</tr>
<tr>
<td>AND OSO ICS</td>
<td>ACKNOWLEDGED</td>
</tr>
<tr>
<td>AND DS ICS</td>
<td>ACKNOWLEDGED</td>
</tr>
</tbody>
</table>

13.1.1.002.00* 

DEPRESS 'TER FLW' PB SWITCHEIGHT TO DISENGAGE TF*

<table>
<thead>
<tr>
<th>Command</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>PILOTS TER FLWG PUSHBUTTON</td>
<td>'TER FLW'-W</td>
</tr>
</tbody>
</table>

13.1.1.003.00* 

SET 'TER FLW-ALT REF' SW ON FLT DIR PANELS TO OFF

<table>
<thead>
<tr>
<th>Command</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>PILOTS TER FLWG PUSHBUTTON</td>
<td>'TER FLW'-W</td>
</tr>
<tr>
<td>ALT REF-TER FLW SW-PILOT</td>
<td>OFF</td>
</tr>
<tr>
<td>ALT REF-TER FLW SW-COPILOT</td>
<td>OFF</td>
</tr>
</tbody>
</table>

13.1.1.004.00* 

DEPRESS 'AUTO THROT' PB TO DISENGAGE AUTO THROTTLE CONTROL

<table>
<thead>
<tr>
<th>Command</th>
<th>Action</th>
</tr>
</thead>
<tbody>
<tr>
<td>TFR MODE SWITCH-LEFT</td>
<td>STBY</td>
</tr>
<tr>
<td>TFR MODE SWITCH-RIGHT</td>
<td>STBY</td>
</tr>
<tr>
<td>PILOTS AUTO THROT PUSHBUTTON</td>
<td>'AUTO THROT'-W</td>
</tr>
</tbody>
</table>
13.1.1.005.00*

**ADJUST THROTTLES, IF REQUIRED, FOR OPTIMUM WITHDRAWAL SPEED**

AMI-PILOT ➔ TBD*

POSITION

PRIMARY THROTTLE LEVERS-PI

POWER LEVEL INDICATOR ➔ TBD

AND AMI-PILOT ➔ TBD

13.1.1.006.00*

**ADJUST WING SWEEP LEVER TO TBD ANGLE**

WING SWEEP POSITION INDICATOR ➔ TBD*

POSITION

PILOTS WING SWEEP HANDLE

WING SWEEP POSITION INDICATOR ➔ TBD

AND AMI-PILOT ➔ TBD

13.1.1.007.00*

**MANIPULATE CONTROL STICK TO INITIATE WITHDRAWAL CLIMBOUT**

PITCH SCALE-PILOT ➔ TBD*

TRACK

PILOTS FLIGHT CONTROL STICK

PITCH SCALE-PILOT ➔ TBD*

13.1.2.001.00*

**PERFORM CREW STATION CHECKS**

CHECKLIST ➔ SEQUENCE*

AND FLIGHT LOG ➔ COMPLETED*

= RECORDED

13.1.2.002.00*

**TRACK WITH STICK & RUDDERS TO ATTAIN DESIRED CLEARANCE PLANE**

AVVI-PILOT ➔ TBD*

TRACK

PILOTS FLIGHT CONTROL STICK

PILOTS RUDDER PEDALS

AVVI-PILOT ➔ TBD*
13.1.2.003.00*  MONITOR MACH-AIRSPPEED INDICATOR (AMI)

AMI-PILOT = TBD*

MONITOR VISUAL
AMI-PILOT
AMI-PILOT AND AOA INDICATOR-PILOT = TBD

13.1.2.004.00*  MONITOR HSI FOR CORRECT HEADING

HSI-PILOT = TBD*

MONITOR VISUAL
HSI-PILOT
HSI-PILOT = TBD*

13.1.2.005.00*  SELECT DESIRED AFCS MODES, IF REQUIRED

DEPRESS
PLTS ALTITUDE HOLD PUSHBUTTON
PILOT AIRSPEED HOLD PUSHBUTTON
PLTS MACH (MACH HOLD) PSHTBN

PLTS ALTITUDE HOLD PUSHBUTTON = 'ALT*-G'
OR PILOT AIRSPEED HOLD PUSHBUTTON = 'A-S*-G'
OR PLTS MACH (MACH HOLD) PSHTBN = 'MACH*-G'

13.1.2.006.00*  MONITOR, ADJUST SYSTEM AVIONICS STATUS, PERFORMANCE*

MONITOR VISUAL
PRESENT POSITION LATITUDE = TBD*
PRESENT POSITION LONGITUDE = TBD
AND CITS CONTROL, DISPLAY PANEL = TBD

13.2.1.001.00*  SELECT SEQUENCE NUMBER CORRESPONDING TO TCM

SELECT
FORWARD-REVERSE SELECTOR = TBD*
SEQUENCE NUMBER = TBD*
13.2.1.002.00*

SELECT 'FLY TO'

SEQUENCE NUMBER = TBD
FLY TO SELECTED POINT
FLY TO SELECTED POINT = TBD*
AND SEQUENCE NUMBER = TBD

13.2.1.003.00*

VERIFY CURRENT STEERING POINT IS THE TCM

NUMBER IDENTIFIER-STEERING = TBD
AND SEQUENCE NUMBER IDENTIFIER = TBD

VERIFY

NUMBER IDENTIFIER-STEERING
SEQUENCE NUMBER IDENTIFIER
NUMBER IDENTIFIER-STEERING = TBD*
AND SEQUENCE NUMBER IDENTIFIER = TBD

13.2.1.004.00*

ADVISE CP OF ESTIMATED DAMAGE EFFECTIVENESS*

COMMUNICATE
OSO ICS
CO-PILOT ICS = ACKNOWLEDGED

13.2.1.005.00*

SET HF MODE SWITCH TO "SSB" (SINGLE SIDEBAND)

SET
RADIO MODE SELECT SWITCH
RADIO MODE SELECT SWITCH = SSB

13.2.1.006.00*

SET FREQUENCY INDICATOR-SECTOR KNOBS TO DESIRED HF FREQ.

RADIO MODE SELECT SWITCH = SSB
FREQUENCY INDICATOR-SECTOR
FREQUENCY INDICATOR-SECTOR = TBD*

13.2.1.007.00*

PULL HF RADIO SWITCH KNOB ON ICS PANEL

PULL
HF CONTROL SWITCH-COPILOT
HF TRANS MODE LIGHT-COPILOT = ON
13.2.1.008.00*  
**ADJUST HF GAIN, VOLUME AND SQUELCH CONTROLS, AS REQUIRED**

HF TRANS MODE LIGHT-COPILOT = ON

ADJUST
- SQUELCH CONTROL
- VOLUME CONTROL-RADIO
- RF GAIN CONTROL

SQUELCH CONTROL = TBD
AND VOLUME CONTROL-RADIO = TBD
AND RF GAIN CONTROL = TBD

13.2.1.009.00*  
**DEPRESS MIC ON #4 THROTTLE AND TRANSMIT STRIKE SUCCESS CODE**

SQUELCH CONTROL = TBD
AND VOLUME CONTROL-RADIO = TBD
AND RF GAIN CONTROL = TBD

COMMUNICATE
- COPILOTS HF
- COPILOTS HF = MESS TRANSMITTED

14.1.1.001.00*  
**REVIEW PENETRATION AND APPROACH PROCEDURES**

CHECKLIST = SEQUENCE

REVIEW
- PENETRATION & APPR PROCEDURES
- PENETRATION & APPR PROCEDURES = REVIEWED

14.1.1.002.00*  
**SET RDR ALT VARIABLE ALT INDEX MARKER AT MDA**

CHECKLIST = SEQUENCE

SET
- POWER-SET-TEST CONTROL KNOB
- VARIABLE ALTITUDE INDEX MARKER = TBD*

14.1.1.003.00*  
**SET PROPER TACTICAL FREQUENCY ON UHF #2**

MANUAL-FREQUENCY SELECTOR-COP = TBD*

SET
- MANUAL-FREQUENCY SELECTOR-COP
- MANUAL-FREQUENCY SELECTOR-COP = TBD
14.1.1.004.00*

**PULL UHF #2 KNOB ON COPILOT ICS PANEL**

UHF 2 TRANSFER MODE LIGHT-COP = OFF*

PULL

UHF 2 CONTROL SWITCH-COPILOT

UHF 2 TRANSFER MODE LIGHT-COP = ON

14.1.1.005.00*

**SET POST STRIKE BASE TOWER FREQ ON UHF #1**

MANUAL-FREQUENCY SELECTOR-PIL \(\rightarrow\) TBD*

SET

MANUAL-FREQUENCY SELECTOR-PIL

MANUAL-FREQUENCY SELECTOR-PIL = TBD

14.1.1.006.00*

**PULL UHF #1 KNOB ON PILOT ICS PANEL**

UHF 2 TRANSFER MODE LIGHT-PIL = OFF*

PULL

UHF 2 CONTROL SWITCH-PILOT

UHF 2 TRANSFER MODE LIGHT-PIL = ON

14.1.1.007.00*

**NOTE THAT NEXT SEQ NO IS FOR DESTINATION OVERFLY (DOF)**

CHECKLIST = SEQUENCE

OBSERVE

NUMBER IDENTIFIER-STEERING

STEERING SEQUENCE NUMBER

NUMBER IDENTIFIER-STEERING = 'DOF'

AND STEERING SEQUENCE NUMBER = TBD

14.1.1.008.00*

**DEPRESS NAV FUNCTION SWITCH ON IKB (INTEGRATED KEYBOARD).**

FUNCTION SWITCH = OFF

DEPRESS

FUNCTION SWITCH

FUNCTION SWITCH = ON*

AND DISPLAY TUBE SURFACE = TBD
14.1.1.010.00*

**SELECT AILA OPTION ON IKB**

- OPTION SELECT SWITCHES = OFF*
- AND DISPLAY TUBE SURFACE = TBD

**SELECT**

- OPTION SELECT SWITCHES = ON*
- AND DISPLAY TUBE SURFACE = TBD
- AND OPTION SELECT SWITCHES = OFF

14.1.1.011.00*

**CONFIRM GLIDE SLOPE ANGLE IS CORRECT ON IKB CRT READOUT**

- DISPLAY TUBE SURFACE = TBD*
- CHECK
- DISPLAY TUBE SURFACE
- DISPLAY TUBE SURFACE = TBD*

14.1.1.012.00*

**DEPRESS NAV FCTN PUS HBUTTON SWITCH ON IKB**

- FUNCTION SWITCH = OFF*
- DEPRESS
- FUNCTION SWITCH
- FUNCTION SWITCH = ON
- AND DISPLAY TUBE SURFACE = TBD

14.1.1.013.00*

**SELECT ALT CAL OPTION ON IKB**

- FUNCTION SWITCH = ON*
- AND DISPLAY TUBE SURFACE = TBD

**SELECT**

- OPTION SELECT SWITCHES
- DISPLAY TUBE SURFACE = TBD*

14.1.1.014.00*

**EXECUTE LOW ALTITUDE CALIBRATION PROCEDURES**

- DISPLAY TUBE SURFACE = TBD
- PERFORM
- LOW ALTITUDE CALIBRATION
- LOW ALTITUDE CALIBRATION = COMPLETED
14.1.1.015.00*

**DEPRESS DEST PB ON NAV PANEL FOR AUTO X-HAIR LAY ON DEST**

*X-HAIR CURSORS* = OFF*

**DEPRESS**

**DESTINATION X-HAIR CONTROL**

**DESTINATION X-HAIR CURSOR** = ON*

**AND X-HAIR CURSORS** = POSITIONED*

**AND CRT DISPLAY SURFACE** = TBD

14.1.1.016.00*

**MAINTAIN X-HAIR ALIGNMENT ON DESIRED FLR AIM PT. AS REQUIRED**

*X-HAIR CURSORS* = POSITIONED*

**POSITION**

**ENABLE SWITCH**

*X-HAIR CURSORS* = POSITIONED*

**AND CRT DISPLAY SURFACE** = TBD

14.1.1.017.00*

**SET TRACKING HANDLE TOGGLE SW TO SELECT NARROW SECTOR SCAN**

**CRT DISPLAY SURFACE** = WIDE SECT SCAN

**DEPRESS**

**SECTOR SWITCH**

**CRT DISPLAY SURFACE** = NARROW SECT SCAN

14.1.1.018.00*

**REDUCE RADAR RANGE AS REQUIRED ON RANGE SELECT CONTROL**

**CRT DISPLAY SURFACE** = TBD*

**SET**

**RANGE SWITCH—FLR**

**RANGE SWITCH—FLR** = TBD*

**AND CRT DISPLAY SURFACE** = TBD

14.1.2.001.00*

**DEPRESS TRIGGER ON CONTROL STICK TO 2ND DETENT**

**CHECKLIST** = SEQUENCE

**DEPRESS**

**PILOT AFCS INTRPT-DISENG CNTRL**

**PILOT AFCS INTRPT-DISENG CNTRL** = SECOND DETENT*
14.1.2.002.00*  
**SET AILA MODE ON BOTH FLT DIR CONTROL PANELS**

**APRCH ARM INDICATOR-PILOT**  
**APRCH ARM INDICATOR-COPILOT**  
**APRCH ARM INDICATOR-PILOT**  
**APRCH ARM INDICATOR-COPILOT**

**SET MODE SWITCH-FLT DIR**

**MODE SWITCH-FLT DIR**  
**APRCH ARM INDICATOR-PILOT**  
**APRCH ARM INDICATOR-COPILOT**

14.1.2.003.00*  
**SET INBOUND AILA COURSE ON BOTH HSI'S USING COURSE SET KNOB**

**COURSE POINTER-PILOT**  
**COURSE POINTER-COPILOT**  
**COURSE POINTER-PILOT**  
**COURSE POINTER-COPILOT**

**SET COURSE SET KNOB-PILOT**  
**COURSE SET KNOB-COPILOT**

14.1.2.004.00*  
**SET CMD HDG MARKERS TO DESIRED HEADING**

**HEADING MARKER-PILOT**  
**HEADING MARKER-COPILOT**  
**HEADING MARKER-PILOT**  
**HEADING MARKER-COPILOT**

14.1.2.005.00*  
**COMPUTE AND CHECK LANDING DATA**

**CHECKLIST**  
**LANDING DATA**  
**LANDING DATA**  
**LANDING DATA**  
**AND CO-PILOT ICS**

14.1.2.006.00*  
**CONFIRM NUCLEAR CONSENT SW IS AT NORM & SW GUARD IS DOWN**

**CHECKLIST**  
**NUCLEAR CONSENT SWITCH**  
**NUCLEAR CONSENT SWITCH**
14.1.2.007.00*

SET WING SWEEP CONTROL HANDLE FOR DESCENT

CHECKLIST = SEQUENCE

SET PILOTS WING SWEEP HANDLE
COPILOTS WING SWEEP HANDLE
WING SWEEP POSITION INDICATOR = TBD*

14.1.2.008.00*

CHECK WINDSHIELD POWER SELECT SWITCH IS IN 'BOTH' POSITION

CHECKLIST = SEQUENCE

CHECK WINDSHIELD POWER SELECT SWITCH
WINDSHIELD POWER SELECT SWITCH = BOTH

14.1.2.009.00*

CHECK THAT ENGINE INLET ANTI-ICE SWITCH IS IN AUTO MODE

CHECKLIST = SEQUENCE

CHECK ENGINE ANTI-ICE SWITCH
ENGINE ANTI-ICE SWITCH = AUTO

14.1.2.010.00*

CHECK THAT PITOT HEAT CONTROL SWITCH IS ON

CHECKLIST = SEQUENCE

CHECK PITOT HEAT CONTROL SWITCH
PITOT HEAT CONTROL SWITCH = PITOT HEAT

14.1.2.011.00*

CHECK ANTI-SKID SWITCH IS ON

CHECKLIST = SEQUENCE

CHECK ANTISKID TEST SWITCH
ANTISKID TEST SWITCH = ON

14.1.2.012.00*

SET NOSE WHEEL STEERING MODE CONTROL SWITCH TO 'TO-LDG' MODE

CHECKLIST = SEQUENCE

SET STEERING MODE CONTROL SWITCH
STEERING MODE CONTROL SWITCH = TO-LDG
14.1.2.013.00* SET EVS IR ROTARY SELECTION KNOBS TO 'VV'

CHECKLIST

SET IR POD CONTROL
IR POD CONTROL = VV*

14.1.2.014.00* SET BOTH VSD MODE SELECT SWHS TO IR

CHECKLIST

SET MODE SELECT SWITCH-PILOT
MODE SELECT SWITCH-COPilot
MODE SELECT SWITCH-PILOT = IR*
AND MODE SELECT SWITCH-COPilot = IR

14.1.2.015.00* DEPRESS EVS FOV AS DESIRED

CHECKLIST

DEPRESS NARROW FIELD-OF-VIEW INDICATOR
NARROW FIELD-OF-VIEW INDICATOR = 'ON'*

14.1.2.017.00* SET AICS HYD (4) TOGGLE SWITCHES ON AICS PANEL TO 'TO-LDG'

CHECKLIST

SET AICS CONTROL SWITCH
AICS CONTROL SWITCH = TO-LDG

14.1.2.018.00* PERFORM CREW STATION CHECKS*

CHECK

CHECKLIST

CHECKLIST AND FLIGHT LOG = COMPLETED*
= RECORDED
14.1.2.019.00*
CHECK THAT RESTRAINT HARNESS ARE CONNECTED

CHECKLIST = SEQUENCE
RESTRAINT ASSY = CHECKED*

14.1.2.020.00*
ESTABLISH UHF COMM WITH POST STRIKE RECOVERY SITE (UHF #11)*

COMMUNICATE COPILLOT UHF COMM PANEL
A-V = TBD*

14.1.2.021.00*
SET BARO-ALTIMITERS FOR LANDING AT RECOVERY SITE

COPILLOT UHF COMM PANEL = ALTIM SETTING*
SET BARO-SET KNOB
BAROMETRIC SETTING KNOB
BAROMETER CONTROL
BARO PRESSURE COUNTER = TBD*
AND BAROMETRIC SCALE COUNTER = TBD
AND IN. HG READOUT = TBD

14.2.1.001.00*
POSITION THROTTLES TO TBD POWER SETTING FOR DESCENT

POWER LEVEL INDICATOR = TBD*
POSITION PRIMAY THROTTLE LEVERS-PI
POWER LEVEL INDICATOR = TBD

14.2.1.002.00*
MANIPULATE FLT CONTROLS AND TRIM TO OBTAIN DESCENT ATTITUDE

PITCH SCALE-PILOT = TBD*
TRACK PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS
PLT TRIM SW (ON CONTR STICK)
PITCH SCALE-PILOT AND PILOTS FLIGHT CONTROL STICK = TBD*
= NEUTRAL PRESSURE
14.2.1.003.00* MONITOR ATTITUDE, AIRSPEED, AND HEADING AS REQUIRED

ALTITUDE-VERTICAL VELOCITY IND = TBD*

MONITOR-VISUAL
VERTICAL SITUATION DISPLAY
AIRSPEED-MACH NUMBER INDICATOR
ALTITUDE-VERTICAL VELOCITY IND

VERTICAL SITUATION DISPLAY = TBD*
AND HEADING MARKER = TBD
AND ALTITUDE-VERTICAL VELOCITY IND = TBD

14.2.1.004.00* ACCOMPLISH ALTITUDE CALLS AT 5000 FOOT ALTITUDE INTERVALS*

CHECKLIST = SEQUENCE
COMMUNICATE
ICS
PILOT ICS = ACKNOWLEDGED

14.2.1.005.00* MONITOR AIR VEHICLE POSITION ON BDHI AND FLR

ALTITUDE READOUT = TBD*

MONITOR-VISUAL
CRT DISPLAY SURFACE BEARING-DISTANCE-HEADING IND
CRT DISPLAY SURFACE = TBD*
AND BEARING-DISTANCE-HEADING IND = TBD

14.2.1.006.00* MANIPULATE CONTROL STICK TO INITIATE LEVEL OFF ATTITUDE

AVVI-PILOT = TBD*

TRACK
PILOTS FLIGHT CONTROL STICK
VSO-PILOT = TBD*
AND AMI-PILOT = TBD
AND HEADING MARKER-PILOT = TBD

14.2.2.001.00* MANIPULATE FLT CONTROLS & TRIM TO LEVEL OFF AT INIT APP ALT

AVVI-PILOT = TBD*

TRACK
PILOTS FLIGHT CONTROL STICK
PLT TRIM SW (ON CONTR STICK)
PITCH SCALE-PILOT = TBD*
AND PILOTS FLIGHT CONTROL STICK = NEUTRAL PRESSUR
AND AMI-PILOT = TBD
14.2.2.002.00*

**ADJUST THROTTLES TO ACQUIRE DESIRED AIRSPEED**

AVVI-PILOT = TBD*

POSITION

PRIMARY THROTTLE LEVERS-PI

AMI-PILOT = TBD*

**14.2.2.003.00**

**SET FLIGHT DIRECTOR TOGGLE SWITCHES (2) TO *ALT REF***

AVVI-PILOT = TBD*

AND PITCH SCALE-PILOT = TBD

SET

ALT REF-TER FLW SW-PILOT

ALT REF-TER FLW SW-COPILOT

ALT REF-TER FLW SW-PILOT = ALT REF

AND ALT REF-TER FLW SW-COPILOT = ALT REF

**14.2.2.004.00**

**PERFORM LOW ALTITUDE CALIBRATION**

ALTITUDE READOUT = TBD*

PERFORM

LOW ALTITUDE CALIBRATION

LOW ALTITUDE CALIBRATION = COMPLETED

**14.2.2.005.00**

**VERIFY MAGNETIC VARIATION VIA 1KB**

OPTION SELECT SWITCHES = OFF*

AND DISPLAY TUBE SURFACE = TBD

SELECT

OPTION SELECT SWITCHES = ON*

AND DISPLAY TUBE SURFACE = TBD

**15.1.1.001.00**

**REQUEST CP READ LANDING CHECKLIST***

AVVI-PILOT = TBD*

COMMUNICATE

PILOT ICS

CO-PILOT ICS = ACKNOWLEDGED
15.1.1.002.00*

SET WING SWEEP CONTROL TO 'TBD' FOR LANDING*

CHECKLIST = SEQUENCE

PILOTS WING SWEEP HANDLE

WING SWEEP POSITION INDICATOR = TBD

15.1.1.003.00*

POSITION LANDING GEAR HANDLE TO 'DOWN'*

CHECKLIST = SEQUENCE

AND AVVI-PILOT = TBD

POSITION

PRIMARY LANDING GEAR CONTROL

PRIMARY LANDING GEAR CONTROL = DN

15.1.1.004.00*

MONITOR LANDING GEAR LIGHTS FOR POSITIVE DOWN AND LOCKED

GEAR WARNING LIGHT = OFF

MONITOR-VISUAL

NOSE GEAR ADVISORY LIGHT

LEFT GEAR ADVISORY LIGHT

RIGHT GEAR ADVISORY LIGHT

NOSE GEAR ADVISORY LIGHT = 'NOSE'

AND LEFT GEAR ADVISORY LIGHT = 'L'

AND RIGHT GEAR ADVISORY LIGHT = 'R'

15.1.1.005.00*

EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT*

CHECKLIST = SEQUENCE

EXTEND

FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = SLAT EXD*

AND SLATS POSITION INDICATOR = 'EXD'

15.1.1.006.00*

EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TOP*

CHECKLIST = SEQUENCE

EXTEND

FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = TBD*

AND FLAP POSITION INDICATOR = TBD
15.1.1.007.00* **VERIFY FLAPS AND SLATS POSITION INDICATORS**

- FLAP-SLAT CONTROL HANDLE = TBD*
- FLAP POSITION INDICATOR
- SLATS POSITION INDICATOR
- FLAP POSITION INDICATOR = TBD
- AND SLATS POSITION INDICATOR = 'EXD'

15.1.1.008.00* **SET LANDING-TAXI LIGHT CONTROL SWITCH TO 'TO-LDG'**

- CHECKLIST = SEQUENCE
- LANDING/TAXI LIGHT CONTROL SW
- LANDING/TAXI LIGHT CONTROL SW = TO-LDG

15.1.1.009.00* **VERIFY CORRECT AILA COURSE IS SELECTED**

- CHECKLIST = SEQUENCE
- DIGITAL READOUT-PILOT
- DIGITAL READOUT-COPILOT
- CRT DISPLAY SURFACE
- PILOT ICS = AILA CRSE CHKED
- AND CO-PILOT ICS = AILA CRSE CHKED
- AND OSO ICS = AILA CRSE CHKED

15.1.1.010.00* **POSITION THROTTLES TO OBTAIN APPROACH AIRSPEED-AOA**

- AIR-VEHICLE = LANDING CONFIG
- PRIMARY THROTTLE LEVERS-PI
- POWER LEVEL INDICATOR = TBD*
- AND AMI-PILOT = TBD
- AND AOA INDICATOR-PILOT = TBD

15.1.1.011.00* **DEPRESS AFCS 'AUTO THROT' MODE ON AFCS MODE SELECT PANEL**

- AOA INDICATOR-PILOT = TBD*
- PILOTS AUTO THROT PUSHBUTTON
- PILOTS AUTO THROT PUSHBUTTON = 'AUTO-THROT'-G
15.1.1.012.00* DEPRESS AFCS ‘ENGAGE, FLT DIR. & ALT HOLD’ MODES ON AFCS

DEPRESS
PILOTS ENGAGE PUSHBUTTON
PILOTS FLT DIR PUSHBUTTON
PLTS ALTITUDE HOLD PUSHBUTTON

PILOTS ENGAGE PUSHBUTTON = ’ENGAGE’-G
AND PILOTS FLT DIR PUSHBUTTON = ’FLT DIR’-G
AND PLTS ALTITUDE HOLD PUSHBUTTON = ’ALT’-G

15.1.2.001.00* VERIFY PROPER X-HAIRS PLACEMENT ON DESIRED TOUCHDOWN POINT*

AIR-VEHICLE
X-HAIR CURSORS
AND CRT DISPLAY SURFACE
AND PILOT ICS

= AUTO APPROACH*

= POSITIONED
= TBD
= ACKNOWLEDGED

15.1.2.002.00* VERIFY BOTH COMMAND HDG MKRS FOR PROPER AILA LOC INTERCEPT

AIR-VEHICLE
HEADING MARKER-PILOT
HEADING MARKER-COPilot

HEADING MARKER-PILOT = TBD*
AND HEADING MARKER-COPilot = TBD

= AUTO APPROACH

= POSITIONED
= TBD
= TBD

15.1.2.003.00* MONITOR FLIGHT & ENGINE INSTRUMENTS FOR AILA

MONITOR-VISUAL
AIR-VEHICLE
HORIZONTAL SITUATION INDICATOR
AIRSPEED-MACH NUMBER INDICATOR
ALTITUDE-VERTICAL VELOCITY IND

HORIZONTAL SITUATION INDICATOR= TBD
AND AIRSPEED-MACH NUMBER INDICATOR= TBD
AND ALTITUDE-VERTICAL VELOCITY IND= TBD

= AUTO APPROACH

= TBD
= TBD
= TBD
15.1.2.003.02*

MONITOR FLIGHT INSTRUMENTS FOR AILA

MONITOR-VISUAL

AIR-VEHICLE

CRT TUBE DISPLAY-PILOT
CRT TUBE DISPLAY-COPILOT

CRT TUBE DISPLAY-PILOT
AND CRT TUBE DISPLAY-COPILOT

= AUTO APPROACH

15.1.2.003.03*

MONITOR FLIGHT & ENGINE INSTRUMENTS FOR AILA

MONITOR-VISUAL

AIR-VEHICLE

RADAR ALTIMETER INDICATOR
STANDBY ALTIMETER
POWER LEVEL INDICATOR

RADAR ALTIMETER INDICATOR
AND STANDBY ALTIMETER
AND POWER LEVEL INDICATOR

= AUTO APPROACH

15.1.2.003.04*

MONITOR FLIGHT INSTRUMENTS FOR AILA

MONITOR-VISUAL

BEARING-DISTANCE-HEADING IND
AIRSPEED-ALTITUDE INDICATOR

BEARING-DISTANCE-HEADING IND
AND AIRSPEED-ALTITUDE INDICATOR

= AUTO APPROACH

15.1.2.004.00*

MONITOR A-V ROLL MANEUVER TO ACQUIRE FINAL APPR LOC COURSE

MONITOR-VISUAL

ROLL POINTER-PILOT

COURSE DEVIATION BAR-PILOT
STEERING COMMAND SYMBOL-PIL

COURSE DEVIATION BAR-PILOT
AND STEERING COMMAND SYMBOL-PIL

= TBD*

= CENTERED
15.1.2.005.00*

**MONITOR LOC ANNUNCIATOR FOR LOCALIZER CAPTURE SIGNAL**

COURSE DEVIATION BAR-PILOT = TBD
AND STEERING COMMAND SYMBOL-PILOT = TBD

**MONITOR VISUAL**
LOC LIGHT-PILOT
LOC LIGHT-COPilot

LOC LIGHT-PILOT
AND LOC LIGHT-COPilot

= 'LOC'*
= 'LOC'

15.1.2.006.00*

**MONITOR VSD GLIDE SLOPE RAW DATA SCALE ERROR**

ILS SYMBOL-PILOT
ILS SYMBOL-COPilot

= TBD
= TBD

**MONITOR VISUAL**

ILS SYMBOL-PILOT
AND ILS SYMBOL-COPilot

ILS SYMBOL-PILOT
AND ILS SYMBOL-COPilot

= CENTERED
= CENTERED

15.1.2.007.00*

**MONITOR GLIDE SLOPE ANNUNCIATOR FOR GLIDE SLOPE CAPTURE SIGN**

GLIDE SLOPE LIGHT-PILOT
GLIDE SLOPE LIGHT-COPilot

GLIDE SLOPE LIGHT-PILOT
AND GLIDE SLOPE LIGHT-COPilot

= 'GLIDE SLOPE'*
= 'GLIDE SLOPE'

15.1.2.008.00*

**MONITOR AIR VEHICLE INITIATION OF DESCENT**

GLIDE SLOPE LIGHT-PILOT
AND GLIDE SLOPE LIGHT-COPilot

AVVI-PILOT
AVVI-COPilot

AVVI-PILOT
AND AVVI-COPilot

= 'GLIDE SLOPE'*
= 'GLIDE SLOPE'

= TBD
= TBD
15.1.2.009.00*  
**REQUEST LANDING CLEARANCE FROM POST-STRIKE RECOVERY SITE**

- **STEERING COMMAND SYMBOL—COPILOT** = CENTERED*
- **AND ILS SYMBOL—COPILOT** = CENTERED
- **AND AVVI—COPILOT** = TBD

**COMMUNICATE**

- COPILOTS UHF
- COPILOTS UHF = CLEARED TO LAND*

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15.2.1.001.00*  
**NOTIFY PILOT THAT RUNWAY IS OR IS NOT VISIBLE**

- MIN DECN HGT LIGHT—PILOT = "MIN DECN HGT"*
- AND MIN DECN HGT LIGHT—COPILOT = "MIN DECN HGT"
- AND FLASHBLINDNESS WINDOW—RIGHT = TBD

**COMMUNICATE**

- CO-PILOT ICS
- PILOT ICS = RUNWAY IN SIGHT

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15.2.1.002.00*  
**DEPRESS AFCS PITCH DISCONNECT TRIG SW ON STICK TO 2ND DETENT**

- A-V = AUTO APPROACH*

**DEPRESS**

- PILOT AFCS INTRPT—DISENG CNTRL
- PILOTS ENGAGE PUSHBUTTON = "ENGAGE"—W*
- AND PILOTS FLT DIR PUSHBUTTON = "FLT DIR"—W
- AND PILOTS AUTO THRQT PUSHBUTTON = "AUTO—THRQ"—W

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15.2.2.001.00*  
**MANIPULATE FLIGHT CONTROLS & THROTTLES TO ESTABLISH FLARE**

- AIR—VEHICLE AND AVVI—PILOT = AUTO APPROACH < MDH

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15.2.2.001.01*  
**MANIPULATE FLIGHT CONTROLS TO ESTABLISH FLARE**

- AIR—VEHICLE AND AVVI—PILOT = AUTO APPROACH < MDH

**TRACK**

- PILOTS FLIGHT CONTROL STICK
- PILOTS RUDDER PEDALS
- PILOTS FLIGHT CONTROL STICK = SET FOR FLARE*
- AND PILOTS RUDDER PEDALS = SET FOR FLARE
15.2.2.001.02*

**POSITION THROTTLES TO ESTABLISH FLARE**

AIR-VEHICLE
AND AVVI-PILOT

POSITION
PRIMARY THROTTLE LEVERS-PI
PRIMARY THROTTLE LEVERS-PI = SET FOR FLARE*

15.2.2.002.00*

**RETARD THROTTLES TO 'IDLE* TO ACCOMPLISH TOUCHDOWN**

AIR-VEHICLE

POSITION
PRIMARY THROTTLE LEVERS-PI
AIR-VEHICLE = ON RUNWAY*
AND PRIMARY THROTTLE LEVERS-PI = IDLE

15.2.3.001.00*

**SET SPEED BRAKE CONTROL ON #4 THROTTLE TO *OUT***

AIR-VEHICLE

SET
PILOTS SPD BRK CONTR #4 THROT
PILOTS SPD BRK CONTR #4 THROT = OUT

15.2.3.002.00*

**MANEUVER CONTROL STICK AND RUDDERS TO LOWER NOSEWHEEL TO R-W**

AMI-PILOT

TRACK
PILOTS FLIGHT CONTROL STICK
PILOTS RUDDER PEDALS
AIR-VEHICLE = NOSEWHEEL ON R-W*

15.2.3.003.00*

**DEPRESS RUDDER PEDALS TO APPLY WHEEL BRAKES**

AMI-PILOT

DEPRESS
PILOTS RUDDER PEDALS
PROPRIOCEPTION
= TBD*
= LONGIT DECEL*
15.2.3.004.00*

SET NWS SWITCH TO 'TO-LDG' TO ENGAGE NOSEWHEEL STEERING

AMI-PILOT = TBD*

SET STEERING MODE CONTROL SWITCH

STEERING MODE CONTROL SWITCH = TO-LDG*

AND READY-NWS ADVISORY LIGHT = 'READY-NWS'*

15.2.3.005.00*

MAINTAIN DIRECTIONAL CONTROL USING CONTROL STICK & RUD PEDS

SET AMI-PILOT STEERING MODE CONTROL SWITCH

TO-LDG* AND READY-NWS ADVISORY LIGHT » 'READY-NWS'*

15.2.3.006.00*

POSITION SPEED BRAKES SWITCH TO 'IN'

CHECKLIST = SEQUENCE

SET PILOTS SPD BRK CONTR #4 THROT

PILOTS SPD BRK CONTR #4 THROT = IN*

AND SPOILER INDICATORS = NO FLAG

15.3.1.001.00*

SET STEER MODE CONTROL SWITCH TO 'TAXI'

AIR-VEHICLE = ON TAXI STRIP*

SET STEERING MODE CONTROL SWITCH

STEERING MODE CONTROL SWITCH = TAXI

15.3.1.002.00*

DEPRESS MIC SW ON THROTTLES TO CONTACT GROUND CNTRL FOR TAXI

A-V = ON TAXIWAY*

DEPRESS PUSH-TO-TALK SWITCH-PILOT

PILOT UHF COMM PANEL = TAXI INSTRUCTION
15.3.1.003.00*

POSITION LANDING LIGHT SWITCH TO 'TAXI-OFF' AS NECESSARY

CHECKLIST = SEQUENCE*

SET
LANDING/TAXI LIGHT CONTROL SW

LANDING/TAXI LIGHT CONTROL SW = TAXI
OR LANDING/TAXI LIGHT CONTROL SW = OFF

15.3.1.004.00*

POSITION FLAP HANDLE TO '*TO' SETTING

CHECKLIST = SEQUENCE

SET
FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = TBD*

15.3.1.005.00*

POSITION FLR RADAR FUNCTION SWITCH TO 'STANDBY'

CHECKLIST = SEQUENCE

SET
MODE SWITCH-RADAR SET-2

MODE SWITCH-RADAR SET-2 = STBY

15.3.1.006.00*

SET RADAR ALTIMETER ROTARY MODE CONTROL TO 'OFF'

CHECKLIST = SEQUENCE

SET
CHANNEL SELECTOR SWITCH

CHANNEL SELECTOR SWITCH = OFF

15.3.1.007.00*

POSITION DOPPLER RADAR POWER SWITCH TO 'OFF'

CHECKLIST = SEQUENCE

SET
DOPPLER CONTROL

DOPPLER CONTROL = OFF
15.3.1.008.00*

**MANIPULATE RUDDER PEDALS TO TURN ONTO TAXI STRIP**

STEERING MODE CONTROL SWITCH = TAXI
AND PILOT STEER ENG-DISENG SWITCH = ENGAGE

DEPRESS RUDDER PEDALS

TOE BRAKES

AIR-VEHICLE = TAXIED*

15.3.1.009.00*

**MODULATE THROTTLES AS REQUIRED TO TAXI**

AIR-VEHICLE = ON TAXI SPEED*

ADJUST PRIMARY THROTTLE LEVERS-PI

AIR-VEHICLE = ON TAXI SPEED*

15.3.2.001.00*

**INSERT EJECTION HANDLE SAFETY PINS**

CHECKLIST = SEQUENCE

INSERT EJECTION PINS

EJECTION CONTROLS, FORWARD STA= SAFETIED
AND EJECTION CONTROLS-AFT STATION = SAFETIED
AND ICS = PINS INSTALLED

15.3.2.002.00*

**MANIPULATE RUDDER PEDALS TO TURN INTO PARKING POSITION**

FLASHBLINDNESS WINDOW-LEFT = PARKING AREA*

DEPRESS RUDDER PEDALS

TOE BRAKES

15.3.2.003.00*

**OBSERVE SIGNALS OF PARKING ATTENDANT**

FLASHBLINDNESS WINDOWS = PRKNG DIRECTIONS

OBSERVE FLASHBLINDNESS WINDOWS

A-V = PARKING POSITION
15.3.2.004.00*

**DEPRESS RUDDER PEDALS TO BRAKE TO STOP**

DEPRESS
PILOTS RUDDER PEDALS
TOE BRAKES
AIR-VEHICLE

= PARKING POSITION

15.3.2.005.00*

**HOLD BRAKES DEPRESSED UNTIL GO SIGNALS WHEEL CHOCKS IN PLACE**

DEPRESS
TOE BRAKES
AIR-VEHICLE

= STOPPED

15.4.1.001.00*

**POSITION TAXI LIGHT SWITCH TO 'OFF', IF NECESSARY**

CHECKLIST
LANDING/TAXI LIGHT CONTROL SW

= SEQUENCE

LANDING/TAXI LIGHT CONTROL SW = OFF

15.4.1.002.00*

CHECK THAT WHEELS ARE CHOCKED

CHECKLIST
WINDSHIELD - LEFT
SIDE WINDOW - LEFT

= CHOCKED SIGNAL

WINDSHIELD - LEFT
OR SIDE WINDOW - LEFT

= CHOCKED SIGNAL

15.4.1.003.00*

**POSITION FLIGHT DIRECTOR MODE SWITCHES (2) TO 'OFF'**

CHECKLIST
FLT DIR MODE SWITCH-PILOT
FLT DIR MODE SWITCH-COPILOT

= SEQUENCE

FLT DIR MODE SWITCH-PILOT
AND FLT DIR MODE SWITCH-COPILOT

= OFF
15.4.1.004.00*  
**SET** MASTERS CONTROL SELECT KNOB TO "OFF"

CHECKLIST = SEQUENCE

MASTER CONTROL SELECT SWITCH
MASTER CONTROL SELECT SWITCH = OFF

15.4.1.005.00*  
**POSITION** PITOT HEAT SWITCH TO "OFF"

CHECKLIST = SEQUENCE

PITOT HEAT CONTROL SWITCH
PITOT HEAT CONTROL SWITCH = OFF

15.4.1.006.00*  
**POSITION** ENGINE-INLET ANTI-ICING SWITCH TO "OFF"

CHECKLIST = SEQUENCE

ENGINE ANTI-ICE SWITCH
ENGINE ANTI-ICE SWITCH = OFF

15.4.1.007.00*  
**POSITION** ANTI-COLLISION LIGHT TOGGLE SWITCH TO "OFF"

CHECKLIST = SEQUENCE

ANTI-COLLISION CONTROL SWITCH
ANTI-COLLISION CONTROL SWITCH = OFF

15.4.1.008.00*  
**POSITION** FUSELAGE LIGHT SWITCH TO "OFF"

CHECKLIST = SEQUENCE

POSITION LIGHT SWITCH
POSITION LIGHT SWITCH = OFF

15.4.1.009.00*  
**SET** UHF #1 FUNCTION SELECT SWITCH TO "OFF"

CHECKLIST = SEQUENCE

FUNCTION SELECT SW-PILOT
FUNCTION SELECT SW-PILOT = OFF
15.4.1.010.00* SET UHF #2 FUNCTION SELECT SWITCH TO *OFF*

CHECKLIST = SEQUENCE
FUNCTION SELECT SW-COPILOT
FUNCTION SELECT SW-COPILOT = OFF

15.4.1.011.00* SET TACAN MODE SELECT SWITCH TO *OFF*

CHECKLIST = SEQUENCE
MODE SELECTOR SWITCH-TACAN
MODE SELECTOR SWITCH-TACAN = OFF

15.4.1.012.00* SET HF RADIO MODE SELECT SWITCH TO *OFF*

CHECKLIST = SEQUENCE
RADIO MODE SELECT SWITCH
RADIO MODE SELECT SWITCH = OFF

15.4.1.013.00* POSITION GSS #1 ROTARY SELECT SWITCH TO *OFF*

CHECKLIST = SEQUENCE
ROTARY SELECTOR SWITCH
ROTARY SELECTOR SWITCH = OFF

15.4.1.014.00* POSITION EVS (IR) CONTROL SELECT SWITCHES TO *RETRACT*

CHECKLIST = SEQUENCE
IR POD CONTROL
IR POD CONTROL = RET

15.4.2.001.00* POSITION FIR PHOTO TOGGLE SWITCH TO *OFF*

CHECKLIST = SEQUENCE
PHOTO CONTROL
PHOTO CONTROL = OFF
15.4.2.002.00*

**POSITION RADAR FUNCTION ROTARY SWITCH TO 'OFF'**

CHECKLIST = SEQUENCE

SET

MODE SWITCH-RADAR SET-2 = OFF

15.4.2.003.00*

**POSITION EVS VIDEO SELECT SWITCH TO 'OFF'**

CHECKLIST = SEQUENCE

SET

VIDEO SELECT SWITCH = OFF

15.4.2.005.00*

**POSITION FLIR MODE SELECT ROTARY SWITCH TO 'OFF'**

CHECKLIST = SEQUENCE

SET

MODE SELECT SWITCH-FLIR = OFF

15.4.2.006.00*

**SET BOMB TIMER KNOB TO 'OFF'**

CHECKLIST = SEQUENCE

SET

BOMB TIMER POWER SWITCH = OFF

15.4.2.007.00*

**CHECK THAT ALL SWITCHES ON SMS PANEL ARE 'OFF, NORM, OR SAFE'**

CHECKLIST = SEQUENCE

CHECK

STORES MANAGEMENT PANEL

15.4.2.007.01*

**CHECK THAT ALL NUCLEAR ARMING SWITCHES ARE 'SAFE'**

CHECKLIST = SEQUENCE

CHECK

NUCLEAR RACK CONTROL SWITCH = SAFE

NUCLEAR PREARM ENABLE SWITCH = SAFE

AND PA-SAFE SWITCH = SAFE
15.4.2.007.02*

**CHECK CONV ARMING SW IN SAFE AND FWD-REV SW IN NORM**

**CHECKLIST**

- SAFE-ARM SWITCH
  - FORWARD/REVERSE SWITCH
- SAFE-ARM SWITCH
  = SAFE
- AND FORWARD/REVERSE SWITCH
  = N

15.4.2.007.03*

**CHECK ST PWR SW IS IN OFF AND JETT SW IS IN NORM**

**CHECKLIST**

- STORE POWER SWITCH
  - JETTISON SWITCHES
- STORE POWER SWITCH
  = OFF
- AND JETTISON SWITCHES
  = NORM

15.4.2.008.00*

**CHECK ALL STATION LOGIC UNIT SWITCHES TO 'DISABLE'**

**CHECKLIST**

- STATION LOGIC UNIT SWITCHES
- STATION LOGIC UNIT SWITCHES
  = DUBL

15.4.2.009.00*

**SET INS #1 & INS #2 SWITCHES ON AUX PANEL TO 'DISABLE'**

**CHECKLIST**

- INS1 DSBL SWITCH
- INS 2 DSBL SWITCH
- INS1 DSBL SWITCH
  = DUBL
- AND INS 2 DSBL SWITCH
  = DUBL

15.4.2.010.00*

**POSITION GEN NAV & WPNS DEL ACU SWITCHES TO 'DISABLE'**

**CHECKLIST**

- GN-DSBL SWITCH
- WD-DSBL SWITCH
- GN-DSBL SWITCH
  = DUBL
- AND WD-DSBL SWITCH
  = DUBL
15.4.2.011.00*

**SET CONSOLE LIGHTS TO 'OFF'**

- **CHECKLIST**
  - SET
    - INTGR-ANO CONTROL
    - SPOT CONTROL
    - FLOOD CONTROL
  - INTGR-ANO CONTROL = OFF
  - SPOT CONTROL = OFF
  - FLOOD CONTROL = OFF

15.4.3.001.00*

**VERIFY CSD DECOUPLE SWS FOR GENS 1 & 2 ARE IN 'NORMAL' POSN**

- **CHECKLIST**
  - CHECK
    - #1 CONSTANT SPD DRIVE MODE SEL
    - #2 CONSTANT SPD DRIVE MODE SEL
    - #1 CONSTANT SPD DRIVE MODE SEL = NORM
    - AND #2 CONSTANT SPD DRIVE MODE SEL = NORM
  - = SEQUENCE

15.4.3.002.00*

**VERIFY NO 1 AND NO 2 GENERATOR SWITCHES ARE 'ON'**

- **CHECKLIST**
  - CHECK
    - #1 GENERATOR MODE SWITCH
    - #2 GENERATOR MODE SWITCH
    - #1 GENERATOR MODE SWITCH = ON
    - AND #2 GENERATOR MODE SWITCH = ON
  - = SEQUENCE

15.4.3.003.00*

**SET BATT LEVER-LOCK SWITCH ON ELEC PANEL TO 'AUTO-ON' POSN**

- **CHECKLIST**
  - CHECK
    - BATTERY SELECT SWITCH
    - BATTERY SELECT SWITCH = AUTO-ON
  - = SEQUENCE

15.4.3.004.00*

**VERIFY LEFT ADS ROTARY CONTROL ON APU PANEL IS IN 'BOTH'**

- **CHECKLIST**
  - CHECK
    - LEFT ADS COUPLE SWITCH
    - LEFT ADS COUPLE SWITCH = BOTH
  - = SEQUENCE
15.4.3.005.00*
VERIFY ECS SUPPLY SWITCH FOR L APU ON APU PANEL IS "ON"*

CHECK
LEFT ECS SUPPLY SWITCH
LEFT ECS SUPPLY SWITCH = ON

15.4.3.006.00*
MOMENTARILY PRESS LEFT APU SWITCH TO 'START' POSITION*

CHECK
FLASHBLINDNESS WINDOW-LEFT = APU IS CLEAR*

DEPRESS
LEFT APU MODE SWITCH
LEFT APU MODE SWITCH = START*
AND LEFT RUN LIGHT = "L RUN"

15.4.3.007.00*
MOVE VOLTAGE-FREQ SW TO GEN NO 1 AND THEN NO 2 AND MONITOR*

CHECK
LEFT RUN LIGHT = "L RUN"

SET
VOLTAGE/FREQ SELECTOR SWITCH
VOLTAGE/FREQ SELECTOR SWITCH
VOLTAGE METER = 230
AND FREQUENCY METER = 400

15.4.3.008.00*
MONITOR L APU EXH TEMPERATURE

CHECK
LEFT APU EXHAUST TEMP GAGE
LEFT APU EXHAUST TEMP GAGE = TBD*

15.4.4.001.00*
CHECK AND RECORD ENGINE OIL QUANTITY

CHECK
OIL QUANTITY INDICATOR
OIL QUANTITY INDICATOR = TBD*
AND FLIGHT LOG = RECORDED
CHECK AND RECORD TOTAL FUEL QUANTITY

CHECKLIST = SEQUENCE
TOTAL FUEL QUANTITY INDICATOR = TBD*
AND FLIGHT LOG = RECORDED

SET MODE PERCENT MAC SWITCH TO TBD VALUE FOR TAKE-OFF

CHECKLIST = SEQUENCE
SET MODE % MAC SELECTOR SW
SET MODE % MAC SELECTOR SW = TBD*

POSITION ENGINE START-RUN SWITCHES TO 'OFF'

CHECKLIST = SEQUENCE
SET ENGINE START SWITCH
ENGINE START SWITCH = OFF

ACTUATE CREW MODULE ENTRY DOOR HANDLE TO 'OPEN' & LATCHED

A-V = MANNED*
SET OPEN-CLOSE DOOR HANDLE
OPEN-CLOSE DOOR HANDLE = OPEN*

POSITION ENTRY LADDER CONTROL SWITCH TO 'DN'

A-V AND OPEN-CLOSE DOOR HANDLE = MANNED*
ENTRY LADDER CONTROL SWITCH = DN*

SET TANK FILL VALVE SWSH ON GROUND REFUEL PANEL TO 'AUTO'
16.1.1.001.01*

**SET TANK FILL VALVE SWS FOR TK 1, TK 4 AND TK 2 TO *AUTO***

A-V = READY FOR REFUEL*
AND FUEL TRUCKS = READY
AND ICS = ESTABLISHED

SET MODE CONTROL ROTARY SELECTOR
TK 4 LCV CONTROL SWITCH = AUTO
TK 2 LCV CONTROL SWITCH = AUTO

16.1.1.001.02*

**SET TANK FILL VALVE SWS FOR TK 3 WG AND ST BAY TO *AUTO***

A-V = READY FOR REFUEL*
AND FUEL TRUCKS = READY
AND ICS = ESTABLISHED

SET TK 3 LCV CONTROL SWITCH
WG LCV CONTROL SWITCH = AUTO
ST BAY LCV CONTROL SWITCH = AUTO

16.1.1.002.00*

**SET MAIN TOGGLE SWITCH TO *OPEN* POSITION**

TK 3 LCV CONTROL SWITCH = AUTO*
AND WG LCV CONTROL SWITCH = AUTO
AND ST BAY LCV CONTROL SWITCH = AUTO

SET MAIN LCV CONTROL SWITCH
MAIN LCV CONTROL SWITCH = OPEN

16.1.1.003.00*

**SET FILL CONTROL ROTARY SELECTOR TO *TOTAL* POSITION**

MAIN LCV CONTROL SWITCH = OPEN
TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = TOTAL
16.1.1.004.00*

**ROTATE MODE CONTROL TO 'FUEL QUANTITY' POSITION**

- LEFT RUN LIGHT = *L RUN*
- POWER CONTROL SWITCH
- POWER CONTROL SWITCH = FUEL QUANTITY
- AND POWER ON ADVISORY LIGHT = *POWER ON*

16.1.1.005.00*

**PUSH TO TEST CG FAIL LIGHT ON GROUND REFUEL PANEL**

- POWER ON ADVISORY LIGHT = *POWER ON*
- CG FAIL LEGEND LIGHT
- CG FAIL LEGEND LIGHT = *CG FAIL*

16.1.1.006.00*

**PUSH TO TEST FILL VALVE FAIL LIGHT**

- POWER ON ADVISORY LIGHT = *POWER ON*
- LCV FAIL WARNING SWITCHLIGHT
- LCV FAIL WARNING SWITCHLIGHT = *FILL V FAIL*

16.1.2.001.00*

**VERIFY AND RECORD TOTAL FUEL QUANTITY ON A V**

- POWER CONTROL SWITCH = FUEL QUANTITY
- DIGITAL COUNTERS
- DIGITAL COUNTERS = TBD TOT

16.1.2.002.00*

**SET FILL CONTROL SELECTOR TO MAIN AND RECORD FUEL IN L AND R**

- DIGITAL COUNTERS = TBD TOT
- AND FUEL LOG = TOTAL FUEL
- TANK SELECT ROTARY CONTROL
- TANK SELECT ROTARY CONTROL = MAIN
- AND DIGITAL COUNTERS = TBD L
- AND FILL V FAIL LEGEND LIGHT = TBD R
16.1.2.003.00*

SET FILL CONTROL TO FUS 1 & 4 AND RECORD FUEL QUANTITIES*

FUEL LOG = L MAIN FUEL
AND FUEL LOG = R MAIN FUEL

SET TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = FUS 1 & 4*
AND DIGITAL COUNTERS = TBD 1
AND FILL V FAIL LEGEND LIGHT = TBD 4

16.1.2.004.00*

SET FILL CONTROL TO FUS 2 & 3 AND RECORD FUEL QUANTITIES*

FUEL LOG = FUS 1 FUEL
AND FUEL LOG = FUS 4 FUEL

SET TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = FUS 2 & 3*
AND DIGITAL COUNTERS = TBD 2
AND FILL V FAIL LEGEND LIGHT = TBD 3

16.1.2.005.00*

SET FILL CONTROL TO WG AND RECORD FUEL QUANTITIES*

FUEL LOG = FUS 2 FUEL
AND FUEL LOG = FUS 3 FUEL

SET TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = WG*
AND DIGITAL COUNTERS = TBD L
AND FILL V FAIL LEGEND LIGHT = TBD R

16.1.3.001.00*

SET FILL CONTROL ROTARY SELECTOR TO 'FUS 1 & 4' POSITION

FUEL LOG = WG L FUEL
AND FUEL LOG = WG R FUEL

SET TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = FUS 1 & 4*
AND DIGITAL COUNTERS = TBD 1
AND FILL V FAIL LEGEND LIGHT = TBD 4

16.1.3.002.00*

ROTATE TK1 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL*

ROTATE TK1 THUMBWHEEL
TK1 MOVING POINTER = TBD*
16.1.3.003.00*  
**ROTATE TK4 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL**  
TANK SELECT ROTARY CONTROL = FUS 1 & 4  
TK 4 THUMBWHEEL  
TK4 MOVING POINTER = TBD*

16.1.3.004.00*  
**PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL QTY SELECTION**  
TK1 MOVING POINTER = TBD  
AND TK4 MOVING POINTER = TBD  
FILL CONTROL SET TEST PSHBTN  
DIGITAL COUNTERS = TBD 1*  
AND FILL V FAIL LEGEND LIGHT = TBD 4

16.1.3.005.00*  
**SET FILL CONTROL ROTARY SELECTOR TO *FUS 2 & 3* POSITION**  
DIGITAL COUNTERS = TBD 1  
AND FILL V FAIL LEGEND LIGHT = TBD 4  
TANK SELECT ROTARY CONTROL  
TANK SELECT ROTARY CONTROL = FUS 2 & 3*  
AND DIGITAL COUNTERS = TBD 2  
AND FILL V FAIL LEGEND LIGHT = TBD 3

16.1.3.006.00*  
**ROTATE TK2 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL**  
TANK SELECT ROTARY CONTROL = FUS 2 & 3  
TK 2 THUMBWHEEL  
TK2 MOVING POINTER = TBD*

16.1.3.007.00*  
**ROTATE TK3 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL**  
TANK SELECT ROTARY CONTROL = FUS 2 & 3  
TK 3 THUMBWHEEL  
TK3 MOVING POINTER = TBD*
16.1.3.008.00*

PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL QTY SELECTION*

TK2 MOVING POINTER = TBD
AND TK3 MOVING POINTER = TBD

PUSH FILL CONTROL SET TEST PSMBTN

DIGITAL COUNTERS = TBD 2*
AND FILL V FAIL LEGEND LIGHT = TBD 3

16.1.3.009.00*

VERIFY BY ICS THAT EACH MAN IS READY TO BEGIN REFUELING*

DIGITAL COUNTERS = TBD 2
AND FILL V FAIL LEGEND LIGHT = TBD 3

COMMUNICATE PILOT ICS
AND FILL V FAIL LEGEND LIGHT = TBD 3

CO-PILOT ICS

PILOT ICS
AND CO-PILOT ICS

= READY FOR REFUEL*

PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL QTY SELECTION*

PILOT ICS
AND CO-PILOT ICS

= READY FOR REFUEL

COMMUNICATE PILOT ICS

CO-PILOT ICS

= READY FOR REFUEL

16.2.1.001.00*

SET MODE CONTROL ROTARY SELECTOR TO 'REFUEL' POSITION

PILOT ICS
AND CO-PILOT ICS

= READY FOR REFUEL

SET POWER CONTROL SWITCH

POWER CONTROL SWITCH = REFUEL

16.2.1.002.00*

SET FILL CONTROL ROTARY SELECTOR TO 'TOTAL' POSITION

POWER CONTROL SWITCH = REFUEL

SET TANK SELECT ROTARY CONTROL

TANK SELECT ROTARY CONTROL = TOTAL
AND DIGITAL COUNTERS = TBD TOT

16.2.1.003.00*

REQUEST FUEL TANK TRUCK OPERATOR TO START FUEL FLOW*

POWER CONTROL SWITCH = REFUEL

COMMUNICATE PILOT ICS

GROUND OBSERVER ICS = ACKNOWLEDGED
16.2.1.004.00*
MONITOR FUEL QTY ON DIGITAL COUNTERS AT GROUND REFUEL PANEL*

DIGITAL COUNTERS = TBD TOT

MONITOR-VISUAL

DIGITAL COUNTERS

DIGITAL COUNTERS = TBD TOT

16.2.1.005.00*
PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL PUMPED ONBOARD*

DIGITAL COUNTERS = TBD TOT

PUSH

FILL CONTROL SET TEST PSMBTN

DIGITAL COUNTERS = TBD TOT

16.2.2.001.00*
SET TANK FILL VALVES SWS EXCEPT MAIN TANKS TO CLOSE POSITION*

DIGITAL COUNTERS = TBD TOT

16.2.2.001.01*
SET TANK FILL VALVE SWS FOR TK 1, TK 4, AND TK 2 TO "AUTO"*

DIGITAL COUNTERS = TBD TOT

SET

MODE CONTROL ROTARY SELECTOR

TK 4 LCV CONTROL SWITCH

TK 2 LCV CONTROL SWITCH

MODE CONTROL ROTARY SELECTOR = CLOSE

AND TK 4 LCV CONTROL SWITCH = CLOSE

AND TK 2 LCV CONTROL SWITCH = CLOSE

16.2.2.001.02*
SET TANK FILL VALVE SWS FOR TK 3 WG AND ST BAY TO "CLOSE"*

DIGITAL COUNTERS = TBD TOT

SET

TK 3 LCV CONTROL SWITCH

WG LCV CONTROL SWITCH

ST BAY LCV CONTROL SWITCH

TK 3 LCV CONTROL SWITCH = CLOSE

AND WG LCV CONTROL SWITCH = CLOSE

AND ST BAY LCV CONTROL SWITCH = CLOSE
16.2.2.002.00*
CHECK THAT MAIN LVER LOCK SWITCH IS IN OPEN POSITION

TK 3 LCV CONTROL SWITCH = CLOSE
AND WG LCV CONTROL SWITCH = CLOSE
AND ST BAY LCV CONTROL SWITCH = CLOSE

CHECK
MAIN LCV CONTROL SWITCH = OPEN
MAIN LCV CONTROL SWITCH = OPEN

16.2.2.003.00*

SET MODE CONTROL ROTARY SELECTOR TO 'FUEL QUANTITY' POSITION

MAIN LCV CONTROL SWITCH = OPEN

SET
POWER CONTROL SWITCH
POWER CONTROL SWITCH = FUEL QUANTITY

16.3.1.001.00*

SET FILL CONTROL SELECTOR TO MAIN AND RECORD FUEL IN L AND R

POWER CONTROL SWITCH = FUEL QUANTITY

SET
TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = MAIN*
AND DIGITAL COUNTERS = TBD L
AND FILL V FAIL LEGEND LIGHT = TBD R

16.3.1.002.00*

SET FILL CONTROL TO FUS 1 & 4 AND RECORD FUEL QUANTITIES*

DIGITAL COUNTERS = TBD L
AND FILL V FAIL LEGEND LIGHT = TBD R

SET
TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = FUS 1 & 4*
AND DIGITAL COUNTERS = TBD 1
AND FILL V FAIL LEGEND LIGHT = TBD 4

16.3.1.003.00*

SET FILL CONTROL TO FUS 2 & 3 AND RECORD FUEL QUANTITIES*

DIGITAL COUNTERS = TBD 1
AND FILL V FAIL LEGEND LIGHT = TBD 4

SET
TANK SELECT ROTARY CONTROL
TANK SELECT ROTARY CONTROL = FUS 2 & 3*
AND DIGITAL COUNTERS = TBD 2
AND FILL V FAIL LEGEND LIGHT = TBD 3
16.3.1.004.00*

**SET FILL CONTROL TO WG AND RECORD FUEL QUANTITIES**

- DIGITAL COUNTERS = TBD 2
- AND FILL V FAIL LEGEND LIGHT = TBD 3

**SET**

- TANK SELECT ROTARY CONTROL = WG*
- AND DIGITAL COUNTERS = TBD L
- AND FILL V FAIL LEGEND LIGHT = TBD R

16.3.1.005.00*

**SET MODE CONTROL ROTARY SELECTOR TO "OFF" POSITION**

- FUEL LOG = CHECKED*

**SET**

- POWER CONTROL SWITCH = OFF
- POWER ON ADVISORY LIGHT = OFF

16.3.2.001.00*

**CHECK THAT SERVICING NOZZLES & GROUNDING CABLES ARE STOWED**

- POWER CONTROL SWITCH = OFF
- AND POWER ON ADVISORY LIGHT = OFF
- AND CHECKLIST = SEQUENCE

**CHECK**

- SERVICING NOZZLES
- NOZZLE GROUNDING CABLES
- SERVICING NOZZLES = STOWED
- AND NOZZLE GROUNDING CABLES = STOWED

16.3.2.002.00*

**CHECK THAT A-V SERVICING ADAPTER COVERS ARE REPLACED**

- CHECKLIST = SEQUENCE

**CHECK**

- A-V SERVICING ADAPTER COVERS
- A-V SERVICING ADAPTER COVERS = REPLACED

16.3.2.003.00*

**CHECK THAT GO INTERCOM CABLES ARE DISCONNECTED AND STOWED**

- CHECKLIST = SEQUENCE

**CHECK**

- GO INTERCOM CABLES
- GO INTERCOM CABLES = DISCONNECTED
- AND GO INTERCOM CABLES = STOWED
16.3.2.004.00*
CHECK THAT FUEL TANKER TRUCK CLEAR OF AIR VEHICLE
CHECKLIST = SEQUENCE
FUEL TRUCKS = CLEAR OF A-V

16.3.2.005.00*
CHECK THAT AIR VEHICLE GROUNDING CABLES ARE DISCONNECTED
CHECKLIST = SEQUENCE
A-V GROUNDING CABLES = DISCONNECTED

16.4.1.001.00*
CHECK STATUS OF A-V IF CONDITIONS AND TIME PERMIT*
CHECKLIST = SEQUENCE*

16.4.1.001.01*
CHECK FUEL QUANTITY ONBOARD AIR VEHICLE
CHECKLIST = SEQUENCE*
FUEL QUANTITY INDICATORS = CHECKED*
SELECT QUANTITY DIGITAL READ = CHECKED
TOTAL FUEL QUANTITY INDICATOR = CHECKED

16.4.1.001.02*
CHECK WINDSHIELD AND WINDOWS FOR CLEANLINESS
CHECKLIST = SEQUENCE
WINDSCREEN
SIDE WINDOWS
UPPER WINDOWS
WINDSCREEN AND SIDE WINDOWS = CHECKED*
AND UPPER WINDOWS = CHECKED
16.4.1.001.03*

CHECK HYDRAULIC QUANTITY AND PRESSURE INDICATORS

CHECKLIST = SEQUENCE

HYDRAULIC QUANTITY INDICATORS
HYDRAULIC PRESSURE INDICATORS

HYDRAULIC QUANTITY INDICATORS = TBD*
AND HYDRAULIC PRESSURE INDICATORS = TBD

16.4.1.002.00*

VISUALLY INSPECT EXTERIOR OF FORWARD FUSELAGE*

CHECKLIST = SEQUENCE

A-V FORWARD FUSELAGE
A-V FORWARD FUSELAGE = INSPECTED*

16.4.1.003.00*

VISUALLY INSPECT NOSE LANDING GEAR AND ASSOCIATED EQUIPMENT*

CHECKLIST = SEQUENCE

A-V NOSE LDG GEAR & EQUIPMENT
A-V NOSE LDG GEAR & EQUIPMENT = INSPECTED*

16.4.1.004.00*

VISUALLY INSPECT CREW ENTRYWAY EQUIPMENT*

CHECKLIST = SEQUENCE

ENTRY LADDER CONTROL LEVER-ENT
LADDER-MANUAL CRANK (ENTRYWAY)
A-V ENTRYWAY EQUIPMENT

A-V ENTRYWAY EQUIPMENT = INSPECTED*
AND ENTRY LADDER CONTROL LEVER-ENT= CHECKED
AND LADDER-MANUAL CRANK (ENTRYWAY) = CHECKED

16.4.1.005.00*

VISUALLY INSPECT GENERAL AREA OF FWD & INTMD FUS & WPNS BAYS*

A-V FORWARD FUSELAGE = INSPECTED

A-V FWD & ITMD FUS & WPNS BAYS = INSPECTED*
16.4.1.006.00*

VISUALLY INSPECT LH & RH WING CARRY THRU AREAS AND WINGS*

A-V FWD & ITMD FUS & WPNS BAYS = INSPECTED

INSPECT

A-V L & R WG CARRY THRU & WGS

A-V L & R WG CARRY THRU & WGS = INSPECTED*

16.4.1.007.00*

VISUALLY INSPECT ENGINE EXHAUST DUCTS*

A-V L & R WG CARRY THRU & WGS = INSPECTED

INSPECT

A-V ENGINE EXHAUST DUCTS

A-V ENGINE EXHAUST DUCTS = INSPECTED*

16.4.1.008.00*

VISUALLY INSPECT EXTERIOR OF L AND R NACELLES*

A-V ENGINE EXHAUST DUCTS = INSPECTED

INSPECT

A-V L & R NACELLES EXTERIOR

A-V L & R NACELLES EXTERIOR = INSPECTED*

16.4.1.009.00*

VISUALLY INSPECT ENGINE AIR INLET DUCTS*

A-V L & R NACELLES EXTERIOR = INSPECTED

INSPECT

A-V ENGINE AIR INLET DUCTS

A-V ENGINE AIR INLET DUCTS = INSPECTED

16.4.1.010.00*

VISUALLY INSPECT MLG AND ASSOCIATED EQUIPMENT*

A-V ENGINE AIR INLET DUCTS = INSPECTED

INSPECT

A-V MAIN LANDING GEAR

A-V MAIN LANDING GEAR = INSPECTED*

16.4.1.011.00*

VISUALLY INSPECT EXTERIOR OF AFT INTERMEDIATE FUSELAGE*

A-V ENTRYWAY EQUIPMENT = INSPECTED

AND ENTRY LADDER CONTROL LEVER-ENT= CHECKED

AND LADDER-MANUAL CRANK (ENTRYWAY) = CHECKED

INSPECT

A-V AFT INTMD FUSELAGE EXTER

A-V AFT INTMD FUSELAGE EXTER = INSPECTED*
20.1.1.001.00*

SET ENGINE START SWITCH TO 'OFF'

WINDSCREEN = OBSERVED*
ENGINE START SWITCH 4
ENGINE START SWITCH 4 = OFF*

20.1.1.002.00*

SET ADS COUPLE SWITCH TO 'DISEN'

CHECKLIST = SEQUENCE
SET ADS COUPLE SWITCH
L ADS COUPLE SWITCH = DISEN

20.1.1.003.00*

SET APU MODE SW FOR REQD APU TO START AND RELEASE TO RUN

CHECKLIST = SEQUENCE
SET APU MODE SWITCH
L APU MODE SW = START*
AND L APU MODE SW = RUN
AND L RUN LIGHT = ON - G

20.1.1.004.00*

CHECK APPROPRIATE APU ECS SUPPLY SWITCH TO 'ECS SPLV'

CHECKLIST = SEQUENCE
CHECK ECS SUPPLY SW
L ECS SUPPLY SW = ECS SPLY

20.1.1.005.00*

DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE*
DEPRESS ENGINE FIRE SWITCHLIGHT 4
ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED

20.1.1.006.00*

SET ENGINE IGNITION SWITCH TO 'OFF'

CHECKLIST = SEQUENCE
SET ENGINE IGNITION SWITCH
ENGINE IGNITION SWITCH = OFF
20.1.1.007.00*
HOLD ALTERNATE THROTTLE SW FOR AFFECTED ENG IN DECR POSITION

CHECKLIST = SEQUENCE
HOLD
ALTERNATE THROTTLE SWITCH 4
ALTERNATE THROTTLE SWITCH 4 = DECR

20.1.1.008.00*
SET ENG START SW TO START MOMENTARLY AND RELEASE TO RUN

CHECKLIST = SEQUENCE
SET
ENGINE START SWITCH 4
ENGINE START SWITCH 4 = START
AND ENGINE START SWITCH 4 = RUN

20.1.1.009.00*
RELEASE ALTERNATE THROTTLE SWITCH ON AFFECTED ENGINE

CHECKLIST = SEQUENCE
RELEASE
ALTERNATE THROTTLE SWITCH 4
ALTERNATE THROTTLE SWITCH 4 = OFF*

20.1.1.010.00*
SET ENGINE START SWITCH TO 'OFF'

CHECKLIST = SEQUENCE
SET
ENGINE START SWITCH 4
ENGINE START SWITCH 4 = OFF

20.1.1.011.00*
ABANDON THE AIR VEHICLE

P/C/O/D
WINDSCREEN OR L RUN LIGHT = OBSERVED
OR R RUN LIGHT = ON
ABANDON A-V CREW MODULE
A-V CREW MODULE = MANNED*
20.1.2.001.00*

DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'
AND PILOT ICS = FIRE TONE
DEPRESS ENGINE FIRE SWITCHLIGHT 4
ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED

20.1.2.002.00*

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE*

CHECKLIST = SEQUENCE
SET
R AGENT DISCH SWITCH
R AGENT DISCH SWITCH = MAIN
AND R MAIN AGENT DISCHARGE LIGHT = *MAIN AGENT DISC

20.1.2.003.00*

SET ENGINE START SWITCH TO OFF FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE
SET ENGINE START SWITCH 4
ENGINE START SWITCH 4 = OFF

20.1.2.004.00*

DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON

CHECKLIST = SEQUENCE
DEPRESS MSTR AUDIO CUTOUT
MSTR AUDIO CUTOUT = DEPRESSED

20.1.2.005.00*

ALERT TOWER OF EMERGENCY

CHECKLIST = SEQUENCE
TRANSMIT COPILOTS UHF
COPILOTS UHF = ENGINE FIRE
20.1.2.006.00*

SET AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

SET
R AGENT DISCH SWITCH
R AGENT DISCH SWITCH = RES*
AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH'

20.1.2.007.00*

STOP THE AIR VEHICLE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

STOP
A-V
A-V = STOPPED*

20.1.2.008.00*

SET PARKING BRAKES ON AIR VEHICLE

P-A-V
PARKING BRAKE
PARKING BRAKE = SET

20.1.2.009.00*

ABANDON THE AIR VEHICLE

P-A-V
PARKING BRAKE
A-V CREW MODULE
A-V CREW MODULE = MANNED*

20.1.3.001.00*

DEPRESS APU FIRE SWITCHLIGHT FOR AFFECTED APU

P-A-V
R APU FIRE SWITCHLIGHT
AND PILOT ICS
R APU FIRE SWITCHLIGHT = 'APU FIRE'
R APU FIRE SWITCHLIGHT = FIRE TONE
DEPRESSED
20.1.3.002.00*

**SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED APU***

CHECKLIST = SEQUENCE

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = MAIN

AND R MAIN AGENT DISCHARGE LIGHT = 'MAIN AGENT DISCH

20.1.3.003.00*

**SET APU MODE SWITCH TO OFF FOR AFFECTED APU***

CHECKLIST = SEQUENCE

SET

MODE SWITCHES

MODE SWITCHES = OFF*

AND R RUN LIGHT = OFF

20.1.3.004.00*

**DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON***

CHECKLIST = SEQUENCE

DEPRESS

MSTR AUDIO CUTOUT

MSTR AUDIO CUTOUT = DEPRESSED

20.1.3.005.00*

**ALERT TOWER OF EMERGENCY***

CHECKLIST = SEQUENCE

TRANSMIT

COPILOTS UHF

COPILOTS UHF = NACELLE FIRE

20.1.3.006.00*

**SET AGENT DISCH SWITCH TO RES FOR AFFECTED APU***

R APU FIRE SWITCHLIGHT = 'APU FIRE'

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = RES*

AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH
20.1.3.007.00*

STOP THE AIR VEHICLE

R APU FIRE SWITCHLIGHT = 'APU FIRE'
A-V
A-V = STOPPED*

20.1.3.008.00*

SET PARKING BRAKES ON AIR VEHICLE

A-V = STOPPED
SET PARKING BRAKE
PARKING BRAKE = SET

20.1.3.009.00*

ABANDON THE AIR VEHICLE

PARKING BRAKE = SET
ABANDON A-V CREW MODULE
A-V CREW MODULE = MANNED*

20.1.4.001.00*

DEPRESS MASTER CAUTION SWITCHLIGHT

FIRE DETECTION LIGHT = 'FIRE DETR'-FL
DEPRESS MASTER CAUTION SWITCHLIGHT
MASTER CAUTION SWITCHLIGHT = OFF

20.1.4.002.00*

DETERMINE WHICH FIRE DETR LOOP LIGHTS ARE ILLUMINATED*

CHECKLIST = SEQUENCE

20.1.4.002.01*

DETERMINE WHICH ENGINE FIRE DETR LOOP LIGHTS ARE ILLUMINATED

CHECKLIST = SEQUENCE

DETERMINE ENGINE LOOP A LIGHT 4
ENGINE LOOP B LIGHT 4
ENGINE LOOP A LIGHT 4 = ON
20.1.4.002.02*
**DETERMINE WHICH APU FIRE DETR LOOP LIGHTS ARE ILLUMINATED**

CHECKLIST = SEQUENCE

DETERMINE

- APU LOOP A LIGHT
- APU LOOP B LIGHT
- APU LOOP A LIGHT = ON

20.1.4.003.00*
**POSITION AFFECTED DETR SW TO THE NON-ILLUMINATED LOOP LIGHT**

20.1.4.003.01*
**POSITION AFFECTED DETR SW TO THE NON-ILLUM ENG LOOP LIGHT**

POSITION

- ENGINE LOCKOUT SWITCH 4 = ON
- LOOP LOCKOUT SWITCH 4 = LOOP A

20.1.4.003.02*
**POSITION AFFECTED DETR SW TO THE NON-ILLUM ENG LOOP LIGHT**

POSITION

- ENGINE LOOP A LIGHT 4 = ON
- LOOP LOCKOUT SWITCH 4 = LOOP A

20.1.4.003.03*
**POSITION AFFECTED DETR SW TO THE NON-ILLUM APU LOOP LIGHT**

POSITION

- APU LOOP B LIGHT = ON
- APU LOCKOUT SWITCHES = LOOP A

20.1.4.003.04*
**POSITION AFFECTED DETR SW TO THE NON-ILLUM APU LOOP LIGHT**

POSITION

- APU LOOP A LIGHT = ON
- APU LOCKOUT SWITCHES = LOOP B
20.1.5.001.00*

**RETARD THROTTLES TO IDLE**

- BRAKE CONTROL PANEL = TBD
- THROTTLE LEVERS = IDLE*

ADJUST

20.1.5.002.00*

**SET EMERGENCY BRAKE SWITCH TO 'EMERG'***

- THROTTLE LEVERS = IDLE
- EMERGENCY BRAKE SWITCH
- EMERGENCY BRAKE SWITCH = 'EMERG'
- AND ANTI-SKID CAUTION LIGHT = 'ANTISKID'

20.1.5.003.00*

**DEPRESS PARKING BRAKE SWITCHLIGHT AND TOE BRAKES**

- SET PARKING BRAKE CONTROL SWITCHLT

20.1.5.003.01*

**DEPRESS AND HOLD PARKING BRAKE SWITCHLIGHT**

- DEPRESS EMERGENCY BRAKING
- PARKING BRAKE CONTROL SWITCHLT = 'PARKING'

20.1.5.003.02*

**DEPRESS TOE BRAKES**

- TOE BRAKES = DEPRESSED*

20.1.6.001.00*

**DEPRESS ENG. & APU FIRE SWITCHLIGHTS (6)**

- A-V = STOPPED
- DEPRESS ENG FIRE SWITCHLIGHTS
- DEPRESS L APU FIRE SWITCHLIGHT
- DEPRESS R APU FIRE SWITCHLIGHT
- DEPRESS ENG FIRE SWITCHLIGHTS
- DEPRESS L APU FIRE SWITCHLIGHT
- DEPRESS R APU FIRE SWITCHLIGHT
20.1.6.002.00*  ALERT CREW USING ICS CALL BUTTON
COMMUNICATE = SEQUENCE
CALL SWITCH-COPILOT ICS
CALL SWITCH-COPILOT ICS = 'ABANDON A-V'

20.1.6.003.00*  SET BATTERY SWITCH TO 'OFF':
CHECKLIST = SEQUENCE
SET BATTERY SELECT SWITCH
BATTERY SELECT SWITCH = OFF

20.1.6.004.00*  SET PARKING BRAKES
CHECKLIST = SEQUENCE
SET PARKING BRAKE CONTROL SWITCH LT
PARKING BRAKE CONTROL SWITCH LT = ON*

20.1.6.005.00*  EXIT AIR VEHICLE
CHECKLIST = SEQUENCE
ABANDON A-V CREW MODULE
A-V CREW MODULE = MANNEED

20.2.1.001.00*  RETARD THROTTLES TO IDLE
ADJUST THROTTLE LEVERS
THROTTLE LEVERS = IDLE

20.2.1.002.00*  EXTEND SPEED BRAKES
CHECKLIST = SEQUENCE
SET SPEED BRK CONTROL-PIL
SPEED BRK CONTROL-PIL = OUT
20.2.1.003.00*  APPLY WHEEL BRAKES
CHECKLIST = SEQUENCE
TOE BRAKES = DEPRESSED
TOE BRAKES

20.2.1.004.00*  NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED
CHECKLIST = SEQUENCE
COPILOTS UHF
COPILOTSUHF = ABORTING TAKEOFF*

20.2.2.001.00*  RETARD THROTTLES TO IDLE
CORE RPM INDICATOR = TBD*
THROTTLE LEVERS = IDLE
THROTTLE LEVERS

20.2.2.002.00*  EXTEND SPEED BRAKES
CHECKLIST = SEQUENCE
SPEED BRK CONTROL - PIL
SPEED BRK CONTROL - PIL = OUT

20.2.2.003.00*  APPLY WHEEL BRAKES
CHECKLIST = SEQUENCE
TOE BRAKES = DEPRESSED
TOE BRAKES

20.2.2.004.00*  MAINTAIN DIRECTION ON RUNWAY
CHECKLIST = SEQUENCE
RUDDER PEDALS = PROPER TRACK*
A-V
20.2.2.005.00*
DEPRESS ENGINE FIRE SWITCHLIGHT ON AFFECTED ENGINE
DEPRESS ENGINE FIRE SWITCHLIGHT 4
ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED

20.2.2.006.00*
SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE
CHECKLIST = SEQUENCE
SET ENGINE START SWITCH 4
ENGINE START SWITCH 4 = OFF

20.2.2.007.00*
NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED
CHECKLIST = SEQUENCE
TRANSMIT COPILOTS UHF
COPILOTS UHF = ABORTING TAKEOFF*

20.2.3.001.00*
ADVANCE THROTTLES TO MAX POWER
CHECKLIST = SEQUENCE
ADJUST CORE RPM INDICATOR
THROTTLE LEVERS
THROTTLE LEVERS = MAX POWER

20.2.3.002.00*
MAINTAIN DIRECTIONAL CONTROL AND BEST CLIMB SPEED
CHECKLIST = SEQUENCE
TRACK FLIGHT CONTROL STICK
RUDDER PEDALS
HORIZONTAL SITUATION INDICATOR = TBD
AND AIRSPEED-MACH NUMBER INDICATOR = TBD
20.2.3.003.00*
**RAISE LANDING GEAR HANDLE WHEN AIR VEHICLE SAFELY AIRBORNE**

A-V = FLYING

RAISE LANDING GEAR CONTROL
LANDING GEAR CONTROL = UP
AND GEAR WARNING LIGHT = OFF

20.2.3.004.00*
**RAISE FLAPS AS REQUIRED**

ANGLE-OF-ATTACK INDICATOR < 8.5*

RAISE FLAP-SLAT CONTROL HANDLE
FLAP-SLAT CONTROL HANDLE = FLAP UP

20.2.3.005.00*
**RAISE SLATS AS REQUIRED**

CHECKLIST = SEQUENCE

RAISE FLAP-SLAT CONTROL HANDLE
FLAP-SLAT CONTROL HANDLE = SLAT RET

20.2.3.006.00*
**ADJUST THROTTLES TO MAINTAIN BEST FAILED ENGINE CLIMB SPEED**

CHECKLIST = SEQUENCE

ADJUST THROTTLE LEVERS
THROTTLE LEVERS = TBD

20.2.3.007.00*
**DEPRESS ENGINE FIRE SWITCHLIGHT ON FAILED ENGINE**

CHECKLIST = SEQUENCE

DEPRESS #4 ENGINE FIRE SWITCHLIGHT
ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED

20.2.3.008.00*
**SET ENGINE START-RUN SWITCH TO OFF ON FAILED ENGINE**

CHECKLIST = SEQUENCE

SET ENGINE START SWITCH 4
ENGINE START SWITCH 4 = OFF*
20.2.3.009.00*

DUMP FUEL AS REQUIRED

CHECKLIST = SEQUENCE

DUMP SWITCH

DUMP SWITCH = DUMP

20.2.3.010.00*

LAND AS SOON AS PRACTICAL

CHECKLIST = SEQUENCE

LAND

A-V = LANDED

20.2.4.001.00*

RETARD THROTTLES TO IDLE*

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

ADJUST

THROTTLE LEVERS

THROTTLE LEVERS = IDLE

20.2.4.002.00*

DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE

PILOT ICS = 'SHUTDOWN 4'

DEPRESS

ENGINE FIRE SWITCHLIGHT 4

ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED

20.2.4.003.00*

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE

PILOT ICS = 'R AGENT DISCH'

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = MAIN

AND R MAIN AGENT DISCHARGE LIGHT = 'MAIN AGENT DISC'

20.2.4.004.00*

EXTEND SPEED BRAKES

CHECKLIST = SEQUENCE

SET

SPEED BRK CONTROL-PIL

SPEED BRK CONTROL-PIL = OUT
20.2.4.005.00*

APPLY WHEEL BRAKES
CHECKLIST = SEQUENCE
TOE BRAKES
TOE BRAKES = DEPRESSED

20.2.4.006.00*

SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE
CHECKLIST = SEQUENCE
SET ENGINE START SWITCH 4
ENGINE START SWITCH 4 = OFF

20.2.4.007.00*

DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON
CHECKLIST = SEQUENCE
DEPRESS MSTR AUDIO CUTOUT
MSTR AUDIO CUTOUT = DEPRESSED

20.2.4.008.00*

NOTIFY TOWER OF EMERGENCY
CHECKLIST = SEQUENCE
TRANSMIT COPILOTS UHF
COPILOTS UHF = ENG FIRE ON A-V

20.2.4.009.00*

SET AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE
ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'
SET R AGENT DISCH SWITCH
R AGENT DISCH SWITCH = RES
AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH'

20.2.4.010.00*

ABANDON THE AIR VEHICLE*
ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'
ABANDON A-V CREW MODULE
A-V CREW MODULE = MANNED*
**20.2.4.011.00**

**SHUTDOWN THE AIR VEHICLE**

A-V

= OFF

A-V

= SHUTDOWN*

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**20.2.5.001.00**

**ADVANCE THROTTLES TO MAX POWER**

ENGINE FIRE SWITCHLIGHT 4

= 'ENG FIRE'

THROTTLE LEVERS

= MAX POWER

---

**20.2.5.002.00**

**DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE**

PILOT ICS

= 'SHUTDOWN 4'

DEPRESS

ENGINE FIRE SWITCHLIGHT 4

ENGINE FIRE SWITCHLIGHT 4

= DEPRESSED

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**20.2.5.003.00**

**SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE**

PILOT ICS

= 'R AGENT DISCH'

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH

= MAIN

AND R MAIN AGENT DISCHARGE LIGHT

= 'MAIN AGENT DISC'

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**20.2.5.004.00**

**SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE**

CHECKLIST

= SEQUENCE

SET

ENGINE START SWITCH 4

ENGINE START SWITCH 4

= OFF

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**20.2.5.005.00**

**MAINTAIN RECOMMENDED BEST ENGINE-OUT CLIMB SPEED**

CHECKLIST

= SEQUENCE

TRACK

FLIGHT CONTROL STICK

RUDDER PEDALS

AIRSPEED-MACH NUMBER INDICATOR= TBD
20.2.5.006.00*  RAISE LANDING GEAR HANDLE

CHECKLIST = SEQUENCE
LANDING GEAR CONTROL
LANDING GEAR CONTROL AND GEAR WARNING LIGHT = UP
= OFF

RAISE FLAPS AS REQUIRED

RAISE

ANGLE-OF-ATTACK INDICATOR < 8.5*
FLAP-SLAT CONTROL HANDLE
FLAP-SLAT CONTROL HANDLE = FLAP UP

RAISE SLATS AS REQUIRED

RAISE

CHECKLIST = SEQUENCE
FLAP-SLAT CONTROL HANDLE
FLAP-SLAT CONTROL HANDLE = SLAT RET*

SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'
R AGENT DISCH SWITCH
R AGENT DISCH SWITCH = RES*
AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH'

SET ENG BLEED AIR SWITCH TO OFF FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE
ENG BLEED AIR SWITCH 4
ENG BLEED AIR SWITCH 4 = OFF

20.2.5.011.00* DEPRESS PREPARE TO EJECT SWITCHLIGHT AND CALL ON ICS*
• 20.2.5.011.01* DEPRESS PREPARE TO EJECT SWITCHLIGHT

  CHECKLIST = SEQUENCE

  PREPARE TO EJECT

  PREPARE TO EJECT SWITCHLIGHT = 'PREPARE TO EJECT'

• 20.2.5.011.02* COPILOT GIVES 'PREPARE TO EJECT' COMMAND ON ICS

  CHECKLIST = SEQUENCE

  PREPARE TO EJECT

• 20.2.5.012.00* COMPLETE *BEFORE EJECTION* CHECKLIST*

  CHECKLIST = SEQUENCE

  CHECKLIST = PERFORMED*

  PREPARE TO EJECT

• 20.2.5.013.00* ALL CREW MEMBERS EJECT

  PREPARE TO EJECT SWITCHLIGHT = 'PREPARE TO EJECT'

  PREPARE TO EJECT = 'PREPARE TO EJECT'

  CHECKLIST = SEQUENCE

  EJECTION HANDLE = PULLED

• 20.2.5.014.00* DUMP FUEL AS REQUIRED

  CHECKLIST = SEQUENCE

  DUMP SWITCH = DUMP*

• 20.2.5.015.00* LAND AS SOON AS POSSIBLE

  CHECKLIST = SEQUENCE

  A-V = LANDED

  A-V
20.3.1.001.00*

SET OXYGEN REGULATOR KNOBS TO EMERG

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20.3.1.001.01*

SET OXYGEN REGULATOR KNOB TO EMERG

CABIN OVER 10000 CAUTION LIGHT = "CAB OVER 10000"
DILUTER-PRESSURE DEMAND RGLTRP
DILUTER-PRESSURE DEMAND RGLTRP = EMERG

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20.3.1.001.02*

SET OXYGEN REGULATOR KNOB TO EMERG

PILOT ICS = "CAB OVER 10000"
DILUTER-PRESSURE DEMAND-COP
DILUTER-PRESSURE DEMAND-COP = EMERG

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20.3.1.001.03*

SET OXYGEN REGULATOR KNOB TO EMERG

PILOT ICS = "CAB OVER 10000"
DILUTER-PRESSURE DEMAND-OSO
DILUTER-PRESSURE DEMAND-OSO = EMERG

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20.3.1.001.04*

SET OXYGEN REGULATOR KNOB TO EMERG

PILOT ICS = "CAB OVER 10000"
DILUTER-PRESSURE DEMAND-DSO
DILUTER-PRESSURE DEMAND-DSO = EMERG

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20.3.1.002.00*

SET CREW RAM AIR SOURCE SWITCH TO RAM

CHECKLIST = SEQUENCE
CREW AIR SOURCE MODE SWITCH = RAM

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20.3.1.003.00*
DESCEND A-V TO AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE

CHECKLIST = SEQUENCE
A-V
A-V = LOWER ALTITUDE*

20.3.1.004.00*
DEPRESS MASTER CAUTION SWITCHLIGHT

CHECKLIST = SEQUENCE
MASTER CAUTION SWITCHLIGHT = OFF

20.3.1.005.00*
CREW MEMBER STATUS CHECKED

20.3.1.005.01*
CREW MEMBER STATUS CHECKED
CHECK
OXYGEN MASK P
PILOT ICS = OXYGEN OKAY

20.3.1.005.02*
CREW MEMBER STATUS CHECKED
CHECK
OXYGEN MASK C
CO-PILOT ICS = OXYGEN OKAY

20.3.1.005.03*
CREW MEMBER STATUS CHECKED
CHECK
OXYGEN MASK 0
OSO ICS = OXYGEN OKAY
20.3.1.005.04*  

**CREW MEMBER STATUS CHECKED**

- Checklist
- Oxygen Mask D
- DSO ICS

20.3.1.006.00*  

**LAND AS SOON AS PRACTICABLE**

- Checklist
- A-V

20.3.2.001.00*  

**SET CREW TEMP CONTROL KNOB TO FULL COLD POSITION**

- Crew Station = Hot*
- Crew Temp Control = Cold

20.3.2.002.00*  

**SET CREW TEMP SWITCH TO MAN**

- Crew Station = Hot*
- Crew Temp Mode Switch = Man

20.3.2.003.00*  

**SET CREW TEMP SWITCH TO OFF**

- Crew Station = Hot*
- Crew Temp Mode Switch = Off

20.3.2.004.00*  

**SET CREW RAM AIR SOURCE MODE SWITCH TO RAM**

- Checklist = Sequence
- Crew Air Source Mode Switch = RAM*
20.3.2.005.00*

SET ST AIR SOURCE SWITCH TO OFF
CREW STATION  = HOT*

ST AIR SOURCE CONTROL SWITCH
ST AIR SOURCE CONTROL SWITCH  = OFF

20.3.2.006.00*

SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM
CHECKLIST  = SEQUENCE

INTMD AVIONICS AIR SOURCE SW
INTMD AVIONICS AIR SOURCE SW  = RAM*

20.3.2.007.00*

LAND AS SOON AS PRACTICABLE
CHECKLIST  = SEQUENCE

A-V
A-V  = LANDED

20.3.3.001.00*

SET CREW TEMP CONTROL KNOB TO HOT, FULL CW POSITION
CREW STATION  = COLD*

SET CREW TEMP CONTROL
CREW TEMP CONTROL  = HOT

20.3.3.002.00*

CLOSE AIR OUTLETS*
CREW STATION  = COLD

CLOSE AIR OUTLETS
AIR OUTLETS  = CLOSED

20.3.3.003.00*

SET CREW TEMP SWITCH TO MAN
CREW STATION  = COLD*

SET CREW TEMP MODE SWITCH
CREW TEMP MODE SWITCH  = MAN
20.3.3.004.00*
SET WINDSHIELD HEAT MODE SWITCH TO ALTER DEFOG
CREW STATION = COLD*
WINDSHIELD MODE SELECT SWITCH
WINDSHIELD MODE SELECT SWITCH = ALTER DEFOG

20.3.3.005.00*
SET ST AIR SOURCE SWITCH TO OFF*
CREW STATION = COLD*
ST AIR SOURCE CONTROL SWITCH
ST AIR SOURCE CONTROL SWITCH = OFF

20.3.3.006.00*
SET CREW RAM AIR SOURCE MODE SWITCH TO RAM
CHECKLIST = SEQUENCE
CREW AIR SOURCE MODE SWITCH
CREW AIR SOURCE MODE SWITCH = RAM*

20.3.3.007.00*
SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM
CHECKLIST = SEQUENCE
INTMD AVIONICS AIR SOURCE SW
INTMD AVIONICS AIR SOURCE SW = RAM*

20.3.3.008.00*
LAND AS SOON AS PRACTICABLE
CHECKLIST = SEQUENCE
A-V
A-V = LANDED

20.3.4.001.00*
DEPRESS MASTER CAUTION SWITCHLIGHT
AVIONICS COMPARTMENTS OVERHEAT = CREW COMPT AVIO*
MASTER CAUTION SWITCHLIGHT
MASTER CAUTION SWITCHLIGHT = OFF
20.3.4.002.00*
SET ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT TO OFF
CHECKLIST = SEQUENCE
SET ALL NON-ESSENTIAL ELECT EQUIP
ALL NON-ESSENTIAL ELECT EQUIP = OFF

20.3.4.003.00*
DECELERATE AND DESCEND TO SUBSONIC CRUISE CONDITIONS*
CHECKLIST = SEQUENCE
FLY A-V
A-V = LOWER ALTITUDE

20.3.4.004.00*
SET AVIONICS AND CREW AIR SOURCE MODE SWITCH TO RAM
AVIONICS COMPARTMENTS OVERHEAT = CREW AVIONICS
SET R CTL AVIONICS AIR MODE SELECT
CREW AIR SOURCE MODE SWITCH
R CTL AVIONICS AIR MODE SELECT = RAM*
AND CREW AIR SOURCE MODE SWITCH = RAM

20.3.4.005.00*
TURN ON ELECTRICAL EQUIPMENT
AVIONICS COMPARTMENTS OVERHEAT = OFF*
SET ALL NON-ESSENTIAL ELECT EQUIP
ALL NON-ESSENTIAL ELECT EQUIP = ON*

20.3.4.006.00*
LAND AS SOON AS PRACTICABLE
CHECKLIST = SEQUENCE
LAND A-V
A-V = LANDED

20.3.5.001.00*
ATTACH OXYGEN MASKS
ATTACH OXYGEN MASKS
OXYGEN MASKS = ON
20.3.5.002.00* SET OXYGEN REGULATOR AT 100 PERCENT
CHECKLIST
SET OXYGEN REGULATORS
OXYGEN REGULATORS = 100

20.3.5.003.00* PUT ON SMOKE HOODS
CHECKLIST
PLACE SMOKE HOODS
SMOKE HOODS = ON

20.3.5.004.00* CHECK SOURCE OF SMOKE FROM AIR OUTLETS OR FROM CONSOLE
CHECKLIST
CHECK AIR OUTLETS
CONSOLE
AIR OUTLETS = CHECKED

20.3.5.005.00* SET ENG BLEED AIR SWITCH TO OFF
CHECKLIST
SET ENG BLEED AIR SWITCH 4
ENG BLEED AIR SWITCH 4 = OFF*

20.3.5.006.00* CHECK ALL REMAINING ENG BLEED AIR SWITCHES ARE ON
CHECK ENG BLEED AIR 4
ENG BLEED AIR 4 = OFF*
ENG BLEED AIR 1
AND ENG BLEED AIR 2
ENG BLEED AIR 2 = ON
AND ENG BLEED AIR 3
ENG BLEED AIR 3 = ON
20.3.5.007.00*
MONITOR AVIONICS COMPART OVERHEAT & CREW COMPART FOR DEPRESS
CHECKLIST = SEQUENCE
MONITOR-VISUAL AVIONICS COMPARTMENTS OVERHEAT
CABIN OVER 10000 CAUTION LIGHT
AVIONICS COMPARTMENTS OVERHEAT= OFF*
AND CABIN OVER 10000 CAUTION LIGHT= OFF

20.3.5.008.00*
SET ST AIR SOURCE SWITCH TO OFF
CHECKLIST = SEQUENCE
SET ST AIR SOURCE CONTROL SWITCH
ST AIR SOURCE CONTROL SWITCH = OFF*

20.3.5.009.00*
SET CREW RAM AIR SOURCE MODE SWITCH TO RAM
CHECKLIST = SEQUENCE
SET CREW AIR SOURCE MODE SWITCH
CREW AIR SOURCE MODE SWITCH = RAM*

20.3.5.010.00*
SET INTMD AVIONICS AIR SOURCE SWITCH TO RAM
CHECKLIST = SEQUENCE
SET INTMD AVIONICS AIR SOURCE SW
INTMD AVIONICS AIR SOURCE SW = RAM

20.3.5.011.00*
LAND AS SOON AS PRACTICAL
CHECKLIST = SEQUENCE
LAND A-V
A-V = LANDED

20.3.5.012.00*
SET ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT TO OFF
CHECKLIST = SEQUENCE
SET ALL NON-ESSENTIAL ELECT EQUIP
ALL NON-ESSENTIAL ELECT EQUIP = OFF*
20.3.5.013.00*
**TURN ON ELECTRICAL EQUIPMENT**

CHECKLIST
- ALL NON-ESSENTIAL ELECT EQUIP = SEQUENCE
- ALL NON-ESSENTIAL ELECT EQUIP = ON*

20.3.5.014.00*
**LAND AS SOON AS PRACTICABLE**

CHECKLIST
- A-V

LAND
- A-V = LANDED

20.3.5.015.00*
**LAND AS SOON AS POSSIBLE IF SMOKE OR FUMES PERSIST**

CHECKLIST
- A-V

LAND
- A-V = LANDED

20.3.6.001.00*
**REDUCE AIRSPEED TO 450 KIAS OR LESS BEFORE EJECTION**

A-V

FLY
- A-V

ALTITUDE-VERTICAL VELOCITY IND< 450* 

20.3.6.002.00*
**DEPRESS PREPARE TO EJECT SWITCHLIGHT**

CHECKLIST
- PREPARE TO EJECT = ON

COMMUNICATE

20.3.6.003.00*
**ADVISE CREWMEMBERS**

CHECKLIST
- PILOT ICS = PREPARE TO EJECT
20.3.6.004.00*  
**TRANSMIT MAYDAY**

- TRANSMIT
- PILOTS UHF

20.3.6.005.C  
**SET IFF MASTER CONTROL KNOB**

- CHECKLIST
- MASTER CONTROL SELECT SWITCH = SEQUENCE
- MASTER CONTROL SELECT SWITCH = EMERG

20.3.6.006.00*  
**CHECK RESTRAINT HARNESS INERTIAL REEL CONTROL IS LOCKED**

- CHECK
- RESTRAINT ASSY INERTIAL REEL
- RESTRAINT ASSY INERTIAL REEL = LOCKED

20.3.6.007.00*  
**CHECK OXYGEN MASK AND FITTINGS**

- CHECK
- OXYGEN MASK
- OXYGEN MASK = CHECKED

20.3.6.008.00*  
**CHECK SEAT ARMRESTS IN NORMAL HORIZONTAL POSITION**

- CHECK
- SEAT ARMRESTS
- SEAT ARMRESTS = NORM HORIZ POSN

20.3.7.001.00*  
**PULL EJECTION HANDLE**

- PULL
- EJECTION HANDLE
- EJECTION HANDLE = PULLED

250
20.3.8.001.00*

DEPRESS NORM THROT RESET PUSHBUTTON

POWER LEVEL INDICATOR-ENG #4 = TBD

DEPRESS

NORMAL THROTTLE RESET SWITCH-P

NORMAL THROTTLE RESET SWITCH-P= DEPRESSED
AND POWER LEVEL INDICATOR-ENG #4 = TBD

20.3.8.002.00*

SELECT INC OR DECR WITH THE ALTER THROT SW FOR AFFECTED ENG

NORMAL THROTTLE RESET SWITCH-P= DEPRESSED
AND POWER LEVEL INDICATOR-ENG #4 = TBD

SELECT

PIL ALT THROTTLE SWITCH 4

PIL ALT THROTTLE SWITCH 4 = INC*
OR PIL ALT THROTTLE SWITCH 4 = DECR
AND POWER LEVEL INDICATOR-ENG #4 = TBD

20.4.1.001.00*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

FLY

CORE RPM INDICATOR = TBD

VSD = TBD
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.1.002.00*

RETARD THROTTLE ON AFFECTED ENGINE TO IDLE

CHECKLIST = SEQUENCE

THROTTLE LEVER 4

THROTTLE LEVER 4 = IDLE*

20.4.1.003.00*

SET ENGINE START SWITCH ON AFFECTED ENGINE TO OFF

CHECKLIST = SEQUENCE

SET

ENGINE START SWITCH 4

ENGINE START SWITCH 4 = OFF*
20.4.1.004.00*

ADJUST POWER LEVEL

CHECKLIST

THROTTLE LEVER 1
THROTTLE LEVER 2
THROTTLE LEVER 3
THROTTLE LEVER 1 = TBD
THROTTLE LEVER 2 = TBD
THROTTLE LEVER 3 = TBD

20.4.1.005.00*

RETIRI AIR VEHICLE TO MAINTAIN DESIRED FLI ATITUDE AND A-S

CHECKLIST

ADJUST

CONTROL STICK TRIM SWITCH
YAW CONTROL TRIM SWITCH
FLIGHT CONTROL STICK
AND RUDDER PEDALS
= NEUTRAL PRESSURE
= NEUTRAL PRESSURE

20.4.1.006.00*

LAND AS SOON AS PRACTICABLE

CHECKLIST

LAND
A-V
A-V = LANDED

20.4.2.001.00*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

FLY
A-V
CORE RPM INDICATOR = TBD*
VSD
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.2.002.00*

DEPRESS ENGINE FIRE SWITCHLIGHT ON AFFECTED ENGINE

CHECKLIST

DEPRESS
ENGINE FIRE SWITCHLIGHT 4
ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED*
20.4.2.003.00*

**ADJUST**

- **RETARD THROTTLE ON AFFECTED ENGINE TO IDLE**
  - **CHECKLIST**
  - **THROTTLE LEVER 4**
  - **THROTTLE LEVER 4**
    - **SEQUENCE**
    - **OFF**

20.4.2.004.00*

**SET ENGINE START SWITCH ON AFFECTED ENGINE TO OFF**

- **CHECKLIST**
- **ENGINE START SWITCH 4**
  - **SEQUENCE**
  - **OFF**

20.4.2.005.00*

**ADJUST POWER LEVEL**

- **CHECKLIST**
- **THROTTLE LEVER 1**
- **THROTTLE LEVER 2**
- **THROTTLE LEVER 3**
- **THROTTLE LEVER 1**
  - **TBD**
- **THROTTLE LEVER 2**
  - **TBD**
- **THROTTLE LEVER 3**
  - **TBD**

20.4.2.006.00*

**RETIRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED**

- **CHECKLIST**
- **CONTROL STICK TRIM SWITCH**
- **YAW CONTROL TRIM SWITCH**
  - **NEUTRAL PRESSURE**
  - **NEUTRAL PRESSURE**

20.4.2.007.00*

**LAND AS SOON AS PRACTICABLE**

- **CHECKLIST**
- **A-V**
  - **SEQUENCE**
  - **LANDED**
20.4.3.001.00*  
**MAINTAIN A-V ATT & A-S WITHIN WINDMILLING AIRSTART ENVELOPE**

ENG 1 CORE RPM INDICATOR = TBD

FLY

A-V

VSD

AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.3.002.00*  
**MOVE THROTTLE ON AFFECTED ENGINE TO IDLE**

CHECKLIST = SEQUENCE

ADJUST

#1 THROTTLE LEVER

#1 THROTTLE LEVER = IDLE

20.4.3.003.00*  
**SET ENGINE IGNITION SWITCH TO MANUAL**

CHECKLIST = SEQUENCE

SET

IGNITION SWITCH

IGNITION SWITCH = MAN

AND ENGINE IGNITION ADVISORY LIGHT = 'ENG IGN'

20.4.3.004.00*  
**SET GENERATOR ON AFFECTED ENGINE TO RESET-OFF**

CHECKLIST = SEQUENCE

SET

#1 GENERATOR MODE SWITCH

#1 GENERATOR MODE SWITCH = RESET-OFF

AND #1 GENERATOR CAUTION LIGHT = '1 GEN'

AND ELECTRICAL CAUTION LIGHT = 'ELEC'

20.4.3.005.00*  
**SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START**

CHECKLIST = SEQUENCE

SET

ENGINE 1 START SWITCH

ENGINE 1 START SWITCH = START
20.4.3.006.00* MONITOR ENG TEMP AND CORE RPM DURING START

CHECKLIST = SEQUENCE

MONITOR-VISUAL
ENGINE 1 TEMP INDICATOR
ENG 1 CORE RPM INDICATOR
ENGINE 1 TEMP INDICATOR = TBD*
AND ENG 1 CORE RPM INDICATOR = TBD

20.4.3.007.00* SET GENERATOR ON AFFECTED ENGINE TO ON

CHECKLIST = SEQUENCE

SET #1 GENERATOR MODE SWITCH
#1 GENERATOR MODE SWITCH = ON
AND #1 GENERATOR CAUTION LIGHT = OFF

20.4.3.008.00* SET ENGINE IGNITION SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET IGNITION SWITCH
IGNITION SWITCH = AUTO
AND ENGINE IGNITION ADVISORY LIGHT = OFF

20.4.3.009.00* SET POWER LEVEL ON AFFECTED ENGINE AS DESIRED*

CHECKLIST = SEQUENCE

ADJUST #1 THROTTLE LEVEL
POWER LEVEL INDICATOR-ENG #1 = TBD

20.4.3.010.00* MOVE THROTTLE ON AFFECTED ENGINE TO IDLE*

CHECKLIST = SEQUENCE

ADJUST #1 THROTTLE LEVEL
#1 THROTTLE LEVER = IDLE
20.4.3.011.00*

SET ENGINE START-RUN SWITCH ON AFFECTED ENGINE TO OFF

CHECKLIST
ENGINE 1 START SWITCH
ENGINE 1 START SWITCH = OFF

20.4.3.012.00*

SET ENGINE START-RUN SWITCH ON AFFECTED ENGINE TO START

CHECKLIST
ENGINE 1 START SWITCH
ENGINE 1 START SWITCH = START*

20.4.4.001.00*

REDUCE AIRSPEED BELOW 350 KIAS*

ENG 1 CORE RPM INDICATOR <= TBD*

FLY
A-V
AIRSPEED-MACH NUMBER INDICATOR < 350

20.4.4.002.00*

MOVE THROTTLE ON AFFECTED ENGINE TO IDLE

CHECKLIST
#1 THROTTLE LEVER
#1 THROTTLE LEVER = IDLE

20.4.4.003.00*

SET ENGINE IGNITION SWITCH TO MANUAL

CHECKLIST
IGNITION SWITCH
IGNITION SWITCH = MAN
AND ENGINE IGNITION ADVISORY LIGHT = 'ENG IGN'
20.4.4.004.00*

**SET GENERATOR ON AFFECTED ENGINE TO RESET-OFF**

**CHECKLIST**

- SET GENERATOR MODE SWITCH = SEQUENCE
- #1 GENERATOR MODE SWITCH = RESET-OFF*
- AND #1 GENERATOR CAUTION LIGHT = '1 GEN''
- AND ELECTRICAL CAUTION LIGHT = 'ELEC'

20.4.4.005.00*

**CHECK WING SWEEP HANDLE AT 45 DEGREES OR LESS**

**CHECKLIST**

- PILOTS WING SWEEP HANDLE = SEQUENCE
- WING SWEEP POSITION INDICATOR = 45 OR WING SWEEP POSITION INDICATOR < 45

20.4.4.006.00*

**SET APPLICABLE APU MODE SWITCH TO START**

**CHECKLIST**

- LEFT APU MODE SWITCH = SEQUENCE
- LEFT APU MODE SWITCH = START*
- AND LEFT APU MODE SWITCH = RUN
- AND LEFT RUN LIGHT = 'L RUN'

20.4.4.007.00*

**SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START**

**CHECKLIST**

- ENGINE 1 START SWITCH = SEQUENCE
- ENGINE 1 START SWITCH = START*

20.4.4.008.00*

**MONITOR ENG TEMP AND CORE RPM DURING START**

**CHECKLIST**

- ENGINE 1 TEMP INDICATOR
- ENG 1 CORE RPM INDICATOR
- ENGINE 1 TEMP INDICATOR = TBD*
- AND ENG 1 CORE RPM INDICATOR = TBD
20.4.4.009.00*  SET GENERATOR FOR AFFECTED ENGINE TO ON

CHECKLIST  =  SEQUENCE

SET

#1 GENERATOR MODE SWITCH

#1 GENERATOR MODE SWITCH  =  ON
AND  #1 GENERATOR CAUTION LIGHT  =  OFF

20.4.4.010.00*  SET ENGINE IGNITION SWITCH TO AUTO

CHECKLIST  =  SEQUENCE

SET

IGNITION SWITCH

IGNITION SWITCH  =  AUTO
AND  ENGINE IGNITION ADVISORY LIGHT  =  OFF

20.4.4.011.00*  SET POWER LEVEL ON AFFECTED ENGINE AS DESIRED*

CHECKLIST  =  SEQUENCE

ADJUST

#1 THROTTLE LEVER

POWER LEVEL INDICATOR-ENG #1  =  TBD

20.4.4.012.00*  SET APPLICABLE APU MODE SWITCH TO OFF

CHECKLIST  =  SEQUENCE

SET

LEFT APU MODE SWITCH

LEFT APU MODE SWITCH  =  OFF
AND  LEFT RUN LIGHT  =  OFF

20.4.4.013.00*  SET WING SWEEP HANDLE AS DESIRED

CHECKLIST  =  SEQUENCE

SET

PILOTS WING SWEEP HANDLE

WING SWEEP POSITION INDICATOR  =  TBD
20.4.4.014.00* MOVE THROTTLE ON AFFECTED ENGINE TO IDLE

CHECKLIST = SEQUENCE
ADJUST
#1 THROTTLE LEVER
#1 THROTTLE LEVER = IDLE

20.4.4.015.00* SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF

CHECKLIST = SEQUENCE
SET
ENGINE 1 START SWITCH
ENGINE 1 START SWITCH = OFF

20.4.4.016.00* SET ENG START-RUN SWITCH FOR AFFECTED ENGINE TO START

CHECKLIST = SEQUENCE
SET
ENGINE 1 START SWITCH
ENGINE 1 START SWITCH = START

20.4.5.001.00* MAINTAIN A-V ATTITUDE AND AIRSPEED WITHIN SAFE LIMITS

CORE RPM INDICATOR = TBD
FLY
A-V
VSD = TBD
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.5.002.00* MONITOR ENG TEMP TAPES

CHECKLIST = SEQUENCE
MONITOR-VISUAL
ENGINE 4 TEMP INDICATOR
ENGINE 4 TEMP INDICATOR > TBD

20.4.5.003.00* MONITOR CORE RPM TAPES

CHECKLIST = SEQUENCE
MONITOR-VISUAL
CORE RPM INDICATOR
CORE RPM INDICATOR > TBD
AND CORE RPM INDICATOR < TBD
20.4.5.004.00*

MOVE THROTTLE ON AFFECTED ENGINE TO IDLE*

CHECKLIST = SEQUENCE

ADJUST

#4 THROTTLE LEVER
#4 THROTTLE LEVER = IDLE

20.4.5.005.00*

SET ENG START-RUN SWITCH ON STALLED ENGINE TO OFF*

CHECKLIST = SEQUENCE

SET

ENGINE 4 START SWITCH
ENGINE 4 START SWITCH = OFF*

20.4.6.001.00*

DEPRESS ENGINE FIRE SWITCHLIGHT FOR AFFECTED ENGINE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'
ENGINE FIRE SWITCHLIGHT 4 = FIRE TONE
DEPRESS
ENGINE FIRE SWITCHLIGHT 4
ENGINE FIRE SWITCHLIGHT 4 = DEPRESSED*

20.4.6.002.00*

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE

SET

R AGENT DISCH SWITCH
R AGENT DISCH SWITCH = MAIN*
R MAIN AGENT DISCHARGE LIGHT = ‘MAIN AGENT DISC

20.4.6.003.00*

SET ENGINE START SWITCH TO OFF FOR AFFECTED ENGINE

CHECKLIST = SEQUENCE

SET

ENGINE START SWITCH 4
ENGINE START SWITCH 4 = OFF
20.4.6.004.00*

**MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS**

**CHECKLIST** = SEQUENCE

**FLY**

A-V

VSD = TBD

AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.6.005.00*

**DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON**

**CHECKLIST** = SEQUENCE

DEPRESS

MSTR AUDIO CUTOUT

MSTR AUDIO CUTOUT = DEPRESSED

20.4.6.006.00*

**SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE**

CHECKLIST = SEQUENCE

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'**

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH = RES

AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH'

20.4.6.007.00*

**DEPRESS PREPARE TO EJECT SWITCHLIGHT**

DEPRESS

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

COMMUNICATE

PREPARE TO EJECT

PREPARE TO EJECT SWITCHLIGHT = ON

20.4.6.008.00*

**ADVISE CREW MEMBERS OF DECISION TO EJECT**

ENGINE FIRE SWITCHLIGHT 4 = 'ENG FIRE'

PILOT ICS

PILOT ICS = PREPARE TO EJECT

20.4.6.009.00*

**COMPLETE 'BEFORE EJECTION' CHECKLIST**

CHECKLIST = SEQUENCE

CHECKLIST = PERFORMED**
20.4.6.010.00*

ALL CREW MEMBERS EJECT
PREPARE TO EJECT SWITCHLIGHT = ON
AND PILOT ICS
AND CHECKLIST
PREPARE TO EJECT
PERFORMED

PULL
EJECTION HANDLE
EJECTION HANDLE = PULLED*

20.4.5.011.00*

ADJUST POWER LEVEL ON GOOD ENGINES AS DESIRED
ENGINE START SWITCH 4 = OFF*
AND R RES AGENT DISCHARGE LIGHT = 'RES AGENT DISCH

ADJUST
THROTTLE LEVER 1
THROTTLE LEVER 2
THROTTLE LEVER 3
THROTTLE LEVER 1 = TBD
AND THROTTLE LEVER 2 = TBD
AND THROTTLE LEVER 3 = TBD

20.4.6.012.00*

SET ENG BLEED AIR SWITCH TO OFF FOR AFFECTED ENGINE
CHECKLIST = SEQUENCE
SET
ENG BLEED AIR SWITCH 4
ENG BLEED AIR SWITCH 4 = OFF

20.4.6.013.00*

DUMP FUEL AS REQUIRED
CHECKLIST = SEQUENCE
SET
DUMP SWITCH
DUMP SWITCH = DUMP

20.4.6.014.00*

LAND AS SOON AS POSSIBLE
CHECKLIST = SEQUENCE
LAND
A-V
A-V = LANDED
20.4.7.001.00*

DEPRESS APU FIRE SWITCHLIGHT FOR AFFECTED APU

R APU FIRE SWITCHLIGHT = 'APU FIRE'
AND PILOT ICS = FIRE TONE

DEPRESS
R APU FIRE SWITCHLIGHT
R APU FIRE SWITCHLIGHT = DEPRESSED*

20.4.7.002.00*

SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED APU

CHECKLIST = SEQUENCE
SET
R AGENT DISCH SWITCH
R AGENT DISCH SWITCH = MAIN*
AND R MAIN AGENT DISCHARGE LIGHT = 'MAIN AGENT DISC

20.4.7.003.00*

SET APU MODE SWITCH TO OFF FOR AFFECTED APU*

CHECKLIST = SEQUENCE
SET
MODE SWITCHES
MODE SWITCHES = OFF*
AND R RUN LIGHT = OFF

20.4.7.004.00*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

CHECKLIST = SEQUENCE
FLY
A-V
VSD = TBD
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.7.005.00*

DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON

CHECKLIST = SEQUENCE
DEPRESS
MSTR AUDIO CUTOUT
MSTR AUDIO CUTOUT = DEPRESSED
20.4.7.006.00*

SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED APU

R APU FIRE SWITCHLIGHT = "APU FIRE"

SET

R AGENT DISCH SWITCH

R AGENT DISCH SWITCH AND R RES AGENT DISCHARGE LIGHT = "RES AGENT DISCH"

20.4.7.007.00*

LAND AS SOON AS PRACTICAL

R APU FIRE SWITCHLIGHT = OFF

LAND

A-V

A-V = LANDED

20.4.7.008.00*

DEPRESS PREPARE TO EJECT SWITCHLIGHT

R APU FIRE SWITCHLIGHT = "APU FIRE"

DEPRESS

PREPARE TO EJECT

PREPARE TO EJECT SWITCHLIGHT = ON

20.4.7.009.00*

ADVISE CREWMEMBERS OF DECISION TO EJECT

R APU FIRE SWITCHLIGHT = "APU FIRE"

COMMUNICATE

PILOT ICS

PILOT ICS = PREPARE TO EJECT

20.4.7.010.00*

COMPLETE "BEFORE EJECTION" CHECKLIST*

CHECKLIST = SEQUENCE

PERFORM

CHECKLIST = PERFORMED*
20.4.7.011.00*

ALL CREW MEMBERS EJECT
PREPARE TO EJECT SWITCHLIGHT = ON
AND PILOT ICS AND CHECKLIST
EJECTION HANDLE = PULLED*
EJECTION HANDLE = PREPARED

20.4.8.001.00*

MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

#4 ENG OIL PRESS CAUTION LIGHT = ON
AND ENGINE DIRECTOR CAUTION LIGHT = 'ENG'
AND MASTER CAUTION SWITCHLIGHTS = ON
FLY
A-V
VSD
AND AIRSPEED-MACH NUMBER INDICATOR = TBD

20.4.8.002.00*

DEPRESS MASTER CAUTION SWITCHLIGHT
ENGINE DIRECTOR CAUTION LIGHT = 'ENG'*
AND MASTER CAUTION SWITCHLIGHTS = ON
AND #4 ENG OIL PRESS CAUTION LIGHT = ON
DEPRESS
MASTER CAUTION SWITCHLIGHT=COP
AND ENGINE DIRECTOR CAUTION LIGHT = OFF

20.4.8.003.00*

THROTTLE ON AFFECTED ENGINE TO IDLE
CHECKLIST = SEQUENCE
#4 THROTTLE LEVER
#4 THROTTLE LEVER = IDLE

20.4.8.004.00*

SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF
#4 THROTTLE LEVER
ENGINE 4 START SWITCH
ENGINE 4 START SWITCH = OFF
20.4.8.005.00*  

**ADJUST POWER LEVEL**

**CHECKLIST**  

= SEQUENCE

**ADJUST**

#1 THROTTLE LEVER  
#2 THROTTLE LEVER  
#3 THROTTLE LEVER

#1 THROTTLE LEVER  
AND #2 THROTTLE LEVER  
AND #3 THROTTLE LEVER  
= TBD

20.4.8.006.00*  

**RETRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED**

**CHECKLIST**

= SEQUENCE

**ADJUST**  

PLT TRIM SW (ON CONTR STICK)  
PILOT YAW SWITCH

FLIGHT CONTROL STICK  
AND RUDDER PEDALS  
= NEUTRAL PRESSURE  
= NEUTRAL PRESSURE

20.4.8.007.00*  

**LAND AS SOON AS PRACTICABLE**

**CHECKLIST**

= SEQUENCE

**LAND**

A-V  
A-V  
= LANDED

20.4.9.001.00*  

**MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS**

**CHECKLIST**

= SEQUENCE

**FLY**

VIB HIGH ANNUNCIATOR-ENG #4  
AND MASTER CAUTION SWITCHLIGHTS  
= *4 VIB HIGH*  
= ON

VSD  
AND AIRSPEED-MACH NUMBER INDICATOR  
= TBD

20.4.9.002.00*  

**THROTTLE ON AFFECTED ENGINE TO IDLE**

**CHECKLIST**

= SEQUENCE

**ADJUST**

#4 THROTTLE LEVER  
#4 THROTTLE LEVER  
= IDLE*
DEPRESS MASTER CAUTION SWITCHLIGHT
VIB HIGH ANNUNCIATOR-ENG #4 = '4 VIB HIGH'
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS MASTER CAUTION SWITCHLIGHT-COP
MASTER CAUTION SWITCHLIGHT-COP = OFF*
AND VIB HIGH ANNUNCIATOR-ENG #4 = '4 VIB HIGH'

20.4.9.004.00*
SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF

#4 THROTTLE LEVER = IDLE
AND VIB HIGH ANNUNCIATOR-ENG #4 = '4 VIB HIGH'

SET ENGINE 4 START SWITCH
ENGINE 4 START SWITCH = OFF

20.4.9.005.00*
ADJUST POWER LEVEL

CHECKLIST = SEQUENCE

ADJUST
#1 THROTTLE LEVER = TBD
#2 THROTTLE LEVER = TBD
#3 THROTTLE LEVER = TBD
AND #1 THROTTLE LEVER
AND #2 THROTTLE LEVER
AND #3 THROTTLE LEVER

20.4.9.006.00*
RETRIM A-V TO MAINTAIN DESIRED FLIGHT ATTITUDE AND AIRSPEED

CHECKLIST = SEQUENCE

ADJUST
PLT TRIM SW (ON CONTR STICK)
PILOT YAW SWITCH = NEUTRAL PRESSURE
FLIGHT CONTROL STICK
AND RUDDER PEDALS = NEUTRAL PRESSURE

20.4.9.007.00*
LAND AS SOON AS PRACTICAL

CHECKLIST = SEQUENCE
A-V = LANDED
20.5.1.001.00*

DEPRESS MASTER CAUTION SWITCHLIGHT

#1 TANK TRANSFER SWITCH = TRANSFER
AND #4 TANK TRANSFER SWITCH = TRANSFER
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS MASTER CAUTION SWITCHLIGHT-COP
MASTER CAUTION SWITCHLIGHT-COP= OFF

20.5.1.002.00*

CHECK L AND R MAIN FILL VALVE SWITCHES ARE OPEN

CHECKLIST = SEQUENCE

CHECK

L MAIN FILL VALVE SWITCH
R MAIN FILL VALVE SWITCH
L MAIN FILL VALVE SWITCH = OPEN
R MAIN FILL VALVE SWITCH = OPEN

20.5.1.003.00*

SET BLST TK ISLN SWITCH TO OPEN

CHECKLIST = SEQUENCE

SET

BALLAST TANK ISOLATION SWITCH
BALLAST TANK ISOLATION SWITCH = OPEN

20.5.1.004.00*

SET TANKS NO. 2 AND NO. 3 FILL VALVE SWITCHES TO OPEN

CHECKLIST = SEQUENCE

SET

#2 FILL VALVE SWITCH
#3 FILL VALVE SWITCH
#2 FILL VALVE SWITCH = OPEN
#3 FILL VALVE SWITCH = OPEN

20.5.1.005.00*

SET TANK NO. 1 TRANSFER PUMP SWITCH TO ON

CHECKLIST = SEQUENCE

SET

#1 TANK TRANSFER SWITCH
#1 TANK TRANSFER SWITCH = ON
20.5.1.006.00* SET TANK NO. 2 TRANSFER PUMP SWITCH TO ON
CHECKLIST = SEQUENCE
#2 TANK TRANSFER SWITCH
#2 TANK TRANSFER SWITCH = ON

20.5.1.007.00* SET TANK NO. 4 TRANSFER PUMP SWITCH TO ON
CHECKLIST = SEQUENCE
#4 TANK TRANSFER SWITCH
#4 TANK TRANSFER SWITCH = ON

20.5.1.008.00* SET TANK NO. 3 TRANSFER PUMP SWITCH TO ON
CHECKLIST = SEQUENCE
#3 TANK TRANSFER SWITCH
#3 TANK TRANSFER SWITCH = ON

20.5.1.009.00* SET SELECT TANK SWITCH TO MAIN TANKS
CHECKLIST = SEQUENCE
SELECT TANK SWITCH
SELECT TANK SWITCH = MAIN

20.5.1.010.00* MONITOR FUEL QUANTITY IN FUEL TANKS NO. 1 AND NO. 4
CHECKLIST = SEQUENCE
MONITOR-VISUAL
FUS #1 QTY TAPE INDICATOR
FUS #4 QTY TAPE INDICATOR
FUS #1 QTY TAPE INDICATOR = TBD
AND FUS #4 QTY TAPE INDICATOR = TBD

20.5.1.011.00* SET TANK NO. 3 TRANSFER PUMP SWITCH TO AUTO
CHECKLIST = SEQUENCE
#3 TANK TRANSFER SWITCH
#3 TANK TRANSFER SWITCH = AUTO
20.5.1.012.00*

SET TANK NO. 4 TRANSFER PUMP SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

#4 TANK TRANSFER SWITCH = AUTO

20.5.1.013.00*

SET TANK NO. 2 TRANSFER PUMP SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

#2 TANK TRANSFER SWITCH = AUTO

20.5.1.014.00*

SET TANK NO. 1 TRANSFER PUMP SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

#1 TANK TRANSFER SWITCH = AUTO

20.5.1.015.00*

SET TANKS NO. 2 AND NO. 3 FILL VALVE SWITCHES TO AUTO

CHECKLIST = SEQUENCE

SET

#2 FILL VALVE SWITCH = AUTO

AND #3 FILL VALVE SWITCH = AUTO

20.5.1.016.00*

SET BLST TK JSLN SWITCH TO AUTO

CHECKLIST = SEQUENCE

SET

BALLAST TANK ISOLATION SWITCH = OPEN
20.5.2.001.00*

**DEPRESS MASTER CAUTION SWITC**

**LIGHT**

FUEL COOLING LOOP RETURN LIGHT = "FUEL CLG LOOP R"
AND MASTER CAUTION SWITCHLIGHTS = ON

**SET FUEL COOLING LOOP RETURN SWITCH TO OPEN**

CHECKLIST = SEQUENCE

FUEL COOLING LOOP RETURN SW
FUEL COOLING LOOP RETURN SW = OPEN*

20.5.2.002.00*

**MONITOR OIL HOT CAUTION LIGHTS**

FUEL COOLING LOOP RETURN LIGHT = "FUEL CLG LOOP R"
OIL HOT ANNUNCIATORS = ON*

20.5.3.001.00*

**DEPRESS MASTER CAUTION SWITC**

**LIGHT**

FUEL COOLING LOOP CROSSOVER LT = "FUEL CLG LOOP C"
AND MASTER CAUTION SWITCHLIGHTS = ON

**SET FUEL COOLING LOOP CROSSOVER SWITCH TO OPEN**

CHECKLIST = SEQUENCE

COOLING FUEL LOOP CROSSOVER SW
COOLING FUEL LOOP CROSSOVER SW = OPEN
20.5.3.003.00*

SET FUEL COOLING LOOP RETURN SWITCH TO OPEN

FUEL COOLING LOOP CROSSOVER LT = 'FUEL CLG LOOP C*

SET
FUEL COOLING LOOP RETURN SW
FUEL COOLING LOOP RETURN SW = OPEN

20.5.3.004.00*

REDUCE AIRSPEED BELOW 370 KIAS*

CHECKLIST
A-V
AIRSPEED-MACH NUMBER INDICATOR < 370

20.5.4.001.00*

DEPRESS MASTER CAUTION SWITCHLIGHT

FUEL COOLING SCOOP C = *FUEL CLG SCOOP*
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS
MASTER CAUTION SWITCHLIGHT-COP
MASTER CAUTION SWITCHLIGHT-COP = OFF
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF

20.5.4.002.00*

REDUCE AIRSPEED BELOW 370 KIAS*

CHECKLIST
A-V
AIRSPEED-MACH NUMBER INDICATOR < 370

20.5.4.003.00*

INCREASE FUEL FLOW TO ABOVE 17400 PER HOUR PER NACELLE*

CHECKLIST
A-V
ADJUST
#3 THROTTLE LEVER
#4 THROTTLE LEVER
FUEL FLOW INDICATOR-TAPE 3 > TBD*
AND FUEL FLOW INDICATOR-TAPE 4 > TBD
20.5.4.004.00* LAND AS SOON AS PRACTICABLE*

CHECKLIST = SEQUENCE
A-V
A-V = LANDED

20.5.5.001.00* DEPRESS MASTER CAUTION SWITCHLIGHT

GENERATOR OFF LIGHTS = ON*
AND ELECTRICAL CAUTION LIGHT = 'ELEC'
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF
AND ELECTRICAL CAUTION LIGHT = OFF

20.5.5.002.00* CHECK FUEL TRANSFER PUMP SWITCHES IN AUTO

CHECKLIST = SEQUENCE
TRANSFER PUMP SWITCHES
TRANSFER PUMP SWITCHES = AUTO*

20.5.5.003.00* SET FUEL TRANSFER PUMP SWITCHES TO OFF

CHECKLIST = SEQUENCE
TRANSFER PUMP SWITCHES
TRANSFER PUMP SWITCHES = OFF*

20.5.5.004.00* SET FUEL FILL VALVE SWITCHES TO CLOSED

CHECKLIST = SEQUENCE
FILL VALVE SWITCHES
FILL VALVE SWITCHES = CL
20.5.5.005.00*

SELECTIVELY SET TRANSFER PUMP SWITCH TO ON AND RETURN TO OFF*

CHECKLIST

SET

#4 TANK TRANSFER SWITCH

AND #4 TANK TRANSFER SWITCH

= ON*

= OFF

20.6.1.001.00*

DEPRESS MASTER CAUTION SWITCHLIGHT

#1 GENERATOR CAUTION LIGHT = '1 GEN'*

AND ELECTRICAL CAUTION LIGHT = 'ELEC'

AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS

MASTER CAUTION SWITCHLIGHT-COP

MASTER CAUTION SWITCHLIGHT-COP = OFF

AND MASTER CAUTION SWITCHLIGHT-PIL = OFF

AND ELECTRICAL CAUTION LIGHT = OFF

20.6.1.002.00*

SET SWITCH FOR FAILED GENERATOR UNIT TO RESET-OFF AND ON

#1 GENERATOR CAUTION LIGHT = '1 GEN'*

AND #1 CSD CAUTION LIGHT = '1 CSD'

SET

#1 GENERATOR MODE SWITCH

#1 GENERATOR MODE SWITCH = RESET-OFF*

AND #1 GENERATOR MODE SWITCH = ON

AND #1 GENERATOR CAUTION LIGHT = OFF

20.6.1.003.00*

SET VOLTAGE-FREQUENCY SELECTOR TO APPLICABLE GENERATOR

CHECKLIST

SET

VOLTAGE-FREQ SELECTOR SWITCH

VOLTAGE-FREQ SELECTOR SWITCH = 1 GEN*

AND VOLTAGE METER = TBD

AND FREQUENCY METER = TBD

20.6.1.004.00*

CONTINUE FLIGHT*

CHECKLIST

FLY

A-V

= SEQUENCE

A-V

= FLIGHT CONTINUED
20.6.1.005.00*

**LAND AS SOON AS PRACTICAL***

CHECKLIST

A-V

A-V

= SEQUENCE

= LANDED

20.6.1.006.00*

**LAND AS SOON AS POSSIBLE***

CHECKLIST

A-V

A-V

= SEQUENCE

= LANDED

20.6.2.001.00*

**DEPRESS MASTER CAUTION SWITCHLIGHT**

ELECTRICAL CAUTION LIGHT

AND MASTER CAUTION SWITCHLIGHTS

DEPRESS

= 'ELEC'

= ON

MASTER CAUTION SWITCHLIGHT-COP

AND MASTER CAUTION SWITCHLIGHT-PIL

AND ELECTRICAL CAUTION LIGHT

= OFF

= OFF

20.6.2.002.00*

**SET EMERGENCY GENERATOR SWITCH TO ON**

#1 GENERATOR CAUTION LIGHT

AND #2 GENERATOR CAUTION LIGHT

EMERGENCY GENERATOR CONTROL SW

EMERGENCY GENERATOR CONTROL SW

AND EMERGENCY GENERATOR ADVISORY LT

= '1 GEN'

= '2 GEN'

= ON

= ON

= 'EMERG GEN ON'

20.6.2.003.00*

**SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS**

CHECKLIST

VOLTAGE-FREQ SELECTOR SWITCH

VOLTAGE METER

FREQUENCY METER

SET

= SEQUENCE

= ESNTL BUS

= TBD

= TBD
20.6.2.004.00*

SET SWITCHES FOR FAILED GENERATORS TO RESET-OFF AND ON

SET

#1 GENERATOR MODE SWITCH
#2 GENERATOR MODE SWITCH

20.6.2.004.01*

SET SWITCH FOR #1 FAILED GENERATOR TO RESET-OFF AND ON

#1 GENERATOR CAUTION LIGHT = '1 GEN'*
AND #1 CSD CAUTION LIGHT = '1 CSD'

SET

#1 GENERATOR MODE SWITCH
#1 GENERATOR MODE SWITCH = RESET-OFF
AND #1 GENERATOR MODE SWITCH = ON
AND #1 GENERATOR CAUTION LIGHT = OFF

20.6.2.004.02*

SET SWITCH FOR #2 FAILED GENERATOR TO RESET-OFF AND ON

#2 GENERATOR CAUTION LIGHT = '2 GEN'*
AND #2 CSD CAUTION LIGHT = '2 CSD'

SET

#2 GENERATOR MODE SWITCH
#2 GENERATOR MODE SWITCH = RESET-OFF
AND #2 GENERATOR MODE SWITCH = ON
AND #2 GENERATOR CAUTION LIGHT = OFF

20.6.2.005.00*

SET EMERGENCY GENERATOR SWITCH TO AUTO

SET

EMERGENCY GENERATOR CONTROL SW = AUTO*

20.6.2.006.00*

SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS

VOLTAGE-FREQ SELECTOR SWITCH = ESNTL BUS
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD
LAND AS SOON AS PRACTICAL*

CHECKLIST = SEQUENCE
A-V
A-V = LANDED

LAND AS SOON AS POSSIBLE*

CHECKLIST = SEQUENCE
A-V
A-V = LANDED

DEPRESS MASTER CAUTION SWITCHLIGHT

ELECTRICAL CAUTION LIGHT = 'ELEC'*
AND MASTER CAUTION SWITCHLIGHTS = ON

DEPRESS MASTER CAUTION SWITCHLIGHT-C0?

MASTER CAUTION SWITCHLIGHT-C0= OFF
AND MASTER CAUTION SWITCHLIGHT-PIL= OFF
AND ELECTRICAL CAUTION LIGHT = OFF

SET EMERGENCY GENERATOR SWITCH TO ON

#1 GENERATOR CAUTION LIGHT = '1 GEN'
AND #2 GENERATOR CAUTION LIGHT = '2 GEN'
AND #3 GENERATOR CAUTION LIGHT = '3 GEN'

SET EMERGENCY GENERATOR CONTROL SW

EMERGENCY GENERATOR CONTROL SW= ON*
AND EMERG GENERATOR ADVISORY LT = 'EMERG GEN ON'

SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS

CHECKLIST = SEQUENCE

SET VOLTAGE-FREQ SELECTOR SWITCH = ESNTL BUS
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD
20.6.3.004.00* 
SET SWITCHES FOR FAILED GENERATORS TO RESET-OFF AND ON

GENERATOR OFF LIGHTS = ON* 
AND CSD CAUTION LIGHTS = ON

SET 
GENERATOR MODE SWITCHES 
AND GENERATOR MODE SWITCHES = RESET-OFF* 
AND GENERATOR OFF LIGHTS = OFF

20.6.3.005.00* 
SET EMERGENCY GENERATOR SWITCH TO AUTO

GENERATOR OFF LIGHTS = OFF

SET
EMERGENCY GENERATOR CONTROL SW = AUTO*

20.6.3.006.00* 
SET VOLTAGE-FREQUENCY SELECTOR TO THE ESSENTIAL BUS

GENERATOR OFF LIGHTS = ON

SET
VOLTAGE-FREQ SELECTOR SWITCH = ESNTL BUS
AND VOLTAGE METER = TBD
AND FREQUENCY METER = TBD

20.6.3.007.00* 
LAND AS SOON AS POSSIBLE*

CHECKLIST = SEQUENCE

LAND
A-V

20.6.4.001.00* 
CONTINUE FLIGHT

A-V

LEFT BUS TIE EM INDICATOR = 'TIE OPEN'*
OR RIGHT BUS TIE EM INDICATOR = 'TIE OPEN'*

FLY
A-V

= FLIGHT CONTINUED
20.6.6.001.00*
CONTINUE FLIGHT
LEFT BUS TIE-EM INDICATOR = 'TIE OPEN'*
AND RIGHT BUS TIE-EM INDICATOR = 'TIE OPEN'*
FLY
A-V
A-V = FLIGHT CONTINUED

20.6.6.001.00*
DEPRESS MASTER CAUTION SWITCHLIGHT
#1 BUS CAUTION LIGHT = '1 BUS'*
AND ELECTRICAL CAUTION LIGHT = 'ELEC'
AND MASTER CAUTION SWITCHLIGHTS = ON
DEPRESS
MASTER CAUTION SWITCHLIGHT-COP
MASTER CAUTION SWITCHLIGHT-COP = OFF
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF
AND ELECTRICAL CAUTION LIGHT = OFF

20.6.6.002.00*
SET VOLTAGE-FREQUENCY SELECTOR TO APPLICABLE BUS
CHECKLIST = SEQUENCE
VOLTAGE-FREQ SELECTOR SWITCH
VOLTAGE-FREQ SELECTOR SWITCH = 1 BUS
AND VOLTAGE METER = TBD
OR FREQUENCY METER = TBD

20.6.6.003.00*
LAND AS SOON AS PRACTICAL*
CHECKLIST = SEQUENCE
A-V = LANDED

20.6.6.004.00*
LAND AS SOON AS POSSIBLE*
CHECKLIST = SEQUENCE
A-V = LANDED
ALL CREWMEMBERS EJECT
ELECTRICAL CONTROL PANEL
EJECTION HANDLE
EJECTION HANDLE

DEPRESS MASTER CAUTION SWITCHLIGHT
HYDRAULIC LIGHT
AND MASTER CAUTION SWITCHLIGHTS
DEPRESS MASTER CAUTION SWITCHLIGHT-COP
MASTER CAUTION SWITCHLIGHT-COP = OFF
AND MASTER CAUTION SWITCHLIGHT-PIL = OFF
AND HYDRAULIC LIGHT

LAND AS SOON AS PRACTICAL
#1 HYD QUANTITY INDICATOR
OR #1 HYD PRESSURE INDICATOR
LAND
A-V
A-V = LANDED

LAND AS SOON AS POSSIBLE
#1 HYD QUANTITY INDICATOR
AND #2 HYD QUANTITY INDICATOR
AND #3 HYD QUANTITY INDICATOR
LAND
A-V
A-V = LANDED
20.7.1.005.00*  

**DEPRESS PREPARE TO EJECT SWITCHLIGHT**  

HYDRAULIC QUANTITY INDICATORS ➝ TBD*  
OR HYDRAULIC PRESSURE INDICATORS ➝ TBD  

DEPRESS  
PREPARE TO EJECT  
PREPARE TO EJECT SWITCHLIGHT ➝ ON  

20.7.1.006.00*  

**ADVISE CREWMEMBERS OF DECISION TO EJECT**  

HYDRAULIC QUANTITY INDICATORS ➝ TBD  
OR HYDRAULIC PRESSURE INDICATORS ➝ TBD  

COMMUNICATE  
PILOT ICS  
PILOT ICS ➝ PREPARE TO EJECT  

20.7.1.007.00*  

**COMPLETE «BEFORE EJECTION» CHECKLIST»**  

PERFORM  
CHECKLIST  
CHECKLIST ➝ SEQUENCE  
CHECKLIST ➝ PERFORMED*  

20.7.1.008.00*  

**ALL CREWMEMBERS EJECT**  

PULL  
EJECTION HANDLE  
EJECTION HANDLE ➝ PULLED*  

20.7.2.001.00*  

**DEPRESS MASTER CAUTION SWITCHLIGHT**  

HYDRAULIC LIGHT ➝ ON  
AND MASTER CAUTION SWITCHLIGHTS ➝ ON  

DEPRESS  
MASTER CAUTION SWITCHLIGHT-COP  
MASTER CAUTION SWITCHLIGHT-COP ➝ OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL ➝ OFF  
AND HYDRAULIC LIGHT ➝ OFF
20.7.2.002.00*  
PULL FLIGHT CONTROL STICK DISCONNECT HANDLE  

- #2 HYD QUANTITY INDICATOR = TBD*  
- AND #3 HYD QUANTITY INDICATOR = TBD  
- AND #4 HYD QUANTITY INDICATOR = TBD  

PULL  
FLT CONTR STCK DISCONNECT HNDL  
FLT CONTR STCK DISCONNECT HNDL= PULLED  

20.7.2.003.00*  
MAINTAIN CONTROL OF A-V WITH COPILOT'S STICK THROUGH SCAS  

FLT CONTR STCK DISCONNECT HNDL= PULLED  
FLY  
A-V  
A-V = CONTROLLED*  

20.8.1.001.00*  
DEPRESS MASTER CAUTION SWITCHLIGHT  

SMCS CAUTION LIGHT = 'SMCS'-FLASHING*  
AND MASTER CAUTION SWITCHLIGHTS = ON  
DEPRESS  
MASTER CAUTION SWITCHLIGHT-COP  
MASTER CAUTION SWITCHLIGHT-COP= OFF  
AND MASTER CAUTION SWITCHLIGHT-PIL= OFF  
AND SMCS CAUTION LIGHT = 'SMCS'-STEADY  

20.8.1.002.00*  
SET SMCS MODE SWITCH TO RESET MOMENTARILY AND RETURN TO ON  

SET  
SMCS SWITCH  
SMCS SWITCH = RESET  
AND SMCS SWITCH = ON  
AND SMCS CAUTION LIGHT = 'SMCS'-STEADY  

20.8.1.003.00*  
SET SMCS MODE SWITCH TO OFF  

SET  
SMCS SWITCH  
SMCS SWITCH = OFF*
20.8.2.001.00*
MAINTAIN AIR VEHICLE ATTITUDE & AIRSPEED WITHIN SAFE LIMITS

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-FL
AND MASTER CAUTION SWITHLIGHTS = ON
FLY
A-V
VSD = TBD
AND AIRSPEED-MACH NUMBER INDICATOR= TBD

20.8.2.002.00*
DEPRESS MASTER CAUTION SWITCHLIGHT

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-FL
AND MASTER CAUTION SWITCHLIGHTS = ON
DEPRESS
MASTER CAUTION SWITCHLIGHT-COP
MASTER CAUTION SWITCHLIGHT-COP= OFF
AND MASTER CAUTION SWITCHLIGHT-PIL= OFF
AND PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST

20.8.2.003.00*
SET PITCH TRIM POWER SWITCH TO ALTER AND RETURN TO NORM

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST
SET
PITCH TRIM SWITCH
PITCH TRIM SWITCH = ALTER*
AND PITCH TRIM SWITCH = NORM
AND PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST

20.8.2.004.00*
SET PITCH TRIM POWER SWITCH TO ALTER

PITCH TRIM CAUTION LIGHT = 'PITCH TRIM'-ST
SET
PITCH TRIM SWITCH
PITCH TRIM SWITCH = ALTER*
AND PITCH TRIM CAUTION LIGHT = OFF

20.8.2.005.00*
SET PITCH TRIM POWER SWITCH TO STBY

PLT TRIM SW (ON CONTR STICK) = INOPERATIVE*
AND CPLT TRIM SW (ON CONTR STICK) = INOPERATIVE
SET
PITCH TRIM SWITCH
PITCH TRIM SWITCH = STBY*
20.8.2.006.00*

**SELECT UP OR DOWN ON PILOT'S STBY PITCH SWITCH**

PITCH TRIM SWITCH = STBY*

SELECT
PILOT STBY PITCH SWITCH
PILOT STBY PITCH SWITCH = UP*
OR PILOT STBY PITCH SWITCH = DN
AND PILOT STBY PITCH SWITCH = OFF

20.8.2.007.00*

**LAND AS SOON AS PRACTICABLE**

CHECKLIST
A-V = SEQUENCE
A-V = LANDED

20.8.3.001.00*

**CHECK WING SWEEP HANDLES AND POSITION INDICATOR**

- WING SWEEP POSITION INDICATOR = TBD*
- OR WING SWEEP POSITION INDICATOR = TBD

CHECK
WING SWEEP HANDLES
WING SWEEP POSITION INDICATOR

WING SWEEP HANDLES = TBD*
AND WING SWEEP POSITION INDICATOR = TBD

20.8.3.002.00*

**SET ALTERNATE WING SWEEP KNOB TO FWD AND HOLD THEN RELEASE TO HOLD**

WING SWEEP POSITION INDICATOR = TBD

SET
ALTERNATE WING SWEEP SWITCH
ALTERNATE WING SWEEP SWITCH = FWD*
AND ALTERNATE WING SWEEP SWITCH = HOLD

20.8.3.003.00*

**LAND AS SOON AS PRACTICAL**

CHECKLIST
A-V = SEQUENCE
A-V = LANDED
20.8.4.001.00*

**CHECK WING SWEEP HANDLES AND POSITION INDICATORS**

- WING SWEEP HANDLE INDICATOR = TBD*
- OR WING SWEEP POSITION INDICATOR = TBD

**CHECK**

- WING SWEEP HANDLES
- WING SWEEP POSITION INDICATOR

- WING SWEEP HANDLES
- AND WING SWEEP POSITION INDICATOR = TBD

20.8.4.002.00*

**SET ALTERNATE WING SWEEP KNOB TO HOLD**

- WING SWEEP POSITION INDICATOR = TBD

**SET**

- ALTERNATE WING SWEEP SWITCH
- ALTERNATE WING SWEEP SWITCH = HOLD*

20.8.4.003.00*

**LAND AS SOON AS PRACTICAL**

- CHECKLIST = SEQUENCE
- A-V
- A-V = LANDED

20.8.5.001.00*

**SET ALTERNATE WING SWEEP KNOB TO FWD AND HOLD FOR DURATION OF FLIGHT**

- WING SWEEP POSITION INDICATOR = TBD*

**SET**

- ALTERNATE WING SWEEP SWITCH
- ALTERNATE WING SWEEP SWITCH = FWD*

20.8.5.002.00*

**LAND AS SOON AS POSSIBLE**

- CHECKLIST = SEQUENCE
- A-V
- A-V = LANDED
20.9.1.001.00*  
SET FUEL DUMP SWITCH TO DUMP  
ENG 2 CORE RPM INDICATOR = TBD  
AND ENG 3 CORE RPM INDICATOR = TBD  
AND ENG 4 CORE RPM INDICATOR = TBD  
SET DUMP SWITCH  
DUMP Switch = DUMP*  
AND GROSS WT DIGITAL COUNTER = TBD  

20.9.1.002.00*  
SET WING SWEEP HANDLES FORWARD OF 45 DEGREES  
CHECKLIST = SEQUENCE  
SET WING SWEEP HANDLES  
WING SWEEP HANDLES < 45  
AND WING SWEEP POSITION INDICATOR = TBD  

20.9.1.003.00*  
CHECK BOTH APUS ARE RUNNING  
CHECKLIST = SEQUENCE  
CHECK LEFT RUN LIGHT  
RIGHT RUN LIGHT  
LEFT RUN LIGHT = 'L RUN'  
AND RIGHT RUN LIGHT = 'R RUN'  

20.9.1.004.00*  
SET SWITCHES FOR GENERATORS TO RESET-OFF AND ON  
CHECKLIST = SEQUENCE  
SET GENERATOR MODE SWITCHES = RESET-OFF*  
AND GENERATOR MODE SWITCHES = ON  
AND GENERATOR OFF LIGHTS = OFF  

20.9.1.005.00*  
CHECK CENTER-OF-GRAVITY IS WITHIN LANDING LIMITS  
CHECKLIST = SEQUENCE  
CHECK CG LIMITS CAUTION LIGHT  
CG LIMITS CAUTION LIGHT = OFF
20.9.1.006.00*

SET WING SWEEP HANDLES AT 20 DEGREES MAXIMUM

CHECKLIST = SEQUENCE

WING SWEEP HANDLES

WING SWEEP HANDLES = 20
OR WING SWEEP HANDLES < 2
AND WING SWEEP POSITION INDICATOR = TBD

20.9.1.007.00*

EXTEND WING SLATS AND FLAPS FOR LANDING

CHECKLIST = SEQUENCE

FLAP-SLAT CONTROL HANDLE

FLAP-SLAT CONTROL HANDLE = TBD
AND SLATS POSITION INDICATOR = TBD
AND FLAP POSITION INDICATOR = TBD

20.9.1.008.00*

SET LANDING GEAR CONTROL HANDLE TO DOWN

CHECKLIST = SEQUENCE

PRIMARY LANDING GEAR CONTROL

PRIMARY LANDING GEAR CONTROL = DN
AND GEAR WARNING LIGHTS = OFF

20.9.1.009.00*

FLY THE APPROACH AT NORMAL SPEED PLUS 25 KIAS

CHECKLIST = SEQUENCE

A-V

A-V = AIRSPEED-MACH NUMBER INDICATOR = TBD

20.9.1.010.00*

LAND AS SOON AS POSSIBLE

CHECKLIST = SEQUENCE

A-V

A-V = LANDED
20.9.2.001.00*

CHECK AIRSPEED IS BELOW 250 KIAS

GEAR WARNING LIGHT = ON
OR GEAR WARNING LIGHTS = ON
AND GEAR WARNING LIGHTS = ON

CHECK AIRSPEED-MACH NUMBER INDICATOR < 250

20.9.2.002.00*

CHECK HYDRAULIC SYSTEMS PRESSURE CHECKLIST = SEQUENCE

CHECK HYDRAULIC PRESSURE INDICATORS

HYDRAULIC PRESSURE INDICATORS = TBD

20.9.2.003.00*

OBTAIN VISUAL CONFIRMATION OF LDG GR BY CHASE PLANE OR TOWER

CHECKLIST = SEQUENCE

MONITOR-VISUAL

WINDSCREEN

LANDING GEAR CONTROL PANEL = DOWN

20.9.2.004.00*

CHECK AIRSPEED IS BELOW 190 KIAS

CHECKLIST = SEQUENCE

CHECK AIRSPEED-MACH NUMBER INDICATOR < 190

20.9.2.005.00*

SET ALTERNATE LANDING GEAR CONTROL SWITCH TO THE DOWN POSN

CHECKLIST = SEQUENCE

SET ALTERNATE LANDING GEAR CONTROL = DN

AND NOSE GEAR ADVISORY LIGHT = 'NOSE'
20.9.2.006.00*

**INCREASE AIRSPEED AS REQUIRED TO LOCK NOSEGEAR**

NOSE GEAR ADVISORY LIGHT  \( \rightarrow \) "NOSE"

FLY

A-V

Airspeed-Mach Number Indicator  \( \rightarrow \) TBD*
AND NOSE GEAR ADVISORY LIGHT  \( \rightarrow \) "NOSE"

20.9.2.007.00*

**REDUCE AIRSPEED TO MINIMUM FOR CONTROLLING THE AIR VEHICLE**

LEFT GEAR ADVISORY LIGHT  \( \rightarrow \) "L"*
OR RIGHT GEAR ADVISORY LIGHT  \( \rightarrow \) "R"

FLY

A-V

Airspeed-Mach Number Indicator  \( \rightarrow \) TBD

20.9.2.008.00*

**YAW A-V IN DIRECTION OF MAIN GEAR THAT IS NOT DN & LOCKED**

CHECKLIST  \( = \) SEQUENCE

FLY

A-V

AND LEFT GEAR ADVISORY LIGHT  \( = \) "L"*
AND RIGHT GEAR ADVISORY LIGHT  \( = \) "R"*

20.9.2.009.00*

**LAND AS SOON AS PRACTICAL**

NOSE GEAR ADVISORY LIGHT  \( \rightarrow \) "NOSE"
AND LEFT GEAR ADVISORY LIGHT  \( \rightarrow \) "L"
AND RIGHT GEAR ADVISORY LIGHT  \( \rightarrow \) "R"

FLY

A-V

\( = \) LANDED

20.9.3.001.00*

**BELLY LAND AIR VEHICLE**

NOSE GEAR ADVISORY LIGHT  \( \rightarrow \) "NOSE"
AND LEFT GEAR ADVISORY LIGHT  \( \rightarrow \) "L"
AND RIGHT GEAR ADVISORY LIGHT  \( \rightarrow \) "R"

FLY

A-V

\( = \) BELLY LANDED*
20.9.3.002.00*

**FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE**

NOSE GEAR ADVISORY LIGHT = 'NOSE'
AND LEFT GEAR ADVISORY LIGHT = 'L'
AND RIGHT GEAR ADVISORY LIGHT = 'R'

FLY

A-V

A-V = LANDED*

20.9.3.003.00*

**CHECK AIRSPEED IS BELOW 190 KIAS**

NOSE GEAR ADVISORY LIGHT = 'NOSE'
AND LEFT GEAR ADVISORY LIGHT = 'L'
OR RIGHT GEAR ADVISORY LIGHT = 'R'

CHECK

AIRSPEED-MACH NUMBER INDICATOR

AIRSPEED-MACH NUMBER INDICATOR < 190

20.9.3.004.00*

**SET ALTERNATE LANDING GEAR CONTROL SWITCH TO THE DOWN POSN CHECKLIST = SEQUENCE**

SET

ALTERNATE LANDING GEAR CONTROL = DN*
AND LEFT GEAR ADVISORY LIGHT = 'L'
OR RIGHT GEAR ADVISORY LIGHT = 'R'

20.9.3.005.00*

**REDUCE AIRSPEED TO MINIMUM FOR CONTROLLING THE AIR VEHICLE**

LEFT GEAR ADVISORY LIGHT = 'L'
OR RIGHT GEAR ADVISORY LIGHT = 'R'

FLY

A-V

AIRSPEED-MACH NUMBER INDICATOR = TBD

20.9.3.006.00*

**YAW A-V IN DIRECTION OF MAIN GEAR THAT IS NOT DN & LOCKED**

CHECKLIST = SEQUENCE

FLY

A-V

AND LEFT GEAR ADVISORY LIGHT = 'L'
OR RIGHT GEAR ADVISORY LIGHT = 'R'
20.9.3.007.00*

SET LANDING GEAR CONTROL TO THE UP POSITION

CHECKLIST

PRIMARY LANDING GEAR CONTROL = UP*
AND GEAR WARNING LIGHTS = OFF

20.9.3.008.00*

BELLY LAND AIR VEHICLE

PRIMARY LANDING GEAR CONTROL = UP*
AND GEAR WARNING LIGHTS = OFF

FLY

A-V

A-V = BELLY LANDED

20.9.3.009.00*

FLY TOUCH-AND-GO LANDING ON EXTENDED GEAR

NOSE GEAR ADVISORY LIGHT = "NOSE"
AND LEFT GEAR ADVISORY LIGHT = "L"
OR RIGHT GEAR ADVISORY LIGHT = "R"

FLY

A-V

A-V = T & G PERFORMED*

20.9.3.010.00*

FLY A STRAIGHT-IN PATTERN AND TO KEEPING WINGTIP HIGH

LEFT GEAR ADVISORY LIGHT = "L"
OR RIGHT GEAR ADVISORY LIGHT = "R"

FLY

A-V

A-V = LANDED*

20.9.3.011.00*

FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE

NOSE GEAR ADVISORY LIGHT = "NOSE"
AND LEFT GEAR ADVISORY LIGHT = "L"
AND RIGHT GEAR ADVISORY LIGHT = "R"

FLY

A-V

A-V = LANDED
LAND AS SOON AS PRACTICAL
NOSE GEAR ADVISORY LIGHT = 'Nose'
AND LEFT GEAR ADVISORY LIGHT = 'L'
AND RIGHT GEAR ADVISORY LIGHT = 'R'
FLY
A-V
= LANDED

CHECK NOSEWHEEL STEERING CAUTION LIGHT
A-V
= STEERED*
MONITOR-VISUAL
NOSEWHEEL STEERING CAUTION LT
NOSEWHEEL STEERING CAUTION LT = 'NWS'

MOVE NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD
STEER ENGAGE-DISENGAGE SWITCH
STEER ENGAGE-DISENGAGE SWITCH = ENGAGE*
AND A-V
= STEERED

USE DIFFERENTIAL BRAKING AND STOP THE AIR VEHICLE
A-V
= STEERED*

DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO DISENG AND HOLD
A-V
= ALIGNED ON RNWY

DEPRESS STEER ENGAGE-DISENGAGE SWITCH
STEER ENGAGE-DISENGAGE SWITCH = DISENG*
20.9.4.005.00*

**USE DIFFERENTIAL BRAKING AS REQUIRED**
STEER ENGAGE-DISENGAGE SWITCH = DISENG*

A-V
A-V

= DIFF BRAKED

20.9.4.006.00*

**CHECK THAT READY-NWS LIGHT IS OUT**
CHECK

CHECKLIST
READY-NWS ADVISORY LIGHT
READY-NWS ADVISORY LIGHT = *READY-STEER*

20.9.4.007.00*

**DEPRESS COPILOT NWS ENGAGE SWITCH TO DISENGAGE AND HOLD**
READY-NWS ADVISORY LIGHT = *READY-STEER*

DEPRESS
STEER ENGAGE-DISENGAGE SWITCH
STEER ENGAGE-DISENGAGE SWITCH = DISENG*

20.9.4.008.00*

**USE DIFFERENTIAL BRAKING AS REQUIRED AND STOP THE AIR-VEH**

STEER ENGAGE-DISENGAGE SWITCH = DISENG*

STOP
A-V
A-V

= DIFF BRAKED
= STOPPED

20.9.4.009.00*

**DEPRESS NOSEWHEEL STEERING SWITCH TO ENGAGE AND HOLD**
NOSEWHEEL STEERING CAUTION LT = 'NWS'

DEPRESS
STEER ENGAGE-DISENGAGE SWITCH
STEER ENGAGE-DISENGAGE SWITCH = ENGAGE*

20.9.4.010.00*

**USE DIFFERENTIAL BRAKING AND STOP THE AIR VEHICLE**

STEER ENGAGE-DISENGAGE SWITCH = ENGAGE*

STOP
A-V

AND A-V

= DIFF BRAKED
= STOPPED
20.9.5.001.00*

**CHECK**

ANTISKID SWITCH IS ON

ANTISKID CAUTION LIGHT = 'ANTISKID'

ANTISKID TEST SWITCH

ANTISKID TEST SWITCH = ON

AND ANTISKID CAUTION LIGHT = 'ANTISKID'

20.9.5.002.00*

**CHECK EMERGENCY BRAKE SWITCH IS OFF**

ANTISKID CAUTION LIGHT = 'ANTISKID'

EMERGENCY BRAKE SWITCH = OFF

20.9.5.003.00*

**LAND AIR VEHICLE AND BRAKE CAUTIOUSLY**

ANTISKID CAUTION LIGHT = 'ANTISKID'

FLY

A-V = Landed*

AND A-V = BRAKED

20.9.6.001.00*

**SET FUEL DUMP SWITCH TO DUMP**

NOSE GEAR TIRE = FAILED

SET

DUMP SWITCH = DUMP*

AND GROSS WT DIGITAL COUNTER = TBD

20.9.6.002.00*

**SET CG MODE SELECT SW TO MAXIMUM AFT ALLOWABLE POSITION**

CHECKLIST = SEQUENCE

SET

MODE & MAC SELECTOR SW

SET MODE & MAC SELECTOR SW = TBD*

AND PERCENT MAC INDICATOR = TBD
20.9.6.003.00*
LAND A-V AND HOLD NOSE GEAR OFF RUNWAY AS LONG AS POSSIBLE

CHECKLIST
= SEQUENCE

FLY
A-V
= LANDED*

A-V

20.9.6.004.00*
DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD

CHECKLIST
= SEQUENCE

DEPRESS

STEER ENGAGE-DISENGAGE SWITCH
STEER ENGAGE-DISENGAGE SWITCH = ENGAGE*

20.9.6.005.00*

USE NOSEWHEEL STEERING AND DIFFERENTIAL BRAKING

STEER ENGAGE-DISENGAGE SWITCH = ENGAGE*

TRACK
A-V

A-V
= NW STEERED*

AND A-V
= DIFF BRAKED

20.9.7.001.00*

SET FUEL DUMP SWITCH TO DUMP

MAIN GEAR TIRE
OR MAIN GEAR TIRES
= FAILED
= FAILED

SET

DUMP SWITCH

DUMP SWITCH

AND GROSS WT DIGITAL COUNTER
= DUMP*
= TBD

20.9.7.002.00*

USE NORMAL APPROACH & LAND A-V BUT DO NOT DEPLOY SPD BRAKES

CHECKLIST
= SEQUENCE

FLY
A-V

A-V
= LANDED*

AND SPOILER INDICATORS
= "UP"
20.9.8.001.00*  
SET FUEL DUMP SWITCH TO DUMP  
NOSE GEAR ADVISORY LIGHT  
AND LEFT GEAR ADVISORY LIGHT  
AND RIGHT GEAR ADVISORY LIGHT  
SET DUMP SWITCH  
DUMP SWITCH  
AND GROSS WT DIGITAL COUNTER  
= DUMP*  
= TBD  

20.9.8.002.00*  
DEPRESS APU FIRE SWITCHES  
CHECKLIST  
APU FIRE SWITCHLIGHTS  
APU FIRE SWITCHLIGHTS  
AND LEFT RUN LIGHT  
AND RIGHT RUN LIGHT  
= SEQUENCE  
= DEPRESSED*  
= 'L RUN'  
= 'R RUN'  

20.9.8.003.00*  
SET THE ENGINES IGNITION SWITCH TO OFF  
CHECKLIST  
IGNITION SWITCH  
IGNITION SWITCH  
= SEQUENCE  
= OFF  

20.9.8.004.00*  
FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE  
CHECKLIST  
A-V  
A-V  
= SEQUENCE  
= LANDED*  

20.9.8.005.00*  
DEPRESS ENGINE FIRE SWITCHLIGHTS AFTER TOUCHDOWN  
A-V  
ENGINE FIRE SWITCHLIGHTS  
ENGINE FIRE SWITCHLIGHTS  
= LANDED  
= DEPRESSED*
20.9.8.006.00*

SET GENERATOR SWITCHES TO OFF

CHECKLIST = SEQUENCE

SET

GENERATOR MODE SWITCHES
EMERGENCY GENERATOR CONTROL SW

GENERATOR MODE SWITCHES = OFF
AND EMERGENCY GENERATOR CONTROL SW = OFF

20.9.8.007.00*

SET BATTERY SWITCH TO OFF

CHECKLIST = SEQUENCE

SET

BATTERY SELECT SWITCH
BATTERY SELECT SWITCH = OFF

20.9.8.008.00*

PULL WINDOW AND ESCAPE HATCH SEVERANCE HANDLES AS REQUIRED

CHECKLIST = SEQUENCE

PULL

LEFT WINDOW SEVERANCE HANDLE
RIGHT WINDOW SEVERANCE HANDLE
ESCAPE HATCH SEVERANCE HANDLE

LEFT WINDOW SEVERANCE HANDLE = PULLED*
AND RIGHT WINDOW SEVERANCE HANDLE = PULLED
AND ESCAPE HATCH SEVERANCE HANDLE = PULLED

20.9.8.009.00*

ABANDON THE AIR VEHICLE

CHECKLIST = SEQUENCE

ABANDON

A-V CREW MODULE
A-V CREW MODULE = MANNED

20.9.9.001.00*

ALERT CREW USING ICS CALL BUTTON

CHECKLIST = EMERG CONFIG*

CALL SWITCH-PILOT ICS
CALL SWITCH-PILOT ICS = "DITCHING A-V"
20.9.9.002.00*

SET FUEL DUMP SWITCH TO DUMP
CHECKLIST = SEQUENCE
DUMP SWITCH
DUMP SWITCH = DUMP*
AND GROSS WT DIGITAL COUNTER = TBD

20.9.9.003.00*
CHECK OXYGEN MASKS ON AND OXYGEN REGULATORS AT 100 PER CENT
CHECKLIST = SEQUENCE
OXYGEN MASK
OXYGEN MASK
AND OXYGEN REGULATOR = CHECKED
AND OXYGEN REGULATOR = 100

20.9.9.004.00*
SET WING SWEEP HANDLES TO OPTIMUM ANGLE FOR PITCHING
CHECKLIST = SEQUENCE
WING SWEEP HANDLES
WING SWEEP POSITION INDICATOR = TBD

20.9.9.005.00*
EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT
CHECKLIST = SEQUENCE
FLAP-SLAT CONTROL HANDLE
FLAP-SLAT CONTROL HANDLE = SLAT EXD
AND SLATS POSITION INDICATOR = EXD

20.9.9.006.00*
EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TOP
CHECKLIST = SEQUENCE
FLAP-SLAT CONTROL HANDLE
FLAP-SLAT CONTROL HANDLE = TBD*
AND FLAP POSITION INDICATOR = TBD
20.9.9.007.00*

**CHECK LANDING GEAR HANDLE IS UP**

CHECKLIST = SEQUENCE

PRIMARY LANDING GEAR CONTROL

PRIMARY LANDING GEAR CONTROL = UP

20.9.9.008.00*

**ESTABLISH AN ANGLE OF ATTACK FOR MINIMUM SINK RATE**

CHECKLIST = SEQUENCE

FLY

A-V

ANGLE-OF-ATTACK INDICATOR = TBD

20.9.9.009.00*

**NOTIFY CREW 5 SECONDS BEFORE IMPACT OF IMPACT WARNING**

CHECKLIST = SEQUENCE

COMMUNICATE PILOT ICS

PILOT ICS = *BRACE FOR IMPACT*

20.9.9.010.00*

**MAINTAIN CONSTANT ANGLE OF ATTACK TO TOUCHDOWN**

CHECKLIST = SEQUENCE

FLY

A-V

ANGLE-OF-ATTACK INDICATOR = TBD*

20.9.9.011.00*

**PULL WINDOW AND ESCAPE HATCH SEVERANCE HANDLES AS REQUIRED**

CHECKLIST = SEQUENCE

PULL

LEFT WINDOW SEVERANCE HANDLE

RIGHT WINDOW SEVERANCE HANDLE

ESCAPE HATCH SEVERANCE HANDLE

LEFT WINDOW SEVERANCE HANDLE = PULLED*

AND RIGHT WINDOW SEVERANCE HANDLE = PULLED

AND ESCAPE HATCH SEVERANCE HANDLE = PULLED
ABANDON THE AIR VEHICLE
CHECKLIST
A-V CREW MODULE
A-V CREW MODULE
SEQUENCE
= SEQUENCE
MANNED
REPORT 2

Task Analysis Comments
<table>
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<tr>
<th>E#</th>
<th>E.ID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CCD</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TE</th>
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<tbody>
<tr>
<td>01.1.1.001.00</td>
<td>POST SECURITY GUARDS</td>
<td>5</td>
<td>CHECK FORM 781</td>
<td>12345</td>
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<tr>
<td>01.1.1.002.00</td>
<td>CHECK EJECTION LEVERS, SAFETY PINS, AND HANDLES</td>
<td>15</td>
<td>FOLLOW THE EXTERIOR INSPECTION ROUTE.</td>
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<td>01.1.2.001.00</td>
<td>CHECK ALL SURFACES</td>
<td>CONT</td>
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<td>01.1.2.002.00</td>
<td>CHECK ALL ACCESS DOORS AND COVERS FOR SECURITY</td>
<td>CONT</td>
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<td>01.1.2.003.00</td>
<td>CHECK THE ADA VANES</td>
<td>CONT</td>
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<td>01.1.2.004.00</td>
<td>REMOVE GROUND SAFETY PINS AND SAFETY LOCKS</td>
<td>CONT</td>
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<td>01.1.3.001.00</td>
<td>PERFORM STORES INSPECTION</td>
<td>CONT</td>
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<td>01.1.3.002.00</td>
<td>PERFORM EXT CREW ENTRYWAY INSPECTION, VT AND BALANCE, DOORS</td>
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<td>CHECK FLASH PROTECTION</td>
<td>60</td>
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<td>01.1.4.002.00</td>
<td>CHECK REQUIRED FLIGHT PUBLICATIONS</td>
<td>30</td>
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<tr>
<td>01.1.4.003.00</td>
<td>CHECK CSSC INDICATOR WINDOWS- 'A'</td>
<td>3</td>
<td>CHECK BATTERY ('BATT') SWITCH 'OFF'</td>
<td>12345</td>
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<td>01.1.4.004.00</td>
<td>CHECK BATTERY ('BATT') SWITCH 'OFF'</td>
<td>2</td>
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</tbody>
</table>

1. CREW CHECKS FORM 781 FOR ENGINEERING STATUS, DISCREPANCIES AND STORES CONFIGURATION. FUEL LOADING AND DISTRIBUTION NOTED. A-V FLIGHT STATUS VERIFIED WITH CREW CHIEF, PILOT NOTIFIES CREW MEMBERS OF A-V AND FLIGHT CONDITIONS AS PER FORM 781.

12345


12. CHECK FOR ANY DAMAGE OR FLUID LEAKS THAT MAY HAVE DEVELOPED SINCE THE PREFLIGHT INSPECTION.

1.  CHECK FOR CLEANLINESS AND FREEDOM OF MOVEMENT

123. SOME SAFETY LOCKS MAY BE LEFT IN PLACE. TBD

12. AN ELECTRO-OPTICAL FORWARD LOOKING APERTURE THAT CONTAINS ITS OWN BATTERY POWER SUPPLY.

1.  CHECK THAT CURRENT 'FLIP', TERMINAL HIGH ALTITUDE, ENROUTE HIGH ALTITUDE AND IFR ENROUTE SUPPLEMENT SETS ARE IN THE A-V.
<table>
<thead>
<tr>
<th>E#</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>GLO</th>
<th>COMP-CUE</th>
<th>IO</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TE#</th>
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<tbody>
<tr>
<td>01.1.4.005.00</td>
<td>2</td>
<td>CHECK EXTERNAL POWER ('EXT PWR') SWITCH <em>OFF</em></td>
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<td>123</td>
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<td>01.1.4.006.00</td>
<td>16</td>
<td>CHECK CONNECT RESTRAINT HARNESS AND INERTIAL REEL</td>
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<td>01.1.4.007.00</td>
<td>180</td>
<td>CHECK EJECTION SEAT PARACHUTE, SURVIVAL KIT</td>
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<td>01.1.4.008.00</td>
<td>2</td>
<td>CHECK OXYGEN SYSTEM</td>
<td></td>
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<tr>
<td>01.1.4.009.00</td>
<td>2</td>
<td>CHECK OXYGEN MASK</td>
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<td>01.1.4.010.00</td>
<td>5</td>
<td>CHECK CIRCUIT BREAKER POSITIONS</td>
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<td>01.1.4.011.00</td>
<td>2</td>
<td>CHECK COMMUNICATION LEADS</td>
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<tr>
<td>01.1.4.012.00</td>
<td>2</td>
<td>SET AND TEST ICS</td>
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<td>01.1.4.013.00</td>
<td>2</td>
<td>ADJUST 'CREW TEMP' CONTROL KNOB</td>
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<td>01.1.4.014.00</td>
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<td>SET 'AIR SOURCE' SWITCHES (4) TO ON: '1', '2', '3', '4', 'CREW'</td>
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<td>SET AVIONICS AIR SWITCHES ('INTMO; LCTL; RCTL') TO 'NORM'</td>
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<td>SET CREW SWITCH TO 'NORM'</td>
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<td>SET 'ENG BLEED AIR' SWITCHES (4) TO ON: '1', '2', '3', '4'</td>
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<td>SET 'FUEL CG LOOP RTN' SWITCH TO 'NORM'</td>
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<td>SET 'PILOT HEAT' SWITCH TO 'OFF'</td>
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1. Check the condition of the restraint harness and the operation of the inertial reel in the locked and unlocked position. (See page 7, NA346-9)

1. Similar to T.E. 1.1.5.11.

1. *AIR SOURCE* SWITCHES SELECTED ON: '1', '2', '3', '4', and 2. *CREW* WHICH ARE THE NORMAL OPERATIVE POSITIONS.

1. AVIONICS AIR SWITCHES ('INTMO; LCTL; RCTL') SELECTED TO 'NORM'.

1. *ENG BLEED AIR* SWITCHES SELECTED TO ON: '1', '2', '3', '4', 2 WHICH ARE THE NORMAL OPERATIVE POSITIONS.
<table>
<thead>
<tr>
<th>Time</th>
<th>Action-Verb</th>
<th>C/E/D</th>
<th>Comp-Cue</th>
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<th>Init-Cue</th>
<th>Operator</th>
<th>Tech</th>
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<tr>
<td>01.1.4.021.00</td>
<td>ADJUST VOLUME CONTROLS ON THE ICS PANEL.</td>
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<td>01.1.4.022.00</td>
<td>CHECK THROTTLES '1', '2', '3', '4' TO 'IDLE'.</td>
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<td>CHECK 'SPDBK' (SPEEDBREAK) INDICATOR.</td>
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<td>01.1.4.024.00</td>
<td>SET 'FLT DIR ALT REF' SWITCH TO 'OFF'. CHECK 'NUCLEAR' CONSENT SWITCH IN 'NORM' POSITION.</td>
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<td>SET 'ENG ANTI-ICE' SWITCH TO 'AUTO'.</td>
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<td>01.1.4.029.00</td>
<td>SET 'WSHLD WASH' SWITCH IN CENTER (OFF) POSITION.</td>
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<td>01.1.4.030.00</td>
<td>SET 'TO-LOG ANTIISKID' SWITCH TO 'ON'.</td>
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<td>SET 'WSHLDS RAIN REPEL SWITCH TO CENTER (OFF) POSITION.</td>
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<td>SET 'EMERG GEN' (EMERGENCY GENERATOR) SWITCH TO 'AUTO'.</td>
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<td>01.1.4.034.00</td>
<td>SET 'LOG GR ALT' SWITCH TO 'NORM'.</td>
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<td>01.1.4.035.00</td>
<td>CHECK FUEL 'DUMP' SWITCH TO 'OFF'.</td>
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1 VERIFY SPOILER INDICATORS ARE BLANK.
2 THE GUARD SHOULD BE DOWN, AND THE SWITCH SHOULD BE SEALED.
   'NUCLEAR' CONSENT SWITCH IS IN OFF POSITION.
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<tr>
<th>E#</th>
<th>Time</th>
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<th>Action-Verb</th>
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<th>Init-Cue</th>
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<td>CHECK <em>AERIAL REFUEL MODE</em> SWS (ORIDE AND REV) TO <em>NORM</em>.</td>
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<td>SET LN2 SWITCH TO <em>LN2</em>.</td>
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<td>SET FUEL <em>XFEED</em> SWITCH TO <em>CL</em> (CLOSED).</td>
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<td>SET APP FUEL FIL VALVES AND TRANSFER PUMPS SWS TO <em>AUTO</em></td>
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<td>01.1.4.045.00</td>
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<td>SET TFR MODE LAND SECTOR SWITCH TO <em>OFF</em>.</td>
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<td>SET HF MODE SELECTOR SWITCH TO <em>OFF</em>.</td>
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<td>01.1.4.048.00</td>
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<td>SET TACAN MODE SELECTOR SWITCH TO <em>OFF</em>.</td>
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<td>SET <em>ILS</em> POWER SWITCH TO <em>OFF</em>.</td>
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<td>SET UHF #1 MODE SELECTOR SWITCH TO <em>OFF</em>.</td>
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<td>ADJUST TFR SCOPE POLAROID FILTER CONTROLS (2) TO <em>FULL UP</em>.</td>
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<td>ADJUST TFR SCOPE TIMING CONTROLS (4)</td>
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<td>ADJUST THE CURSOR AND MEMORY TFR SCOPE TIMING CONTROLS</td>
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<td>ADJUST THE CONTRAST AND VIDEO TFR SCOPE TIMING CONTROLS</td>
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<td>01.1.4.053.00</td>
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<td>SET TFR SCOPE <em>RANGE</em> SELECTOR KNOBS TO <em>E</em>.</td>
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<td>01.1.4.054.00</td>
<td>2</td>
<td></td>
<td>SET <em>RADAR XPNDR</em> <em>ENCODE</em>-<em>DECODE</em> AS BRIEVED AND PWR OFF.</td>
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<td>SET IFF MASTER CONTROL KNOB TO <em>STBY</em>.</td>
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1. SET FUEL MGT FILL VALVES (3, 2, LWG, RWE, 1, 4) AND FUEL MGT TRANS PUMPS (3, 2, LWG, RWE, 1, AND 4) SWITCHES TO 3 *AUTO*. TFR SCOPE TUNING CONTROLS ADJUSTED.
<table>
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<tr>
<td>2</td>
<td>SET UHF SWITCH TO 'OFF'.</td>
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<td>SET DPLR PWR (DOPPLER POWER) SWITCH TO 'OFF'.</td>
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<td>SET GNACU SWITCH TO 'DISABLE'.</td>
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<td>SET WDACU SWITCH TO 'DISABLE'.</td>
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<td>SET INS 1 SWITCH TO 'DISABLE'.</td>
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<td>SET INS 2 SWITCH TO 'DISABLE'.</td>
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<td>SET SLU PWR SWITCHES (5) TO 'DISABLE'.</td>
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<td>SET 1CS (INTERCOM SYSTEM) PANEL.</td>
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<td>ADJUST MFD CONTRAST AND BRIGHTNESS CONTROLS.</td>
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<td>SET FLR (APQ-144) CONTROLS.</td>
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<td>SET BETA SWITCH TO 'NORM'.</td>
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<td>SET SHEEP SWITCH TO 'NORM'.</td>
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<td>SET VIDEO - IF GAIN ROTARY KNOB TO MIDPOINT.</td>
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<td>SET RANGE INTENSITY ROTARY KNOB TO MIDPOINT.</td>
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<td>SET DISPLAY ORIENTATION SWITCH TO 'NORM'.</td>
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<td>SET AZIMUTH CURSOR INTENSITY CONTROL AT MIDPOINT.</td>
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1. IN THE AUTOMATIC DELIVERY MODE, THE RBS 'TONE' IS TURNED ON AND-OR OFF VIA THE MISSION TAPE. IN THE MANUAL DELIVERY MODE, THE TONE IS TURNED ON AND-OR OFF VIA E9-1.1. TO PREVENT TONE TRANSMISSION DURING THE ALERT, E9-1.2.2 SHOULD BE SELECTED.

1. SET (13) VOLUME SELECTOR SWITCHES AT 12 O'CLOCK POSITION.

1. MFD CONTRAST AND BRIGHTNESS CONTROLS SET AT MIDPOINT.

1. THE FOLLOWING 13 CONTROLS WILL BE POSITIONED AS INDICATED.

2. THE VIDEO AND IF GAIN ROTARY KNOBS ARE TWO DISTINCT CONTROLS.
<table>
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<th>E#</th>
<th>E.ID</th>
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<th>ACTION-VERI</th>
<th>LOG CODE</th>
<th>C&amp;D</th>
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<td>SET STC (SENSITIVE TIME CONTROL) SWITCH TO 'OFF'.</td>
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<td>01.1.4.066.08</td>
<td>SET CAT INTENSITY CONTROL TO 'FULL CCW'.</td>
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<td>01.1.4.066.09</td>
<td>SET RANGE SELECT ROTARY CONTROL TO &quot;7.5/2.5&quot; NM DETENT.</td>
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<td>SET BEZEL AND RANGE MARK BRIGHTNESS CONTROLS AT MIDPOINT.</td>
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<td>01.1.4.066.11</td>
<td>SET LAMP TEST SWITCH TO 'OFF'.</td>
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<td>SET ANTENNA TILT CONTROL TO DETENT POSITION.</td>
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<td>SET XMIT (TRANSMITTER) TUNE CONTROL TO MIDPOINT.</td>
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<td>01.1.4.068.05</td>
<td>REINSTALL PHOTO MAGAZINE</td>
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<td>01.1.4.069.00</td>
<td>SET RADAR CONTROL PANEL.</td>
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<td>01.1.4.069.01</td>
<td>SET DETENTED MODE SWITCH TO 'GND MANUAL'.</td>
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<td>01.1.4.069.02</td>
<td>SET FREQ DETENTED CONTROL TO 'AFC-1'.</td>
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<td>01.1.4.069.03</td>
<td>SET FUNCTION SWITCH TO 'OFF'.</td>
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<td>01.1.4.069.04</td>
<td>SET PRESENT POSITION CORRECTION SWITCH TO 'OUT'.</td>
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<td>01.1.4.069.05</td>
<td>SET VERT POLARIZATION SWITCH TO 'NORM'.</td>
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1. THE STC CONSISTS OF TWO DISTINCT CONTROLS: 'AMPL' AND 'SLOPE'.

2. PHOTO MAGAZINE WILL BE REMOVED, DATA PLATE ANNOTATED WITH SORTIE INFORMATION, CLOCK WOUND AND SET AND THEN MAGAZINE REINSTALLED.

3. THE FOLLOWING 7 SWITCHES WILL BE SET AS INDICATED.
<table>
<thead>
<tr>
<th>Time</th>
<th>Action Verb</th>
<th>C60</th>
<th>C69</th>
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<tr>
<td>01.1.4.069.06</td>
<td>SET SLC (SIDE LOBE CANCELLATION) SWITCH TO 'OFF'.</td>
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<td>01.1.4.069.07</td>
<td>SET FTC (FLIGHT CONTROL) BCN (BEACON) SWITCH TO 'OFF'.</td>
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<td>01.1.4.072.00</td>
<td>SET EVS SYMBOLS SWITCH TO 'OFF'.</td>
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<tr>
<td>01.1.4.075.00</td>
<td>SET FLIR CONTROL MODE SELECT DETENTED ROTARY KNOB TO 'OFF'.</td>
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<td>01.1.4.076.00</td>
<td>SET BOMB TIMER POWER SWITCH TO 'OFF'.</td>
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<td>01.1.4.077.00</td>
<td>SET SMS PANEL SWITCHES.</td>
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<td>01.1.4.077.01</td>
<td>SET CONV ARM (CONVENTIONAL ARMING) SWITCH TO 'SAFE'.</td>
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<td>01.1.4.077.02</td>
<td>SET NUCLEAR ARMING TOGGLE SWITCH TO 'SAFE'.</td>
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<td>01.1.4.077.03</td>
<td>SET NUCLEAR PREARM ENABLE SWITCH TO 'SAFE'.</td>
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<td>01.1.4.077.04</td>
<td>SET PREARM-SAFeNG PA-SAFe SWITCH TO 'NEUTRAL'.</td>
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<td>01.1.4.077.05</td>
<td>SET JETTISON CONTROL TOGGLE SWITCH TO 'NORM'.</td>
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<td>01.1.4.077.06</td>
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<td>01.1.4.077.07</td>
<td>SET ST PWR (STORE POWER) SWITCH TO 'NEUTRAL'.</td>
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<td>01.1.4.078.00</td>
<td>CHECK CIRCUIT BREAKERS TO 'IN' POSITION.</td>
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<td>01.1.4.079.00</td>
<td>CHECK CITS CONTROL PANEL TO 'OFF'.</td>
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<tr>
<td>01.1.4.080.00</td>
<td>REPORT 'READY FOR PWR ON' TO PILOT.</td>
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<tr>
<td>01.1.5.001.00</td>
<td>SET BATT SWITCH TO 'AUTO ON'.</td>
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</table>

1. CONV ARM SWITCH POSITIONED TO 'SAFE' WITH GUARD DOWN.
2. SWITCH POSITIONED TO 'SAFE', GUARD DOWN AND SEALED.
3. SWITCH POSITIONED TO SAFE, GUARD DOWN AND SEALED.
4. SWITCH POSITIONED TO 'NORM' GUARD DOWN AND SEALED.
5. GSO REPORTS 'READY FOR PWR ON' AND CHECKLIST ITEMS COMPLETE.
<table>
<thead>
<tr>
<th>E#</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CED</th>
<th>ID</th>
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<tr>
<td>01.1.5.002.00</td>
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<td>VISUALLY CHECK CIRCUIT BREAKERS ARE PROPERLY POSITIONED</td>
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<td>01.1.5.003.00</td>
<td>2</td>
<td>DEPRESS FIRE DETR BUTTON TO CHECK APU AND ENGINE FIRE LOOPS</td>
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<td>01.1.5.003.01</td>
<td>CONT</td>
<td>CHECK L AND R APU LOOPS A AND B FIRE DETECTION LIGHTS</td>
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<td>01.1.5.003.02</td>
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<td>CHECK ENGINES LOOPS A AND B FIRE DETECTION LIGHTS</td>
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<td>01.1.5.004.00</td>
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<td>OBSERVE IF GROUND CREW IS READY FOR APU START</td>
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<td>01.1.5.005.06</td>
<td>15</td>
<td>SET MOMENTARILY APU MODE SWITCHES TO 'START'</td>
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<td>01.1.5.006.00</td>
<td>15</td>
<td>SET 'VOLTAGE-FREQ' SELECTOR TO EACH GEN AND CHECK</td>
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<td>01.1.5.006.01</td>
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<td>SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.1 GEN' AND CHECK</td>
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<td>01.1.5.006.03</td>
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<td>SET 'VOLTAGE-FREQ' SELECTOR TO 'NO.3 GEN' AND CHECK</td>
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<td>01.1.5.007.00</td>
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<td>ADJUST FLIGHT STATION FLOODLIGHT INTENSITY TO DESIRED LEVEL</td>
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<td>01.1.5.008.00</td>
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<td>DEPRESS 'HYD QTY TEST' BUTTON TO CHECK HYD QTY GAGES</td>
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<td>01.1.5.009.00</td>
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<td>CHECK THAT HYDRAULIC Pressures Are Within Limits</td>
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<td>01.1.5.010.00</td>
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<td>ADJUST SEAT AND RUDDER PEDALS</td>
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</table>

1. TWO CB PANELS ARE LOCATED JUST AFT OF OVERHEAD PANEL, ONE ON EACH SIDE OF THE AISLE.
2. FIRE WARNING LIGHTS, MASTER CAUTION LIGHTS, AND AURAL WARNING TONE WILL NOT BE OPERABLE UNTIL AC POWER IS AVAILABLE.
3. GO PROVIDES A VISUAL 'ALL CLEAR' SIGNAL.

1. AFTER COMPLETING GENERATOR MONITORING RETURN VOLTAGE FREQ SELECTOR TO NO.2 BUS POSITION.
2. GAGE READINGS DROP TO ZERO WHEN TEST BUTTON IS DEPRESSED AND RETURN TO ORIGINAL READING IF GAGES ARE OK.
3. HYDRAULIC PRESSURE FROM 3650 PSI TO 4300 PSI.
   UNDER A NO LOAD CONDITION AS DURING POWER ON CHECKS USING APU'S ONLY.
<table>
<thead>
<tr>
<th>E.I.D</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CED</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TEST</th>
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<tr>
<td>01.1.5.011.00</td>
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<td>SET AND TEST ICS (INTERCOM SYSTEM) CONTROL</td>
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<td>01.1.5.011.01</td>
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<td>SET ICS CONTROLD</td>
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<td>01.1.5.011.02</td>
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<td>DEPRESS ICS TEST PUSHBUTTON</td>
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<tr>
<td>01.1.5.011.03</td>
<td>20</td>
<td>EACH CREW MEMBER REPORTS 'ICS READY'</td>
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<td>CHECK VISUALLY SYSTEMS CAUTION AND WARNING LIGHTS</td>
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<tr>
<td>01.1.5.013.00</td>
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<td>SET UHF 1 MASTER SWITCH TO 'MAIN' AND SET CHANNEL AS DESIRED</td>
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<td>01.1.5.014.00</td>
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<td>SET UHF 2 MASTER SWITCH TO 'MAIN' AND SET CHANNEL AS DESIRED</td>
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<td>SET TACAN SWITCH TO 'TR' AND SET CHANNEL AS DESIRED</td>
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<td>01.1.5.016.00</td>
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<td>SET ILS SWITCH TO 'ON' AND SET FREQUENCY AS DESIRED</td>
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<td>01.1.5.017.00</td>
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<td>SET RADAR ALTIMETER MODE SWITCH TO '1 OR 2' POSITION</td>
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<td>01.1.5.018.00</td>
<td>180</td>
<td>PERFORM OPERATIONAL TEST CHECK ON CODED SW SET CONTROLLER</td>
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<td>SET FLT DIR MODE SWITCHES TO 'TACAN'</td>
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<td>01.1.5.023.00</td>
<td>10</td>
<td>SET COMMAND COURSE AND HEADING INTO HSI</td>
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<td>SET ANTI CLSN SWITCH TO 'OFF'</td>
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<td>01.1.5.025.00</td>
<td>6</td>
<td>SET EXT POSITION LIGHT SWITCHES (2) TO 'BRT AND FLASH'</td>
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</table>

1. ALL CREW MEMBER REPORTED 'ICS READY'.

1. ALL OPERATING SYSTEMS ARE WITHIN TOLERANCE.

12. THE ON POSITION IS LABELED 'PWR'.

2. RADAR ALTIMETER IS TURNED ON FOR WARMUP; CHANNELS ARE CHECKED JUST BEFORE APU'S ARE SHUT DOWN.

1. CSSC CODE SET AS BRIEFED
<table>
<thead>
<tr>
<th>E#</th>
<th>E.ID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
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<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
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<td>01.1.5.026.00</td>
<td>SET ANNUNCIATOR LAMP BRT-DIM TEST SWITCH</td>
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<td>01.1.5.027.00</td>
<td>SET BRT-DIM INTEGRAL SWITCH TO 'BRT' OR 'DIM' AS DESIRED</td>
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<td>SET INTEGRAL LIGHT SWITCHES (2) TO 'STBY COMP AND ALPHA'</td>
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<td>SET AFCS AND AOA INDEXER LIGHTING CONTROL AS DESIRED</td>
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<td>SET OVMED/PED LIGHTING CONTROLS AS DESIRED</td>
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<td>SET 'C' (CENTER INSTRUMENT PANEL) LIGHTING AS DESIRED</td>
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<td>SET ATSL LIGHTING SWITCH 'ON' IF DESIRED</td>
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<td>01.1.5.033.00</td>
<td>DEPRESS FIRE DETR CIRCUIT TEST PUSHBUTTON</td>
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<td>01.1.5.033.01</td>
<td>CHECK ENGINES LOOPS A AND B FIRE DETECTION LIGHTS</td>
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<td>CHECK APUS LOOPS A AND B FIRE DETECTION LIGHTS</td>
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<td>01.1.5.034.00</td>
<td>SET EMERG GEN SW TO 'ON' AND CHECK GENERATOR OUTPUT</td>
<td>CONT</td>
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<td>01.1.5.034.01</td>
<td>RAISE SWITCH GUARD AND SET EMERG GEN SWITCH TO 'ON'</td>
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</table>

1. PLACE SWITCH FIRST IN BRT AND THEN IN DIM POSITION. WHEN THE TEST SWITCH IS HELD IN EITHER THE BRIGHT OR DIM MODE, ALL ANNUNCIATORS AND SOLENOID FLAG DISPLAYS WILL OPERATE CONTINUOUSLY EXCEPT FOR THE FLT STAT CAUTION PANEL. THESE ONES WHEN TESTED WILL ILLUMINATE ON ONE HALF OF PANEL FOR APPROX 5 SECS. THIS PROCESS WILL CONTINUE AS LONG AS TEST SW IS HELD IN EITHER TEST POSN. TEST SHOULD BE LIMITED TO 1 MIN. THE AFCS AND AOA INDEXER LIGHTS WILL TEST BRIGHT IN BOTH MODES. THIS IS A LAMP TEST ONLY.

2. THE INTENSITIES OF THESE LIGHTS ARE SET WITH THE PRIMARY LIGHTING CONTROLS (C1-2, 3.6.2 AND C1-2, 3.8.2).

3. DEPRESSING THE TEST PUSHBUTTON WITH THE FIRE DETR LOOP LOCKOUT SWS (6) IN 'NORM' POSITION, THE 6 LOOP A AND 6 LOOP B ANNUNCIATOR LIGHTS WILL ILLUMINATE INDICATING VALID FIRE DETECTION CIRCUITS. ALSO THE FIRE DETR LIGHT ON THE FLT STATION CAUTION LIGHT PANEL WILL ILLUMINATE FLASHING, ALONG WITH THE MASTER CAUTION LIGHTS AND THE AURAL WARNING TONE. WHEN THE TEST PUSHBUTTON IS RELEASED ALL LIGHTS WILL GO OUT AND AURAL WARNING TONE WILL STOP. (REFER TO TASK 1.1.5.25 FOR ANNUNCIATOR LAMP TEST).
<table>
<thead>
<tr>
<th>E. ID</th>
<th>Time</th>
<th>Action-Verb</th>
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<th>Comp-Cue</th>
<th>ID</th>
<th>Ini-Cue</th>
<th>Operator</th>
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<tr>
<td>01.1.5.034.02</td>
<td>5</td>
<td>CHECK EMERG GENERATOR OUTPUT</td>
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<td>01.1.5.035.00</td>
<td>10</td>
<td>POSITION FIRE WARNING AND EXTCH CIRCUIT SWITCH IN 'TEST' switch.</td>
<td></td>
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<tr>
<td>01.1.5.036.00</td>
<td>CONT</td>
<td>SET FUEL QTY AND CG TEST SWITCHES UP, THEN DOWN</td>
<td></td>
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<tr>
<td>01.1.5.036.01</td>
<td>5</td>
<td>SET FUEL QTY AND CG TEST SWITCHES UP</td>
<td></td>
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<tr>
<td>01.1.5.036.02</td>
<td>5</td>
<td>SET FUEL QTY AND CG TEST SWITCHES ON</td>
<td></td>
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<tr>
<td>01.1.5.037.00</td>
<td>CONT</td>
<td>CHECK FUEL QUANTITIES SHOWN IN A-V WITH ENTRIES IN FORM 781</td>
<td></td>
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<tr>
<td>01.1.5.037.01</td>
<td>CONT</td>
<td>SET FUEL SEL TK TO VARIOUS POSNS AND CHECK DIGITAL READOUT</td>
<td></td>
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<tr>
<td>01.1.5.038.00</td>
<td>5</td>
<td>DEPRESS OXYGEN QTY TEST PUSBotTON</td>
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<tr>
<td>01.1.5.039.00</td>
<td>4</td>
<td>VERIFY THAT WING SWEEP HANDLES ARE IN FULL FWD POSN (15 DEG)</td>
<td></td>
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<td>01.1.5.040.00</td>
<td>10</td>
<td>REQUEST ALL CLEAR FROM GROUND CREW BEFORE OPERATING CONTROLS</td>
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<tr>
<td>01.1.5.041.00</td>
<td>10</td>
<td>CYCLE FLAPS-SLATS FOR SYSTEM CHECK WITH SURF POSN INDICATORS</td>
<td></td>
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</table>

1. RETURN VOLTAGE-FREQ SELECTOR SWITCH BACK TO 'BUS 2' AFTER COMPLETING EMERG GEN CHECK.
2. AT THE SAME TIME THE APU AND ENGINE FIRE SWITCH LIGHTS ILLUMINATE, THE MASTER AURAL AND THE WARNING TONE WILL SOUND. THIS INDICATES ALL FIRE WARNING CIRCUITS ARE FUNCTIONING PROPERLY. WHEN THE TEST SWITCH IS RETURNED TO 'OFF' THE LIGHTS GO OUT AND THE AURAL TONE STOPS.

1. ENGINE INSTRUMENT TAPES RETURNED TO ORIGINAL POSITION AFTER BEING CYCLED UP THE SCALE THEN DOWN THE SCALE.
2. THIS TEST IS ONLY FOR VALIDATING THE QUANTITY INDICATORS.

1. GAGE WILL DROP OFF TO ZERO AND WILL RETURN TO PREVIOUS SETTING WHEN TEST PUSBotTON IS RELEASED.
2. THIS IS A CHECK OF THE GAGE TO ASSURE THAT THE QUANTITY INDICATED IS CORRECT.

1. BOTH HANDLES FULL FORWARD AND WING SWEEP POSITION INDICATOR AGREE.
2. GROUND OBSERVER GIVES ALL CLEAR.

1. FLAPS-SLATS CYCLED AND CHECKED WITHOUT SURFACE POSITION INDICATORS; VERIFICATION OF OPERATION FROM GO RECEIVED.
<table>
<thead>
<tr>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>GID</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TE#</th>
</tr>
</thead>
</table>
| 01.1.5.042.00 | CYCLE PRIMARY FLIGHT CONTROLS AND CHECK ON SURF POSN INDIC | 30 | 1 | 2 | 1 MOVEMENT NOTED ON SURFACE POSITION INDICATORS.  
                  | 2 GO CAN ALSO BE USED TO VERIFY MOVEMENT IF TIME PERMITS. | CONT | | | | | |
| 01.1.5.043.00 | VERIFY OPERATION OF STANDBY PITCH TRIM SYSTEM | 5 | 12 | | | | |
| 01.1.5.043.02 | SET PITCH TRIM POWER SWITCH IN 'STBY' POSITION  
                  OPERATE PILOT'S STICK TRIM SWITCH UP THEN DOWN | 40 | 1 | | 34 | 12 | |
| 01.1.5.044.00 | VERIFY OPERATION OF ALTERNATE TRIM SYSTEM | CONT | | | | | |
| 01.1.5.044.01 | SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'ALTER' POSN | 5 | 1 | | | | |
| 01.1.5.044.02 | OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS | 30 | 3 | | | | |
| 01.1.5.044.03 | OPERATE PILOT'S TRIM YAW SWITCH AND CHECK POSN INDICATORS | 10 | 4 | | | | |
| 01.1.5.045.00 | VERIFY OPERATION OF NORMAL TRIM SYSTEM | CONT | | | | | |
| 01.1.5.045.01 | SET PITCH, ROLL, AND YAW POWER SWITCHES (3) IN 'NORM' POSN | 5 | 1 | | | | |
| 01.1.5.045.02 | OPERATE PILOT'S STICK TRIM SWITCH AND CHECK POSN INDICATORS | 30 | 4 | | | | |

1 STICK TRIM SWITCH IS OPERATED FIRST IN UP AND DOWN AND THEN IN LEFT AND RIGHT DIRECTIONS.  
2 MOVEMENT OF SURFACE POSITION INDICATORS OBSERVED FOR EACH STICK SWITCH POSITION.  
3 PILOT'S CONSOLE FLT CONTR TRIM YAW SWITCH IS OPERATED FIRST TO THE LEFT THEN TO THE RIGHT.  
4 MOVEMENT OF SURFACE POSITION INDICATORS OBSERVED FOR BOTH LEFT AND RIGHT SWITCH POSITIONS.
<table>
<thead>
<tr>
<th>Time</th>
<th>Action Verb</th>
<th>G.D.</th>
<th>C.C.</th>
<th>Init-Cue</th>
<th>Operator</th>
<th>Task</th>
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</thead>
<tbody>
<tr>
<td>10</td>
<td>OPERATE PILOT'S TRIM YAW SWITCH AND CHECK POSN INDICATORS</td>
<td>10</td>
<td>34</td>
<td>12</td>
<td></td>
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<tr>
<td></td>
<td>DEPRESS TTO PUSHBUTTON AND CHECK GREEN LIGHT</td>
<td></td>
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<tr>
<td>4</td>
<td>VERIFY SPEEDBRAKE OPERATION</td>
<td></td>
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<tr>
<td>4</td>
<td>SET EITHER NO.4 THROTTLE SPDBK SWITCH TO 'OUT' POSITION</td>
<td></td>
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</tr>
<tr>
<td>4</td>
<td>SET LEVER LOCKED SPDBK SWITCH TO 'NORM' POSITION</td>
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<tr>
<td>4</td>
<td>SET EITHER NO.4 THROTTLE SPDBK SWITCH TO 'IN' POSITION</td>
<td></td>
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</tbody>
</table>

1. PILOT'S CONSOLE FLT CONTROLS YAW SWITCH IS OPERATED FIRST TO THE LEFT THEN TO THE RIGHT.
2. MOVEMENT OF SURFACE POSITION INDICATORS OBSERVED FOR BOTH LEFT AND RIGHT SWITCH POSITIONS.

1. TTO PUSHBUTTON IS DEPRESSED TO SET UP FLIGHT CONTROL SYSTEM FOR TAKE-OFF.

1. THIS CHECKS THE ALTERNATE SPEEDBRAKE POWER SOURCE.

1. ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL WILL SHOW 'UP' AS ALL 8 SPOILERS ACT AS SPEEDBRAKES ON THE GROUND.
4. IN THE AIR, ONLY THE TWO INBOARD SPOILERS ON EACH WING (TOTAL OF 4) ACT AS SPEEDBRAKES.

1. ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL SHOW BLANK.

1. THE SWITCH IS LEFT IN THIS POSITION FOR NORMAL FLIGHT OPERATIONS.

1. ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL WILL SHOW 'UP' AS ALL 8 SPOILERS ACT AS SPEEDBRAKES ON THE GROUND.
4. IN THE AIR, ONLY THE TWO INBOARD SPOILERS ON EACH WING (TOTAL OF 4) ACT AS SPEEDBRAKES.

1. ALL 8 SPOILER INDICATORS ON SURFACE INDICATOR PANEL SHOW BLANK.
<table>
<thead>
<tr>
<th>E-ID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>ECD</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TE#</th>
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<tbody>
<tr>
<td>01.1.5.047.00</td>
<td>CONT</td>
<td>SET AMI COMMAND AIRSPEED AND MACH MARKERS AS REQUIRED</td>
<td>5</td>
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<tr>
<td>01.1.5.047.01</td>
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<td>SET AMI COMMAND AIRSPEED MARKERS AS REQUIRED</td>
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<tr>
<td>01.1.5.047.02</td>
<td></td>
<td>SET AMI COMMAND MACH MARKERS AS REQUIRED</td>
<td>6</td>
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<td>01.1.5.048.00</td>
<td></td>
<td>SET AVN BARS CONTROLS TO CURRENT BAROMETRIC PRESSURE</td>
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<tr>
<td>01.1.5.048.00</td>
<td></td>
<td>SET COMMAND ALTITUDE SLEWING SWITCH TO ReqD COMMAND ALTITUDE</td>
<td>6</td>
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<tr>
<td>01.1.5.049.00</td>
<td></td>
<td>SET AND CHECK STANDBY FLIGHT INSTRUMENTS</td>
<td>5</td>
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<tr>
<td>01.1.5.050.01</td>
<td></td>
<td>SET PITCH TRIM KNOB TO ZERO AND CHECK 'OFF' FLAG OUT OF VIEW</td>
<td>5</td>
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<tr>
<td>01.1.5.050.02</td>
<td></td>
<td>SET AIRSPEED-MACH NO. INDICATOR AIRSPEED MARKER AS REQUIRED</td>
<td>4</td>
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<tr>
<td>01.1.5.050.03</td>
<td></td>
<td>SET GROUND SPEED-TRUE AIRSPEED SELECTOR SWITCH TO <em>TAS</em></td>
<td>4</td>
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<tr>
<td>01.1.5.050.04</td>
<td></td>
<td>SET BAROMETRIC SETTING KNOB ON STBY ALTIN TO LOCAL PRESSURE</td>
<td>5</td>
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<tr>
<td>01.1.5.051.00</td>
<td></td>
<td>VERIFY THAT ALL AICS MANUAL SET KNOBS ARE IN</td>
<td>5</td>
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<td>01.1.5.052.00</td>
<td></td>
<td>ESTABLISH INTERPHONE COMMUNICATIONS</td>
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<tr>
<td>01.1.5.053.00</td>
<td></td>
<td>MONITOR CTS DISPLAY PANEL FOR FAULT TEST</td>
<td>30</td>
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<tr>
<td>01.1.5.054.00</td>
<td></td>
<td>SET ACU GEN NAV-MPN DEL AND DOPPLER PWR SWITCHES</td>
<td>3</td>
<td></td>
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<tr>
<td>01.1.5.055.00</td>
<td></td>
<td>SET INS 1 (INERTIAL NAV SYSTEM) SWITCH TO <em>ENBL</em></td>
<td>1</td>
<td></td>
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</tbody>
</table>

1. COMMAND ALTITUDE SLEWING SWITCH SET FOR REQUIRED MISSION ALTITUDE.

2. WITH THE KNOBS ALL IN AND THE AICS HYDR SWITCHES SET TO 'TO/LOG' THE AIRCRAFT AICS IS READY FOR TAKE-OFF.

2. VOICE COMMUNICATION ESTABLISHED BETWEEN P-CP-DSQ-DSQ.

1. INTERPHONE CONTROLS ARE FOOT-OPERATED PUSHBUTTONS.

1. CITS FAULT TEST COMPLETED.

1. ACU GEN NAV MPN DEL SWITCH POSITIONED TO 'OSBL', DOPPLER POWER SWITCH POSITIONED TO 'STBY', WARM UP LIGHT ON.

1. SWITCH POSITIONED TO 'ENBL' AND INDICATOR LIGHT ON.
<table>
<thead>
<tr>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>ERID</th>
<th>*COMP-CUE</th>
<th>*ID</th>
<th>*INIT-CUE</th>
<th>OPERATOR</th>
<th>*TE#</th>
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<tr>
<td>00.1</td>
<td>SET INS 2 SWITCH TO 'ENBL'</td>
<td>1</td>
<td>1</td>
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<tr>
<td>01.1</td>
<td>SET GROUND POSITION (LAT, LONG, MAGNETIC VARIATIONS) VIA IKB</td>
<td>10</td>
<td>2</td>
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<tr>
<td>01.1</td>
<td>SET FLR OPERATING MODE ROTARY CONTROL TO 'STBY'</td>
<td>2</td>
<td>2</td>
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<tr>
<td>01.1</td>
<td>SET EWS VIDEO SELECT ROTARY KNOB TO 'STBY'</td>
<td>2</td>
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<tr>
<td>01.1</td>
<td>SET FLR MODE SELECT ROTARY CONTROL TO 'STBY'</td>
<td>2</td>
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<tr>
<td>01.1</td>
<td>DEPRESS MEMORY CONTROL PUSHBUTTON TO LOAD MISSION CASSETTE</td>
<td>5</td>
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<tr>
<td>01.1</td>
<td>VERIFY MISSION DATA CASSETTE IS LOADED</td>
<td>120</td>
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<td>01.1</td>
<td>SET FLR OPERATING MODE CONTROL TO 'ON' AND ADJUST</td>
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<tr>
<td>01.1</td>
<td>CLEAR WITH GO FOR RADAR TRANSMIT CHECK</td>
<td>5</td>
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<td>01.1</td>
<td>SET FLR OPERATING MODE TO 'XMIT' AND CHECK OPERATION</td>
<td>10</td>
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<td>01.1</td>
<td>SET FLR OPERATING MODE TO 'ON'</td>
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<td>01.1</td>
<td>INFORM GO THAT FLR TRANSMIT CHECK IS COMPLETE</td>
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<tr>
<td>01.1</td>
<td>SET TFR MODE SWITCHES TO 'STBY'</td>
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<tr>
<td>01.1</td>
<td>PERFORM OPERATIONAL CHECK OF RADAR ALTIMETER</td>
<td>CONT</td>
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</tr>
</tbody>
</table>

1. SWITCH POSITIONED TO 'ENBL' AND INDICATOR LIGHT ON.

2. IKB DATA TRANSFER CONTROL SET TO 'MISSION TAPE' IN TASK ELEMENT NO. 1.1.4.67C.

3. CASETTE LOADING VERIFIED BY CALLING UP SEQUENCE NUMBERS ON NAV PANEL AND SMS PANEL.

4. NAVIGATION LOAD VERIFIED ON NAV PANEL, STRIKE MISSION WEAPON DELIVERY PROGRAM CHECKED AND VERIFIED ON SMS CRT.

5. READOUT.

6. FLR SCOPE SWEEP, CURSORS AND RANGE MARKERS CHECKED AND ADJUSTED.

7. INTENT TO TRANSMIT RADAR SIGNAL.

8. GROUND OBSERVER CONFIRMS AREA IS CLEAR.

9. FLR CRT PICTURE CHECKED.

10. TFR SET IN 'STBY' FOR WARM UP.
<table>
<thead>
<tr>
<th>E#</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CGo</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TE#</th>
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</thead>
<tbody>
<tr>
<td>01.1.5.070.01</td>
<td>40</td>
<td>SET SELECTOR TO '1' AND CHECK SELF TEST CIRCUITS</td>
<td>1</td>
<td>266</td>
<td>1</td>
<td>234</td>
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<tr>
<td>01.1.5.070.02</td>
<td>40</td>
<td>SET SELECTOR TO '2' AND CHECK SELF TEST CIRCUITS</td>
<td>2</td>
<td>234</td>
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<tr>
<td>01.1.5.070.03</td>
<td>150</td>
<td>SET SELECTOR TO '1' OR '2' FOR NORMAL OPERATIONS</td>
<td>3</td>
<td>266</td>
<td>2</td>
<td>234</td>
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<td>01.1.5.071.00</td>
<td>2</td>
<td>CHECK TFR'S OPERATIONALY</td>
<td>4</td>
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<td>3</td>
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<td>01.1.5.073.00</td>
<td>2</td>
<td>SET FLIR MODE SELECT CONTROL TO 'DPR'</td>
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<tr>
<td>01.1.5.076.00</td>
<td>2</td>
<td>SET EVS VIDEO SELECT CONTROL TO 'FLIR'</td>
<td>6</td>
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<td>01.1.5.077.00</td>
<td>10</td>
<td>CHECK FLIR DISPLAY PRESENTATION (MFD)</td>
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<td>01.1.5.078.00</td>
<td>2</td>
<td>DEPRESS INS 1 SELECT PUSHBUTTON TO CHECK ALIGNMENT</td>
<td>8</td>
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<td>01.1.5.079.00</td>
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<td>DEPRESS INS 2 SELECT PUSHBUTTON TO CHECK ALIGNMENT</td>
<td>9</td>
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<td>01.1.5.081.00</td>
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<td>CHECK INS 2 ALIGNMENT</td>
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<td>01.1.5.082.00</td>
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<td>01.1.5.083.00</td>
<td>25</td>
<td>DEPRESS DATA SELECT FOR NUCLEAR WEAPON LOCATION AND STATUS</td>
<td>12</td>
<td>234</td>
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<td>01.1.5.111.00</td>
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<td>SELECT ACU FUNCTION</td>
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<td>SELECT LAMP TEST OPTION</td>
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<td>VERIFY UHF RADIOS BY CONTACTING COMMAND POST</td>
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1. CONTROL HANDLE IN RETRACTED POSITION AND SURFACE POSITION.
2. INDICATORS SHOW FULL RETRACTION.

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<th>EACH UHF SET RESPONDS NORMALLY WHEN CONTACT MADE TO COMMAND POST</th>
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<td>1</td>
<td>WHITE DISENGAGED LIGHTS ILLUMINATED.</td>
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<td>CLEAR WITH GO BEFORE OPERATING. NORMALLY, BAY DOORS WOULD BE OPEN AFTER MMS WEAPONS LOADING PRIOR TO COCKING BY AIRCREW. A POSSIBILITY MAY EXIST (TBD) THAT A-OT WOULD BE ACCEPTED WITH WPN'S BAY DOORS SEALED AND SIGNED OFF FROM MMS. DOORS MAY BE OPEN TO CHECK FOR PIN'S-LOCKS IN PLACE.</td>
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1. ALIGNMENT MODE OPTION MAY BE AIR ALIGN, GRD ALIGN OR AUTO CAL.

1. ‘P-CP’ ACKNOWLEDGES.

1. THIS ACTION REMOVES ALL AC POWER FROM A-V.

1. THESE SWITCHES ARE PRE-POSITIONED FOR REMOTE APU START (NOSEWHEEL ALERT START BUTTON).

1. THIS SWITCH IS PRE-POSITIONED FOR ALERT SCRAMBLE.
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1 CMF = COMBAT MISSION FOLDER
2 DAILY ALERT PREFLIGHT MAY BE ACCOMPLISHED BY TWO CREW MEMBERS IAW COMMAND POLICY
3

1 THIS IS THE SAME TASK AS 1.2.1.20A
1

1 THIS IS THE SAME TASK AS 1.2.1.23A
1

1 SAME TASK AS 1.2.1.24A. IF EXTERNAL POWER WAS USED EXTERNAL POWER SWITCH WOULD BE PLACED 'OFF', IF APU'S ARE USED, APU MODE SWITCHES WOULD BE PLACED 'OFF' THEN BACK TO 'RUN' AFTER APU SHUTDOWN.
1

1 WHEN A CREW IS REPLACED, BUT THE AIRCRAFT IS TO REMAIN ON ALERT, THE NEW CREW WILL ACCEPT THE AIRCRAFT BY ACCOMPLISHING THE 'STORES STATIONS INSPECTION' (TASK 1.1.3) AND DAILY ALERT PREFLIGHT CHECKLIST (TASK 1.3.1).
1

1 SAME TASK AS 1.3.1.
1

1 SAME TASK AS 1.1.5.18A-B.
1

1 THE ALERT START SWITCH IS LOCATED ON THE NOSE WHEEL STRUT. 12

1 MAY BE SEVERAL SECONDS WAIT UNTIL DOOR OPENS AND LADDER DROPS
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<td>CHECK APU EXH TEMP INDICATORS</td>
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<td>02.1.2.006.03</td>
<td>CHECK APU 'VOLTS' AND 'FREQ' INDICATORS ON ELECTRICAL PANEL</td>
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<tr>
<td>02.1.2.007.00</td>
<td>DEPRESS PARKING BRAKES THEN DEPRESS BRAKE CONTROL SWITCHLITE</td>
<td>2</td>
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</tbody>
</table>

- **SYSTEM OPERATORS, THE CD-PILLOT WILL PERFORM THE ALERT START FUNCTIONS**
- **PULL THIS CONTROL HANDLE IMMEDIATELY AFTER DEPRESSING THE ALERT START SWITCH**
- **LADDER DOWN**
- **THE PILOT AND CD-PILLOT ARE THE FIRST MEMBERS IN THE A-V, THE OTHERS FOLLOW**
- **ADJUST THE SEAT IN THE FFORE-AFT DIMENSION**
- **ADJUST AS NECESSARY**
- **EITHER HELMET OR LIGHTWEIGHT HEADSET WILL BE STORED NEAR THE CREW STATIONS**
- **CHECK THE ELECTRICAL POWER METERS ON THE OVERHEAD PANEL**
- **WHEN THE ELECTRICAL POWER IS FULLY OPERABLE, INITIATE ENGINE START**
- **THIS IS A RENUMBERING FROM 2.1.2.6.4 TO 2.1.2.7**
<table>
<thead>
<tr>
<th>E#</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CID</th>
<th>CUE</th>
<th>ID</th>
<th>OPERATOR</th>
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<tbody>
<tr>
<td>02.1.3.001.00</td>
<td>2</td>
<td>PLACE ENGINE 1&amp;2&amp;3&amp;4 SWITCHES TO 'START' POSITION</td>
<td></td>
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<td>125</td>
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<tr>
<td>02.1.3.002.00</td>
<td>CONT</td>
<td>MONITOR ENGINE START</td>
<td>12</td>
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<tr>
<td>02.1.3.003.00</td>
<td>2</td>
<td>SET APU MODE SWITCHES TO 'OFF'</td>
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<tr>
<td>02.1.3.004.00</td>
<td>IND</td>
<td>RECEIVE AND COPY COMMAND</td>
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<tr>
<td>02.2.1.001.00</td>
<td>CONT</td>
<td>MAINTAIN COMMUNICATIONS WITH COMMAND POST</td>
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<tr>
<td>02.2.1.002.00</td>
<td>10</td>
<td>RESTART APU, SELECT EITHER R OR L APU MODE SWITCH TO 'START'</td>
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<td>02.2.1.003.00</td>
<td>10</td>
<td>CHECK APPROPRIATE APU 'RUN' INDICATOR LIGHT(S) GREEN</td>
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<td>CHECK APPROPRIATE APU EXH. TEMP INDICATOR IN TOLERANCE</td>
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<td>02.2.1.005.00</td>
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<td>MONITOR ELECTRICAL INDICATORS AT '230 VAC' AND '400Hz'</td>
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<td>02.2.1.006.00</td>
<td>2</td>
<td>SET ENGINE THROTTLES TO 'IDLE'</td>
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<tr>
<td>02.2.1.007.00</td>
<td>10</td>
<td>MONITOR ENGINE SHUT DOWN</td>
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<td>02.2.1.008.00</td>
<td>4</td>
<td>SET ENGINE START PANEL SWITCHES TO 'OFF'</td>
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<tr>
<td>02.2.1.009.00</td>
<td>30</td>
<td>RECEIVE INSTRUCTION TO LAUNCH REQUEST OBS TO READ CHECKLIST</td>
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</table>

1. THE FOUR ENGINE SWITCHES ON THE CENTER PEDESTAL ARE LEVER LOCKED AND ARE DESIGNED TO AUTOMATICALLY RELEASE TO THE 'RUN' POSITION AT THE END OF ENGINE 'START'.

2. CHECK CORE RPM, TBO ENGINE TEMPERATURE IS CLOSELY MONITORED ON THE ENG TEMP GAUGES.

3. THESE LEVER LOCKED SWITCHES ARE ON THE OVERHEAD PANEL.

23. MUST VERIFY COMMAND MESSAGE PRIOR TO TAKE-OFF ROLL DEPENDING ON MESSAGE RECEIVED, CREW PROCEEDS TO EITHER 2.2, 'RECOVERY TO minimum REACTION POSTURE', OR TO M.S. 3.

2. MAINTAIN CONSTANT COMMUNICATIONS WITH THE COMMAND POST FOR FURTHER INSTRUCTIONS.

1. AT LEAST ONE APU WILL BE NEEDED TO PROVIDE POWER FOR ECS, COMMUNICATIONS, ETC., SINCE ENGINES WILL NOW BE SHUT DOWN.

3. THE CREW IS INSTRUCTED TO MAINTAIN COCKPIT ALERT.
<table>
<thead>
<tr>
<th>E-ID</th>
<th>TIME</th>
<th><em>ACTION-VERB</em></th>
<th><em>CEO</em></th>
<th><em>COMP-CUE</em></th>
<th><em>ID</em></th>
<th><em>INIT-CUE</em></th>
<th>OPERATOR</th>
<th><em>TE#</em></th>
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<tr>
<td>03.1.1.002.00</td>
<td>READ AND VERIFY COMPLETION OF CHECKLIST ITEMS.</td>
<td>60</td>
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<td>03.1.1.003.00</td>
<td>OBSERVE SYSTEM STATUS CONT</td>
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<td>OBSERVE NAVIGATION SYSTEM OPERATIONAL STATUS</td>
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<tr>
<td>03.1.2.001.00</td>
<td>SET BATT SWITCH IN &quot;AUTO-ON&quot; POSITION</td>
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<tr>
<td>03.1.2.002.00</td>
<td>PUSH &quot;FAST ERECT&quot; PUSHPAD ON GSS CONTROL PANEL</td>
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<td>03.1.2.003.00</td>
<td>CHECK GYRO PLATFORM SYNCHRONIZATION ON GSS CONTROL PANEL</td>
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<td>CHECK FLIGHT CONTROL SURFACE POSITION INDICATORS</td>
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<td>03.1.2.007.00</td>
<td>CHECK WARNING-CAUTION LIGHTS FOR OPERATION AND SYSTEM STATUS</td>
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<tr>
<td>03.1.2.008.00</td>
<td>VERIFY CREW MODULE DOOR CLOSED</td>
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<tr>
<td>03.1.2.009.00</td>
<td>REPORT TO PILOT - &quot;READY TO TAXI&quot;</td>
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<tr>
<td>03.2.1.001.00</td>
<td>REQUEST OSO TO READ TAXI CHECKLIST</td>
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</tbody>
</table>

1. THE CHECKLIST ITEMS (PRETAXI & PRETAKEOFF) ARE READ BY ONE OF THE SYSTEM OPERATORS. THE CO-PILOT THEN PERFORMS THE VISUAL CHECK AND/OR MANUAL TASK, THEN HE INFORMS THE SYSTEM OPERATOR WHO PROCEEDS TO THE NEXT CHECKLIST ITEM. THIS IS REALLY A SERIES OF ACTIONS: READ-CHECK-VERIFY.

2. 1. THE PILOT'S INTENTION TO TAXI FOLLOW THE COMMAND POST MESSAGE TO LAUNCH. THIS MESSAGE IS RELAYED OR MONITORED BY THE SYSTEM OFFICERS.

3. NO READY LIGHT AVAILABLE. RADAR FORMAT AVAILABLE 30 SECONDS AFTER POWER ON AIRCRAFT. THE APQ-144 DISPLAY FORMAT INCLUDES RANGE MARKS AND OTHER MARKER SEGMENTS.

4. COURSE ALIGNMENT LIGHT STARTS TO FLASH FOR PARTICULAR INS IN HARDWARE ALIGNMENT PHASE AFTER 8 MINUTES INTO WARM UP.

5. THIS LEVER LOCKED SWITCH WILL BE LOCKED IN THE ALERT-ARM POSITION, THE CO-PILOT WILL SET THE SWITCH TO "AUTO-ON".

6. THE SYNCHRONIZATION INDICATOR SHOULD BE CENTERED. IF NOT, THE GSS MAY BE SYNCHRONIZED BY DEPRESSING THE HEADING SET KNOB UNTIL THE SYNCHRONIZATION INDICATOR CENTERS.

7. THE FLAP INDICATOR SHOULD SHOW "DOWN", SPOILERS SHOULD SHOW DOWN, SLATS SHOULD BE EXTENDED, HORIZ STABILIZER IS TBO, RUDDR TRIM SHOULD BE AT ZERO, AND THE WING SWEEP IS TEO.

8. THE OSO ANNOUNCES THE CREW MODULE DOOR CLOSED & LOCKED.

9. THE PILOT ACKNOWLEDGES THIS REPORT.

10. CHECKLIST ITEMS WILL BE READ, ACCOMPLISHED, AND RESPONSES MADE DURING TAXI OPERATION. THE OSO ACKNOWLEDGES THIS REQUEST.
<table>
<thead>
<tr>
<th>E-ID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>C&amp;D</th>
<th>COMP-CUE</th>
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<th>INIT-CUE</th>
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<td>03.2.1.002.00</td>
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<td>READ AND VERIFY COMPLETION OF CHECKLIST ITEMS</td>
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<tr>
<td>03.2.1.003.00</td>
<td></td>
<td>SET TO-LOG LT SWITCH TO 'TAXI'</td>
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<td>SET ANTI CLSN LT SWITCH TO 'ANTI CLSN'</td>
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<td>03.2.1.005.00</td>
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<td>SET EXT POSITION LT SWITCHES (2) TO 'BRT' AND 'STEADY' TAXI ON CREW CHIEF'S SIGNAL</td>
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<td>RELEASE PARKING BRAKES</td>
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<td>DEPRESS TOE BRAKES MOMENTARILY TO CHECK BRAKING ACTION</td>
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<td>CONTINUE TO TAXI</td>
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<td>CHECK TAXI AREA CLEAR BY LOOKING THROUGH AUTOMATIC F-P WINDO</td>
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<td>REMOVE EJECTION PINS</td>
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<td>MONITOR HYDRAULIC PANEL QUANTITY AND PRESSURE GAUGES</td>
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</table>

1. THE PILOT REQUESTS THIS TASK ELEMENT
   12
2. TAXI LIGHTS ARE USED TO SIGNAL GROUND CREW THAT AIRCRAFT IS READY TO TAXI
   12
3. ANTI-COLLISION LIGHTS MUST BE ON PRIOR TO TAXI ROLL TO INDICATE TAXING AIRCRAFT
   12
4. CHECK BRAKES SEPARATELY AND NOTE A-V BRAKING ACTION WITH EACH APPLICATION
   123
5. VISUAL ACCESS TO TAXI OPERATION ACCOMPLISHED VIA FLASH-BLINDNESS WINDOW DURING EWO MISSION. THIS MAY BE AUGMENTED BY FLASHBLINDNESS WINDOW
   1
6. TASK 3.2.3.3A MEETS THE CLOSE CURTAIN OPERATION REQUIREMENT
   12
7. THERE IS A FIVE STRAP SEAT BUCKLE. THIS IS NOT A NECESSARY ITEM BUT CAN BE ACCOMPLISHED AT THIS TIME
   12
8. PINS ARE REMOVED FROM THE EJECTION HANDLES D1-1.1, D1-1.2, D1-1.3 AND D1-1.4
   123
9. DSO WILL DETERMINE TAKE-OFF DATA BASED ON LATEST TEMPERATURE AND PRESSURE ALTITUDE INFORMATION AND RELAY THIS TO THE PILOT AND CO-PILOT
   123
| TIME | ACTION-VERB | ID | INITIAL-CUE | OPERATOR | TASK 
|------|-------------|----|-------------|----------|------
<p>| 25   | VERIFY COMMAND MESSAGE | 2  | 1 RECEPTION OF MESSAGE IS COMPLETED |
| CONT | MAINTAIN AIRCRAFT CLEARANCE | 1  | 2 THE MESSAGE IS CONFIRMED WITH THE PILOT |
| 5    | DETERMINE A-V POSITION ON END OF RUNWAY (ICS WITH PILOT) | 3  | 3 TASK ELEMENT 3.2.4. |
| 2    | ENTER END OF RUNWAY UPDATE | 12 | START OF PILOTS COUNTDOWN |
| 10   | CHECK FLIGHT INSTRUMENTS AND SET AS REQUIRED | 2  | PILOTS END OF RUNWAY 'MARK' |
| 30   | STEER A-V ONTO RUNWAY | 12 | THE DSO DETERMINES THE A-V POSITION ON THE END OF RUNWAY |
| 2    | CHECK FLAPS, SLATS, AND WING SWEET FOR TAKE-OFF | 12 | THROUGH COMMUNICATION WITH THE PILOT |
| 2    | DEPRESS 'TRIM FOR TAKE-OFF' (ITD) PUSH BUTTON | 12 | ASSUMES THAT RUNWAY COORDINATES HAVE BEEN PRE-STORED |
| 2    | CHECK SPEED BRAKES RETRACTED | 12 | AND 'OVER-FLY' ON NAV CORRECTION PANEL HAS BEEN SELECTED |
| 2    | SET PITOT HEAT CONTROL SWITCH TO 'PITOT HEAT' POSITION | 12 | 'MARK' COMMAND RECEIVED FROM PILOT |
| CONT | PLACE NOSEWHEEL STEERING SWITCH TO 'TO-LOG' POSITION | 12 | THIS WILL BE DONE WITH THE NOSE STEERING UNTIL THE RUDDERS ARE FUNCTION |
| 6    | MONITOR COMMUNICATIONS | 1   | THE SPEED BRAKE SWITCH IS LOCATED ON #4 THROTTLE |
| 23   | MONITOR POSITION OF PRECEDING A-V | 1   | THE NOSE WHEEL SWITCH IS ON THE CENTER PEDESTAL |
|      |                        | 2   | DIRECTIONAL CONTROL WILL BE MAINTAINED WITH THE NOSE WHEEL |
|      |                        | 12  | STEERING UNTIL THE RUDDERS BECOME EFFECTIVE AT A TBD SPEED |
|      |                        | 1   | THE TOWER MAY GIVE INFORMATION CONCERNING TAKE-OFF |
|      |                        | 2   | CONDITIONS |</p>
<table>
<thead>
<tr>
<th>EID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CD</th>
<th>CP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
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<td>4</td>
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<td>4</td>
<td>ADVANCE THROTTLES TO MAXIMUM POWER</td>
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<td>04.2.1.005.00</td>
<td>4</td>
<td>CHECK ENGINE INSTRUMENTS FOR PERFORMANCE ASSESSMENT</td>
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<td>04.2.2.002.00</td>
<td>CONT</td>
<td>MAINTAIN A-V ALIGNMENT ON RUNWAY WITH RUDDERS</td>
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<tr>
<td>04.2.3.004.00</td>
<td>2 23</td>
<td>NOTIFY CREW OF DECISION TO CONTINUE TAKE-OFF</td>
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</table>

**Notes:**
1. **THE PILOT ADVANCES THE THROTTLES AND THEN CHECKS THE ENGINE INDICATORS**
2. **IF ANY ENGINE PARAMETERS ARE OUT OF TOLERANCE, THE TAKE-OFF WILL BE ABORTED. THE PILOT WILL ANNOUNCE THIS OVER UHF RADIO AND TURN ONTO THE FIRST TAXI-WAY THAT SPEED PERMITS.**

**Additional Notes:**
1. STEERING SHOULD BE ACCOMPLISHED WITH THE RUDDER PEDALS THROUGHOUT THE GROUND RUN.
2. THE OSD NOTIFIES THE PILOT 'S1 - NOW' THE PILOT NOTIFIES THE CREW OF THE DECISION TO CONTINUE TAKE-OFF

**Additional Notes:**
1. **CO-PILOT ANNOUNCES 'ROTATION SPEED - NOW'**
2. **THE CO-PILOT ANNOUNCES TO THE PILOT ROTATION SPEED (S2)**
3. **AT UNSTICK SPEED CO-PILOT ANNOUNCES OVER THE ICS 'NOW' THE PILOT ACKNOWLEDGES.**

**Additional Notes:**
1. **CONTROL STICK MOTION WILL BE REQUIRED TO MAINTAIN THE PROPER FLIGHT PATH ANGLE.**
2. **LATERAL AND DIRECTIONAL CONTROL WILL BE MAINTAINED AS NECESSARY WITH THE CONTROL STICK, RUDDERS AND TRIM BUTTON.**
3. **THE NOSEWHEEL STEERING SHOULD BE DISENGAGED AT LIFTOFF.**
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<th>TIME</th>
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<td>MAINTAIN DEPARTURE HEADING(S) AND BEST CLIMB SPEED</td>
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**Notes:**

- ACTUAL CUE FOR PILOT TO ACCELERATE TO FLAP-SLAT RETRACTION SPEED IS THE CO-PILOT'S ANNOUNCEMENT OF 'GEAR UP & LOCKED.'
- REFIRST WILL BE REQUIRED AT RANDOM INTERVALS DURING FLAP-SLAT RETRACTION SCHEDULE.
- DURING THIS CYCLE THE PILOT SHOULD CLOSELY MONITOR A-V ATTITUDE, ESPECIALLY DURING THE LAST 20% OF FLAP REDUCTION.
- KEEPING THE A-V PROPERLY TRIMMED. THIS CYCLE CAN BE MORE THAN A STAGE OPERATION DEPENDING ON A-V ACCELERATION.
- LIFT WITH CONFIGURATION CHANGE.
- DO NOT EXCEED KIAS (TBD) PRIOR TO FLAP-SLAT RETRACTION.
- MONITOR IAS THROUGHOUT SCHEDULE.

- CHECK FLAP-SLAT INDICATORS FOR 'UP' AND 'RET' PLUS.
- FLAP-SLAT LEVER FOR UP AND FORWARD POSITION.

- USE COMPUTATION TABLE FOR BEST CLIMB SPEED.
- AFTER FLAP-SLAT RETRACTION, TRIM WILL BE REQUIRED DURING ACCELERATION UNTIL BEST CLIMB SPEED IS REACHED.
- DEPARTURE HEADING(S) AND BEST CLIMB SPEED ARE MAINTAINED BY ADJUSTING THE CONTROL STICK AND RUDDERS.
- CLIMB AT SPECIFIED AIRSPEED BY ADJUSTING THROTTLIES TO POWER LEVEL FROM CHECKLIST TABLES.
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<th>TIME</th>
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1. DEPRESSION OF AFCS MACH HOLD PUSHBUTTON SWITCHLIGHT TO DISENGAGE AFCS MACH HOLD.

1. THE HEADING DATA IS RECEIVED FROM THE OSD.

1. HI-3.1 IS ALSO USED DURING HYDRAULIC QUANTITY TESTING
2. CHECKS COMPLETE AND WITHIN ACCEPTABLE LIMITS; READINGS NOTED AND RECORDED IN FLIGHT LOG AND ADJUSTMENTS PERFORMED AS REQUIRED

1. CHECKS COMPLETE AND WITHIN ACCEPTABLE LIMITS: READINGS NOTED AND RECORDED IN FLIGHT LOG AND ADJUSTMENTS PERFORMED AS REQUIRED

1. CHECKS COMPLETE AND WITHIN ACCEPTABLE LIMITS: READINGS NOTED AND RECORDED IN FLIGHT LOG & ADJUSTMENTS PERFORMED AS REQUIRED
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<td>5</td>
<td>INSERT EW0 MISSION CASSETTE INTO DATA ENTRY UNIT</td>
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<td>VERIFY EW0 MISSION CASSETTE DATA IS LOADED</td>
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1. COARSE ANNUNCIATOR TURNS STEADY
2. THIS QD SHOULD BE QUESTIONED
3. SEE TASK ELEMENT 6.2.1 TO 6.2.1.9 FOR DETAILED CHECK
4. THIS IS DONE EVERY 30 MINUTES
5. SAME AS TASK ELEMENT 1.1.4.67C
6. IF INCORRECT INSERTION - 'TAPE NOT INSTALLED' WILL ACTIVATE
7. SAME AS TASK ELEMENT 1.1.5.63C - UNCLASSIFIED PORTION OF
   DATA ENTRY
8. COMMENTS TO 1.1.5.63C APPLY HERE
9. SRAM MISSILES PER TARGET DISPLAYED IN SUMMARY AND PROGRAM
10. CRT 'FORMAT'
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<td>SET FLR ROTARY MODE SWITCH TO &quot;AIR&quot; MODE</td>
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<tr>
<td>07.1.1.007.00</td>
<td>ADJUST FLR VIDEO DISPLAY AS REQUIRED</td>
<td>20</td>
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<tr>
<td>07.1.1.007.01</td>
<td>ADJUST FLR RANGE, RANGE MARK, AND RANGE INT CONTROLS</td>
<td>7</td>
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<td>07.1.1.007.02</td>
<td>ADJUST FLR STC, AZ INT AND ANT TILT CONTROLS</td>
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<td>07.1.1.007.03</td>
<td>ADJUST FLR NORTH-NORM, VIDEO AND IF GAIN CONTROLS</td>
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<td>07.1.1.008.00</td>
<td>SET TACAN A/R CHANNEL</td>
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<tr>
<td>07.1.1.009.00</td>
<td>MONITOR FLR CRT FOR TANKER BEACON SIGNATURE</td>
<td>20</td>
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<tr>
<td>07.1.1.010.00</td>
<td>SET TACAN MODE SELECTOR SWITCH TO &quot;AIR-AIR&quot; MODE</td>
<td>4</td>
<td></td>
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</tr>
</tbody>
</table>

1. A PRESENT POSITION UPDATE WILL IMPROVE ALIGNMENT. THE ASSOCIATED TASKS ESSENTIALLY SAME AS THOSE PERFORMED FOR FLR UPDATE (I-L) EXCEPT THEY ARE ACCOMPLISHED AT HIGHER ALTITUDES. ASSUMING THE MISSION IS STILL OVER LAND, THIS TASK WOULD BE ACCOMPLISHED DURING CRUISE EVERY 20 TO 30 MINUTES.

12. PROCEDURE FOR DSO NOT PRESENTLY DEFINED; HOWEVER, MAY EVOLVE INTO (3) DIGIT LEVEL TASK.

1. ARC-109 UHF RADIO 1 NORMALLY SET TO ADF MODE.

12. ARC-109 UHF RADIO 1 NORMALLY SET TO "MAIN".

1. TANKER IDENTIFICATION CODE REQUIRED.

12. TANKER RENDEZVOUS (TRZ) DISPLAYED AS SEQUENCE NUMBER IDENTIFIER ON NAV PANEL.

1. FINE ADJUSTMENT ONLY MAY BE REQUIRED PREPARATORY TO TANKER RENDEZVOUS.
<table>
<thead>
<tr>
<th>TIME</th>
<th>E.ID</th>
<th>ACTION-VERB</th>
<th>C&amp;D</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TE</th>
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<tbody>
<tr>
<td>07:1.1.011.00</td>
<td>INFORM CREW OF TANKER BEACON RECEPTION</td>
<td>8</td>
<td></td>
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<td>07:1.1.012.00</td>
<td>MONITOR HSI FOR TACAN LOCK-ON</td>
<td>30</td>
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<td>07:1.1.013.00</td>
<td>INFORM CREW OF TACAN LOCK-ON</td>
<td>8</td>
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<tr>
<td>07:1.1.014.00</td>
<td>SET FLIR MODE ON VSO</td>
<td>2</td>
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<td></td>
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<tr>
<td>07:1.2.001.00</td>
<td>REQUEST VIA UHF RADIO TANKER TO SET BEACON TO 'STBY'</td>
<td>10</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>07:1.2.002.00</td>
<td>MONITOR FLR FOR LOSS OF TANKER BEACON SIGNATURE</td>
<td>INO</td>
<td></td>
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<tr>
<td>07:1.2.003.00</td>
<td>REQUEST VIA UHF RADIO TANKER RETURN BEACON TO 'OPR'</td>
<td>10</td>
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<td></td>
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<tr>
<td>07:1.2.004.00</td>
<td>MONITOR FLR FOR RETURN OF DESIGNATED TANKER BCN SIGNATURE</td>
<td>INO</td>
<td></td>
<td></td>
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<tr>
<td>07:1.2.005.00</td>
<td>INFORM TANKER VIA UHF RADIO OF POSITIVE CONTACT</td>
<td>10</td>
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<tr>
<td>07:1.3.001.00</td>
<td>ADVISE (UHF RADIO) BOMBER CREW AND TANKER 'AT ARP'</td>
<td>8</td>
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<tr>
<td>07:1.3.002.00</td>
<td>TRACK DESIRED PITCH/ROLL ATTITUDE WITH CONTROL STICK</td>
<td>IND</td>
<td></td>
<td></td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>07:1.3.003.00</td>
<td>READ VERTICAL SPEED FROM AVVI (ALTITUDE/VERTICAL VEL INDIC)</td>
<td>1</td>
<td></td>
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<tr>
<td>07:1.3.004.00</td>
<td>CHECK HORIZONTAL SITUATION (HSII) FOR CORRECT HEADING</td>
<td>1</td>
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<td></td>
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<tr>
<td>07:1.3.005.00</td>
<td>CHECK AVVI TO ACQUIRE REQUIRED ALTITUDE SEPARATION</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td></td>
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<td></td>
</tr>
</tbody>
</table>

1. TANKER CREW WILL SET BEACON TO STANDBY WHICH ERASES BEACON CODED SIGNATURE FROM FLR DISPLAY. THIS PROCEDURE ALLOWS POSITIVE CONFIRMATION OF TANKER REDEPLOYMENT AMONG SEVERAL POSSIBLE TANKER SIGNATURES IN SAME GEOGRAPHIC AREA.

1. LOSS OF TANKER BEACON SIGNATURE ON FLR.

1. LOSS OF DESIGNATED TANKER BEACON SIGNATURE ON FLR.

1. DESIGNATED TANKER BEACON SIGNATURE RETURNS ON FLR DISPLAY.

1. POSITIVE TANKER CONTACT VERIFIED; DSO ADVISES ARMAMENT/ECM SAFETY CHECK COMPLETE (7.1.1.20).

1. CONTINGENT UPON HOLD AT DESIRED PITCH ATTITUDE.

1. APPROACHING DESIRED HEADING.

1. BASE ALTITUDE SEPARATION BETWEEN TANKER AND BOMBER IS APPROACHING 1000 FEET.

1. ALTIMETER APPROACHES 1000 FT ALTITUDE SEPARATION.
<table>
<thead>
<tr>
<th>Time</th>
<th>E.I.D.</th>
<th>Action-Verb</th>
<th>Action</th>
<th>C.G.D.</th>
<th>C.P.</th>
<th>Init-Cue</th>
<th>Operator</th>
<th>Task</th>
</tr>
</thead>
<tbody>
<tr>
<td>2</td>
<td>07.1.3.006.00</td>
<td>ADJUST THROTTLES AS REQUIRED</td>
<td>IND</td>
<td>45</td>
<td>3</td>
<td>12</td>
<td>1</td>
<td>RANGE IS WITHIN 80NM OF ARCP - INITIATE DESCENT TO REFUEL</td>
</tr>
<tr>
<td></td>
<td>07.1.3.007.00</td>
<td>TRACK DESIRED RATE OF DESCENT AND TURN WITH CONTROL STICK</td>
<td>IND</td>
<td>4</td>
<td>5</td>
<td>12</td>
<td>1</td>
<td>ACTION CONTINGENT UPON PULLING BACK THROTTLE TO TCD,</td>
</tr>
<tr>
<td></td>
<td>07.1.3.008.00</td>
<td>CHECK VERTICAL SPEED FROM AVVI</td>
<td>1</td>
<td>3</td>
<td>1</td>
<td>1</td>
<td>RATE OF DESCENT READING ACCEPTABLE AND MAINTAINED.</td>
<td></td>
</tr>
<tr>
<td></td>
<td>07.1.3.009.00</td>
<td>ACTIVATE PITCH TRIM BUTTON</td>
<td>2</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>TACTILE FORCES ON CONTROL STICK.</td>
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<td></td>
<td>07.1.3.010.00</td>
<td>MONITOR ALTITUDE/HEADING, AS REQUIRED</td>
<td>CONT</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>ALTITUDE/HEADING DEVIATIONS NOTED.</td>
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<tr>
<td></td>
<td>07.1.4.001.00</td>
<td>PULL BACK ON CONTROL STICK TO INITIATE LEVEL-OFF</td>
<td>IND</td>
<td>1</td>
<td>1</td>
<td>12</td>
<td>2</td>
<td>WINGS LEVEL ON DESIRED HEADING; ALTITUDE SEPARATION BETWEEN</td>
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<td></td>
<td>07.1.4.002.00</td>
<td>CHECK PITCH ATTITUDE ON VSD</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>TANKER AND BOMBER AT 1000 FT.</td>
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<tr>
<td></td>
<td>07.1.4.003.00</td>
<td>ADJUST THROTTLES TO MAINTAIN CONSTANT AIRSPEED</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>12</td>
<td>3</td>
<td>HORIZON LINE APPEARING COINCIDENCE WITH AIRCRAFT SYMBOL</td>
</tr>
<tr>
<td></td>
<td>07.1.4.004.00</td>
<td>ADJUST CONTROL STICK TO STABILIZE A/S, ATTITUDE, ALTITUDE</td>
<td>IND</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>CHANGE IN PITCH CONDITION TO ACHIEVE DESIRED AIRSPEED AND</td>
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<td>07.1.4.005.00</td>
<td>CHECK VERTICAL SPEED ON AVVI TO MAINTAIN LEVEL-OFF</td>
<td>1</td>
<td>3</td>
<td>3</td>
<td>1</td>
<td>STRAIGHT AND LEVEL FLIGHT.</td>
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<tr>
<td></td>
<td>07.1.4.006.00</td>
<td>CHECK AMI TO HOLD AT TBD KIAS</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>HORIZON LINE COINCIDENT WITH AIRCRAFT SYMBOL ON VSD.</td>
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<tr>
<td></td>
<td>07.1.4.007.00</td>
<td>INFORM TANKER OF LEVEL-OFF ALTITUDE VIA UHF RADIO</td>
<td>8</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>CONTINGENT UPON A/S AND DESIRED PITCH.</td>
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<tr>
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<td>07.1.4.008.00</td>
<td>ADJUST THROTTLES TO MAINTAIN CONSTANT AIRSPEED</td>
<td>5</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>3</td>
<td>POWER LEVEL SETTING AT DESIRED READING TO MAINTAIN CONSTANT</td>
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<tr>
<td>12</td>
<td>07.1.4.009.00</td>
<td>ADJUST THROTTLES TO MAINTAIN CONSTANT AIRSPEED</td>
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<td>AIRSPEED (KIAS).</td>
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<td>07.1.4.010.00</td>
<td>TASK ELEMENT 7.1.4.4A MAY HAVE TO BE REPEATED HERE IF A/S OUT OF TOLERANCE.</td>
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<td>ACTION-VERB</td>
<td>C &amp; O</td>
<td>EID</td>
<td>INIT-CUE</td>
<td>OPERATOR</td>
<td>TEST</td>
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<tr>
<td>07.1.5.001.00</td>
<td>2</td>
<td>OBSERVE BEARING/DISTANCE TO TANKER VIA TACAN</td>
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<td>07.1.5.001.01</td>
<td>8</td>
<td>AT 70NM INFORM TANKER TO START TURN TO RECIP OF REFUEL HEADS</td>
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<td>07.1.5.002.00</td>
<td>10</td>
<td>STEER TO DESIRED COURSE MAINTAINING ALTITUDE AND AIRSPEED</td>
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<tr>
<td>07.1.5.003.00</td>
<td>4</td>
<td>SET RANGE ROTARY SWITCH TO DECREASE FLR RANGE TO 30NM</td>
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<tr>
<td>07.1.5.004.00</td>
<td>20</td>
<td>ADJUST FLR VIDEO DISPLAY AS REQUIRED</td>
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<tr>
<td>07.1.5.005.00</td>
<td>2</td>
<td>SET BEACON MODE TOGGLE SWITCH ON FLR CONTROL PANEL TO &quot;OFF&quot;</td>
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<tr>
<td>07.1.5.006.00</td>
<td>1</td>
<td>DEPRESS ENABLE AND &quot;RS AIR&quot; SWITCHES ON TRACKING HANDLE</td>
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<td>07.1.5.007.00</td>
<td>5</td>
<td>POSITION AZIMUTH CURSOR OVER TANKER RADAR RETURN ON FLR</td>
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<tr>
<td>07.1.5.008.00</td>
<td>5</td>
<td>DEPRESS NARROW SECTOR SCAN, ADJUST AZ CUR, RELEASE TRCK HANDLE</td>
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<tr>
<td>07.1.5.009.00</td>
<td>1</td>
<td>OBSERVE AUTOMATIC LOCK-ON TO TANKER RETURN</td>
<td></td>
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</tr>
</tbody>
</table>

1. **OSO MONITORS RANGE BETWEEN TANKER AND B-1, AND WILL BEGIN COUNTDOWN IN 10NM INCREMENTS FROM 100NM TO 70NM RANGE TO PREPARE TANKER FOR TURN TO THE RECIP REFUEL TRK AT 70NM RANGE. OSO CONTINUES COUNTDOWN IN 10NM INCREMENTS TO 30NM RANGE, THEN CONTINUES COUNTDOWN IN 1NM INCREMENTS FROM 20NM RANGE TO TANKER TURN RANGE. AFTER TANKER TURNS TO REFUELING RANGE, OSO CONTINUES RANGE CALLS AT 15 AND 10NM, THEN IN 1NM INCREMENTS DOWN TO 4NM RANGE.**

2. **HEADING INDEX ON HSI COINCIDES WITH LUMBER LINE.**

3. **TURN RANGE IS DETERMINED FROM KC-135/B-1 TURN RANGE CHART, WIND, AND AIRSPEED.**

4. **SAME AS TASK ELEMENT 7.1.1.5 C WHICH HAS 3 SUBTASK ELEMENTS.**

5. **CODED BCN RETURN REMOVED FROM FLR DISPLAY.**

6. **INTENT TO MOVE AND SUPERIMPOSE RANGE CURSORS ON TANKER VIDEO RETURN.**

7. **WHEN NARROW SECTOR SCAN IS SELECTED AN AUTOMATIC LOCK-ON TO TANKER TAKES PLACE.**

8. **"LOCK" LIGHT ILLUMINATES "GREEN"; CURSORS HOLD IN SUPERIMPOSITION ON TANKER VIDEO RETURN.**
<table>
<thead>
<tr>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>E</th>
<th>10</th>
<th>TE</th>
<th>C&amp;D</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
</tr>
</thead>
<tbody>
<tr>
<td>07.1.5.012.00</td>
<td>MONITOR TANKER RETURN THROUGH TURN AND ADVISE PILOT</td>
<td>IND</td>
<td>1</td>
<td>1</td>
<td>OSO ADVISES PILOT TO ADJUST HEADING AND AIRSPEED AS REQD.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>07.1.5.013.00</td>
<td>ADJUST HEADING AND AIRSPEED AS REQUIRED</td>
<td>INO</td>
<td>2</td>
<td>12</td>
<td>COURSE AND HEADING INFO PRESENTED ON HSI, VSD.</td>
<td></td>
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<tr>
<td>07.1.5.001.00</td>
<td>SET <em>TKR RNDVS</em> FLT DIR MODE SWITCH</td>
<td>2</td>
<td>12</td>
<td>12</td>
<td>PROCEDURE ELEMENT TO SAFE-GUARD FROM FUEL VAPORS ESCAPING INTO CABIN DURING REFUEL OPERATIONS.</td>
<td></td>
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</tr>
<tr>
<td>07.1.5.002.00</td>
<td>SET TKR RNDVS BEARING AND HEADING PER OSO INSTRUCTIONS</td>
<td>2</td>
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<td>12</td>
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<tr>
<td>07.1.5.003.00</td>
<td>CHECK CABIN PRESSURE ALTITUDE INDICATOR</td>
<td>2</td>
<td>12</td>
<td>12</td>
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<td></td>
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<tr>
<td>07.1.5.004.00</td>
<td>SET CREW AIR SOURCE TOGGLE SWITCH ON ECS PANEL TO 'OFF'</td>
<td>2</td>
<td>12</td>
<td>12</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>07.1.5.005.00</td>
<td>CHECK FLIGHT FUEL PANEL AND C</td>
<td>10</td>
<td>MANAGEMENT PANELS</td>
<td>2</td>
<td>12</td>
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</tr>
<tr>
<td>07.1.5.006.00</td>
<td>INFORM TANKER OF R-1 RANGE</td>
<td>2</td>
<td>12</td>
<td>12</td>
<td></td>
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<tr>
<td>07.1.5.007.00</td>
<td>IDENTIFY TANKER VISUALLY</td>
<td>2</td>
<td>12</td>
<td>12</td>
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<td>07.1.5.008.00</td>
<td>MONITOR CLOSURE ON TKR USING FLR/FLASHBLINDNESS THERM WINDOW</td>
<td>2</td>
<td>12</td>
<td>12</td>
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<tr>
<td>07.1.5.009.00</td>
<td>INFORM TANKER OF ONE MILE RANGE</td>
<td>2</td>
<td>12</td>
<td>12</td>
<td></td>
<td></td>
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</tr>
<tr>
<td>07.1.5.010.00</td>
<td>DEPRESS AFCS PITCH INTENT-DISCONNECT SWITCH TO DISENG AFCS</td>
<td>2</td>
<td>12</td>
<td>12</td>
<td></td>
<td></td>
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<tr>
<td>07.1.5.011.00</td>
<td>TRACK DESIRED ALTITUDE, HEADING AND AIRSPEED</td>
<td>2</td>
<td>12</td>
<td>12</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

1. C.G. WITHIN LIMITS, TANKS INDICATE DESIRED READING, FUEL CONTROLS ARE POSITIONED PROPERLY FOR AIR REFUELING.
2. SEE NA73-755, APPENDIX A FOR ADDITIONAL DETAIL.
3. THIS CHECKING PROCEDURE REQUIRES SELECTING DIFFERENT SWITCH POSITIONS ON THE TANK SELECT SWITCH.
4. REPEAT AT INM INTERVALS.
5. RANGE CALLS FROM OSO, AND HSI, RADAR DISPLAYS PER RANGE AND BEARING OF TANKER.
6. "IND" MEANS TIME TO PERFORM TASK IS INDETERMINATE.
7. FLR DISPLAY INDICATES ONE MILE RANGE TO TANKER.
8. A-V ARRIVES AT ONE NM RANGE.
9. CONTROL STICK, THROTTLES, AND RUDDER PEDALS MANIPULATED TO CORRECT ALTITUDE, HEADING OR AIRSPEED DEVIATIONS.
<table>
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<tr>
<th>E.I.D.</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CID</th>
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<td>IND</td>
<td>INFORM BOMBER AND TANKER CREWS OF 0.5NM RANGE</td>
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<td>SET WING SWEEP AS DESIRED</td>
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<td>4</td>
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<td>4</td>
<td>ADJUST SLIPWAY AND EXT WING FLOOD LIGHTS AS REQUIRED</td>
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<td>PULL SLIPWAY DOOR HANDLE TO 'REFUEL' POSITION</td>
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<td>IND</td>
<td>TRACK TANKER AIRCRAFT IN PRECONTACT POSITION</td>
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1. DESIRED THROTTLE POSITION IS PILOT'S JUDGMENT PER EXISTING FLIGHT CONDITIONS.
2. ONE MILE RANGE ACHIEVED

1. PITCH ATTITUDE (TBD) DEGREES AS DESIRED
2. REQUIREMENT TO MANEUVER INTO AND MAINTAIN SAFE POSITION.
3. CLOSURE CONDITIONS JUDGED OK OR REQUIRING CORRECTION.

1. PILOT NOTIFIES CREW THAT AIRCRAFT IS WITHIN THE HOOKUP ENVELOPE.

1. SLIPWAY DOORS OBSERVED TO BE OPEN; OPEN/UNLK LIGHTS 'ON'.
2. 'READY' LIGHT IS ON.

1. AIRCRAFT STABILIZED IN PRECONTACT POSITION.
2. PRECONTACT POSITION IS APPROX 100FT AFT AND 50FT BELOW TKR.
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<thead>
<tr>
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<th>EID</th>
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<td>TRACK WITH STICK AND THROTTLES AS REQUIRED FOR HOOKUP</td>
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<td>PUSH AERIAL REFUEL SLIPWAY DOOR HANDLE TO CLOSED POSITION</td>
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<td>ADJUST THROTTLES TO INITIATE CLIMB</td>
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<td>&quot;AUTO THRD&quot; PUSHBUTTON DEPRESSED, ENGAGED LEGEND LIGHT</td>
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1: ILLUMINATED "READY/NWS" LIGHT IS OFF.
1: INTENT TO DECELERATE
12: FORCES ON CONTROL STICK REDUCED AND RATE OF DESCENT MAINTAINED.
2: INTENT TO DROP AFT OF TANKER AT TDB DISTANCE UNTIL ENTIRE TANKER IS IN SIGHT.
1: INTENT TO LEVEL OFF AT TDB ALTITUDE AND DISTANCE FROM TRK.
1: FORCES ON CONTROL STICK REDUCED.
1: CLIMB MACH OBTAINED.
12: PROPER AFCS LIGHT INDICATIONS OBTAINED - "GREEN" LEGEND LT.
2: "AUTO THRD" PUSHBUTTON DEPRESSED, ENGAGED LEGEND LIGHT ILLUMINATED "GREEN".
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<td>120</td>
<td>E+10</td>
<td>PERFORM STATION CHECK</td>
<td>I</td>
<td>SEE TASK 6.2.1 FOR DETAILS. IT CONSISTS OF 8 TASK ELEMENTS</td>
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<td>SET TACAN MODE SW TO 'T-R' AND SELECT APPROPRIATE CHANNEL</td>
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<td>TRAINING MISSION TASK ONLY - NOT RELEVANT TO EWQ MISSION.</td>
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<td>SET UHF RADIOS AS DESIRED</td>
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<td>FLR MODE SWITCH POSITIONED TO 'XMIT' AND INDICATOR/RECORDER PRESENTATION (VIDEO) OBSERVED.</td>
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<td>SET FLR MODE SELECTOR SWITCH TO GND AUTO</td>
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<td>HF COMMUNICATIONS WILL BE RECEIVED HourLY, THE MESSAGE WILL</td>
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<td>ENTERING POSITIVE CONTROL POINT - PCP ORBIT.</td>
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<td>PROPER IFF/SIF CODE SET FOR PCP ORBIT.</td>
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<td>MONITOR-ADJUST SYSTEM AVIONICS</td>
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<td>SAME TASK AS 5.2.1.14B.</td>
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<td>RECEIVE EXECUTION ORDER (ARC-123) COMMUNICATION</td>
<td>2</td>
<td>THIS TASK IS ACCOMPLISHED EVERY 30 MINUTES TIME PERMITTING AND CONSISTS OF ROUTINE EQUIPMENT OPERATIONAL CHECKS AND PRESENT POSITION UPDATES. SAME TASK AS 11.5.4.</td>
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<td>OPEN CMF CONTAINER</td>
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<td>MISSION TIME REQUIRES CHECK EVERY 30 MINUTES, CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS AND OTHER REQUIRED DATA</td>
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<td>THE EXECUTION ORDER IS AUTHENTICATED, FOLLOWING EXECUTION ORDER, THE SORTIE CMF CONTAINER IS OPENED.</td>
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<td>THE EXECUTION ORDER ALLOWS THE CMF CONTAINER TO BE OPENED.</td>
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<td>08.1.2.005.01</td>
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<td>SET CODED SWITCH SET CONTROLLER (CSSC) SWITCH TO <em>OPER</em></td>
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<td>SET IFF MASTER CONTROL SELECT SWITCH TO <em>STBY</em></td>
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<td>08.2.1.006.00</td>
<td>2</td>
<td>SET TACAN MODE SELECTOR SWITCH TO <em>OFF</em></td>
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<tr>
<td>08.2.1.007.00</td>
<td>2</td>
<td>SET FLR MODE ROTARY SWITCH TO <em>STBY</em></td>
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<tr>
<td>08.2.2.001.00</td>
<td>6</td>
<td>NOTIFY PILOT OF REQUEST FOR NUCLEAR CONSENT</td>
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<tr>
<td>08.2.2.002.00</td>
<td>4</td>
<td>LIFT NCLR CNT SWT GUARD AND SWITCH TO <em>PA AND REL</em> POSN</td>
<td>1</td>
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</tbody>
</table>

1. EXECUTION MESSAGE VALIDATED AND AUTHENTICATED.
   2. WHEN THE EXECUTION COMMAND IS GIVEN, THERE IS ALSO PROVIDED
   3. A CODE WHICH WILL ENABLE THE WEAPONS TO BE ARMED.
   4. ON INITIAL COURSE AND HEADING FOR STRIKE.
   5. SEE BAC D229-10345-1 FOR ADDITIONAL DETAIL.
   6. IFF IS SWITCHED TO *STBY* TO MAINTAIN SILENCE, BUT YET
   7. REMAIN WARMED UP.
   8. ALL UNNECESSARY EXTERIOR LIGHTS AND NAV AIDS ARE TURNED OFF
      TO AVOID DETECTION.

   9. FLR WILL BE IN THE *STBY* MODE UNTIL THE *START DESCENT TO
   10. LO-LEVEL* POINT IS REACHED

1. INTENT TO INITIATE UNLOCK AND PRE-ARM PROCEDURES IN
   2. ACCORDANCE WITH TWO-MAN POLICY.
   3. ASSUMES MISSION EXECUTE MESSAGE HAS BEEN VALIDATED AND
   4. AUTHENTICATED.

   1. SEE NA-73-340-4 PAGE 6 FOR DETAILS OF ACTIVITY.
<table>
<thead>
<tr>
<th>E#</th>
<th>Description</th>
<th>Time</th>
<th>Action Verb</th>
<th>CEC</th>
<th>CUE1</th>
<th>CUE2</th>
<th>Operator</th>
<th>TEN</th>
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<tr>
<td>08.2.2.003.00</td>
<td>LIFT NCLR RACK UNL-SF SW GUARD THEN SET SW TO 'UNLOCK'</td>
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<td>08.2.2.004.00</td>
<td>CHECK NUCLEAR CAUTION ANNUNCIATOR ILLUMINATED</td>
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<td>08.2.2.005.00</td>
<td>LIFT PA/SAFE SW GUARD, THEN SET SW TO 'PA ENBL'</td>
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<td>08.2.2.006.00</td>
<td>SET PA/SAFE SWITCH TO 'PA'</td>
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<td>08.2.2.007.00</td>
<td>NOTIFY PILOT AFT STN NUCLEAR CONSENT PROCEDURES COMPLETE</td>
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<td>08.2.2.008.00</td>
<td>CHECK NUCLEAR CAUTION ANNUNCIATOR IS BLANK</td>
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<td>08.2.3.001.00</td>
<td>DEPRESS 'SMS* + 'L' ON SMS PANEL FOR DATA DISPLAY ON L CRT</td>
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<td>08.2.3.002.00</td>
<td>DEPRESS 'INV** + 'R' ON SMS PANEL FOR FULL INVTY DATA DISPLAY</td>
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<tr>
<td>09.1.1.001.00</td>
<td>PERFORM CREW STATION CHECKS</td>
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<td>09.1.1.002.00</td>
<td>DEPRESS ENGAGE ON AFCS MODE PANEL TO DISENGAGE AFCS</td>
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<tr>
<td>09.1.1.003.00</td>
<td>ADVANCE THROTTLES TO MAXIMUM POWER MONITOR ENGINE PERFORM. PARAMETERS</td>
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<td>09.1.1.004.00</td>
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<tr>
<td>09.1.1.005.00</td>
<td>ADJUST WING SWEPT AS REQUIRED</td>
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<td>09.1.1.006.00</td>
<td>ADJUST THROTTLES TO OBTAIN T/O KIAS</td>
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</table>

1. OSO NOTIFIED BY PILOT THAT FLIGHT STATION NUCLEAR CONSENT IS COMPLETE.
2. NUCLEAR CAUTION LIGHT COMES ON WHEN OSO CONSENT FUNCTIONS ARE PERFORMED: TASK ELEMENTS 8.2.2.9C; 8.2.2.5C; 8.2.2.6C.

1. PILOT ACKNOWLEDGES OSO ADVISORY THAT AFT STATION NUCLEAR CONSENT PROCEDURES ARE COMPLETE.
2. THE FOLLOWING DATA APPEARS IN SUMMARY FORMAT: INVENTORY BY TYPE, QUANTITY, AND LOCATION FOR CURRENT AND NEXT WEAPON.
3. RELEASE PROGRAM.
4. DISPLAYS FULL WEAPONS INVENTORY FOR WEAPON RACK LOCATIONS.

1. MISSION TIME REQUIRES CHECK EVERY 30 MINUTES.
2. CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS NOTED AND RECORDED.
3. REFERENCE TASK 6.2.1 FOR STATION CHECK DETAILS.
4. INTENT TO CONFIGURE FOR SUPERSONIC FLIGHT.

1. THIS ELEMENT IS REPEATED MOST FREQUENTLY THRU-OUT THE SUPersonic REGIME.
2. AIRCRAFT ACCELERATION SENSED AND DISPLAYED.
<table>
<thead>
<tr>
<th>PAGE 43</th>
<th>E#</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>C&amp;D</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
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<tr>
<td>09.1.1.007.00</td>
<td>ACTUATE PITCH TRIM BUTTON</td>
<td>2</td>
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<td>TACTILE FORCES ON CONTROL STICK.</td>
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<td>09.1.1.008.00</td>
<td>POSITION FLT CONTROLS FOR SUPersonic CLIMB SCHEDULE</td>
<td>INO</td>
<td>1</td>
<td>INTENT TO COMPLY WITH SUPersonic CLIMB SCHEDULE.</td>
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<td>09.1.1.009.00</td>
<td>POSITION FLT CONTROLS AS REQUIRED TO OBTAIN LEVEL-OFF</td>
<td>INO</td>
<td>1</td>
<td>INTENT TO OBTAIN LEVEL supersonic flight.</td>
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<td>09.1.1.010.00</td>
<td>ADJUST THROTTLES TO POWER SETTING FOR supersonic CRUISE</td>
<td>6</td>
<td>1</td>
<td>MISSION TIME REQUIRES CHECK EVERY 30 MINUTES.</td>
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<td>09.1.1.011.00</td>
<td>DEPRESS 'TAKE CMD' SWITCHLIGHT ON AFCS MODE SELECT PANEL</td>
<td>2</td>
<td>2</td>
<td>CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS</td>
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<td>DEPRESS 'ENGAGE' SWITCHLIGHT ON AFCS MODE SELECT PANEL</td>
<td>2</td>
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<td>NOTED AND RECORDED.</td>
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<td>DEPRESS 'FLT DIS' SWITCHLIGHT ON AFCS MODE SELECT PANEL</td>
<td>2</td>
<td>4</td>
<td>REFERENCE TASK 6.2.1 FOR STATION CHECK DETAILS.</td>
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<td>09.1.1.014.00</td>
<td>DEPRESS 'ALT' SWITCHLIGHT ON AFCS MODE SELECT PANEL</td>
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<td>12345</td>
<td>UNDER HA-HS (supersonic) CONDITIONS, THE TASK ELEMENTS</td>
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<td>MONITOR TOTAL TEMPERATURE INDICATOR</td>
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<td>PERFORMED FOR A FLT UPDATE WILL PROBABLY BE PERFORMED EVERY</td>
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<td>PERFORM CREW STATION CHECKS</td>
<td>130</td>
<td>6</td>
<td>15 TO 20 MINUTES.</td>
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<td>09.2.1.001.00</td>
<td>SET FLR SELECT ROTARY SWITCH TO 'GND AUTO'</td>
<td>2</td>
<td>1</td>
<td>EITHER 'GND AUTO' OR 'GND VEL' MODES COULD HAVE BEEN</td>
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<td>09.2.1.002.00</td>
<td>SET PPC SWITCH ON RADAR SET CONTROL TO 'IN'</td>
<td>2</td>
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1 SAME AS T.E. NUMBER 11.5.2.2C.
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<th>#10</th>
<th>INIT-CUE</th>
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<tr>
<td>09.2.1.003.00</td>
<td>1</td>
<td>OBSERVE NEXT SEQ NO IS A CP ON SEQ NO Digital Readout</td>
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<td>SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE</td>
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<td>SAME AS T.E. NUMBER 11.5.2.3C.</td>
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<td>09.2.1.005.00</td>
<td>5</td>
<td>IDENTIFY CP OF INTEREST ON FLR CRT SCOPE</td>
<td>1</td>
<td>INTENT TO LOCATE CHECKPOINT BY OBSERVING GROUND MAP AREA</td>
<td>2</td>
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<tr>
<td>09.2.1.006.00</td>
<td>3</td>
<td>OBSERVE X-HAIR CURSOR POSITION RELATIVE TO CP</td>
<td>1</td>
<td>RADAR CURSOR AND CHECKPOINT COINCIDENT.</td>
<td>2</td>
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<td>2</td>
<td>SET FLR SELECT ROTARY SWITCH TO 'GEO VEL'</td>
<td>1</td>
<td>X-HAIR POSITION ERROR RELATIVE TO CP RADAR RETURN OBSERVED.</td>
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<td>09.2.1.008.00</td>
<td>2</td>
<td>DEPRESS UP/DOWN QUAL PUSHPBUTTON SWITCH ON NAV CORR PANEL</td>
<td>1</td>
<td>EXPANDED RADAR MAP DISPLAY OBSERVED.</td>
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<tr>
<td>09.2.1.009.00</td>
<td>1</td>
<td>SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHPBUTTON</td>
<td>1</td>
<td>UNDESIRED UPDATE QUALITY INDEX ASSIGNED VIA MISSION TAPE.</td>
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<td>09.2.1.010.00</td>
<td>6</td>
<td>POSITION X-HAIR CURSOR TO COINCIDE WITH CHECKPOINT</td>
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<td>NEED FOR NARROW SECTOR SCAN FOV (FIELD OF VIEW) ON FLR DISPLAY.</td>
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<td>09.2.1.011.00</td>
<td>2</td>
<td>DEPRESS 'ENTER' ON NAV CORR PANEL TO INTEGRATE CP UPDATE</td>
<td>1</td>
<td>POSITION ERROR BETWEEN CURSORS AND CP OBSERVED, INTENT TO CORRECT POSITION ERROR.</td>
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<td>09.2.1.012.00</td>
<td>ADVISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE</td>
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<td>09.2.1.013.00</td>
<td>OBSERVE AUTOPILOT STEERING CORRECTION ON VSD</td>
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<td>09.2.2.001.00</td>
<td>MONITOR AND ADJUST SYSTEM AVIONICS SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO 'GND VEL'</td>
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<td>09.2.2.002.00</td>
<td>DEPRESS TH 'ENBL' SW TO COMMAND FLR ANTI MAX DNWD ANGLE</td>
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<td>09.2.2.003.00</td>
<td>DEPRESS TH 'ENBL' SW TO POSITION RNG CURS ON NEAREST RETURN</td>
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<td>09.2.2.005.00</td>
<td>DETERMINE GND RTN 'COINCIDES' WITH SCHEDULED ELEV CALIB PT</td>
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<td>09.2.2.006.00</td>
<td>DEPRESS TH 'ENBL' SWITCH TO POSN RNG CURSOR FOR FINE ADJUST</td>
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<td>09.2.2.007.00</td>
<td>NOTE HEADING DEVIATION OF FLIGHT PATH, CALIBRATION POINT</td>
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1. Position update validated-accepted as 'IN UPDT' annunciator goes out.
2. Same as T.E. number 11.5.2.12C.
3. Course deviation symbology deflected, then centered on VSD.
4. Same as T.E. numbers 11.5.2.13A/B and 11.5.1.21A/B.

1. The altitude calibration is accomplished prior to initiating weapons delivery.
2. Same as T.E. number 11.5.3.1C.
3. Range cursor is automatically positioned IAW calculated slant range.
4. Same as T.E. number 11.5.3.2C.

1. Range cursors positioned on leading edge of ground radar return.
2. Same as T.E. number 11.5.3.3.
3. Same as T.E. number 11.5.3.5C.

1. Distance to DOF is within acceptable limits.
2. Radar return displaying DOF and range cursors are nearly coincident.
3. The DOF is a pre-planned CP inserted into the ACU on mission tape.
4. Same as T.E. number 11.5.3.5C.

1. Range cursors are coincident with DOF point.
2. Same as T.E. number 11.5.3.5C.

1. Heading change determined to coincide DOF with aircraft.
<table>
<thead>
<tr>
<th>Time</th>
<th>Action-Verb</th>
<th>C/D</th>
<th>Comp-Cue</th>
<th>Init-Cue</th>
<th>Operator</th>
<th>Target</th>
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<tbody>
<tr>
<td>09.2.2.008.00</td>
<td>MANIPULATE STICK/Rudder TO ACCOMPLISH HEADING CHANGE</td>
<td>2</td>
<td>12</td>
<td>34</td>
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<td>09.2.2.009.00</td>
<td>DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTIT CALIBRATION</td>
<td>2</td>
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<td>2</td>
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<td>09.2.2.010.00</td>
<td>DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT</td>
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<td>2</td>
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<tr>
<td>09.2.2.011.00</td>
<td>EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR</td>
<td>4</td>
<td>1</td>
<td>2</td>
<td>3</td>
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<td>09.2.2.012.00</td>
<td>SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'</td>
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<td>2</td>
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<td>09.3.1.001.00</td>
<td>OBSERVE PROGRAMMED SEQ NO IS A DOF ON SED NO DIGITAL READOUT</td>
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<td>OBSERVE TTD READOUT ON STEERING TIME READOUT</td>
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<td>09.3.1.003.00</td>
<td>DEPRESS 'DEST' LIGHTED PUSHBUTTON TO ACQUIRE X-FAIR CONTROL</td>
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<td>09.3.1.004.00</td>
<td>IDENTIFY INITIAL POINT-TARGET</td>
<td>16</td>
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<td>3</td>
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</table>

1. 'DALT' LEGEND ILLUMINATES AS PUSHBUTTON IS DEPRESSED
2. 'CALIBRATION IS TAKING PLACE.
3. 'DALT' LEGEND SEGMENT FLASHES 60 SECONDS PRIOR TO DOF
4. 'DESTINATION OVERFLY' PROGRAMMED ON MISSION TAPE.
5. SAME AS T.E. NUMBER 11.5.3.6C.

1. 'DALT' SWITCHLIGHT TURNS STEADY 'ON' AT COMPLETION OF CALIBRATION.
2. SAME AS T.E. NUMBER 11.5.3.7C.
3. SAME AS T.E. NUMBER 11.5.3.8C.

1. THE VALUE IN THE DALT READOUT IS THE AMOUNT OF PROPOSED
2. CHANGE TO THE SYSTEM ALTITUDE. DOF MUST COMPARE ALT READOUT
3. WITH HIS PRIOR KNOWLEDGE OF ALTITUDE PLUS TIME BETWEEN LAST
4. ALTITUDE CALIBRATION.
5. SAME AS T.E. NUMBER 11.5.3.9C.

1. DISPLAYED DOF SEQUENCE NUMBER CORRESPONDS WITH PRE-PLANNED DATA.
2. TTD CHECK CONSISTENT WITH PRESENT POSITION.

1. INTENT TO LAY X-FAIR ON NEXT SCHEDULED GRAVITY STORES TGT.

1. IP-TARGET IDENTIFIED WITH X-FAIR COINCIDENT WITH TARGET.
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<td>IDENTIFY SELECTED GRAVITY STORE BAY LOCATION ON PLT STRS PAN</td>
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<td>4</td>
<td>DEPRESS 'OAP 1' ON NAV PANEL: THEN IDENTIFY OAP ON FLR</td>
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DEPRESS OAP 2+ ON NAV PANEL, THEN IDENTIFY OAP ON FLR

ADVISE PILOT OF REQUIRED STEERING CORRECTIONS

POSITION X-HAIRS TO COINCIDE WITH OAP USING TRACKING HANDLE

DEPRESS 'OAP 2' LIGHTED PUSHBUTTON ON NAV PANEL

SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE

SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON

MONITOR TTG INDICATOR ON PILOT STORES PANEL

TIME | ACTION-VERB | CEO | COMP-CUE | ID | INIT-CUE | OPERATOR | TE
-----|-------------|-----|----------|---|----------|-----------|------
4    | DEPRESS OAP 2+ ON NAV PANEL, THEN IDENTIFY OAP ON FLR | 1 | 'OAP 2' AND X-HAIRS NEARLY COINCIDENT ON FLR | 2 | SAME AS T.E. NUMBER 12.3.5.10C. | 23 | 1 | 4
6    | ADVISE PILOT OF REQUIRED STEERING CORRECTIONS | 1 | OAP AND X-HAIRS NOT COINCIDENT. | 2 | CLOSE CREW COORDINATION TO PRECLUDE OVERBANKING | 3 | THE A/V. | 4
5    | POSITION X-HAIRS TO COINCIDE WITH OAP USING TRACKING HANDLE | 1 | OAP 1 AND X-HAIRS NOT COINCIDENT ON FLR SCOPE. | 2 | OAP 1 AND X-HAIRS COINCIDENT ON FLR SCOPE. | 3 | THIS TASK ELEMENT IS A LAST FINE ADJUSTMENT OF RADAR | 4 | X-HAIRS OVER OAP. | 5 | SAME AS T.E. NUMBER 12.3.5.11C. | 2 | SAME AS T.E. NUMBER 12.3.5.12C. | 5
2    | DEPRESS 'OAP 2' LIGHTED PUSHBUTTON ON NAV PANEL | 1 | NEED TO VERIFY COINCIDENCE OF OAP 2 AND X-HAIRS ON FLR. | 2 | SAME AS T.E. NUMBER 12.3.5.13C. | 34 | 1 | 5
4    | SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE | 1 | RADAR DISPLAY GROUND MAP REQUIRES RANGE CHANGE. | 2 | RANGE SELECT SWITCH POSITIONED TO DESIRED RANGE. | 3 | ON A GRAVITY STORES RUN, 'NARROW SECTOR SCAN, GND VEL.' AND 'MIN RDR RGE' WOULD BE SELECTED THRU RELEASE. | 5 | SAME AS T.E. NUMBER 12.3.5.14C. 11.5.2.4C AND 9.2.1.4C. | 1
2    | SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLE PUSHBUTTON | 1 | EXPANDED RADAR MAP DISPLAY OBSERVED. | 2 | SAME AS T.E. NUMBER 12.3.5.15C. 11.5.2.7C AND 9.2.1.7C. | 12 | | 3
1    | MONITOR TTG INDICATOR ON PILOT STORES PANEL | 1 | NEED FOR NARROW SECTOR SCAN FOV (FIELD OF VIEW) ON FLR DISPLAY. | 2 | SAME AS T.E. NUMBER 12.3.5.16C. 11.5.2.9C AND 9.2.1.9C. | 1 | | 3
1    | APPROACHING WEAPON RELEASE POINT. | 1 | TTG CONSISTENT WITH STORE RELEASE SEQUENCING. | 2 | SAME AS T.E. NUMBER 12.3.5.17A-C. | 1 | |
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<td>OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS</td>
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<td>BAY DOOR STATUS INDICATORS FLASH WHEN DOORS ARE IN TRANSIENT STATE.</td>
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<td>'AWAY' INDICATOR LIGHTS steady for 5 seconds after release.</td>
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1. REL SIG REMAINS LIT FOR FIVE SECONDS AFTER THE SIGNAL IS SENT AND THEN DEACTIVATES.
2. AWAY REMAINS LIT FOR FIVE SECONDS AFTER SEPARATION AND THEN DEACTIVATES.
3. SAME AS T.E. NUMBER 12.3.5.23.2C.
4. COPILOT MONITORS CLOCK TO COMPUTE SHOCK ARRIVAL TIME.
5. SAME AS T.E. NUMBER 12.3.5.24B.

1. CLEARANCE PLANE SET TO '1000'.
2. PRE-DESCENT CHECKS ARE CONDUCTED WITHIN 30 MINS OF DESCENT.
3. THE AFCS IS NOT ENGAGED.

1. SAME AS T.E. NUMBER 10.1.1.14A, 10.1.1.20A AND 10.1.1.25A EXCEPT PERFORMED FOR OTHER TF CHANNEL TESTS.
2. SAME AS T.E. NUMBER 10.1.1.17B AND 10.1.1.30B.

1. SAME AS T.E. NUMBFR 10.1.1.27B.
2. SAME AS T.E. NUMBER 10.1.1.18A-B AND 10.1.1.73A-B.
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2. SAME AS T.E. NUMBER 10.1.1.7A.
3. SAME AS T.E. NUMBER 10.1.1.8B.
5. SAME AS T.E. NUMBER 10.1.1.11A-B.
6. SAME AS T.E. NUMBER 10.1.1.13A.
7. SAME AS T.E. NUMBER 10.1.1.7A.
8. T.E. DIVIDED INTO SUBTASK ELEMENTS.
9. SAME AS T.E. NUMBER 10.1.1.11A-B.
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<td>Adjust Throttles and/or Speedbrake as Required</td>
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1. The descent will normally be initiated at the approach Mach to a predetermined airspeed. This descent gives maximum range. The auto letdown feature of the TF system will be an alternate method.

2. Nose down attitude required.

3. Commanded pitch attitude is attained.

4. Pressure felt on control stick.

5. Control pressure on stick nulled.

6. Errors in descent rate observed.

7. Desired airspeed and descent rate reacquired & maintained.

8. Heading deviation noted.

9. Heading as desired.

10. Sweep not optimum for conditions of flight.

11. Wings swept to desired angle.

12. Action coordinated with CP to check for CG shift potential.

1. Intent to maintain mission timing to TF altitude sequence to initial low altitude destination.

2. Need to observe direction and amount of deviation from desired course.

3. Deviation noted, course correction required.
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<td>10.2.2.003.00</td>
<td>IND</td>
<td>TRACK WITH FLT CONTROLS, AS REQUIRED, TO MANEUVER A-V</td>
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<td>IND</td>
<td>MONITOR RADAR ALTIMETER LOCK-ON AT 5000 FEET ALTITUDE</td>
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<td>10.2.3.002.00</td>
<td>CONT</td>
<td>MONITOR TFR DISPLAY FOR APPROPRIATE TERRAIN CHARACTERISTICS</td>
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<td>10.2.3.003.00</td>
<td>CONT</td>
<td>MONITOR-X-CHECK ALTITUDE INDICATORS</td>
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<td>10.2.3.004.00</td>
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<td>MONITOR-X-CHECK ALTITUDE INDICATORS TRACK WITH CONTROL STICK TO LEVEL-OFF AT 1000 FEET AGL</td>
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<td>10.2.3.005.00</td>
<td>IND</td>
<td>MONITOR VSD AIRSPEED READOUT FOR SPEED DEVIATION</td>
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<td>10.2.4.001.00</td>
<td>4</td>
<td>SET ROTARY MODE SWITCH ON FLR CONTROL PANEL TO <em>GND VEL</em></td>
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<td>4</td>
<td>DEPRESS TH ´ENBL´ SH TO COMMAND FLR AN TO MAX ONWD ANGLE</td>
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<td>IND</td>
<td>DEPRESS TH ´ENBL´ SH TO POSITION RNG CURS ON NEAREST RETU</td>
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<td>MSI INDICATES A-V ON DESIRED COURSE.</td>
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<td>A-V DESCENT THRU 5000 FEET AGL IMMINENT.</td>
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<td>AUTO LTN <em>ENBL</em> SWITCH AUTOMATICALLY DISENGAGES AT 5000 FEET AGL. DIVE COMMAND INCREASES FROM -8 TO -10 DEGREES.</td>
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<td>PROPER TERRAIN VIDEO INDICATED (LAND-WATER).</td>
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<td>ALTIMETERS X-CHECKED.</td>
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<td>A-V APPROACHING PRE-PLANNED 1000 FT CLEARANCE PLANE SETTING</td>
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<td>A-V LEVELED AT 1000 FT AGL CLEARANCE PLANE.</td>
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<td>IN THE EVENT OF A SPEED DEVIATION, P WILL MAKE NECESSARY POWER ADJUSTMENTS TO CORRECT DEVIATION.</td>
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<td>RANGE CURSORS POSITIONED ON LEADING EDGE OF GROUND RADAR RETURN.</td>
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<td>*CUE</td>
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<td>DEPRESS 'ELEV-DALT' PUSHBUTTON TO INITIATE ALTIT CALIBRATION</td>
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<td>DEPRESS 'ELEV-DALT' PUSHBUTTON TO FREEZE ELEVATION READOUT</td>
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<td>EVALUATE DALT READOUT VALUE ON 'ALT CALBR' DIGITAL INDICATOR</td>
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<td>SET 'ACPT-REJ' TOGGLE SWITCH TO 'ACPT'</td>
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<td>10.2.4.010.00</td>
<td>NOTE KALMAN FILTER ACCEPTANCE OF ALTITUDE UPDATE</td>
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<td>10.2.4.011.00</td>
<td>SET TRUE ALTITUDE (MSL) IN PRESSURE ALTIMETERS</td>
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1. DISTANCE TO GDO IS WITHIN ACCEPTABLE LIMITS.
2. RADAR RETURN DISPLAYING GDO AND RANGE CURSORS ARE NEARLY COINCIDENT.
3. THE GDO IS A PRE-PLANNED CP INSERTED INTO THE ACV ON MISSION TAPE.
4. SAME AS T.E. NUMBER 9.2.2.5C.

1. RANGE CURSORS ARE COINCIDENT WITH GDO POINT.
2. SAME AS T.E. NUMBER 9.2.2.6C.

1. 'DALT' LEGEND ILLUMINATES AS PUSMBUTTON IS DEPRESSED INDICATING CALIBRATION IS TAKING PLACE.
2. 'DALT' LEGEND SEGMENT FLAUSES 60 SECONDS PRIOR TO GDO (DESTINATION OVERTY) PROGRAMMED ON MISSION TAPE.
3. SAME AS T.E. NUMBER 9.2.2.7C.

1. 'DALT' SWITCH LIGHTS STAY STABLE 'ON' AT COMPLETION OF CALIBRATION.
2. SAME AS T.E. NUMBER 9.2.2.8C.

1. THE VALUE IN THE DALT READOUT IS THE AMOUNT OF PROPOSED CHANGE TO THE SYSTEM ALTITUDE. DSM MUST COMPARE ALT READOUT WITH HIS PRIOR KNOWLEDGE OF ALTITUDE PLUS TIME BETWEEN LAST ALTITUDE CALIBRATION.
3. SAME AS T.E. NUMBER 9.2.2.9C.

1. SAME AS T.E. NUMBER 9.2.2.10C.
2. 'IN UPD'T LEGEND LIGHT GOES OUT AND DALT NUMERICS ERASE FROM 'ALT CALBR' DIGITAL READOUT.
3. SAME AS T.E. NUMBER 9.2.2.11C.

1. PRESSURE ALTIMETERS SET TO (MSL) ALTITUDE.
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<th>Time</th>
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<th>Init Cue</th>
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<td>E.10</td>
<td>PERFORM CREW STATION CHECKS</td>
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<td>SET MODE ON VSD TO FLR</td>
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<td>SET VSD DISPLAY SWITCH TO 'OCLTR'</td>
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<td>ADJUST PITCH TRIM ROTARY CONTROL AS NECESSARY</td>
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<td>ADJUST SENSOR CONTRAST AND BRIGHTNESS CONTROLS AS NECESSARY</td>
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<td>SET CLEARANCE SWITCH ON TFR PANEL TO DESIRED CLEARANCE PLANE</td>
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<td>ENGAGE AFCS AND SELECT 'TER FLW' MODE</td>
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<td>11.1.2.002.00</td>
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<td>ADJUST THRUST TO OBTAIN REQUIRED TF AIRSPEED</td>
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<td>WING SWEEP LEVER TO TBD DEG FOR ATF PENETRATION</td>
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<td>VERIFY THAT (1) TFR CHANNEL MODE IS POSITIONED TO 'TF'</td>
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<td>SET TFR MODE SWITCH ON (1) TF CHANNEL TO 'SIT' (SITUATION)</td>
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<td>11.1.3.001.00</td>
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<td>MONITOR FLR DISPLAY AS REQD FOR POTENTIAL OBSTACLE RETURNS</td>
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<td>MONITOR FLR INSTRUMENTS (ADI, BDH, AIRSPEED-ALT INDICATOR)</td>
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<td>ADVISE PILOT(S) OF POTENTIALLY HAZARDOUS TERRAIN OBSTACLES</td>
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<td>CONT</td>
<td>MONITOR COMPUTED FLIGHT PATH ON VSD SCOPE</td>
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1. MANUAL THRUST CONTROL WILL REQUIRE CONSTANT ATTENTION AND ADJUSTMENT DURING THE TFR REGIME TO MAINTAIN A-V VELOCITY WITHIN DESIGN PARAMETERS.
2. WINGS AT DESIRED ANGLE FOR ATF PENETRATION.
3. 'TF' MODE SELECTED AND VERIFIED ON (1) TF CHANNEL.
4. ONE TF CHANNEL WILL REMAIN IN TF WHILE THE OTHER IS IN 'SIT' (SITUATION).
5. 'SIT' MODE SELECTED ON (1) TF CHANNEL.
6. RADAR GROUND MAP OF TERRAIN DESIRED.
7. POTENTIAL OBSTACLE RETURNS, CHECKPOINTS DISPLAYED AND MONITORED.
8. AS REQUIRED THE GND AUTO MODE HAS BEEN SELECTED PRIOR TO THIS TASK. SEE T.E. NUMBER 9.2.1.1C.
9. PITCH, ROLL INDICATION, ALTITUDE, AIRSPEED DATA DESIRED.
10. FLIGHT INSTRUMENTS CHECKED.
11. POTENTIALLY HAZARDOUS TERRAIN OBSTACLES BEYOND TFR RANGE. TASK REQUIRES CLOSE CREW COORDINATION TO EFFECT SAFE TF OPERATION.
12. AUTO CHECKED AND READINGS WITHIN ACCEPTABLE TOLERANCE.
13. ATF OPERATIONS IN PROGRESS.
14. FLIGHT PATH ANGLE AND FLIGHT PATH ANGLE RATE MONITORED AND WITHIN ACCEPTABLE TOLERANCE.
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<td>MONITOR ATF PITCH STEERING ON VSD</td>
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<td>INIT-CUE</td>
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<td>POSITION THROTTLES AS REQUIRED TO TRACK MACH .85</td>
<td>CONT</td>
<td>TIME</td>
<td>ACTION-VERB</td>
<td>C/D</td>
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<td>TRACK STEERING AZ COMMAND ON VSD WITH FLIGHT CONTROLS</td>
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<td>MONITOR HSI COMMAND HEADING MKR AGAINST NAV BEARING MONITOR</td>
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<td>MANUAL TF OPERATIONS IN PROGRESS.</td>
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<td>MONITOR TFR SCOPE OR VISUALLY THROUGH FLASHBLINDNESS WINDOW</td>
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<td>MONITOR RADAR ALTIMETER</td>
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<td>MONITOR TFR FAIL INDICATORS</td>
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<td>COMMUNICATE WITH OSO-OSO ON THREAT SITUATION</td>
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<td>THIS FUNCTION INVOLVES MANUAL LATERAL STEERING OF THE A-V</td>
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<td>MONITOR VSD AND VIEW FROM THERMAL FLASHLINNESS WINDOW</td>
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<td>MONITOR AIRSPEED-MACH INDICATOR</td>
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<td>MONITOR TFR SCOPE FOR TERRAIN OBSTACLES</td>
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<td>MONITOR TFR SCOPE FOR TERRAIN OBSTACLES</td>
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<td>1 FLIGHT PATH DEVIATION IN PROGRESS.</td>
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<td>MONITOR HSI FOR COURSE DEVIATION</td>
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<td>2 TFR SCOPE PRESENTATION WITHIN ACCEPTABLE A-V PERFORMANCE CURVES.</td>
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<td>11.3.2.011.00</td>
<td>TRACK WITH FLT CONTROLS &amp; THROTTLES TO RETURN A-V TO TRACK</td>
<td>IND</td>
<td></td>
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<td>3 FLIGHT PATH DEVIATION IN PROGRESS. COURSE DEVIATION NOTED AND CHECKED ACCEPTABLE.</td>
<td>23 45</td>
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<td>11.4.1.001.00</td>
<td>DEPRESS 'ENGAGE' BUTTON ON AFCS PANEL</td>
<td>2</td>
<td></td>
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<td>1 RETURN TO ORIGINAL TRACK DESIRED AFTER THREAT IS AVOIDED. AIR VEHICLE ON ORIGINAL TRACK, DEVIATION FROM FLIGHT PATH COMPLETED. ACTUAL MANEUVER CAN BE REFERENCED FROM STEERING ON BOMB NAV SYSTEM.</td>
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<td>11.4.1.002.00</td>
<td>DEPRESS 'FLT DIR' LIGHTED PUSHBUTTON ON AFCS PANEL</td>
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<td>1 DECISION TO TERMINATE FLIGHT PATH DEVIATION OPERATIONS.</td>
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<td>DEPRESS 'TER FLW' LIGHTED PUSHBUTTON ON AFCS PANEL</td>
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<td>1 DECISION TO TERMINATE FLIGHT PATH DEVIATION OPERATIONS.</td>
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<td>11.4.1.004.00</td>
<td>DEPRESS 'AUTO THRDT' LIGHTED PUSHBUTTON ON AFCS PANEL</td>
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<td>1 DECISION TO TERMINATE FLIGHT PATH DEVIATION OPERATIONS.</td>
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<td>11.5.1.001.00</td>
<td>ADVISE PILOT EVS UPDATE REQUIRED</td>
<td>6</td>
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<td>1 PRESENT POSITION ERROR OBSERVED (SEE T.E. NUMBER 9.2.1.1C).</td>
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<tr>
<td>11.5.1.002.00</td>
<td>NOTE NEXT SEQ. NO. IS A CP (CHECK POINT)</td>
<td>2</td>
<td></td>
<td></td>
<td>1 SEQUENCE NUMBER CORRESPONDS WITH PREPLANNED DATA.</td>
<td>23</td>
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<td>11.5.1.003.00</td>
<td>REQUEST EVS CONTROL BE TRANSFERRED TO USO</td>
<td>5</td>
<td></td>
<td></td>
<td>1 MFD IS BLANK. EVS CONTROL REQUIRED BY OSO. THIS TASK ELEMENT ASSUMES THAT EVS IS ON, ADJUSTED, AND FUNCTIONING PROPERLY.</td>
<td>1</td>
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<td>11.5.1.004.00</td>
<td>SET EVS PDD CONTROL ROTARY SWITCH TO '5XO'</td>
<td>2</td>
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<td>1 THIS SWITCH SETTING RELINQUISHES EVS CONTROL TO OSO.</td>
<td>1</td>
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<td>11.5.1.005.00</td>
<td>NOTE FRONT STATION RELEASE OF EVS COMMAND CONTROL</td>
<td>2</td>
<td></td>
<td></td>
<td>1 COMD BACKLIGHTED PUSHBUTTON IS 'ON', THEN GOES 'OUT'.</td>
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<tr>
<td>Time</td>
<td>E-ID</td>
<td>Action Verb</td>
<td>CD</td>
<td>COMP-CUE</td>
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<td>INIT-CUE</td>
<td>Operator</td>
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<td>2</td>
<td>11.5.1.006.00</td>
<td>SET SENSOR TO BE DISPLAYED (FLIR) VIA VIDEO SELECT SWITCH</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>ELEVATION AND AZIMUTH SYMBOLS APPEAR ON MFD.</td>
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<td>2</td>
<td>11.5.1.007.00</td>
<td>SET SYMBOLS ON* VIA EVS PANEL FOR ELEVATION AND AZIMUTH</td>
<td>2</td>
<td>2</td>
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<td>NO SYMBOLS DISPLAYED ON MFD.</td>
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<td>4</td>
<td>11.5.1.008.00</td>
<td>ADJUST MFD BRIGHTNESS AS NECESSARY</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>BRIGHTNESS UNSATISFACTORY.</td>
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<td>11.5.1.009.00</td>
<td>ADJUST MFD CONTRAST AS NECESSARY</td>
<td>2</td>
<td>2</td>
<td>1</td>
<td>DESIRED BRIGHTNESS ATTAINED ON MFD.</td>
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<td>2</td>
<td>11.5.1.011.00</td>
<td>SELECT <em>UPDATE QUALITY</em> PUSHSWITCH ON NAV CDRR PANEL</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>CONTRAST UNSATISFACTORY.</td>
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<td>2</td>
<td>11.5.1.012.00</td>
<td>DEPRESS EVS UPDATE MODE SWITCH ON NAV CDRR PANEL</td>
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<td>1</td>
<td>2</td>
<td>DESIRED CONTRAST ATTAINED ON MFD.</td>
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<td>3</td>
<td>11.5.1.013.00</td>
<td>IDENTIFY CHECK POINT OF INTEREST ON MFD</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>UNWANTED QUAL INDEX LEGEND LIT.</td>
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<td>10</td>
<td>11.5.1.013.00</td>
<td>MOVE VIDEO IMAGE FOR FITUCIALS-CHECK POINT COINCIDENCE</td>
<td>1</td>
<td>1</td>
<td>2</td>
<td>DESIRED QUAL INDEX LEGEND ILLUMINATES.</td>
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<td>11.5.1.014.00</td>
<td>DEPRESS 'ENTER' ON NAV CDRR PANEL TO INITIATE UPDATE</td>
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<td>1</td>
<td>2</td>
<td>QUALITY* PUSHDOWN ON NAV CDRR PANEL TO 'OUT'</td>
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<td>11.5.1.015.00</td>
<td>DEPRESS 'ENTER' ON NAV CDRR PANEL TO INITIATE UPDATE</td>
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<td>QUALITY* PUSHDOWN ON NAV CDRR PANEL TO 'OUT'</td>
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<td>QUALITY* PUSHDOWN ON NAV CDRR PANEL TO 'OUT'</td>
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<td>ACTION-VERB</td>
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<td>MOVE VIDEO IMAGE FOR FIDUCIALS-CHECK POINT COINCIDENCE</td>
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<td>DEPRESS <em>ENTER</em> ON NAV CORR PANEL TO COMPLETE UPDATE</td>
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<td>NOTE UPDATE VALIDITY ON NAV CORR PANEL</td>
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<td>11.5.1.020.00</td>
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<td>ADVISE PILOT THAT EVS UPDATE HAS BEEN COMPLETED</td>
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<td>OBSERVE AUTO PILOT STEERING CORRECTION ON VSD</td>
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<td>11.5.2.001.00</td>
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<td>SET FLR SELECT ROTARY SWITCH TO <em>GND AUTO</em></td>
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<td>11.5.2.002.00</td>
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<td>SET PPC SWITCH ON RADAR SET CONTROL TO <em>IN</em></td>
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<td>OBSERVE NEXT SEQ NO IS A CP ON SEQ NO DIGITAL READOUT</td>
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<td>SET FLR RANGE SELECT ROTARY SWITCH TO DESIRED RANGE</td>
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<td>IDENTIFY CP OF INTEREST ON FLR CRT SCOPE</td>
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<td>C/P</td>
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<td>11.5.2.006.00</td>
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<td>OBSERVE</td>
<td>X-HAIR CURSOR POSITION RELATIVE TO CP</td>
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<td>11.5.2.007.00</td>
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<td>SET FLR SELECT ORBIT SWITCH TO 'GEO VEL'</td>
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<td>EXPANDED RADAR MAP DISPLAY OBSERVED.</td>
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<td>SAME AS T/E NUMBER 9.2.1.0C.</td>
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<td>11.5.2.008.00</td>
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<td>DEPRESS UPD' QUAL PUSHER BUTTON ON NAV CORR PANEL</td>
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<td>UNDESIRED UPDATE QUALITY INDEX ASSIGNED VIA MISSION TAPE.</td>
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<td>11.5.2.009.00</td>
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<td>SET NARROW SECTOR SCAN ON FLR WITH TRACKING HOLD PUSHER BUTTON</td>
<td>1</td>
<td>NEED FOR NARROW SECTOR SCAN FOV (FIELD OF VIEW) ON FLR</td>
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<td>DEPRESS <em>ENTER</em> ON NAV CORR PANEL TO INTEGRATE CP UPDATE</td>
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<td>POSITION ERROR BETWEEN CURSORS AND CP OBSERVED, INTENT TO CORRECT POSITION ERROR.</td>
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<td>11.5.2.011.00</td>
<td>2</td>
<td>ADVISE PILOT FLR UPDATE HAS BEEN ACCEPTED AND IS COMPLETE</td>
<td>1</td>
<td>POSITION UPDATE INITIATED BASED ON FLR X-HAIR POSITION, <em>IN UPD'T</em> ANNUNCIATOR ILLUMINATES GREEN TO CONFIRM UPDATE</td>
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<td></td>
<td>INITIATE AND KALMAN ACCEPTANCE (AT WHICH TIME THE LIGHT GOES OUT).</td>
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<td>11.5.2.012.00</td>
<td>3</td>
<td>OBSERVE AUTOPILOT STEERING CORRECTION ON VSD</td>
<td>1</td>
<td>COURSE DEVIATION SYMBOL DEFLECTED, THEN CENTERED ON VSD.</td>
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<td>SET TV OR IR EVS POD CONTROL TO 'EXD' IF NOT RETRACTED</td>
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1. THE VALUE IN THE DALT READOUT IS THE AMOUNT OF PROPOSED CHANGE TO THE SYSTEM ALTITUDE. DSO MUST COMPARE ALT READOUT WITH HIS PRIOR KNOWLEDGE OF ALTITUDE PLUS TIME BETWEEN LAST ALTITUDE CALIBRATION.
2. SAME AS T.E. NUMBER 9.2.2.9C.
3. SAME AS T.E. NUMBER 9.2.2.10C.
4. SAME AS T.E. NUMBER 9.2.2.11C.
5. 789
6. 2
7. 3456
8. 1
9. 'BDA REQ' INDICATOR STARTS FLASHING 'GREEN'.
10. SENSOR TO BE USED (FLIR/LLLTV) WILL BE DETERMINED BY DSO.
11. MAY BE PERFORMED BY COPILOT.
12. POD EXTENSION REQUIRES 15 SECONDS.
13. T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS.
14. MAY BE PERFORMED BY COPILOT.
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1. NEED FOR NARROW SECTOR SCAN FOV (FIELD OF VIEW) ON FLR.
2. DISPLAY.
3. SAME AS T.E. NUMBER 9.3.2.17C.
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<td>SET CL SW TO SELECT APPROPRIATE CLEARANCE PLANE FOR W.G.</td>
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<td>OBSERVE SELECTED STORES BAY DOORS STATUS INDICATORS</td>
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<td>BAY DOOR STATUS INDICATORS FLASH WHEN DOORS ARE IN TRANSIENT STATE.</td>
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<td>BAY DOOR STATUS INDICATORS ILLUMINATE STEADY 'GREEN' WHEN ONLY ONE OF THREE STORES BAY DOOR INDICATOR PAIRS WOULD BE ILLUMINATED WITH A SINGLE RELEASE.</td>
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1. COMPLETION OF LOW-LEVEL PENETRATION.
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<td>REVIEW PENETRATION AND APPROACH PROCEDURES</td>
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<td>NOTE THAT NEXT SEQ NO IS FOR DESTINATION OVERFLE (DOF)</td>
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<td>SELECT ALT CAL OPTION ON INKB</td>
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<td>CORRECT OPTIONS DISPLAYED ON CRT. CRT READOUT FORMAT CHANGES TO ALT CAL FORMAT.</td>
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<td>EXECUTE LOW ALTITUDE CALIBRATION PROCEDURES</td>
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<td>THE ELEMENTS PERFORMED FOR LOW ALT CALIBRATION ARE THE SAME AS Task 9.2.2.</td>
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<td>MAINTAIN X-HAIR ALIGNMENT ON DESIRED FLR AIM PT, AS REQUIRED</td>
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<td>X-HAIR COINCIDENCE WITH AIM POINT ADJUSTED, AS REQUIRED.</td>
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<td>INCREASED RESOLUTION AND DECREASED ERRDR AS RECOVERY SITE IS APPROACHED.</td>
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<td>COMPUTE AND CHECK LANDING DATA</td>
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<td>CHECK THAT ENGINE INLET ANTI-ICE SWITCH IS IN AUTO MODE</td>
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<td>SET NOSE WHEEL STEERING MODE CONTROL SWITCH TO 'TO-LOG' MODE</td>
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1. NEED TO EXPAND DISPLAY.
2. ACTUAL RADAR RANGE COMPATIBLE WITH SELECTED RADAR RANGE.
3. SECOND DETENT DISENGAGES ALL AFCS MODES.
4. INTENT TO INITIATE AILA.
5. INBOUND COURSE DETERMINED.
6. COURSE SET KNOB POSITIONED TO SET COURSE POINTER ON INBOUND COURSE.
7. INTENT TO INITIATE AILA.
8. CMD MDG MARKERS SET AS DESIRED.
9. LANDING DATA COMPUTED, CHECKED & CONFIRMED.
10. SWITCH AT NORM, GUARD IS OOWN.
11. WING SWEEP CONTROL HANDLE POSITIONED TO DESCENT VALUE.
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<td>SET EVS IR ROTARY SELECTION KNOBS TO 'VV'</td>
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<td>SET BOTH VSD MODE SELECT SW'S TO IR</td>
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<td>SET AICS HYD (4) TOGGLE SWITCHES ON AICS PANEL TO 'TO-LDG'</td>
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<td>MISSION TIME REQUIRES CHECK EVERY 30 MINUTES.</td>
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<td>PERFORM CREW STATION CHECKS</td>
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<td>CHECKS COMPLETED AND WITHIN ACCEPTABLE LIMITS, READINGS NOTED AND RECORDED.</td>
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<td>CHECK THAT RESTRAINT HARNESS ARE CONNECTED</td>
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<td>ESTABLISH UHF COMM WITH BEST STRIKE RECOVERY SITE (UMF #1)</td>
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<td>RESTRAINT HARNESS CONNECTED AND CHECKED.</td>
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<td>SET BADO-ALTIMETERS FOR LANDING AT RECOVERY SITE</td>
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<td>AIRCRAFT WITHIN UHF RANGE OF LANDING BASE.</td>
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<td>POSITION THROTTLES TO TBD POWER SETTING FOR DESCENT</td>
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<td>COMMUNICATIONS ESTABLISHED WITH RECOVERY SITE.</td>
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<td>MANIPULATE FLT CONTROLS AND TRIM TO OBTAIN DESCENT ATTITUDE</td>
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<td>INFORMATION EXCHANGED WILL INCLUDE BASE STATUS, WX, BADO SETTING.</td>
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<td>MONITOR ATTITUDE, ATSPED, AND HEADING AS REQUIRED</td>
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<td>BADO DATA RECEIVED ON UHF #1 FROM RECOVERY BASE.</td>
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<td>BADO-ALTIMETERS SET PER RECOVERY SITE COMMUNICATIONS.</td>
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<td>LEVEL OFF FOR LANDING APPROACH IMMINENT.</td>
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<td>E&amp;O</td>
<td>ACCEPLISH ALTITUDE CALLS AT 5000 FOOT ALTITUDE INTERVALS</td>
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<td>COPILOT WILL ANNOUNCE ALTITUDE CROSSINGS AT 5000 FOOT INTERVALS &amp; NOTIFY PILOT WHEN REACHING ALTITUDE 1000 FEET ABOVE INTENDED LEVEL OFF POINTS. ENTIRE CREW SHOULD CROSSCHECK WHEN CALLS ARE MADE.</td>
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1. LEVEL OFF ALTITUDE REACHED.
2. AIR VEHICLE ESTABLISHED IN LEVEL FLIGHT.
3. THROTTLES ADJUSTED TO ACQUIRE DESIRED AIRSPEED.
4. AIR VEHICLE ESTABLISHED IN LEVEL FLIGHT.

1. WHEN BELOW 5000 FEET AGL, SAME PROCEDURE AS USED IN LOW ALTITUDE PENETRATION, TASK 9.2.1.2 APPLIES.
2. CORRECT MAG VAR FOR AILA REQUIRED.
3. MAG VAR VERIFIED ON CRT READOUT.

1. INTENT TO LAND AT POST-STRIKE RECOVERY SITE. COPILOT WILL READ EACH ITEM FROM CHECKLIST.
2. WING SWEEP MUST BE LESS THAN 20 DEGREES TO ALLOW FLAP EXTENSION.
3. MAXIMUM LANDING GEAR EXTENSION AIRSPEED IS 250 KIAS.
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<td>15.1.1.0D5.00</td>
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<td>EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT</td>
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<td>AIRSPEED IS LESS THAN 250 KIAS. 2 FLAP-SLAT HANDLE STOPPED-LOCKED BEFORE POSITIONING FLAPS. 12 3 HANDLE MOVES THROUGH FLAPS POSITION. FLAP POSITION INDICATOR REFLECTS LANDING CONFIGURATION. 3 FLAP HANDLE LEVER IS SPRING-LOADED TO OFF.</td>
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<td>EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TOP</td>
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<td>VERIFY FLAPS AND SLATS POSITION INDICATORS</td>
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<td>FLAP-SLAT HANDLE POSITIONED TO DESIRED SETTING.</td>
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<td>VERIFY CORRECT AILA COURSE IS SELECTED</td>
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<td>LANDING LIGHTS ARE ON, WHETHER DAY OR NIGHT LANDING. 12 1 THROTTLES POSITIONED TO DESIRED POWER SETTING TO MAINTAIN DESIRED AIRSPEED-AOA. 1 1 OPTIMUM APPROACH AOA ACHIEVED. 2 1 AUTOMATIC AILA DESIRED. 2345 1 1 INTENT TO INITIATE AILA. 2 ANY FURTHER REQUIREMENT TO MOVE FLR X-HAIRS WILL BE VERBALLY COORDINATED WITH (P) PRIOR TO REPOSITIONING. PILOT MUST KNOW IF CHANGE IS INTENDED OR EQUIPMENT MALFUNCTION WILL BE ASSUMED. 2 1 1 INTENT TO INITIATE AILA. 2 COMMAND HEADING MARKERS PROPERLY SET. 1 1 T.E. SUBDIVIDED INTO 4 SUBTASK ELEMENTS.</td>
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<td>MONITOR FLIGHT INSTRUMENTS FOR AILA</td>
<td>CONT</td>
<td>IN GENERAL, ALL SYMBOLS, EXCEPT F1-1.1.10.3, F1-1.1.10.6 AND F1-1.1.10.22 WILL BE USED TO MONITOR AILA FLIGHT PARAMETERS.</td>
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<td>MONITOR AIR VEHICLE INITIATION OF DESCENT</td>
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<td>GLIDE SLOPE RAW DATA BOX CENTERED.</td>
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<td>15.1.2.009.00</td>
<td>REQUEST LANDING CLEARANCE FROM POST-STRIKE RECOVERY SITE</td>
<td>10</td>
<td>GLIDE SLOPE ANNUNCIATOR ILLUMINATES GREEN.</td>
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<td>15.2.1.001.00</td>
<td>NOTIFY PILOT THAT RUNWAY IS OR IS NOT VISIBLE</td>
<td>INO</td>
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<td>DESCENT ALTITUDE (MOA) ATTAINED AND MOH ANNUNCIATOR ILLUMINATED YELLOW.</td>
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<td>2</td>
<td>IF RUNWAY IS NOT VISIBLE, START MISSED APPROACH PROCEDE.</td>
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<td>WHICH IS COVERED IN CURRENT FB-111 TRAINING SYLLABUS.</td>
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<td>DEPRESS AFCS PITCH TRIG SW ON STICK TO 2ND DETENT</td>
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<td>MANIPULATE FLIGHT CONTROLS &amp; THROTTLES TO ESTABLISH FLARE</td>
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<td>CONT</td>
<td>RETARD THROTTLES TO 'IDLE' TO ACCOMPLISH TOUCHDOWN</td>
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<td>SET SPEED BRAKE CONTROL ON #4 THROTTLE TO 'OUT'</td>
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<td>MANEUVER CONTROL STICK AND RUDDERS TO LOWER NOSEWHEEL TO R-W</td>
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1. INTENT TO TERMINATE AUTOMATIC AILA.
2. ALL AFCS SWITCH LIGHTS ILLUMINATED WHITE (EXCEPT PILOTS)
3. 'TAKE CMD' LIGHT REMAINS GREEN.

1. T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS.
2. AUTOMATIC AILA TERMINATED, DESCENT THROUGH MDH.
3. FLARE ESTABLISHED PREPARATORY FOR TOUCHDOWN AS DESCENT RATE SLOWS TO NEAR ZERO.

1. AUTOMATIC AILA TERMINATED, DESCENT THROUGH MDH.
2. FLARE ESTABLISHED PREPARATORY FOR TOUCHDOWN AS DESCENT RATE SLOWS TO NEAR ZERO.

1. ANTICIPATE WHEELS CONTACT WITH RUNWAY.
2. AIR VEHICLE TOUCHES GROUND; LANDING ROLL INITIATED;
3. THROTTLES POSITIONED TO 'IDLE'.

1. SPEED REDUCED TO TBD KNOTS BELOW FINAL APPROACH SPEED.
2. POSITIVE DIRECTIONAL CONTROL FEEL AND COMPLETE LOSS OF LIFT NOSEWHEEL CONTACTS RUNWAY.

1. SPEED REDUCED TO TBD KNOTS BELOW FINAL APPROACH SPEED.
2. BRAKING EFFECT SENSED.

1. SPEED REDUCED TO TBD KNOTS BELOW FINAL APPROACH SPEED,
2. COMPLETE LOSS OF AERODYNAMIC DIRECTIONAL CONTROL,
3. 'READY-NWS' ANNUNCIATOR ADVISORY LIGHT ILLUMINATED 'BLUE'.
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<thead>
<tr>
<th>TIME</th>
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<td>POSITION SPEED BRAKES SWITCH TO 'IN'</td>
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<td>DEPRESS MIC SW DN THROTTLES TO CONTACT GROUND CNTRL FOR TAXI</td>
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<td>POSITION LANDING LIGHT SWITCH TO 'TAXI-OFF' AS NECESSARY</td>
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<td>POSITION FLAP HANDLE TO 'TD' SETTING</td>
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<td>POSITION FLR RADAR FUNCTION SWITCH TO 'STANDBY'</td>
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<td>SET RADAR ALTIMETER ROTARY MODE CONTROL TO 'OFF'</td>
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<td>POSITION DOPPLER RADAR POWER SWITCH TO 'OFF'</td>
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<td>MANIPULATE RUDDER PEDALS TO TURN ON TAXI STRIP</td>
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<td>IND</td>
<td>MODULATE THRDTILES AS REQUIRED TO TAXI</td>
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<td>6</td>
<td>INSERT EJECTION HANDLE SAFETY PINS</td>
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<td>MANIPULATE RUDDER PEDALS TO TURN INTO PARKING POSITION</td>
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<tr>
<th>*ACTION-VERB</th>
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<td>MAINTAIN DIRECTIONAL CONTROL USING CONTROL STICK &amp; RUD PEDS</td>
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<td>DEPRESS MIC SW DN THROTTLES TO CONTACT GROUND CNTRL FOR TAXI</td>
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<td>MANIPULATE RUDDER PEDALS TO TURN ON TAXI STRIP</td>
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<td>INSERT EJECTION HANDLE SAFETY PINS</td>
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<td>MANIPULATE RUDDER PEDALS TO TURN INTO PARKING POSITION</td>
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<tr>
<th>*ACTION-VERB</th>
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<tr>
<td>NOTE RUNWAY MISALIGNMENT</td>
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<td>ALIGNMENT CORRECTION AS REQUIRED</td>
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<td>SPEED BRAKE SWITCH POSITIONED TO 'RETRACT', SPIDLER</td>
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<td>POSITION INDICATORS ARE BLANKED</td>
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<td>READY TO TURN ON TAXI STRIP</td>
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<tr>
<td>AIR VEHICLE CLEAR OF RUNWAY, INTENT TO TRANSMIT FOR TAXI INSTRUCTIONS</td>
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<td>CONDITION OF EXTERNAL LIGHT</td>
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<td>FLAPS POSITIONED TO T.O. SETTING</td>
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<tr>
<td>COMPLETE TAXI INSTRUCTIONS</td>
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<td>INTENT TO CONTROL TAXI SPEED</td>
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<td>TAXI SPEED CONTROLLED</td>
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<td>FACILITIES AND PROCEDURES FOR PARKING ARE DEPENDENT ON CIRCUMSTANCES AT RECOVERY BASE</td>
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<td>PARKING AREA IDENTIFIED</td>
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<td>GROUND OBSERVER (GD) TAKES OVER BY GIVING DIRECTIONS</td>
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<td>TIME</td>
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<td>15.4.1.014.00</td>
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1. Wheel chocks in place.
2. Go provides hand signal or interphone communication.
3. Acknowledging chocks in place.

This task retracts exterior IR sensor pods.
<table>
<thead>
<tr>
<th>E#</th>
<th>E.ID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>G Д</th>
<th>COMP-CUE</th>
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<td>TOGGLE SWITCH TO 'OFF'</td>
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<td>SELECT SWITCH TO 'OFF'</td>
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<td>SET ROMB TIMER KNOB</td>
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<td>15.4.2.007.00</td>
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<td>CHECK CONV ARMING SW</td>
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<td>VERIFY CSD DECOUPLE</td>
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<td>SET BATT LEVER-LOCK</td>
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<td>Switch ON ELEC PANEL</td>
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<td>VERIFY LEFT ADS</td>
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<td>ROTARY CONTROL ON APU PANEL</td>
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<td>*INIT-CUE</td>
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</table>

1. GO SIGNALS AREA IS CLEAR.
2. SWITCH RETURNS TO 'RUN' POSITION AND L APU GREEN LIGHT COMES ON AFTER 8 TO 10 SECONDS.
3. APU START SEQUENCE IS AUTOMATIC. CSD AND GENERATORS WILL BE SWITCHED IN WHEN APU REACHES 95 PERCENT RPM.
4. MONITOR VOLTAGE AND FREQUENCY ON EACH GENERATOR INTERMITTENTLY DURING REFUELING OPERATION.
5. NORMAL EXHAUST TEMP RUNS BETWEEN 500 AND 600 DEGREES C DEPENDING ON OUTPUT LOADING.
6. ENGINE OIL QUANTITY INDICATORS READ NORMAL CONDITIONS AND RECORDED.
7. FUEL QUANTITY CHECKED AND RECORDED.
8. PERCENT MAC SELECTOR SWITCH POSITIONED TO TBD VALUE FOR TAKE-OFF.
9. CREW READY TO EGRESS AIR VEHICLE.
10. CREW ENTRY DOOR HANDLE SET TO 'OPEN' AND LATCHED.
11. ENTRY LADDER CONTROL SWITCH POSITIONED TO 'ON', ENTRY LADDER DEPLOYS.
<table>
<thead>
<tr>
<th>ID</th>
<th>Action-verb</th>
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<th><em>INIT-CUE</em></th>
<th><em>OPERATOR</em></th>
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<tbody>
<tr>
<td>16.1.1.001.00</td>
<td>SET TANK FILL VALVE SWS ON GROUND REFUEL PANEL TO 'AUTO'</td>
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<td>16.1.1.001.01</td>
<td>SET TANK FILL VALVE SWS FOR TK 1 TK 4 AND TK 2 TO 'AUTO'</td>
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<td>16.1.1.001.02</td>
<td>SET TANK FILL VALVE SWS FOR TK 3 KG AND ST BAY TO 'AUTO'</td>
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<td>16.1.1.002.00</td>
<td>SET MAIN TOGGLE SWITCH TO 'OPEN' POSITION</td>
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<td>16.1.1.003.00</td>
<td>SET FILL CONTROL ROTARY SELECTOR TO 'TOTAL' POSITION</td>
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<td>16.1.1.004.00</td>
<td>ROTATE MODE CONTROL TO 'FUEL QUANTITY' POSITION</td>
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<td>16.1.1.005.00</td>
<td>PUSH TO TEST CG FAIL LIGHT ON GROUND REFUEL PANEL</td>
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<td>16.1.1.006.00</td>
<td>PUSH TO TEST FILL VALVE FAIL LIGHT</td>
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<tr>
<td>16.1.2.001.00</td>
<td>VERIFY AND RECORD TOTAL FUEL QUANTITY ON A V</td>
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</tbody>
</table>

- **1.** T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS.
- **2.** POST-FLIGHT REFUELING OPERATIONS ARE INCLUDED AS PART OF
  THE CREW TASK ANALYSIS BECAUSE IT IS CONCEIVABLE THAT THE
  B-1 CREWMEMBERS WILL HAVE TO BE FAMILIAR WITH FUEL
  SERVICING TASKS AT THE POST-STRIKE RECOVERY SITE. SERVICING
  ATTENDANTS MAY NOT EXIST. FUEL TRUCK CREW IS EQUIPPED WITH
  HARDLINE COMMUNICATIONS AND PLUGGED INTO A-V INTERCOM
  SYSTEM AT RIGHT ENGINE NACELLE. P AND CP ARE CONNECTED WITH
  A-V INTERCOM SYSTEM. P AT FLT STAT & CP IN CREW ENTRYWAY.

- **2.** A-V AND FUEL TRUCKS OR BLADDER TANKS ARE IN POSITION AND
  HARDLINE COMMUNICATIONS ARE COMPLETED.

- **3.** REQUIRED TANK FILL VALVE SWITCHES ARE IN 'AUTO' POSITION.

- **4.** A-V POWERED UP USING L APU.
- **5.** GROUND REFUEL PANEL 'POWER ON', LIGHT ILLUMINATES 'WHITE'.
  THIS PROVIDES A TOTAL FUEL QUANTITY READOUT.

- **6.** LIGHT ILLUMINATES RED.
- **7.** THIS IS A LAMP TEST ONLY.
- **8.** LIGHT ILLUMINATES FLASHING 'RED'.
- **9.** THIS IS A LAMP TEST ONLY.

- **10.** TOTAL FUEL QUANTITY RECORDED IN LOG. 'TOT' APPEARS IN
  WINDOW OF TOP DIGITAL COUNTER; ALSO FUEL QUANTITY IS
  DISPLAYED IN TOP DIGITAL COUNTER.
<table>
<thead>
<tr>
<th>E-ID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
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<tr>
<td>16.1.2.002.00</td>
<td>10</td>
<td>SET FILL CONTROL TO MAIN AND RECORD FUEL IN L AND R</td>
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<td>16.1.2.003.00</td>
<td>10</td>
<td>SET FILL CONTROL TO FUS 1 &amp; 4 AND RECORD FUEL QUANTITIES</td>
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<td>SET FILL CONTROL TO WING AND RECORD FUEL QUANTITIES</td>
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<tr>
<td>16.1.3.001.00</td>
<td>5</td>
<td>ROTATE TK1 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL</td>
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<td>16.1.3.002.00</td>
<td>10</td>
<td>ROTATE TK4 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL</td>
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</table>

1. TOTAL FUEL QUANTITY HAS BEEN READ ANDRecorded.
2. FILL CONTROL ROTARY SELECTOR POSITIONED TO 'MAIN' FUEL
3. QUANTITY IN 'L' AND 'R' MAIN TANKS HAS BEEN RECORDED IN LOG
4. 'L' APPEARS IN WINDOW OF TOP DIGITAL COUNTER AND ALSO FUEL
5. QUANTITY, 'R' APPEARS IN WINDOW OF BOTTOM DIGITAL COUNTER,
6. AND ALSO FUEL QUANTITY.

Fill Control Rotary Selector Positioned to 'FUS 1 & 4',
1. Fuel Quantity in Fuselage Tanks 2 & 3 Have Been Recorded.
2. 'FUS 1 & 4' Appears in Window of Top Digital Counter, and Also Fuel
3. Quantity, '2' Appears in Window of Bottom Digital Counter,
4. and Also Fuel Quantity.

Fill Control Rotary Selector Positioned to 'WING', Fuel
1. Quantity in Wing Tanks Have Been Recorded.
2. 'L' Appears in Window at Top Digital Counter, and Also Fuel
3. Quantity, 'R' Appears in Window of Bottom Digital Counter,
4. and Also Fuel Quantity.

1. '1' Appears in Top Digital Counter and '4' Appears in
2. Bottom Digital Counter, and Also Tank Fuel Quantities.

1. Pointer on Vertical Scale Reads the Desired Quantity of
2. Fuel for Fuselage 'TK1'.

Pointers on Vertical Scales Are Controlled by the Thumb-
1. Wheel & Display Only the Fuel Quantity for Each Tank. The
2. Digital Counters Normally Display the Actual Amount of Fuel
3. In Each Tank, but When the Fill Control Set Test Pushbutton
4. Is Actuated, the Preselected Fuel Quantity on the Vertical

1. Pointer on Vertical Scale Reads the Desired Quantity of
2. Fuel for Fuselage 'TK4'.
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<th>Action-Verb</th>
<th>CCD</th>
<th>Comp-Cue</th>
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<th>Init-Cue</th>
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<tr>
<td>15</td>
<td>16.1.3.004.00</td>
<td>PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL GTYS SELECTION</td>
<td>23</td>
<td>1</td>
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<td></td>
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<tr>
<td>5</td>
<td>16.1.3.005.00</td>
<td>SET FILL CONTROL ROTARY SELECTOR TO 'FUS 2 &amp; 3' POSITION</td>
<td>2</td>
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<tr>
<td>10</td>
<td>16.1.3.006.00</td>
<td>ROTATE TK2 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL</td>
<td>23</td>
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<tr>
<td>12</td>
<td>16.1.3.007.00</td>
<td>ROTATE TK3 UP OR DOWN TO MOVE POINTER TO DESIRED AMT OF FUEL</td>
<td>1</td>
<td>3</td>
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<td>5</td>
<td>16.1.3.008.00</td>
<td>PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL GTYS SELECTION</td>
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<td>30</td>
<td>16.1.3.009.00</td>
<td>VERIFY BY ICS THAT EACH MAN IS READY TO BEGIN REFueling</td>
<td>1234</td>
<td>56789</td>
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</table>

1. SELECTED FUEL QTYS ARE CORRECTLY DISPLAYED ON DIGITAL CNTS.
2. REPEAT STEPS 16.1.3.6B & 16.1.3.7B IF NOT CORRECT. NOTE:
3. FUEL QUANTITY FOR TANKS 1 & 4, & 2 & 3 CAN ALSO BE SELECTED
4. WITHOUT REFERENCE TO THE VERTICAL SCALES. THIS IS
5. ACCOMPLISHED BY SIMULTANEOUSLY OPERATING A THUMBWHEEL WHILE
6. PUSHING THE FILL CONTROL SET TEST PB AND MONITORING THE
7. APPROPRIATE DIGITAL COUNTER. DURING THIS OPERATION, THE
8. POSITION OF THE FILL CONTROL MUST BE SET (FUS 1 & 4 OR FUS 2 & 3) CORRESPONDING TO THE TANK THUMBWHEEL BEING OPERATED.
9. FIRE EXTINGUISHERS AND BARRIERS ARE IN PLACE, IF AVAILABLE.
10. FUEL SERVICING HOSES ARE PROPERLY LAID AND SERVICING
11. NOZZLES ARE GROUNDED AND CONNECTED TO A/V SERVICING RCEPTS.
12. APU AND EC2 ARE OPERATING WITHIN PRESCRIBED LIMITS.
13. MINIMUM CREW FOR REFUELING CONSISTS OF 3 PERSONNEL. FOR
14. THIS PARTICULAR ANALYSIS THE PILOT IS THE SUPERVISOR, THE
15. COPILOT IS THE GROUND REFUEL PANEL OPERATOR AND THE FUEL
16. TANK TRUCK OPERATOR (GO) IS THE MONITOR AT THE REFueling
17. RECEPTACLE AND SERVICING INTERFACE.
<table>
<thead>
<tr>
<th>E#</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>E.ID</th>
<th>CGO</th>
<th>CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
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<tr>
<td>16.2.1.002.00</td>
<td>5</td>
<td>SET FILL CONTROL ROTARY SELECTOR TO 'TOTAL' POSITION</td>
<td>23</td>
<td>4</td>
<td>1</td>
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<td>16.2.1.003.00</td>
<td>IND</td>
<td>REQUEST FUEL TANK TRUCK OPERATOR TO START FUEL FLOW</td>
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<td>16.2.1.004.00</td>
<td>CONT</td>
<td>MONITOR FUEL QTY ON DIGITAL COUNTERS AT GROUND REFUEL PANEL</td>
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<tr>
<td>16.2.1.005.00</td>
<td>15</td>
<td>PUSH FILL CONTROL SET TEST PB TO VERIFY FUEL PUMPED ONBOARD</td>
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<tr>
<td>16.2.2.001.00</td>
<td>CONT</td>
<td>SET TANK FILL VALVES SVS EXCEPT MAIN TANKS TO CLOSE POSITION</td>
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<td>16.2.2.001.01</td>
<td>6</td>
<td>SET TANK FILL VALVE SVS FOR TK 1 TK 4 AND TK 2 TO 'AUTO'</td>
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<td>6</td>
<td>SET TANK FILL VALVE SVS FOR TK 3 MG AND ST BAY TO 'CLOSE'</td>
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<td>16.2.2.003.00</td>
<td>3</td>
<td>CHECK THAT MAIN LEVER LOCK SWITCH IS IN OPEN POSITION</td>
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<tr>
<td>16.2.2.003.00</td>
<td>5</td>
<td>SET MODE CONTROL ROTARY SELECTOR TO 'FUEL QUANTITY' POSITION</td>
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</table>

1. INTENT TO MONITOR FUEL FLOW INTO A/V TANKS.
2. FILL CONTROL SET AT 'TOTAL' POSITION. 'TOTAL' APPEARS IN WINDOW OF TOP DIGITAL COUNTER AND ALSO ONBOARD FUEL QTY.
3. THIS STEP MAY BE PERFORMED AFTER INITIATION OF FUEL FLOW.

1. FUEL TANK TRUCK/BLADDER OPERATOR ACKNOWLEDGES.
2. FUEL TANK TRUCK OPERATOR STARTS FUEL FLOW AT TRUCK AND OPENS VALVES AT SERVICING NOZZLES.

1. TOP DIGITAL COUNTER BEGINS INCREASING IN VALUE AS FUEL IS PUMPED INTO A/V.
2. FUEL FLOW AS REGISTERED ON THE DIGITAL COUNTERS STOPS AT THE PRESELECTED TOTAL FUEL QUANTITY.
3. THE GROUNDED FUEL PANEL OPERATOR CAN MONITOR (AS DESIRED) THE FILLING OF THE VARIOUS A/V TANKS BY ROTATING THE FILLING CONTROL ROTARY COUNTER FROM 'TOTAL' POSITION TO THE INDIVIDUAL TANK POSITIONS AND MONITOR FLOW (QUANTITY) ON THE APPROPRIATE DIGITAL COUNTERS.

1. FUEL FLOW HAS STOPPED.
2. PRE-SELECTED QUANTITY OF FUEL AGREES WITH TOT ON-BORD FUEL QUANTITY PREVIOUSLY REGISTERED ON THE DIGITAL COUNTERS.
3. AFTER VERIFYING THAT THE ON-BORD FUEL QUANTITY AGREES WITH THE DESIRED (PRE-SELECTED) FUEL QUANTITY, FUEL FLOW FROM THE FUEL TANKER TRUCK IS STOPPED BY THE FUEL TANKER TRUCK OPERATOR ON COMMAND (VIA INTERCOM) FROM THE GROUND REFUEL PANEL OPERATOR.

1. INITIAL TOT FUEL QUANTITY VERIFICATION HAS BEEN COMPLETED.
2. T.E. SUBDIVIDED INTO TWO SUBTASK ELEMENTS.
<table>
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<tr>
<th>E#</th>
<th>E.ID</th>
<th>TIME</th>
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<th><em>C&amp;D</em></th>
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<tr>
<td>16.3.1.001.00</td>
<td>SET FILL CONTROL SELECTOR TO MAIN AND RECORD FUEL IN L AND R</td>
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<td>SET FILL CONTROL TO FUS 1 &amp; 4 AND RECORD FUEL QUANTITIES</td>
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<td>SET MODE CONTROL ROTARY SELECTOR TO 'OFF' POSITION</td>
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<td>16.3.2.001.00</td>
<td>CHECK THAT SERVICING NOZZLES &amp; GROUNDING CABLES ARE STOWED</td>
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<td>16.3.2.002.00</td>
<td>CHECK THAT A-V SERVICING ADAPTER COVERS ARE REPLACED</td>
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<td>CHECK THAT GO INTERCOM CABLES ARE DISCONNECTED AND STOWED</td>
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<td>CHECK THAT FUEL TANKER TRUCK CLEAR OF AIR VEHICLE</td>
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<td>16.3.2.005.00</td>
<td>CHECK THAT AIR VEHICLE GROUNDING CABLES ARE DISCONNECTED</td>
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<td>CHECK STATUS OF A-V IF CONDITIONS AND TIME PERMIT</td>
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<td>CHECK FUEL QUANTITY ONBOARD AIR VEHICLE</td>
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<td>16.4.1.001.02</td>
<td>60</td>
<td>CHECK WINDSHIELD AND WINDOWS FOR CLEANSINESS</td>
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<td>60</td>
<td>CHECK HYDRAULIC QUANTITY AND PRESSURE INDICATORS</td>
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<td>120</td>
<td>VISUALLY INSPECT EXTERIOR OF FORWARD FUSELAGE</td>
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<td>120</td>
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<td>90</td>
<td>VISUALLY INSPECT GENERAL AREA OF FWD &amp; INTMD FUS &amp; WPN BAYS</td>
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<td>16.4.1.006.00</td>
<td>180</td>
<td>VISUALLY INSPECT LH &amp; RH WING CARRY THRU AREAS AND WINGS</td>
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1. FOLLOWING ITEMS HAVE BEEN CHECKED: WEAPONS BAYS DOORS AND HANDLES EXTERNAL SURFACE WING GLOVES.
2. VISUAL CHECK FOR DAMAGE, FLUID LEAKAGE AND FOREIGN MATERIAL.
3. CHECK DOORS, COVERS, AND PANELS FOR SECURITY.

123

567

1. FOLLOWING ITEMS HAVE BEEN CHECKED: WING CARRY THRU AREA, GENERAL EXTERIOR AREAS, SUPPLEMENTAL POSITION AND USE.
2. ENGINE EXHAUST DUCTS ARE CHECKED VISUALLY FOR FLUID LEAKAGE AND GENERAL CONDITION.
3. ENGINE EXHAUST DUCTS ARE CHECKED VISUALLY FOR FLUID LEAKAGE AND GENERAL CONDITION.
4. ENGINE EXHAUST DUCTS ARE CHECKED VISUALLY FOR FLUID LEAKAGE AND GENERAL CONDITION.
5. ENGINE EXHAUST DUCTS ARE CHECKED VISUALLY FOR FLUID LEAKAGE AND GENERAL CONDITION.
6. ENGINE EXHAUST DUCTS ARE CHECKED VISUALLY FOR FLUID LEAKAGE AND GENERAL CONDITION.
7. ENGINE EXHAUST DUCTS ARE CHECKED VISUALLY FOR FLUID LEAKAGE AND GENERAL CONDITION.

1. FOLLOWING ITEMS HAVE BEEN CHECKED: WEAPONS BAYS DOORS AND HANDLES EXTERNAL SURFACE WING GLOVES.
2. VISUAL CHECK FOR DAMAGE, FLUID LEAKAGE AND FOREIGN MATERIAL.
3. CHECK DOORS, COVERS, AND PANELS FOR SECURITY.

123

3456

1. NACELLE EXTERIOR SURFACES HAVE BEEN CHECKED AND FOUND ACCEPTABLE.
2. VISUAL CHECK FOR EXTERIOR DAMAGE, FLUID LEAKAGE, AND FOREIGN MATERIAL.
3. CHECK DOORS, COVERS & PANELS FOR DAMAGE AND SECURITY.
4. CHECK DOORS, COVERS & PANELS FOR DAMAGE AND SECURITY.
5. CHECK DOORS, COVERS & PANELS FOR DAMAGE AND SECURITY.
6. CHECK DOORS, COVERS & PANELS FOR DAMAGE AND SECURITY.

123

1. ENGINE AIR INLET DUCTS ARE CHECKED FOR FOREIGN MATERIALS AND GENERAL CONDITION.
2. ENGINE AIR INLET DUCTS ARE CHECKED FOR FOREIGN MATERIALS AND GENERAL CONDITION.
3. ENGINE AIR INLET DUCTS ARE CHECKED FOR FOREIGN MATERIALS AND GENERAL CONDITION.
4. ENGINE AIR INLET DUCTS ARE CHECKED FOR FOREIGN MATERIALS AND GENERAL CONDITION.
5. ENGINE AIR INLET DUCTS ARE CHECKED FOR FOREIGN MATERIALS AND GENERAL CONDITION.
6. ENGINE AIR INLET DUCTS ARE CHECKED FOR FOREIGN MATERIALS AND GENERAL CONDITION.

123

345

1. FOLLOWING ITEMS HAVE BEEN CHECKED: STRUTS, LINKAGE, AXLE BEAM, POSITIONER, BRAKES AND TIRES.
2. VISUAL CHECK FOR EXTERIOR DAMAGE, STRUT, TIRE, AND AXLE BEAM INFLATION; ALSO CHECK FOR FLUID LEAKAGE, FOREIGN MATERIAL AND SECURITY OF EQUIPMENT.
3. VISUAL CHECK FOR EXTERIOR DAMAGE, STRUT, TIRE, AND AXLE BEAM INFLATION; ALSO CHECK FOR FLUID LEAKAGE, FOREIGN MATERIAL AND SECURITY OF EQUIPMENT.
4. VISUAL CHECK FOR EXTERIOR DAMAGE, STRUT, TIRE, AND AXLE BEAM INFLATION; ALSO CHECK FOR FLUID LEAKAGE, FOREIGN MATERIAL AND SECURITY OF EQUIPMENT.
5. VISUAL CHECK FOR EXTERIOR DAMAGE, STRUT, TIRE, AND AXLE BEAM INFLATION; ALSO CHECK FOR FLUID LEAKAGE, FOREIGN MATERIAL AND SECURITY OF EQUIPMENT.
6. VISUAL CHECK FOR EXTERIOR DAMAGE, STRUT, TIRE, AND AXLE BEAM INFLATION; ALSO CHECK FOR FLUID LEAKAGE, FOREIGN MATERIAL AND SECURITY OF EQUIPMENT.
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<td>16.4.1.011.00</td>
<td>120</td>
<td>VISUALLY INSPECT EXTERIOR OF AFT INTERMEDIATE FUSELAGE</td>
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1. FOLLOWING ITEMS HAVE BEEN CHECKED: AFT INTERMEDIATE FUSELAGE EXTERIOR, AFT FUSELAGE EXTERIOR, FUEL SYSTEM OVERBOARD VENT, AFT RADOME VERTICAL STABILIZER, UPPER AND LOWER RUDDERS.
2. VISUAL CHECK FOR EXTERIOR DAMAGE, FLUID LEAKAGE, AND FOREIGN MATERIAL; ALSO CHECK SECURITY OF DOORS, COVERS, AND FAIRINGS. THIS INSPECTION WILL HAVE TO BE CONDUCTED FROM THE GROUND.

20.1.1.001.00 | 3    | SET ENGINE START SWITCH TO 'OFF' | | | | | |

1. GROUND OBSERVER WILL NOTIFY PILOT OF INTERNAL ENGINE FIRE.
2. IF ASSOCIATED APU IS NOT RUNNING, PROCEED TO 16.1.1.2. IF APU IN ASSOCIATED NACELLE IS RUNNING, CONTINUE WITH DRY MOTORING PROCEDURE, 16.1.1.5.

20.1.1.002.00 | 3    | SET ADS COUPLE SWITCH TO 'DISEN' | | | | | |

1. GREEN RUN LIGHT SHOULD BE VERIFIED ON AFTER APPROXIMATELY 10 SECONDS.

20.1.1.003.00 | 3    | SET APU MODE SW FOR REQD APU TO START AND RELEASE TO RUN | | | | | |

20.1.1.004.00 | 2    | CHECK APPROPRIATE APU ECS SUPPLY SWITCH TO 'ECS SPLY' | | | | | |

20.1.1.005.00 | 2    | DEPRESS ENGINE FIRE SWITCHLIGHT FOR Affected ENGINE | | | | | |

20.1.1.006.00 | 3    | SET ENGINE IGNITION SWITCH TO 'OFF' | | | | | |

20.1.1.007.00 | 3    | HOLD ALTERNATE THROTTLE SW FOR Affected ENG IN DECR POSITION | | | | | |

20.1.1.008.00 | 1    | SET ENG START SW TO START MOMENTARILY AND RELEASE TO RUN | | | | | |

20.1.1.009.00 | 1    | RELEASE ALTERNATE THROTTLE SWITCH ON Affected ENGINE | | | | | |

20.1.1.010.00 | 3    | SET ENGINE START SWITCH TO 'OFF' | | | | | |

20.1.1.011.00 | 3    | ABANDON THE AIR VEHICLE | | | | | |

1. IF AC POWER IS NOT AVAILABLE BY ANOTHER ENGINE RUNNING, BY AN APU RUNNING AND COUPLED TO ADS 1, 2, OR 3 OR BY EXTERNAL POWER, IT WILL BE NECESSARY TO COUPLE THE APU TO BE USED TO DRY MOTOR THE ENGINE TO ONE OF THE ADS TO OBTAIN AC POWER FOR ENGINE CONTROL PRIOR TO DRY MOTORING.

12

1. MOTOR ENGINE FOR A MINIMUM OF 30 SECONDS. WHEN FIRE IS OUT (VERIFIED BY GROUND CREW), PROCEED WITH 20.1.1.10.

1. IF FIRE PERSISTS OR APU IS NOT AVAILABLE.
<table>
<thead>
<tr>
<th>TIME</th>
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<th>C.CD</th>
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<td>SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE</td>
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<td>SET ENGINE START SWITCH TO OFF FOR AFFECTED ENGINE</td>
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</table>

1. WAIT APPROXIMATELY 30 SECONDS FOR ENGINE FIRE SWITCHLIGHT TO GO OUT BEFORE DISCHARGING RESERVE AGENT SUPPLY UNLESS THERE ARE OTHER INDICATIONS FIRE STILL EXISTS.

2. IF ENG FIRE SWITCHLIGHT REMAINS ILLUMINATED AFTER 30 SECS.

3. IF FIRE PERSISTS.

4. WAIT APPROXIMATELY 30 SECONDS FOR APU FIRE SWITCHLIGHT TO GO OUT BEFORE DISCHARGING RESERVE AGENT SUPPLY UNLESS THERE ARE OTHER INDICATIONS FIRE STILL EXISTS.

5. IF APU FIRE SWITCHLIGHT DOES NOT GO OUT IN 30 SECS.

6. IF FIRE PERSISTS.

7. IF FIRE PERSISTS.
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<th>TIME</th>
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<td>1 SELECTION OF THE NON-ILLUMINATED LOOP A OR LOOP B SWITCH</td>
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<td>2 POSITION EXTINGUISHES THE LOOP LIGHT, ISOLATES THE FAULTY</td>
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<td>3 FIRE DETECTION SYSTEM LOOP AND ENABLES THE REMAINING LOOP</td>
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<td>4 TO DETECT A FIRE, NORMALLY BOTH THE A AND B LOOPS MUST</td>
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<td>5 DETECT A FIRE BEFORE THE CORRESPONDING FIRE WARNING LIGHTS</td>
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<td>POSITION AFFECTED DETR SW TO THE NON-ILLUM APU LOOP LIGHT</td>
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<td>6 AND THE AURAL WARNING TONES WILL BE ENERGIZED.</td>
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<td>RETARD THROTTLES TO IDLE</td>
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<td>1 NORMAL BRAKING ACTION CAN OCCUR AT ANY TIME DURING TAXI.</td>
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<td>20.1.5.002.00</td>
<td>SET EMERGENCY BRAKE SWITCH TO <em>EMERG</em></td>
<td>3</td>
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<td>2 WITH EMERG BRAKE SWITCH IN <em>EMERG</em>POSITION THIS SHUTS OFF</td>
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<td>3 THE ANTI-SKID SYSTEM AND ILLUMINATES THE ANTI SKID CAUTION</td>
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<td>DEPRESS PARKING BRAKE SWITCHLIGHT AND TOE BRAKES</td>
<td>3</td>
<td>1</td>
<td>4 LIGHT, AND PROVIDES AN AUXILIARY HYDRAULIC POWER SUPPLY</td>
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<td>DEPRESS AND HOLD PARKING BRAKE SWITCHLIGHT</td>
<td>12</td>
<td>PARKING BRAKE CONTROL SWITCHLIGHT MUST BE HELD DEPRESSED WHILE THE TOE BRAKES ARE DEPRESSED.</td>
<td>2</td>
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<td>TO THE EXTENT PRACTICAL, THE T.E.S IN 20.1.6 WILL BE ACCOMPLISHED PRIOR TO EXITING THE AIRCRAFT.</td>
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<td>ALERT CREW USING ICS CALL BUTTON SET BATTERY SWITCH TO OFF</td>
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<td>EXIT AIR VEHICLE RETARD THROTTLES TO IDLE</td>
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<td>20.2.1.002.00</td>
<td>EXTEND SPEED BRAKES APPLY WHEEL BRAKES NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED</td>
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<td>DEPRESS ENG FIRE SWITCHLIGHT ON AFFECTED ENGINE SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE NOTIFY TOWER AND REQUEST ASSISTANCE IF NEEDED</td>
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123
1. HOT BRAKES WILL USUALLY OCCUR AFTER ANY MAXIMUM BRAKING EFFORT. IF BRAKE FIRE SHOULD OCCUR ABANDON AIR VEHICLE. (SEE T.E. NUMBER 20.1.6).
<table>
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</table>

1. LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.

2. PITCH ATTITUDE MAINTAINED SO THAT 8.5 DEGREES ANGLE-OF-ATTACK IS NOT EXCEEDED AS THE FLAPS ARE RETRACTED.

3. SLATS SHOULD NOT BE RETRACTED UNTIL THE RUDDER REQUIRED TO MAINTAIN DIRECTIONAL CONTROL IS LESS THAN 10 DEGREES. MAX RUDDER AUTHORITY WILL BE REDUCED TO 10 DEGREES AFTER SLAT RETRACTION. IF MORE THAN 10 DEGREES OF RUDDER IS BEING HELD AS THE SLATS RETRACT, RUDDER LIMITING WILL NOT OCCUR UNTIL THE RUDDER DEFLECTION IS REDUCED TO LESS THAN 10 DEGREES.

4. IF THE FAILURE CAN DEFINITELY BE DETERMINED TO BE NON-MECHANICAL IN ORIGIN (SUCH AS FLAMEOUT) DUE TO FUEL STARVATION, INLET TURBULENCE, ICING, WATER INGESTION, ETC. AND THE ENGINES APPEARS OTHERWISE NORMAL AN AIR START SHOULD BE ATTEMPTED.

5. STEPS 1, 4 AND 5 ARE ACCOMPLISHED BY THE PILOT AS RAPIDLY AS POSSIBLE, AND SIMULTANEOUSLY HE COMMANDS THE COPILOT TO PERFORM BOLD FACE ITEMS 2 AND 3 AS RAPIDLY AS POSSIBLE. THEREFORE, THE FIVE BOLD FACE ITEMS WILL BE ACCOMPLISHED ALMOST SIMULTANEOUSLY.
<table>
<thead>
<tr>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>E-ID</th>
<th>*INIT-CUE</th>
<th>OPERATOR</th>
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<td>DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON</td>
<td>20.2.4.007.00</td>
<td>NOTIFY TOWER OF EMERGENCY</td>
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<td>3</td>
<td>SET AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE</td>
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<td>Abandon the Air Vehicle</td>
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<td>Shutdown the Air Vehicle</td>
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<td>SET AGENT DISCH SWITCH TO MAIN FOR AFFECTED ENGINE</td>
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<td>SET ENGINE START-RUN SWITCH TO OFF FOR AFFECTED ENGINE</td>
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<td>MAINTAIN RECOMMENDED BEST ENGINE-OUT CLIMB SPEED</td>
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<td>SET SAME AGENT DISCH SWITCH TO RES FOR AFFECTED ENGINE</td>
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</table>

1 IF THE ILLUMINATED ENG FIRE SWITCHLIGHT DOES NOT GO OUT 30 SECONDS AFTER MAIN AGENT DISCHARGE.
2 IF FIRE PERSISTS AND IS CONFIRMED 30 SECONDS AFTER RESERV
3 SEE T.E. NUMBER 20.1.6 ABANDON AIR VEHICLE ON THE GROUND.

1 IF FIRE IS EXTINGUISHED.

1 BEST ENGINE-OUT CLIMB SPEED IS MAINTAINED UNTIL ALL OBSTACLES ARE CLEARED.

1 PITCH ATTITUDE MAINTAINED SO THAT 8.5 DEGS ANGLE-OF-ATTACK IS NOT EXCEEDED AS THE FLAPS ARE RETRACTED.

1 SLATS SHOULD NOT BE RETRACTED UNTIL THE RUDDER REQUIRED TO MAINTAIN DIRECTIONAL CONTROL IS LESS THAN 10 DEGREES. MAX RUDDER AUTHORITY WILL BE REDUCED TO 10 DEGREES AFTER SLAT RETRACTION. IF MORE THAN 10 DEGREES OF RUDDER IS BEING HELD AS THE SLATS RETRACT, RUDDER LIMITING WILL NOT OCCUR UNTIL THE RUDDER DEFLECTION IS REDUCED TO LESS THAN 10 DEGREES.

1 IF ENG FIRE SWITCHLIGHT IS STILL ILLUMINATED AFTER 30 SECS.
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<td>SET ENG BLEED AIR SWITCH TO OFF FOR AFFECTED ENGINE</td>
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<td>20:2:5.011.00</td>
<td>DEPRESS PREPARE TO EJECT SWITCHLIGHT AND CALL ON ICS</td>
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<td>SET CREW RAM AIR SOURCE SWITCH TO RAM</td>
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20:3:1.003.00
OECSENO A-V TO AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE

20:3:1.004.00
DEPRESS MASTER CAUTION SWITCHLIGHT

1 T.E. DIVIDED INTO TWO SUBTASK ELEMENTS.
2 T.E. DIVIDED INTO TWO SUBTASK ELEMENTS.
3 IF FIRE IS CONFIRMED AND CONTINUES.
4 IF FIRE IS CONFIRMED AND CONTINUES.
5 CHECKLIST REFERS TO ‘BEFORE EJECTION’ CHECKLIST. SEE T.E.
6 NUMBER 20.3.6.
7 ‘BEFORE EJECTION’ CHECKLIST SHOULD BE ACCOMPLISHED IF TIME
8 AND/OR CONDITIONS PERMIT.
9 IF FIRE IS EXTINGUISHED.
10 CABIN OVER 10000 CAUTION LIGHT WILL BE FLASHING.

1234567
1 PLACING THE CREW RAM AIR SOURCE SWITCH TO RAM WILL NOT
2 RESULT IN SCOOP EXTENSION UNTIL THE AIR VEHICLE IS BELOW
3 450 KIAS AND 49 DEGREES TOTAL TEMPERATURE. HOWEVER,
4 ACCELERATION ABOVE THESE SAFE LIMITS WILL NOT RESULT IN
5 AUTOMATIC RETRACTION OF THE SCOOP. AVIONICS OVERHEATING AND
6 STRUCTURAL DAMAGE CAN THEN OCCUR AS A RESULT OF
7 ACCELERATION WITH SCOOP OPEN.

1 IMMEDIATELY DESCEND TO A COMFORTABLE ALTITUDE AND
2 DECELERATE UNTIL AIRCRAFT IS WITHIN THE AVIONICS RAM AIR
3 COOLING OPERATIONAL ENVELOPE.
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<tr>
<th>E-ID</th>
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1 CREW DISCOMFORT BECAUSE OF CABIN OVERHEAT.
1 IF CABIN REMAINS HOT.
1 IF CABIN OVERHEAT CONTINUES.
1 IMMEDIATELY DESCEND AND DECELERATE UNTIL AIRCRAFT IS WITHIN THE AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE.
1 IF CABIN OVERHEAT CONTINUES.
1 MONITOR FOR AVIONICS OVERHEATING.
1 CREW DISCOMFORT BECAUSE OF CABIN OVERHEAT.
1 AIR OUTLETS INCLUDE CREW SUPPLY, COLD AIR, FOOT WARMER, AND SIDE WINDOW OUTLETS.
1 IF CONDITION CONTINUES.
1 IF CONDITION CONTINUES.
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<th>E.I.D</th>
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<td>20.3.5.003.00</td>
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<td>CHECK SOURCE OF SMOKE FROM AIR OUTLETS OR FROM CONSOLE</td>
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1. IF EXCESSIVE CABIN COOLING CONTINUES, TO MINIMIZE EQUIPMENT DAMAGE, THE RAM SCOOPS MUST BE EXTENDED WITHIN 5 MINUTES OF TURNING THE STORES REFRIGERATION UNIT OFF.

2. IMMEDIATELY DESCEND AND DECELERATE UNTIL AIRCRAFT IS WITHIN THE AVIONICS RAM AIR COOLING OPERATIONAL ENVELOPE.

1. MONITOR FOR AVIONICS OVERHEATING.

1. ONE OF FIVE AVIONICS COMPT HOT CAUTION LIGHTS FLASHING.

1. IF IN SUPERSONIC FLIGHT TO DECREASE TOTAL TEMPERATURE.

1. AVIONICS COMPARTMENT AIR SOURCE MODE SWITCH SET TO RAM AS APPLICABLE FOR AVIONICS COMPARTMENT CAUTION LIGHT THAT IS ILLUMINATED.

4. IF THE OVERHEAT CONDITION CONTINUES.

1. ONE SYSTEM AT A TIME IS TURNED ON WHILE MONITORING FOR OVERHEAT INDICATIONS.

3. IF EXCESSIVE TEMPERATURE CONDITION IS CORRECTED.

1. SMOKE OR FUMES IN CREW COMPARTMENT.
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<thead>
<tr>
<th>E.ID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>C.ID</th>
<th>CMP-CUE</th>
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<td></td>
<td>SET ENG BLEED AIR SWITCH TO OFF</td>
<td>1</td>
<td>IF SMOKE IS FROM AIR OUTLETS, BY SELECTIVELY CLOSING EACH</td>
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<td>ENGINE BLEED AIR VALVE AND WAITING 30 SECONDS BEFORE</td>
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<td>RETURNING THE SWITCH ON WILL ALLOW TIME FOR A CHANGE IN</td>
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<td>DENSITY OF SMOKE OR FUMES TO BE DETECTABLE IN THE CRN</td>
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<td>MODULE, THIS IS AN ATTEMPT TO DETERMINE IF AN ENGINE(S) IS</td>
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<td>THE SOURCE OF SMOKE OR FUMES</td>
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<td>20.3.5.006.00</td>
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<td>CHECK ALL REMAINING ENG BLEED AIR SWITCHES ARE ON</td>
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<td>IF SOURCE OF SMOKE OR FUMES CAN BE ISOLATED TO AN ENGINE</td>
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<td>LEAVE ENG BLEED AIR SWITCH ASSOCIATED WITH SMOKE SOURCE OFF</td>
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<td>CAUTION: VERIFY ALL REMAINING ENG BLEED AIR SWITCHES ARE ON</td>
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<td></td>
<td>MONITOR AVIONICS COMPART OVERHEAT &amp; CREW COMPART FOR DEPRESS</td>
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<td>SET ST AIR SOURCE SWITCH TO OFF</td>
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<td>IF ALL ENG BLEED AIR SWITCHES ARE TURNED OFF, TOTAL SYSTEM</td>
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<td>PRESSURE WILL DECAY AND REFRIGERATION PACKAGES WILL BE</td>
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<td>INOPERATIVE, THE LACK OF REFRIGERATED AIR MAY LEAD TO</td>
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<td>EXCESSIVE HEATING OF THE CREW AND AVIONICS COMPARTMENTS</td>
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<td>THE LOSS OF BLEED-AIR DUCT PRESSURIZATION MAY RESULT IN</td>
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<td>DAMAGE TO THE DUCT, PARTICULARLY IN THE BACKBONE ROUTING</td>
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<td>TUNNEL, AS A CONSEQUENCE, THE DUCT WILL REQUIRE POSTFLIGHT</td>
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<td>INSPECTION, AT CABIN ALTITUDES ABOVE 42,000 FEET, THE</td>
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<td>FLIGHT CREW MAY EXPERIENCE HYPOXIA AND DECOMPRESSION</td>
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<td>SET CREW RAM AIR SOURCE MODE SWITCH TO RAM</td>
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<td>IF SMOKE OR FUMES CONTINUE</td>
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<td>TO MINIMIZE EQUIPMENT DAMAGE, THE RAM SCOOPS MUST BE</td>
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<td>SET ALL NON-ESSENTIAL ELECTRICAL EQUIPMENT TO OFF</td>
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<td>SMOKE OR FUMES UNTIL SOURCE IS DETERMINED</td>
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<td>CHECK OXYGEN MASK AND FITTINGS</td>
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<td>CHECK SEAT ARMRESTS IN NORMAL HORIZONTAL POSITION</td>
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<td>DEPRESS NORM THROTTLE</td>
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<td>SELECT INCR OR DECR WITH THE ALTER THRUST SW FOR AFFECTED ENG</td>
<td>TIME</td>
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<td>20.4.1.001.00</td>
<td>MAINTAIN AIR VEHICLE ATTITUDE &amp; AIRSPEED WITHIN SAFE LIMITS</td>
<td>TIME</td>
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<td>RETARD THROTTLE ON AFFECTED ENGINE TO IDLE</td>
<td>TIME</td>
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1. IF TIME PERMITS AFTER DECISION HAS BEEN MADE TO EJECT, COMPLETE THE SUBSEQUENT TASK ELEMENTS.
2. ATTEMPT TO TURN AIRCRAFT TOWARD AN AREA WHERE INJURY OR DAMAGE TO PROPERTY ON THE GROUND OR WATER IS LEAST LIKELY TO OCCUR.

1. HAVING THE ARMRESTS IN NORMAL HORIZONTAL POSITION WITH CREWMAN'S ARMS IN PLACE ON THEM AT THE TIME EJECTION IS INITIATED WILL GREATLY ASSIST IN ATTENUATING THE HIGH SPINAL "G" LOADS IMPOSED ON THE CREWMAN DURING THE EJECTION SEQUENCE.
2. INJURY COULD OCCUR IF THE CREW MEMBER IS NOT IN A FIRM UPRIGHT POSITION WITH HEAD AGAINST HEAD REST AND ARMS ON SEAT ARMRESTS WHEN EJECTION IS INITIATED.
3. THROTTLE SYSTEM FAILURE WILL BE EVIDENCED BY A LACK OF ENGINE RESPONSE TO THROTTLE MOVEMENT.
4. IF THROTTLE SYSTEM FAILS TO RESPOND, ENGINE OPERATION CAN BE CONTINUED AT THE EXISTING POWER LEVEL AT TIME FAILURE WAS DETECTED OR ENGINE MAY BE SHUT DOWN.
5. LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN CORE RPM, FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.
6. IF ENGINE SHUTDOWN IS REQUIRED.
<table>
<thead>
<tr>
<th>PAGE 08</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>#CD</th>
<th>COMP-CUE</th>
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<td>3</td>
<td>SET ENGINE START SWITCH ON AFFECTED ENGINE TO OFF</td>
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<td>ADJUST POWER LEVEL</td>
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<td></td>
<td>RETRIM AIR VEHICLE TO MAINTAIN DESIRED FLIGHT ATTITUDE AND A-S</td>
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<td>CONT</td>
<td>LAND AS SOON AS PRACTICAL MAINTAIN AIR VEHICLE ATTITUDE &amp; AIRSPEED WITHIN SAFE LIMITS</td>
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<td>DEPRESS ENGINE FIRE SWITCHLIGHT ON AFFECTED ENGINE</td>
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1. ANY ENGINE FIRE BUTTON WILL PERFORM THE SAME FUNCTION WHEN ACTUATED, WHETHER OR NOT THE INTEGRAL FIRE WARNING LIGHT IS ILLUMINATED. ANY SWITCH MAY, THEREFORE, BE USED FOR EMERGENCY SHUTDOWN OTHER THAN FOR FIRE, BUT THEIR USE MAY RESULT IN DAMAGE TO THE ENGINE FUEL PUMP DUE TO CAVITATION AND THEREBY PREVENT SUBSEQUENT ENGINE START.

2. LOSS OF POWER ON ENGINE ABSTRACTLY ASSUMED TO BE DROP IN CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE. 123456789

3. USE CAUTION TO PREVENT INADVERTENTLY DEPRESSING WRONG ENG FIRE BUTTON AND SHUTTING DOWN A GOOD ENGINE. WITH ONE ENG FIRE BUTTON IN THE ACTUATED POSITION, ACTUATING A SECOND ENG ON THE SAME SIDE OF THE PANEL CENTERLINE WILL AUTOMATICALLY RESET THE FIRST BUTTON. IF THE SECOND ENG IS ON THE OPPOSITE SIDE, THE FIRST BUTTON CAN ONLY BE RESET BY ACTUATING THE CORRESPONDING FIRE BUTTON RESET SLIDE BUTTON. HOWEVER, IN EITHER CASE, THE CORRESPONDING ENG START SW HAS TO BE CYCLED TO OFF AND THEN START POSITION.
<table>
<thead>
<tr>
<th>Time</th>
<th>Action-Verb</th>
<th>E.ID</th>
<th>Comp-Cue</th>
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<th>Operator</th>
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<td>MAINTAIN A-V ATT &amp; A-S WITHIN WINMILLING AIRSTART ENVELOPE</td>
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<td>SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START</td>
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<td>MONITOR ENG TEMP AND CORE RPM DURING START</td>
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<td>SET GENERATOR ON AFFECTED ENGINE TO ON</td>
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1. LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.
2. DURING UNASSISTED MULTI-ENGINE AIRSTARTS INVOLVING ENGINE #4, ATTEMPT TO START #4 ENGINE FIRST. WITHOUT THE DRAG OF A PRIMARY GENERATOR, IT HAS THE GREATEST CHANCE OF STARTING.
3. MAINTAINING STABILIZED FLIGHT AND MINIMIZING CONTROL MOVEMENTS REDUCES HYDRAULIC LOADS DURING AIRSTART ATTEMPTS.

1. THE REMOVAL OF A GENERATOR CAUSES THE SPECIFIC GEN LIGHT, THE ELEC AMBER LIGHT ON THE CENTER ANNUNCIATOR PANEL AND BOTH MASTER CAUTION AMBER LIGHTS TO ILLUMINATE.

1. USE ENG START-RUN SWITCH ONLY IF ENGINE WAS SHUTDOWN PRIOR TO AIRSTART ATTEMPT.

1. ENGINE ACCELERATION FROM IGNITION TO 50 PERCENT CORE RPM CAN TAKE AS LONG AS 3.5 MINUTES. ENGINE LIGHT-OFF IS CONFIRMED BY OBSERVING A RISE IN ENGINE TEMPERATURE.

1. ACCELERATION OF THE ENGINE DURING THE START SEQUENCE SHOULD BE SMOOTH.

1. IF ANY OF THE FOLLOWING OCCURS, TERMINATE START ATTEMPT:

2. LIGHT-OFF OCCURS, BUT ENGINE TEMPERATURE RAISES BEYOND THE MAXIMUM LIMIT (760 DEGS C): IF ENGINE HESITATES OR FAILS TO CONTINUE TOWARD IDLE (HUNG START); IF OIL PRESSURE INDICATION IS NOT NORMAL AT STABILIZED IDLE; IF REPEATED UNASSISTED WINMILLING AIRSTART ATTEMPTS (MAXIMUM OF 3) ARE UNSUCCESSFUL; USE PROCEDURES FOR "APU ASSISTED AIRSTART".

1. IF ENGINE START WAS UNSUCCESSFUL TERMINATE START ATTEMPT.
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<tr>
<th>PAGE110</th>
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<td>SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO OFF</td>
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<td>FOLLOWING TERMINATION OF AN AIRSTART ATTEMPT, A REATTEMPT AT AIRSTARTING MAY BE MADE.</td>
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<td>SET ENG START-RUN SWITCH ON AFFECTED ENGINE TO START</td>
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<td>ENGINE START-RUN SWITCH IS POSITIONED TO START, MOMENTARILY THEN TO RUN.</td>
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<td>REDUCE AIRSPEED BELOW 350 KIAS</td>
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<td>LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE. OPERATION OF APU AT AIRSPEEDS IN EXCESS OF 350 KIAS MAY RESULT IN APU EXHAUST ODOUR FAILURE.</td>
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<td>THE REMOVAL OF A GENERATOR CAUSES THE SPECIFIC GEN LIGHT, 2 THE ELEC AMBER LIGHT ON THE CENTER ANNUNCIATOR PANEL AND 3 BOTH MASTER CAUTION AMBER LIGHTS TO ILLUMINATE.</td>
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<td>CHECK WING SWEET HANDLE AT 45 DEGREES OR LESS</td>
<td>4</td>
<td>THE APPLICABLE APU MODE SWITCH IS SET TO START MOMENTARILY AND WHEN RELEASED IT WILL GO TO THE RUN POSITION.</td>
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<td>THE START SWITCH IS PLACED TO START MOMENTARILY.</td>
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<td>MONITOR ENG TEMP AND CORE RPM DURING START</td>
<td>CONT</td>
<td>ENGINE ACCELERATION SHOULD BE SMOOTH, AND CAN TAKE AS LONG AS 1 MINUTE FROM IGNITION TO 50 PERCENT CORE RPM. ENGINE LIGHT-OFF IS CONFIRMED BY OBSERVING A RISE IN ENGINE TEMPERATURE. ACCELERATION OF THE ENGINE DURING THE START SEQUENCE SHOULD BE SMOOTH.</td>
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1. IF ANY OF THE FOLLOWING OCCURS, TERMINATE START ATTEMPT:
   2. LIGHT-OFF OCCURS BUT ENGINE TEMPERATURE RAISES BEYOND THE
   3. MAXIMUM LIMIT (760 DEGREES C); IF ENGINE HESITATES OR FAILS TO
   4. CONTINUE TOWARD IDLE (HUNG START); IF OIL PRESSURE
   5. INDICATION IS NOT NORMAL AT STABILIZED IDLE.

   1. IF ENGINE START WAS UNSUCCESSFUL TERMINATE START ATTEMPT.
   2. FOLLOWING TERMINATION OF AN AIRSTART ATTEMPT, A RETEST
   3. AT AIRSTARTING MAY BE MADE.
   4. ENGINE START-RUN SWITCH IS POSITIONED TO START, MOMENTARILY
   5. THEN TO RUN.
   6. IF AN APU ASSISTED AIRSTART ATTEMPT IS UNSUCCESSFUL DUE TO
   7. AN APU AUTOMATIC OVERTEMPERATURE SHUTDOWN, REPEAT AIRSTART
   8. ATTEMPT AT A LOWER ALTITUDE.

1. LOSS OF POWER ON ENGINE ARBITRARILY ASSUMED TO BE DROP IN
2. CORE RPM. FAILURE INDICATION COULD BE SEEN AS VARIATION IN
3. OTHER ENGINE PARAMETERS OR BE HEARD AS ABNORMAL ENG NOISE.

1. THE STALLED ENGINE WILL SHOW LOSS OF POWER BY AN INCREASE
2. IN ENGINE TEMPERATURE.
3. THE CORE RPM FOR THE AFFECTED ENGINE WILL MOMENTARILY SURGE
4. UPWARD THEN FALL TO A LEVEL BELOW THAT AT WHICH IT STARTED
5. TO RISE.

1. SOME STALLS MAY BE SELF CLEARING, AS WOULD BE INDICATED BY
2. A RAPID RETURN TO IDLE CORE RPM AND NORMAL OPERATING ENG
3. TEMP.

1. IF STALL DOES NOT CLEAR WITHIN TBD SECONDS,
2. ATTEMPT AN AIR START SEE T.E. 20.4.4.
<table>
<thead>
<tr>
<th>EID</th>
<th>Time</th>
<th>Action-Verb</th>
<th>C&amp;D</th>
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<td>20.4.6.005.00</td>
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<td>DEPRESS MASTER AUDIO CUTOUT PUSHBUTTON</td>
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<td>20.4.6.006.00</td>
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<td>ALL CREW MEMBERS EJECT</td>
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</table>

1. IMMEDIATE ENG SHUTDOWN BY USE OF THE FIRE BUTTONS TO CUT OFF FUEL IS CONSIDERED THE SAFEST PROCEDURE AFTER A FIRE LIGHT IS ILLUMINATED. THE PRACTICE OF DEPRESSING ENGINE POWER AND WAITING TO DETERMINE IF THE FIRE LIGHT WILL GO OUT CAN RESULT IN CONSIDERABLY MORE FIRE DAMAGE WITH AN INCREASING POTENTIAL FOR EXPLOSIVE REIGNITION.
2. NO ATTEMPT SHOULD BE MADE TO RESTART AN ENG WHICH HAS BEEN SHUT DOWN DUE TO A FIRE WARNING UNLESS THE CAUSE HAS BEEN DETERMINED AND APPROPRIATE ACTION TAKEN.

1. MAIN AGENT DISCHARGE LIGHT COMES ON MOMENTARILY.
2. THE MAIN AND RESERVE FIRE EXTINGUISHING CONTAINERS MAY BE DISCHARGED IN ANY SEQUENCE; HOWEVER, THE MAIN SHOULD BE DISCHARGED FIRST TO PROVIDE BETTER KNOWLEDGE AS TO THE SYSTEM STATUS IN THE EVENT A SECOND DISCHARGE BECOMES NECESSARY.

1. WAIT APPROXIMATELY 30 SECONDS FOR FIRE LIGHT TO GO OUT BEFORE DISCHARGING RESERVE SUPPLY AFTER SUCCESSFUL DISCHARGE OF MAIN SUPPLY OF AGENT, UNLESS THERE ARE OTHER INDICATIONS THAT FIRE STILL EXISTS. THE FIRE DETECTION SYSTEM SENSORS ARE HEAT SENSITIVE AND TAKE TIME TO COOL AFTER THE FIRE IS EXTINGUISHED.

1. CHECKLIST REFERS TO 'BEFORE EJECTION' CHECKLIST. SEE T.E. NUMBER 20.3.6.
2. 'BEFORE EJECTION' CHECKLIST SHOULD BE ACCOMPLISHED IF TIME AND-OR CONDITIONS PERMIT.

1. INJURY COULD OCCUR IF THE CREW MEMBER IS NOT IN A UPRIGHT POSITION WITH HEAD AGAINST HEAD REST AND ARMS ON SEAT ARMRESTS WHEN EJECTION IS INITIATED.
<table>
<thead>
<tr>
<th>EID</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>ID</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
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1. IF FIRE IS EXTINGUISHED:
   1. IMMEDIATE APU SHUTDOWN BY USE OF THE FIRE BUTTON TO CUT OFF FUEL AND AGENT DISCHARGE IS CONSIDERED THE SAFEST PROCEDURE AFTER ILLUMINATION OF A FIRE LIGHT, THE PRACTICE OF SHUTTING DOWN AN APU VIA NORMAL PROCEDURES AND WAITING TO DETERMINE IF THE FIRE LIGHT WILL GO OUT CAN RESULT IN CONSIDERABLY MORE FIRE DAMAGE WITH AN INCREASING POTENTIAL FOR EXPLOSIVE REIGNITION.

2. MAIN AGENT DISCHARGE LIGHT COMES ON MOMENTARILY.
   1. THE MAIN AND RESERVE FUEL EXTINGUISHING CONTAINERS MAY BE DISCHARGED IN ANY SEQUENCE; HOWEVER, THE MAIN SHOULD BE DISCHARGED FIRST TO PROVIDE BETTER KNOWLEDGE AS TO THE SYSTEM STATUS IN THE EVENT A SECOND DISCHARGE BECOMES NECESSARY.

3. VERIFY APU RUN ADVISORY LIGHT IS OUT INDICATING APU SHUTDOWN.
   1. NO ATTEMPT SHOULD BE MADE TO RESTART AN APU WHICH HAS BEEN SHUT DOWN DUE TO A FIRE WARNING UNTIL THE CAUSE OF THE FIRE WARNING HAS BEEN DETERMINED AND APPROPRIATE ACTION TAKEN.
   2. NO ATTEMPT SHOULD BE MADE TO DRIVE, WITH THE APU, THE RELATED AFS OF AN ENG WHICH HAS BEEN SHUT DOWN DUE TO A FIRE WARNING, SINCE THE FIRE DETECTOR SYSTEM DOES NOT DISTINGUISH BETWEEN AN ENGINE OR ADS COMPARTMENT FIRE.

4. WAIT APPROXIMATELY 30 SECONDS FOR FIRE LIGHT TO GO OUT BEFORE DISCHARGING RESERVE SUPPLY AFTER SUCCESSFUL DISCHARGE OF MAIN SUPPLY OF AGENT, UNLESS THERE ARE OTHER INDICATIONS THAT FIRE STILL EXISTS. THE FIRE DETECTION SYSTEM SENSORS ARE HEAT SENSITIVE AND TAKE TIME TO COOL AFTER THE FIRE IS EXTINGUISHED.
<table>
<thead>
<tr>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>*CEO</th>
<th>*COMP-CUE</th>
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<th>*INIT-CUE</th>
<th>*OPERATOR</th>
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<td>CHECKLIST REFERS TO &quot;BEFORE EJECTION&quot; CHECKLIST. SEE T.E.</td>
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<td><em>BEFORE EJECTION</em> CHECKLIST SHOULD BE ACCOMPLISHED IF TIME AND-OR CONDITIONS PERMIT.</td>
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<td>ALL CREW MEMBERS EJECT</td>
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<td>THE OIL PRESS CAUTION LIGHT WILL REMAIN ON AS LONG AS OIL PRESSURE IS BELOW 10 PSI OR OIL QUANTITY IS AT OR BELOW 30 PERCENT LEVEL.</td>
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1. IF AFTER RETARDING THROTTLE TO IDLE THE VIB HIGH CAUTION LIGHT DOES NOT GO OUT, SHUT DOWN THE ENGINE.  
2. IF AFTER RETARDING THE THROTTLE TO IDLE THE VIB HIGH CAUTION LIGHT DOES NOT GO OUT, SHUT DOWN THE ENGINE.
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1. FOR ENGINE FUEL FLOWS ABOVE 1800 LBS PER HOUR, THE FUEL COOLING LOOP RETURN SWITCH SHOULD BE PLACED IN THE NORMAL POSITION.
2. IF CAUTION LIGHT REMAINS ILLUMINATED, OIL HOT CAUTION LIGHTS SHOULD BE MONITORED FOR INDICATIONS OF EXCESSIVE OIL TEMPERATURE.
3. FUEL COOLING LOOP CROSSOVER FAILURE.
4. IF AIRSPEED IS ABOVE 370 KIAS THE LIGHT INDICATES THE SCOOP HAS FAILED OPEN.
5. REDUCE AIRSPEED IMMEDIATELY BELOW 370 KIAS.
6. IF FUEL COOLING SCOOPS REMAIN OPEN AFTER TAKE OFF, ABORT THE MISSION AND RETURN TO BASE.
7. ALL THREE PRIMARY GENERATORS FAILED.
8. FUEL SYSTEM OPERATION DURING EMERGENCY GENERATOR OPERATION.
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<td>THE FUEL CENTER-OF-GRAVITY MANAGEMENT SYSTEM STILL PROVIDES AUTOMATIC FUEL SEQUENCING AND TRANSFER, BUT ONLY ONE TRANSFER PUMP WILL OPERATE AT A TIME.</td>
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<td>SELECTIVELY TRANSFER FUEL FROM DESIRED TANKS BY MANUALLY POSITIONING THE SELECTED TANK FUEL TRANSFER PUMP SWITCH ON, AND WHEN THE TRANSFER IS COMPLETE RETURNING THE SWITCH TO OFF.</td>
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<td>SELECTIVELY SET TRANSFER PUMP SWITCH TO ON AND RETURN TO OFF</td>
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<td>ONLY ONE FUEL TRANSFER PUMP CAN BE ON AT ANY GIVEN TIME. IF ATTEMPTS ARE MADE TO MOVE TWO OR MORE SWITCHES TO ON, ALL TRANSFER PUMPS WILL AUTOMATICALLY SHUT OFF, THIS WILL RESULT IN THE STOPPING OF FUEL TRANSFER RESULTING IN POSSIBLE HAZARDOUS CG CONDITIONS.</td>
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<td>20.6.3.004.00</td>
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<td>20.6.3.004.00</td>
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<td>SET EMERGENCY GENERATOR SWITCH TO AUTO</td>
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<td>LAND AS SOON AS POSSIBLE</td>
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</table>

1. **DOUBLE** GENERATOR FAILURE (ANY TWO GENERATORS).
   2. ANY TWO GENERATORS AND ANY ONE BUS (EXCEPT ESNTL).
   3. GEN NO.1 AND GEN NO.2 AND BT NO.1.

1. **ANY** TWO GENERATORS AND BT ND.1 AND BT ND.2.
   2. GEN ND.1 AND GEN ND.2 AND BT ND.2.
   3. GEN NO.2 AND GEN NO.3 AND BT NO.1.

1. **TRIPLE** GENERATOR MALFUNCTION (A-V OPERATING ON ESNTL BUS).
   2. ALL THREE PRIMARY GENERATORS AND BT ND.1 AND BT ND.2.

1. **THIS** WILL ASSURE ELECTRICAL POWER IS AVAILABLE FOR THE ESSENTIAL BUS LOADS IN THE EVENT COMPLETE AUTOMATIC TRANSFER DID NOT OCCUR.

1. IF THE GENERATOR CAUTION LIGHTS ARE NOT ON & THE ASSOCIATED CSD LIGHTS ARE NOT ILLUMINATED.
   2. AFTER SETTING SWITCH FOR EACH FAILED GENERATOR TO RESET-OFF PAUSE FOR A MINIMUM OF ONE SECOND THEN RETURN SWITCH TO ON.
   3. THIS COMPLETING THE GENERATOR RESET ATTEMPT.
   4. IF AFTER THREE ATTEMPTS THE GENERATOR WILL NOT RESET, SET THE FAILED GENERATOR SWITCH TO RESET-OFF.
   5. **WHEN** GENERATORS ARE RESET.

1. **TRIPLE** GENERATOR MALFUNCTION (A-V OPERATING ON ESNTL BUS).
   2. ALL THREE PRIMARY GENERATORS AND BT ND.1 AND BT ND.2.
   3. SINGLE BUS TIE FAILURE (BT ND.1 OR BT ND.2)
   4. FAILURE OF BOTH BUS TIES (BT ND.1 AND BT NO.2).
<table>
<thead>
<tr>
<th>E#</th>
<th>DEPRESS MASTER CAUTION SWITCHLIGHT</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>GCD</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TEB#</th>
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<tr>
<td>20.6.6.001.00</td>
<td>1 ANY ONE BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4).</td>
<td>1</td>
<td>ANY ONE BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4 OR</td>
<td>123456789</td>
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<td>20.6.6.002.00</td>
<td>2 ANY BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4 OR</td>
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<tr>
<td>20.6.6.003.00</td>
<td>3 ESNTL BUS) AND ANY BUS TIE (BT NO.1 OR BT NO.2).</td>
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<tr>
<td>20.6.6.004.00</td>
<td>4 BUS NO.1 AND BUS NO.2.</td>
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<td>20.6.6.005.00</td>
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<tr>
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<tr>
<td>20.6.6.008.00</td>
<td>8 BUS NO.2 AND BUS NO.4.</td>
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<tr>
<td>20.6.6.009.00</td>
<td>9 BUS NO.3 AND BUS NO.4.</td>
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<th>E#</th>
<th>SET VOLTAGE-FREQUENCY SELECTOR TO APPLICABLE BUS. LAND AS SOON AS PRACTICAL</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>GCD</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
<th>TEB#</th>
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<tr>
<td>20.6.6.001.00</td>
<td>1 ANY ONE BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4).</td>
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<td>ANY ONE BUS (BUS NO.1 OR BUS NO.2 OR BUS NO.3 OR BUS NO.4 OR</td>
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<td>20.6.6.003.00</td>
<td>3 ESNTL BUS) AND ANY BUS TIE (BT NO.1 OR BT NO.2).</td>
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<td>20.6.6.009.00</td>
<td>9 BUS NO.3 AND BUS NO.4.</td>
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<th>Land As Soon As Possible</th>
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<th>ACTION-VERB</th>
<th>GCD</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
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<td>20.6.6.001.00</td>
<td>1 COMPLETE LOSS OF ELECTRICAL POWER.</td>
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<tr>
<td>20.6.6.002.00</td>
<td>2 HYDRAULIC PRESSURE AND QUANTITY FAILURE.</td>
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<td>HYDRAULIC PRESSURE AND QUANTITY FAILURE.</td>
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<td>20.6.6.003.00</td>
<td>3 LOSS OF ONE HYDRAULIC SYSTEM.</td>
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<td>LOSS OF ONE HYDRAULIC SYSTEM.</td>
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<td>20.6.6.005.00</td>
<td>5 LOSS OF THREE HYDRAULIC SYSTEMS.</td>
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<td>20.6.6.006.00</td>
<td>6 LOSS OF ALL FOUR HYDRAULIC SYSTEMS.</td>
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<td>LOSS OF ALL FOUR HYDRAULIC SYSTEMS.</td>
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<td>20.6.6.007.00</td>
<td>7 IF LOSS OF THE FOUR HYDRAULIC SYSTEMS OCCURS DURING FLIGHT, THE FLIGHT CONTROL SYSTEM WILL BE INOPERATIVE AND CONTROLED FLIGHT CANNOT BE CONTINUED.</td>
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<tr>
<th>E#</th>
<th>ADVISE CREWMEMBERS OF DECISION TO EJECT COMPLETE 'BEFORE EJECTION' CHECKLIST.</th>
<th>TIME</th>
<th>ACTION-VERB</th>
<th>GCD</th>
<th>COMP-CUE</th>
<th>ID</th>
<th>INIT-CUE</th>
<th>OPERATOR</th>
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<td>1 CHECKLIST REFERS TO 'BEFORE EJECTION' CHECKLIST. SEE 1.E.</td>
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<td>20.6.6.003.00</td>
<td>3 'BEFORE EJECTION' CHECKLIST SHOULD BE ACCOMPLISHED IF TIME AND OR CONDITIONS PERMIT.</td>
<td>3</td>
<td>'BEFORE EJECTION' CHECKLIST SHOULD BE ACCOMPLISHED IF TIME AND OR CONDITIONS PERMIT.</td>
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<tr>
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<td>COMP-CUE</td>
<td>ID</td>
<td>INIT-CUE</td>
<td>OPERATOR</td>
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<tr>
<td>20.7.1.008.00</td>
<td>ALL CREWMEMBERS EJECT</td>
<td>3</td>
<td>1</td>
<td>INJURY COULD OCCUR IF THE CREWMEMBER IS NOT IN A FIRM UPRIGHT POSITION WITH HEAD AGAINST HEAD REST AND ARMS ON SEAT ARMRESTS WHEN EJECTION IS INITIATED.</td>
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<td>DEPRESS MASTER CAUTION SWITCHLIGHT</td>
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<td>1</td>
<td>LOSS OF HYDRAULIC SYSTEMS 2, 3 AND 4.</td>
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<td>20.7.2.002.00</td>
<td>PULL FLIGHT CONTROL STICK DISCONNECT HANDLE</td>
<td>3</td>
<td>1</td>
<td>WHEN HYDRAULIC SYSTEMS 2, 3, AND 4 HAVE FAILED, THE MASTER CYLINDERS ARE INOPERATIVE IN BOTH PITCH AND ROLL. SCAS IS STILL OPERATIVE.</td>
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<td>20.7.2.003.00</td>
<td>MAINTAIN CONTROL OF A/V WITH COPILOT'S STICK THROUGH SCAS</td>
<td>4</td>
<td>1</td>
<td>LOSS OF ANY THREE HYDRAULIC SYSTEMS SERIOUSLY AFFECTS THE CAPABILITY TO CONTROL THE AIR VEHICLE. CONTINUED FLIGHT CAN BE MAINTAINED ONLY WITH EXTREME CAUTION. A SAFE LANDING UNDER FAVORABLE CONDITIONS CAN BE ACHIEVED BUT MUST BE AT THE PILOT'S DISCRETION. ONLY NECESSARY MANEUVERS SHOULD BE EXERCISED, AND THEN WITH EXTREME CAUTION. WING SWEPT CHANGES CAN BE ACCOMPLISHED WITH PROPER CAUTION.</td>
<td>1</td>
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<td>20.8.1.001.00</td>
<td>DEPRESS MASTER CAUTION SWITCHLIGHT</td>
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<td>SMCS (STRUCTURAL MODE CONTROL SYSTEM) FAILURE.</td>
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<td>20.8.1.002.00</td>
<td>SET SMCS MODE SWITCH TO RESET MOMENTARILY AND RETURN TO ON</td>
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<td>1</td>
<td>IF SMCS DOES NOT RESET.</td>
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<td>20.8.1.003.00</td>
<td>SET SMCS MODE SWITCH TO OFF</td>
<td>4</td>
<td>1</td>
<td>THIS IS THE NORMAL METHOD FOR ATTEMPTING TO RESET THE NORMAL PITCH TRIM SYSTEM.</td>
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<td>20.8.2.001.00</td>
<td>MAINTAIN AIR VEHICLE ATTITUDE &amp; AIRSPEED WITHIN SAFE LIMITS</td>
<td>CONT</td>
<td>1</td>
<td>WHEN PITCH TRIM POWER SWITCH IS POSITIONED TO ALTER THE PITCH TRIM CAUTION LIGHT WILL GO OUT, AND WILL NOT ILLUMINATE AGAIN IN CASE OF A MALFUNCTION IN THE ALTERNATE POWER SYSTEM.</td>
<td>34</td>
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<td>DEPRESS MASTER CAUTION SWITCHLIGHT</td>
<td>2</td>
<td>1</td>
<td>IF IT BECOMES APPARENT THAT THE ALTERNATE POWER SYSTEM HAS FAILED BECAUSE OF NO RESPONSE FROM STICK PITCH TRIM SWMS.</td>
<td>3</td>
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<td>20.8.2.003.00</td>
<td>SET PITCH TRIM POWER SWITCH TO ALTERNATE</td>
<td>3</td>
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<td>STICK PITCH TRIM SWITCHES NO LONGER CONTROL PITCH TRIM INPUTS.</td>
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<td>20.8.2.004.00</td>
<td>SET PITCH TRIM POWER SWITCH TO STBY</td>
<td>4</td>
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</table>
20.8.2.006.00 SELECT UP OR DOWN ON PILOT'S STBY PITCH SWITCH

20.8.2.007.00 LAND AS SOON AS PRACTICAL
20.8.3.001.00 CHECK WING SWEEP HANDLES AND POSITION INDICATORS
20.8.3.002.00 SET ALTERNATE WING SWP KNOB TO FWD AND HOLD THEN RELEASE TO HOLD

20.8.3.003.00 LAND AS SOON AS PRACTICAL
20.8.4.001.00 CHECK WING SWEEP HANDLES AND POSITION INDICATORS
20.8.4.002.00 SET ALTERNATE WING SWP KNOB TO HOLD

20.8.4.003.00 LAND AS SOON AS PRACTICAL
20.8.5.001.00 SET ALTERNATE WING SWP KNOB CONT TO FWD AND HOLD FOR DURATION OF FLIGHT

20.8.5.002.00 LAND AS SOON AS POSSIBLE
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<th>TIME</th>
<th>ACTION-VERB</th>
<th>C/CID</th>
<th>COMP-CUE</th>
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<th>OPERATOR</th>
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<tr>
<td>3</td>
<td>SET FUEL DUMP SWITCH TO DUMP</td>
<td>34</td>
<td>12</td>
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<td>LOSS OF POWER ON ENGINES ARBITRARILY ASSUMED TO BE L-OP IN</td>
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<td>3</td>
<td>SET WING SWEEP HANDLES FORWARD OF 45 DEGREES</td>
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<td>2</td>
<td>CORE RPM.</td>
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<td>9</td>
<td>CHECK BOTH APUS ARE RUNNING</td>
<td>3</td>
<td>12</td>
<td>3</td>
<td>DUMP FUEL AS REQUIRED UNTIL GROSS WEIGHT IS LESS THAN THE</td>
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<td>3</td>
<td>SET SWITCHES FOR GENERATORS TO RESET-OFF AND ON</td>
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<td>4</td>
<td>MAXIMUM RECOMMENDED FOR A THREE-ENGINES-INOPERATIVE LG.</td>
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<td>3</td>
<td>CHECK CENTER-OF-GRAVITY IS WITHIN LANDING LIMITS</td>
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<td>12</td>
<td>1</td>
<td>AFTER SETTING SWITCH FOR EACH GENERATOR TO RESET-OFF PAUSE</td>
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<td>3</td>
<td>SET WING SWEEP HANDLES AT 20 DEGREES MAXIMUM</td>
<td>3</td>
<td>12</td>
<td>2</td>
<td>FOR A MINIMUM OF ONE SECOND THEN RETURN SWITCH TO ON, THUS</td>
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<td>3</td>
<td>EXTEND WING SLATS AND FLAPS FOR LANDING</td>
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<td>12</td>
<td>3</td>
<td>COMPLETING THE GENERATOR RESET PROCEDURE.</td>
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<td>3</td>
<td>SET LANDING GEAR CONTROL HANDLE TO DOWN</td>
<td>3</td>
<td>12</td>
<td>4</td>
<td>LOG GR HANDLE WARNING LIGHT ILLUMINATED AND/OR LOG GR</td>
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<td>3</td>
<td>FLY THE APPROACH AT NORMAL SPEED PLUS 25 KIAS</td>
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<td>12</td>
<td>5</td>
<td>DOWNLOCK INDICATION LIGHTS DO NOT ILLUMINATE INDICATING THE</td>
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<td>3</td>
<td>LAND AS SOON AS POSSIBLE</td>
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<td>1</td>
<td>RESPECTIVE LOG GR IS NOT DOWN AND LOCKED.</td>
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<td>CHECK AIRSPEED IS BELOW 250 KIAS</td>
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<td>2</td>
<td>IF AFTER 15 SECONDS FOLLOWING PLACEMENT OF LOG GR HANDLE TO</td>
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<td>3</td>
<td>CHECK HYDRAULIC SYSTEMS PRESSURE</td>
<td>3</td>
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<td>3</td>
<td>THE DOWN POSITION, THE LOG GR IS NOT DOWN AND LOCKED.</td>
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<td>3</td>
<td>OBTAIN VISUAL CONFIRMATION OF LOG GR BY CHASE PLANE OR TOWER</td>
<td>3</td>
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<td>3</td>
<td>CHECK AIRSPEED IS BELOW 190 KIAS</td>
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<td>12</td>
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<td>3</td>
<td>SET ALTERNATE LANDING GEAR CONTROL SWITCH TO THE DOWN POSN</td>
<td>3</td>
<td>12</td>
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<td>20.9.2.006.00</td>
<td>INCREASE AIRSPEED AS REQUIRED TO LOCK NOSEGEAR</td>
<td>1</td>
<td>WARNING: DO NOT EXCEED 340 KIAS.</td>
<td>345</td>
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<td>20.9.2.007.00</td>
<td>REDUCE AIRSPEED TO MINIMUM FOR CONTROLLING THE AIR VEHICLE</td>
<td>1</td>
<td>IF THE NOSE LANDING GEAR IS DOWN AND LOCKED BUT THE MAIN GEAR IS NOT FULLY DOWN AND LOCKED.</td>
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<tr>
<td>20.9.2.008.00</td>
<td>YAW A-V IN DIRECTION OF MAIN GEAR THAT IS NOT DOWN AND LOCKED</td>
<td>1</td>
<td>CAUTION: OBSERVE YAW LIMITS FOR AIRCRAFT CONFIGURATION AND GROSS WEIGHT.</td>
<td>234567</td>
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<td>20.9.2.009.00</td>
<td>LAND AS SOON AS PRACTICAL BELLY LAND AIR VEHICLE</td>
<td>1</td>
<td>BOTH NOSE AND MAIN GEAR ARE RETRACTED.</td>
<td>2</td>
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<tr>
<td>20.9.3.001.00</td>
<td>FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE</td>
<td>1</td>
<td>SEE T.E. 20.9.3.1 FOR BELLY LANDING PROCEDURES IF BOTH NOSE AND MAIN GEAR ARE RETRACTED.</td>
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<td>20.9.3.002.00</td>
<td>CHECK AIRSPEED IS BELOW 190 KIAS</td>
<td>1</td>
<td>SEE T.E. 20.9.3.2 IF THE NOSE GEAR IS DOWN AND LOCKED BUT THE MAIN GEAR IS RETRACTED.</td>
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<td>20.9.3.003.00</td>
<td>SET ALTERNATE LANDING GEAR CONTROL SWITCH TO THE DOWN POSN</td>
<td>1</td>
<td>EITHER MAIN GEAR IS RETRACTED WITH NOSE GEAR EXTENDED OR RETRACTED.</td>
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<td>20.9.3.004.00</td>
<td>REDUCE AIRSPEED TO MINIMUM FOR CONTROLLING THE AIR VEHICLE</td>
<td>1</td>
<td>FAULTY GEAR WILL NOT EXTEND EVEN AFTER THE ALTERNATE LG GEAR CONTROL HAS BEEN ACTUATED.</td>
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<tr>
<td>20.9.3.005.00</td>
<td>THE MINIMUM AIRSPEED FOR CONTROLLING THE AIR VEHICLE SHOULD BE CONSISTENT WITH THE EXISTING CONFIGURATION AND GROSS WEIGHT.</td>
<td>1</td>
<td>SEE T.E. 20.9.3.12 IF THE FAULTY GEAR EXTENDED WHEN THE ALTERNATE LANDING GEAR CONTROL WAS ACTUATED.</td>
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<td>ACTION-VERB</td>
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<td>20.9.3.006.00</td>
<td>20.9.3.006.00</td>
<td>YAW A-Y IN DIRECTION OF MAIN GEAR THAT IS NOT DN &amp; LOCKED</td>
<td>1</td>
<td>CAUTION: OBSERVE YAW LIMITS FOR AIR VEHICLE CONFIGURATION AND GROSS WEIGHT.</td>
<td>2</td>
<td>FAULTY GEAR WILL NOT EXTEND EVEN AFTER THE AIR VEHICLE HAS BEEN YAWED.</td>
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<td>20.9.3.007.00</td>
<td>20.9.3.007.00</td>
<td>SET LANDING GEAR CONTROL TO THE UP POSITION</td>
<td>1</td>
<td>IF LANDING GEAR WILL NOT RETRACT, SEE T.E. 20.9.3.9.</td>
<td>2</td>
<td>ALL LANDING GEAR IN RETRACTED POSITION.</td>
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<td>20.9.3.008.00</td>
<td>20.9.3.008.00</td>
<td>BELLY LAND AIR VEHICLE</td>
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<td>20.9.3.009.00</td>
<td>20.9.3.009.00</td>
<td>FLY TOUCH-AND-GO LANDING ON EXTENDED GEAR</td>
<td>1</td>
<td>FAULTY GEAR WILL NOT EXTEND EVEN AFTER TOUCH-AND-GO LANDING HAS BEEN PERFORMED.</td>
<td>2</td>
<td>SEE T.E. 20.9.3.12 IF THE FAULTY GEAR EXTENDED AFTER TOUCH-AND-GO LANDING WAS PERFORMED.</td>
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<tr>
<td>20.9.3.010.00</td>
<td>20.9.3.010.00</td>
<td>FLY A STRAIGHT-IN PATTERN AND TO KEEPING WINGTIP HIGH</td>
<td>1</td>
<td>USE OPPOSITE BRAKING AND NOSEWHEEL STEERING (IF POSSIBLE)</td>
<td>2</td>
<td>WHILE KEEPING WINGTIP ABOVE RUNWAY UNTIL WING 'FALLS OFF' NATURALLY.</td>
<td>3</td>
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<td>20.9.3.012.00</td>
<td>20.9.3.012.00</td>
<td>LAND AS SOON AS PRACTICAL CHECK NOSEWHEEL STEERING CAUTION LIGHT</td>
<td>1</td>
<td>BOTH MAIN GEAR ARE DOWN AND LOCKED BUT THE NOSE GEAR IS RETRACTED.</td>
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<td>20.9.4.001.00</td>
<td>20.9.4.001.00</td>
<td>MOVE NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD</td>
<td>1</td>
<td>NOSEWHEEL STEERING SYSTEM HAS FAILED.</td>
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<td>20.9.4.002.00</td>
<td>20.9.4.002.00</td>
<td>USE DIFFERENTIAL BRAKING AND STOP THE AIR VEHICLE</td>
<td>1</td>
<td>NOSEWHEEL STEERING ENGAGE SWITCH SHOULD BE HELD ENGAGED.</td>
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<td>20.9.4.003.00</td>
<td>20.9.4.003.00</td>
<td></td>
<td>1</td>
<td>IF NOSEWHEEL STEERING SYSTEM IS INOPERATIVE.</td>
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</tbody>
</table>
| 20.9.4.004.00 | DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO DISENGAGE AND HOLD | 12 | NOSEWHEEL STEERING ENGAGE-DISENGAGE SWITCH SHOULD BE HELD DIENGAGED.  
2 | DISENGAGED. |
| 20.9.4.006.00 | USE DIFFERENTIAL BRAKING AS REQUIRED | 12 | NOSEWHEEL STEERING ENGAGE-DISENGAGE SWITCH IS BEING HELD IN THE ENGAGED POSITION. |
| 20.9.4.007.00 | CHECK THAT READY-NWS LIGHT IS OUT DEPRESS COPILOT NWS ENGAGE SWITCH TO DISENGAGE AND HOLD | 12 | NOSEWHEEL STEERING ENGAGE-DISENGAGE SWITCH SHOULD BE HELD DIENGAGED.  
2 | DISENGAGED. |
| 20.9.4.008.00 | USE DIFFERENTIAL BRAKING AS REQUIRED AND STOP THE AIR-VEHICLE | 12 | NOSEWHEEL STEERING ENGAGE-DISENGAGE SWITCH IS BEING HELD IN THE DIENGAGED POSITION.  
2 | ENGAGED. |
| 20.9.4.009.00 | DEPRESS NOSEWHEEL STEERING SWITCH TO ENGAGE AND HOLD | 12 | NOSEWHEEL STEERING ENGAGE-DISENGAGE SWITCH IS BEING HELD IN THE ENGAGED POSITION.  
2 | ENGAGED. |
<p>| 20.9.5.001.00 | CHECK ANTISKID SWITCH IS ON | 123 | IF AFTER LANDING GEAR DOWN SELECTION THE ANTISKID CAUTION LIGHT IS ON. |
| 20.9.5.002.00 | CHECK EMERGENCY BRAKE SWITCH IS OFF LAND AIR VEHICLE AND BRAKE CAUTIOUSLY | 1 | AFTER TOUCHDOWN, USE VERY LIGHT BRAKING INITIALY, INCREASING TO MODERATE AS AIR VEHICLE SLOWS. ANTISKID PROTECTION MAY NOT BE AVAILABLE ON ONE OR MORE WHEELS. |
| 20.9.5.003.00 | SET Fuel Dump Switch TO DUMP | 1 | DUMP FUEL TO REDUCE AIR VEHICLE WEIGHT AND TOUCHDOWN SPEED. |
| 20.9.5.0003.00 | SET CG Mode SELECT SW TO MAXIMUM AFT ALLOWABLE POSITION | 1 | POSITION CG TO MAXIMUM AFT ALLOWABLE POSITION. |
| 20.9.5.004.00 | LAND A-V AND HOLD NOSE GEAR OFF RUNWAY AS LONG AS POSSIBLE | 1 | MAKE A NORMAL APPROACH AND TOUCHDOWN. |</p>
<table>
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<th>E#</th>
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<th>ACTION-VERB</th>
<th>WCID</th>
<th>#COMP-CUE</th>
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<th>INIT-CUE</th>
<th>OPERATOR</th>
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<td>20.9.6.004.00</td>
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<td>DEPRESS NOSEWHEEL STEERING ENGAGE SWITCH TO ENGAGE AND HOLD</td>
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<td>20.9.6.005.00</td>
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<td>USE NOSEWHEEL STEERING AND DIFFERENTIAL BRAKING</td>
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<tr>
<td>20.9.7.001.00</td>
<td>7.00</td>
<td>SET FUEL DUMP SWITCH TO DUMP</td>
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<td>12</td>
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<tr>
<td>20.9.7.002.00</td>
<td>7.00</td>
<td>USE NORMAL APPROACH &amp; LAND A-V BUT DO NOT DEPLOY SPO BRAKES</td>
<td>1</td>
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<td>20.9.8.001.00</td>
<td>7.00</td>
<td>SET FUEL DUMP SWITCH TO DUMP</td>
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<td>20.9.8.002.00</td>
<td>7.00</td>
<td>DEPRESS APU FIRE SWITCHES</td>
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<td>SET THE ENGINES IGNITION SWITCH TO OFF</td>
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<td>20.9.8.004.00</td>
<td>7.00</td>
<td>FLY A STRAIGHT-IN PATTERN AND TOUCHDOWN AT MINIMUM SINK RATE</td>
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1. AS NOSE GEAR TOUCHES DOWN, PLACE NOSEWHEEL STEERING ENGAGE SWITCH AT STEER ENGAGE, AND HOLD.
2. STEER ENGAGE-DISENGAGE SWITCH IS HELD IN THE ENGAGE POSN.
3. NOSEWHEEL STEERING AND DIFFERENTIAL BRAKING SHOULD BE USED TO MAINTAIN DIRECTIONAL CONTROL. BRAKING SHOULD BE MINIMUM CONSISTENT WITH THE REMAINING RUNWAY DISTANCE.
4. AFTER CLEARING THE ACTIVE RUNWAY, STOP THE AIR VEHICLE. DO NOT TAXI.
5. DUMP FUEL TO REDUCE AIR VEHICLE WEIGHT AND TOUCHDOWN SPEED.
6. DURING LANDING APPLY OPPOSITE STICK TO MINIMIZE WEIGHT ON GEAR WITH FAILED TIRE OR TIRES AS LONG AS POSSIBLE.
7. AFTER TOUCHDOWN LOWER NOSE GEAR TO RUNWAY AS SOON AS PRACTICAL. USE NOSEWHEEL STEERING TO KEEP AIR VEHICLE ON RUNWAY.
8. AFTER CLEARING THE ACTIVE RUNWAY, STOP THE AIR VEHICLE. DO NOT TAXI.
9. ALL THREE LANDING GEARS ARE RETRACTED.
10. BOTH APU FIRE BUTTONS SHOULD BE DEPRESSED PRIOR TO LANDING.
11. THESE BUTTONS CLOSE THE APU FIREWALL SHUTOFF VALVES.
12. KEEP TOUCHDOWN ANGLE TO A MINIMUM TO LESSEN PITCHDOWN AT NACELLE CONTACT.
<table>
<thead>
<tr>
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<td>20.9.8.005.00</td>
<td>DEPRESS ENGINE FIRE SWITCHLIGHTS AFTER TOUCHDOWN</td>
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<td>20.9.8.006.00</td>
<td>SET GENERATOR SWITCHES TO OFF</td>
<td>ALL FOUR ENGINE FIRE SWITCHLIGHTS SHOULD BE DEPRESSED AFTER TOUCHDOWN. THESE SWITCHES SHUT OFF THE ENGINE FIREWALL FUEL VALVES. DO NOT SIMULTANEOUSLY DEPRESS MORE THAN ONE FIRE BUTTON ON EITHER SIDE OF FIRE WARNING AND EXTINGUISHING TEST SWITCH. DUE TO INTERLOCKS, THE THREE FIRE BUTTONS ON EITHER SIDE OF THE TEST SWITCH MUST BE PUSHED ONE AT A TIME WITH A PAUSE BETWEEN EACH BUTTON ACTIVATION. IF THE PAUSE IS NOT OBSERVED, THE FUEL SHUTOFF VALVES MAY NOT FULLY CLOSE</td>
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<tr>
<td>20.9.8.007.00</td>
<td>SET BATTERY SWITCH TO OFF</td>
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<tr>
<td>20.9.8.008.00</td>
<td>PULL WINDOW AND ESCAPE HATCH SEVERANCE HANDLES AS REQUIRED</td>
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<tr>
<td>20.9.8.009.00</td>
<td>ABANDON THE AIR VEHICLE</td>
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<tr>
<td>20.9.9.001.00</td>
<td>ALERT CREW USING ICS CALL BUTTON</td>
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<td>20.9.9.002.00</td>
<td>SET FUEL DUMP SWITCH TO DUMP</td>
<td>1 PULL AS REQUIRED.</td>
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<tr>
<td>20.9.9.003.00</td>
<td>CHECK OXYGEN MASKS ON AND OXYGEN REGULATORS AT 100 PER CENT</td>
<td>1 IT IS NOT INTENDED THAT DITCHING BE PERFORMED; HOWEVER, IF A WATER LANDING IS UNAVOIDABLE THEN DITCHING PROCEDURES SHOULD BE FOLLOWED.</td>
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<tr>
<td>20.9.9.004.00</td>
<td>SET WING SWEEP HANDLES TO OPTIMUM ANGLE FOR PITCHING EXTEND SLATS BY POSITIONING HANDLE TO 1ST DETENT</td>
<td>1 DUMP FUEL TO REDUCE AIR VEHICLE WEIGHT AND TOUCHDOWN SPEED.</td>
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<tr>
<td>20.9.9.005.00</td>
<td>EXTEND FLAPS BY RELEASING LOCK LEVER UNDER HANDLE TOP</td>
<td>1 AIRSPEED IS LESS THAN 250 KIAS.</td>
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<td>20.9.9.006.00</td>
<td>CHECK LANDING GEAR HANDLE IS UP ESTABLISH AN ANGLE OF ATTACK FOR MINIMUM SINK RATE NOTIFY CREW 5 SECONDS BEFORE IMPACT OF IMPACT WARNING</td>
<td>1 FLAP-SLAT CONTROL HANDLE IS EXTENDED AS FOR NORMAL LANDING.</td>
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PILOT GIVES 'BRACE FOR IMPACT' WARNING 5 SECONDS BEFORE IMPACT.