F-14B Hollywood Script

This hollywood script is designed to describe the ACTIONs for each checklist item and provide the procedures required for basic Admin and TAC Admin Items, it does not cover every possible situation, and is not a substitute for good judgment. It is encouraged to commit all actions to memory so you can use the non-hollywood checklists on your kneeboard, it is encouraged to commit the entirety of the AFTER TAKEOFF, CLIMB, COMMIT, A/G ATTACK and BEFORE LANDING checklists to memory including the challenge and reply so you can run them without the checklist being up at all. At no time will you be required to memorize a verbatim checklist, but you will find that certain checklists are very difficult to run while flying the aircraft without memorizing them.

For all checklists the RC states the CHALLENGE and the FC states the REPLY unless specified otherwise.

For items with a reply of “AS REQURIED” you should state the actual switch setting, NOT “AS REQUIRED”

For items with a reply of “SET” you should state the value(s) that were set as much as practicable, not simply state “SET”

Items with (JESTER) are the extra items that only exist when using jester, outside of the aircraft startup, items with (RC) or (BOTH) may need to be performed through the jester menu

Prestart Checklist

The PreStart checklist is performed immediately after spawning in, steps 1-5 of the checklist should be performed silently, as ICS will not be on, it is encouraged to work ahead on this checklist as long as all items are done in order and the checklist is used to verify completion, item 18 is only completed when using jester

CHALLENGE	ACTION	REPLY
1. “Parking Brake”	(FC) Verify the parking brake is engaged (pulled out)	“ON”
2. “Chocks”	(FC) Verify the chocks are set on the aircraft using camera view or coms menu	“ON”
3. “Physical controls”	(BOTH) Verify the position of all your physical controls (flight stick, throttles, pedals, switches, buttons) and that they are synced with the cockpit positions, pay particular attention to any engine switches and throttles, as well as any jettison switches or ACM/master arm switches	“CHECK”(BOTH)
4. “External Power”	(FC) order ground crew to connect external power via coms menu, verify power to the aircraft	“CONNECTED”
5. “External Air”	(FC) order ground crew to connect external air via coms menu, verify air to the aircraft	“CONNECTED”
6. “ICS CHECK”	(BOTH) Either crewmember may initiate an ICS check by stating “ICS CHECK”, the other crew member shall reply “Loud and Clear, 1 through 5 checked, how me?”, indicating they have completed items 1 through 5 in this checklist and can hear the other crewmember, to which the initiating crew member will reply, “Have you the same, 1 through 5 checked”, once again indicating items 1 through 5 are complete	“Loud and Clear, 1 through 5 checked, How me?” “Have you the same, 1 through 5 checked”
7. “Loadout/	(FC) Order the plane ground crew to	“CHECK” (BOTH)

Sidenumber”	rearm/refuel the plane, set the livery and tail number (BOTH) verify the fuel and loadout correctly loaded, verify LGB codes set if applicable	
8. ”Interior Lights”	(BOTH) Set the interior lights as appropriate for the environmental conditions, it is acceptable to simply state SET for this reply	“SET” (BOTH)
9. “Exterior Lights”	(FC) set the exterior lights per SOP	“SET”
10. “Canopy”	(RC) Initiate Canopy Closure (BOTH) Verify canopy closes and locks and canopy light extinguishes	CLOSED (BOTH)
11. “Ejection Seat”	(BOTH) Arm the ejection seat with the switch on top of the seat	“ARMED” (BOTH)
12. “EJECT CMD Lever”	(RC) Set the EJECT CMD lever to the MCO position (aft)	“AFT” or “MCO” (RC)
13. “Oxygen”	(BOTH) Turn on Oxygen	“ON”(BOTH)
14. “Radios”	(FC) set the AN/ARC-159 to BOTH and PRESET or MANUAL as applicable, set the frequency or channel, verify the correct freq is displayed both in the cockpit and on SRS (RC) set the AN/ARC-182 to T/R&G and manual or preset as applicable, set the frequency or channel, verify the correct freq is displayed both in the cockpit and on SRS, set the XMTR select switch to the first radio you intend to use	“BOTH ____ Set in the front”(FC) “T/R&G, ___ Set in the back”(RC)
15. “TACAN”	(BOTH) set the TACAN to T/R, and the correct channel (if you wish to Set A/A or BCN, this is acceptable and modify the reply to match what you set Whoever has control of the TACAN command should append “Pilot/RIO has the tacan” to their reply	“T/R, ____ Set in the front”(FC) “T/R ____Set in the Back”(RC) “Pilot/RIO has the tacan”(crew with the tacan)
16. “Liquid Cooling”	(RC) set the Liquid cooling switch to the FWD AWG-9/AIM-54 position	“FWD”(RC)

17. “Inform Flight/CTAF”	Crewmember with control of radios (usually RIO) will make the appropriate call to either the flight lead on intraflight or to the appropriate CTAF/tower/deckboss with their side number and the phrase “in the Pit”, it is not required to verbalize this reply over ICS, however the non-transmitting crew member should listen and make sure they can hear the radio transmission and inform the transmitting crew member if there were any issues with the transmission	“____(sidenumber) In the Pit on ____(freq)”
18. “(JESTER)”	If using Jester, bring up the jester menu and select the startup menu item	“STARTUP”

After completing the prestart checklist, verify the area around the aircraft is clear and it is safe to start, double check the ordinance loaded correctly and the fuel on board

Startup Checklist

The Startup Checklist is performed after the prestart checklist once engine start is desired. This checklist has several items where the challenge and reply are both stated by the front cockpit, those items have the challenge listed with (FC). RIOs are encouraged to begin completing their alignment checklist after the completion of step 2. They should pause their checklist and return for items 8 and 9 Then resume the alignment checklist before returning again for items 15 and 16. Item 17 is only completed when using jester.

CHALLENGE	ACTION	REPLY
1. “Inform Crew”	(BOTH) Verify the aircraft is clear of obstructions and that the pre start checklist has been completed, It is acceptable to complete this step and open the startup checklist by having each position state “RIO, Ready to Start” and “Pilot, ready to start” and immediately proceed to step 2. If using Jester, wait for jester to announce “Ready to Start” before proceeding with this checklist	“READY TO START” (BOTH)
2. “Engine Crank Switch”	(FC) Set the engine crank switch to the RIGHT position	“R”
3. “Engine Instruments”(FC)	(FC) Monitor N1, ITT, FF, Oil Pressure, nozzle position, and hydraulic pressure for the duration of the engine start	“MONITOR”
4. “Right Throttle”(FC)	(FC) When N1 reaches 20%RPM, introduce fuel by moving the right throttle from the shutoff detent to the idle position	“IDLE”
5. “R GEN	(FC) verify the R GEN and R Fuel	“OUT”

LIGHT”(FC) 6. “R FUEL PRESSURE LIGHT”(FC) 7. “R Engine”(FC)	Pressure lights extinguish, and the engine stabilizes at 62-78% RPM it is preferred to state all steps challenge at the same and replies together, Ie: “RIGHT GEN AND FUEL PRESSURE LIGHTS OUT, RIGHT ENGINE STABLE 62%RPM”	“OUT” “STABLE ___%RPM”
8. “External Power”	(FC) have the crew chief disconnect external power with the coms menu	“DISCONNECTED”
9. “Engine Crank Switch”	(FC) Set the engine crank switch to the LEFT position	“L”
10. “Engine Instruments”(FC)	(FC) Monitor N1, ITT, FF, Oil Pressure, nozzle position, and hydraulic pressure for the duration of the engine start	“MONITOR”
11. “Left Throttle”(FC)	(FC) When N1 reaches 20%RPM, introduce fuel by moving the left throttle from the shutoff detent to the idle position	“IDLE”
12. “L GEN LIGHT”(FC) 13. “L FUEL PRESSURE LIGHT”(FC) 14. “L Engine”(FC)	(FC) verify the L GEN and L Fuel Pressure lights extinguish, and the engine stabilizes at 62-78% RPM it is preferred to state all steps challenge at the same and replies together, Ie: “LEFT GEN AND FUEL PRESSURE LIGHTS OUT, LEFT ENGINE STABLE 62%RPM”	“OUT” “OUT” “STABLE ___%RPM”
15. “External Air”	(FC) have the crew chief disconnect external air with the coms menu	“DISCONNECTED”
16. “Air Source”	(FC) Set air source to BOTH, verify airflow in cockpit	“BOTH”
17. (JESTER)	If using Jester, bring up the jester menu and select INS GO FINE	“INS GO FINE”

After completing the engine start checklist, the RIO should proceed to the Alignment start checklist if not already begun. The pilot should work ahead on the post start checklist. As soon as the RIO is complete with the Alignment Start Checklist, they should begin the post start checklist.

Alignment Start Checklist

The Alignment start checklist can be started as soon as the prestart checklist is complete, and is run entirely by the RIO, all challenges and replies are said by the RC, it can be run concurrently with other checklists, but The alignment Start, Alignment Complete and Post Start Checklists must all be completed prior to the taxi checklist

CHALLENGE	ACTION	REPLY
1. “IRTV/WCS”	(RC) place the IR/TV and WCS switches into the standby position, it will take approximately 1 minute for the WCS to warm up and the TID to come alive, it must up before step 6 of the checklist	“STBY’(RC)
2. “Datalink Power”	(RC) Place the Dataliml power switch to ON for Link 4A (required for CVA and CAT alignment) or AUX for link 4C (fighter to fighter)	“AS REQUIRED” (RC)
3. “Datalink Freq”	(RC) dial in the datalink frequency for the appropriate host	“SET___”(RC)
4. “Datalink Mode”	(RC) Set the datalink mode switch to CAINS/WAYPT for CVA or CAT alignments or leave it in TAC for GND alignments	“AS REQUIRED”(RC)
5. “Datalink Reply”	(RC) Set the datalink reply switch to NORM	“NORM”(RC)
6. “Nav Mode”	(RC) Set the Nav Mode switch to ALIGN GND for a ground alignment, ALIGN CVA for a carrier alignment, or ALIGN CAT for a catapult alignment. Once the Nav mode switch is placed in an alignment mode, you have approximately 1 minute and 30 seconds to complete steps 7-9 for a successful alignment	“ALIGN” (RC)
7. “CAP Category”	(RC) Set the CAP Category switch to NAV	“NAV”(RC)

8. “CAP”	(RC) Select OWN A/C on the CAP panel	“OWN A/C”(RC)
9. “OWN A/C LAT/LONG/ALT”	(RC) utilize the CAP panel to enter the latitude, longitude, and altitude of the aircraft from page 1 of the kneeboard	“ALIGNMENT IN PROGRESS”(RC)
10. “CAP”	(RC) select MAG VAR HDG on the CAP panel and enter the Magnetic variation bearing from page 1 of the kneeboard	“MAG VAR HDG”(RC)
11. “CAP”	(RC) Select OWN A/C on the CAP panel and clear the scratchpad	“OWN A/C”(RC)

Poststart Checklist

The Poststart checklist is performed after the startup checklist is complete and must be completed along with the alignment complete checklist prior to the taxi checklist, it is encouraged for the pilot to work ahead on the first 9 items of the checklist while the RIO completes the alignment start checklist, in particular it is helpful if the pilot gets the current QNH altimeter setting ahead of time

CHALLENGE	ACTION	REPLY
1. “STAB AUG”	(FC) Place the Pitch, Roll, and Yaw STAB switches in the ON position	“ALL ON”
2. “RAD Alt”	(FC) spin the rad alt bug knob to until the needle moves to 6k feet, then bug the desired altitude, 400ft should be bugged for standard departures or CASE I departures, 1200ft should be bugged for CASE II/III departures	“ON, SET___”
3. “Baro Alt”	(BOTH) Press and hold the RESET toggle until the STBY flag disappears, then spin in the current QNH setting	“RESET, SET____”(BOTH)
4. “Standby ADI”	(BOTH) uncage the ADI and align the horizon	“UNCAGED AND ADJUSTED”(BOTH)
5. “Gun Counter”	(FC) spin the number of gun rounds loaded on the aircraft in	“SET___”
6. “VDI/HUD/HSD”	(FC) Place the VDI, HUD,and HSD Power switches ON, then set the HUD, VDI, and HSD mode switches as desired,	“ON and SET”
7. “Steer CMD”	(FC) place the Steer Command to the required mode, usually TACAN for departures	“SET____”
8. “ARA-63”	(FC) place the ARA-63 power switch to ON and set the ICLS channel as required	“ON and SET____”

9. “External Lights”	(FC) Verify External Lights set per SOP	“CHECK”
10. “RWR”	(RC) Set AN/ALR-67 power switch to ON	“ON”(RC)
11. “DECM”	(RC) Set DECM rotary switch to STBY	“STBY”(RC)
12. “IFF Mode 4”	(RC) Set IFF Mode 4 Switch to ON	“ON”(RC)
13. “Radar Settings”	(RC) set the radar mode, bars, azimuth, MLC, and TGT size to desired initial settings, verbalize the primary radar mode	“SET___”
14. “A/G Settings”	(RC) set the ATTK MODE, WPN TYPE, DLVY MODE, DLVY OPTIONS, to desired initial options if applicable, Do not arm any stations or the mechanical or electrical fuzing until FENCE IN	“SET”(AS REQUIRED)(RC)
15. “Lantirn”	(RC) Set the Lantirn power switch to POD and Lantin settings as applicable, do not arm the laser until FENCE IN	“POD”(AS REQUIRED)(RC)

After completing the Post Start Checklist, ensure the Alignment Start and Alignment Complete checklists are complete before moving onto the Taxi Checklist, if using Jester, ensure jester announces “Ready to Taxi”

Alignment Complete Checklist

The Alignment complete checklist is performed after the INS reaches the desired alignment state (usually FINE ALIGN), it can be run concurrently with the PostStart checklist, but both this checklist and the PostStart checklist must be complete before moving onto the taxi checklist.

CHALLENGE	ACTION	REPLY
1. “NAV MODE”	(RC) Set the NAV MODE switch to INS after the INS has reached desired alignment state, verify NAV COMP light extinguishes	“INS”(RC)
2. “Waypoints”	(RC) Enter INS waypoints, this may be omitted until after T/O to expedite launch, but consider entering at least the first waypoint. If applicable, select the waypoint for steering	Verbalize which points are loaded and what is steering ie “WP1,2,3 loaded, WP1 set steering”(RC) or “BYPASS” if nothing loaded
3. “Chocks”	(FC) Order the ground crew to remove the chocks via the com menu If on the CV, it is acceptable to leave the chocks set until actually taxing, if this is the case, pull the chocks before releasing the parking brake	“REMOVED”
4. “Inform Crew”	(BOTH) verify all checklists complete and both crew are ready for taxi, it is acceptable to complete these steps by either crew member stating “Pilot/RIO Ready to Taxi” and the other member echoing	“READY TO TAXI”(BOTH) “____(side number) Ready to Taxi/taxing to..”

After completing the Alignment Complete checklist ensure the Post Start checklist is complete before moving onto the taxi checklist.

Taxi Checklist

The Taxi Checklist is performed prior to leaving the parking area, in addition, steps 1-4 of the Taxi Checklist should be conducted every time the aircraft moves.

CHALLENGE	ACTION	REPLY
1. “Inform Flight/CTAF”	Aircrew in charge of the Radios should make the appropriate call to either the flight lead, or to CTAF/Tower, and receive clearance to taxi prior to executing the remainder of this checklist	“____(side number) Ready to Taxi/taxing to..”
2. “Parking Brake”	(FC) Apply gentle pressure to the toe brakes and disengage the parking brake handle by pushing it in, confirm the Brakes indicator on the left eyebrow panel extinguishes	“RELEASE”
3. “Nosewheel Steering”	(FC) Use the NWS button on the Stick to engage the Nosewheel steering system, confirm the illumination of the NWS indicator on the left eyebrow panel	“ON”
4. “Wings”	(FC) Place the wings in the fully swept aft position or oversweep position, verify their position and MAN or EMER OVER mode on the wing sweep indicator and visually (RC) Verify the position of the wings visually	“AS REQUIRED” (FC) CHECK (RC)
5. “Ordinance”	(FC) Verify correct ordinance is loaded on the aircraft and the master arm is in the safe position and guarded, additionally ensure all external air and power is disconnected and refueling is complete (RC) as FC, but verify the position of the jettison switches and the AUX jet is guarded	“SAFE” (BOTH)
6. “Exterior Lights”	(FC) Set the Exterior lights per SOP	“AS REQUIRED”
7. “Brakes”	(FC) Increase throttle slowly until aircraft begins to move forward, apply smooth pressure with the toe brakes, ensure the aircraft comes to	“CHECK”

	a stop	

On the CV, always complete steps 1-4 before any movement, on the field, consider at a minimum setting the parking brake any time the aircraft holds position for any extended period

Before Takeoff Checklist

The Before Takeoff Checklist is to be performed on shore during taxi or while holding short in line for departure, it should be complete before entering the runway. On the

CV, the Takeoff checklist may be performed in the conga line or while on/holding short for a catapult.

CHALLENGE	ACTION	REPLY
1. “Brakes”	(FC) Check and verify that parking brake is released, Fully extend the speedbrake and ensure the cockpit indicator shows extended,then fully retract it and verify speed brake indicator shows retracted./ Verify the tow brakes are free and clear	“CHECKED, RETRACTED”
2. “Fuel”	(FC) Check fuel total, drop tanks, verify that dump switch is OFF, feed switch is NORM, transfer switch is AUTO, and probe is RET (RC) Verify fuel total and visually that probe is retracted	“TOTAL ____LBS”(BOTH)
3. “Canopy”	(BOTH) Ensure the canopy is closed and sealed and that the Canopy and Ladder indicators are extinguished	“CLOSED”(BOTH)
4. “Seats”	(BOTH) Verify own seat is armed (RC) verify FC seat armed	“ARMED” (BOTH)
5. “STAB AUG”	(FC) Set Pitch, Roll, and Yaw SAS ON, verify PITCH STAB 1&2, ROLL STAB 1&2 and YAW STAB 1&2 caution lights extinguish	“ALL ON”
6. “Compass”	(FC) Verify magnetic heading matches BDHI and VDI within 5 degrees, select DG on COMP panel if magnetic heading is unreliable (RC) verify MAG VAR and VC/VM error	“CHECK”(BOTH)
7. “Standby Gyro”	(BOTH) Verify standby attitude gyro is erect, stable, and set the artificial horizon	“ERECT&STABLE”(BOTH)
8. “Altimeter”	(BOTH) Verify barometric altimeter matches local setting	“ALTIMETER SET___”(BOTH)

9. “Oxygen”	(BOTH) Verify Oxygen system is on	“ON”(BOTH)
10. “HUD”	(FC) Set HUD to TO. Mode	“TAKEOFF”

After completing the Before Takeoff Checklist and when you are number one for departure, Call CTAF to inform you are taking the active runway. If at a towered airport, inform the tower you are ready for departure. If you are a member of a flight, instead inform Dash-1 that you are “Ready for Departure”

Lineup Checklist

The Lineup Checklist should be performed on shore as the aircraft taxis onto the runway or as directed by the flight leader, see the Lineup Coms chart. On the CV the lineup checklist should be performed as directed by the catapult director and shooter.

In either case, the checklist should be completed before advancing to MIL power for takeoff.

CHALLENGE	ACTION	REPLY
1. “Wings”	(FC) Move the emergency wing sweep handle forward and depress and lower the guard, press the master reset button, and place the wings in the auto mode, verify their position full forward and AUTO mode on the wing sweep indicator and visually (RC) Verify the position of the wings visually	“20, AUTO” (FC) “CHECK” (RC)
2. “Flaps and Slats”	(FC) Place the flaps lever in FULL and verify the Flaps and Slats Extend, Place the Flaps Lever in the UP position and Verify Flaps and Slats Retract. Place the flaps lever in the correct position for the takeoff configuration, Shore config is flaps UP or Manuever, CV config is FULL DOWN (RC) Verify the position of the Flaps and Slats visually	“CHECKED,AS REQUIRED” (FC) “CHECK” (RC)
3. “Spoilers/Antiskid”	(FC) Place the Spoiler/Antiskid switch in the correct position for takeoff configuration, shore config is BOTH, CV config is OFF (RC) Verify the status of the spoiler brakes visually, remember the throttle must be at IDLE for the spoilers to deploy	“AS REQURIED” (FC) “CHECK” (RC)
4. “Trim”	(FC) set trim and verify the position of the trim indicators, report the position of the trim indicators in the order: Pitch UP/DOWN, Roll LEFT/RIGHT and Yaw LEFT/RIGHT, standard Shore trim is 0,0,0, standard CV trim is +5,0,0	“SET _,_,_”
5. “Run up and controls”	(FC) Apply pressure to the tow	“Brakes, RPM 80%, 33° Aft Stick,

	brakes, increase engine RPM to 80%, verify the spoiler brakes retract, apply 33° aft stick, verify taileron movement, then full left and right stick and rudder deflection and verify full left and right spoiler deflection,ensure stick is free and clear by checking full range of motion in all directions, check hydraulics PSI is 3000, verbalize each step as you complete it, so the RC can verify (RC) Visually verify all flight surface movements, for taileron, spoiler, and rudder, verbalize "Good tail/left/right"	Full Left Stick, Full Right Stick, Free and Clear, Hydraulics 3,000PSI, CHECK" (FC) "Good Tail" "Good Left" "Good Right" "Check" (RC)
6. "Warning&Caution Lights"	(BOTH) Ensure all caution, warning and advisory lights are extinguished, with the exception of the NWS light on shore, and the LAUNCH BAR light for a CV launch	"CHECK"(BOTH)

After completing the Lineup Checklist, begin departure (shore), Salute/lights flash the shooter (CV), or Report "Good Jet" (flight), see the lineups comms chart/takeoff procedure for a full breakdown of formation takeoff procedure

Lineup Coms Chart

CHALLENGE (Flight Lead)	ACTION (lead and dash-2,3,4)	REPLY (Dash-2,3,4)
"Flight, Line up, Lead lining up LEFT/RIGHT"	Lead lines up on the side of the runway indicated, which should be the downwind side, subsequent jets alternate sides of the runway, the last jet reports when they are lined up. Crews should unsweep the wings as they cross the hold short line	"SET" (last jet)

“Flight, Final Checks”	All flight members conduct steps 1-4 of the Lineup Checklist	“-2/3/4 Final Checks”
“Flight, Run um Up”	All flight members conduct steps 5&6 of the Lineup Checklist	“-2/3/4 Good Jet”
“Flight, Fullpower…..Brakes, Brakes, Brakes”	All flight members advance to MIL power upon hearing “Fullpower”, and upon hearing the 3rd “brakes” call, release their tow brakes and begin takeoff. If conducting an interval takeoff, announce it prior to the fullpower call with the desired interval length, each flight member then offsets their “Fullpower” call by the interval length and advances to fullpower/releases their brakes at their own call	“Fullpower…..Brakes Brakes Brakes” (section T/O) “10 Second Interval, Fullpower…….Brakes Brakes, Brakes” (lead) “Brakes Brakes Brakes (-2,-3,-4) (Interval T/O)

Takeoff Procedure (Shore)

1. Complete Before Takeoff Checklist
2. Lineup on Runway
3. Complete Lineup Checklist
4. Apply toe brakes
5. Advance to MIL power
6. As engine spools, monitor engine instruments
7. As engine reaches 100% RPM, release brakes (heels to the deck)
8. Monitor airspeed indicator, report off the peg “Airspeed Alive”(BOTH)
9. Disable NWS at ~70KIAS
10. Once rotate speed is reached (150-170KIAS), apply gentle back pressure to the stick and allow the aircraft to fly itself off the deck
11. Once a safe abort/landing is no longer possible, Begin After Takeoff Checklist
12. Conduct a clearing turn at 400ft AGL or as directed by ATC

Takeoff Procedure (CV)

1. Complete Before Takeoff Checklist
2. Lineup on CAT
3. Complete Lineup Checklist and Kneel as directed by Aircraft Director/shooter
4. Advance to MIL power
5. As engine spools, monitor engine instruments
6. As engine reaches 100% RPM, Salute/Flash lights
7. Immediately begin After Takeoff Checklist once wheels leave the deck
8. Conduct departure in accordance with Case I/III procedures

After Takeoff Checklist

The After Takeoff Checklist is conducted as soon as safe Abort/Landing is not possible.

CHALLENGE	ACTION	REPLY
1. “Gear”	(FC) Move the landing gear handle to the UP position	“UP” (FC)
2. “200 Knots, Flaps”	(FC) Once at 200 KIAS, retract the flaps (RC) state the challenge when at 200KIAS, Visually verify the flaps retract	“UP” (FC) “UP” (RC)
3. “IRTV/WCS	(RC) Set the IRTV and WCS switches to IR/TV and XMIT	“TRANSMIT”(RC)

Once the Gear and Flaps are fully retracted, the pilot should verify the landing gear and flaps indicators and state “Gear and Flaps UP at XXX_KNOTS, After Takeoff Checklist Complete”

Climb Checklist

The climb checklist is unique in that it has multiple steps that are to be completed with significant time gaps between them. A good scan and altitude awareness is required to complete the climb checklist well. The climb checklist should be performed upon initial climb to a cruising altitude, or when climbing to a cruise altitude after extended operations at a low altitude. Execute steps 2-4 as needed.

CHALLENGE	ACTION	REPLY
1. “Speed”	(FC) set .7 IMN and MIL power for a max efficiency climb or .9 IMN and MAX power for a max rate climb	“___(IMN) SET”
Passing 10k ft MSL 2. Oxygen	(BOTH) Verify Oxygen is in the ON Position	“ON” (BOTH)
Passing 18k ft MSL 3. “Altimeter”	(BOTH) Set Altimeter 29.92	“SET 29.92”(BOTH)
Upon Reaching Cruising Altitude 4. “Speed” or “Set___(speed)”	(FC) Set Appropriate or directed speed	“___(IAS/IMN) Set”

AAR Checklist

Run Steps 1-5 of the AAR checklist while in observation Left or while approaching the tanker, run steps 6 and 7 while moving to or in the precontact position, run steps 8 and 9 in the precontact position after receiving fuel, run steps 10-11 and complete the checklist after rejoining in right observation. Complete this checklist before departing the tanker.

CHALLENGE	ACTION	REPLY
1. “FENCED”	Ensure the aircraft is FENCED out	“OUT”
2. “Master Arm”	(FC) Check master ARM in SAFE	“SAFE”
3. “WCS”	(RC) Set WCS switch to STBY	“STBY”
4. “Exterior Lights”	(FC) check exterior lights set Per SOP	“SET___”
5. “Dump Switch”	(FC) Check dump switch set to OFF	“OFF”
6. “Wings”	(FC) Set wings to BOMB, verify wing position on wing sweep gauge, trim the aircraft (RC) verify wing position visually	“BOMP”(BOTH)
7. “Probe”	(FC) Set probe switch to EXT FUS or EXT ALL for filling internal tanks or all tanks respectively, verbalize which is set, visually	“AS REQUIRED”

	verify probe extension	
8.”Fuel”	Verify the fuel quantity after disconnect, usually the RC will do this	“CHECKED___LBS”
9.”Probe”	(FC) Place the probe switch in the RETRACT position, visually verify probe retraction	“RETRACTED”
10.”Wings”	(FC) Place the wings in the AUTO position, verify the wings are in AUTO on the wing sweep indicator (RC) visually verify the wings are moving	“AUTO”(BOTH)
11.”WCS”	(RC) Place the WCS switch in the XMIT position, check radar settings	“XMIT”(RC)

FENCE IN Checklist

The FENCE IN Checklist is performed when crossing the ‘fence’ between friendly protected airspace and unprotected airspace when the possibility of combat exists.

The FENCE IN checklist is designed to configure the aircraft for combat. During active combat operations the FENCE IN should be completed no later than departing the CCA, but should be completed in accordance with SOP and mission specific instructions.

If in a flight, the flight lead will call for the flight to FENCE IN together “Flight, FENCE IN” each member of the flight will complete the checklist and respond with “-2/3/4 FENCED (Fuel State)”.

Items 17-24 are completed only when air to ground operations are expected to be conducted, items 25-28 are completed only when LANTIRN operations are expected to be conducted.

It is encouraged to work ahead on this checklist and merge challenge/responses to expedite, particularly by the RIO (for example verbalizing steps 17-23 as follows: “Weapons Stations 3,4,5,6 selected, type mk82, attk Computer pilot, delivery Step,Single,Options N/A, fuze inst, nose/tail, jett weapons”)

CHALLENGE	ACTION	REPLY
1. “Fuel”	(FC) Verify fuel state and fuel transfer and dump switch positions, note presence of external tanks	“CHECKED ___LBS”
2. ”TACAN”	(BOTH) set and check TACAN panel mode and channel settings, member in command of tacan should add “Pilot/RIO has the Tacan” to their reply	“SET___”(BOTH) “Pilot/RIO has the TACAN”
3. “WCS”	(RC) Verify/place WCS switch in XMIT	“XMIT”(RC)
4. “Radar Settings”	(RC) set the radar mode, bars, azimuth, MLC, and TGT size to desired settings, verbalize the primary radar mode	“SET____”(RC)
5. “ALQ and ALR”	(RC) check the ALR-67 power switch is set to ON, Set the DECM switch to REC or RPT, per SOP	“ON, SET___”(RC)
6. “Datalink”	(RC) check the datalink power switch is in ON for LINK4A or AUX for Fighter to Fighter, verify the proper host freq is set	“ON/AUX, SET____”(RC)
7. “IFF Mode 4”	(RC) check the IFF mode 4 switch is in ON	“ON” (RC)
8. “Exterior Lights”	(FC) hit the master lights switch to kill all exterior lights	“OFF”
9. “Hydraulic Isolation”	(FC) set the hydraulic isolation switch to FLT	“FLT”
10. “INS, Steerpoint”	(RC) Verify NAV MODE INS is set, INS is displayed on the TID, and the NAV COMP light is extinguished, set destination steer point and direct (FC) Steer Mode	“CHECKED AND SET____, STEER___”(RC)
11. “Countermeasures”	(RC) Arm the countermeasures and set program settings as	“ARMED”(RC)

	desired	
12. “Gun Rate, SW COOL, MSL PREP”	(FC) set the gun rate to HIGH for A/A or LOW for A/G, set the SW COOL and MSL PREP switches to ON	“HIGH/LOW, ON, ON”
13. “MSL MODE, ACM cover”	(FC) set the MSL mode to NORM, and set/check the ACM cover to DOWN	“NORM/DOWN”
14. “HUD Mode”	(FC) set the HUD mode to A/A or A/G as appropriate	“(A/A)/(A/G)”
15. “Weapon Select”	(FC) set the weapon selector as required, verbalize position	“AS REQUIRED”
16. “Master ARM”	(FC) set the master ARM per SOP	“ARM/SAFE”
17. “Weapons Stations”	(RC) Arm Stations for jettison/release as applicable, External tanks should be selected for A/A	“___SELECTED”(RC)
18. “WPN TYPE”	(RC) set the weapon type wheel to the correct setting	“___SET”(RC)
19. “ATTK Mode”	(RC) set the attack mode switch as desired	“___SET”(RC)
20. “DLVY Mode”	(RC) Set the DLVY mode switches to STEP/RPL and SINGLE/PAIRS as applicable	“SET___,___”(RC)
21. “DLVY Options”	(RC) Set the DLVY options to the correct ripple quantity and interval	“QTY___INTERVAL___ms” (RC)
22. “ELEC Fuze”	(RC) Set the Electric fuzing to the correct setting	“___SET”(RC)
23. “MECH Fuze”	(RC) set the mechanical fuze switch as appropriate	“__SET”(RC)
24. “JETT Options”	(RC) set the JETT options switch to WPNS	“WPNS”(RC)
25. “Local Altimeter”	(BOTH) set the altimeter to the best available local altimeter setting	“SET__”(BOTH)

26. “LANTIRN power/mode”	(RC) Check the LANTIRN power switch is in POD, and the mode switch is set to OPER, it takes 30 sec for the LANTIRN to timeout after being placed in OPER	“POD and OPER”(RC)
27. “Video”	(RC) place the VIDEO switch into FLIR, set the TID mode as desired, IR/TV mode is required to view LANTIRN video (FC) set the VDI mode to video if desired	“FLIR”(RC)
28. “Laser”	(RC) set the laser switch to ARM	“ARMED”(RC)
29. “Laser Code”	(RC) set the LANTIRN laser code to the correct value	“____SET”(RC)

After completing the FENCE IN checklist, provide your flight lead with your position, FENCED IN, and fuel state ie “-2 FENCED IN 18.2”

Commit Checklist

The commit checklist is performed time permitting when accepting an air to air engagement, it is designed to ensure the aircraft will have a hot trigger when needed. The commit checklist should never take priority over flying or fighting the aircraft, but a

quick and thorough commit check will nearly eliminate the chances of an incorrectly configured weapon system.

The commit checklist is much less formal than other checklists because it is so time critical.

One technique for shortening the checklist is to complete items 1-4 by simply verifying a hot trigger light. This is only possible when the WCS has already acquired an aircraft, and is done by saying the challenge “COMMIT Checks” and the reply “HOT TRIGGER”. Note that this does not verify the weapon type selected.

Another similar but more compete method is for the RIO to state a single challenge “COMMIT Checks” and follows the pilot down the checklist as they state all the replies, ie. “IN, ARM, ON, ON, PHOENIX, NORM, DOWN, OFF” and the RIO replies with their items ie. “2/7 SELECTED, XMIT, TWS AUTO, Checks complete”

CHALLENGE	ACTION	REPLY
1. “FENCED”	Check the aircraft has been fenced in	“IN”
2. “MASTER ARM”	(FC) set master arm per ROE	“ARM/SAFE”
3. “SW COOL/MSL PREP”	(FC) Verify SW COOL and MSL PREP switches are in the ON position	“ON, ON”
4. “Weapon Select”	(FC) set the weapon selector to the desired setting	“__SET”
5. “MSL MODE/ACM Cover”	(FC) set MSL MODE and ACM cover as required	“NORM/BRST, UP/DOWN”
6. “ROLL SAS”	(FC) Set ROLL SAS to OFF	“OFF”
7. “Weapons Stations”	(RC) set the weapons stations to the desired jettison, consider executing jettison if WVR is expected	“__SET”(RC)
8. “WCS/Radar Settings”	(RC) check WCS in XMIT, and radar mode, elevation, azimuth,	“XMIT, ___SET”(RC)

	MLC, and TGT size are set properly, verbalize primary radar mode	

Consider running a modified COMMIT check after completing an engagement in order to reset commonly changed settings.

A/G Attack Checklist

The commit checklist is performed time permitting when rolling in on an air to ground attack, it is designed to ensure the aircraft is setup to deliver the correct air to ground ordinance on the first pickle/trigger pull. Just like the commit checklist, it should never

take priority over flying or fighting the aircraft, but quickly and thoroughly executed, it minimizes the chance of a misconfigured ground attack.

Pilots and RIOs are encouraged to expedite the checklist as much as possible, one technique is to have the RIO state a single challenge “ATTACK Checks” and have the pilot state all the replies at once ie: “IN, ARM, ORD, A/G” then the RIO replies with all of their items ie: “3,4,5,6 selected, Mk82, COMPUTER PILOT, STEP, SINGLE, Options NA, INST, NOSE, JETT WPNS, checks complete”

Steps 13 and 14 should only be conducted when utilizing the LANTIRN.

CHALLENGE	ACTION	REPLY
1. “FENCED”	Check the aircraft has been fenced in	“IN”
2. “MASTER ARM”	(FC) set master arm per ROE	“ARM/SAFE”
3. “Weapon Select”	(FC) set the weapon selector to the desired setting	“__SET”
4. “HUD Mode”	(FC) set the HUD to A/G mode	“A/G”
5. “Weapons Stations”	(RC) Arm Stations for jettison/release as applicable	“___SELECTED”(RC)
6. “WPN TYPE”	(RC) set the weapon type wheel to the correct setting	“___SET”(RC)
7. “ATTK Mode”	(RC) set the attack mode switch as desired	“___SET”(RC)
8. “DLVY Mode”	(RC) Set the DLVY mode switches to STEP/RPL and SINGLE/PAIRS as applicable	“SET___,___”(RC)
9. “DLVY Options”	(RC) Set the DLVY options to the correct ripple quantity and interval	“QTY___INTERVAL___ms” (RC)
10. “ELEC Fuze”	(RC) Set the Electric fuzing to the correct setting	“___SET”(RC)
11. “MECH Fuze”	(RC) set the mechanical fuze switch as appropriate	“__SET”(RC)
12. “JETT Options”	(RC) set the JETT options switch to WPNS	“WPNS”(RC)

13. “Laser”	(RC) set the laser switch to ARM	“ARMED”(RC)
14. “Laser Code”	(RC) set the LANTIRN laser code to the correct value	“____SET”(RC)

Consider running an A/G Attack check before every attack, but at a minimum before the first attack and the first attack after an ordinance change.

FENCE OUT Checklist

The FENCE OUT checklist is performed when returning from combat operations, and is designed to ensure the aircraft is ready to begin AAR or Recovery operations, Do not FENCE OUT until enemy attack on the aircraft is improbable. FENCE OUT Checks should be completed prior to starting descent/HAILR checks

Steps 15 and 16 are only performed when a using a LANTIRN

CHALLENGE	ACTION	REPLY
1. “Fuel”	(FC) Verify fuel state and fuel transfer and dump switch positions, note presence of external tanks	“CHECKED ___LBS”
2. ”TACAN”	(BOTH) set and check TACAN panel mode and channel settings, member in command of tacan should add “Pilot/RIO has the Tacan” to their reply	“SET___”(BOTH) “Pilot/RIO has the TACAN”
3. “ALQ”	(RC) Set the DECM switch to REC	“REC”(RC)
4. “Datalink”	(RC) check the datalink power switch is in ON for LINK4A or AUX for Fighter to Fighter, verify the proper host freq is set	“ON/AUX, SET____”(RC)
5. “Exterior Lights”	(FC) hit the master lights switch to turn on all exterior lights, check settings	“ON”
6. “Hydraulic Isolation”	(FC) set the hydraulic isolation switch to TO./LDG	“TO./LDG”
7. “INS, Steerpoint”	(RC) Verify NAV MODE INS is set, INS is displayed on the TID, and the NAV COMP light is extinguished, set destination steer point and direct (FC) Steer Mode	“CHECKED AND SET____, STEER___”(RC)
8. “Countermeasures”	(RC) Safe the countermeasures	“SAFE”(RC)
9. “SW COOL, MSL PREP”	(FC) set the SW COOL and MSL PREP switches to OFF	“OFF, OFF”
10. “MSL MODE, ACM cover”	(FC) set the MSL mode to NORM, and set/check the ACM cover to DOWN	“NORM/DOWN”
11. “SAS”	(FC) set/check all SAS are set to ON	“ALL ON”
12. “HUD Mode”	(FC) set the HUD mode as desired	“SET___”
13. “Weapon Select”	(FC) set the weapon selector to	“OFF”

	OFF	
14. “Master ARM”	(FC) set/check master ARM in SAFE	“SAFE”
15. “Weapons Stations”	(RC) Safe all weapons Stations	“SAFE”(RC)
16. “Laser”	(RC) set LANTIRN Laser switch to SAFE	“SAFE”(RC)
17. “LANTIRN mode”	(RC) set LANTIRN mode to STOW	“STOW”

Descent/HAILR Checklist

The Descent/HAILR checklist is performed when cleared/intending to descend below 18k while RTB, or any time an approach or landing is intended. When returning to the boat, the DESCENT/HAILR checks are conducted immediately after the marking moms call. See FCLP/CASE I/II procedures for approach procedures.

CHALLENGE	ACTION	REPLY
1. “FENCED”	Verify the aircraft is fenced out	“OUT”

2. “Altimeter”	(BOTH)Set the local altimeter setting in the barometric altimeter	“SET____”(BOTH)
3. “HUD/AWL/ILS”	(FC) set the HUD mode to landing, set ACL/ILS as preferred for VDI and HUD	“LDG, SET”
4. “STEER CMD”	(FC) Ensure steer command is set as appropriate for the approach, usually TACAN	“SET___”
5. “TACAN”	(BOTH) set and check TACAN panel mode and channel settings, member in command of tacan should add “Pilot/RIO has the Tacan” to their reply	“SET___”(BOTH) “Pilot/RIO has the TACAN”
6. “ICLS”	(FC) check the ARA-63 is powered ON and channel is selected	“ON/SET____”
7. “Datalink”	(RC) Check the datalink is set as required for the approach, usually ON and set for the boat	“SET___”(RC)
8. “CRS”	(FC) spin the CRS knob to the final approach CRS or BRC, as required	“SET___”
9. “RAD ALT”	(FC) set the Radar altimeter bug to the height above touchdown of the MDA/DA (200ft at the boat, 400ft over land)	“SET____”
10. “Hook/Hook Bypass”	(FC) Set the hook UP/DOWN, as required, set hook bypass for FIELD/CV as required	“UP/DOWN,FIELD/CV”
11. “Exterior Lights”	(FC) set exterior lights per SOP	“SET___”

After completing the Descent Checks, if in a flight, visually check for other aircraft hooks

ACLS MODE 1 Checklist

The ACLS MODE 1 checklist is performed when conducting an automatic carrier landing systems mode 1 autopilot coupled approach. In this approach the autopilot will fly the aircraft onto the deck after the pilot places it on AoA inside the final approach fix. Complete steps 1-5 at 10NM on final, steps 6-7 once on speed AoA at 6NM, and steps 8-10 as the appropriate lights illuminate on the VDI panels.
Note : ACLS procedures are conducted in ADDITION to CASE III procedures, not in replacement of them

CHALLENGE	ACTION	REPLY
1. “Descent/HAILR checks”	Verify descent/HAILR checklist has been completed	“COMPLETE”
2. HUF/VDI	(FC) set HUD to LDG, and either HUD AWL or VDI AWL set as desired, with at least one set to ACL	“LDG, HUD/VDI AWL”
3. “STEER CMD”	(FC) set steer command to AWL/PCD	“AWL/PCD”
4. “Before Landing Checks”	Verify before landing checklist has been completed	“COMPLETE”
5. “Autothrottle”	(FC) once on-speed AoA and approaching 6NM DME on final, enable autothrottle	“ENABLED”

6. “Autopilot”	(FC) set the autopilot to ACL mode and set the switch to ENGAGE	“ACL&ENGAGED”
7. “ACL READY”(FC)	(FC) verbalize the presence of the ACL READY light on the left of the VDI, (expect this at ~4DME) and press the NWS button to fully engage the autopilot	“NWS DEPRESSED”
8. “CMD CONTROL”(FC)	(FC) verbalize the presence of the CMD CONTROL light left of the VDI, expect this shortly after completing the previous step, CMD control indicates the aircraft is now under the control of the ACLS, be prepared to retake control if ACLS fails	“ACKNOWLEDGED”
9. “10 SECONDS” (FC)	(FC) verbalize the presence of the 10 SECONDS light left of the VDI, this light indicates good approach information, and is indicative of a good approach, be prepared to retake control if ACLS fails and to place the throttles in MIL upon touchdown	“ACKNOWLEDGED”

Before Landing Checklist

The Before Landing checklist is performed prior to every landing, if approaching a destination, steps 1-5 are completed prior to commencing the approach, with steps 6-12 completed after the break or when on a 10NM final. If in the pattern, the before landing checklist should be completed in its entirety on the downwind for every pass in the pattern. It is recommended to memorize the before landing checks in order to run them quickly. See FCLP/CASE I/II procedures for landing procedures.

During the overhead break pattern, it is necessary to execute serval configuration items very quickly, do not delay aircraft configuration in order to follow the checklist. Execute the aircraft configuration, then verify positions in the downwind using the checklist

CHALLENGE	ACTION	REPLY
1. “Master ARM”	(FC) verify Master ARM is in SAFE	“SAFE”

2. “Fuel”	Check fuel state and verify sufficient fuel for the approach, and below maximum landing weight	“CHECK____LBS”
3. “Hook”	(FC) verify hook UP/DOWN as required	“UP/DOWN”
4. “Anti-Skid”	(FC) set anti-skid as required, BOTH for field landings or OFF for CV	“BOTH/OFF”
5. “TID AVIA”	(RC) turn on TID AVIA and set ACLS/ICLS as appropriate	“ON” (RC)
6. “Wings”	(FC) place wings into AUTO, verify wing position and mode on wing sweep indicator (RC) visually verify wing position moves forward of BOMB	“AUTO”(BOTH)
7. “Speedbrake”	(FC) fully extend speedbrake and verify position on indicator (RC) visually verify speedbrake position	“EXTENDED”(BOTH)
8. “Gear”	(FC) place the gear in the down position once below 250kts, verify 3 down and locked on the indicators (RC) listen for the sound of the gear coming down, echo pilots down and locked	“DOWN AND LOCKED”(BOTH)
9. “Flaps”	(FC) place the flaps in the full down position once below 225kts, verify flaps down on the indicator (RC) visually verify flaps full down	“FULL DOWN”(BOTH)
10. “DLC”	(FC) deploy the DLC once the flaps are fully down, verify the DLC deploys either visually or with the spoiler indicators (RC) visually verify DLC deployment	“ON”(BOTH)
11. “Autothrottle”	(FC) set autothrottle and verify operation or verify autothrottle disabled	“MAN/AUTO”
12. “IRTV/WCS”	(RC) place the IRTV and WCS	“STBY”(RC)

	switches in STBY	

After Landing Checklist

The After Landing checklist is performed after the aircraft is slowed below 70kts on the field or as the aircraft taxis clear of the wires on the boat (see CV deck procedures). It is designed to configure the aircraft for a safe taxi. Do not delay clearing the runway

CHALLENGE	ACTION	REPLY
1. “Hook”	(FC) set the hook to UP	“UP”
2. “NWS”	(FC) Enable nose wheel steering, verify NWS light illuminates	“ON”
3. “Flaps”	(FC) set flaps to up, verify	“UP”
4. “Wings”	(FC) sweep the wings fully, verify MAN and 68 degrees sweep on the wing sweep indicator (RC) visually verify the wings are fully swept	“68,MAN”(BOTH)
5. “Anti-Skid”	(FC) set anti-skid to OFF	“OFF”
6. “Speedbrake”	(FC) retract speedbrake and verify speedbrake retracted with the speedbrake indicator	“RETRACTED”
7. “Exterior Lights	(FC) set exterior lights in accordance with SOP	“AS REQUIRED”