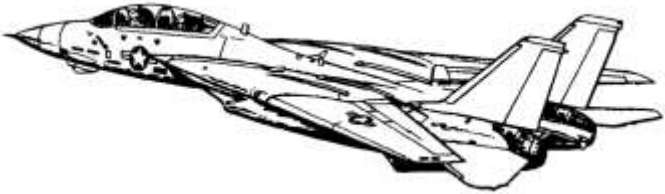




**PILOT POCKET CHECKLIST  
NAVY MODEL  
F-14A/B  
AIRCRAFT**

**BY HEATBLUR SIMULATIONS  
FOR DIGITAL COMBAT SIMULATOR**



## COCKPIT PROCEDURES

### INTERIOR INSPECTION — PILOT

#### WARNING

NATOPS prohibits the attaching or storing of unauthorized equipment on or above the canopy rails during CV launch or arrestment due to potential for missile hazard.

1. Oxygen ..... Check
2. VENT AIRFLOW thumbwheel ..... Set
3. Tone VOLUME controls ..... Set
4. TACAN function selector ..... OFF
  - a. Channel ..... Set
  - b. Mode switch ..... Set
  - c. VOL knob ..... Counterclockwise
5. ICS panel ..... Set
  - a. VOL knob ..... As Desired
  - b. Amplifier ..... NORM
  - c. Function selector ..... COLD MIC
6. STAB AUG switches ..... OFF
7. UHF function selector ..... OFF
8. Wing-sweep mode switch ..... MANUAL

#### CAUTION

Wings may move if wing control system fails with electrical and/or hydraulic power on.

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9. Emergency wing sweep handle ..... Corresponding
10. Left and right throttles ..... Off
11. Speedbrake switch ..... RET
12. Exterior lights master switch ..... Set
13. FLAP handle ..... Corresponding
14. ASYM LIMITER switch ..... ON (guard down)
15. L and R ENG MODE SELECT switches ..... PRI
16. BACKUP IGNITION switch ..... OFF
17. THROTTLE TEMP switch ..... NORM
18. THROTTLE MODE switch ..... BOOST
19. L and R INLET RAMPS switches ..... AUTO
20. ANTI SKID SPOILER BK switch ..... OFF
21. FUEL panel ..... Set
  - a. WING/EXT TRANS switch ..... AUTO
  - b. REFUEL PROBE switch ..... RET
  - c. DUMP switch ..... OFF
  - d. FEED switch ..... NORM (guard down)
22. LDG GEAR handle ..... DN
23. NOSE STRUT switch ..... OFF
24. Parking brake ..... Pull
25. Radar altimeter ..... OFF
26. Altimeter ..... Set
27. Left and right FUEL SHUT OFF handles ..... IN
28. ACM switch ..... OFF (guard down)
29. MASTER ARM switch ..... OFF (guard down)
30. Weapon select ..... OFF
31. HUD and VDI filters ..... As Required
32. Standby attitude gyro ..... Caged
33. G-meter ..... Reset
34. Clock ..... Wind and Set

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- 35. Fuel BINGO ..... Set
- 36. Circuit breakers .....Checked
- 37. Brake accumulator pressure .....Check in Green
- 38. HYD HAND PUMP ..... Check
- 39. HOOK handle.....Corresponding
- 40. DISPLAYS panel ..... Set
- 41. ELEV LEAD knob ..... Set
- 42. INBD and OUTBD spoiler switches .....NORM  
(guard down)
- 43. L and R generator switches .....NORM

### WARNING

Ground engine operation without electrical power supplied by either the generators or external power may cause 20-mm ammunition detonation because of excessive heat in the gun ammunition drum.

- 44. EMERG generator switch.....NORM  
(guard down)
- 45. Air-condition controls ..... Set
  - a. TEMP mode selector switch ..... AUTO
  - b. TEMP thumbwheel control.....As Desired  
(5 to 7 midrange)
  - c. CABIN PRESS switch.....NORM
  - d. AIR SOURCE pushbutton..... OFF
- 46. WSHLD AIR switch..... OFF
- 47. ANTI-ICE switch ..... AUTO/OFF
- 48. COMPASS panel..... Set
- 49. ARA-63 panel..... OFF

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- 50. MASTER LIGHT panel controls .....As Required
- 51. MASTER TEST switch..... OFF
- 52. EMERG FLT HYD switch..... AUTO  
(guard down)
- 53. HYD TRANSFER PUMP switch.....SHUT OFF  
(guard up)
- 54. CANOPY AIR DIFFUSER lever ..... CABIN AIR
- 55. VIDEO CONTROL switch ..... OFF

**PRESTART — PILOT**

1. External power and air.....ON
2. If wings are not in OV SWP:
  - a. WING SWEEP DRIVE NO. 1 and  
WG SWP DR NO. 2/MANUV  
FLAP cb's (LE1, LE2) ..... Pull
  - b. Emergency WING SWEEP  
handle ..... Extend and Match  
Captain Bars With  
Wing Position Tape



Wings will move to emergency handle position regardless of wing-sweep cb position.

**Note**

If wings are in OV SW, do not extend handle.

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3. ICS..... Check
4. Landing gear indicator and transition light..... Check  
Check gear position indication down and transition  
light off.
5. MASTER TEST switch..... Check
  - a. LTS

### WARNING

Initial failure with subsequent illumination after slight adjustment of either fire warning light during lights test is indicative of a weakened fire light retaining clip and/or current flow impediments at the bulb contact points. Either condition seriously degrades fire warning indication reliability. The fire warning lights must be seated securely with the operable bulb contact points free of impediments to current flow at all times to ensure proper operation of the fire warning light.

## WARNING

Failure of the EMERG STORES JETT push-button to illuminate during LTS check could indicate that the pushbutton light is burned out or that the test circuit is defective. If the switch is actuated, stores will jettison when weight is off wheels. If this occurs, status of the emergency stores jettison circuit cannot be determined. Under some lighting conditions, it may be difficult to determine when the light is illuminated. Ensure that the light goes off when LTS on MASTER TEST switch is deselected. Failure of the light to go off indicates emergency jettison is selected; stores will jettison when weight is off wheels.

b. FIRE DET/EXT

c. INST

d. MASTER TEST switch ..... OFF

6. Ejection seats ..... Armed

Verify seat armed with RIO

7. CANOPY handle ..... CLOSE



## WARNING

Flightcrews shall ensure that hands and foreign objects are clear of front cockpit handholds and top of ejection seats and canopy sills to prevent personal injury and/or structural damage during canopy opening or closing sequence. Only minimum clearance is afforded when canopy is transitioning fore and aft.

## Note

If CLOSE does not close the canopy, depress the grip latch, release and push handle outboard and forward into BOOST. If it is necessary to use BOOST, the handle shall be returned to CLOSE to avoid bleed-off of pneumatic pressure.

8. ACM panel ..... Set
  - a. Gun rate.....Set and Check rounds remaining
  - b. SW COOL ..... OFF
  - c. MSL PREP..... OFF
  - d. MSL MODE .....NORM
  - e. Station loading status windows..... Check  
Verify consistency with loaded armaments.

## NAVAIR 01-F14AAP-1B

9. EMERG STORES JETT pushbutton light .....Out

### Note

The MASTER CAUTION light and the EMERG JETT caution light illuminate when the EMERG STORES JETT pushbutton is activated.

10. LADDER light .....Out

11. Inform RIO ..... Ready to start

## ENGINE START



- If engine chugs and/or rpm hangup is encountered with one engine turning during normal ground start, monitor EGT for possible hot start. AIR SOURCE pushbutton should be set for the operating engine until rpm stabilizes at idle, then set to BOTH ENG.
  - To prevent possible engine overtemperature during crossbleed start attempts, select the operating engine for air source and return to BOTH ENG after rpm stabilizes at idle or above.
1. ENG CRANK switch .....L (left engine)
  2. ENG CRANK switch ..... OFF
  3. ENG CRANK switch ..... L (right engine)
  4. ENG CRANK switch ..... OFF
  5. EMERG FLT HYD  
switch..... LOW-HIGH-AUTO (LOW)



Combined and brake accumulators should be charged prior to backup module checks. Checks should be made slowly enough to ensure continuous ON indication in the hydraulic pressure indicator to prevent damage to the pump or motor.

## Note

Ensure combined and flight hydraulic pressures are zero prior to testing emergency flight hydraulic system to allow proper check of 300 psi priority valve.

### 6. ENG CRANK.....R (Right engine)



- If no oil pressure or hydraulic pressure is indicated, start shall be aborted by setting ENG CRANK switch to OFF.
- If the ENG CRANK does not automatically return to the OFF position by 50-percent rpm during start, ensure the ENG CRANK switch is off prior to 60-percent rpm to prevent starter overspeed.
- If the START/VALVE caution light illuminates after the ENG CRANK switch is off, select AIR SOURCE to OFF to prevent starter overspeed.
- When attempting a crossbleed or normal ground start, do not attempt to reengage the ENG CRANK switch if the engine is spooling down and rpm is greater than 46 percent. Between 30-and 46-percent rpm, the ENG CRANK switch may not stay engaged because of normal variations in starter cutout speed.

## Note

During cold starts, oil pressure may exceed 65 psi. This pressure limit should not be exceeded for more than 1 minute.

7. Right throttle..... IDLE at 20-Percent RPM



If an idle crossbleed start is attempted with high-residual engine EGT and/or throttles are advanced from OFF to IDLE prior to 20-percent rpm, higher than normal EGT readings may occur. If the EGT appears to be rising abnormally, increasing the supply engine to 80-percent rpm may yield a normal start temperature.

## Note

- Advancing the R throttle from OFF to IDLE automatically actuates the ignition system. An immediate indication of fuel flow (300 to 350 pph) will be exhibited and light-off (EGT rise) should be achieved within 5 to 15 seconds. Peak starting temperatures will be achieved in the 40- to 50-percent rpm range. After a slight hesitation, the EGT will return to normal. Exceeding 890°C constitutes a hot start. During the initial starting phase, the nozzle should expand to a full-open (100 percent) position.

## Note

- Loss of electrical power may result in smoke entering the cockpit via the ECS.

8. R GEN light.....Out
9. R FUEL PRESS light .....Out
10. Idle engine instrument readings..... Check
  - a. RPM.....62 to 78 Percent
  - b. EGT ..... 500° (nominal)
  - c. FF.....950 to 1,400 Pph (nominal)
  - d. NOZ position ..... 100 Percent
  - e. OIL..... 25 to 35 psi (nominal)  
(15 psi minimum)
  - f. FLT HYD PRESS ..... 3,000 psi
11. External power .....Disconnect

## WARNING

Ground engine operation without electrical power supplied by either the generators or external power may cause 20-mm ammunition detonation because of excessive heat in the gun ammunition drum.

12. ENG CRANK switch ..... L (Left engine)  
When combined hydraulic pressure reaches 3000 psi switch ENG CRANK back to OFF (center position).
13. HYD TRANSFER PUMP switch..... NORMAL  
Hydraulic transfer pump will operate from flight side to maintain the combined side between 2,400 to 2,600 psi.



If the transfer pump does not pressurize the combined system within 10 seconds, immediately set HYD TRANSFER PUMP switch to SHUTOFF.

14. HYD TRANSFER PUMP switch.....SHUTOFF
15. Repeat steps 6 to 10 for left engine.
16. Starter air .....Disconnect
17. AIR SOURCE switch..... L ENG, R ENG,  
then BOTH ENG
18. HYD TRANSFER PUMP switch..... NORMAL

## POSTSTART — PILOT

1. STAB AUG switches .....All ON
2. MASTER TEST switch..... EMERG GEN  
NO GO light should illuminate for about 1 sec before  
GO light illuminates.  
When disconnecting AHRS light might illuminate  
momentarily.
3. VMCU operation ..... Check  
Following disengagement of MASTER TEST -  
EMERG GEN the following lights should illuminate  
for just under 2 secs:
  - a. PITCH STAB 1 and 2
  - b. ROLL STAB 1 and 2
  - c. YAW STAB OP and OUT
  - d. SPOILERS
  - e. HZ TAIL AUTH
  - f. RUDDER AUTH
  - g. AUTO PILOT
  - h. MACH TRIM

### Note

RUDDER AUTH light will not go out until  
reset by MASTER RESET pushbutton and  
PITCH and ROLL STAB AUG switches will  
have turned OFF.

4. Advise RIO that test and check is complete
5. STAB AUG switches .....All ON
6. AFTC ..... Check
  - a. L ENG MODE SELECT switch..... SEC



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- L ENG SEC light illuminates, RPM drop, left NOZ indicator points below zero.
- b. Advance L throttle to ensure engine response.
  - c. L ENG MODE SELECT switch..... PRI  
L ENG SEC light goes out, NOZ indicator to 100 Percent.
  - d. R ENG MODE SELECT switch..... SEC  
R ENG SEC light illuminates, RPM drop, right NOZ indicator points below zero.
  - e. Advance R throttle to ensure engine response.
  - f. R ENG MODE SELECT switch .....PR  
R ENG SEC lights goes out, NOZ indicator to 100 Percent.



Selecting secondary (SEC) mode closes exhaust nozzles increasing nozzle jet wake hazard.

### Note

- Performing AFTC check during OBC inhibits AICS ramps from programming. Ramps must be reset before another OBC can be performed.
- Operating engines in secondary mode inhibits the engine monitoring system portion of FEMS until primary mode is reselected.

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7. Emergency WING SWEEP handle .....0V SW



If the “OVER” flag is not displayed in the wing sweep indicator with the wings in oversweep the stick should remain centered.



If wings are not in oversweep, move the wing-sweep emergency handle to 68° in raised position. Then raise handle to full extension and hold until HZ TAIL AUTH caution light goes out and OVER flag appears on wing-sweep indicator. Move handle to full aft OV SW and stow.

8. Wing-sweep mode switch..... AUTO
9. WING SWEEP DRIVE NO.1  
and WG SW DR NO. 2 /  
MANUV FLAP cb (LE1, LE2) ..... IN
10. WING/EXT TRANS switch..... OFF
11. MASTER RESET pushbutton.....Depress
12. COMM/NAV/GEAR/DISPLAYS ..... ON
- a. UHF function selector..... TR+G or BOTH
  - b. TACAN function selector..... T/R
  - c. ARA-63 POWER switch ..... ON
  - d. DISPLAYS control switches ..... ON
  - e. RADAR ALTITUDE..... ON

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- 13. Trim..... Set 000
- 14. Standby attitude gyro..... Erect
- 15. MASTER RESET pushbutton.....Depress
- 16. MASTER TEST switch..... OBC
- 17. AUTOPILOT switch .....Engage



OBC commencement with autopilot engaged and nose down trim may result in a force link disconnect when the stick hits forward stick stop during the pitch parallel actuator checks.

- 18. OBC..... Initiate  
(Coordinate with RIO and plane captain.)



Increased suction around intakes during inlet ramp programming and the automatic movement of the horizontal stabilizers presents a FOD hazard and a potential for injury to ground personnel not clear of these areas.

- 19. Speed brake switch..... EXT, then RET  
First test partial extension and retraction, then full.  
Check for fluctuations in stabilizer to verify integrated trim operation.
- 20. REFUEL PROBE switch..... All EXT, then RET  
Check normal function and that transition light illuminates normally.
- 21. WSHLD AIR switch..... Cycle

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22. MASTER TEST switch/OBC..... OFF  
If engaged, verify that autopilot disengages.
23. WING/EXT TRANS switch..... OFF
24. Trim..... Checked and Set 000



Ensure adequate clearance before moving wings.

### Note

For CV operations, omit steps 25 through 43.

25. Emergency WING SWEEP handle .....20°
- a. After moving handle to 20° (full forward), engage spider detent.
  - b. Stow handle and guard.
  - c. HZ TAIL AUTH light will illuminate momentarily coming out of OVSW.
26. MASTER RESET pushbutton.....Depress
27. External lights..... Check (prior to night/IMC flight)



During night operations, aircraft with inoperable tail and aft anticollision lights will not be visible from the rear quadrant even under optimum meteorological conditions, thus increasing midair potential.

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28. Flaps and slats .....DN  
Check for full deflection and operation of outboard spoiler module.  
Also check for 3° trailing edge up of stabilizer.
29. Flight controls..... Cycle  
Observe the following:
  - a. Pitch control.....36° TEU to 9° TED  
horizontal tail (33° to 12°  
without ITS)
  - b. Lateral control..... 24° total differential tail
  - c. Directional control ..... ±30° rudder
  - d. Longitudinal/Lateral combined ..... 35° TEU  
to 15° TED horizontal tail  
Spoilers.....55°
30. DLC ..... Check  
Verify horizontal tail shift with DLC input.
31. ANTI SKID SPOILER BK switch ..... SPOILER BK
32. MASTER TEST switch..... STICK SW
  - a. SPOILER light illuminates and all spoilers fall down.
  - b. GO light should illuminate with 1 inch of movement of stick in each direction.
33. Spoilers and throttles ..... Check
34. ANTI SKID SPOILER BK switch ..... OFF
35. Flaps and slats ..... UP
36. Maneuver flaps .....DN

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37. WING SWEEP MODE switch..... MAN 50



If sweep does not stop at 50° immediately  
select AUTO.

38. Maneuver flaps ..... Crack Up

39. WING SWEEP MODE switch..... BOMB  
Check maneuver flap retraction.

40. Emergency WING SWEEP handle ..... 68°

41. Emergency WING SWEEP handle ..... OV SW

42. WING SWEEP MODE switch..... AUTO

43. MASTER RESET pushbutton..... Depress

### Note

Checklist for CV resumes

44. ANTI SKID SPOILER BK switch ..... BOTH

45. ANTI SKID ..... BIT  
Ensure coarse gyro alignment complete before  
releasing parking brake.

46. ANTI SKID SPOILER BK switch ..... OFF

47. Radar altimeter ..... BIT

a. Depress SET knob, display should show 100 feet  
and indicator green light illuminates.

b. Release and indicator should show 0 feet, warning  
tone should sound in both cockpits and ALT LOW  
illuminates correspondingly.

48. Displays ..... Check

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- 49. TACAN ..... BIT
- 50. ARA-63 ..... BIT
- 51. HUD-VIDEO..... BIT
- 52. Altimeter ..... SET/RESET mode
- 53. Compass ..... Check  
Check IMU heading on HUD, VDI, HSD and BDHI.
- 54. Flight instruments..... Check

### FINAL CHECKER (ASHORE)

- 1. NOSE STRUT switch..... Kneel, Check  
Launch Bar Down
- 2. Hook .....DN, Check RATS Advisory  
Light On, Then UP
- 3. LAUNCH BAR switch..... Cycle
- 4. NOSE STRUT switch..... EXTD

**FINAL CHECKER (ABOARD CV)**

1. Hook ..... DN on Director's Signal  
Check RATS Advisory  
Light On, Then UP



Carrier operations with an inoperative RATS will increase wind-over-deck requirements. Failure to notify CV OPS may result in damage to the ship's arresting gear or aircraft tailhook assembly structure.

2. Nosewheel steering ..... Cycle OFF, Then ON



Failure to cycle nosewheel steering following hook check will permit nosewheel steering centering to remain engaged and may cause mispositioning of the launch bar during catapult hookup. This can result in launch bar disengaging from shuttle during catapult stroke.



## TAXI — PILOT



Taxiing with the left engine secured is not authorized. Normal braking and nosewheel steering control will be lost if the hydraulic transfer pump (BIDI) fails while taxiing with the left engine secured.

1. Parking brake..... Release
2. Nosewheel steering..... Check
3. Brakes..... Check
4. Turn-and-slip indicator..... Check
5. Ordnance ..... Safe

## TAKEOFF CHECKLIST

### RIO CHALLENGE

1. "BRAKES"
2. "FUEL TOTAL \_\_\_\_\_ lb"
3. "CANOPY CLOSED, LOCKS ENGAGED, LIGHT OUT, STRIPES ALIGNED, HANDLE IN CLOSE POSITION"
4. "SEAT — ARMED TOP AND BOTTOM COMMAND EJECT \_\_\_\_\_ (as briefed), STRAPPED IN SIX WAYS"
5. "STAB AUG"
6. "ALL CIRCUIT BREAKERS SET"
7. "MASTER TEST SWITCH"
8. "BIDIRECTIONAL"
9. "COMPASS, STANDBY GYRO, TURN NEEDLE, AND ALTIMETER"

### PILOT REPLY

CHECK OK. ACCUMULATOR PRESSURE UP  
 "NORMAL FEED, AUTO-TRANSFER DUMP OFF, TRANSFER CHECKED, TOTAL \_\_\_\_\_ WINGS/EXT \_\_\_\_\_ AFT AND LEFT \_\_\_\_\_ FORWARD AND RIGHT \_\_\_\_\_ FEED TANKS FULL BINGO SET. \_\_\_\_\_"  
 "CLOSED, LOCKS ENGAGED, LIGHT OUT, SEAL INFLATED, HANDLE IN CLOSE POSITION"  
 "ARMED TOP AND BOTTOM, PILOT/MCO IN WINDOW (as indicated), STRAPPED IN SIX WAYS"  
 "ALL ON"  
 "ALL IN"  
 "OFF"  
 "NORMAL"  
 "COMPASS SYNCHRONIZED, STANDBY GYRO ERECT, GOOD TURN NEEDLE, ALTIMETER SET (LOCAL SETTING)"

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### CV – Approaching CAT on Director's Signal

- |   |  |
|---|--|
| 10. "WINGS" (visually checked)                                  | "20°, AUTO, BOTH LIGHTS OUT"   |
| 11. "FLAPS AND SLATS" (visually checked)                        | AS REQUIRED  |
| 12. "SPOILERS AND ANTISKID"                                     | "SPOILER MODULE ON, SPOILER BRAKES SELECTED" (field)<br>"SPOILER MODULE ON, SPOILER BRAKES OFF" (CV) |
| 13. "TRIM"  | "SET 0,0,0" (field)<br>"AS REQUIRED" (CV)  |
| 14. "HARNESS — LOCKED"  | "LOCKED"   |
| 15. "CONTROLS" (RIO visually check for full spoiler deflection) | "FREE, 33_ AFT STICK, FULL SPOILER DEFLECTION, LEFT AND RIGHT, HYDRAULICS 3,000 PSI"                 |
| 16. "ALL WARNING AND CAUTION LIGHTS OUT"                        | "ALL WARNING AND CAUTION LIGHTS OUT"   |
| ASHORE — In Takeoff Position                                    |  |
| 17. "ANTISKID/SPOILER BRAKES"                                   | "BOTH" (if operable)   |

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## ASCENT CHECKLIST

At level-off or 15,000 feet (whichever occurs first):

1. Cabin pressurization ..... Check
2. Fuel transfer..... Check

## PRELAND AND DESCENT

1. HOOK/HOOK BYPASS..... As Desired
2. Exterior lights ..... As Desired
3. Compass/BDHI ..... Check With Mag Compass
4. Wing-sweep mode switch..... As Desired
5. ANTI SKID SPOILER BK switch ..... BOTH  
(if operable, CV-OFF)
6. Altimeter..... Set
7. Radar altimeter ..... On/BIT Check
8. Fuel quantity and distribution..... Check
9. Armament..... Safe
10. CANOPY DEFOG/CABIN AIR lever..... DEFOG
11. ANTI-ICE switch ..... AUTO/OFF
12. PDCP ..... Set
13. ARA-63/ACLS ..... ON/BIT Check

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15. DECM switch ..... STBY  
16. AN/ALE-39 ..... OFF

### WARNING

If LAU-7 mounted stores are loaded, perform steps 16 and 17 with the aircraft in a safe area and headed in a direction where inadvertent gun firing would not cause damage.

17. WEAPON SELECT ..... Cycle to GUN, Then OFF

### WARNING

If HOT TRIG light illuminates with MASTER ARM switch OFF, perform step 17.

18. STA 1/8 AIM-9 REL PWR cb (6D4, 6D3) ..... Pull  
19. WCS switch ..... STBY

### WARNING

The RIO should place WCS switch to STBY on final approach to prevent unnecessary exposure of flight deck personnel to RF radiation hazards.

**LANDING CHECKLIST**

1. Wing-sweep mode switch.....20° AUTO
2. Wheels ..... Three DN (check transition light out)
3. STAB AUG switches .....All ON
4. Flaps ..... Full DN
5. DLC .....Checked
6. Hook .....As Desired
7. Harness .....Locked
8. Speedbrakes ..... EXT (out)
9. Brakes ..... Check
10. Fuel..... Check

## POSTLANDING — PILOT

1. Speedbrake switch.....RET
2. ANTI SKID SPOILER BK switch.....OFF
3. Flaps and slats .....UP
4. WING SWEEP MODE switch.....BOMB



Ensure that emergency WING SWEEP handle  
and wings move to 55°.

5. EMERGENCY WING SWEEP handle.....OV SW
6. Avionics.....OFF
7. Right throttle.....OFF
8. 9. HYD TRANSFER PUMP switch.....SHUTOFF
9. (after BIDI check)
10. Ejection seats.....Safe (coordinate with RIO)
11. Ordnance .....Dearm (field)
12. Wheels .....Chocked
13. Parking brake.....Pull



Do not pull parking brake subsequent to a  
field landing if the brakes have been used  
extensively.

14. UHF FUNCTION selector .....OFF
  15. OXYGEN switch.....OFF
- After removing mask, turn oxygen off.

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- 16. EMERG generator switch..... OFF
- 17. Standby attitude gyro..... Cage
- 18. Left throttle.....OFF (alert RIO)
- 19. Lights..... OFF
- 20. EJECT CMD indicator ..... Verify PILOT
- 21. CANOPY handle .....OPEN (alert RIO)
- 22. Flightcrew..... Egress



## HOT REFUELING PROCEDURES

1. Fire extinguishing equipment ..... Available
2. All emitters .....STBY or OFF
3. Right throttle..... OFF
4. Wheels ..... Chocked
5. Parking brake..... Pull



If heavy braking is used during landing or taxiing followed by application of the parking brake, normal brake operation may not be available following release of the parking brake if the brakes are still hot. Check for normal brake operation after releasing the parking brake and before commencing taxiing.

6. REFUEL PROBE switch.....FUS EXTD/  
ALL EXTD (as desired)
7. WING/EXT TRANS switch.....As Desired
8. REFUEL PROBE switch..... RET
9. WING/EXT TRANS switch ..... OFF

## IN-FLIGHT REFUELING CHECKLIST

The in-flight refueling checklist shall be completed before plug-in.

1. WCS switch..... STBY
2. Arming switches..... Safe
3. DUMP switch..... OFF
4. AIR SOURCE pushbutton..... L ENG
5. REFUEL PROBE switch..... As Desired  
(transition light out)
6. Wing-sweep mode — MAN/  
wing-sweep angle ..... As Desired
7. Visors..... Recommended Down

When clear of the drogue:

1. REFUEL PROBE switch..... RET
2. Probe transition light ..... Check OFF
3. AIR SOURCE pushbutton..... BOTH ENG
4. Wing-sweep mode switch..... AUTO