|  |  |  |  |  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- | --- | --- | --- | --- |
| 01 | Ground Crew | | | Identify Aircraft Weight (Rearm / Refuel) | | | | |  |  |
| 02 | ICP-COM1 | | | | | Turn to ATC Frequency | | |  | CM |
| \* | LEFT / RIGHT HDPT | | | | | As required | | |  | RF |
|  | Oxygen Emergency Lever | | | | | Normal | | |  | RM |
|  | Oxygen Diluter Lever | | | | | Normal | | |  | RM |
|  | Oxygen Supply Level | | | | | On | | |  | RM |
|  | Oxygen Pressure Gauge | | | | | Within Green limits | | |  |  |
| 03 | Anti-Skid Switch | | | | | Anit-Skid | | | ↕ | LF |
| 04 | Taxi Light | | | | | On | | | ↓ | LF |
| 05 | Stores Config Switch | | | | | CAT I – Air to Air CAT III – Air to Ground | | | ↓↑ | LF |
| 06 | ANTI – COLL | | | | | As desired | | | ↻ | LM |
| 07 | Position Switch | | | | | | Flash | | ↑ | LM |
| 08 | Wing / Tail Switch | | | | | BRT | | | ↑ | LM |
| 09 | Fuselage Switch | | | | | BRT | | | ↑ | LM |
| 10 | Formation Knob | | | | | BRT | | | ↑ | LM |
| 11 | Master Knob | | | | | Norm | | | ↻ | LM |
| \* | ECM (AN-ALQ-184 fitted) | | | | | Standby | | | ↑ | LM |
| \* | ECM XMIT | 1 - SPJ | Radar Priority | | | | | CMDS - Semi /Auto | ↓↑ | LM |
| 2 - SPJ | ECM priority | | | | | CMDS - Semi /Auto |
| 3 - On | Active Jamming | | | | | CMDS - Man |
| \* | ECM Channels | | | | | 1,2,3,4,5,Blank Enable | | | ↓ | LM |
| \* | ECM Channels | | | | | Verify “S” Illuminated | | | ☼ | LM |
|  | Wheel Brakes | | | | | Check Function | | |  |  |
| 12 | Standby Attitude Indicator | | | | | Uncage | | | ↻ | CR |
| 13 | ATC | | | | | Request Taxi | | |  |  |
| 14 | NWS | | | | | Engaged | | |  |  |
|  | NWS Status Light | | | | | Illuminated | | | ☼ | CR |
|  | Taxi to Holding Bay / Run-up Bay | | | | |  | | |  |  |
| 15 | Probe Heat Switch | | | | | Probe Heat | | | ↑ | LA |
| 16 | Trim Wheel – Pitch / Roll / Yaw | | | | | 0° | | | ↻ | LA |
| 17 | Position Switch | | | | | Steady | | | ↓ | LM |
| 18 | Ejection Safety Lever | | | | | Armed | | | ↓ | LF |
|  | Speed Brake | | | | | Close | | |  | LF |
|  | Master Caution | | | | | Extinguished | | | ○ | CL |
|  | Eyebrow Caution Panels | | | | | Extinguished | | | ○ | CL/R |
|  | Caution Panel | | | | | Extinguished | | | ○ | RF |
| 19 | RDR Switch | | | | | On | | | ↑ | RF |
| 20 | ATC | | | | | Request Takeoff | | |  |  |
|  | Identify Take Off Speed (TOS): | | | | | | | |  |  |
|  | |  |  |  |  |  |  |  |  | | --- | --- | --- | --- | --- | --- | --- | --- | | Weight | 20,000 | 24,000 | 28,000 | 32,000 | 36,000 | 40,000 | 44,000 | | TOS | 128 kts | 142 kts | 156 kts | 168 kts | 178 kts | 188 kts | 198 kts | | | | | | | | | |  |
| 21 | Wheel brakes | | | | | Full | | |  |  |
| 22 | Throttle | | | | | Increase to 85% RPM | | |  |  |
|  | HYD/OIL PRESS | | | | | Extinguished | | | ○ | CL |
|  | Oil Pressure | | | | | 25 – 65 psi | | |  | CL |
|  | FTIT | | | | | < 935° | | |  | CL |
|  | Hydraulic Pressure (A & B) | | | | | 2850 – 3250 psi (3) | | |  | CL |
| 23 | Wheel brakes | | | | | Release | | |  |  |
| 24 | Throttle Position | | | | | Cat I – Military  Cat III – Afterburner | | |  | LM |
| 25 | NWS | | | | | Disengage @ 70 Kts | | |  |  |
|  | NWS Status Light | | | | | Extinguished | | | ○ | CR |
| 26 | Control Stick - Pitch Aft | | | | Military - 10 Kts pre-TOS  Afterburn – 15 Kts pre-TOS | | | |  |  |
|  | Establish positive Rate of Climb | | | | | | | | |  |
| 27 | Landing Gear | | | | | Retract | | | ↑ | LF |
| \* | ECM | | | | | OPR | | | ↑ | LM |
| 28 | CMDS - Mode | | | | | As desired | | | ↻ | LF |
| 29 | Taxi Light | | | | | Off | | | ↓ | LF |
| 30 | Master Arm | | | | | ARM | | | ↑ | CL |
| 31 | Laser Arm | | | | | ARM | | | ↑ | CL |
|  |  | | | | |  | | |  |  |
|  | END OF PROCEDURE | | | | | | | | |  |
|  |  |