

CHAPTER 7

Shore-Based Procedures

7.1 PREFLIGHT CHECK

7.1.1 Line Operations.

7.1.2 Exterior Inspection.

1. Nose landing gear
 - a. Drag brace/fairing - CHECK CONDITION
 - b. Drag brace ground safety pin - REMOVED
 - c. Holdback fitting - CHECK CONDITION
 - d. Tires and wheels - CHECK CONDITION
 - e. Tire pressure - 150 psi (ashore) 375 psi (afloat) (gauges on some aircraft)
 - f. Ensure key washer not in direct contact with wheel hub.
 - g. Strut piston chrome exposed - 3 TO 4 INCHES
 - h. Launch bar - CHECK CONDITION
 - i. Nosewheel steering assembly - CHECK CONDITION
 - j. Tiedown rings (2) - CHECK FOLDED AGAINST STRUT
 - k. Taxi and approach lights - CHECK CONDITION
 - l. Strut pressure gauges (2) - CHECK vs. Strut Servicing Plate
 - m. Retract actuator - CHECK CONDITION
 - n. Strut - CHECK CONDITION
2. Nose wheelwell – CHECK
 - a. Emergency brake accumulator pressure - CHECK (2,600 psi minimum)
 - b. Digital display indicator - NO FLAGS
 - c. APU emergency shutdown switch - NORMAL
 - d. Doors and linkages - CONDITION
 - e. BRCU - CYCLE (if applicable)
3. Nose section (left side) – CHECK
 - a. Gun - PREFLIGHT
 - b. U BATT/E BATT circuit breakers - CHECK
 - c. Pitot static probe - CONDITION
 - d. Pitot static drains (5) - CLOSED
 - e. AOA probe - CHECK CONDITION
 - (1) Smooth, concentric rotation through the full range of travel to include while gently pulling and pushing the AOA probe.
 - (2) No bends, dents, dings, or other surface discrepancies.
 - f. Forward UHF antenna - CONDITION
 - g. Radome - SECURE (2 points)
4. Nose section (top) – CHECK
 - a. Gun blast diffuser and gun port – CLEAR
5. Nose section (right side) – CHECK

- a. Radome - SECURE (2 points)
 - b. AOA probe - CHECK CONDITION
 - c. Pitot static probe - CONDITION
 - d. Refueling receptacle cover - INSTALLED (Door 8R)
6. Right fuselage – CHECK
- a. SMS processor/SMUG - CHECK codes, Door 14R closed/secure
 - b. Aft UHF antenna - CONDITION
 - c. Engine intake duct - CLEAR
 - d. ECS intake - CLEAR
 - e. Chaff/flare dispenser – PREFLIGHT (Dispenser module (chaff/flare bucket) or access cover shall be installed.)
7. External fuel tank – PREFLIGHT
- a. Refuel cap - DOWN, LOCKED, ARROW FORWARD
 - b. Precheck valve - DOWN, FLUSH, ARROW UP
 8. AIM-7, AIM-120, LDT/SCAM, or NAVFLIR - PREFLIGHT
 9. Fuel air heat exchanger intake - CLEAR AND CONDITION
10. Right main wheelwell – CHECK
- a. Doors and linkages - CONDITION
 - b. APU accumulator - PRESSURE, TEMPERATURE, PISTON POSITION
 - c. Landing gear downlock and retract actuators - CONDITION
 - d. Downlock pin - REMOVED
 - e. Hydraulic filter indicators - NOT POPPED
 - f. APU accumulator pump handle - CONDITION, SECURITY, PIN
 - g. Main fuel line clamps secure and safety wires attached.
11. Right main landing gear – CHECK
- a. Tire - TREAD WEAR, PRESSURE 250 psi (ashore) 350 psi (afloat) (gauges on some aircraft)
 - b. Brake wear indicator - CHECK
 - c. Shrink links and planing links - CONDITION
 - d. Shock strut pressure - CHECK
 - e. Tiedown rings and springs – CONDITION
12. Right wing – CHECK
- a. Leading edge flap - CHECK CONDITION
 - b. Pylons and external stores -
 - c. Navigation lights - CONDITION
 - d. Wingfold area - CONDITION
 - e. Wingfold lugs - CONDITION
 - f. LAU-7 - Ensure doors secure, power supply installed, and either nitrogen bottle or HiPPAG installed.
 - g. AIM-9 - PREFLIGHT
 - h. Aileron - CONDITION, FAIRED WITH WINGS FOLDED
 - i. Trailing edge flap - CHECK CONDITION
13. Right aft fuselage – CHECK

- a. Hydraulic reservoir gauge - CHECK
- b. Vertical stabilizer and rudder - CONDITION
- c. Stabilator - CONDITION
- d. Exhaust nozzle, afterburner section, turbine blades – CONDITION

14. Arresting hook area – CHECK

- a. Arresting hook - CONDITION (pin removed)

15. Left aft fuselage – CHECK

- a. Exhaust nozzle, afterburner section, turbine blades - CONDITION
- b. Stabilator - CONDITION
- c. Vertical stabilizer and rudder - CONDITION
- d. Hydraulic reservoir gauge – CHECK

16. Aft fuselage underside – CHECK

- a. APU intake and exhaust - CLEAR
- b. ATS exhaust – CLEAR

17. Left wing – CHECK

- a. Trailing edge flap - CHECK CONDITION
- b. Aileron - CONDITION, FAIRED WITH WINGS FOLDED
- c. AIM-9 - PREFLIGHT
- d. LAU-7 - Ensure doors secure, power supply installed, and either nitrogen bottle or HiPPAG installed.
- e. Wingfold area - CONDITION
- f. Wingfold lugs - CONDITION
- g. Navigation lights - CONDITION
- h. Pylons and external stores -
- i. Leading edge flap - CHECK CONDITION

18. Left main landing gear – CHECK

- a. Tire - TREAD WEAR, PRESSURE 250 psi (ashore) 350 psi (afloat) (gauges on some aircraft)
- b. Brake wear indicator - CHECK
- c. Shrink links and planing links - CONDITION
- d. Shock strut pressure - CHECK
- e. Tiedown rings and springs – CONDITION

19. Left main wheelwell – CHECK

- a. Doors and linkages - CONDITION
- b. Landing gear downlock and retract actuators - CONDITION
- c. Downlock pin - REMOVED
- d. Hydraulic filter indicators - NOT POPPED
- e. Main fuel line clamps secure and safety wires attached.

20. Fuel air heat exchanger intake - CLEAR AND CONDITION

21. Station 4 – PREFLIGHT

22. Chaff/flare dispenser – PREFLIGHT (Dispenser module (chaff/flare bucket) or access cover shall be installed.)

23. Forward fuselage underside – CHECK

- a. Loose fasteners and fluid leaks - CHECK
- b. Centerline station/store - PREFLIGHT
- c. Fuselage fuel cavity drains – CHECK

24. Left fuselage - CHECK

- a. Engine intake duct - CLEAR
- b. ECS intake - CLEAR
- c. Total temperature probe - CONDITION
- d. RLCS door – CHECK

7.1.3 Before Entering Cockpit.

1. Boarding ladder - SECURE (2 points)
2. Aircraft upper surfaces – CONDITION
3. Windshield - SECURE
3. Canopy jettison rocket motors - Nozzles down (F/A-18A/C)
4. Ejection seat safe/arm handle - SAFE & LOCKED
5. Ejection seat – PREFLIGHT

SJU-5/6

- a. Ejection seat manual override handle - Check handle full down and manual override initiator maintenance pin removed from sear.
- b. Time release mechanism trip rod - Check time release mechanism trip rod secured to bulkhead and engaged in time release mechanism. Check red color band on trip rod not visible. Check maintenance pin removed from sear.
- c. Right trombone assembly - Hoses connected and retaining pin installed.
- d. Ballistic gas disconnect - Check engaged and red band not visible.
- e. Survival kit release handle - Check full down.
- f. Leg restraint lines - Check lines secured to cockpit floor, lines not twisted, and line pins locked into front of ejection seat.
- g. Ejection seat firing initiators - Check firing linkage connected to sears.
- h. Survival kit emergency oxygen - Check pressure gauge, emergency oxygen green ring stowed inboard of left thigh cushion, and automatic emergency oxygen operating cable lanyard connected to cockpit floor.
- i. Rocket motor initiator - Check initiator cable lanyard connected to drogue gun trip rod without excessive cable hanging from initiator housing. Initiator sear installed with cable lever assembly link inserted, maintenance pin removed from sear. Left trombone assembly connected with quick release pin inserted.
- j. Drogue gun trip rod - Check drogue gun trip rod secured to bulkhead and engaged in drogue gun with maintenance pin removed from sear. Check that red color band on trip rod is not visible.
- k. Top latch mechanism - Check that top latch plunger and locking indicator is flush with the end of the top latch mechanism housing and the main beam.

- l. Catapult manifold assembly - Check hoses and manifold connected, and retaining pin installed.
- m. Scissor shackle tie-down - Check drogue withdrawal line connected to the drogue slug. Check forward flap on top of all other flaps and shackle tie routed through eyelet in top flap and routed through both drogue shackle and extender strap. Check scissor mechanism tied securely to top of parachute container. Check drogue shackle engaged in scissors, and scissors release plunger extended against moveable scissor arm with plunger pin visible on top of scissors plunger.
- n. Parachute risers - Check risers routed down forward face of the parachute container and routed behind retaining strap sensing-release secure and ease of operation, and seawater activated release system for proper installation.
- o. Radio beacon lanyard - Check lanyard secured to seat bucket.
- p. Check lap belts secure. Pull up strongly on each belt to make sure bolt fittings are engaged in seat. Check front end of survival kit secured to seat. Pull up on front end of kit to test security.

SJU-17 AND SJU-17A

- a. Ejection seat manual override handle - full down and locked.
- b. Right pitot - stowed.
- c. Ballistic gas quick-disconnect - connected indicator dowel flush or slightly protruding.
- d. Top latch plunger - Check that locking indicator is flush with the end of the top latch plunger.
- e. Catapult manifold valve - Check hoses and manifold connected, and retaining pin installed.
- f. Parachute withdrawal line - connected, secure.
- g. Parachute container lid - secure.
- h. Left pitot - stowed.
- i. Electronic sequencer - expended unit indicator (EUI) not activated. (Black sequencer - OK, White - CHECK THERMAL BATTERIES NOT ACTIVATED).
- j. Thermal batteries - expended unit indicator (EUI) not activated. (White or pink - OK, Black or purple - expended)
- k. Oxy/comm lines - connected secured.
- l. Survival kit -
- m. Radio beacon lanyard - Check lanyard secured to cockpit floor.
- n. Ensure that the lanyard and quick release connector are positioned forward of the underseat rocket motor tubes.
- o. Check lap belts secure. Pull up strongly on each belt to make sure bolt fittings are engaged in seat. Check front end of survival kit secured to seat. Pull up on front end of kit to test security.
- p. Negative g-strap - secure in seat bucket (SJU-17(V)1/A, 2/A, 9/A).
- q. Leg restraint lines - Check lines secured to cockpit floor, lines not twisted, and line pins locked into front of ejection seat.
- r. Ejection seat firing initiators - Check firing linkage connected to sears.
- s. Parachute risers - Check risers routed down forward face of the parachute container and routed behind retaining strap, sensing-release secure and ease of operation, and SEAWARS for proper installation.
- t. Backpad adjustment handle - Set to desired position (SJU-17A(V)1/A, 2/A, 9/A).

7.1.4 Interior Check.

1. Harness and rudder pedals - SECURE/ADJUST

2. Ejection control handle – CLEAR

Left console –

1. Circuit breakers (4) - IN
2. Manual canopy handle - STOWED
3. Nuclear weapon consent switch - AS DESIRED
4. MC and HYD ISOL switches – NORM

LOX Aircraft –

5. OXYGEN supply lever - OFF

OBOGS Aircraft –

5. OBOGS control switch - OFF
 - a. OXY FLOW knob - OFF
 - b. OBOGS monitor pneumatic BIT plunger - VERIFY UNLOCKED AND FULLY EXTENDED

All Aircraft –

6. COMM 1/IFF ANT SEL switches - AUTO/BOTH
7. COMM panel - SET
 - a. Relay, cipher, squelch and guard - OFF
 - b. ILS - SET FREQUENCY/UFC
 - c. Master, mode 4, and crypto switches - NORM/OFF/NORM
8. VOL panel - SET AS DESIRED
9. GEN TIE CONTROL switch - NORM (guard down, aircraft 162394 AND UP)
10. FCS GAIN switch - NORM
11. PROBE switch - RETRACT
12. EXT TANKS switches - NORM
13. DUMP switch - OFF
14. INTR WING switch - NORM
15. EXT LT panel - SET
16. Throttles - OFF
17. PARK BRK handle - SET
18. LDG/TAXI LIGHT switch - OFF

19. ANTI SKID switch - ON
20. FLAP switch - FULL
21. SELECT JETT knob - SAFE
22. LDG GEAR handle – DN
23. Landing gear handle mechanical stop - FULLY ENGAGED
24. CANOPY JETT handle – FORWARD

Instrument panel –

1. MASTER ARM switch - SAFE
2. FIRE and APU FIRE warning lights - NOT PRESSED IN
3. L(R) DDI, HI/MPCD, and HUD knobs - OFF
4. Altitude source - SELECT
5. ATT switch - AUTO
6. COMM 1 and 2 knobs - OFF
7. ADF switch - OFF
8. ECM mode - OFF
9. Dispenser select knob/dispenser switch - OFF
10. AUX REL switch - NORM
11. Clock - CHECK AND SET
12. Standby attitude reference indicator - CAGE/LOCK
13. IR COOL switch - OFF
14. SPIN switch - GUARD DOWN/OFF

Right console –

1. Circuit breakers (4) - IN
2. HOOK handle - UP
3. WING FOLD handle - SAME AS WING POSITION
4. AV COOL or FCS COOL switch - NORM
5. Radar altimeter - OFF

6. GEN switches - NORM
7. BATT switch - OFF
8. ECS panel - SET
 - a. MODE switch - AUTO
 - b. CABIN TEMP knob - 10 O'CLOCK
 - c. CABIN PRESS switch - NORM
 - d. BLEED AIR knob - NORM and DOWN
 - e. ENG ANTI ICE switch - OFF
 - f. PITOT ANTI ICE switch - AUTO
9. DEFOG handle - MID RANGE
10. WINDSHIELD switch - OFF
11. INTR LT panel - AS DESIRED
12. Sensors - OFF
13. KY-58 panel - SET
14. AN/AWB-3(V) monitor control - SET
15. NVG container - SECURE/NVG STOW (if required)

7.1.5 Engine Start

Aircraft 161353 THRU 161528 –

1. Battery operation - CHECK
 - a. Battery switch - ORIDE
 - b. BATT SW caution - CHECK DISPLAYED
 - c. Battery switch - ON (caution removed)

Aircraft 161702 AND UP –

1. Battery status - CHECK
 - a. Battery switch - ORIDE
 - b. E BATT voltage - CHECK
 - c. Battery switch - ON
 - d. U BATT voltage - CHECK

With external electrical power –

1. EXT PWR switch - RESET
2. GND PWR switches 1, 2, and 4 - B ON (hold for 3 seconds)
3. L(R) DDI, HI/MPCD, and HUD - ON
4. COMM 1, 2, and ADF - AS DESIRED

5. Warning and caution lights - TEST
6. Inertial navigation system - ENTER WAYPOINTS DESIRED

All starts –

1. BATT switch - ON (if not previously ON)
2. FIRE warning test - PERFORM
 - a. FIRE test switch - TEST A
 - b. FIRE test switch - NORM
 - c. FIRE test switch - TEST B

If APU start –

3. APU ACC caution light - OFF
 - a. APU switch - ON (READY light within 30 seconds)

If external air start –

3. BLEED AIR knob – OFF

-All starts

4. ENG CRANK switch – R
5. Right throttle - IDLE (15 % rpm minimum)
6. GPWS Voice Alerts - CHECK

All aircraft –

7. L(R) DDI, HI/MPCD, HUD, and UFC avionics, and radar altimeter - ON
8. HMD switch (if applicable) - ON
9. EMI/IFEI - CHECK
 - a. After engine start, it may be necessary to advance power above IDLE to get the ECS turbine started.

If APU or crossbleed start –

10. BLEED AIR knob - CYCLE THRU OFF TO NORM
11. Warning and caution lights – TEST
12. ENG CRANK switch - L
13. Left throttle - IDLE (15% rpm minimum)
14. ENG CRANK switch - CHECK OFF

If external air start –

15. BLEED AIR knob - RETURN TO NORM
16. EMI/IFEI - CHECK
17. External electrical power - DISCONNECT (if required)

7.1.6 Before Taxi

1. Waypoint zero and magnetic variation - CHECK
2. INS knob - CV, GND (parking brake set) or IFA (functioning GPS)
3. RADAR knob - OPR
4. WING FOLD - SPREAD AND LOCK
5. FCS RESET button - PUSH

If no reset –

- a. T/O trim button - PUSH (note TRIM advisory)
- b. FCS exerciser mode - INITIATE

If still no reset –

- c. FCS circuit breakers - PULL 4 CHANNELS
 - d. Wait 10 seconds.
 - e. FCS circuit breakers - RESET
 - f. FCS RESET button - PUSH
6. FLAP switch - AUTO
 7. FCS RESET button and paddle switch - ACTUATE SIMULTANEOUSLY
 8. FLAP switch - HALF
 9. FCS INITIATED BIT - PERFORM
 - a. AOA warning tone - VERIFY ANNUNCIATION AT FCS IBIT COMPLETION
 10. Trim - CHECK
 11. T/O TRIM button - PRESS UNTIL TRIM ADVISORY DISPLAYED
 12. FLAP switch - AUTO
 13. Controls - CHECK
 - a. Control stick - CYCLE
 - b. FLAP switch - HALF
 - c. Rudder pedals - CYCLE 30° left and right

14. Trim - SET FOR TAKEOFF

15. PROBE, speedbrake, LAUNCH BAR switches, HOOK handle and pitot heat - CYCLE (LAUNCH BAR optional for shore based operations.)

16. Air scoop - CHECK

- a. AV COOL or FCS COOL switch – EMERG
FCS ram air scoop deploys (thumbs up from plane captain).
- b. Plane captain manually restows scoop.

17. APU - VERIFY OFF

18. Fuel - BIT/SET BINGO

19. Altimeter - SET

20. GPWS/TAWS - BOXED

21. Mission data - ENTER

22. BIT - NOTE DEGD/FAIL

23. Weapons/sensors - AS REQUIRED

24. STORES page - VERIFY PROPER STORE INVENTORY AND STATION STATUS

25. HMD - ALIGN (both cockpits)

(CVRS record HMD if desired)

- a. SUPT/HMD/ALIGN page - SELECT
- b. Superimpose the HMD alignment cross on the HUD/BRU alignment cross.
- c. Cage/Uncage button - PRESS and HOLD until ALIGNING turns to ALIGN OK or ALIGN FAIL

If ALIGN FAIL –

- d. Repeat steps b and c.

If ALIGN OK and HMD alignment crosses are not coincident with HUD/BRU alignment cross –

- d. Perform FINE ALIGN.

If satisfied with alignment –

- e. ALIGN – UNBOX

26. Standby attitude reference indicator - UNCAGE

27. ATT switch - STBY

28. ATT switch - AUTO

LOX Aircraft –

29. Oxygen system – CHECK
 - a. OXYGEN supply lever - ON/MASK ON
 - b. Oxygen flow - CHECK
 - c. OXYGEN supply lever - OFF/MASK OFF

OBOGS Aircraft –

29. OBOGS system - CHECK

All aircraft –

30. ID - Enter three digit Julian date and event number via UFC
31. Canopy either full up or full down during taxi.

7.1.7 Taxi.

1. Normal brakes - CHECK
2. Nosewheel steering - CHECK

7.2 TAKEOFF

7.2.1 Before Takeoff

1. Canopy - CLOSED
2. OXY FLOW knob or OXYGEN supply lever - ON/MASK ON
3. IFF - ON
4. Inertial navigation system - CHECK
5. PARK BRK handle - FULLY STOWED
6. MENU checklist - COMPLETE (figure 7-1)
7. Engines - MIL CHECK (if desired)

7.2.2 Normal Takeoff. See expanded procedures.

7.2.5 After Takeoff

When definitely airborne –

1. LDG GEAR handle - UP
2. FLAP switch - AUTO

7.2.6 Climb. For visibility over the nose, maintain 350 knots to 10,000 feet.

7.2.7 10,000 Feet

1. Cockpit altimeter - CHECK
2. Fuel transfer - CHECK
3. Radar altimeter low altitude warning system - CHECK/SET

7.2.8 Cruise. Optimum cruise and maximum endurance should be found in the Performance Data.

7.2.8.1 Cruise Check.

1. Cabin pressurization/temperature - MONITOR

7.3 LANDING

7.3.1 Descent/Penetration. Before starting descent, perform the following:

1. ENG ANTI ICE switch - AS DESIRED
2. PITOT ANTI ICE switch - AUTO
3. DEFOG handle - HIGH
4. WINDSHIELD switch - AS DESIRED
5. Altimeter setting - CHECK
6. Radar altimeter - SET AND CHECK
7. HUD - SELECT NAV MASTER MODE
8. Nav aids - CROSSCHECK
9. ARA-63 (ILS) - ON AND CHANNEL SET
10. IFF - AS DIRECTED
11. Weapons/sensors - AS REQUIRED

7.3.2 Approach.

1. LAND checklist – COMPLETE

7.4 POSTFLIGHT

7.4.1 After Landing. See expanded procedures.

When clear of active runway –

1. Ejection seat - SAFE
2. Landing gear handle mechanical stop - FULLY ENGAGED
3. FLAP switch - AUTO

4. T/O TRIM button - PUSH (note TRIM advisory)

5. Mask – OFF

LOX Aircraft –

6. OXYGEN supply lever – OFF

OBOGS Aircraft –

6. OXY FLOW knob – OFF

All Aircraft –

7. Canopy either full up or full down.

7.4.1 Hot Refueling. See expanded procedures.

7.4.3 Before Engine Shutdown.

1. PARK BRK handle - SET

2. BIT display - RECORD DEGD

3. BLIN codes - RECORD

4. Radar maintenance codes - NOTE IF PRESENT

5. INS - PERFORM POST FLIGHT UPDATE

6. INS knob - OFF (10 seconds before engine shutdown)

7. Standby attitude reference indicator - CAGE/LOCK

8. Sensors, radar, avionics and VTRS - OFF

9. COMM 1 and 2 - OFF

10. EXT and INT LT knobs – OFF

11. CRYPTO switch - AS REQUIRED

12. Canopy - OPEN

13. QDC - DISCONNECTED AND STOWED

7.4.4 Engine Shutdown

1. Brake gauge - 3,000 psi

2. Nosewheel steering - DISENGAGE

3. FLAP switch - FULL

4. Throttle - OFF (alternate side)
5. Monitor HYD pressure.
6. Stick - PUMP
7. L(R) DDI, HI/MPCD, and HUD - OFF
8. Throttle – OFF

When amber FLAPS light illuminates –

9. BATT switch - OFF

7.5 REAR COCKPIT PROCEDURES (F/A-18B/D)

N/A

7.6 NIGHT FLYING

7.6.1 External Light Management. During night operations, the external lights should be set as follows:

1. On the line - Position and formation lights BRT, strobe light ON
2. When ready to taxi - Taxi light - AS DESIRED
3. In flight - AS REQUIRED
 - a. Single aircraft - BRT (or as weather conditions dictate)
 - b. Formations - AS REQUIRED BY WINGMAN

CHAPTER 8

Carrier-Based Procedures

8.1 GENERAL

8.2.3 Taxi.

1. Anti-skid - OFF
2. Wing fold handle - SPREAD
3. Wing fold handle - LOCK

8.2.5 Before Catapult Hook-Up.

1. Flaps - HALF

The following trim settings are recommended:

Symmetrical loading -

- a. Directional trim - 0°
- b. Lateral trim - 0°
- c. Longitudinal trim - SET AS REQUIRED

Asymmetrical loading -

- a. Directional trim - 0°
- b. Longitudinal trim (first) - SET AS REQUIRED
- c. Lateral trim - SET AS REQUIRED

8.2.6 Catapult Hook-Up.

1. Launch bar switch - EXTEND

8.2.8 Catapult Launch.

On aircraft 161716 AND UP:

1. Launch bar switch - RETRACT

8.2.14 ACL Mode 1 and 1A Approaches.

1. Horizontal indicator (HI/MPCD) - PRESS ACL
2. On board ACL capability - CHECK ACL 1
3. Report departing marshal.
4. Normal CCA - PERFORM
 - a. At 5,000 feet, report - SIDE NUMBER, PLATFORM
 - b. Continue descent to 1,200 feet MSL.

- c. At 10 miles, report - SIDE NUMBER, 10 MILES
- 5. Landing checklist - COMPLETE AT 10 MILES
 - a. Slow to approach speed at 6 miles.
- 6. Automatic throttle control - ENGAGE
- 7. Radar altitude hold - ENGAGE (if desired)

After ACL Acquisition –

- 8. On the upfront control, CPL button - PRESS TWICE
- 9. When coupled, report - SIDE NUMBER, COUPLED
- 10. When aircraft responds to automatic commands, report - SIDE NUMBER, COMMAND CONTROL

Mode 1A Approach -

- 11. At 0.5 mile, the controller or pilot may downgrade the approach to Mode 2. Continue manually with the approach and make a visual landing.
 - a. Uncouple, report - SIDE NUMBER, HORNET, BALL or CLARA, FUEL STATE.

Mode 1 Approach -

- 12. At 0.5 mile controller advises the pilot to call the ball. Report - SIDE NUMBER, HORNET, COUPLED, BALL or CLARA, FUEL STATE.
- 13. At approximately 12.5 seconds before touchdown, the uplinked 10 SEC is displayed on the DDI and HUD.
- 14. After touchdown, ACL and automatic throttles are disengaged.

8.2.15 ACL Mode 2 Approach.

- 1. Horizontal indicator (HI) - PRESS ACL
- 2. Onboard ACL capability - CHECK ACL OR ACL 2
- 3. Normal CCA - PERFORM
 - a. At 5,000 feet, report - SIDE NUMBER, PLATFORM
 - b. Continue descent to 1,200 feet MSL.
 - c. At 10 miles, report - SIDE NUMBER, 10 MILES
- 4. Landing checklist - COMPLETE AT 10 MILES
 - a. Slow to approach speed at 6 miles.
- 5. Automatic throttles - ENGAGE (if desired)
- 6. Radar altitude hold - ENGAGE (if desired) ACL

After acquisition –

7. Report - SIDE NUMBER, NEEDLES
8. Link 4 display - CHECK MODE 1 OR MODE 2
9. At 0.75 mile, report - SIDE NUMBER, HORNET, BALL or CLARA, FUEL STATE.

8.3 NIGHT OPERATIONS

8.3.6 Catapult Launch.

When ready for launch:

1. External lights master switch - ON