



VT-10

FORMATION

BRIEFING GUIDE

(NFOTS SYLLABUS)

JULY 2016



ADMIN



- **Time Hack**
- **IMSAFE / ORM**
- **DOR / TTO Policy**
- **Products (KBC, Jet Log, DD-175, Strip Charts)**
- **KBC Review:** Callsigns / Crews / Sides
Timeline (Walk / Takeoff / Area or Route Entry / Land)
Clearance / Flight Plan
Comm Plan
Fuel: Joker / Bingo
- **Wx / NOTAMS / TFRs / BASH**
- **Marshall / Taxi / Takeoff / Rendezvous / Enroute**
- **RTB (Transit / Approaches / Pattern / Destination Airfield Diagram Review)**
- **Discuss Items / Q.O.D.**
- **Emergencies**
 - Aborts
 - Midair / Damaged Aircraft
 - NORDO
 - SAR / On-Scene Commander
 - Lost Sight
 - Blind
 - Terminate / KIO
 - Ejection
- **Contingencies**
 - Weather
 - Lost comm / lost sight

Questions on Admin: Student? Instructors?



TAC ADMIN



- On-Deck Check In / Nav Check to Waypoint _____

- FENCE-In / G-warm

- Route / Area Entry

- Advisory Calls / Entry Time / Time Hack / Squawks

- Route / Area Exit / FENCE-Out

- Training Rules (as required)

T-6 Tail Chase Training Rules

Departure/OCF:

1. Inadvertent Departure from Controlled Flight holdface
2. Spin Procedures
3. No sustained slow speed, high AOA maneuvering below the soft deck (<100 kts AND >15.5 units AOA).

Administrative:

1. Scheduled face to face brief
2. Formation shall be authorized by cognizant Commander.
3. Weather
 - a. Daylight VMC (30 min after sunrise to 30 min prior to sunset)
 - b. 5 miles visibility
 - c. No maneuvers through cloud layers
4. Hard Deck: 6,000' AGL
5. Soft Deck: 10,000' AGL
6. Configuration changes are not authorized.
7. All aircraft must have operable common frequency radio (Transmit/Receive) and ICS (multi-crew).
8. Prior to tail chase a G-awareness maneuver shall be performed.

Midair / Collision Avoidance:

1. Maintain at least a 200' bubble around aircraft at all times.
2. With loss of visual, transmit "blind" and remain predictable. Other aircraft shall acknowledge with "visual, continue" or "knock-it-off" as appropriate, providing directive comm as necessary for safety of flight and ownship altitude in thousands of feet. Once sight is regained, transmit "visual".
3. Tail-chase shall cease when "Knock it off"/"Terminate" is called and all players echo:
 - a. "Terminate" for any of the following:
 - (1) Trail aircraft reaches a point forward of the Lead aircraft's 3-9 line (abeam)
 - (2) Either aircraft's airspeed drops below 90 knots
 - (3) Briefed joker fuel is reached
 - b. "Knock it off" for any of the following:
 - (1) Interloper
 - (2) Departure/Spin
 - (3) G-LOC
 - (4) Min alt broken
 - (5) NORDO
 - (6) Overstress/Overspeed
 - (7) BINGO fuel
 - (8) Inadvertent IMC
 - (9) Loss of SA
 - (10) Unsafe condition/emergency
 - (11) Approaching training area boundary
 - (12) Training rule violation

T-6 Low Altitude Training Rules

VNAV

Administrative:

1. Weather: Daylight VMC, 3000/5 SM, must maintain VMC on route.
2. Required VNAV calls on BTN 18 (333.3): 2 minutes prior to entering route, IP inbound, and off target.

CPIT / Collision Avoidance:

1. Collision Avoidance Tasking takes priority over all Mission Tasking.
3. No descending turns.
4. Pilot shall acknowledge all hazard calls & maneuver accordingly.
5. Any TAS warning shall be acknowledged by all aircrew.
6. Minimum altitude is 2000' MSL.
7. Minimum airspeed is 140 KIAS.

Termination of maneuvering:

1. Any aircrew can call "knock it off" (KIO) for any reason, and ALL aircrew shall acknowledge the KIO, roll wings level, climb to cope and determine if the mission will be continued or aborted.

Formation

Administrative:

1. Weather: Daylight VMC, 3000/5 SM, must maintain VMC on route.

CPIT / Collision Avoidance:

1. Collision Avoidance Tasking takes priority over all Mission Tasking.
2. All tactical turns shall be thoroughly briefed. All turns are assumed to be level, no descending turns.
3. Pilot shall acknowledge all hazard calls & maneuver accordingly.
4. Any TAS warning shall be acknowledged by all aircrew.
5. Wingman is responsible for de-confliction/collision avoidance.
6. Wingman shall never fly below lead's AGL altitude.
7. Without visual, call "blind" immediately. Other aircraft will respond with relative position or ownship altitude if also "blind".
8. Minimum altitude is 1000' AGL on MTRs.
9. Minimum airspeed is 180 KIAS.

Termination of maneuvering:

1. Any aircrew can call "knock it off" for any reason, and ALL aircraft shall acknowledge the KIO, roll wings level, climb to cope and determine if the mission will be continued or aborted.

Knock It Off (KIO)

KIO shall be called for any of the following reasons:

- | | |
|--|---------------------------------|
| 1. Training Rule violation | 7. Departure, G-LOC, overstress |
| 2. NORDO/Loss of ICS | 8. Bird strike |
| 3. Loss of SA | 9. BINGO Fuel |
| 4. Unsafe situation/emergency | |
| 5. Interloper | |
| 6. Weather below 3000/5 or inadvertent IMC | |

Questions on Tac Admin: Student? Instructors?



F4101



- Mission Objective

To familiarize SNFO with parade positioning and basic formation maneuvers.

- Training Objectives

Maintain sight of wingman at all times

Effective communication between the section

Efficiently sequence and direct maneuvers within the confines of the working area

- Sequence

Parade turns (VMC/IMC)

Crossunder

Parade turns (VMC/IMC)

Lost Sight Exercise (Abbreviated)

FENCE In / G-Warm / FENCED In

Break-up & Rendezvous

Break-up & Rendezvous (w/forced underrun)

Tailchase / Rejoin

Lead Change / Fuel Check

Repeat (minus Lost Sight Exercise / G-warm)

- Recovery

Section Approach (Lead Low Wing Touch-and-go) Procedures

Section Break (3 second / Fan) Procedures

Questions on Conduct: Student? Instructors?

Questions on anything we covered today/anything to add/parting shots: Student? Instructors?

Break for singles briefs



F4102



- Mission Objective

To familiarize SNFO with tactical positioning and basic tactical formation maneuvers.

- Training Objectives

Maintain sight of wingman at all times

Accurate and timely direction/acknowledgement of called and uncalled maneuvers

- Sequence

Called:

Tac Turns

45 Turns

In-Place Turns

Cross Turn

Shackle

Terminate / Lead Change / Fuel Check

Uncalled:

Tac Turns

45 Turns

In-Place Turns (uncalled **away only**)

Shackle

Terminate / Lead Change / Fuel Check

- Recovery

Section Approach (Lead Low Wing Touch-and-go) Procedures

Section Break (3 second / Fan) Procedures

Questions on Conduct: Student? Instructors?

**Questions on anything we covered today/anything to add/parting shots:
Student? Instructors?**

****Break for singles briefs****



F4201-4204



- Mission Objective

To administratively navigate a section of T-6s from departure point to destination using instrument navigation.

- Training Objectives

Gain proficiency executing administrative procedures as a section

Execute a total of 4 approaches as Lead & 4 approaches as Wing by the end of block

- Flight Plan

Route of Flight

Nav aids / Waypoints

Airways (if used)

Formation Management

Instrument Turnpoint Procedures

Instrument Approaches (*detailed discussion of procedures and execution*)

Formation Management

Comms, Hand Signals

Type of Approach - LLWT&G, Section Missed Approach, Section Drag

Wingman - side of the formation

Overhead / Break (*if required*)

3 Second or Fan Break

Pattern (T&G, Full Stop)

Questions on Conduct: Student? Instructors?

**Questions on anything we covered today/anything to add/parting shots:
Student? Instructors?**

****Break for singles briefs****



F4301



- Mission Objective

To refresh SNFO with tactical positioning and basic tactical formation maneuvers.

- Training Objectives

Individual take-offs and join-up via a safe and expeditious Geo Ref / Nav rendezvous

Accurate and timely direction/acknowledgement of called and uncalled maneuvers

- Mission Conduct

Nav/Geo Rendezvous – Area, Rendezvous Point, Execution

Called:

Tac Turns

45 Turns

In-Place Turns

Cross Turn

Shackle

Terminate

Uncalled:

Tac Turns

45 Turns

In-Place Turns (uncalled **away only**)

Shackle

Tailchase / Terminate

Rejoin / Lead change

Lost sight exercise / Geo Ref/Nav Rendezvous / Repeat Sequence

- Recovery

Section Approach or Section Break

Questions on Conduct: Student? Instructors?

**Questions on anything we covered today/anything to add/parting shots:
Student? Instructors?**

****Break for singles briefs****



F4401-4590



- Mission Objective

To execute a section low-level ingress and target attack on a simulated target.

- Training Objectives

Expeditious and accurate tac admin execution and wingman consideration

Effective section formation management on the route and target attack mechanics

TOT +/- 1 minute

- Mission Conduct

Route Review / Chart Study

Legs – Heading / Airspeed / Altitude

ICPs

Turn-points – Funneling & Limiting Features

Hazards

Divert Fields

A/S Timeline

Timeline Review

Attack Geometry

Comm Flow

Z-Diagram Review

OTR / Re-join Gameplan

Questions on Conduct: Student? Instructors?

**Questions on anything we covered today/anything to add/parting shots:
Student? Instructors?**

****Break for singles briefs****



DEBRIEF



- **Safety – of – Flight, SOP / Training Rule Violations**

- **Questions from the Brief?**

 - Briefing Board

 - Kneeboard Card and Brief Products (Jet log, DD-175, Weather, NOTAMS, etc)

 - Brief Knowledge / Execution

- **Admin**

 - On Deck: Check-in, Comms, Checklists

 - Enroute: BAR, Comms, Checklists

 - RTB: BAR, Comms, Checklists, Course Rules / Approach / Landing

- **Tac Admin**

 - Fence-in / G-warm

 - MOA / Route Entry Procedures

 - Operations Checks

 - Fuel Management / Awareness (Joker / Bingo Adherence)

 - Wingman Considerations

 - MOA / Route Exit Procedures

 - Fence-out

- **Environmentals**

 - Winds – Aloft and Surface

 - Ceilings

- **Mission Conduct / Sequence of Events**

 - (In chronological order - specific to event)

- **Wrap-Up**

 - Mission Objective (Success / Failure)

 - Training Objectives (Met / Not met)

 - Goods / Others

 - Discussion of Next Event



SINGLES BRIEF



- **Communications / Crew Coordination / CRM**

 - DAMCLAS

 - Frequencies and Radio Procedures

 - Hand signals – Timing, Implementation, and Recognition

 - Navigational Aides

 - Identification / Squawk Management

 - Clearing Procedures

- **Emergencies**

 - Aborts

 - Divert Fields

 - Minimum and Emergency Fuel

 - Loss of Power

 - Radio Failure / ICS Failure

 - Lost Sight / Lost Wingman

 - Downed Pilot and Aircraft

 - Bird Strike

 - Other Aircraft Emergencies

 - Ejection (6,000 / 2,000 / NORDO)

 - CRM for Ejection in Solo Mode

Questions / Anything to Add?