UMFO INTERMEDIATE (1542.163) Section Event Profile Stan Notes

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***** WARNING: THESE STAN NOTES ARE MEANT TO SUPPLEMENT THE FTI. STUDENTS ARE STILL RESPONSIBLE FOR KNOWING FTI, NATOPS, AND OPNAV CONTENT *****

General items common to all events:

- All X's are only 1.5
- Now using Cold Mic. Switch to cold mic when you bring the gear and flaps up. Switch back to hot mic after lowering the gear (in the terminal area), and anytime for SOF.
- 5 touch and go's from the landing pattern required for each block (except F4201).
- Fly at 270 KTAS instead of 240 KTAS for enroute travel.
- SNFOs brief and debrief the entire flight. IPs fill in gaps.
- Utilize the TW-6 Debriefing Guide found in the TW-6 In-Flight Guide. Lead SNFO shall debrief the flight with assistance from the -2 SNFO. Bring up any items that were not executed correctly or according to the briefed game plan. Items that were executed as planned can be briefed as "standard" or "executed according to game plan."
    - Note: ADMIN is all conduct that occurs from walk time to Fence-In and Fence-Out to engine shut-down. TAC ADMIN is any administrative items that occur from Fence-In to Fence-Out. Mission Conduct is the actual training items relevant to that mission (e.g. TAC FORM, VR/Low Level route, etc.)

Section INAV (F4101-4)

Mission Overview: Administratively move a section from point A to point B using instrument navigation.

Mission Objectives:

- **Introduction to section instrument navigation at 270 KTAS. High or low altitude enroute Structure.**

Training Objectives:

- **Gain proficiency with section Admin tasks.**
    - One SNFO should lead the entire flight. Lead changes only as necessary to accomplish training objectives.
- **Each SNFO needs 4 approaches as Lead and 4 as Wing. Average of 2 per flight.**
    - Each SNFO should see the Lead Low-Wing T&G, Section Missed Approach, and Section Drag from the Lead and Wing position.

Admin:

- **Flight Planning/DD-175**
    - Correction to FTI: Per the General Planning publication, the Aircraft Designation and TD Code box should list the following: # of aircraft/Aircraft Designation/Navigation Equipment. For example, a section of T-6As with GPS should be listed as **2/TEX2/G** instead of 2xTEX2/G.
- **Preflight**

- Normal NATOPS preflight
- Note position of other aircraft

- **Line/Taxi**
  - Normal per FTI
- **Takeoff**
  - SNFO should also clear the groove crossing the hold short and recommend runway side for takeoff.
  - SNFO selects cold mic once aircraft clean.
- **Departure**
  - Lead SNFO should direct cruise or ATC spread (co-altitude combat spread) position for Wingman as appropriate. Consider departure procedures and weather.
- **Enroute Procedures**
  - Standard INAV procedures in each cockpit. Emphasize proper formation comm. procedures. Wing SNFO should maintain high navigation SA.
  - Lead SNFO shall check Wing's fuel status at least every 20 minutes.
  - If traveling in ATC spread, remember that Wing is responsible for deconfliction. TacForm geometry works co-altitude. Check turns IAW the navigation do not need to be called. The Wing SNFO should direct his pilot to be sucked or acute prior to the check turn as necessary to maintain position. For 45 turns or Tac turns, the Lead SNFO should direct the call over Tac as normal.
- **Pre-Descent/Terminal Area**
  - Get ATIS. Develop recovery game plan and notify Wingman as necessary.
  - Individually: review field brief & approach brief (give new ones if necessary), and complete Descent Checklists.
  - Lead/Wing SNFOs ensure Wingman positioned correctly for approach runway.
  - Switch to hot mic when lowering the gear. Re-select cold mic once aircraft is clean.
  - SNFOs should see Lead Low-Wing T&Go, Section Missed Approach, and Section Drag from Lead and Wing positions over the 4 flights.
  - Section break is not a required item, but an option if training objectives have been met. The request to ATC for a "*depart and reenter*" or "*vectors to the initial*" should accomplish this.
  - Lead SNFO should inform ATC that you want to go to "*the Tower pattern*" if there intending to bounce after approaches. In the landing pattern, aircraft take KATT callsigns per the flight schedule.
  - Remember, touch-and-go's may not be performed in section. This means the aircraft will have to split up (and take individual callsigns), which is coordinated by lead with tower.
- **Landing**
  - Landing in formation, Lead should take downwind side. SNFOs should recommend landing side. Lead SNFO will get landing clearance for the section. Wing SNFO matches format of Lead's gear status call when reporting to Tower (e.g. "*dash-2 three down and locked*", or "*dash-2, gear*")
  - Wing IP makes "*slow*" call if Lead needs to cross path to exit the runway.
- **Post Landing**
  - Lead SNFO will not direct a switch to Tower on GCA rollout until after the "*slow*" call, if needed.
  - Lead clears the runway and switches to Ground to call for taxi clearance. Wing auto switches to ground when clear of the runway.
  - SNFOs recommend taxi side to IP. Conduct individual checklists.

- Wing SNFO reports aircraft status to Lead. Lead SNFO calls Base with "*in and up/down*" status for flight.

TacAdmin: N/A

Mission Conduct:
- **Route of flight**
- **Instrument Approaches**
- **Airfield Study**

Tac Form (F4201)

Mission overview: Execute individual takeoffs to join up airborne and complete tactical maneuvering in a working area.

Mission Objectives:
- **Safely and effectively coordinate a join-up using a GeoRef/Nav rendezvous.**
- **Execute called and uncalled TacForm turns as Lead and Wing.**

Training Objectives:
- **Gain proficiency in executing section Admin and TAC Admin tasks.**
- **Ensure SNFO understanding of maneuver geometry and altitude safety WRT rendezvous' and tactical formation.**
- **VFR section recovery, weather permitting (3 sec break, fan break).**

Admin:
- **Mission Planning**
  - Both aircraft file identical individual flight plans. Plan for a working area clear of clouds.
- **Preflight**
  - Normal per FTI.
- **Line/Taxi**
  - SNFOs get individual ATIS and clearance.
  - Lead initiates comm check and Nav check. Then says, "*With no questions, ready to taxi.*"
  - Each SNFO calls Base and Ground for individual taxi.
- **Takeoff**
  - Lead should takeoff first, if able.
  - SNFO selects cold mic once aircraft clean.
- **Departure**
  - Lead executes IFR/VFR game plan to proceed to working area/rendezvous point.
  - Wing navigates to Lead's working area. If ATC clearance into working area is required (e.g. MOA), request to "*follow my playmate, KATT 6XX, MARSA.*" ATC will ask if you accept MARSA (Military Accepts Reduced Separation of Aircraft) if you do not preemptively offer it.
- **Area Entry**
  - Lead establishes working area for the flight. Inform Wing of deviations from the briefed plan.
    - For the R2908, ask Pensacola Departure for the *"status of the 2908."* If cold, inform them you intend to proceed there VFR. When able, cancel IFR and switch to area common, 362.8. Ask "*99, anybody*

working R2908?" From there, announce your intentions to work that area for the next ___ minutes or deconflict with other aircraft already working it. If the R2908 is hot, you will have to flex to another working area.
        - Request two low blocks when working in the MOA.
        - If using Area 1, deconflict using BTN 15.
    - Lead SNFO directs frequency changes as appropriate for working area.
- **Area Exit**
    - Lead SNFO directs switch to ATC frequency and directs "*Fence Out*."
    - Lead SNFO check out of the area as a section. Either announce your intentions on area common, "*KATT 6XX, flight of two, departing R2908 to the North*," or exit the MOA per normal Contact procedures on BTN 5 VHF.
- **RTB**
    - Nav plan for RTB
    - ATIS plan
    - Recovery plan.
    - Switch to hot mic when lowering the gear. Re-select cold mic once aircraft clean.
- **Landing / Post Landing**
    - Same as Section INAV

Tactical Admin:

- **Fence Checks**
    - Lead SNFO initiates "*Fence In*" and G-Warm once initial rendezvous is complete and feet wet (if possible).
- **G-Warm**
    - Combat spread, ≥220 KIAS.
- **Speed & Angels**
    - TacForm turns performed at 200 KIAS.
    - Lead SNFO holds call for next turn until Wing within +/- 10° of abeam.
- **KIO/Terminate**
    - Lead SNFO announces intentions for called or uncalled turns. Terminate at end of each set.

Mission Conduct:

- **Georef/Nav Rendezvous**
    - Brief planned rejoin point, altitude, turn direction, and airspeed. Inform Wing of any airborne changes to the brief.
    - SNFOs navigate to the rendezvous point and make required radio calls (e.g. "*point one", "visual*").
    - Wing SNFO reports airspeed/closure and altitude deviations during rendezvous. Maintain at least 500' of stepdown until on bearing line with closure under control. Then step up for a normal co-altitude rendezvous.
- **TacForm**
    - Lead SNFO calls the turns. Wing IP responds.
    - Perform one of each turn type - first called, then uncalled. Turns may be executed in any order, as well as extra turns as necessary for area management.
        - TAC turn into & away
        - 45 turn into & away
        - In-place turn into & away

        - Cross Turn
        - Shackle
    - SNFOs direct turns and roll outs to make turn geometries work.
- **Tail Chase Exercise**
    - Lead SNFO direct "*90 left (or right) for tail chase, go*" to place Wingman in trail.
    - Wing IP calls "*clear to maneuver*." Both aircraft set max power.
    - Lead IP maneuvers while Wing IP maneuvers to stay ~1000' in trail at 5-7 o'clock. SNFOs must call Wingman position to IP and monitor pilot airwork/airspace boundaries.
    - Ends with Terminate call (or KIO if appropriate)
- **Lead change**
    - Rejoin to parade and signal Lead change via hand signals.
- **Lost Sight Exercise**
    - Initiated with Lead in a turn AND a climb/descent. Lead will continue the climb/descent for at least 500' of separation from Wing.
    - SNFOs make all required radio calls for the exercise. Execute the full 30 seconds of separation. (In an actual lost sight scenario, IPs will make the radio calls. SNFOs will back up their execution and airwork.)
    - At the end, Lead SNFO will direct a new rendezvous point and clear Wingman to rejoin.
- **Repeat Sequence (Georef/Nav Rendezvous, TacForm, TailChase, Lead change)**

Section VNAV (F4301-3, F4490)

Mission overview: Execute a section low-level ingress using the VR-1024 (or VR-1003 as an alternate for wx).

Mission Objectives:

- **Coordinate effectively within a section to safely transit to/from and execute Low-Level Route.**
    - The same SNFO should not lead both flights out of NAS Pensacola (i.e. F4301 and F4303).
- **Plan and execute a Low Altitude Ingress. Accurately update ETAs while visually navigating to acquire the target.**

Training Objectives:

- **Manage timeline and airborne profile to meet route entry time.**
    - Drive the brief, walk, and takeoff times. Adjust airspeed in flight as necessary.
- **Low-Level Navigation using the MTR system.**
    - Use IAW AP-1/B. Must remain within route structure.
- **Off target task management**
    - Prioritize. Aviate, Navigate, Communicate.
- **2 approaches (1 Lead/1 Wing) and 5 touch & go's in block.**

Admin:

- **Mission Planning**

- Route entry times drive takeoff time. This means you should not plan to take off 30 minutes before your route entry if it will only take you 15 minutes to get to point A (no matter what the schedule says)!

- **Preflight/Line/Taxi**
  - Normal per FTI
- **Takeoff**
  - Section or Interval
  - SNFO should clear the groove crossing the hold short and recommend runway side for takeoff.
  - SNFO selects cold mic once aircraft clean.
- **Departure**
  - Lead SNFO should direct cruise or ATC spread (co-altitude combat spread) position for Wingman as appropriate. Consider departure procedures and weather.
- **Enroute Procedures**
  - Standard INAV procedures in each cockpit.
  - Cancel IFR once sure of VFR navigation to route entry point and with SA of any traffic in between.
  - Direct Wing to contact FSS for weather, winds, and altimeter.
- **RTB**
  - Lead SNFO executes IFR/VFR navigation game plan.
  - ATIS plan
  - Section Recovery plan (e.g. approaches, break, touch & go's)
  - Descent Checklist, Review Field Brief and Approach Brief
  - Switch to hot mic when lowering the gear. Re-select cold mic once aircraft clean.
- **Landing**
  - Landing in formation, Lead should take downwind side. SNFOs should recommend landing side. Lead SNFO will get landing clearance for the section. Wing SNFO matches format of Lead's gear status call when reporting to Tower (e.g. "*dash-2 three down and locked*", or "*dash-2, gear*")
  - Wing IP makes "slow" call if Lead needs to cross path to exit the runway.
- **Post Landing**
  - Lead SNFO will not direct a switch to Tower on GCA rollout until after the "slow" call, if it is needed.
  - Lead clears the runway and switches to Ground to call for taxi clearance. Wing auto switches to ground when clear of the runway.
  - SNFOs recommend taxi side to IP. Conduct individual checklists.
  - Wing SNFO reports aircraft status to Lead. Lead SNFO calls Base with "*in and up/down*" status for flight.

Tactical Admin:

- **Fence Checks**
  - Lead directs Fence in/out when feet wet (if able)
  - Report in/out with fuel state and G (as applicable)
- **G-Warm**
  - Combat Spread, ≥220 knots.
- **Time Hack**
  - 2 calls: *"Standby for time Hack." "Time hack in three two one, hack. One, two, three"* Wing response*:"good hack"*
- **TacForm Turns**

- All turns are called.
- Turn to the leg heading.

- **Off Target Rendezvous**
  - Brief plan to get from combat spread at route altitude to cruise position for IFR/VFR navigation to RTB.
  - Accomplish fence-out, resetting transponder to 1200, etc, prior to transitioning back to admin phase (getting weather, etc.).

Mission Conduct:

- **Low Level Route Brief**
  - Brief the route in its entirety. On each leg identify:
    - Points to/from, heading, altitude, airspeed, MCF
    - Corridor width and any altitude restrictions
    - All hazards (including expected BASH condition)
    - Divert fields
    - Intermediate Checkpoint
    - Turnpoint Description
- **Low Level Procedures**
  - Include turn type with 2 min prior call.
  - Mark on Top procedures
    - Overfly the turnpoints. Initiate call for turn 2-3 seconds prior to crossing.
    - Mark on Top as Lead SNFO calls for the turn. Clear the turn. Stay heads up during the turn.
  - Wings Level Calls
    - Course Corrections
      - Standard VNAV
    - Speed Corrections
      - Standard VNAV
  - Fuel Management
    - Lead shall initiate a fuel check at least every 20 minutes. If either aircraft is close to MCF, consideration should be given to doing more frequent fuel checks (after every turnpoint, for instance).
- **Target Attack Brief**
- **Section Target Attack**
  - For all section target attacks, wing will descend to co-altitude combat spread prior to initiating pop (typically done at the “attack” call).
  - **Shift Attack**
  - **Crossing Attack**
  - **Off/safe.** Students must accomplish the “place-holder” of switching NAV mode to VOR to simulate physically placing weapons to SAFE mode before calling “off/safe.”