



VT-10

FORMATION

BRIEFING GUIDE

(NFOTS SYLLABUS)

April 2024



ADMIN



- **Time Hack**
- **Event Title / Mission Objective / Training Objectives**
- **Products (KBC, Jet Log, DD-175, Strip Charts)**
- **KBC Review:** ATC Callsigns / Tactical Callsigns / Crews / Sides
Walk / Marshal / Takeoff / Area or Route Entry / Land Times
Clearance / Flight Plan
Comm Plan
Fuel: Joker / Bingo
- **Wx / NOTAMS / TFRs / BASH**
- **Marshal / Taxi / Takeoff / Rendezvous / Enroute**
- **Recovery (Transit / Pattern / Destination Airfield Diagram Review)**
 - Section Approach Procedures
 - Section Break Procedures
- **Contingencies / Emergencies**
 - Weather
 - Aircraft
 - Aborts
 - Midair / Damaged Aircraft
 - NORDO
 - SAR / On-Scene Commander
 - Lost Sight
 - Lost comm and lost sight
 - Ejection
- **IMSAFE**
- **ORM**
- **DOR / TTO Policy**
- **Discuss Items / Q.O.D.**

Questions on Admin: Student? Instructors?



TAC ADMIN



- On-Deck Check In / Nav Check to _____
- FENCE-In / G-warm
- Area or MTR Entry / Area or MTR Management / Area or MTR Comm
 - Advisory Calls / Entry Time / Time Hack / Squawks
- Blind / Terminate / KIO
- Area or MTR Exit / FENCE-Out / Battle Damage Check
- Training Rules (as required)

FORMATION LOW ALTITUDE / AIR-TO-SURFACE RULES

Administrative:

1. Weather: Daylight VMC, 3000/5 SM. Must maintain VMC on route.
2. A G-awareness maneuver shall be conducted prior to commencing the tactical portion of the flight.

CFIT Avoidance:

1. Use local altimeter setting.
2. Minimum altitude is 1000' AGL.
3. Area Min Safe Altitude _____.
4. Minimum airspeed is 180 KIAS.
5. No descending turns.

Midair / Collision Avoidance:

1. Collision avoidance and deconfliction takes priority over all mission tasking.
2. Pilot shall acknowledge all hazard calls and maneuver accordingly.
3. Any TAS warning shall be acknowledged by all aircrew.
4. All tactical turns shall be thoroughly briefed.
5. The dynamic aircraft, or first to turn, has collision avoidance responsibility.
6. Wing shall never fly below Lead's altitude.
7. Without visual, call "blind" immediately. Other aircraft will respond with relative position or own-ship altitude if also blind.

Abort Criteria:

1. Dive angle exceeds +/-5 degrees of planned dive angle or airspeed exceeds +/- 20 KCAS of planned release speed.
2. Passing no later than release altitude.
3. Anyone calls "Abort."

Termination of maneuvering / Knock It Off:

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.
2. KIO shall be called for any of the following reasons:
 - a. Training Rule violation
 - b. NORDO/Loss of ICS
 - c. Loss of SA
 - d. Unsafe situation/emergency
 - e. Interloper
 - f. Weather below 3000/5 or inadvertent IMC
 - g. Departure, G-LOC, overstress
 - h. Bird strike
 - i. BINGO Fuel

TAIL CHASE TRAINING RULES

The tail chase event must include a scheduled face to face brief (in accordance with CNAF M-3710.7) and must be authorized by the cognizant commander(s).

Administrative

1. Daylight VMC (30 mins after sunrise to 30 mins prior to sunset) / 5 miles visibility.
2. No maneuvers through cloud layers.
3. Hard Deck: 6,000' AGL.
4. Soft Deck: 10,000' AGL.
5. Configuration changes are not authorized.
6. All aircraft must have operable common frequency radio and ICS (multi-crew).
7. A G-awareness maneuver shall be conducted prior to tail chase maneuvering.

Midair / Collision Avoidance:

1. Maintain a 200' bubble around all aircraft.
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."

Departure and OCF:

1. *Inadvertent Departure from Controlled Flight* boldface.
2. No slow speed or high AOA maneuvering below the soft deck defined as
 - a. <100 KIAS **and**
 - b. >15.5 units AOA sustained for 3 or more seconds.

Termination of maneuvering / Knock It Off:

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.
2. KIO shall be called for any of the following reasons:
 - a. Trail aircraft reaches a point forward of the Lead aircraft's 3-9 line
 - b. Either aircraft's airspeed drops below 90 KIAS
 - c. Training Rule violation
 - d. Approaching a training area boundary
 - e. Hard Deck broken
 - f. NORDO/Loss of ICS
 - g. Loss of SA
 - h. Unsafe situation or emergency
 - i. Interloper
 - j. Inadvertent IMC
 - k. Departure / Spin
 - l. G-LOC
 - m. Overstress / Overspeed
 - n. Bird strike
 - o. BINGO Fuel

Questions on Tac Admin: Student? Instructors?



FRM41XX



- **Mission Objective** (Brief this during admin)

To familiarize SNFO with parade positioning and basic formation maneuvers.

- **Training Objectives** (Brief this during admin)

Maintain sight of wingman at all times

Effective communication between the section

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

- **Mission Conduct**

Parade turns (VMC/IMC)

Crossunder

Parade turns (VMC/IMC)

Lost Sight Exercise

Break-up & Rendezvous

Break-up & Rendezvous (w/planned underrun)

Tailchase / Rejoin

Lead Change

Repeat (minus Lost Sight Exercise)

Questions on Conduct: Student? Instructors?

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

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



FRM42XX



- **Mission Objective** (Brief this during admin)

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

- **Training Objectives** (Brief this during admin)

Maintain sight of wingman at all times

Accurate and timely direction/acknowledgement of called and uncalled maneuvers

- **Mission Conduct**

Called:

Tac Turns

45 Turns

In-Place Turns

Cross Turn

Shackle

Tail Chase

Terminate / Lead Change (As required) / Fuel Check

Repeat Sequence (As required)

Lost sight exercise / Geo Ref/Nav Rendezvous

Questions on Conduct: Student? Instructors?

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

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



STK (MTR)



- **Mission Objective** (Brief this during admin)

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

- **Training Objectives** (Brief this during admin)

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 / Contingencies (Blind, Interloper, Weather)

Questions on Conduct: Student? Instructors?

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

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



STK (INAV)



- **Mission Objective** (Brief this during admin)

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

- **Training Objectives** (Brief this during admin)

Gain proficiency executing administrative procedures as a section
Execute the required number of approaches as Lead and as Wing by the end of block

*** This entire flight should be briefed in admin. Utilize this guide to ensure a thorough brief.***

- **Flight Plan**

Route of Flight

NAVAIDS / 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*)

Questions on Conduct: Student? Instructors?

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

Break for singles briefs



SINGLES BRIEF



- **Communications / Crew Coordination / CRM**

 - DAMCLAS

 - RMU, GPS, and HSI management

 - Radio CRM

- **Emergencies**

 - Aborts

 - Divert Fields

 - Minimum and Emergency Fuel

 - Loss of Power / Eng. Fail in Flight

 - OBOGS / PE

 - Radio Failure / ICS Failure

 - Blind / Lost Sight

 - Wingman Emergency

 - Downed Pilot and Aircraft

 - Bird Strike

 - Other Aircraft Emergencies

 - OCF/Spin

 - Ejection (6,000 / 2,000 / LOSS OF ICS)

Questions / Anything to Add?



DEBRIEF



- **Safety of Flight / 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**

 - Marshal / Taxi / Takeoff / Departure

 - Enroute: Comms, Checklists

 - Recovery: Comms, Checklists, Course Rules / Approach / Landing

- **Tac-Admin**

 - Environmentals

 - Check-In / NAV Check / Fence-in / G-warm

 - Area / MTR Entry Procedures

 - Fuel Management / Awareness

 - Area / MTR Exit Procedures

 - Fence-out / Battle Damage Check

- **Mission Conduct**

 - (In chronological order - specific to event)

- **Wrap-Up**

 - Mission Objective (Success / Failure)

 - Training Objectives (Met / Not met)

 - Goods / Others

 - Discussion of Next Event