

**VT-10 Formation Stan Notes (SEP2022)**  
**STAN NOTES ARE SUPPLEMENTARY TO THE FTI.**

**General**

- **Working Areas**
  - For all events requiring a working area, the desired hierarchy is:
    - 1) Texan Box 2) Wahoo 3) MOA 4) Other airspace
- **Training Rules**
  - The term “sustained” is defined as greater than 3 seconds.
- **Nav Check Switchology**
  - Nav Check bearing and range are *from* the aircraft *to* the waypoint. The only way to see this information is by selecting the desired waypoint and initiating the Direct To function of the GPS (Direct, Enter).
- **Clearance**
  - Lead shall pass the ATC clearance to the flight following the nav check. Wingmen do not need to monitor clearance during startup/marshall.
- **Altitude Calls:**
  - “Platform” at 5000’ AGL (in lieu of “Passing 6000AGL/MSL”)
  - “1000 prior” to level-offs, “200 prior” to level-offs on an approach.
- **Gear Call:**
  - When gear extension is desired, SNFOs will state “Below 150”. IPs will respond with “gear” and lower gear when desired.
- **Transponder Usage**
  - When operating with FACSFAC (Seabreeze), Wing will squawk assigned code in ALT when provided by Seabreeze and set STBY when directed to fence-out. Lead will provide a “good hits” call.
- **Callsigns**
  - Sections may operate under one callsign when executing touch and go landings.
- **Flow Call**
  - Flow calls direct both aircraft to immediately perform a max power, energy sustaining turn to the called flow heading. Lead shall provide additional direction post-flow.
- **Rendezvous in the Area**
  - When separating for a rendezvous, wing shall be positively detached and squawk ALT. Once visual is acquired by wing during the rendezvous, “visual” will be called, lead will clear wing to join, and wing will set transponder to STBY.
- **Speedbrakes**
  - Lead IPs will command the extension or retraction of speedbrakes via a “boards ready now” call on tac. Leads may elect to preface this call with “standby boards” as desired.

## Primary

- **EKB**
  - SNFOs are limited to FLIP publications and e-IFG.
- **Tailchase**
  - Tailchase in the Primary Formation Syllabus should be limited to the following considering student adaptation:
    - 3G pull for 270° in each direction
    - 4G pull for 270° in each direction
    - Wingover x 2
    - Barrel Roll
    - Loop

## Strike/ANAV

- **Cold Mic**
  - SNFOs shall select cold mic on the audio panel after takeoff checks have been completed and remain in cold mic until calling to configure on an approach, an “attack” or “fights on” call is made, or for any safety-of-flight considerations. SNFOs shall re-select cold mic post-KIO (following tailchase) or upon “fence-out” call (following a target attack).
- **EKB**
  - SNFOs are authorized to use all functions of the EKB.
- **Working Areas**
  - For TAC form flights, Texan Box **shall** be used for at least two events.
- **Section PELs**
  - Chase aircraft shall not proceed below high key.
- **BDC**
  - After the first lead change, a second BDC signal is not required.
  - BDC should be completed during the STK phase when training rules are used.
- **GPS/RMU/HSI Management**
  - SNFOs shall adopt an **owning** mindset to managing the GPS, RMU, and HSI. IPs are encouraged to have a discussion on ICS about display content, etc. but shall not manipulate these systems unless there is a safety-of-flight concern.
  - When departing or recovering VFR, SNFOs shall program GPS direct to airport or MAP of departure or arrival airport or runway, OBS mode, CRS set to runway heading to establish a visual centerline reference on the HSI.
  - SNFOs shall set range in map mode on the HSI to the smallest scale that allows the active waypoint to be displayed and to the 10 mile scale when in the terminal area.
  - ARC mode is encouraged to provide a higher resolution map picture to aircrew. HSI mode is encouraged when a full compass rose and centered map display is desired (i.e. dynamic maneuvering, tactical formation, etc.).
  - SNFOs shall load the underlying RNAV approach on the KLN-900 via the RVFAC procedure when shooting ILS, LOC, VOR, or GCA approaches in order to back up the primary approach and provide additional SA to the RNAV FAF and MAP.

- **Attack Comm**
  - Use FTI text example for proper comm format; comm examples on attack diagrams are incorrect.
  - When the “attack” call is made, both aircraft will establish the attack altitude per the Z-diagram.
- **Uncalled Tactical Turns**
  - For strike tac form events, each student shall lead a set of uncalled turns, as described below.
  - Tactical turns may be directed via aircraft signals instead of radio calls. In the tactical environment this declutters the radio and ensures a diligent outside scan, lest the wingman miss a turn signal. Tactical formation assumptions, checkpoints, and geometry remain the same as called turns. The way the turn is commanded is the only difference. All uncalled turns are assumed to be tac turns until the lead indicates otherwise with an additional signal or aircraft movement. All wing flashes are assumed to be away from the wingman.
  - Uncalled Tactical Turn Signals
    - Tac Turns
      - Into the wing: Lead simply turns into the wingman.
      - Away from the wing: Lead initiates a wing flash away from the wingman. Wing then turns into lead.
    - 45 Turns
      - Into the wing: Lead turns into the wingman and rolls out on the desired heading. Wing knows this is a 45 degree turn when lead rolls out early compared to a tac turn. Lead may momentarily roll out of the turn after 20-30 degrees to telegraph to wing that the turn is indeed only 45 degrees, then continue all the way to the desired heading.
      - Away from the wing: Lead initiates a wing flash away from the wing. The Wing will turn into lead, assuming it is a tac turn. When wing reaches the desired heading for the formation, lead will give a wing flash into wing, commanding him to roll out.
    - In-place Turn: (only executed away from the wingman)
      - Lead gives a wing flash away from the wingman. As wing starts his turn into lead, lead will immediately turn away from the wingman, thus signaling an in-place turn.
    - Shackle:
      - Lead gives a wing flash away from the wingman. As wing starts his turn, lead turns into the wingman, thus signaling a shackle.
    - Check Turn:
      - Lead simply turns to the desired heading (no wing flash).

- **MTR**
  - Strike routes will be conducted at 240 kt. groundspeed.
    - Initially set 230 KIAS (IOAT 33° and above) or 235 KIAS (IOAT 32° and below) then refine via GPS.
  - Time Corrections
    - Early
      - Slowdown in 25 kt. increments (10% rule), minimum airspeed 180 kt.
    - Late:
      - Turn early to make up time using geometry cut ROT.
        - 60° and greater: Turn on time
        - 30° to 59°: Turn 1 nm early for every 5 seconds late.
        - Stay within MTR corridor
  - Course Corrections
    - 15 degree cut, 30 seconds per 0.5 nm off course.
    - When contact, lead may turn the section to overfly the turnpoint.
  - Pop Attack Abort Parameters
    - +/- 5 degrees of planned dive angle
    - +/- 25 kt. of planned release airspeed

Standardization Officer: LT Warrington  
Stage Manager: LT Williams