

VT-10 Formation Stan Notes (APR2024)
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.
- **Taxi/Landing Lights**
 - Wing aircraft will taxi with Landing and Taxi Lights OFF during daytime. Lights shall be turned on once cleared for takeoff during the Lineup Checklist.
- **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.

- **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).
- **Battle Damage Check**
 - After the first lead change, a second Battle Damage Check signal is not required.
 - Battle Damage Check should be completed 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 provide additional SA to the RNAV FAF and MAP.

Form 4100/4200

- **Working Areas**
 - Texan Box **shall** be used for at least two events.
- **Section PELs**
 - Chase aircraft shall not proceed below high key while still in formation
- **Tailchase**
 - Tailchase in the 4100 block 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

- **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.

- **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
 - +/- 20 kt. of planned release airspeed

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