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.
CFIT / Collision Avoidance:
1. Collision Avoidance Tasking takes priority over all Mission Tasking.
2. No descending turns.
3. Pilot shall acknowledge all hazard calls & maneuver accordingly.
4. Any TAS warning shall be acknowledged by all aircrew.
5. Minimum altitude is 2000’ MSL.
6. 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.
CFIT / Collision Avoidance:
1. Collision Avoidance Tasking takes priority over all Mission Tasking.
2. All tactical turns shall be thoroughly briefed. 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 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
2. NORDO/Loss of ICS
3. Loss of SA
4. Unsafe situation/emergency
5. Interloper
6. Weather below 3000/5 or inadvertent IMC
7. Departure, G-LOC, overstress
8. Bird strike
9. BINGO Fuel