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SUBJECT: Enclosure 10 (Aviation Training Strategy) to V Corps Command Training Guidance for FY05-06

1. **Purpose.** This enclosure establishes an aviation training strategy; prescribes goals, priorities and requirements for the conduct of aviation training in V Corps.

2. **Scope.** This enclosure supplements and focuses guidance found in the Aircrew Training Manuals (ATM), TC 1-210 (Commander's Guide), USAREUR Regulation 95-1 (USAREUR Aviation—General Provisions and Flight Regulations) USAREUR Regulation 350-1 (Training in USAREUR).

3. **Aviation Training Goals.** *Our goal is trained and ready aviators and aviation units' ...aviation operational readiness (O/R) rates are supportive of but secondary to this goal!*

- a. Develop and sustain combat-ready aviation units to execute their wartime mission.
- b. Execute 100% of our Flying Hour Program...with a goal that Commanders should give maximum consideration to the conduct of individual, unit, and collective training under night vision goggle (NVG) conditions.
- c. Use a multi-echelon approach to training and capture all opportunities for combined arms training.
- d. Synchronize maintenance and training priorities to establish realistic quarterly training programs that can be executed.
- e. Make effective use of simulation to support training strategy and emphasize the criticality maintaining proficiency with Aircraft Survivability and Secure Communications Equipment.
- f. Plan to conduct a live-fire event quarterly to include qualification training semi-annually.
- g. Fully utilize aviation training ammunition to achieve unit gunnery requirements.
- h. Train platoon leaders to pilot-in-command (PC) status before changing duty positions.
- i. Increase leader flight proficiency and train company commanders to PC status within six months of assuming command.

#### 4. **Major Training Events.**

a. **Victory Strike 05.** This is a Combat Training Center (CTC) equivalent event. Units participating in this exercise will complete the Unit Leader Training Program (UTLP) prior to deployment. This exercise will provide the appropriate oversight to merit External Evaluation feedback and credit. The following guidance is provided for the event.

(1) Include situational training exercises (STX), platoon to company level replicating lanes from CMTC. This training will be observer/controller (O/C) supported, conducted at the troop level, controlled by the battalion/squadron, and resourced and approved by the Brigade/Regiment.

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(2) Emphasize multiple deliberate and immediate Personnel Recovery missions, such as Combat Search and Rescue (CSAR), link up with friendly ground maneuver forces, and repatriation.

(3) Seek added Joint/USAF participation, particularly at the Joint Search and Rescue Center (JSRC) and Combined Air Operations Center (CAOC) level.

(4) Develop squadron/battalion missions that allow sufficient time in the engagement area that allows units to focus on actions on the objective.

**b. Combat Maneuver Training Center.**

(1) All Aviation units should participate in combined arms rotations at CMTC IAW UR 350-50, Table E-2, BLUEFOR milestones.

(2) Divisional Aviation Battalion Task Forces should participate in an annual CMTC rotation. Units must fully integrate aviation schedules into the BCT's concept of the operation, using the Deployment, Exercise, and Redeployment (DEXR) schedule as a baseline. Units should also complete the Unit Leader Training Program (UTLP) prior to entering the rotation.

(3) Units are encouraged to fit aircraft with Multiple Integrated Laser Engagement System (MILES)/Smart Onboard Data Interface Module (SMODIM) prior to the rotation to validate the equipment and for home station training (HST). MILES/SMODIM will be installed prior to the beginning of the DEXR if available. During non-rotational periods, MILES/SMODIM is available for HST.

(4) Aviation Brigades can leverage CMTC rotations by participating in a concurrent Command Post Exercise to perform such METL-related tasks as battle staff training, A2C2, Personnel Recovery, and future operations planning to allow the battalion to focus on current operations.

**5. Aviation Live Fire.** In order to achieve operational live-fire proficiency, units should conduct live-fire training events, including qualification ranges semi-annually. Opportunities to execute gunnery and integrate associated subordinate units (i.e. armament, III/V, AVIM) include: OIF/OEF deployments; CMTC rotations; Victory Strike; and contingency plan exercises.

**6. Aviation Leader Flight Proficiency.** To ensure that company/troop commanders and platoon leaders are tactically/technically proficient and have required flight experience to effectively lead their units, the following goals apply: platoon leaders should achieve pilot-in-command (PC) prior to assignment to another duty position; company commanders should achieve PC within six months of assuming command. (PC prior to assumption of command desired). PC qualification standards are not compromised to meet these goals.

**7. Aircrew Training.** Aviation training must include realistic levels of workload and stress that aircrews will encounter during combat situations. Units will increase aircrew training in the areas of crew coordination procedures, reaction to threat engagements, managing crew workload,

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and conduct of aircrew briefings. Specifically, look at ways of maintaining proficiency versus qualification on Aircraft Survivability Equipment (ASE) and Secure Communications while incorporating high cockpit workload and stress in the Combat Mission Simulator and aircraft simulators.

8. **Night Training.** As a goal, Commanders should give maximum consideration to the conduct of individual, unit, and collective training under night vision goggles (NVGs). Given lessons learned from OIF, cargo design helicopters eventually operated mostly during hours of darkness. Although training at night in Germany is restrictive, there are additional training opportunities in neighboring countries that offer MTAs with less restrictions for night training, for example...Czech, Hungary, etc.

9. **Home Station Training (HST).**

a. HST serves as the building block for effective training at major training events (i.e. CMTC, Victory Strike). Commanders will develop training programs based on their assigned missions and METL.

b. Training aviators to have proper situational awareness, crew coordination, and perform flight maneuvers in a simulated threat environment is a challenging task. The ASET IV can be an invaluable tool for conducting this training. Units will incorporate, during non-rotational periods at the CMTC, the ASET IV into training events such as Aerial Gunnery, battalion/squadron STXs, or brigade level FTXs. Coordinate for home station use of the ASET IV with 7<sup>th</sup> ATC.

c. The AVCATT at Giebelstadt is an excellent tool for training leaders in air mission briefs, planning, crew coordination, and tactical proficiency.

10. **OIF/OEF Preparation.** In order to prepare aviation units to deploy in support of Operation Iraqi Freedom (OIF) and Operation Enduring Freedom (OEF) units must complete individual and collective general training and unit individual task training. This is a building block approach to fully prepare the deploying force for successful execution of the OIF/OEF mission. Aviation units deploying to the Southwest Asia area of operations must be certified for deployment.

a. Environmental Training High Altitude/High Temperature. Restricted visibility/Dust take-offs/landings/maneuvers. Develop STX's for use in simulation devices.

b. Aircraft Survivability Equipment Training and TTP's. Employ lessons learned from OEF/OIF and the findings from OIF aircraft shoot-down assessments.

c. Mission Rehearsal Exercise (MRE). Commanders of deploying units at all levels are responsible to conduct training in individual and leader tasks, METL tasks, and theater specific tasks. In preparation for deployment, the culminating training event will be a MRE designed to replicate the operational environment that the task force will encounter during the mission.

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11. **Virtual Training Environment.** The virtual environment is a major part of the USAREUR home-station training program and should seriously be considered as a supplement to live training when developing your overall training strategy. Virtual systems are the primary means for training individual through company collective tasks to prepare for live training. Although platoon and company collective-training capabilities in USAREUR are limited, commanders should seek the opportunity to leverage available resources in their training programs.

**a. CH-47 Flight Simulator and UH-60 Flight Simulator Upgrades.** The CH-47 Flight Simulator upgrade will be complete in the second quarter of FY 05. The UH-60 Flight Simulator upgrade will be complete in the third quarter of FY 05. These upgrades are based on upgrades completed at Fort Campbell and Korea. They will include the same capabilities with the addition of a new, generic terrain database with geospecific instrument-gaming areas and some additional aircraft concurrency upgrades.

**b. The Longbow Crew Trainer (LCT).** The LCT provides a complete and dynamic, state-of-the-art simulation of the Apache Longbow AH-64D helicopter. The LCT trains AH-64D crews to use the aircraft's night-vision systems, aircraft survivability equipment (ASE), digital communications, weapon capabilities, and flight characteristics against a digital OPFOR. The Army's LCT #12 is at the 6th Squadron, 6th Cavalry Regiment, in Illesheim, Germany. LCT #18 is projected to be fielded to the 2d Squadron, 6th Cavalry Regiment, in FY 04; LCT #16 to the 1st Battalion, 1st Aviation Regiment, in FY 05; and LCT #23 to the 1st Battalion, 501st Aviation Regiment, in FY 06.

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