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NAVMC DIRECTIVE 3710.6

Subj: MARINE CORPS AVIATION TRAINING SYSTEM (ATS)

Ref: (a) MCO 3710.6
(b) MCO 3500.12E (NOTAL)
(c) MCO P3500.14
(d) NAVMC Directive 3500.14
(e) MCO 1553.1B
(f) MCO 1553.2A
(g) MCO 1553.3A
(h) MCO 1553.6
(i) MCO 3125.1A
(j) MCO 3500.27B
(k) MIL-HDBK-29612/2A
(l) OPNAVINST 1542.7C
(m) OPNAVINST 3710.7T
(n) CNAFINST 4790.2
(o) OPNAVINST 5442.4M
(p) MCO P4790.20
(q) Marine Aviation Plan (AVPLAN)
(r) Marine Corps Aviation Simulator Master Plan (MCASMP)
(s) Naval Aviation Simulator Master Plan (NASMP)
(t) MCO 5311.1C
(u) OPNAVINST 3750.6R
(v) Marine Aviation Training Transformation Policy Letter of April 4, 2005 (NOTAL)
(w) Aviation Training Systems Transformation Task Force Charter of April 8, 2005 (NOTAL)
(x) MCO 5320.12F
(y) Defense Acquisition Guidebook

Encl: (1) Marine Corps Aviation Training System (ATS) Manual

1. Purpose. The purpose of this Directive is to provide the policy, guidance, and responsibilities for the implementation of Aviation Training System (ATS) per reference (a).

2. Information

a. Per references (a) through (y), Marine Aviation is transforming how we fund, build, utilize and manage our training systems. The first two steps in this transformation were standardization of Training and Readiness (T&R) Core Competencies and implementation of the T&R Core Competency Resource Model (CCRM). The final step in this transformation is to implement ATS in order to develop a completely integrated training system that links cost to readiness and provides the Marine Air Ground Task Force (MAGTF) commander with combat ready units.

b. Recommended changes to this Directive should be submitted via the appropriate chain of command to the Deputy Commandant for Aviation (DC AVN), Aviation Weapons Systems Requirements Branch (APW).

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3. Scope. All Marine Aviation communities will provide information and support the development, maintenance, and revision of this Directive. As previously stated in reference (a), "ATS is the overarching aviation training structure which integrates and coordinates policy, manpower, equipment, and fiscal requirements of post initial accession training for Marine aviation officers and enlisted personnel."
4. Command. This Directive is applicable to the Marine Corps Total Force.
5. Certification. This Directive is reviewed and approved this date.



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LOCATOR SHEET

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CHAPTER 1

AVIATION TRAINING SYSTEM

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CHAPTER 1

AVIATION TRAINING SYSTEM

1000. ATS OVERVIEW. The purpose of ATS is to develop and maintain a fully integrated training system across all of Marine Aviation. The training system is under the operational control of the warfighter, with appropriate assistance provided by the supporting establishment. Training is conducted via courseware, simulation, or live training, using T&R curricula developed using the Systems Approach to Training (SAT) process. Training system integration is achieved by consolidating and standardizing certifications, qualifications, and designations; ensuring the currency and relevance of training systems; utilizing integrated and efficient training management systems; and providing an effective forum for identification of the operating forces' training needs and issues. The model of the fully integrated training system for Marine Aviation is depicted in figure 1-1.

1001. ATS ORGANIZATIONAL STRUCTURE. Implementation of a fully integrated training system across all of Marine Aviation requires a new organizational structure. The heart of this structure is the Marine Aviation Training Systems Squadron (MATSS) within the Marine Aircraft Wing (MAW) ATS. Primary responsibility for ATS support lies with Headquarters Marine Corps (HQMC) and Training and Education Command (TECOM), supported by Naval Air Systems Command (NAVAIRSYSCOM) Program Management Activity (PMA)- 205 Marine Corps Aviation Training Systems Federation (MCATSF). HQMC is responsible for providing the manpower, policy, and funding resources to implement ATS. TECOM is responsible for funding resource requirement identification and the oversight and coordination of the MAW ATS and MATSS sites in the execution of ATS. PMA-205 MCATSF is responsible for procuring training devices, SAT-derived curricula, and other associated products for aviation training. ATS manpower structure and chain of command is addressed in chapter 3.

1002. AVIATION T&R PROGRAM. The T&R Program Manual, as well as platform and community T&R manuals, are the backbone of daily operational training. They provide commanders with standardized Programs of Instruction (POI) to develop unit warfighting capabilities. The SAT will be used to develop all T&R curricula across Marine Aviation, in order to ensure that T&R events encompass all training requirements necessary to achieve individual and unit mission competence. The T&R Program is conducted in accordance with references (c) and (d).

1. T&R. In keeping with the vision of increasing the use of virtual training, syllabus sponsors, MAW Model Managers, and MAW Program Coordinators should use periodic T&R reviews to expand the number of Simulator-coded and Simulator/Aircraft-coded training events in conjunction with increased training system fidelity and training device capabilities to include networking. All aviation maintenance, Marine Air Command and Control System (MACCS) maintenance, and AGS Military Occupational Specialties (MOS) will transition from Individual Training Standards System (ITSS) Maintenance Training Management and Evaluation Program (MATMEP) to a T&R standard. This change will standardize requirements definition and facilitate curriculum development. To support all activities required herein, local area training networks and other USMC owned networks required for support of distributed mission training will be created and utilized to the fullest extent practical to meet training and readiness requirements.

2. SAT. A SAT derived curriculum (including academic, simulation, and live training events) is developed using the "ADDIE" model (Analyze, Design, Develop, Implement and Evaluate). The output of the "Analyze" step is an enhanced Master Task List (MTL), which includes all required tasks to accomplish a particular mission set. The SAT process also defines the appropriate training device or medium, training device fidelity, training frequency, courseware, and level of courseware interactivity for each task. In addition to identifying training methods and efficiencies, a SAT-derived curriculum links individual and collective training events to unit core Mission Essential Task Lists (METL), associating costs to training and readiness. The SAT process will be conducted per reference (k).

1003. TRAINING MEDIA. All training is accomplished using courseware, simulation, or live training. The SAT process aids in determining what tasks are trained, how often training occurs, and the training medium used to train each task.

1. Courseware. The SAT process defines courseware requirements such as type of delivery, frequency and duration of training, and courseware level of interactivity. Courseware may be delivered via live instruction in a traditional or electronic classroom, as self-paced instruction via computer based training, or by some combination of the two. Electronic classrooms and learning centers will provide the computer and audio/visual assets required to instruct all resident student populations.

2. Simulation. Improvements in simulation technology have made simulation an increasingly effective and efficient complement to live training. Training devices consist of the hardware and operating system software designed specifically to facilitate instruction, such as simulators, Part Task Trainers (PTT), and Mission Task Trainers (MTT), which are built and maintained to the platform/community current configuration and curriculum standard.

a. Within ATS, simulators and other training devices will be under the operational control of the MAW Commander. MATSS's will facilitate aircraft simulator maintenance per chapter 8. Aircrew training devices will be maintained per references (q), (r), and (s). Chapter 10 details the aircrew training device lay-down plan.

b. The currency and relevance of training devices is ensured by Training System Certification (TSC), which is the periodic review of training system capabilities to ensure the aviation training system and devices are capable of providing the training to support platform/community T&R simulation events. This review will be used to validate the concurrency management process, ensuring the simulator's configuration supports the curriculum and is representative of the aircraft or operational system. Fleet Project Teams (FPTs) will be instrumental in TSC. TSC and FPT responsibilities are addressed per reference (o) and chapter 5.

c. Distributed Mission Operations (DMO) refers to the networking of training devices within Marine Aviation and the Joint environment. DMO provides the capability to conduct unit level to Marine Air Ground Task Force (MAGTF) and Joint level Live, Virtual, and Constructive (LVC) training. The initial utility of DMO is to link platform/community training devices to expand the number of T&R events which may be conducted in a training device.

Eventually this capability will extend to the Aviation Combat Element (ACE), MAGTF, and Joint level by linking multiple aircraft, command and control, and ground unit simulation devices through a persistent USMC developed, owned and managed IT backbone capable of connecting ACE training devices to the MAGTF Live Virtual Constructive-Training Environment (LVC-TE).

d. Scenario-based training (SBT) enhances the quality and effectiveness of simulated training by requiring aircrew and systems operators to engage in high-level detailed planning, execute missions with the same attention to detail as in combat, and make real-time challenging decisions through the DMO network.

3. Live Training. Live training is conducted using actual aircraft, vehicles, and operational weapons systems. Due to its greater expense and risk, live training is most cost effective when augmented by preparation and training using other media.

1004. ATS INTEGRATING PROCESSES. The following processes and programs help tie Marine Aviation Training into an integrated system.

1. Standardization and Evaluation. The process of training toward and achieving certifications, qualifications, and designations are consolidated and standardized under ATS. This applies to Naval Aviation Training and Operating Procedures Standardization (NATOPS) and Instrument training and evaluation, flight leadership designations, and non-aircrew certifications, qualifications, and designations. Recurring generic training such as Crew Resource Management (CRM), Operational Risk Management (ORM), and basic Navy Occupational Safety and Health (NAVOSH) or Naval Aviation Maintenance Program (NAMP) training shall also be standardized and consolidated. Marine Aviation Weapons and Tactics Squadron ONE (MAWTS-1) certifications will continue to be standardized by MAWTS-1. Standardization and evaluation is detailed in chapter 6.

2. Concurrency Management (CCM). Maintaining current and relevant training systems is vital to achieving effective training and combat readiness. The ATS facilitates this objective through the CCM process. CCM is the process whereby a change in tactics, aircraft configuration, publications, or procedures is evaluated to identify the impact of the change upon training requirements. Upon identification of these training requirement impacts, appropriate and timely changes can be made to curricula, courseware, and training devices to ensure concurrency with operational systems and doctrine. The Program Office's Assistant Program Manager for Training Systems (APMTS) is responsible for concurrency of the platform/community training system. The processes, products and tools developed by the APMTS should adhere to the ATS order.

3. Training Management System (TMS). Efficient and effective training management requires employment of a standardized TMS. The TMS provides web-based management of curricula; aircraft, device and classroom scheduling; training device status reporting; electronic training jackets and logbooks; and readiness reporting. The TMS will help commanders ensure that training is conducted per appropriate orders and regulations, currency and qualification requirements are met, and ORM principles are properly applied per reference (j). The TMS for aircrew, MACCS, and AGS personnel is the Marine Sierra Hotel Aviation Readiness Program (MSHARP), and the TMS for maintenance training is the Aviation Maintenance Training Continuum System (AMTCS) Software Module (ASM).

4. Training Management Process (TMP). The TMP provides an effective forum for the operating forces to identify their training requirements and issues. The TMP helps determine common solutions to common issues, eliminating redundant "stovepipe" solutions which are wasteful and inefficient. The TMP is focused on the needs of the warfighter through platform and community Training Management Teams (TMTs), and supported by higher headquarters, the acquisition community, and industry. The TMP is detailed in chapter 5.

1005. ATS IMPLEMENTATION. ATS will be implemented through a phased approach based upon manpower, fiscal, and other constraints listed in chapters 3 and 4, and reference (t). ATS implementation will be conducted per chapter 9.

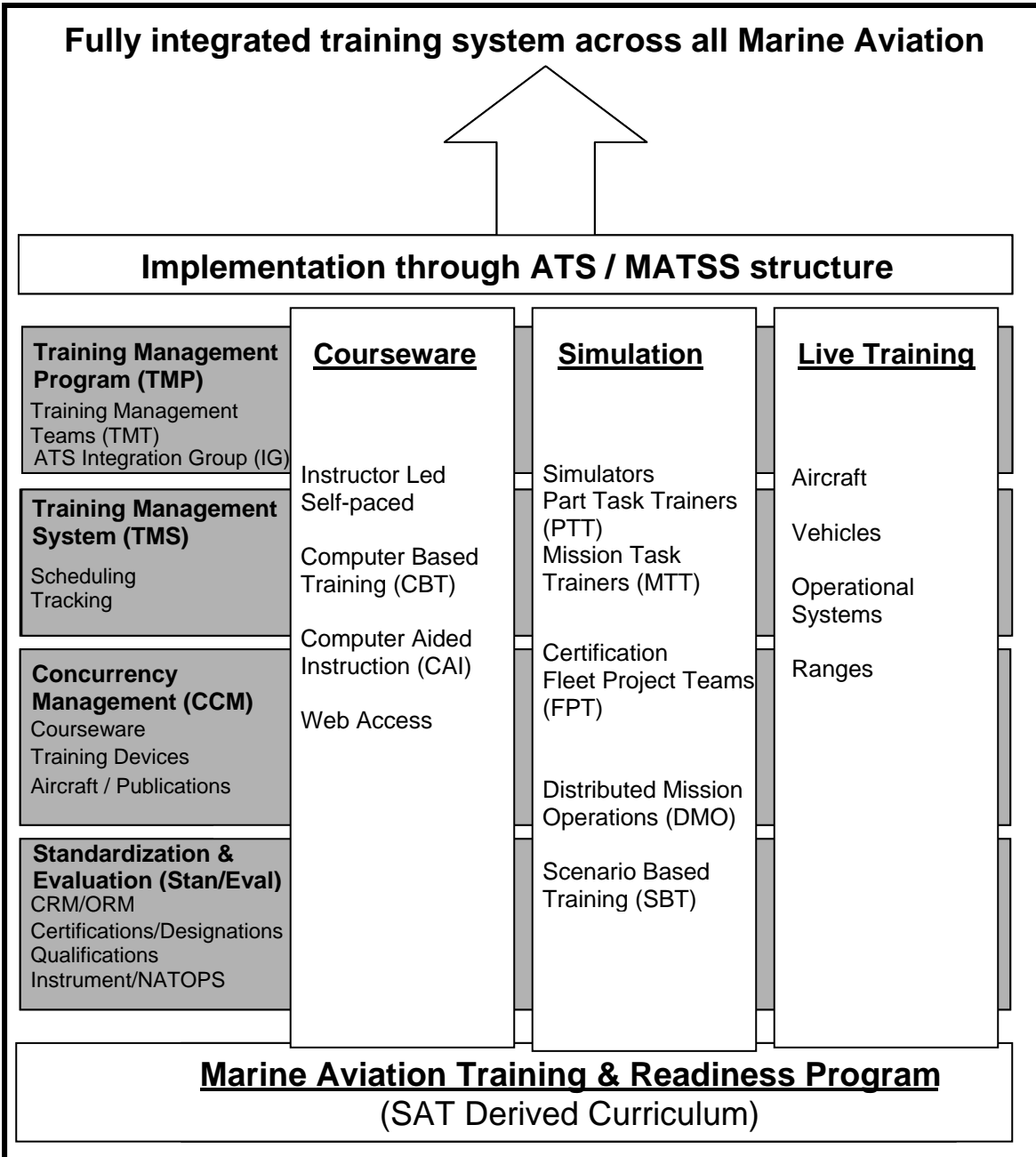


Figure 1-1.--Integrated Aviation Training System Model.

CHAPTER 2

ATS TASKING

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CHAPTER 2

ATS TASKING

2000. SUBORDINATE ELEMENT TASKS. ATS management requires the assignment of the following responsibilities.

1. Deputy Commandant for Aviation (DC AVN). DC AVN is the HQMC Aviation Combat Element (ACE) ATS advocate and is responsible for the following:

a. Advocate USMC ATS requirements within the Department of the Navy's (DON) and Marine Corps Systems Command (MCSC) Planning, Programming, Budgeting, and Execution (PPBE) process.

b. Provide oversight of ATS execution until that responsibility is transferred to TECOM ATB.

c. Review ATS training device implementation and utilization. Submit the ATS training device funding sustainment plan to Office of the Chief of Naval Operations (OPNAV) Code N-43. Refer to chapter 10 and AVPLAN for current and projected training device fielding schedule.

d. Conduct liaison with HQMC aviation maintenance advocates assigned at OPNAV N88 to provide inputs and adjudicate matters related to Marine Aviation maintenance training and/or devices.

e. Inform the Deputy Commandant for Programs and Resources (DC P&R) of shortfalls in ATS funding (O&M,N and O&M,MC) which could adversely affect the Marine Corps ATS.

f. Conduct liaison with Commander, Naval Air Forces (CNAF) and maintain responsibility for presenting, monitoring, and defending all budgetary actions to Type Commander (TYCOM)/CNARFC/OPNAV/MCSC/HQMC.

g. Provide policy for ATS.

h. Facilitate development of ATS/MATSS website, Mobile Training Teams (MTT), and other functions to meet MATSS requirements.

2. Deputy Commandant for Manpower & Reserve Affairs (DC M&RA). Ensure that all operating force and supporting establishment commands, agencies and organizations are staffed in accordance with reference (x). Staffing these organizations at authorized levels will help ensure that these commands/agencies have the personnel necessary to implement the ATS.

3. Deputy Commandant for Programs and Resources (DC P&R). Serve as an alternate Point of Contact (POC) for Marine Corps ATS on technical budget/fiscal matters. Assist Deputy Commandant for Aviation in adjudicating unresolved budgetary issues.

4. CG, Marine Corps Combat Development Command (MCCDC)

a. Assist ATS units in developing program requirements per chapter 5.

b. Determine actions to be taken when funds are inadequate to execute approved ATS actions.

c. Ensure that Marine Corps commands, agencies and organizations have the required ATS structure and achieve manning levels consistent with references (q), (t), and (x).

5. Commander U.S. Marine Forces Command (COMMARFORCOM)/Commander U.S. Marine Forces Pacific (COMMARFORPAC)

a. Assist ATS units in developing program requirements per chapter 5.

b. Prioritize allocation of ATS resources.

c. Review ATS Training requirements and submit to TECOM Aviation Training Branch (ATB) for review and to CNAF for funding.

d. Support the integration of DMO and training integration in support of MAGTF.

e. Ensure that personnel assigned to ATS billets are in place for a minimum of 1 year and are not considered eligible for other tasking.

6. Commander Marine Forces Reserve (COMMARFORRES)

a. Function as the Reserve ATS resource sponsor per chapter 4.

b. Review Reserve ATS training requirements and submit to TECOM Aviation Training Branch (ATB) for review prior to submission to Commander Naval Reserve Forces Command (CNRFC).

c. Assist ATS units in developing program requirements per chapter 5.

d. Ensure activated Reserve Component (RC) units are Operational Control (OPCON) to the appropriate MARFOR, track and account for ATS funding, and prepare supplemental requests to support those units.

e. Prioritize allocation of ATS resources.

f. Report all activated Reserve units' unexpected ATS funding to CNRFC and Financial Management Board (FMB) for reprogramming per reference (f).

7. CG TECOM. TECOM ATB shall assume responsibility for oversight of many ATS functions when responsibility is transferred from DC AVN. This transfer will occur when appropriate manpower is assigned and appropriate milestones are met.

a. Provide oversight of ATS execution and facilitate standardization and evaluation of all aviation units per chapter 6 and references (c), (d) and (m).

b. Coordinate training requirements with Naval Education Training Command (NETC) and Air Education Training Command (AETC) to ensure entry level training remains aligned with USMC T&R requirements. Ensure core introduction training supports fleet requirements and core skill proficiency/core plus level T&R training.

c. Manage the ATS to ensure consistency with current T&R Program Manual in accordance with references (d) and (g).

d. Facilitate the development and maintenance of T&R standards for all aircrew, maintenance, MACCS, and AGS personnel occupational fields.

e. Act as functional requirements advocate for MSHARP and ASM. Coordinate with PMA-205 MCATSF and HQMC Aviation Logistics Support Branch (ASL) regarding problematic issues.

f. Administer the ATS website, when developed and fielded, for training device scheduling, maintenance and reporting.

g. Electronically maintain ATS records for 5 years.

h. Conduct annual MATSS evaluations as an objective third party in order to ensure standardization, identify training issues, and ensure training requirements and performance standards are met per chapter 7.

i. Review recommended T&R changes submitted through the TMP or the MATSS site, and facilitate entry into the T&R review process.

8. CG MAWs

a. Provide operational direction of the ATS to ensure MAW MATSS sites provide the training systems and support required for units to attain the Core Skill Proficiency (CSP) and aircrew combat leadership skills necessary to achieve proper T-level of readiness per reference (i).

b. Ensure all MAW aircrew, maintenance, MACCS, and AGS personnel participate in ATS to meet all standardization and evaluation requirements per chapter 6 and references (c), (d) and (m).

c. Consolidate and submit ATS training system effectiveness performance standards/data to TECOM ATB per chapter 7.

d. Assume operational control of ATS aviation training devices per chapter 10. Custody requirements will remain with TYCOM.

e. Ensure the ATS website (when operational) accurately reflects training device readiness rates and maintenance status.

f. Assist ATS units in developing program training and support requirements.

g. Prioritize allocation of ATS resources.

h. Ensure proper staffing of MAW MATSS and MAW ATS staff per chapter 3 to provide stability within ATS. ATS personnel should not be reassigned to another position/duty for a minimum of one year.

i. Utilize the MSHARP program for aircrew, MACCS, and AGS personnel training management.

j. Utilize the ASM program for maintenance training management.

9. CG 4th MAW

a. Ensure activated squadrons/units attached to COMMARFORCOM track and account for ATS funding and ATS funding requirements. ATS funding will be required to support additional training device hours to include the associated Contractor Operations and Maintenance Services (COMS) and Contractor Instruction (CI) hours. Close coordination with HQMC and the appropriate TYCOM will be required to ensure training assets are available to activated RC units.

b. Provide operational direction of MAW ATS to provide the training systems and support required to attain the CSP and combat leadership aircrew necessary to achieve to proper T-level of readiness per reference (i). Fourth MAW units are authorized to utilize active component MATSS training assets. Reserve training requirements should be coordinated through the MATSS providing the training.

c. Ensure all aircrew, maintenance, MACCS and AGS personnel participate in the ATS to meet all standardization and evaluation requirements per chapter 6 and references (c), (d) and (m).

d. Submit ATS performance data via the ATS web-site to TECOM ATB per chapter 7 via the G-3 in the interim, until the ATS Director or Deputy Director is established and can assume this responsibility.

e. Assume custody of ATS aviation training devices within 4th MAW per chapter 10.

f. Ensure training device readiness to support T&R requirements.

g. Ensure the ATS website (when operational) accurately reflects training device readiness rates and maintenance status per chapter 7.

h. Assist ATS units in developing program requirements per chapter 5.

i. Prioritize allocation of ATS resources.

j. Ensure proper staffing of ATS billets per chapter 3 to provide stability within the ATS. ATS personnel should not be reassigned to another position/duty for a minimum of 1 year.

k. Utilize the MSHARP program for aircrew, MACCS, and AGS training management.

l. Utilize the ASM program for maintenance training management.

10. Commander, Marine Corps Installations (MCI) East/West/MidPac/WestPac

a. Provide acquisition, infrastructure and logistics assistance for facilities in support of the ATS.

b. Provide civilian Contracting Officers Representatives (COR) to operate within the ATS units and facilitate ATS operations per chapter 9.

c. Provide communication and Information Technology (IT) infrastructure in support of the local DMO requirements.

- d. Utilize MSHARP for MACCS ATC personnel training management.

11. Marine Corps Systems Command (MCSC)

- a. Provide ATS MACCS simulator systems support to include ATS system device acquisition and management, fiscal tracking and contract management for MACCS ATS training system and device support.

- b. Support the Concurrency Management process per chapter 5.

- c. When applicable, co-chair the appropriate TMT (MACCS and AGS) per chapter 5.

- d. Coordinate aviation training system and device development with PMA-205 MCATSF.

12. Commanding Officers (CO), Marine Aircraft Group (MAG)/Marine Air Control Group (MACG)/Marine Wing Support Group (MWSG)

- a. Coordinate with local MATSS to ensure the unit provides the training systems and support required to attain the Core Skill Proficiency (CSP) and aircrew combat leadership skills necessary to achieve to proper T-level of readiness per reference (i).

- b. Ensure all aircrew, maintenance, MACCS, and AGS personnel participate in ATS to meet all standardization and evaluation requirements per chapter 6 and references (c), (d) and (m).

- c. Coordinate with MATSS to ensure the ATS website accurately reflects training device readiness rates and maintenance status.

- d. To the maximum extent possible utilize aircraft simulators and CIs for NATOPS and Instrument evaluation events per reference (m) and chapter 6.

- e. Utilize the MSHARP program for aircrew, MACCS, and AGS training management.

- f. Utilize the ASM program for maintenance training management.

- g. Designate FPT representatives from each organic Type, Model, and Series (T/M/S) aircraft platform or community to the appropriate MATSS Officer in Charge (OIC) per chapter 5.

13. Commanding Officer (CO), Marine Aviation Weapons and Tactics Squadron 1 (MAWTS-1)

- a. Act as T&R syllabus sponsor to coordinate T&R changes per reference (d).

- b. Provide change recommendations for core skill proficiency and core skill plus level T&R events to the appropriate TMT.

- c. Provide input to Fleet Replacement Squadron (FRS)/entry level schools on their operational direction and development of the core skill level T&R to include changes, modifications or updates which will affect core skill proficiency and core skill plus level T&R training.

d. Designate FPT representative in support of each T/M/S or community for duties as outlined in chapter 5.

e. Utilize the MSHARP program for aircrew and MACCS training management during Weapons Tactics Instructor (WTI) evolutions.

f. Utilize the ASM program for maintenance training management.

g. Coordinate MAWTS-1 fleet support with the appropriate MATSS as a single point of contact for each Wing Commanding General.

14. Commanding Officer (CO), Marine Helicopter Squadron 1 (HMX-1)

a. Plan and execute ATS to maintain the requisite number of leadership aircrew, maintenance personnel, and aviation support personnel for the appropriate readiness levels required by HMX-1.

b. Ensure all aircrew and maintenance personnel participate in ATS and maintain readiness minimums and sustain maintenance core competency levels per reference (i).

c. Provide T&R operational direction and responsibility in HMX-1 specific training events.

d. To the maximum extent possible, utilize aircraft simulators and CIs for NATOPS and instrument evaluation per reference (m) and chapter 6.

e. Utilize the MSHARP program for aircrew, MACCS, and AGS personnel training management.

f. Utilize the ASM program for maintenance training management.

15. NATOPS Model Managers (MM)

a. Manage and standardize platform NATOPS.

b. Manage platform/community core skill introduction curricula.

c. Co-chair platform TMT per chapter 5.

d. Submit core skill introduction level curriculum issues/requirements via the TMP per chapter 5.

16. Flight Leadership Model Managers

a. Manage and standardize platform/community flight leadership POI IAW reference (c).

b. Coordinate with Flight Leadership Program coordinators and MATSS's to enhance the quality of flight leadership training, standardization, and evaluation.

17. PMA-205 MCATSF

a. Provide ATS simulator systems support to include ATS system device acquisition and management, fiscal tracking and contract management for ATS training system, ECs, and device support.

- b. Maintain the training system device lifecycle roadmaps.
- c. Acquire and provide sustainment of a concurrency management process based on the SAT derived T&R curriculum and its associated relational database.
- d. In coordination with appropriate MATSS OICs and FPTs, support TSC on all aircraft training devices.
- e. Co-Chair the ATS TMT with host MAW ATS Director per chapter 5.
- f. Ensure proper flow of information and facilitate tasks and deliverables for the ATS TMP.
- g. Promote utilization of ATS processes within NAVAIRSYSCOM. Educate NAVAIRSYSCOM that MAW ATS and MATSS represent the warfighter in aviation training acquisition-related activities.
- h. Provide pertinent, relevant and timely information concerning contract management for ATS systems and devices to HQMC Aviation APW-71 and TECOM ATB.
- i. Provide support for ATS as directed by HQMC Aviation APW-71 and TECOM ATB.
- j. Provide engineering and advanced training system technology options for ATS.
- k. Continue MATSS In-service Engineering (ISE) co-located and in direct support of the MATSS.
- l. When applicable, coordinate aviation training system and device development with MCSC.

18. Commanding Officer (CO), Squadron. Commanders shall:

- a. Ensure all aircrew, maintenance, MACCS and AGS personnel participate in ATS, maintain readiness minimums, and sustain T/M/S maintenance core competency levels per reference (i).
- b. To the maximum extent possible utilize aircraft simulators and CIs for NATOPS and instrument evaluation events per reference (m) and chapter 6.
- c. Evaluate unit personnel for compliance with T&R standards for readiness, measure deviation from standards, and assign candidates for additional training when required.
- d. Utilize the MSHARP program for aircrew, MACCS and AGS personnel training management.
- e. Utilize the ASM program for maintenance training management.

19. Wing Director, ATS

- a. Coordinate stand up of MAW MATSS.
- b. Manage ATS execution IAW reference (a) and MAW CG direction.

c. No later than 1 April of each year, in coordination with TYCOMs and with TECOM review, determine the following Fiscal Year (FY) Operations and Maintenance, Navy (O&M,N) funding requirements.

d. Participate in the TMP per chapter 5.

e. As required, submit ATS performance report/data outlined in chapter 7 to TECOM ATB. When the capability is established, submit via the ATS Resource Management System (RMS).

f. Co-chair ATS TMT with PMA-205 MCATSF Lead when designated as the host ATS site.

20. OIC, MATSS. Per chapter 9, each MATSS site will stand up in an iterative process, progressing from Activation to Initial Operational Capability (IOC) to Full Operational Capability (FOC). At FOC, MATSS OIC shall:

a. Coordinate with MAW ATS Director.

b. Supervise maintenance and ensure availability of assigned training systems such as courseware (including Computer Aided Instruction (CAI), Computer Based Training (CBT)) and simulators.

c. Serve as an entry point for vetting fleet-generated training requirements.

d. Assist Center for Naval Aviation Technical Training (CNATT) Headquarters, PMA-205 MCATSF, and other program offices (as appropriate) in the development and acquisition of all validated maintenance T&R curriculum / courseware and technical support requirements.

e. Accumulate and analyze training system effectiveness and performance data in order to prepare change proposals, requirement justifications, and training Return on Investment (ROI) metrics.

f. Schedule all training devices and track and report training device maintenance status via the MATSS scheduling and maintenance website.

g. Facilitate DMO as required.

h. Support MAG/MACG/MAGTF/Joint Aviation Training Exercises.

i. Coordinate with local units to support their training schedules.

j. Support and coordinate annual NAVOSH/Safety, NAMP, and AIRSpeed training mandated for Organizational Level (O-Level) and Intermediate Level (I-Level) maintenance department personnel.

k. Support and coordinate monthly IGS for all tenant units.

l. Host and facilitate platform/community TMTs as required.

m. Participate in platform/community TMTs per chapter 5.

n. Coordinate FPT support as required per chapter 5.

- o. Provide NATOPS and instrument evaluations utilizing aircraft simulators and CI's per references (c),(d) and (m), and chapter 6.
 - p. Ensure all instructors and staff, including CIs, meet all currency and standardization requirements for NATOPS/Instrument instruction per Chapter 6 and reference (m).
 - q. Submit ATS performance data per chapter 7.
 - r. Conduct training as required and coordinate flight leadership standardization and evaluation flights for supported units per chapter 6 and references (c) and (d).
 - s. Support the Flight Leadership Program per chapter 6 and references (c) and (d).
 - t. Act as a single point of contact with MAWTS-1 for coordination of fleet support.
 - u. Provide a MAW representative for all applicable T/M/S T&R revisions.
 - v. Conduct monthly MAG/squadron training officer meetings in order to coordinate MATSS training support requests.
 - w. Conduct quarterly Standardization Boards to identify standardization issues and training shortfalls for designated Flight Leadership and NATOPS Standardization and Evaluation (Stan/Eval) Instructors.
 - x. Report to MAW ATS Director when MATSS is activated, IOC, and FOC.
 - y. Further refine the possible requirement of developing satellite classrooms within tenant squadron spaces to enable those units to network with MATSS resources to include the Tactical Environment Network (TEN).
21. OIC, MATSS MCAS New River. In addition to generic MATSS responsibilities, complete the following:
- a. Serve as MATSS Model Manager.
 - b. Develop, maintain and provide Marine Aviation Commands with a standardized generic Instrument Ground School (IGS) course of instruction per chapter 6.
 - c. Serve as the IGS Model Manager for Marine Aviation to liaison with Chief Naval Air Training (CNATRA), the designated lead agent for all Naval Aviation IGS.
 - d. With support from MAWTS-1, develop, distribute, and maintain instructional material designed to support basic instructor standardization.

CHAPTER 3

ATS MANPOWER AND CHAIN OF COMMAND

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CHAPTER 3

ATS MANPOWER AND CHAIN OF COMMAND

3000. ORGANIZATION. ATS encompasses Marine Aviation post initial accession training. However, coordination is required with the Navy and other services for input into initial accession training to meet Marine Aviation training requirements. The Aviation Training Organization chart (see figure 3-1) depicts the relationships and roles among joint forces training commands.

3001. MANPOWER

1. TECOM ATB will be staffed appropriately to fulfill their assigned responsibilities. Final staffing will include military, Government Civilian (GS), and contract support personnel.
2. The ATS manpower structure at the MAW level will consist of ATS Director, Deputy Director, MATSS OIC, and MATSS Operations Officers (OPSO). Both the Director and Deputy Director will reside on the MAW Staff to be responsible for oversight of MAG level MATSS personnel. To the maximum extent possible, ATS military personnel shall be staffed for minimum periods of one year. The Director billet should be staffed by a post command O-5 for a minimum of one year. The Deputy Director billet will be filled with a civil servant (billet grade will be based on position description and structure assigned) and is designed to provide ATS continuity within the MAW.
3. MATSS FOC Manpower was designed under MAWTS-1 Instructor Construct Model of having one Standardization Evaluation Instructor per three (3) squadrons in the same T/M/S per MATSS site. Minimum Stan/Eval Instructor staffing for a MATSS is two (2) for CONUS and one (1) for OCONUS based units.

3002. COMMAND RELATIONSHIPS. MATSS OIC, OPSO and Maintenance billets are part of the MAW Table of Organization (T/O), but reside at the Group level to provide support to the local commands while maintaining an operational relationship with the ATS Director (see figures 3-2 and 3-3). Group Commanders will assign their MAG WTI and Director of Standardization and Safety (DOSS) to work in conjunction with the MATSS OIC (see figure 3-3). In locations with multiple groups the MATSS supports all resident commands equally and rely upon the MAW to resolve disputes between MAG/MACG/MWSG's concerning asset allocation. The MATSS OPSO billet should be filled by a WTI/Strike Fighter Tactics Instructor (SFTI) graduate to the maximum extent possible.

1. The Tactical Control (TACON), Administrative Control (ADCON) and Operational Control (OPCON) relationship between the MAW, the MAG/MACG/MWSG and the MATSS are as follows:

a. MAW. The MAW Commander has OPCON, TACON, and ADCON of MATSS personnel (exception - not ADCON/TACON of civil servants); for example, the MAW will have Fitness Report (FITREP) Reporting Senior responsibility for the ATS Director. The ATS Director will also have OPCON authority; for example, the ATS Director will ensure ATS instruction is accomplished per the ATS order, this NAVMC and TECOM direction.

b. MAG/MACG/MWSG. The Group CO will direct the coordinated focus of training on those commands/units requiring additional or concentrated efforts in support of their operational commitments. The MAG WTI, DOSS and

Standardization/Evaluation personnel will coordinate training efforts with the MATSS to ensure effective and efficient training throughout the MAG on all aspects of training, flight leadership, standardization, and evaluation of personnel and units.

c. MATSS. The MATSS is a MAW asset assigned OPCON and ADCON to the Wing CG. The MATSS and its training efforts require coordination with the MAG WTI and DOSS. The MATSS has an equal working relationship with both the MAG Operations Department (MAG WTI) and Department of Safety and Standardization (DOSS) Stan/Eval Officer (see figure 3-3). In addition to their current roles, the MAG WTI and the DOSS will work in conjunction with the MATSS to ensure effective and efficient coordination of all aspects of training, flight leadership, and standardization and evaluation of MAG personnel and units. This action also includes the standardization of Contract Instruction Services (CIS). Locations with multiple MAGs will have their MATSS unit supported by more than one MAG WTI and DOSS.

2. TECOM will evaluate MATSS sites to ensure that the MATSS sites' facilities and training devices are providing training as set forth in the ATS MCO and this NAVMC.

3003. CO-LOCATION SUPPORT. Marine Commanders, MAW ATS Directors, and MATSS OICs should take advantage of the joint training and simulation support opportunities available when Navy and Marine Corps squadrons are co-located aboard an MCAS supported by a MATSS site. Until the Navy establishes its own training support organization, MAW ATS Directors and MATSS OICs should plan to provide support to those Navy units where and when applicable. Details of the amount, type, and frequency of the training support provided should be delineated in a Memorandum of Agreement (MOA) for training.

3004. CIVILIAN BILLETS. Civilian billets will not be placed on an operating force's Table of Organization and Equipment (T/O&E) per reference (t). To support the ATS, civilian billets will remain, or be included in, existing MCI/MCAS/TECOM T/O's.

3005. CONTRACT SUPPORT PERSONNEL. Industry is an integral part of the ATS concept. Contract Support Personnel/Contractors (KTR) may be provided at MATSS sites to assist civilian and military personnel in the performance of their ATS duties. The number and type of KTR personnel will vary by site according to the volume and type of training support required.

ATS/MATSS Command Relationships

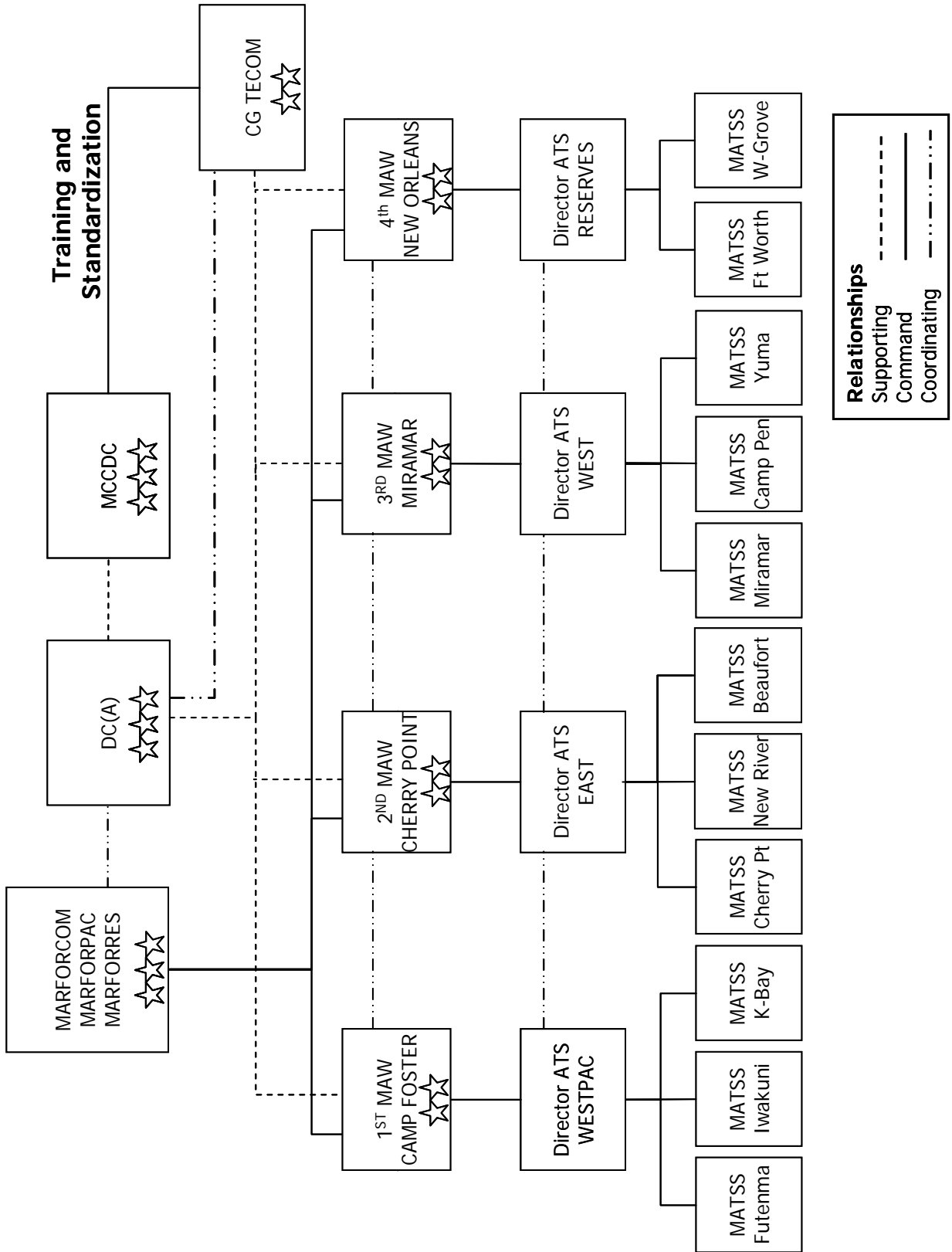


Figure 3-2.--ATS/MATSS Command Relationships.

MATSS – MAG Command Level Relationship

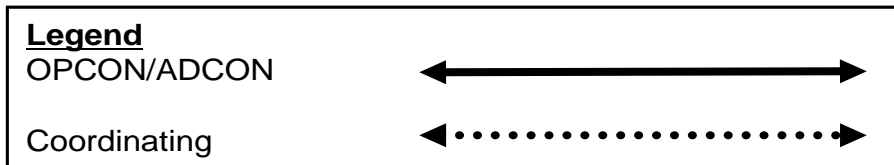
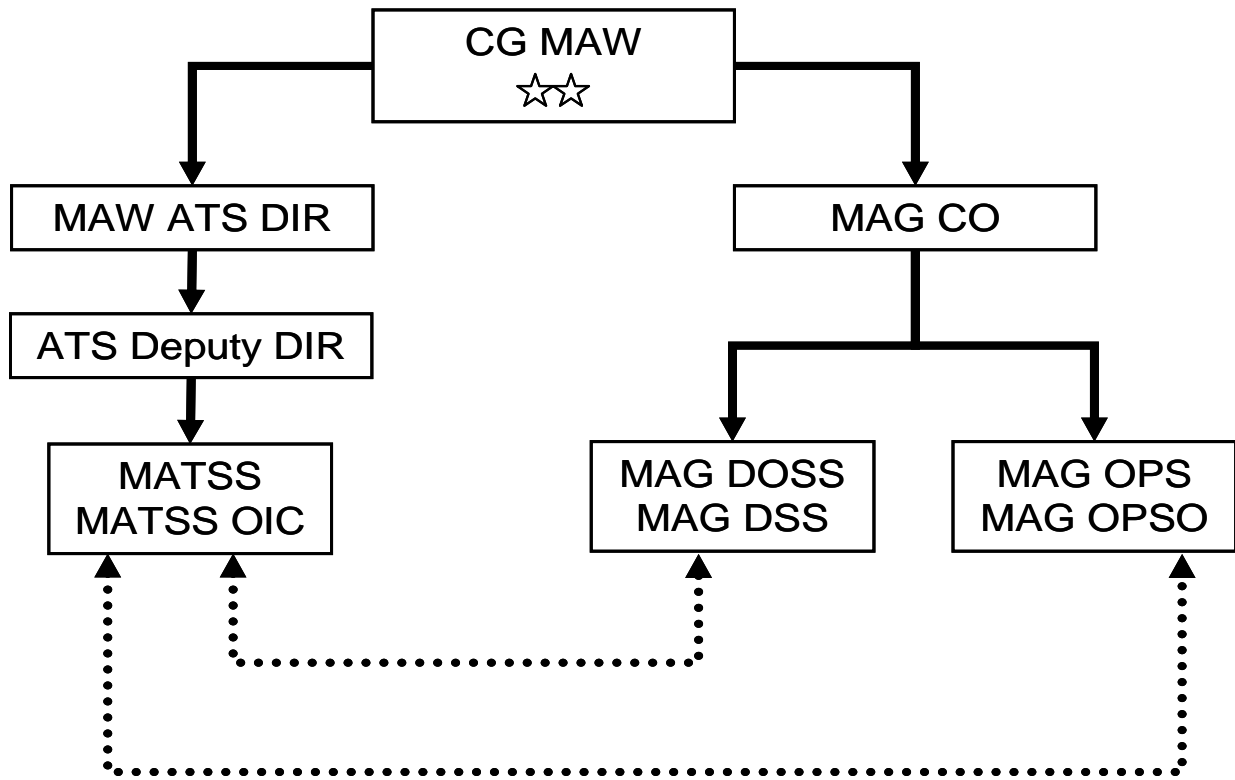


Figure 3-3.--MATSS - MAG Command Level Relationship.

CHAPTER 4

ATS FUNDING FLOW

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CHAPTER 4

ATS FUNDING FLOW

4000. ATS FUNDING. In accordance with reference (i), the Flying Hour Program (FHP) provides funding to the TYCOMS for ATS/Simulator programs operation. TYCOMS budget and provide services to include: COMS, CI, training device relocations, technical data verification, modifications to training devices and equipment, student management, and other support (e.g., access control, janitorial service, In-Service Engineering Office (ISEO) support, instructional systems development, spare and repair parts provisioning, etc.). ATS O&M,N funding for aircrew training is received and distributed as depicted in figure 4-1. Marine Aviation annual simulator hour requirements will be determined in accordance with reference (i). The MAW ATS Directors shall be the point of contact for consolidating budget requests and requirements for MATSS sites. These requests will be submitted to the respective MAWs in order to be part of the normal funding cycle. For time critical issues arising outside of the normal funding cycle and support requirements outside the purview of the MAW, the MAW ATS Director will forward identified requirements to DC AVN and TECOM ATB.

4001. ATS SIMULATOR HOUR REQUIREMENTS. This requirement includes COMS, CI and Courseware Revision and Maintenance (R&M) contacts. In addition to squadron and group simulator requirements, MATSS OIC's will submit CI currency and proficiency simulator hour requirements to their respective MAW ATS Director for inclusion into the overall annual MAW simulator hour requirement. It is imperative that unit commanders submit accurate annual simulator requirements and utilization reports. Failure to follow the procedures indicated in reference (i) may lead to training system shortfalls.

4002. ADDITIONAL ATS TRAINING SUPPORT. ATS requires additional support to include CCM, TSC, EC support, EC computer refresh, FRS product support, MAWTS-1 support, TMS support, and network operations support. O&M,N funding for these items will be distributed as depicted in figure 4-1. The requirement for this support will be determined by the ATS TMT.

4003. ATS FUNDING MACCS. ATS Operations and Maintenance, Marine Corps (O&M,MC), Procurement Marine Corps (PMC) and Research and Development (R&D) funding for MACCS training is received and distributed as depicted in figure 4-2. ATS O&M,N funding for MACCS (specifically ATC training) is received and distributed as depicted in figures 4-3. MACCS annual simulator hour training requirements will be determined by the MACG and submitted to the MACCS Representative assigned to each MAW per the ATS order, this NAVMC, and TECOM direction.

4004. ATS FUNDING MAINTENANCE. ATS O&M,MC funding for maintenance training is received and distributed as depicted in figure 4-4. ATS O&M,N funding for maintenance training is received and distributed as depicted in figure 4-5. Maintenance annual simulator hour training requirements will be determined by the unit commanders and submitted to the MAW ATS Director.

4005. ATS FUNDING AGS. ATS Operations and Maintenance, Marine Corps (O&M,MC) funding for AGS post accession training requirements is received and distributed as depicted in figure 4-6. AGS annual simulator hour training requirements are determined by the unit commanders and submitted to the MAW ATS Director.

ATS Funding Flow

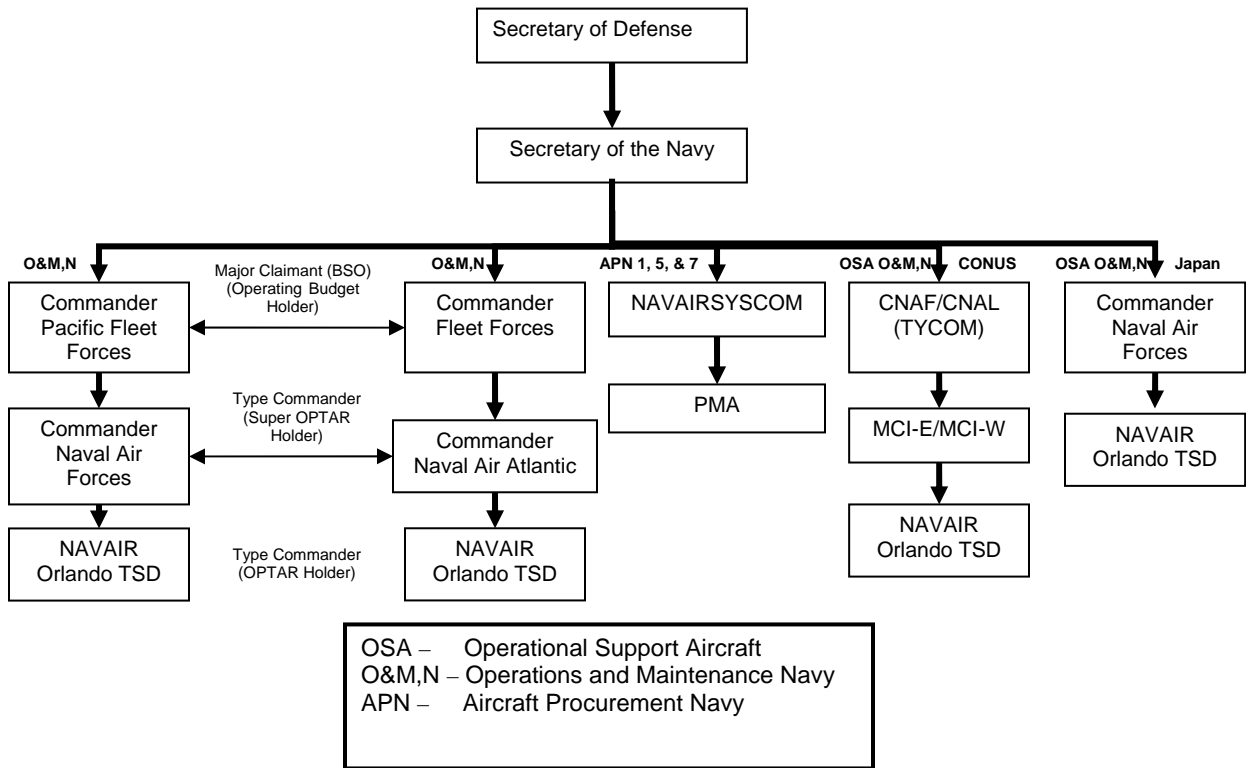


Figure 4-1.--Aircrew APN and O&M,N Funding.

ATS Funding Flow (MACCS)

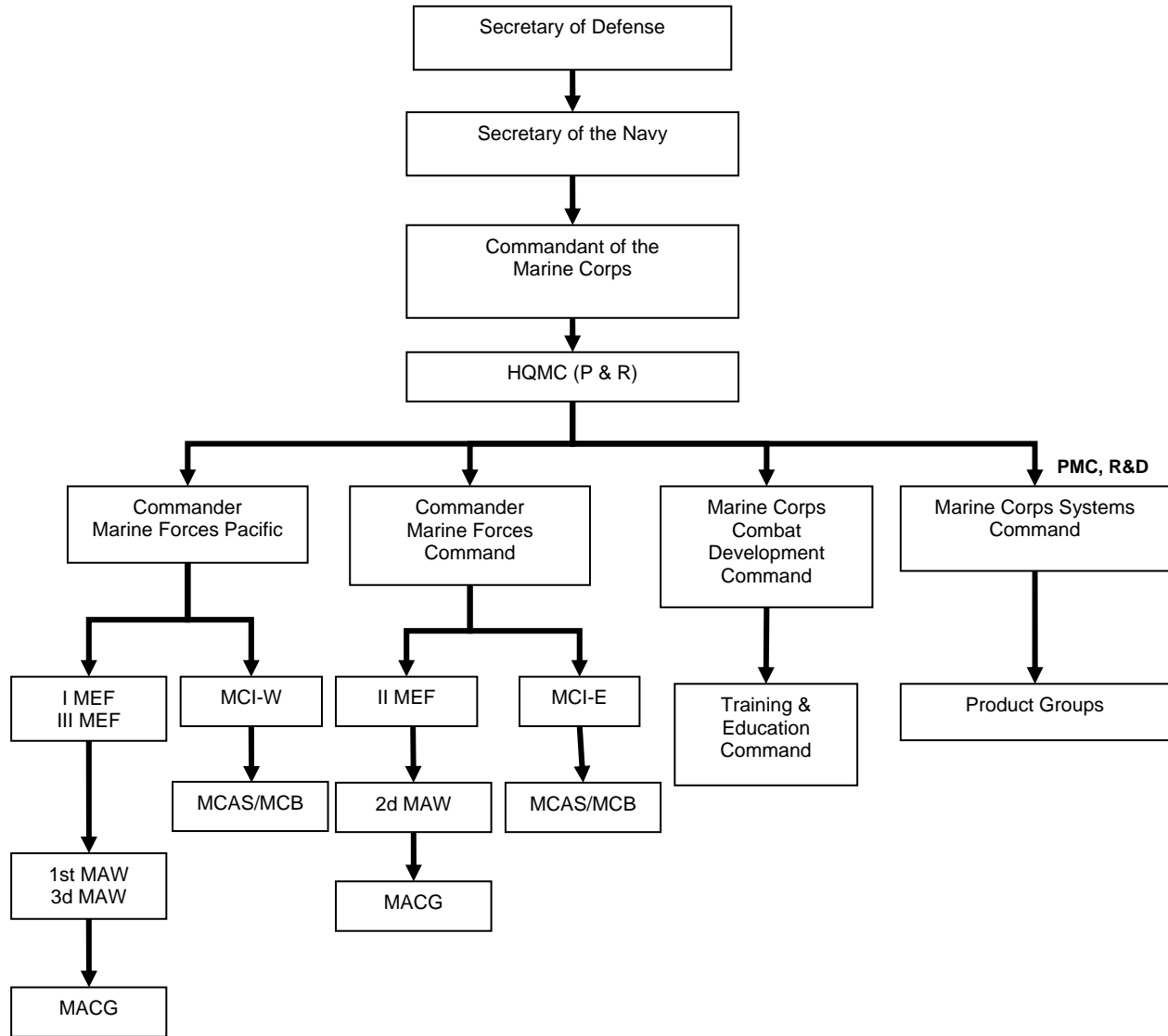


Figure 4-2.--MACCS O&M,MC, PMC, and R&D Funding.

ATS Funding Flow (MACCS - ATC)

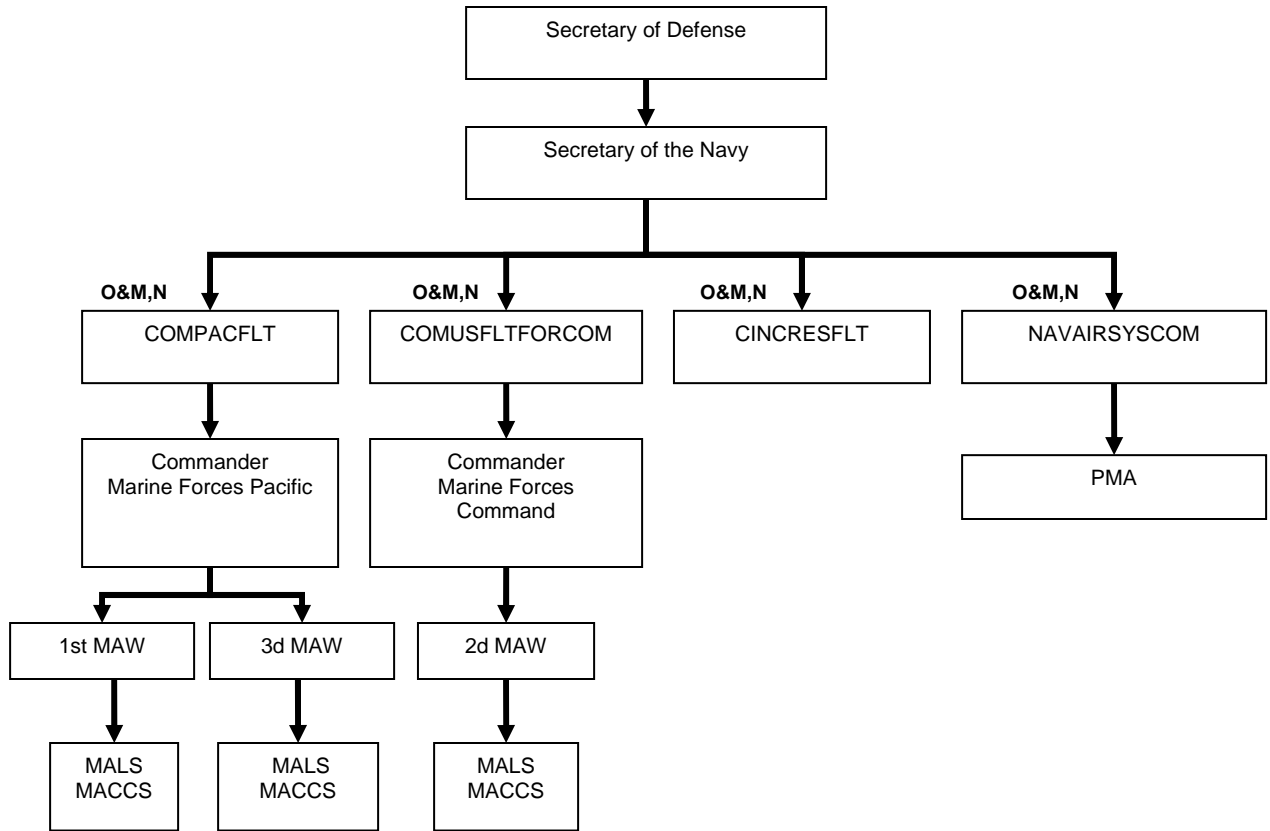


Figure 4-3.--MACCS O&M,N Funding.

ATS Funding Flow (Maintenance)

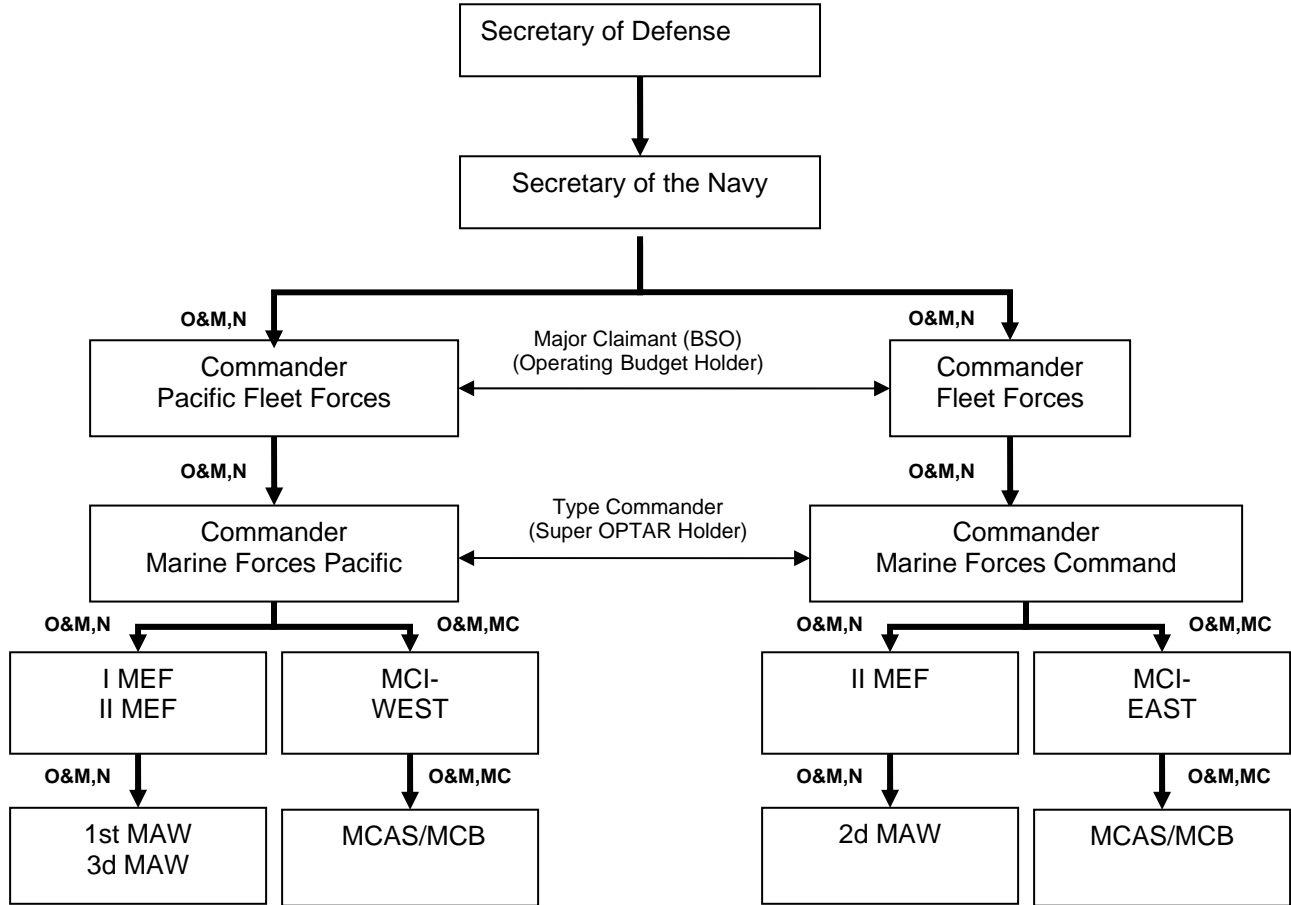


Figure 4-4.--Maintenance O&M,MC Funding.

ATS Funding Flow (Maintenance – O&M,N)

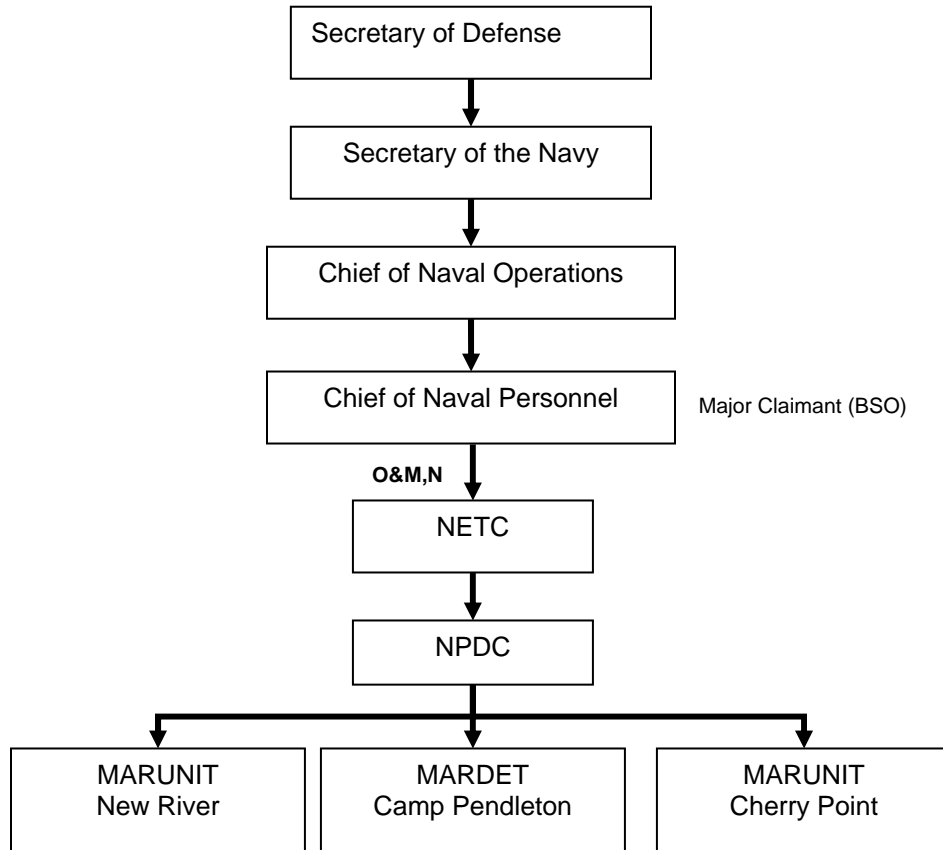


Figure 4-5.--Maintenance O&M,N Funding.

ATS Funding Flow (AGS)

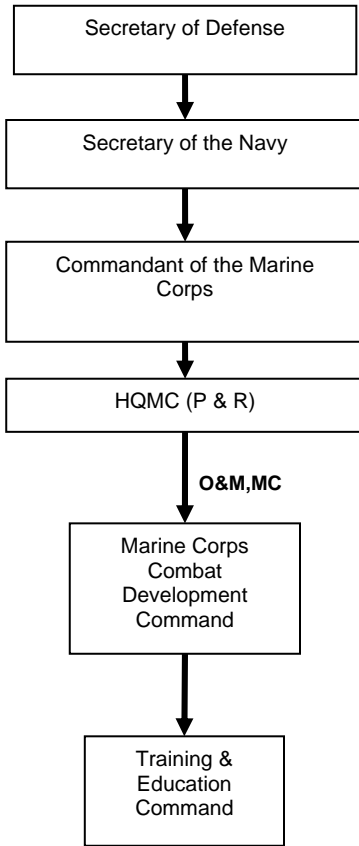


Figure 4-6.--AGS O&M,MC Funding.

CHAPTER 5

TRAINING MANAGEMENT PROCESS

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CHAPTER 5

TRAINING MANAGEMENT PROCESS

5000. TMP. The TMP is a process intended to identify common training issues among platforms and communities, explore common solutions to these problems, and identify funding resources for high-priority issues. The TMP is executed by military members, government civilians, and contract support personnel, with responsibility for validation, prioritization, and impact assessment of training system issues.

5001. TMP ORGANIZATION. The entities responsible for executing the TMP are Training Management Teams (TMT) and the ATS Integration Group (ATS IG), illustrated in figure 5-1. Every Platform/Community within Marine Aviation will have a TMT. The ATS IG consists of the Integration Level (IL), the Advisory Level (AL), and the Executive Level (EL). Their composition and responsibilities are discussed in the following sections.

5002. INTEGRATED PRODUCT TEAM (IPT) PROCESS. The ATS IG Integration and Advisory Levels shall utilize the IPT process which expands and contracts membership as required around the core teams identified in paragraph 5004. The expertise needed to make recommendations to the EL shall be added to the core composition to ensure all technical, tactical and logistical issues are thoroughly addressed. The IPT process is detailed in reference (y).

5003. TMT REQUIREMENTS. At a minimum the following platforms and communities shall maintain a TMT: H-46, H-53, H-1, V-22, KC-130, EA-6B, F/A-18, AV-8B, Unmanned Aerial Systems (UAS), Other (as required), ATS, Tactical Air Command Center (TACC), Tactical Air Operations Center (TAOC), ATC, Direct Air Support Center (DASC), Low Altitude Air Defense (LAAD), AGS, MACCS Maintenance, and Maintenance. All TMT's shall be established by charter in order to identify, prioritize, and submit training requirement issues to the ATS IG. Platform/community TMTs will address specific aircrew/operator (officer/enlisted) and maintenance training issues. The Maintenance TMT will consider general/common aviation maintenance training issues. The ATS TMT will address training issues associated with but not limited to: ATS policy, processes, and structure; networked simulation; training management; product support; Electronic Classrooms; Training System Contract Support; CCM; and Standardization and Evaluation.

5004. TMT AND ATS IG COMPOSITION. Minimum TMT and ATS IG team composition is detailed below. Each entity shall have an identified co-chairman or lead/facilitator, responsible for coordination of conferences, processes, and communication among the ATS IG/TMT and other entities within the TMP. Each TMT and ATS IG level, may require contractor support to ensure proper flow of information and facilitate tasks and deliverables.

1. Platform TMT (e.g., H-1, V-22, KC-130, F/A-18, etc.)
 - a. Aircraft platform model manager representative(TMT co-chair).
 - b. NAVAIR Assistant Program Manager for Training Systems(APMTS) (TMT co-chair).
 - c. TECOM ATB platform representative.

- d. T&R syllabus sponsor (MAWTS-1)/community representative.
 - e. ATS/MATSS platform representative/platform WTI representatives (Aircrew/Enlisted Aircrew (EAC)). (Coordinated by appropriate MAW ATS/MATSS).
 - f. Naval Aviation Enterprise Current Readiness T/M/S representative.
 - g. CNATT Headquarters Platform Logistics Program Manager representative for maintenance training.
 - h. Fleet maintenance representatives (Coordinated by appropriate MAW ATS/MATSS).
 - i. Life Cycle Support (O&M,N) Fund Manager. (e.g., CNAF).
2. Community TMT (e.g., Maintenance, MACCS communities, AGS, etc.). The MACCS TMT's may mirror the current community working committees (e.g., TACC, TAOC, DASC, LAAD, ATC, and MACCS Maintenance).
- a. Community Model Manager-like representative (TMT co-chair).
 - b. Program Managers from MARCORSSYSCOM/PEO Land Systems/I&L/PMA-205/PMA-251 (as required) (TMT co-chair).
 - c. TECOM ATB representative.
 - d. T&R syllabus sponsor (MAWTS-1)/MATMEP sponsor/community representative.
 - e. Fleet and/or ATS/MATSS community representative. (Coordinated by appropriate MAW ATS/MATSS).
 - f. CNATT Headquarters representative for maintenance training
 - g. Life Cycle Support (O&M,N/O&M,MC)) Fund Manager (e.g., CNAF).
3. ATS TMT
- a. Host site MAW ATS Director (TMT co-chair).
 - b. PMA-205 MCATSF (TMT co-chair).
 - c. TECOM ATB ATS Section Head or representative.
 - d. Wing ATS representatives.
4. ATS IG IL
- a. MCATSF PM Lead South and/or MCSC/PEO Land Systems/I&L/PMA-205/PMA-251 representatives (as required) (IL Lead / Facilitator).
 - b. MCATSF Engineering Lead & MCSC PM or PEO LS Engineering Lead.
 - c. MCATSF Logistics Lead & MCSC PM or PEO LS Logistics Lead.

d. MCATSF ISD Lead & MCSC PM or PEO LS Manpower Personnel and Training Lead.

e. TECOM representatives (Maintenance, MACCS, AGS and Aircrew).

f. Any additional technical representatives as required.

5. ATS IG AL

a. PMA-205 MCATSF and/or MCSC PM (as required) (AL Lead / Facilitator).

b. HQMC APW-71/APC.

c. TECOM ATB ATS Section Head.

d. MAW ATS Directors.

e. Any additional technical representatives as required.

6. ATS IG EL. The EL is divided into two levels. The first is at the Action Officer (AO) to O-6 level and the second at the O-6 to General Officer level. The lower level of the EL works out funding strategies and Program Objective Memorandum (POM) requirements for the prioritized and validated issues prior to presenting them to the upper level for decision and policy. APW-71 shall coordinate and facilitate the functioning of the EL.

a. Lower Level.

(1) HQMC AVN APW.

(2) TECOM ATB.

b. Higher Level.

(1) HQMC DC AVN.

(2) Commanding General TECOM.

5005. TMT and ATS IG RESPONSIBILITIES. TMT responsibilities are defined as follows:

1. TMT

a. Generate platform and community specific issues.

b. Communicate prioritized top ten issues to the ATS IG, using the ATS Integration Group Issue Sheet depicted in figure 5-2.

2. ATS IG IL

a. Review TMT top ten issues from each platform/community and submit copies of all TMT issue sheets to TECOM ATB for approval.

b. ID common solutions across TMTs.

c. Determine technical and logistics impacts (feasibility analysis).

- d. Validate solutions against TMT issues.
 - e. Forward common issues and recommended solutions to AL.
 - f. Provide feedback to TMTs.
3. ATS IG AL
- a. Prioritize common issues.
 - b. Develop & implement funding strategies when traditional resources are unavailable.
 - c. Provide direction to IL on acquisition & sustainment strategies.
 - d. Make appropriate-level execution decisions.
 - e. Provide advice and recommendations to EL, and update the IL on execution decisions.
 - f. Provide feedback/direction to IL, TMTs, and OAGs.
4. ATS IG EL
- a. Provide policy guidance, as required.
 - b. Review and approve recommendations.
 - c. Define requirements.
 - d. Provide feedback/direction to the AL and IL.

5006. TMP EXECUTION. The TMP is executed in an annual cycle, intended to provide HQMC APW a consolidated and prioritized list of aviation training requirements for the upcoming POM/PR process early in the fall. Figure 5-1 depicts this TMP cycle and composition.

1. Each TMT meets annually (or more often, as required) to determine and generate specific training issues. Platform or community specific issues are addressed through existing NAVAIR, MARCORSYSCOM, PEO Land, Operational Advisory Group (OAG) or Transformation Task Force (TTF) processes.

a. No later than 1 March annually, each TMT provides the ATS IG (IL) a prioritized list of specific training requirements (i.e., "top ten"), using the ATS IG issue sheets shown in figure 5-2.

b. The IL Lead (MCATSF PM Lead South) forwards copies of all TMT issue sheets to TECOM ATB.

2. TECOM ATB validates the TMT requirements by reviewing each submitted issue sheet for relevant T&R impact.

a. No later than 15 March, TECOM ATB publishes a consolidated list of approved TMT "top ten" issues to the MARFOR commanders via naval message.

b. This message provides approval of the validated list by TECOM ATB to the TMTs.

3. The IL concurrently reviews all submitted TMT issue sheets and determines which issues, if any, are common across platforms or communities. No later than 31 March annually, common issues are forwarded to the Advisory Level.

4. The AL prioritizes the common issues received from the IL and validates them against service level and joint requirements.

a. No later than 30 April annually, the AL returns the prioritized, validated list to the IL to research feasibility and cost.

b. Concurrently, TECOM ATB releases a second Naval Message communicating the prioritized, validated list of common issues to the MARFOR commanders.

c. During May and June annually, the AL presents the common issues to the appropriate OAGs or Executive Steering Committees (ESC).

5. The IL returns the common solutions, complete with feasibility analysis and Rough Order of Magnitude (ROM) cost estimate to the AL no later than 30 June annually.

6. No later than 15 July annually, the AL completes its analysis of proposed common solutions and ensures POM/Program Review (PR) issue sheets are completed and forwarded to the EL. The AL also develops funding strategies when traditional resources are unavailable and provides advice on acquisition and sustainment strategies.

7. The AL submits completed issues sheets and analysis to HQMC APW-71 no later than 1 August annually, to brief the HQMC Aviation Council of Colonels.

5007. FPT. FPTs have historically provided user input during the design, development, acquisition, acceptance, introduction, and life-cycle configuration and modification of weapons and training systems. As the ATS matures, the FPT assumes a more expansive role in aviation training, extending beyond the acquisition process. The FPT is instrumental in Training System Certification (TSC) and Concurrency Management (CCM), and their inputs may become issues for the TMTs and the ATS IG. A review of appropriate funding sponsors and other FPT support requirements is required as the mission and role of FPTs evolve.

5008. TSC. TSC is a periodic review of ATS policies, processes, structure, and other components (training devices, computer based training, electronic classrooms, contract instructors, simulation network, etc.) to ensure the training system supports accomplishment of T&R training. Training device certification shall be conducted by the FPT (validating functionality) and TECOM ATB (determining the device's capability to conduct T&R training).

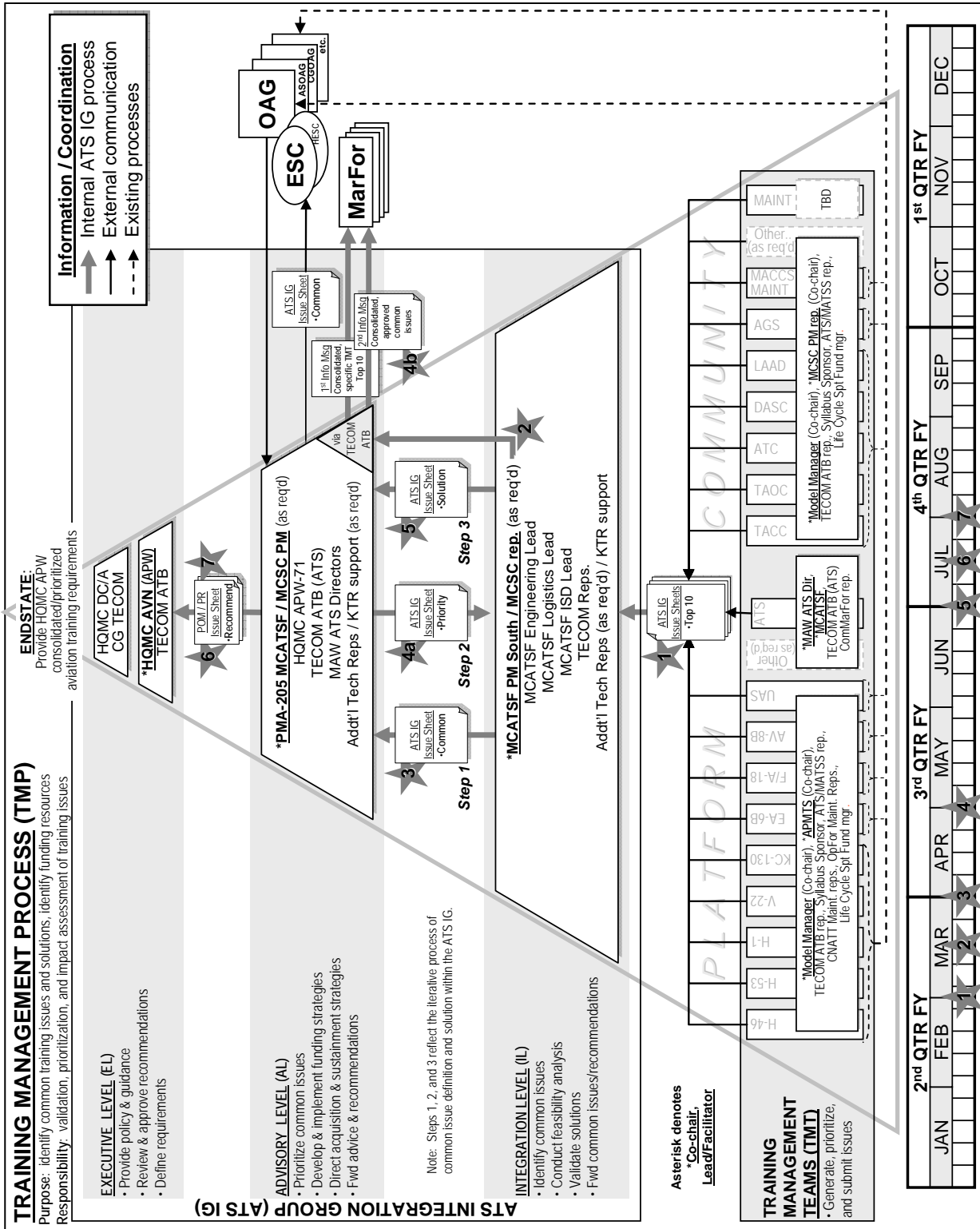


Figure 5-1.--Training Management Process.

ATS INTEGRATION GROUP ISSUE SHEET

REQUIREMENT STATEMENT (Bulletized title): _____

DISCUSSION/PURPOSE: (Narrative amplification, T&R event tie-in) _____

TMP PRIORITY (Top ten list priority) _____

IMPACT/ISSUE (What happens if you don't do this?) _____

TRAINING ROI (Benefits to the training system/efficiencies generated by this issue)

POC: NAME: _____ ORG: _____
PHONE: _____ EMAIL: _____

Figure 5-2.--ATS Integration Group Issue Sheet.

CHAPTER 6

STANDARDIZATION AND EVALUATION

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CHAPTER 6

STANDARDIZATION AND EVALUATION

6000. STANDARDIZATION AND EVALUATION. ATS is not intended to usurp the Commanding Officer's prerogative and responsibility for training. ATS standardization of all aviation training and evaluation supports commanders by producing a fully integrated training system across all Marine Aviation, improving the quality of training, and reducing the aviation mishap rate. ATS accomplishes these goals by consolidating and improving existing standardization programs, facilitating their execution through the MATSS structure, and providing effective oversight.

6001. PROGRAM OVERSIGHT AND LEADERSHIP

1. Program Oversight. TECOM ATB shall provide oversight of ATS execution in order to facilitate standardization and evaluation IAW with this NAVMC and references (a), (c), and (d).

2. Program Leadership. The MAW CGs, via their respective ATS Directors, shall provide the leadership, direction, and assistance to their subordinate units required to maintain, sustain, and execute the ATS program.

6002. AIRCREW. This section applies to pilot, Naval Flight Officer (NFO), Enlisted Aircrew (EAC), and UAS Internal Operator standardization and evaluation.

1. Instructor Standardization

a. Each MATSS shall conduct a quarterly Standardization Board to identify standardization issues and training shortfalls for designated Instructors and Stan/Eval. Minimum membership of the Standardization Board shall consist of the MATSS OIC/OpsO, one Flight Leadership Standardization Evaluator (FLSE) representing each T/M/S served by the MATSS, and one member of each squadron standardization board. Each Flight Leadership Standardization Evaluator (FLSE) shall participate in the Standardization Board at least annually. Standardization Board minutes shall be distributed after each meeting to disseminate lessons learned and resolution of standardization issues.

b. MATSS OICs shall conduct meetings or conferences, as required, to standardize training throughout the ATS MATSS organization and ensure standardization of procedures and application of policy.

2. Instrument and NATOPS Standardization and Evaluation

a. The provisions of this instruction do not relieve the squadron CO of his responsibility to maintain a squadron NATOPS officer, but rather are intended to reduce the workload of that officer and increase the level of Marine Aviation-wide instrument and NATOPS standardization.

b. MATSS New River shall manage the content of all general instrument training materials and coordinate all instrument training and evaluation with CNATRA, the designated Lead Agent for Naval Aviation IGS and instrument flight training. Each MATSS will develop standardized instrument training

requirements specific to its local operating area and incorporate them into the local IGS.

c. Each individual community, in coordination with the model manager and syllabus sponsor, shall develop specific instrument training and evaluation requirements and incorporate them into its T&R manual IAW references (d) and (m).

d. NATOPS Model Managers shall retain responsibility for development and standardization of all platform specific NATOPS instructional materials. Each individual community, in coordination with the model manager and syllabus sponsor, shall develop specific NATOPS training and evaluation requirements and incorporate them into its T&R manual IAW references (d) and (m).

e. MATSS shall provide assistance, as required, to unit COs for NATOPS and instrument evaluations. To further improve standardization of instrument and NATOPS evaluations, COs should conduct them utilizing CIs and aircraft simulation devices to the maximum extent possible.

(1) Each MATSS OIC shall ensure the standardization and currency of assigned CIs in accordance with reference (m) and applicable T/M/S instructions.

(2) Fleet Standardization and Evaluation instructors shall conduct all NATOPS and instrument evaluations for CIs.

3. Flight Leadership Program (FLP)

a. The FLP applies to section leader, division leader, flight leader, mission commander, and air mission commander designations for pilots, and mission commander designation for NFOs as defined in reference (d). The goal of the flight leadership program is to provide the structure and requirements necessary for standardized training, development, and designation of flight leaders.

b. The FLP shall be executed per reference (d). Each MATSS OIC shall support flight leadership training and evaluation, and shall coordinate the management and execution of the FLP with designated MAW T/M/S Flight Leadership Program Model Manager and Program Coordinators.

4. Other Certifications and Designations

a. MAWTS-1 certifications shall be administered IAW the MAWTS-1 Course Catalog.

b. All qualifications, certifications, and designations not otherwise specified shall be conducted IAW references (d) and (m) and community T&R manuals. TECOM ATB and MATSS OIC's shall assist model managers in standardization of training and evaluation as required.

6003. AIRCRAFT MAINTENANCE. The maintenance component of ATS Standardization and Evaluation will assist in facilitating all generic training mandated for fleet maintainers (e.g., NAMP monitored and managed programs, NAVOSH Safety, and AIRSpeed). ATS is not intended to usurp the Commanding Officer's prerogative and responsibility for training, and should

be regarded as a tool for improving maintenance training. ATS maintenance training standardization will expand to include post-C School MOS training for fleet maintainers. Updates to this Instruction will align to the Maintenance Core Competency Scorecard currently in development. The scorecard will serve as the backbone for standardizing MOS skill requirements, qualifications, certifications, and designations by T/M/S across all operational squadrons. MOS training standardization achieved through ATS will be a key component in achieving T/M/S "maintainer readiness."

6004. MACCS OPERATORS

1. ATS MACCS Training Standardization. ATS MACCS training standardization will begin with the migration from the Automated Training and Readiness Information Management System (ATRIMS) to MSHARP as a training management system. For the future, the vision is to have all 72XX T&R manuals, progression models, and appropriate courseware (publications and Computer Based Training) held at the MATSS. Simulations, both electronic and hard copy, will also reside at the MATSS. Given the appropriate manpower, the MATSS could eventually assume the responsibility of creating various simulations that address the training standards at each level of the T&R. At a minimum, involving the MATSS in the creation of simulations will encourage regular, integrated training with the aviators as they train in the flight simulators, thereby exposing pilots to the MACCS procedures and MACCS operators to live pilots. With MATSS oversight, the simulations can be kept standardized according to the T&R manuals and expedite the crawl, walk, run philosophy.

2. Combat Leadership Designation. Combat leadership standardization applies to those designations as listed in the T&R Manuals for the 72XX. Each MATSS OIC shall support combat leadership training and evaluation, and shall coordinate the management and execution of the combat leadership evaluation with the MAWTS-1 C3 Department.

3. Instructor Standardization. All provisions listed in paragraph 6002.1 for instructor standardization apply to aviation C2 officers and Marines holding one of the combat leadership designations.

6005. MACCS MAINTENANCE. MACCS maintenance training standardization will begin with the adoption of MSHARP as the training management system. For the future, the vision is to have all 59XX T&R manuals, progression models, and appropriate courseware (publications and Computer Based Training) held at the MATSS. As ATS matures, the MATSS will be the center of gravity to ensure accessible and standardized training materials are available to the operating forces.

6006. AGS

1. For the future, the vision is to have all 68XX, 7051, 7041, 7011, 7002 T&R manuals, progression models, appropriate courseware (publications and Computer Based Training), simulators (e.g., vehicle licensing (MTVR, HWMV, etc.)), and training devices (e.g., Mobile Aircraft Firefighting Training Device (MAFTD)) held at the MATSS. As ATS matures, the MATSS will be the center of gravity to ensure accessible and standardized training materials are available to the operating forces.

2. Combat Leadership Designation. Combat leadership standardization applies to those designations as listed in the T&R Manuals for the 68XX, 7051, 7041, 7011, and 7002 MOSSs. Each MATSS OIC shall support combat leadership training and evaluation, and shall coordinate the management and execution of the combat leadership evaluation with the MAWTS-1 AGS Department.

3. Instructor Standardization. All provisions listed in paragraph 6002.1 for instructor standardization apply to AGS Officers and Marines holding one of the combat leadership designations.

6007. ELECTRONIC TRAINING AIDS. MATSS maintained electronic training aids such as web based courseware, computer assets, and ECs will be standardized under the ATS. ECs will be managed as COG 2.0 devices, and will be placed on a specific refresh cycle (normally three years). The configuration management of these items will be closely monitored by PMA-205 MCATSF to minimize variation between the MATSS sites.

6008. DEPLOYED TRAINING. In the event deployed units have restricted access to web based training services, commanders and OICs are authorized to temporarily waive web based training requirements until web access is restored and training can continue.

CHAPTER 7

TRAINING DEVICE SCHEDULING AND REPORTING PROCEDURES

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CHAPTER 7

TRAINING DEVICE SCHEDULING AND REPORTING PROCEDURES

7000. MATSS TRAINING DEVICE SCHEDULING. MATSS consolidates the management, scheduling, maintenance and operation of aviation training systems and resources under the MAW operational forces. Numerous training assets are scheduled for usage, including Weapons Systems Trainers (WST), Aircrew Procedures Trainers (APT), Full Flight Simulators (FFS), Flight Training Devices (FTD) and facilities (classrooms, conference rooms, briefing rooms, etc.). This scheduling also includes MATSS personnel such as CI's, maintenance personnel, technicians, training system management personnel, and specialists such as CRM Instructors. Ultimately, scheduling shall be accomplished using a web-enabled Resource Management System (RMS). Until the RMS is available, MATSS will continue to conduct scheduling using existing processes and systems. Development of the ATS RMS is the responsibility of TECOM ATB in coordination with MATSS New River.

7001. MATSS PERFORMANCE STANDARDS

1. ATS quality assurance and performance metrics are measured and reported at the MATSS level. Individual MATSS are held to specific standards that span the breadth of their responsibilities. These metrics are evaluated in conjunction with recurring TSC as defined in chapter 5.

2. The following areas are evaluated:

a. Training Devices

(1) The term "training device" includes all simulation devices assigned to the MATSS, to include assets associated with DMO. MATSS sites are evaluated on their ability to provide T&R training for supported units in accordance with their original or revised FHP submissions. The MATSS should be evaluated on its ability to provide required training assets without being penalized for reduced training device utilization due to training or operational deployments of supported units.

(2) The majority of training devices for the MACCS are their actual operational systems; therefore, those systems will not be assigned nor controlled by the MATSS. The exceptions to this rule are the ATC simulators and the Stinger Missile Moving Target Simulators (SMMTS).

b. Contract Instructors. Each MATSS is also evaluated on its level of CI support. Individual MATSS will determine their CI requirement and request funding utilizing the established process through the TYCOM. Factors that affect CI requirements include instrument and NATOPS instruction, stand-up instruction and platform T&R requirements.

c. Computer Assets. Initial MATSS computer hardware requirements were determined via a NAVAIRSYSCOM PMA-205 MCATSF study. Adjustments to the initial baseline are vetted through the TMP per chapter 5. MATSS EC refresh is on a three-year schedule, managed by PMA-205 MCATSF and designed to ensure continued classroom capability. MATSS OIC's are responsible for the material condition of their computer assets as well as the ability of supported personnel to access computer based instructional material and training management assets.

d. Facilities. Facility evaluation areas include security requirements, furniture requirements and building requirements. Initially, MATSS sites are limited to existing facilities. Deficiencies shall be reported through the appropriate installation staff sections.

3. Performance Standards

a. Training Device Capability and Availability. Training device capability is based on T/M/S T&R Manual requirements and training device availability is based on supported unit's annual FHP submission in accordance with reference (i). Units should make every effort to plan and execute a realistic FHP in regards to proposed simulator flight hours. MATSS OIC's will ensure sufficient aviation training device capability and availability to meet supported unit T&R requirements and annual FHP submission. MATSS OIC's will report deficiencies in capability to the responsible training system program office at NAVAIRSYSCOM PMA-205 MCATSF. MATSS OIC's will report deficiencies in availability of simulator hours via the chain-of-command to the TYCOM. MATSS will not be penalized for unused simulator hours due to deployment or non-availability of supported units. The following standards are provided to guide MATSS sites in managing device readiness.

(1) Training Device Capability

- (a) 95-100% T&R requirement met - Outstanding
- (b) 90-94% T&R requirement met - Satisfactory
- (c) Less than 90% - Unsatisfactory

(2) Training Device Availability

- (a) 95-100% FHP submission met - Outstanding
- (b) 90-94% FHP submission met - Satisfactory
- (c) Less than 90% - Unsatisfactory

b. Contract Instructor Requirements. Each MATSS will maintain a trained and current staff in order to provide direct instruction to meet the T&R, NATOPS, and Instrument requirements for the units stationed aboard the MCAS where it resides. All CI's are required to be trained in all relevant T&R, Instrument and NATOPS requirements no later than six (6) months after employment. All CI's are required to remain current in accordance with T&R and OPNAVINST 3710 Series requirements. Contract personnel that only operate devices and do not provide direct instruction are considered "Device Operators" and are not required to obtain qualification or currency with T&R requirements. Performance standards include:

- (1) CI staffing requirement met - Satisfactory
- (2) CI staffing requirement not met - Unsatisfactory
- (3) CI training requirement met - Satisfactory
- (4) CI training requirement not met - Unsatisfactory

- (5) CI currency requirement met - Satisfactory
- (6) CI currency requirement not met - Unsatisfactory

c. Computer Asset Availability. Performance standards are based on asset availability (e.g., the total percentage of assets capable of performing their intended task). Computer assets include all hardware and software assets acquired in support of training requirements.

- (1) 95-100% available - Outstanding
- (2) 90-94% available - Satisfactory
- (3) Less than 90% available - Unsatisfactory

d. Facilities. MATSS is evaluated on its ability to:

- (1) Meet all federal building and fire codes.
- (2) Meet security requirements for Joint DMO.
- (3) Provide sufficient space for student load.
- (4) Provide sufficient furniture for student load.
- (5) Provide functional water, sewage and electrical facilities.

4. Evaluation Method. The evaluation of all MATSS shall be accomplished by joint TECOM ATB/ MCATSF /MAW ATS personnel. TECOM ATB will have oversight responsibility to evaluate how well the MATSS's facilities and training devices meet the performance standards identified in the proceeding paragraphs. This action shall be accomplished by 31 March of each calendar year, so training system or device issues can be submitted via the ATS TMP. In addition, TECOM ATB will review TYCOM provided training device utilization reports to evaluate simulator scheduling effectiveness.

CHAPTER 8

TRAINING DEVICE AVIATION PARTS SUSTAINMENT

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CHAPTER 8

TRAINING DEVICE AVIATION PARTS SUSTAINMENT

8000. AIRCRAFT COMMON OPERATING EQUIPMENT (ACOE)

1. Simulator/training device supply support of COG 1/3/7/9 consumable materials and repairable components will become an increasingly important issue as simulator use increases. Training device equipment maintenance procedures for those devices utilizing aircraft common components (Shop Removal Assembly (SRA), Weapon Replacement Assembly (WRA) and consumables) and Support Equipment (SE), requires the host Aviation Intermediate Maintenance Department (AIMD)/MALS to fund repair or replacement of ACOE, Armament Weapons Support Equipment (AWSE) and SE components through O&M,N or FHP funds per references (m), (n), and (u). O-Cognizance parts will be funded through APN 6 resources and delineated via a memorandum of agreement between affected organizations until the Material Support Date (MSD) is reached.
2. Some components are interchangeable between weapon system training devices and operational aircraft. These specific components require no special identification or special handling procedures when inducted for repair.
3. The replacement of condemned retrograde components identified as aircraft common equipment will be supported under normal aircraft component supply replacement procedures.
4. ACOE Procedures:
 - a. Component/part removed from training device by contractor.
 - b. Maintenance Action Form (MAF) generated.
 - c. Part and MAF given to COR.
 - d. COR turns in part and MAF directly to MALS or directs Contractor (KTR) to do so.
 - e. MALS/Intermediate Maintenance Activity (IMA) inducts component with MAF.
 - f. Component/part is replaced or repaired.
5. When there are sufficient numbers of allowances on hand, the supporting MALS will issue the component/part to immediately place the trainer back in service. Once the defective component is inducted into MALS it will be expeditiously repaired and returned to the COR or repaired and returned back into the MALS/IMA supply inventory (in the case of an immediate issue from the MALS/IMA).
6. Training device components which due to their nature may be considered not suitable for on-aircraft use (due to factors such as excess life cycle, changes in aircraft configuration, or excess repair cost) are useful as malfunction repair training aids and shall be used for repeated disassembly/repair. These components requiring maintenance shall be identified as "NOT FOR USE ON AIRCRAFT" and will be inducted into the

supporting IMA on a MAF. Mark on each copy of the MAF, the words "NOT FOR USE ON AIRCRAFT." Upon completion of the repair or condemnation process of a trainer unique retrograde at the IMA, the inducted component will be returned to the supported activity or routed for disposition. Associated components or hardware with such component will be returned to the supported unit.

7. When insufficient numbers of spares are on hand, normal aviation supply procedures will be applied to all such backordered components/parts. Coordination with commands affected by the degraded or down simulator should be made in order to assign the appropriate project priority code to the backordered component/part.

8. Aviation Depot Level Repairable (AVDLR) budgets provide blue dollar funding to the supporting establishment for repair of ACOE used on simulators. This legacy method for repair or replacement of government furnished equipment and ACOE will change when the operating forces assume control and management of training devices from the supporting establishment. MAW ATS Directors and MATSS OICs, in conjunction with the MAW Aviation Logistics Department (ALD), should review the supporting establishment's AVDLR budgets and other historical data for ACOE usage rate data prior to the MAW assuming full responsibility for training device parts sustainment. The need for ACOE overhaul, supply support allowances for spare ACOE parts and components, ACOE usage rates, and related costs may be higher than corresponding equipment in fleet aircraft use, and additional budget planning and adjustment of ACOE stocks may be required. AVDLR budgets permit the supporting establishment to focus on the simulator readiness impacts of supply support. As the operating forces assume full responsibility for simulator ACOE, however, due consideration should be given to the supply support impact of the increasing use of simulation for T&R training. Prioritization of training devices (aircraft vs. simulator) for supply support may be required, with accompanying impacts on aircraft, simulator, unit, and individual readiness.

8001. TRAINING DEVICE/SIMULATOR UNIQUE EQUIPMENT. Simulator unique equipment falls under the COMS contract for repair or replacement.

CHAPTER 9

ATS IMPLEMENTATION

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CHAPTER 9

ATS IMPLEMENTATION

9000. ATS IMPLEMENTATION

1. In accordance with the AVPLAN and HQMC directives and policy letters, ATS organizations are to be formed at each MAW and at each MCAS where aviation training occurs. This chapter provides generic information on ATS implementation.

2. As the prototype, MATSS New River was directed by HQMC to develop and test the ATS processes and procedures that would ultimately be migrated to other sites in Marine aviation. While each MATSS will be organized as detailed in chapter 3, there will be local differences in level of government manpower, contract support, and physical layout based on site-specific training requirements, the T/M/S aircraft supported, the types of aviation training devices and simulators, the type and frequency of MACCS and AGS training to be conducted, and other factors such as infrastructure and fiscal constraints.

9001. ATS PROGRESSION. ATS expansion will be accomplished through an iterative, phased approach that establishes an initial capability in support of the operational forces. Additional training products, services and capabilities are then added as resources become available. As each MATSS progresses from activation to IOC, it should focus on transferring existing scheduling and management functions from the supporting establishment to the MATSS. This includes scheduling and managing training systems such as simulators and electronic classrooms, realigning lines of communication, and coordinating training among the supported MAWs, MAGs and MCASs. As the MATSS transitions from IOC to FOC, it will take on steadily increasing responsibilities for coordinating common training and performing other functions as detailed in chapters 2 and 6.

9002. MATSS MANPOWER STRUCTURE. One major challenge in forming ATS organizations is securing the manpower structure and associated funding resources necessary to effectively meet operational training requirements. Functional areas within the MATSS organization should generally mirror those of an aviation squadron, and include the following elements: Command Element (OIC); Administration (S-1); Operations (S-3); Engineering, Logistics and Facilities (S-4); Communications and Networking (S-6); and Maintenance. Each MATSS will be staffed with manpower as detailed in chapter 3 and below.

1. Military. Military manpower will be assigned IAW HQMC (DC M&RA) directives as addressed in chapter 3.

2. Government. Federal civilian employees are vitally important to the continuity of the ATS as well as to MAW ATS and local MATSS. Consequently, those employees assigned at the MATSS level shall be OPCON to the MATSS OIC and ADCON to the Supporting Establishment command to which assigned by table of organization. The goal is to have centralized command and decentralized control of federal civilian employees so as to maximize their operational effectiveness and efficiency while utilizing existing civil service administrative capabilities and functions of the Supporting Establishment.

a. COR. CORs are responsible to both the Procuring Contracting Officer (PCO) at NAVAIRSYSCOM and the MATSS OIC for monitoring and reporting on the

performance of COMS, CIS and other contracts as assigned. COR support relies upon a team effort between the supporting establishment and the operational forces whereby the supporting establishment continues to maintain and support these billets on their tables of organizations, yet the COR's day-to-day tasking comes from the MATSS OIC. COR personnel should be OPCON to the MATSS OIC and remain ADCON to their supporting establishment commands.

b. Performance Evaluation. While each MATSS may manage its personnel in a slightly different manner, MATSS OICs should, at a minimum, have annual performance evaluation input for assigned federal civilian employees, if not direct performance reporting responsibilities. Performance reporting responsibilities for all federal civilian employees assigned within the MAW ATS may also be assigned to the MAW Deputy Director who will be the senior federal civilian employee in the MAW's ATS structure. The MAW Deputy Director would then solicit federal civilian employee performance input from the MATSS OICs assigned to that MAW. Other methods of evaluating federal civilian employee performance may also be used. Regardless of the process, it is important to ensure that the MATSS OIC has primary input regarding the OPCON federal civilian employees' performance.

c. Local Memorandums of Understanding (MOUs)/MOAs. Local MOUs/MOAs among the operational forces, supporting establishment, and NAVAIRSYSCOM may be used to define the relationships and responsibilities for federal civilian employees in this regard.

3. In-Service Engineers. In order to provide technical and acquisition support, and configuration management for the operational forces, an engineering section, incorporating the NAVAIRSYSCOM ISEO personnel (when assigned) should be co-located and in direct support of the MATSS. ISE support relies upon the NAVAIRSYSCOM program offices' funds for the specific aircraft training and simulation devices to which they are assigned. MATSS OIC's must be aware that ISE tasking can only be in accordance with NAVAIRSYSCOM tasking agreements (Work Assignment Agreement (WAA) and Statement of Work (SOW), etc.).

4. Industry Support. Industry support (contractor services) is required to provide essential functions such as administrative and technical support, web site administration, CIS, and COMS. Success of the ATS depends upon a team approach requiring trust and communication among the industry, acquisition professionals and war fighters who form the MATSS organizations. However, all applicable acquisition and contract-related requirements, policies, and procedures regarding the relationship of contractors and government employees must be followed. ATS Directors and MATSS OICs should use COR and ISE expertise in acquisition and contract-related matters to ensure that proper relationships are maintained between contractors and government employees.

9003. ATS MIGRATION TIGER TEAM

1. Per direction from DC AVN, 2D MAW established a Tiger Team to develop a MAW strategy for migration of MATSS to MCAS Beaufort and Cherry Point. The Tiger Team consists of staff representatives from the MAW, MAGs, MCASs, and MCIs. This organization provides a planning and management forum for ATS implementation.

2. The 2D MAW Tiger Team will provide a MAW-level template for MATSS establishment. Subject Matter Experts (SMEs) from the 2D MAW Tiger Team will provide insight and recommendations to other MAWs to facilitate the formation

of their MATSS's. Each MAW CG shall address the challenges of migrating aviation training services currently provided by the supporting establishment (MCAS and MCI) to the operational forces. These issues include:

a. Recommendations for government manpower supervisory and support requirements. These recommendations may include specifics concerning the identification, creation, funding, and mapping of billets.

b. Determination of local MATSS fiscal requirements (facility requirements, Navy Marine Corps Intranet (NMCI) seats, office space, equipment and supplies).

c. Determination of local MATSS Military Construction (MILCON) requirements and identification of other supporting infrastructure requirements.

d. Facilitation of the government and industry partner relationships to fully support the MATSS.

e. Development of a Plan of Action and Milestones (POA&M) for MATSS establishment in consideration of fiscal, infrastructure, and manpower resources and constraints.

9004. ATS MOBILE TRAINING TEAM (MTT). In order to assist MCASs, MAGs, MACGs, MWSGs, and MAWs in the stand-up, shaping, and training of each MAW Tiger Team and MATSS, DC AVN shall create and staff an ATS MTT to visit each potential MATSS and assist local commands in the establishment of their MATSS organizations. The MTT will initially be staffed with sufficiently knowledgeable personnel from an established MATSS, the 2D MAW Tiger Team, and the 2D MAW staff. TECOM ATB ATS is the designated lead of the ATS MTT. MATSS New River personnel are also valuable resources who should be consulted on MATSS development issues. The MTT site visits shall be completed prior to IOC of each site.

9005. MATSS FUNCTIONS. MATSS standup occurs in three phases: Activation, Initial Operational Capability (IOC), and Full Operational Capability (FOC). This phased approach provides steadily increasing capability at each MATSS within manning, infrastructure and fiscal constraints.

1. Activation. A MATSS is activated when a MATSS OIC or OPSO is assigned to that position.

2. IOC. A MATSS is considered to have reached IOC when it is able to accomplish the following functions:

a. Coordinate the maintenance and availability of assigned training systems, including courseware, CAI, CBT, and simulators.

b. Accumulate, analyze, and report training system effectiveness IAW performance standards stated in chapter 7.

c. Schedule and manage all training devices and track and report training device maintenance status.

d. Coordinate training requirements with MAG/MACG/MWSG/Squadron Operations Departments.

- e. Coordinate MATSS management with MAW ATS Director.
- f. Inventory classified MCAS simulator material and turn over account(s) to MAW Responsible Officer (RO).
- g. The resources required for MATSS IOC include office facilities, computers, and telephone assets necessary to support initial MATSS manning.

3. FOC. A MATSS is considered to have reached FOC when it is able to accomplish all of the functions listed in chapter 2. FOC will require robust infrastructure and manpower. The estimated time frame for all MATSS to achieve FOC is FY-13. Desired MATSS FOC facilities requirements are as follows:

- a. Office facilities to support MATSS manning programmed for FY-13.
- b. Training devices capable of supporting all S-coded and S/A-coded T&R events.
- c. Training management and scheduling through a RMS (e.g., website).
- d. Functioning Command Post with Video Teleconferencing (VTC) capability.
- e. Mission planning room with six (6) Secure Internet Protocol Required (SIPR) drops.
- f. Ready room with 50-person capacity.
- g. Learning center with a large area for study center and library capabilities.
- h. Conference room with 20-person capacity and VTC capable.
- i. Two classrooms with 20-person capacity that are Advanced Automated Electronic Classroom (AAEC) compliant.
- j. Large, general use area for operators from TACC, DASC, TAOC, ATC, UAS when using their T/O shelters are impractical.

9006. MARINE AIRCRAFT WING ATS FUNCTIONS. The MAW ATS Director's required functions will increase parallel to the functionality of subordinate MATSSs.

- 1. Activation. A MAW ATS is activated when an ATS Director or Deputy Director is assigned to that position.
- 2. IOC. A MAW ATS is considered to have reached IOC when it is able to accomplish the following functions:
 - a. Coordinate stand up of MAW MATSS.
 - b. Manage the ATS execution IAW this NAVMC and MAW CG direction.
 - c. Coordinate and submit funding requirements for MATSS.
 - d. Provide ATS guidance to MATSS.

e. Participate in the TMP per chapter 5.

f. Report ATS training system effectiveness per chapter 7.

3. FOC. A MAW ATS is considered to have reached FOC when it is able to accomplish all of the functions listed in chapter 2.

9007. MATSS TIMELINE. A detailed POA&M will be developed via the ATS TTF and published via SEPCOR.

CHAPTER 10

ATS AIRCREW TRAINING DEVICE LAY-DOWN PLAN

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CHAPTER 10

ATS AIRCREW TRAINING DEVICE LAY-DOWN PLAN

10000. ATS AIRCREW TRAINING DEVICE LAY-DOWN PLAN. In accordance with the Marine Corps Aviation Simulator Master Plan (MCASMP), the basic requirements are for CONUS sites to have two networked simulators for each T/M/S, WestPac sites have one simulator for each T/M/S, and all Reserve sites not co-located with active T/M/S have a simulator capability. The ATS aircrew training device Lay-Down Plan is depicted in the Marine Aviation Plan. Refer to Marine Aviation Plan AVPLAN (reference (q)) located at <http://hqinet001.hqmc.usmc.mil/AVN/Documents/Signed%20AvPlan.pdf>.

APPENDIX A

GLOSSARY OF ACRONYMS

AAEC	Advanced Automated Electronic Classroom
ACE	Aviation Combat Element
ACMC	Assistant Commandant of the Marine Corps
ACOE	Aircraft Common Operating Equipment
ADCON	Administrative Control
ADDIE	Analyze, Design, Develop, Implement, and Evaluate
AETC DO	Air Education and Training Command (AETC) Directorate of Operations
AETC	Air Education and Training Command
AGS	Aviation Ground Support
AIMD	Aviation Intermediate Maintenance Department
AIRSpeed	Naval Air Systems Command Business Process
AL	Advisory Level
ALD	Aviation Logistics Department
AMTCS	Aviation Maintenance Training Continuum System
AO	Action Officer
APMTS	Assistant Program Manager for Training Systems
APN	Aircraft Procurement Navy (Appropriations)
APT	Aircrew Procedures Trainer
APW	Aviation Weapons Systems Requirements Branch
ASM	Aviation Maintenance Training Continuum System (AMTCS) Software Module
ATB	Aviation Training Branch
ATC	Air Traffic Control
ATS IG	Aviation Training Systems (ATS) Integration Group
ATS	Aviation Training Systems
AVDLR	Aviation Depot Level Repairable
AVPLAN	Marine Corps Aviation Plan
AWSE	Armament Weapons Support Equipment
BITC	Basic Instructor Training Course
BSO	Budget Submission Office
CAI	Computer Aided Instruction
CAT	Curriculum Analysis Team
CBT	Computer Based Training
CCM	Concurrency Management
CCRM	Core Competency Resource Management
CERT	Certification
CG	Commanding General
CI	Contract Instruction
CINCRESFLT	Commander in Chief Reserve Fleet
CIS	Contract Instruction Services
CNAF	Commander Naval Air Forces
CNAFINST	Commander Naval Air Forces Instruction
CNAL	Commander Naval Air Forces Atlantic
CNARFC	Commander Naval Air Reserve Force Command
CNATRA	Chief of Naval Aviation Training
CNATT	Center for Naval Aviation Technical Training
CO	Commanding Officer
COG	Cognizant Code
COMPACFLT	Commander Pacific Fleet
COMS	Contractor, Operator and Maintenance Services
COMUSFLTFORCOM	Commander United States Fleet Forces Command

Coord	Coordinator
COR	Contracting Officer's Representative
CRM	Crew Resource Management
CSP	Core Skill Proficiency
CTR	Contractor
CY	Calendar Year
DASC	Direct Air Support Center
DC AVN	Deputy Commandant for Aviation
DC M&RA	Deputy Commandant for Manpower and Reserve Affairs
DC P&R	Deputy Commandant for Programs and Resources
DC	Deputy Commandant
DESIG	Designation
DMO	Distributed Mission Operations
DMS	Defense Message System
DON	Department of the Navy
DOSS	Department of Safety and Standardization
DSS	Director of Safety and Standardization
EAC	Enlisted Aircrew
EC	Electronic Classroom
ECP	Engineering Change Proposal
EL	Executive Level
FFS	Full Flight Simulator
FHP	Flight Hour Program
FLP	Flight Leadership Program
FLSE	Flight Leadership Standardization and Evaluation
FMB	Financial Management Board
FOC	Full Operational Capability
FPT	Fleet Project Team
FRS	Fleet Replacement Squadron
FTD	Flight Training Device
FW	Fixed Wing
FY	Fiscal Year
GS/CIV	General Schedule Government Civilian
HMX-1	Marine Helicopter Squadron ONE
HQMC AVN	Headquarters Marine Corps Aviation
HQMC	Headquarters Marine Corps
IAW	In Accordance With
IGS Cd	Instrument Ground School Coordinator
IGS	Instrument Ground School
IL	Integration Level
I-Level	Intermediate Level
IMA	Intermediate Maintenance Activity
IOC	Initial Operational Capability
IPT	Integrated Product Team
ISD	Instructional Systems Design
ISE	In-Service Engineer
ISEO	In-Service Engineering Office
ITSS	Individual Training Standards System
LAAD	Low Altitude Air Defense
LDO	Limited Duty Officer
LVC	Live, Virtual, and Constructive
MACCS	Marine Air Command and Control System
MACG	Marine Air Control Group
MAF	Maintenance Action Form
MAG	Marine Aircraft Group
MAGTF	Marine Air Ground Task Force
MAINT	Maintenance

MALS	Marine Aviation Logistics Squadron
MARCORSYSCOM	Marine Corps Systems Command
MARDET	Marine Detachment
MARFOR	Commander Marine Forces (PAC = Pacific, COM = Command, RES = Reserves)
MARUNIT	Marine Unit
MATMEP	Maintenance Training Management and Evaluation Program
MATSG	Marine Aviation Training Support Group
MATSS	Marine Aviation Training Systems Squadron
MAW	Marine Aircraft Wing
MAWTS-1	Marine Aviation Weapons and Tactics Squadron ONE
MCAS	Marine Corps Air Station
MCASMP	Marine Corps Aviation Simulator Master Plan
MCATSF	Marine Corps Aviation Training Systems Federation
MCCDC	Marine Corps Combat Development Command
MCI	Marine Corps Installations
MCO	Marine Corps Order
MCSC	Marine Corps Systems Command
MCTL	Marine Corps Task List
MEF	Marine Expeditionary Force
MILCON	Military Construction
MIL-HDBK	Military Handbook
MOA	Memorandum of Agreement
MOS	Military Occupational Specialty
MOU	Memorandum of Understanding
MSHARP	Marine Sierra Hotel Aviation Readiness Program
MTL	Master Task List
MTT	Mission Task Trainer
MTT	Mobile Training Team
MWSG	Marine Wing Support Group
NAMP	Naval Aviation Maintenance Program
NASMP	Naval Aviation Simulator Master Plan
NATOPS	Naval Aviation Training and Operating Procedures Standardization
NAVAIR	Naval Air Systems Command
NAVMC	Navy and Marine Corps Directive
NAVOSH	Navy Occupational Safety and Health
NCO	Non-Commissioned Officer
NETC	Naval Education and Training Command
NFO	Naval Flight Officer
NOTAL	Not To All
NPDC	Naval Personnel Development Command
O&M,MC	Operations and Maintenance, Marine Corps (Appropriations)
O&M,N	Operations and Maintenance, Navy (Appropriations)
OAG	Operational Advisory Group
OIC	Officer-In-Charge
O-Level	Organizational Level
OPCON	Operational Control
OPNAV	Office of the Chief of Naval Operations
OPNAVINST	Office of the Chief of Naval Operations Instruction
OPS	Operations
OPSO	Operations Officer
OPTAR	Operating Target
ORM	Operational Risk Management
OSA	Operational Support Aircraft
P&R	Programs and Resources
PCO	Procuring Contracting Officer

PM	Program Manager
PMA	Program/Project Manager, Air
PMC	Procurement Marine Corps (Appropriations)
POA&M	Plan of Action and Milestones
POC	Point of Contact
POM	Program Objective Memorandum
PPBE	Planning, Programming, Budgeting, and Execution
PR	Program Review
PTT	Part-Task Trainer
QTR	Quarter
QUAL	Qualification
R&D	Research and Development (Appropriations)
R&M	Revision and Maintenance
RC	Reserve Component
RMS	Resource Management System
RO	Requirements Officer
RO	Responsible Officer
ROI	Return on Investment
ROM	Rough Order of Magnitude
RRM	Risk Resource Management
RW	Rotary Wing
S/A-Code	Simulator or Aircraft Event
S-1	Administrative & Command Element
S-3	Operations
S-4	Logistics and Facilities
S-6	Communications and Networking
SAT	Systems Approach to Training
SBT	Scenario-Based Training
S-Code	Simulator Event
SE	Support Equipment
SEPCOR	Separate Correspondence
SFTI	Strike Fighter Tactics Instructor
SIPR	Secure Internet Protocol Required
SME	Subject Matter Expert
SNCO	Staff Non-Commissioned Officer
SOP	Standard Operating Procedures
SOW	Statement of Work
SRA	Shop Removal Assembly
STAN	Standardization
STAN/EVAL	Standardization and Evaluation
T&R	Training and Readiness
T/M/S	Type, Model, and Series
T/O	Table of Organization
T/O&E	Table of Organization and Equipment
TACC	Tactical Air Command Center
TACON	Tactical Control
TAOC	Tactical Air Operations Center
TBD	To Be Determined
TE	Training Environment
TECOM	Training and Education Command
TMP	Training Management Process
TMT	Training Management Team
TMS	Training Management System
TRAWING	Training Wing
TSC	Training System Certification
TSD	Training Systems Division
TTF	Transformation Task Force

TYCOM	Type Commander
UJTL	Unified Joint Task List
USA TRADOC	United States Army Training and Doctrine Command
VMU	Marine Unmanned Aerial Vehicle Squadron
VTC	Video Teleconference
WAA	Work Assignment Agreement
WRA	Weapon Replacement Assembly
WST	Weapons Systems Trainer
WTI	Weapons & Tactics Instructor

APPENDIX B

GLOSSARY OF REFERENCE COMMON NAMES

MCO 1553.1B	The Marine Corps Training and Education System
MCO 1553.2A	Management of Marine Corps Formal Schools and Training Detachments
MCO 1553.3A	Unit Training Management (UTM)
MCO 1553.6	Development, Management, and Acquisition of Interactive Courseware (ICW) for Marine Corps Instruction
MCO 3125.1A	Marine Corps Flight Hour Program (FHP) Management
MCO 3500.12C (NOTAL)	Marine Aviation Weapons and Tactics Training Program (WTTP)
MCO 3500.27B	Operational Risk Management
MCO 3710.6	Marine Corps Aviation Training Systems
NAVMC 3710.6	Marine Corps Aviation Training Systems
MCO 5311.1C	Total Force Structure Process (TFSP)
MCO 5320.12F	Precedence Letters for Manning and Staffing
MCO P3500.14	Aviation Training and Readiness (T&R) Program Manual
NAVMC 3500.14	Aviation Training and Readiness (T&R) Program Manual
MCO P4790.20	Individual Training Standards Systems (ITSS) Maintenance Management and Evaluation Program (MATMEP)
OPNAVINST 1542.7C	Crew Resource Management
OPNAVINST 3710.7T	NATOPS General Flight and Operating Instructions
OPNAVINST 3750.6R	Naval Aviation Safety Program
OPNAVINST 5442.4M	Aircraft and Training Devices
CNAFINST 4790.2	The Naval Aviation Maintenance Program
MIL-HDBK-29612/2A	Instructional Systems Development/Systems Approach to Training