WHITE PAPER ON DISTRIBUTED MISSION TRAINING FOR AIR FORCE RESERVE COMMAND UPDATE

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EXECUTIVE SUMMARY

Distributed Mission Training (DMT) is a future technology application being advocated by several Air Force acquisition and MAJCOM offices to operate simulators in a broad, networked environment. DMT's purpose is not only to train individual aircrews, but also to develop, measure, and refine USAF's ability to conduct complex military actions through the networked integration of numerous weapon platforms, platform types, and command and control; all through the use of modern simulation and networking technologies. It is envisioned that eventually many forms and types of simulations and real entities will be able to interoperate within a common synthetic battlespace.

This white paper updates the analysis provided in the previous AFRC DMT white paper, dated 14 Sep 99, to track the merits and risks of DMT and make recommendations for AFRC actions regarding their involvement in the DMT environment.

There are many assumed benefits to DMT, and there are many assumed risks as well. A full realization of the DMT concept/vision will not occur for many years. Initial DMT applications by the active duty MAJCOMs are using an incremental approach because of technology and budget limits and the need to manage risk.

Update Oct 01. DMT Roadmap no longer solely advocates the Fee For Service (FFS) business model, used on the F-15 ACES, AWACS, and F-16 Training devices as the acquisition approach to implement the DMT requirements. Result: Commands can assess most cost-effective approach to migrate training and training devices into the DMT arena. Each command has invested substantial funding into building training systems to meet their

training requirements, as DMT evolves the commands can now assess the best business approach for entry into networked training capability.

ACC, AFRC and ANG will analyze/study Close Air Support and Combat Search and Rescue training requirements and networking options for future entry into the DMT environment. Approach will use legacy training devices on a secure network to evaluate training effectiveness and optimizing return on investment. AFRL will implement the secure networking to allow A-10 trainers at various locations to link with other simulated assets in this evaluation. Program name: A-10 CASNET.

Full integration of Boeings F-15 ACES training devices, at Langley and Eglin AFBs, with the Plexus' AWACS trainers has occurred, training effectiveness assessments/studies have not occurred.

The AF established a new program element (PE 27701) to manage and fund the formal DMT efforts. For now, ACC will use this PE to implement their DMT requirements, through ASC/YW. Further guidance on the use of this PE is forthcoming.

ANG is investigating options to implement their F-15 training requirements. FFS option from the F-15 ACES contract currently exceeds their budget. ANG will investigate alternative approaches to field DMT capable training devices which may be a combination of new devices and upgrades to legacy systems.

AFRC investment in DMT concepts for AFRC flight simulation programs should initially be limited to those aircraft types with the highest likelihood of Return-On-Investment (ROI). **AFRC funds should *not* be used to network flight simulators unless the training value received is known to be worth the investment. AFRC should begin to define training value now.** This statement can not be reiterated enough. As evident above with the A-10 CASNET effort, measures must be taken to assess the best value to the command and how to achieve that end.