CAF LVC Requirements

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This Briefing is:
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**CAF Training LVC Components**

*Integrated Roadmap*

**CAF LVC Vision (Jul 2014)**

*Proficiency-based CAF Training*

**USAFWC VTTC**

- Closed network
- Leverages other assets
- WS / CONOPS / Rehearsals
- Upgrades will benefit CAF DMO

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**USAFWC Virtual Test & Training Center**

- (CAF ALOT) LCMC/XZA – CAF Advanced Live Operational Training
- (SLATE) AFRL - Secure LVC Advanced Training Environment

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**Future of “Full” LVC training TBD from COMACC meeting – Feb 2019**
Proposed LVC Schedule

- Range Infrastructure modifications (LMOC, ARTS v1-4) based on ERP
- SLATE ATD & CAF ALOT results will drive “blended” LVC decision
- Need for advanced, concurrent simulators & DMO connectivity
- VTTC – multi-phase for virtual hi-end advanced TTP development
Virtual Test and Training Center

Phased Approach

- Phase I – 5th Gen Sim Complex (present – 2018)
  - F-16 MTC, F-35 FMS, F-22 MTC, JTAC SIM
- Phase II – Functional Sim Complex
  - Ops Center, AWACS 40/45 MCTS, F-15C MTC, F-15E MTC
  - F-35 DMO connection delayed (FY19)
- Phase III – AF/Joint LVC (2020-2025)
  - Integration across warfighting domains (air, space, cyber, land, sea)
  - VTTC-Fallon Integration via Joint Simulation Environment (JSE)

CAF DMO benefits from advancements made for the VTTC
• Complex scenarios in the aircraft
  • Secure, encrypted LVC training datalink
  • Minimize physical footprint – fewer live adversaries / tgts / emitters

• Virtual training – develop the major muscle movements

• Increase training capacity in the jet by adding DMO quality complexity to live training

• LVC & learning mgmt tech provide data from the jet equal to that from the sim

• Efficient mission planning and post msn review

Adaptive, targeted training – increase learning curves & manage skill decay