MCO 3710.6
APW
JUN 11 2008

MARINE CORPS ORDER 3710.6

From: Commandant of the Marine Corps
To: Distribution List

Subj: MARINE CORPS AVIATION TRAINING SYSTEM (ATS)

Ref: (a) NAVMC Directive 3710.6
       (b) MCO 3500.12E (NOTAL)
       (c) MCO P3500.14
       (d) NAVMC Directive 3500.14
       (e) MCO 3500.27B
       (f) OPNAVINST 1542.7C
       (g) CNAFINST 4790.2
       (h) MCO P4790.20
       (i) OPNAVINST 3710.7T
       (j) OPNAVINST 3750.6R

1. Situation. The Marine Corps is transforming how we fund, use, and manage
our aviation training systems. The first two steps in this training
transformation were the revision of our Training and Readiness (T&R) program
which standardized Aviation Training and Readiness Core Competency and the
implementation of the T&R Core Competence Resource Model (CCRM). The final
step is the integration of our aviation training processes and structures in
order to create a single Aviation Training System across Marine Aviation.

2. Mission. The mission of ATS is to develop a completely integrated
training system across all of Marine Aviation that links training cost with
readiness in order to provide the Marine Air Ground Task Force (MAGTF)
commander with combat ready units.

3. Execution

    a. Commander's Intent and Concept of Operations (CONOPS)

        (1) Commander's Intent. My intent is to develop and implement a
training system that institutionalizes processes that support our missions,
provides on-time delivery of tactically relevant training, and reduces our
total cost of ownership.

        (2) CONOPS. 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. The ATS structure centers on Marine Aviation
Training System Sites (MATSS), located at each Marine Corps Air Station
(MCAS), to assist commanders in training their units and ease the training
burden placed upon the operational forces. MATSS shall consolidate
simulation assets, coordinate training requirements, assist in the
standardization of aviation individuals and units, and provide a forum for
the operating forces to voice training issues. MATSS shall be under the
operational control of the Marine Aircraft Wing (MAW) commanders, and shall

work to provide Marine Aviation with a current, responsive, and tactically relevant training system for Aircrew, Aircraft Maintenance, Command and Control Operators and Maintainers (C2), and Aviation Ground Support (AGS).

    b. <u>Coordinating Instructions</u>

        (1) <u>ATS Processes</u>. ATS shall support the overall CONOPS by developing or improving the following processes.

            (a) <u>Systems Approach to Training (SAT) Based Curriculum</u>. SAT-based curriculum utilizes sound Instructional Systems Design principles utilizing a comprehensive Master Task List to ensure training is delivered utilizing the most effective and efficient means.

            (b) <u>Increased Use of Simulation</u>. Marine Aviation shall continue to fund, develop, and build high fidelity trainers which support T&R requirements and are capable of being networked. The increased use of these trainers will ensure a greater degree of standardization, readiness, and aircraft operating cost avoidance which can free funding for other requirements to enhance training.

            (c) <u>Concurrency Management (CCM) Process</u>. Together, the HQMC Aviation Weapons Systems Requirements Branch (APW), PMA-205 Marine Corps Aviation Training Systems Federation, and the Training and Education Command Aviation Training Branch shall develop and maintain a CCM process which ensures training system configurations match or are ahead of operational systems (e.g., aircraft, Tactical Air Command Center, etc). This process shall ensure training matches mission requirements.

            (d) <u>Training Systems Certification (TSC) Process</u>. To ensure fielded training systems are capable of delivering relevant training, a TSC process will be developed to ensure that not only do the systems work as designed, but that they also support T&R syllabus events.

            (e) <u>Standardization and Evaluation Process</u>. Through ATS, standardization and evaluation of qualifications, certifications, and designations are consolidated, standardized, and supported by operational units.

            (f) <u>Aviation Safety Training Process</u>. ATS will ensure that current Aviation Safety Program risk management principles (Operational Risk Management (ORM), Crew Resource management (CRM), Risk Resource Management (RRM), etc.) are addressed in the SAT-derived curriculum.

            (g) <u>Web-based Training Management System</u>. ATS will integrate web-based training management capabilities to ensure readiness and concurrency, training scheduling, electronic training jackets, and reporting.

        (2) <u>Marine Corps ATS Integration</u>. ATS will integrate all post initial accession officer and enlisted personnel training and operational safety programs per references (a) through (j) for aircrew, maintenance, Marine Aviation Command and Control System, and AGS personnel.

        (3) <u>Department of the Navy (DON)/Joint Training Coordination</u>. To the maximum extent possible, the ATS will facilitate coordination of DON and joint training by identifying initial accession training deficiencies and staffing recommended courses of action for issue resolution.

4. <u>Administration and Logistics</u>. Recommended changes to this Order are invited and will be submitted via the appropriate chain of command to the Deputy Commandant for Aviation (APW) via e-mail or Defense Message System using the following plain language address: CMC WASHINGDON DC AVN APW.

5. <u>Command and Signal</u>

    a. <u>Command</u>. This Order is applicable to the Marine Corps Total Force.

    b. <u>Signal</u>. This Order is effective on the date signed.

R. MAGNUS
Assistant Commandant
of the Marine Corps

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