

1-1. PURPOSE:

The purpose of this SOP is to establish policies and procedures for all aviation personnel who utilize the simulated flight training system (SFTS) at Esler Field, Pineville, Louisiana.

1-2. SCOPE:

- A. The policies and procedures contained herein are directive in nature. These procedures are to be used in conjunction with the appropriate AR's, NGR's, FAR's, state regulations and other publications as applicable.
- B. This SOP applies to all aviation personnel who use this facility for flight training purposes.

1-3. MISSION:

In keeping with our Federal, State, and Community missions of providing trained and ready aviators and aircrew members; our staff is dedicated to providing simulation training experience to enhance and correlate real time situations in tactics, techniques and procedures under instrument or visual conditions. Weather check rides, cockpit familiarization, emergency procedures or your units mission tasks, we want you to enjoy this simulation experience and depart with a gained appreciation for sharpening your skills as an ARMY Aviator.

All training at this installation will be consistent with the Army's UH-60 Aircrew Training Manual (ATM) TC 1-237.

1-4. CHANGES to the SOP:

Recommended changes to this SOP should be submitted to the SFTS Task Manager for review and action by the AASF # 2 Commander.

1-5. REFERENCES:

- AR-95-1
- DA Form 2408-12 Army Aviator's Flight Record
- DA Form 2408-13 Army Status Information System
- DA Form 2408-13-1 Army Maintenance and Inspection Record
- DA Pam 731-751 Functional Users Manual for the Army Maintenance Management System-Aviation (TAMMS-A)
- Federal Aviation Regulations
- National Guard Regulation AR-95-1
- TC 1-237 Army UH-60 Aircrew Training Manual
- TM 1-1520-237-10 UH-60 A/L Operators Manual
- TM 1-1520-237-CL UH-60 A/L Check List

1-6. HOW to SCHEDULE TRAINING PERIODS In the SIMULATOR:

- A. Units will schedule training periods ninety days in advance. If possible, units may schedule training dates for the complete training year. A current training schedule can be found at <http://www.eslerfieldsim.com> to ascertain what dates are currently available.
- B. To schedule training period's, unit commanders or their designated representatives should make their scheduling requests by the primary method of contact which is e-mail: [curt.harrell@us.army.mil](mailto:curt.harrell@us.army.mil). Alternate method of contact is telephonic at 318-290-6252.
- C. One week prior to a unit's scheduled training period(s) the unit training officer (SP, AO, Facility Supervisory IP) will submit individual aviator names for the approved periods. Submit to the simulator Task Manager via e-mail at [curt.harrell@us.army.mil](mailto:curt.harrell@us.army.mil).
- D. Saturday Training Periods: Unit scheduler's or individuals who want simulator training periods will email their request to the task manager no later than twenty four hours in advance [curt.harrell@us.army.mil](mailto:curt.harrell@us.army.mil). This allows time for notification of contractor support personnel to respond to your training requests. Additionally, as much as possible, when scheduling single or multiple periods, consideration should be given to maximize cockpit usage by having at least two aviators per training period.
- E. Saturday Training Periods: Unit scheduler's or individuals who want simulator training periods will email their request to the task manager no later than twenty four hours in advance to: [curt.harrell@us.army.mil](mailto:curt.harrell@us.army.mil). This allows time for notification of contractor support personnel to respond to your training requests. Additionally, as much as possible, when scheduling single or multiple periods, consideration should be given to maximize cockpit usage by having at least two aviators per training period.
- F. Units requesting a specific computer location setup (i.e. Ft Rucker, Ft Hood, Germany, Ft Carson) or mission profile can make that request in conjunction with their training period requests.
- G. Instructor Operators (IO's) are provided at the simulator facility to train participating aviator personnel during normal operating hours from 0730-1730 local time, Tuesday through Saturday, unless otherwise indicated by on-line published training schedule.
- H. Units requesting other than normal flight period times will coordinate with the Task Manager ninety days in advanced so as to coordinate with simulator maintenance support contractor.

Note 1: A dedicated e-mail will eventually replace [curt.harrell@us.army.mil](mailto:curt.harrell@us.army.mil).

1-7. NORMAL TRAINING PERIODS:

- A. Tuesday through Saturday, unless indicated otherwise by online schedule at <http://www.eslerfieldsim.com>.
- B. Aviators are encouraged to arrive at the Flight Planning Area early in order to "plan" their training session so as to derive the maximum benefit of the time allotted.
- C. Normal cockpit training period times are as follows:
  - 0730-0930
  - 0945-1145
  - 1300-1500
  - 1515-1715
- D. Aviators must be out of the simulator device by the period end-time to allow maintenance personnel time to service the system device between periods.
- E. All personal electronic equipment i.e.; cell phones, will be in the off position/mode as it may affect the simulator adversely.
- F. Aviators training at Esler Field are responsible for their own personal/professional flight equipment. Aviators may use their own publications or those supplied by the simulator facility.
- G. The use of seat belts is mandatory when the simulator device is on motion.
- H. Uniform: Approved military flight suits or ACU's will be used for simulation training. Helmets, head sets, gloves or other military flight periphery will be ~~used~~ worn at the discretion of unit commanders.
- I. No food, drink or tobacco products are allowed inside the simulator device.

Note 2: If using publications from the simulator training facility at Esler Field, it is important to note that those publications are strictly for training and are not necessarily current. They will be marked on the front as "Training Only".

Note 3: Maintenance will advise when lightning is within 5 miles of Esler Field. When this condition exists, the simulator will be flown off motion only until the weather condition improves beyond five miles.

1-8. LOGGING SIMULATOR FLIGHT TIME:

- A. Aviators will be given a certified true copy of their flight time to take back to their unit flight operations records keeper by a facility IO prior to their departure from Esler Field.
- B. The Task Manager for the flight simulator complex will maintain an electronic copy for three years if units require additional copies.
- C. A log book will remain in the simulator and removed only by assigned maintenance staff.
- D. A current TM 1-1520-237-10 Operators Manual and TM 1-1520-237-CL will remain in the simulator device and will be kept current and maintained by contract maintenance.
- E. Aviators training at Esler Field ~~will make~~ will make a write-up in the logbook on DA Form 2408-13-1 Of any maintenance deficiencies discovered upon termination of the flight period. No matter how trivial or minor you feel the deficiency may be, contract maintenance needs to know!
- F. The I/O-Air Training Coordinator will ensure the unit's designation is penciled in the left margin of the DA Form 2408-12. This is required for reporting purposes.

1-9. FLIGHT PLANING AREA:

- A. Facility training staff will maintain the necessary publications and equipment to support flight planning as required for aviators training in the simulator.
- B. Transient flight crews will have access to Flight Service Stations/FAA and weather planning on Saturdays when AASF # 2 is closed.

C. Aircrews will remove all their equipment and dispose of any trash prior to their departure from simulator building.

1-10. BREAK AREA:

A. A break room is maintained by the facility for the convenience of the aircrew members. Aircrews will leave the break area clean as they found it, disposing of all food and trash.

1-11. BILLETING while at Esler Field:

A. Reservations for overnight aircrews can be requested at Camp Beauregard, by calling the training site billeting office at 318-641-5399. This is the responsibility of transient flight crews.

B. Reservations for billeting should be made as far in advance by aircrews to maximize the possibilities of the reservation. Otherwise, there are numerous motels in our immediate area surrounding area to accommodate lodging.

1-12. TRANSPORTATION at ESLER FIELD:

A. When available a GSA sedan is provided for transient aircrews to use for administrative business. This vehicle will not be kept overnight and will be returned to Esler Field prior to 1730 local time.

1-13. INSTRUCTOR OPERATOR (I/O's) CERTIFICATION:

A. Units training at Esler Field may use their own Instructor Operators (IO's) to conduct unit mission flight training. However, the unit I/O will receive console orientation from a member of the Simulator facility staff prior to conducting training. Part of the orientation will be the understanding of this SOP.

B. The unit I/O is considered the Aircrew Training Coordinator (ATC) for his aircrew training cell and will ensure training and conduct is performed within the scope of this SOP.

C. To enhance the flight training experience, ATC's can download any of the training scenarios online at <http://www.eslerfieldsim.com> for their simulator training.

1-14. SAFETY and HAZARDOUS MATERIALS:

Safety and the handling of hazardous materials for the flight simulator facility at Esler Field falls under the installation garrison and flight facility SOP.