

**Group 1 Emergency Services Training Plan**

Fiscal Year 2021

*Prepared by:*

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**Section 1: Wing Requirements**

In accordance with the annual wing emergency services training plan, Group 1 is required to field a full Incident Management Team (IMT), ten aircrews (five per aircraft), two UDF teams and two ground teams. Per CAPR 60-3, a typical aircrew consists of a pilot, observer and scanner, a ground team consists of a GTL and three ground team members (trainees included) and a UDF team requires two members. While ILWG/DOS has not defined “full IMT”, Group 1’s IMT will consist of an IC, OSC, PSC, LSC, LO, PIO, MC, MSO, FASC, AOBD, GBD, CUL with two MROs, FLS with two FLMs, and two MSAs.

**Section 2: Current State**

**Many of Group 1’s training goals and plans were negatively impacted along with the rest of ILWG by restrictions put in place for the Covid-19 Pandemic emergency. Several planned activities and training courses were either canceled or curtailed. While some activities were able to be completed using online training, these could not take the place of in person training and exercising, This may also affect individual qualification numbers with members not having opportunities to qualify/renew until after this report is submitted.**

Group 1 made some training gains during FY20 but had an overall drop in individual qualifications(see paragraph above). Group 1 made slight increases in 3 qualifications, no gains in 6 areas and losses in 17 areas. Attachment 2 is a faces to spaces chart to show who could potentially fill our wing requirements while showing what spots can’t currently be filled.

FY20 Goal 1 to field a full IMT was not met. Two IMT positions cannot be filled and two can only be filled by trainees without taking away from other positions. All qualified FLSs would fill other rolls in a full IMT, but there are several qualified FLMs. When fielding a full IMT, Group 1 can only field five fully qualified mission aircrews and five transport aircrews.

Likewise, FY20 Goal 1 Objective 2 to increase flexibility among the IMT by creating two qualified members per IMT position was not met. Group 1 is short of the numbers required to have two qualified members to fill IMT positions in IC2, IC1, and PIO.

Goal 2: Group members did not have a unit specific inter-agency exercise in FY20 but many did participate at various stages and in various missions for interagency customers during the Region Level Exercise.

Goal 3: Despite an increased focus on AP training and a dedicated AP training event, Group 1 is still short of wing goals for ten qualified APs per group with only six qualified APs. A current snapshot of member qualifications is provided in appendix 1.

Goal 4: In FY20, Group 1 increased its DAART capabilities. There is one additional DAARTO in the group and the number of DAARTUs doubled from 3 to 6. DAART qualified personnel received much experience during the Great Lakes Region Level Exercise.

**Section 3: Goals, Objectives, and Strategies**

**Goal 1**: By the end of FY21, Group 1 will field a full mission base, as defined in section 1, capable of supporting county and local agencies in a mutual aid capacity both in the air and on the ground, for one operational period before requesting wing-wide resources.   
  
**Objective 1-1:** By the end of FY21 have an enough trained IMT members to have two members in each IMT position listed in Section 1 without them filling another IMT, ground, flight line or aircrew position at the same time.  
  
**Strategy 1-1:** Hold a mid-level exercise (MLE) in the spring to provide training in a full mission base staff as well as aircrew, and ground team operations. Per the ILWG ES training plan, the MLE should include a full IMT, a full communications unit, at least two aircraft and at least two ground teams.  
  
**Strategy 1-2:** Group 1 will develop a training schedule that includes a Training Phase(Oct-Jan), Exercise Phase( Feb—May), and a Regeneration Phase(Jun-Sep). During the Regeneration Phase, individual squadrons should utilize the unfunded monthly mission and out of unit(NESA, HMRS, etc) training opportunities to focus on individual task qualification in order to provide members prepared to participate in the Group exercises.

**Objective 1-2**: Improve interoperability with local emergency management agencies.  
  
**Strategy 1-2:** At least one exercise should include coordination with an outside emergency management agency.  
  
**Strategy 1-2:** Focus training on expected customer needs by incorporating aerial imaging in addition to AP training such as Domestic Operations Awareness and Assessment Response Tool (DAART) and VIRB cameras. Information from the RLE verified the importance of having this capability.

**Goal 2:** Increase the number of Airborne Photographers to ten or more by end of FY21.  
  
**Objective 2-1:** Increase group flexibility by expanding the number of Airborne Photographers above the minimum suggested by the ILWG training plan.  
  
**Strategy 2-1:** Include AP scenarios in scheduled FTXs and MLE.  
  
**Strategy 2-2:** Encourage group members to attend the NESA AP short course.

**Goal 3:** Increase training requirements for DAART qualified personnel.  
  
**Objective 3-1:** Maintain a cadre of DAART trained members with one DAART Operator and two DAART Users per squadron and one DAART Operator in Group HQ.  
  
**Strategy 3-1:** Incorporate DAART training into Group and Squadron training events.

**Section 4: Responsibilities Summary**

For the purposes of building initial capability, Group 1 Operations Planning Team (OPT) will be responsible for coordinating training activities to achieve our stated goals. Squadron commanders are responsible for providing willing and motivated personnel to accomplish the group and wing goals. The OPT consists of the group operations officers and primary squadron ES or ES training officer as appropriate.

*Squadrons*

* Identify members to fill mission base and aircrew positions and get their prerequisite training accomplished.
* Utilized monthly B missions on ES training nights to give members mission credit.
* Publicize planned ES night training NLT one month prior so that other group members are able to attend.
* Request SET assistance from the OPT NLT one month prior to a squadron training event if needed.

*Group 1 OPT*

* Develop an annual training plan to submit to wing NLT 31 May.
* Establish and publicize a set of developed training missions for FY21.
* Establish a 4 month long operational training cycle for fall and exercises(including an MLE) in the spring.
* If adding additional training above the approved annual training plan, submit ICS 201’s for training funds and mission numbers from ILWG NLT 10th of the month prior.
* Coordinate funding and resource requests to support unit and group training activities.

**Section 5: Operations Schedule**

|  |  |  |
| --- | --- | --- |
| **Date** | **Event** | **Resources** |
| Oct-Jan | Training Phase with Interagency Exercise | IMT, Ground Team, and Aircrew SETs, 1 SAR aircrew, 1 High Bird crew, 3x vehicles, 2 ground teams, 1 Comm unit |
| Feb-May | Exercise Phase with Inter-wing Exercise and MLE | IMT, 1 aircrew, 1 High Bird crew, 3x vehicles, 2 ground/UDF teams, 1 Comm unit |
| Jun-Sep | Regeneration Phase with members doing individual training outside of unit. | NESA, NBB, HMRS, NASAR, local training events |
| August | CommEx | IMT, 2x High Bird crews, 3 ground/UDF teams, 3 Comm units |

**Section 6: Training Activity Funding**

|  |  |  |  |
| --- | --- | --- | --- |
| **Activity** | **Flight Hours** | **Aircraft Fuel** | **Vehicle Fuel** |
| October Inter-Agency | 9 | $450 | $150 |
| January Inter-wing | 9 | $460 | $100 |
| April MLE | 10 | $490 | $100 |
| August CommEx | 5 | $250 | $30 |
| FY21 Totals | 33 | $1,650 | $380 |
| FY21 Total Cost | $2,030 | | |

Budget Planning Factors and Assumptions:

|  |  |
| --- | --- |
| Aviation Fuel $5/gal | 45 minute flight ALN to MWA or HSB |
| N883CP burning 12 gal/hr | 30 minute flight ALN/MWA to MVN |
| N98381 burning 8 gal/hr | 15 minute flight MWA to HSB |
| Gasoline $2.65/gal |  |
| 11052 13 mpg | 286th to Shawnee – 260 miles round trip |
| 11066 23 mpg | Scott to Shawnee – 190 miles round trip |
| 11067 18 mpg |  |
|  | Scott to 286th – 80 miles round trip |

**Appendix 1**

**Current vs. Required (ILWG/6) Qualifications**

**15 May 2020**

Green: Meets Wing Goal

Yellow: Trainees Forecast to Meet Goal

Red: Doesn’t Meet Wing Goal

|  |  |  |  |  |  |  |
| --- | --- | --- | --- | --- | --- | --- |
| **Position** | **Group (Required/Active/ Trainee)** | **IL-006** | **IL-061** | **IL-205** | **IL-286** | **FY19 Delta** |
| AOBD | 5/2/1 | 1/1 | 0/0 | 1/0 | 0 | 0 |
| AP | 9/6/1 | 1/0 | 4/1 | 1/0 | 0 | 0 |
| CUL | 4/5/5 | 2/0 | 3/2 | 0/1 | 0/2 | -1 |
| DAARTO | 6/4/0 | 0 | 1/0 | 3/0 | 1/0 | +1 |
| DAARTU | 6/6/0 | 0 | 1/0 | 3/0 | 2/0 | +3 |
| FASC | 4/1/2 | 0/2 | 0 | 1/0 | 0 | 0 |
| FLM | 6/8/11 | 1/1 | 5/5 | 2/4 | 0/1 | -3 |
| FLS | 3/4/3 | 1/1 | 2/0 | 1/1 | 0/1 | -3 |
| GBD | 5/4/3 | 1/1 | 1/0 | 2/0 | 0/2 | -2 |
| GTL | 8/9/5 | 2/0 | 3/3 | 2/2 | 2/0 | +1 |
| GTM1 | 8/15/3 | 2/0 | 4/1 | 6/2 | 3/0 | +6 |
| GTM2 | 12/15/3 | 2/0 | 4/1 | 8/2 | 3/0 | +3 |
| GTM3 | 25/25/30 | 2/0 | 7/9 | 10/12 | 3/9 | 0 |
| IC1 | 1/0/0 | 0 | 0 | 0 | 0 | 0 |
| IC2 | 2/1/2 | 0/1 | 0/1 | 1/0 | 0 | +1 |
| IC3 | 4/3/0 | 1/0 | 1/0 | 1/0 | 0/0 | -1 |
| LO | 5/5/3 | 1/0 | 1/1 | 3/2 | 0 | 0 |
| LSC | 3/3/3 | 0/2 | 0 | 1/0 | 0/1 | 0 |
| MC | 2/1/0 | 1/0 | 0 | 0 | 0 | 0 |
| MO | 17/12/3 | 1/0 | 8/0 | 2/3 | 0 | -1 |
| MP | 10/5/3 | 1/0 | 4/2 | 0/1 | 0 | 0 |
| MRO | 21/24/21 | 2/2 | 8/4 | 7/4 | 2/11 | -5 |
| MS | 25/21/13 | 1/1 | 12/3 | 5/5 | 0/4 | -2 |
| MSA | 25/28/17 | 3/0 | 7/4 | 9/3 | 4/10 | -1 |
| MSO | 6/6/2 | 2/0 | 1/0 | 1/2 | 0/1 | -2 |
| OSC | 4/5/1 | 1/0 | 1/0 | 1/0 | 0/1 | -2 |
| PIO | 3/1/2 | 1/1 | 0 | 0 | 0/1 | -1 |
| PSC | 4/5/2 | 1/0 | 1/0 | 1/1 | 0/1 | -2 |
| TMP | 10/12/0 | 1/0 | 6/0 | 4/0 | 0 | +3 |
| UDF | 25/22/17 | 2/0 | 11/7 | 6/8 | 3/2 | -6 |

**Senior = 92**

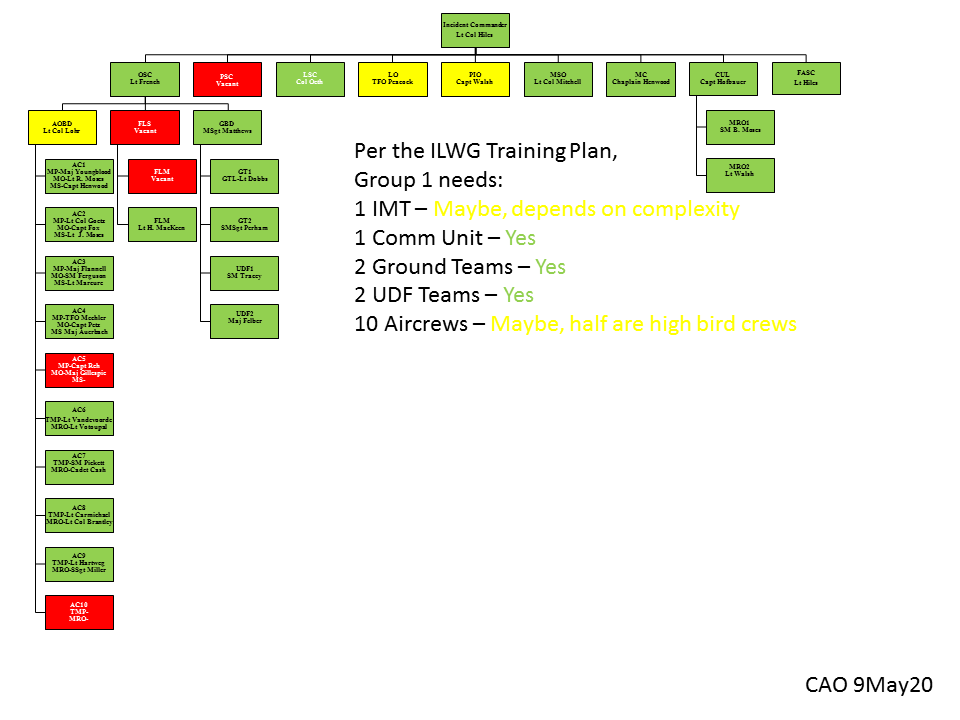
**Cadet = 88**

**Total = 180 (CAO 15May20)**

**Appendix 2**

**ES Faces to Spaces**

**15 May 20**

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