



Carrier Air Wing 5
Operations Manual

Mission Statement

The mission of CVW-5 is to provide a community to virtual aviators that finds the right balance between realism and fun. CVW-5 intends to accomplish this mission by putting in place the structure, training, and qualifications that focus on the practical skills needed to conduct virtual missions in a realistic manner. To this end, CVW-5 seeks to actively recruit the members of the DCS community who will find their enjoyment in the active participation in the wing's realistic mission setting.

“MilSim”

We are a “MilSim” group. The term “MilSim” is used to describe a large number of groups within DCS with no single definition in place.

At CVW-5, we define MilSim through tactical operations and expectations of knowledge. This means that as a group, we strive to simulate as closely as possibly the tactical operations of real world Naval Aviators. To do this we expect that you obtain a minimum amount of knowledge on the procedures governing the aircraft of your choice which we ensure through the use of a regimented training syllabus.

Where we draw the line is in the administrative aspects. We do not conduct multi-hour briefings or debriefings, our missions are considerably shorter than real life sorties, and we do not impose any form of military discipline.

Member Administration

Recruiting

CVW-5 conducts recruiting in “classes.” Recruiting is open for the two weeks prior to the commencement of a new class and is capped at a maximum of 6 pilots. Applicants are invited onto the wing's Discord server and application will be made in the appropriate channel. A new member must meet the following requirements:

- 21 Years Old or Older.
- Possess Legal Copies of:
 - F-14 and/or F/A-18 Module
 - Syria, the Persian Gulf, and Sinai Maps.
- Possess an appropriate HOTAS system.
- Possess either headtracking (e.g. TrackIR) or Virtual Reality Headset.

- Agree to complete the training requirements set forth by CVW-5 which may include periods of self-study.
- Ability to make 50% of scheduled training nights (Tuesdays and Thursdays at 2000 PST).

Wing or squadron commander staff members will review each application and contact the applicant within 24 hours to schedule an interview. The interview should cover the applicant's DCS and/or aviation background, stress the attendance requirement, and check their openness to completing the required training syllabi.

If an applicant meets all of the requirements, they will be inducted into the wing. Prior to the commencement of their class, their Discord Nickname will be changed to:

- For aircrew: MIDN "Callsign" [Last Name].
- For ATC: SR "Callsign" [Last Name].

They will be given the following Discord roles:

- CVW-5 Member

New members, should also change their callsign on DCS to:

- CVW-5 | [Callsign]

New members are authorized to participate in training sessions of the current class without receiving one-on-one instruction and participate in off-night activities within the wing.

Primary Flight Training

All members attend primary flight training to become initially qualified as members prior to being assigned to an operational squadron. This training is administered across the wing through the work of instructor pilots (IPs) from all of the squadrons in the wing. Upon completion

When a member is part of a commencing class, their Discord nickname is changed to

- For Aircrew: ENS "Callsign" [Last Name].
- For ATC: AN "Callsign" [Last Name]

Initial Squadron Assignment:

Part of the purpose for consolidated initial training is to provide an opportunity to squadron IPs to observe new members to determine the best squadron fit for the new member. New members will be assigned to a squadron which fits the airframe of their choice.

The weekend prior to the conclusion of an initial training class, squadron IPs, squadron command staff, and wing command staff will conduct allocations for new members. New members should be chosen by squadrons on the basis of skill and personality needs within each squadron. Other things such as friendships within a squadron should also be considered. If a person within a class is projected to be “rolled back” then he or she should not be allocated to a squadron. On the Thursday which concludes an initial training class, there will be a “Squadron Night” where it is announced which squadron each member will join prior to completing the carrier qualification for the night. An LSO from the member’s new squadron will talk him or her down to the deck for their final qualification in initial training.

Upon being assigned to their new squadron:

- The member will be assigned the Discord role for their assigned squadron.
- The member will be promoted to AC3 or LTJG and this will be reflected in their Discord nickname.
 - For aircrew: LTJG “Callsign” [Last Name].
 - For ATC: AC3 “Callsign” [Last Name]
- The member will be assigned a squadron MODEX.
- The member will change their DCS Callsign to:
 - CVW-5 | Callsign | [Modex]

Additional Training

Upon assignment to an operation squadron, the member will participate in qualification training. This training is outlined for each airframe to allow the member to be fully qualified on their airframe of their choice.

Upon completion of qualification training:

- The member will be promoted to AC2 or Lieutenant and this will be reflected in their Discord nickname.
 - For Aircrew: LT “Callsign” [Last Name].

- For ATC: AC2 "Callsign" [Last Name].
- The member will have the opportunity to make customizations to their helmet in their assigned aircraft.

The wing also requires members to qualify periodically on perishable skills such as carrier landing.

Upon completing all initial qualification requirements and being current in perishable skills, a member may seek additional qualifications including:

- Landing Signal Officer (LSO)
- Forward Air Controller - Airborne (FAC-A)
- Instructor Pilot
- Qualification on another airframe

Squadron Transfers

Members may request to be transferred or may be asked to transfer to a different squadron for a variety of reasons. Whenever possible, these requests should be honored so long as the following requirements are met:

- The member is fully qualified in their primary airframe.
- The member is meeting minimum attendance requirements.
- The member has not transferred for reasons other than promotion in the last 90 days.
- The transfer must be agreed upon by the commanding officer of each squadron.

When an opening within a squadron's staff opens up, squadron commanding officers and executive officers are encouraged to seek out qualified candidates for the vacancy from among all the qualified pilots within CVW-5. In the case that a member is willing to transfer to fill the open position, that transfer should be facilitated.

Members that are seeking to transfer to a squadron for a different airframe, must first be qualified on their primary airframe. Members will transfer to the new squadron at their current rank (up to Lieutenant Commander) and begin qualification on their new airframe. Prior to being allowed to transfer to a squadron with a new airframe, that member must be fully qualified on their current requested airframe. An exemption for this rule would be a member transferring to a squadron for an airframe supported by one of the operational squadrons, but not yet implemented in the wing (e.g. upon the activation of VA-115 upon the release of the A-6E).

Note: Members that are transferring squadrons, but also changing rating may be required to complete Primary Flight Training for their change in aircrew rating.

In the case of an ATC member transferring into a rated aircrew position, the member will transfer at their aircrew equivalent rank (e.g. AC2 would transfer as a LT and AC1 or ACC would transfer as a LCDR).

Reserve Membership

To be a reserve member of CVW-5, a member must meet one of the following qualifications:

1. Either be fully qualified in an airframe and be moved over to the reserve due to the long-term inability to meet the minimum attendance requirements for full-time membership.
2. Have completed Primary Flight Training, but due to some type of obligation (e.g. military service, work shift changes, etc.) will have a scheduling conflict that prevents the member from meeting the minimum attendance requirements for longer than 30 days, but less than 1 year.

Members in the reserve retain their rank (up to Lieutenant Commander) and non-perishable qualification. Reserve members may participate in squadron missions and functions so long as their perishable qualifications (e.g. carrier qualification) have been recertified within the last 60 days. Reserve members will be slotted to fly with a squadron of their qualified airframe that has an opening for the mission/training night.

Members that are returning from reserve status to full-time status are assigned to an operational squadron of their desired airframe and maintain their rank (up to Lieutenant Commander).

Removing a Member:

Members can be removed at the discretion of wing and squadron staff for the following reasons:

1. Failure to meet the attendance requirements prior to completing Primary Flight Training or prior to completing initial qualification on an airframe without a qualifying event that would allow transfer to the reserves.
2. Consistent failure to display common decency and respect to fellow members.

- a. Members can be removed instantly for grievous breeches of common decency.

Carrier Air Wing Organization

CVW-5 is organized as a mirror of a real life Carrier Air Wing with practical modifications for the virtual environment and scaled down. The carrier air wing consists of a CAG Staff and the operational squadrons.

CAG Staff

Carrier Air Wing Commander (CAG) - The CAG oversees the operations of CVW-5 with the assistance of the CAG and squadron staff to produce a fun and engaging virtual experience for the members.

Deputy Carrier Air Wing Commander (DCAG) - The DCAG assists the CAG with oversight of CVW-5 Operations. DCAG also facilitates the movement of personnel and assignment of staff positions.

Operations Officer (OPS) - The Operations Officer plans campaigns, missions, and coordinates operational requirements between the squadrons.

Air Intelligence Officer (AIO) - The Air Intelligence Officer is responsible for maintaining documents for CVW-5 including operating procedures, training materials, and personnel tracking documents.

Maintenance Officer (MO) - The Maintenance Officer is in charge of ensuring that the CVW's servers and mod repository remain operational.

Weapons Officer (WO) - The Weapon's Officer is in charge of mission development.

Flight Squadron Organization

Commanding Officer (CO) - The Commanding Officer oversees the tactical and administrative aspects of an individual squadron. They ensure the squadron adheres to the wing's standards. The CO represents the squadron at the CAG Staff level.

Executive Officer (XO) - The Executive Officer is in charge of the day-to-day operations of the squadron. They ensure the squadron adheres to the wing's standards. The XO represents the squadron at the CAG Staff level.

Operations Officer (OPSO) - The OPSO is in charge of planning for the squadron. The OPSO works with the squadron CO/XO and Wing OPS Officer to construct tactical and training plans for the squadron.

Training Officer (TO) - The training officer is in charge of identifying the training needs of a squadron and working with the CO, XO, and OPSO for devising a training plan that addresses those needs.

NATOPS Officer (NATOPS) - The NATOPS officer is in charge of maintaining the squadron's documents to ensure they reflect the wing's standards and current level of development within DCS.

Air Department

The Air Department falls under the CAG and consists of members assigned to the wing, but not in a staff role. This consists of the wing's reserve members and those in primary flight training.

Members in Primary Flight Training are also assigned to the Air Department until the completion of their training and assignment to an operational squadron.

The Air Department also oversees the OC Division, which handles CVW-5's air traffic control services.

Ranks:

As CVW-5 does not impart military discipline, but seeks to foster a realistic environment, there are enlisted and officer rank structures. Unlike the real military, these rank structures run in parallel dependent upon a person's desired role within CVW-5. Aircrew follow the officer rank structure. Controllers follow the enlisted Rank Structure, with the exception of the Division Officer

Insignia	Rank	Role/Training	Insignia	Rank	Role/Training
	Captain (CAPT)	CAG/DCAG		-/-	-/-
	Commander (CDR)	CAG Staff/Squadron CO/XO		Lieutenant (LT)	OC DIVO

	-/-	-/-		Chief Air Traffic Controller	OC Division LCPO
	Lieutenant Commander (LCDR)	Squadron Department Head		Air Traffic Controller 1st Class (AC1)	OC Division LPO
	Lieutenant (LT)	Fully Qualified Pilot/NFO		Air Traffic Controller 2nd Class (AC2)	Fully Qualified Controller
	Lieutenant Junior Grade (LTJG)	Primary Flight Training Graduate		Air Traffic Controller 3rd Class (AC3)	Primary Flight Training Graduate
	Ensign (ENS)	Assigned to Primary Flight Training		Airman (AN)	Assigned to Primary Flight Training
	Midshipman (MIDN)	Awaiting Primary Flight Training Class		Seaman Recruit (SR)	Awaiting Primary Flight Training

Wing Administration:

The wing is administered by the joint effort of the CAG, DCAG, Wing Staff, and the staff for each squadron. Each person has a stake in the future and success of CVW-5. Decision making is the ultimate responsibility of the CAG and DCAG, but the input of all members is expected and respected.

CVW-5 does not have a formal committee or voting procedure. Once input from all concerned parties are considered, decisions will ultimately be made by the CAG and DCAG.

Squadrons

CVW-5 attempts to emulate the real CVW-5 of the mid-1990s and this includes the operational squadrons within the air wing. A small liberty has been taken by CVW-5 to allow for the maximum number of F/A-18C Hornet squadrons while also allowing for an A-6E Intruder Squadron.

Operational Squadrons

VF-154 - Black Knights (F-14A)
VFA-27 - Royal Maces (F/A-18C)
VFA-192 - Dambusters (F/A-18C)
VFA-195 - Golden Dragons (F/A-18C)
VA-115 - Eagles (A-6E)
VAW-115 - Liberty Bells (LotATC)
HS-14 - Chargers (SH-60)
OC Division - Warfighters (Carrier Air Traffic Controllers)

The squadrons which are listed above are the only squadrons which will be admitted within CVW-5. Leadership of the squadrons will be determined by the CAG and DCAG with input from other squadron commanding officers, executive officers, and CAG staff based upon those that meet the following qualifications:

1. Fully qualified in the airframe.
2. Have been a member of CVW-5 for over 6 months.
3. Have served in a leadership position within a squadron for over 3 months.
4. Have volunteered to take the position of CO or XO of a squadron.

Squadron Administration:

Squadrons serve both a tactical and administrative function. The tactical function of a squadron is to carry out the missions of their airframe in the simulated combat environment. The administration functions of the squadron include training members, documenting that training, keeping attendance, assisting in the wing's overall administration.

After completion of primary flight training, qualification training on an airframe is the responsibility of the squadron. It is the responsibility of the squadron's commanding officer, executive officer, and training officer to ensure that training is being conducted to the standards set forth by CVW-5. It is also crucial that training be properly documented for each member in the training tracker.

Squadrons are also responsible for maintaining accurate attendance records for members and enforcing attendance requirements. At the end of each month, squadron commanding officers will update their attendance records which will be maintained in the Wing's Discord. The categories will include:

- Total Members:
- Members Fully Qualified:
- Members Meeting Attendance Requirements:

It is the responsibility of squadron staff to contact members not meeting attendance requirements to determine their situation and recommend the appropriate action to be taken (e.g. movement to the wing's reserve or removal from the group).

Training:

Primary Flight Training

Initial Training is conducted in classes. Classes are numbered by the year and sequentially (Class 24-01 would be the first class for the year 2024).

Each class lasts for four weeks with a basic topic being covered each week. The topics are rehashed on Tuesdays and Thursdays to ensure that they are given two opportunities to qualify and allow members to meet the minimum attendance requirement.

Each new member within the class is required to qualify in the initial training topics. New members that fail to qualify will be rolled back into the following class. CVW-5 does not remove members due to a lack of skill, however, it is a requirement that the member obtain the requisite skills before being assigned to an operational squadron.

Upon completion of Primary Flight Training, members will not be required to undergo this qualification in order to change airframes. The only circumstance in which a current or former member would be required to undergo Primary Flight Training for a second time would be to change aircrew rating (e.g. Pilot to Naval Flight Officer or Naval Flight Officer to Pilot).

Qualification Training

Qualification training consists of demonstrating the ability to employ the aircraft systems and to fight the aircraft in a realistic manner. CVW-5 maintains training standards for all

of its supported airframes. In the case of the F/A-18C, the training standards are the same for each of the operational squadrons. This ensures that members qualified in the F/A-18C can easily transfer between the squadrons with no additional training requirements and ensures standardization employment of the aircraft.

Upon completing qualification training in an airframe, a member is considered qualified on that airframe for all purposes. A member is never required to re-qualify in their jet. If a member returns to an aircraft after a transfer or an extended period of leave, the member would only need to qualify on training points which were not part of their qualification (e.g. when a new aircraft system or feature is implemented as the module is developed).

Perishable Skills Training

Members are required to qualify periodically on certain perishable skills to maintain currency. Currently, the only perishable skills that are required are carrier qualifications in the following intervals:

- 5 Case I Landings every 60 days.
- 2 Case III Landings every 60 days.

Members that are not current cannot participate in missions that require that skillset. Members may seek to get currency through any LSO qualified on their airframe.

Advanced Training

CVW-5 maintains standardized qualification training that members are encouraged to participate in. This includes:

- Instructor Pilot
- Landing Signal Officer (LSO)
- Forward Air Controller - Airborne (FAC-A)

Instructor Pilot Qualification is not necessarily training, but there is a standardized method for qualification. Prospective Instructor Pilots must be recommended by their commanding officer. After recommendation, the prospective IP must prepare and present two briefings:

- A briefing on an aircraft system within their aircraft.
- A briefing on tactical employment of their aircraft.

IPs are also required to be able to instruct Primary Flight Training in the T-45 Goshawk.

IPs maintain their IP status in their previous airframe, but must requalify as IPs in new airframes if the member desires. To qualify as an IP in the new airframe, a member must be fully qualified and would be only required to complete a briefing on an aircraft system of their new airframe.

Those seeking to become Landing Signal Officers (LSOs) must be proficient in carrier landing on their aircraft. LSO qualification occurs at the squadron and wing level. Squadron LSOs are qualified to recover their airframe. Wing LSOs are qualified to recover all of the aircraft in the wing.

FAC-A training consists of a series of academic and practical exercises to assess the prospective FAC-A's ability to control and direct multiple aircraft while triaging targets and properly fighting each aircraft of the air wing.