DEPARTMENT OF THE ARMY
HEADQUARTERS, JOINT READINESS TRAINING CENTER AND FORT POLK
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FORT POLK, LOUISIANA 71459-5339

REPLY TO
ATTENTION OF:

AFZX-GT-T

FEB 08 2011

MEMORANDUM FOR SEE DISTRIBUTION

SUBJECT: Command Policy Memorandum G3-02 – Driver Training at the Tactical Driving Facility (TDF)

1. Purpose. To provide commander's guidance and intent for driver training at the TDF for all Soldiers assigned to the JRTC and Fort Polk.

2. Background. In Operation New Dawn (OND)/Operation Enduring Freedom (OEF), many combat missions are mounted and more than 50 percent of missions are conducted at night. Rollovers are the most common vehicle accident resulting in fatalities. Most of these fatalities were preventable and relate to driver competence. Safe driving skill development and competence are critical tasks that must be mastered.

3. Intent. Driver training at the TDF is intended to provide an opportunity for driver familiarization and confidence building in an effort to prevent and reduce operational losses, serious vehicle accidents, and fatalities.

4. Driver training guidance is as follows:

a. Home station units will conduct additional and advanced driver training utilizing the TDF prior to OCO deployments.

(1) All Soldiers designated as a vehicle driver for an operational deployment and qualified will participate in additional and advanced driver training for the vehicle they will operate.

(2) Commanders will develop training plans for their units to meet mission specific driver training objectives to satisfy each unit's particular mission training requirements.

b. Training Requirements: As a minimum, the following training activities must be conducted as part of any mission specific driver training:

(1) Night driving with night vision goggles.

(2) Convoy reaction drills in accordance with current tactics, techniques, and procedures (TTP) such as IED-D drills and react to contact drills.

(3) Vehicle rollover and water egress drills utilizing the HMMWV Egress Assistance Trainer (HEAT) and MRAP Egress Trainer (MET).

c. Training Objectives: Other recommended training objectives include (not all inclusive):

(1) Convoy drills.

(2) Traffic control point execution drills.

(3) Vehicle recovery drills.

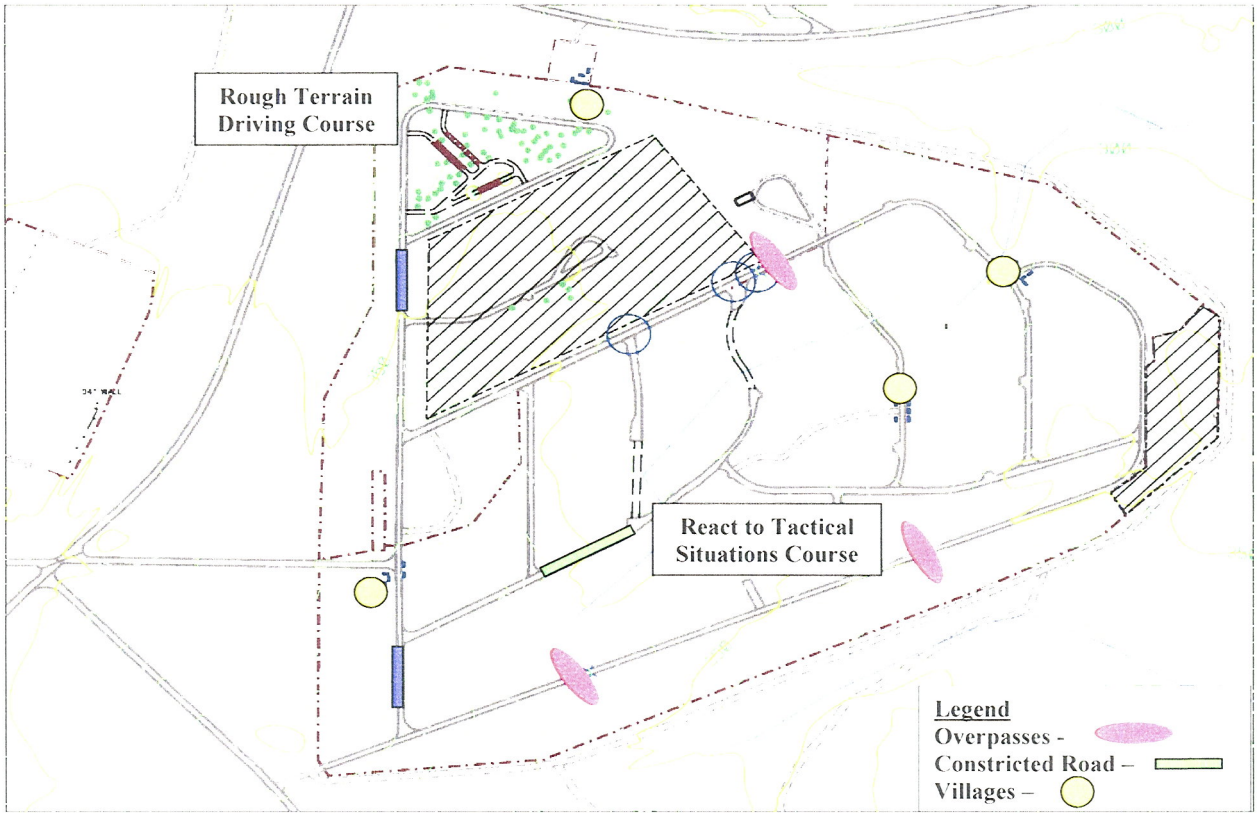
(4) Vehicle load planning.

5. Available facilities. The following facilities are available at the JRTC and Fort Polk:

a. The React to Tactical Situations Course provides a series of obstacles and potential tactical situations that occur in most operational theaters. Some of the obstacles included on this site are villages, overpasses, a constricted road, and serpentine barriers. Commanders may use these obstacles as they see fit, augmenting the impact of the obstacles with an aggressor force and authorized pyrotechnics to train their Soldiers on the various types of ambushes and other tactical scenarios.

b. The Rough Terrain Driving Course provides a series of rough terrain obstacles that can occur as man-made, improved or natural obstacles, as well as coincidental damage found in operational theaters and in cross-country driving. This course is designed to instill driver confidence, enhance driving skills, and enable split-second decision making capabilities resulting in lives saved.

c. The HMMWV Egress Assistance Trainer (HEAT) and MRAP Egress Trainer (MET) are available to provide Soldiers skills survive rollovers. All deploying HMMWV/MRAP vehicle crews will conduct training with the HEAT/MET simulator.



6. Standing operating procedures for the TDF, MET and HEAT can be found on the DPTMS Range portion of the JRTC and Fort Polk Portal.

7. This policy will remain in effect until superseded or rescinded.

CLARENCE K.K. CHINN
Brigadier General, USA
Commanding

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