

**NAVY TRAINING SYSTEM PLAN**  
**FOR THE**  
**JOINT SERVICE SENSITIVE**  
**EQUIPMENT DECONTAMINATION SYSTEM**

**N78-NTSP-A-50-0117/I**

**APRIL 2002**

## JOINT SERVICE SENSITIVE EQUIPMENT DECONTAMINATION SYSTEM

### EXECUTIVE SUMMARY

The Joint Service Sensitive Equipment Decontamination (JSSED) System will decontaminate sensitive equipment, aircraft and vehicle interiors, and associated cargo while in flight or during ground operations. JSSED is a phased acquisition broken down into three distinct capabilities called Block I, Block II, and Block III. The three JSSED blocks provide progressively increasing capabilities while reducing technological and financial risk during development and production. Commander, Naval Sea Systems Command requirements have not been defined and are not addressed in this document.

JSSED is an ACAT III program in the System Development and Demonstration Phase of the Defense Acquisition System. Initial Operational Capability for Block I is scheduled for FY08 and Full Operational Capability is scheduled for FY09.

Block I addresses the capability to successfully decontaminate sensitive equipment without affecting operational readiness, reliability, or maintainability. Sensitive equipment includes electronics, avionics, environmental control systems, and life support systems. Block II will address the capability to decontaminate the interiors of aircraft and vehicles and cargo requiring unique volumetric processing for all aircraft and vehicles current or planned for the U.S. Armed Forces inventory. Block III will address the ability to decontaminate aircraft and vehicle interiors during flight or ground operations also known as decontamination “on the move.”

Current technology is insufficient to meet all Block II and III requirements. Long term development will be required, and long term manpower and training issues will be addressed as the technology and systems mature.

The Navy does not have a unique NEC for Nuclear, Biological, and Chemical (NBC). The JSSED program will not require new a Navy Enlisted Classifications (NEC) or an increase in physical or cognitive requirements for operators, maintainers, or support personnel. Navy personnel in the Electronics Technician and Aviation Electronics Technician ratings will have collateral duties to operate or maintain the JSSED.

**JOINT SERVICE SENSITIVE EQUIPMENT DECONTAMINATION SYSTEM**

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**JOINT SERVICE SENSITIVE EQUIPMENT DECONTAMINATION SYSTEM**

**LIST OF ACRONYMS**

AMTCS	Aviation Maintenance Training Continuum System
AT	Aviation Electronics Technician
CAI	Computer-Aided Instruction
CBR	Chemical, Biological, and Radiological
CBT	Computer-Based Training
CMI	Computer-Managed Instruction
CNO	Chief of Naval Operations
COTS	Commercial Off-The-Shelf
DT	Developmental Test
EDT	Engineering Development Test
FY	Fiscal Year
ICW	Interactive Courseware
JSSSED	Joint Service Sensitive Equipment Decontamination
J-STRAP	Joint System Training Plan
LMI	Logistics Managed Information
MRC	Maintenance Requirements Card
MTIP	Maintenance Training Improvement Plan
NA	Not Applicable
NBC	Nuclear, Biological, and Chemical
NEC	Navy Enlisted Classification
NOBC	Naval Officer Billet Classification
NTSP	Navy Training System Plan
OPO	OPNAV Principal Official
OT	Operational Test
PMA	Program Manager, Air

**JOINT SERVICE SENSITIVE EQUIPMENT DECONTAMINATION SYSTEM**

**LIST OF ACRONYMS**

RFT	Ready For Training
SWOS	Surface Warfare Officer School
TBD	To Be Determined
TD	Training Device
TTE	Technical Training Equipment

**JOINT SERVICE SENSITIVE EQUIPMENT DECONTAMINATION SYSTEM**

**PREFACE**

This Initial Navy Training System Plan (NTSP) is an early look at the Joint Service Sensitive Equipment Decontamination (JSSED) System program and is a product of the Training Planning Process Methodology, as outlined in OPNAV publication P-751-3-9-97.

This is the second iteration of the Initial NTSP for the JSSED program, updating the September 2001 version. This document explores the various employment and support alternatives currently under consideration for Naval Air requirements. The surface ship element of the Navy has not shown a requirement for JSSED, therefore, manpower, personnel and training issue are not included in this document. Since it is relatively early in the acquisition process, some definitive data was unavailable for inclusion in this version.

The requirements documented in this NTSP will be incorporated into a Navy Annex to the JSSED Joint System Training Plan (J-STRAP). The Army is the lead service for JSSED but the Marine Corps has been tasked to write the J-STRAP. The Marine Corps will additionally produce its own annex to the J-STRAP.

**PART I - TECHNICAL PROGRAM DATA**

**A. NOMENCLATURE-TITLE-PROGRAM**

**1. Nomenclature-Title-Acronym.** Joint Service Sensitive Equipment Decontamination (JSSED) System.

**2. Program Element.** 0603884BP

**B. SECURITY CLASSIFICATION**

- 1. System Characteristics** ..... Unclassified
- 2. Capabilities** ..... Unclassified
- 3. Functions**..... Unclassified

**C. MANPOWER, PERSONNEL, AND TRAINING PRINCIPALS**

- OPNAV Principal Official (OPO) Program Sponsor..... CNO (N78)
- OPO Resource Sponsor ..... CNO (N78)
- Functional Mission Sponsor (if applicable)..... CNO (N78)
- Developing Agency..... NAVAIRSYSCOM (AIR 1.1.5)
- Training Agency ..... CINCLANTFLT (N731)  
CINCPACFLT (N70)  
CNET (ETE32)
- Training Support Agency..... NAVAIRSYSCOM (PMA205)
- Manpower and Personnel Mission Sponsor ..... CNO (N12)  
NAVPERSCOM (PERS-4, PERS-404)
- Director of Naval Training ..... CNO (N795)

**D. SYSTEM DESCRIPTION**

**1. Operational Uses.** The JSSED System will decontaminate sensitive equipment, aircraft and vehicle interiors, and associated cargo while in flight or during ground operations. The JSSED will consist of at least two devices: one to decontaminate sensitive items and equipment and a second

to decontaminate vehicles and aircraft interiors. A third aspect includes development of a system to effect decontamination of aircraft and/or vehicle interiors while in flight or “on the move.”

**2. Foreign Military Sales.** This is a joint service program with the Army, Marine Corps, and Air Force. No foreign military sales are planned at this time.

**E. DEVELOPMENTAL TEST AND OPERATIONAL TEST.** The JSSED program Block I has three phases of Developmental Testing (DT): DT, Engineering Development Test (EDT) for primary system level, and Production Qualification Test (PQT) for system level. Additional information concerning Test and Evaluation for Blocks II and III can be found in the Test Evaluation Master Plan (TEMP).

In Block I DT, the two prototype candidates will be tested with materials from selected sensitive equipment items. The objective of the DT is to down-select and characterize the candidates, determine whether the system meets critical test parameters, determine whether the system is ready for full production, and provide sufficient data for Milestone evaluations. DT will consist of the following three steps.

- Step one will consist of lab testing by the government to evaluate two prototypes, including materials compatibility, decontamination efficacy; safety, health, environmental, mission and detector compatibility; and logistics. Decontamination solutions, live agents, and hardware brass-board (or better) prototypes are envisioned to be tested with materials from items of sensitive equipment.
- Step two comprises government testing and includes system level testing of decontamination efficacy, initial MIL-STD 810, transport, containers, packaging, safety, health, and environmental areas. Agent-simulant correlation studies will be initiated during EDT.
- Step three includes: field simulant and live agent lab testing by the government, with Human Factors Engineering (HFE) and Logistics Demonstrations (LOG Demos) with military personnel. Step three will include final MIL-STD 810; Electromagnetic Interference/Electromagnetic Compatibility (EMI/EMC); Nuclear, Biological, and Chemical Contamination Survivability (NBCCS); Reliability, Availability, Maintainability (RAM); decontamination efficacy and system effects of decontaminating sensitive equipment items; and natural environments (cold, hot, humid, and hot dry).

**F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED.** The JSSED is a new system and does not replace any existing capabilities.

## **G. DESCRIPTION OF NEW DEVELOPMENT**

**1. Functional Description.** JSSED is a phased acquisition broken down into three distinct capabilities called Block I, Block II, and Block III. The three JSSED blocks provide progressively

increasing capabilities while reducing technological and financial risk during development and production.

Block I addresses the capability to successfully decontaminate sensitive equipment without affecting operational readiness, reliability, or maintainability. Sensitive equipment includes electronics, avionics, environmental control systems, and life support systems. The primary objective is to use a portable decontaminant system to rapidly process computer and night vision equipment for immediate re-use.

Block II will address the capability to decontaminate the interiors of aircraft, vehicles, and cargo requiring unique volumetric processing, applicable to all aircraft and vehicles current or planned for U.S. armed forces inventory. Chemical and biological agents may penetrate porous material, presenting residual agent off-gassing problems requiring periodic decontamination. The objective is to develop a system that can be equipped on or with all existing airframes and vehicles for on-demand decontamination operations.

Block III will address the capability to decontaminate aircraft and vehicle interiors during flight and ground operations, also known as decontamination “on the move.” This decontamination system process will provide on-demand decontamination without adverse effects on crew, mission, or platform performance. The objective is to upgrade Block II with the capabilities of safe operation in flight.

Current technology is insufficient to meet all Block II and III requirements. Long term development will be required, and the manpower and training issues for Blocks II and III will be addressed as the technology and systems mature.

The JSSED must be able to operate simultaneously while other aircraft and vehicle ground servicing tasks are being performed. Components required for mission-essential functions will be hardened to ensure degradation of not more than 20 percent will occur over a 30-day period with 5 exposures to Nuclear, Biological, and Chemical (NBC)/Toxic Industrial Material (TIM) contaminants, decontaminants, and standard decontamination procedures.

**2. Physical Description.** The JSSED program is in the System Development and Demonstration Phase of the Defense Acquisition System, and as such, the physical description is not final, but the following description is provided based on technology assessments.

- Block I - The most favorable application was determined to be a transportable, re-circulating solvent wash, sonicated bath system to decontaminate sensitive equipment items, with potential use as a parts cleaning system.
- Block II - The system solution would use high-output air heaters to produce the necessary temperature elevation and airflow needed to facilitate thermal desorption for long-duration.
- Block III - The most feasible solution is spot decontamination “kits” for sensitive equipment and interiors that incorporate solvent wash and sorbent decontamination

compounds. These kits would include one or more solvents compatible with electronics and sensitive material for the dissolution of agent contamination, and sorbent decontamination materials for the removal of the dissolved agent from the surface.

**3. New Development Introduction.** The JSSED will be introduced through a developmental, new procurement effort. The installation method has not yet been determined.

**4. Significant Interfaces.** There are no significant interfaces at this time.

**5. New Features, Configurations, or Material.** JSSED will investigate new technologies including supercritical fluids for small equipment or components and Freon replacement and solvent technology for sensitive equipment and larger items.

## H. CONCEPTS

**1. Operational Concept.** The intent of the JSSED Program is the development of simple to use decontamination systems that require minimal operator training and few, if any, dedicated operating personnel. Systems will be reviewed throughout development to ensure production systems do not require significant numbers of personnel for operations, storage, or maintenance. Ideally, JSSED systems would require only a single operator, and the JSSED operations would not be the operator's dedicated task. System design elements that may require multiple operators or extensive training will be identified during development.

**2. Maintenance Concept.** Organizational unit and intermediate level support will be based on individual Service support concepts. The JSSED is expected to have one depot level support facility for all Services. Maintenance tasks and schedules will be determined during the Joint Logistics Management Information (LMI) process.

**a. Organizational.** Organizational level maintenance will include both preventive maintenance and corrective maintenance appropriate to the existing technical skills and test equipment of the platform on which JSSED is installed. JSSED will be modular in design so that organizational maintenance personnel can restore the system to operation by replacing a faulty module or component.

**(1) Preventive Maintenance.** Periodic actions will be documented in Maintenance Requirements Cards (MRC) to ensure operational status and availability.

**(2) Corrective Maintenance.** Corrective maintenance will be restricted to the removal and replacement of defective repairable modules and easily accessible consumable items such as light bulbs, filters, and connectors. An automatic internal system check will be incorporated to verify system operational status. Internal diagnostic effectiveness thresholds and objectives will be determined through the LMI process when the technology to be used in JSSED is selected.

**b. Intermediate.** It is anticipated that primarily the Shore Intermediate Maintenance Activity (SIMA) will perform intermediate level repair functions. Any intermediate level automated test requirements will be accommodated by the AN/USM-636(V) Consolidated Automated Support System (CASS).

**c. Depot.** Depot maintenance will include repair to components that are determined by the LMI to warrant such repair.

**d. Interim Maintenance.** To Be Determined (TBD)

**e. Life Cycle Maintenance Plan.** LMI will be used to provide optimum material readiness, economical logistics support, and to identify and evaluate resources required to develop and manage an effective support system.

**3. Manning Concept.** The JSSED program will not require new Navy Enlisted Classifications (NEC) or increase in physical or cognitive requirements for operators, maintainers, or support personnel. The Navy does not have a unique NEC for NBC. Navy personnel in the Electronics Technician (ET) and Aviation Electronics Technician (AT) ratings will have collateral duties to operate and/or maintain the JSSED.

**a. Estimated Maintenance Man-Hours per Operating Hour.** The Mean Time Between Operational Mission Failures objective is 600 hours, with a Mean Time for Corrective Maintenance objective of 30 minutes.

**b. Proposed Utilization.** The JSSED must be able to operate throughout thorough decontamination evolutions.

**c. Recommended Qualitative and Quantitative Manpower Requirements**

**(1) Aircrew.** No new manpower will be required.

**(2) Maintenance.** No new maintenance personnel will be required.

**4. Training Concept.** The intent of the JSSED training program is to provide proficient operator and maintenance personnel at the organizational level. The following information is generic in nature and will be modified as the program matures.

**a. Initial Training.** The prime contractor will conduct initial training, consisting of both classroom and hands-on instruction. The training will include operation and maintenance. The personnel trained in these classes will be used during DT and Operational Test (OT). The personnel attending these courses should be Instructor and Key Personnel that can take this training back to units and modify existing courses to accommodate JSSED.

<b>Title .....</b>	<b>JSSSED Initial Training</b>
Description .....	This introductory course will provide JSSSED systems operations and maintenance training for DT and OT personnel and Instructor and Key Personnel.
Location .....	DT Site or Contractor Facility
Length .....	TBD
RFT date .....	45 days prior to DT
TTE/TD .....	Actual JSSSED systems
Prerequisites .....	TBD

**b. Follow-on Training.** JSSSED training information will be integrated into existing training courses.

**(1) Operator.** JSSSED training will augment the training provided during installation and fielding and will provide a continued source of training to support new operators as those previously trained transfer to other assignments.

Officer training at The Surface Warfare Officers School (SWOS) in Newport, Rhode Island, will require modification. The SWOS teaches damage control, disaster preparedness, and repair party leader courses that included Chemical, Biological, and Radiological (CBR) attack. Based officers can receive the same type training in course *A-494-0006, Disaster Preparedness Operations and Training Specialist*, located at Fort Leonard Wood, Missouri. The Naval Officer Billet Classification (NOBC) 2715, Disaster Preparedness Officer, and NOBC 2765, NBC Defense Officer, are awarded after completion of these courses. Naval Aviation and Flight Officers courses will require minor modification at other schools and locations to be determined.

Navy operator and limited maintenance training will also be incorporated into courses taught at Fort Leonard Wood. Course *A-494-0006, Disaster Preparedness Operations and Training Specialist*, awards NEC 9598. Training for enlisted aviation personnel and civilians will be conducted at various other school locations TBD.

**Title .....** **Disaster Preparedness Operations and Training**

**CIN .....** A-494-0006

**Model Manager ..** Naval Construction Training Center Detachment

**Description .....** This course provides training to officer, enlisted, and civilian personnel having responsibility for disaster preparedness, including:

- Disaster Preparedness Plan
- Organization and Responsibilities
- Disaster Preparedness Plan and Supporting Document Preparation
- Peacetime Response and Recovery Requirements for Major Accidents and Disasters
- Wartime Protection
- Response and Recovery Operations
- Detection, Protection, and Decontamination due to Nuclear, Biological, and Chemical Contamination
- Chemical Warfare Defense Operations
- Associated Reports, Related Administrative and Supervisory Requirements
- Installation Information and Training Program and Inspection Program, to include Program Analysis Pertinent to Disaster Preparedness

Upon completion, the student will be able to perform disaster preparedness functions in an operational environment under limited supervision.

**Location .....** Naval Construction Training Center Detachment, Fort Leonard Wood

**Length .....** 26 days

**RFT date .....** Currently available

**Skill identifier .....** ◦ NOBC 2715/2765  
◦ NEC 9598 (all ratings)

**TTE/TD .....** TBD

- Prerequisites .....
- Officers O-1 through O-3; Enlisted personnel E-5 through E-8, open to all ratings
  - Students must meet the Physical Fitness Requirements IAW OPNAVINST 6110.1 series
  - Must bring optical inserts for MCU-2P Mask or be able to see 20/40 (near or distant) or better in one eye
  - Pregnant members are not allowed to attend this course due to the nature of training

**(2) Maintenance.** Revisions to existing courses will incorporate JSSED requirements. The maintenance requirements are yet to be determined; therefore, the maintenance requirements are not included in this NTSP, but will be added in future updates.

All current aviation organizational level maintenance courses are in the process of integrating Computer-Based Training (CBT) with its basic elements of Computer-Managed Instruction (CMI), Computer-Aided Instruction (CAI), Interactive Courseware (ICW), and Aviation Maintenance Training Continuum System (AMTCS) Electronic Modules, into their curricula for classroom presentation and management.

**c. Student Profiles.** There is no prerequisite skill required for Navy operators. CBR Defense (CBR-D) is a collateral duty.

<b>SKILL IDENTIFIER</b>	<b>PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS</b>
NEC 9598	Students must meet the Physical Fitness Requirements IAW OPNAVINST 6110.1 series.

**d. Training Pipelines.** The following training tracks apply and are available in the OPNAV Training Management System.

<b>TRACK NUMBER</b>	<b>TRACK TITLE</b>
A-494-0006	Disaster Preparedness Operations and Training

## **I. ONBOARD (IN-SERVICE) TRAINING**

### **1. Proficiency or Other Training Organic to the New Development**

**a. Maintenance Training Improvement Program.** Current planning is to adopt the AMTCS concepts to replace the Maintenance Training Improvement Program (MTIP). AMTCS is scheduled to begin full implementation for fleet deployment in Fiscal Year (FY) 03.

**b. Aviation Maintenance Training Continuum System.** AMTCS will provide career path training to the Sailor or Marine from their initial service entry to the end of their military career. AMTCS concepts will provide an integrated system that will satisfy the training and administrative requirements of both the individual and the organization. The benefits will be manifested in the increased effectiveness of the technicians and the increased efficiencies of the management of the training business process. Where appropriate, capitalizing on technological advances and integrating systems and processes can provide the right amount of training at the right time, thus meeting the Chief of Naval Operations' (CNO) mandated "just-in-time" training approach.

Technology investments enable the development of several state-of-the-art training and administrative tools: Interactive Multimedia Instruction for the technicians in the Fleet in the form of ICW with CMI and CAI for the schoolhouse.

Included in the AMTCS development effort is the Aviation Maintenance Training Continuum System - Software Module, which provides testing (Test and Evaluation), recording (Electronic Certification Qualification Records), and a Feedback system. The core functionality of these AMTCS tools are based and designed around the actual maintenance-related tasks the technicians perform, and the tasks are stored and maintained in a Master Task List data bank. These tools are procured and fielded with appropriate Commercial-Off-The-Shelf (COTS) hardware and software, i.e., Fleet Training Devices - Laptops, Personal Computers (PC), Electronic Classrooms, Learning Resource Centers (LRC), operating software, and network software and hardware.

Upon receipt of direction from OPNAV (N789H), AMTCS concepts are to be implemented and the new tools integrated into the daily training environment of all participating aviation activities and supporting elements. AMTCS will serve as the standard training system for aviation maintenance training within the Navy and Marine Corps, and is planned to supersede the existing MTIP and Maintenance Training Management and Evaluation Program (MATMEP).

### **2. Personnel Qualification Standards. TBD**

## **J. LOGISTICS SUPPORT**

### **1. Manufacturer and Contract Numbers. TBD**

**2. Program Documentation.** A Joint Operational Requirements Document (JORD) dated 16 June 1998 and a Joint Integrated Logistics Support Plan (JILSP) dated 28 January 2002 are both available.

**3. Technical Data Plan.** New Technical Manuals, MRCs, Maintenance Index Pages (MIP), and/or a Planned Maintenance System (PMS) plan will be required.

**4. Test Sets, Tools, and Test Equipment.** TBD

**5. Repair Parts.** TBD

**6. Human Systems Integration.** The Human Systems Integration (HSI) Plan establishes the basis for effective integration of human factors engineering, manpower, personnel, training, health hazards, and safety considerations into the acquisition of the new development. The Executive Agent for the Naval Aviation System Team for all Naval Aviation Manpower, Personnel, and Training is Program Manager, Air (PMA) 205. The scope of PMA205's responsibilities includes identifying, planning for, and documenting training support resource requirements. Manpower, personnel, and training requirements will be determined in accordance with OPNAVINST 1500.76 and validated in the J-STRAP.

## K. SCHEDULES

**1. Installation and Delivery Schedules.** TBD

**2. Ready For Operational Use Schedule.** Initial Operational Capability for Block I is scheduled for FY08.

**3. Time Required to Install at Operational Sites.** TBD

**4. Foreign Military Sales and Other Source Delivery Schedule.** This is a Joint Service program with the Army, Marine Corps, and Air Force. No Foreign Military Sales are planned at this time.

**5. Training Device and Technical Training Equipment Delivery Schedule.** TBD

## L. GOVERNMENT-FURNISHED EQUIPMENT AND CONTRACTOR-FURNISHED EQUIPMENT TRAINING REQUIREMENTS. Not Applicable (NA)

## M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS

DOCUMENT OR NTSP TITLE	DOCUMENT OR NTSP NUMBER	PDA CODE	STATUS
Joint Operational Requirements Document	Not assigned	U.S. Air Force	Final 16 Jun 98

<b>DOCUMENT OR NTSP TITLE</b>	<b>DOCUMENT OR NTSP NUMBER</b>	<b>PDA CODE</b>	<b>STATUS</b>
Joint Integrated Logistic Support Plan	Not assigned	U.S. Army	Final 28 Jan 02
Joint Service Family of Decontamination Systems Navy Training Systems Plan	N78-NTSP A-50-0116/I	AIR 4.1.8	Initial Apr 02

**APPENDIX A - POINTS OF CONTACT**

<b>NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL</b>	<b>TELEPHONE NUMBERS</b>
<p><b>CAPT Owen Fletcher</b>                      Deputy Head, Plans, Policy, and Fleet Maintenance Support                      CNO, N781B                      fletcher.owen@hq.navy.mil</p>	<p><b>COMM:</b> (703) 604-7747  <b>DSN:</b> 664-7747  <b>FAX:</b> (703) 604-6972</p>
<p><b>CDR Wanda Janus</b>                      Resource Sponsor / Program Sponsor                      CNO, N785D1                      janus.wanda@hq.navy.mil</p>	<p><b>COMM:</b> (703) 697-9359  <b>DSN:</b> 227-9359  <b>FAX:</b> (703) 695-7103</p>
<p><b>CAPT Terry Merritt</b>                      Head, Aviation Technical Training Branch                      CNO, N789H                      merritt.terry@hq.navy.mil</p>	<p><b>COMM:</b> (703) 604-7730  <b>DSN:</b> 664-7730  <b>FAX:</b> (703) 604-6939</p>
<p><b>AZCS Gary Greenlee</b>                      NTSP Manager                      CNO, N789H7                      greenlee.gary@hq.navy.mil</p>	<p><b>COMM:</b> (703) 604-7709  <b>DSN:</b> 664-7709  <b>FAX:</b> (703) 604-6939</p>
<p><b>CDR Kevin Neary</b>                      Aviation Manpower                      CNO, N122C1                      n122c1@bupers.navy.mil</p>	<p><b>COMM:</b> (703) 695-3247  <b>DSN:</b> 225-3247  <b>FAX:</b> (703) 614-5308</p>
<p><b>Mr. Robert Zweibel</b>                      Training Technology Policy                      CNO, N795K                      zweibel.robert@hq.navy.mil</p>	<p><b>COMM:</b> (703) 602-5151  <b>DSN:</b> 332-5151  <b>FAX:</b> (703) 602-5175</p>
<p><b>Mr. Chris Zech</b>                      Program Manager (Temporary)                      NAWCAD Lakehurst, AIR 4.6.3.1                      zechce@navair.navy.mil</p>	<p><b>COMM:</b> (732) 323-7890  <b>DSN:</b> 624-7890  <b>FAX:</b> (732) 323-1551</p>
<p><b>Ms. Holli Galletti</b>                      Assistant Program Manager                      NAWCAD Patuxent River, AIR 1.1.5                      gallettihw@navair.navy.mil</p>	<p><b>COMM:</b> (301) 757-6978  <b>DSN:</b> 757-6978  <b>FAX:</b> (301) 757-6995</p>
<p><b>ATC Rick Paskoski</b>                      Training Systems Manager                      NAVAIRSYSCOM, PMA2053E3                      paskoskira@navair.navy.mil</p>	<p><b>COMM:</b> (301) 757-8138  <b>DSN:</b> 757-8138  <b>FAX:</b> (301) 757-6495</p>
<p><b>Mr. Al Holloway</b>                      ILS Manager                      NAWCAD Lakehurst, AIR 3.1.4.4F                      hollowayal@navair.navy.mil</p>	<p><b>COMM:</b> (732) 323-1529  <b>DSN:</b> 624-1529  <b>FAX:</b> (732) 323-4064</p>

**APPENDIX A - POINTS OF CONTACT**

<b>NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL</b>	<b>TELEPHONE NUMBERS</b>
<p><b>Mr. Pete Diegel</b>                      NAVFAC CBR Defense Program Analyst                      Naval Facilities Engineering Command                      diegelcp@nafac.navy.mil</p>	<p><b>COMM:</b> (202) 685-9011  <b>DSN:</b> 325-9011  <b>FAX:</b> (202)-685-1731</p>
<p><b>Mr. Bob Long</b>                      Deputy Director for Training                      CINCPACFLT, N70                      u70@cpf.navy.mil</p>	<p><b>COMM:</b> (808) 471-8513  <b>DSN:</b> 315-471-8513  <b>FAX:</b> (808) 471-8596</p>
<p><b>CDR Mike Hohl</b>                      Aviation NTSP Point of Contact                      CINCLANTFLT, N731                      hohlmj@clf.navy.mil</p>	<p><b>COMM:</b> (757) 836-0085  <b>DSN:</b> 836-0085  <b>FAX:</b> (757) 836-6737</p>
<p><b>YN1 Dashawn Simmons</b>                      Selected Reservist Quota Control                      COMNAVAIRESFOR, N333                      simmons@cnrf.nola.navy.mil</p>	<p><b>COMM:</b> (504) 678-1850  <b>DSN:</b> 678-1850  <b>FAX:</b> (504) 678-5064</p>
<p><b>CAPT Patricia Huiatt</b>                      Deputy Assistant, Chief of Naval Personnel for Distribution                      NAVPERSCOM, PERS-4B                      p4b@persnet.navy.mil</p>	<p><b>COMM:</b> (901) 874-3529  <b>DSN:</b> 882-3529  <b>FAX:</b> (901) 874-2606</p>
<p><b>CDR Timothy Ferree</b>                      Branch Head, Aviation Enlisted Assignments                      NAVPERSCOM, PERS-404                      p404@persnet.navy.mil</p>	<p><b>COMM:</b> (901) 874-3691  <b>DSN:</b> 882-3691  <b>FAX:</b> (901) 874-2642</p>
<p><b>LCDR Gordon Lawry</b>                      Aviation Department Head                      NAVMAC, 30                      raymond.lawry@navmac.navy.mil</p>	<p><b>COMM:</b> (901) 874-6218  <b>DSN:</b> 882-6218  <b>FAX:</b> (901) 874-6471</p>
<p><b>AKC Tina Jacobs</b>                      NTSP Coordinator                      NAVMAC, 32                      parthina.jacobs@navmac.navy.mil</p>	<p><b>COMM:</b> (901) 874-6483  <b>DSN:</b> 882-6483  <b>FAX:</b> (901) 874-6471</p>
<p><b>CAPT Grant Ziebell</b>                      CNET NTSP Coordination                      CNET, ETS-3                      capt-grant.ziebell@cnet.navy.mil</p>	<p><b>COMM:</b> (850) 452-4330  <b>DSN:</b> 922-4330  <b>FAX:</b> (850) 452-4853</p>
<p><b>CDR Erich Blunt</b>                      Aviation Technical Training                      CNET, ETE-32                      cdr-erich.blunt@cnet.navy.mil</p>	<p><b>COMM:</b> (850) 452-4915  <b>DSN:</b> 922-4915  <b>FAX:</b> (850) 452-4901</p>

## APPENDIX A - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
<b>LCDR Rick Lawson</b> NTSP Manager COMOPTEVFOR, 533 lawsonr@cotg.navy.mil	<b>COMM:</b> (757) 444-5087 ext. 3354 <b>DSN:</b> 564-5087 ext. 3354 <b>FAX:</b> (757) 444-3820
<b>Mr. Phil Szczyglowski</b> Competency Manager NAVAIRSYSCOM, AIR 3.4.1 szczyglowspr@navair.navy.mil	<b>COMM:</b> (301) 757-8280 <b>DSN:</b> 757-8280 <b>FAX:</b> (301) 342-4737
<b>Mr. Bob Kresge</b> NTSP Manager NAVAIRSYSCOM, AIR 3.4.1 kresgerj@navair.navy.mil	<b>COMM:</b> (301) 757-1844 <b>DSN:</b> 757-1844 <b>FAX:</b> (301) 342-7737
<b>Mr. Gary Barnes</b> NTSP Author NAVAIRSYSCOM, AIR 3.4.1 barnesgd@navair.navy.mil	<b>COMM:</b> (301) 757-8289 <b>DSN:</b> 757-8289 <b>FAX:</b> (301) 342-7737