

**INITIAL**  
**NAVY TRAINING SYSTEM PLAN**  
**FOR THE**  
**VISUAL INFORMATION DISPLAY SYSTEM**

**JANUARY 2000**

## VISUAL INFORMATION DISPLAY SYSTEM

### EXECUTIVE SUMMARY

This Initial Navy Training System Plan (NTSP) for the Visual Information Display System (VIDS) was developed by the Naval Air Systems Command (AIR 3.4.1.1) using the Training Planning Process Methodology. This document provides an early estimate of the manpower, personnel, and training requirements to support and sustain the VIDS program. These concepts will be further defined in updates to this document as the program matures.

The purpose of the VIDS is to consolidate the processing, control, and display of several small Air Traffic Control (ATC) systems into a single integrated information management system. Rather than the current method of each system having an individual display or indicator, VIDS will integrate information such as wind, altimeter, weather observations, and remote camera video displays into a single display at each ATC position. Other information integrated into VIDS will include Flight Data Input-Output (FDIO), on-line facility and position logs, Air Traffic Activity Analyzer (ATAA), and Airfield Lighting Control System (AFLCS).

VIDS is currently in the Production, Deployment, and Operational Support phase of the acquisition process. The acquisition strategy requires a heavy reliance on Commercial Off-The-Shelf (COTS) hardware, software, and firmware integrating multiple information systems into a Touch Entry display. VIDS installations are planned to start in FY00 and continue through FY07.

VIDS is part of the National Airspace Modernization (NAS Mod) program and as a result it is closely associated with the Standard Terminal Automation Replacement System (STARS) upgrade. The current systems at Navy ATC facilities are maintained by Electronic Technicians (ET) with Navy Enlisted Classification (NEC) codes 1574 and 1578, Marine Corps personnel with Military Occupational Specialty (MOS) 5953, and civilian civil service and/or contractor personnel. STARS will result in the creation of a new ET NEC 15XX for maintenance personnel. This new ET NEC will also maintain VIDS. The creation of a new NEC will allow for the gradual phasing out of the current maintenance NECs once STARS is installed at Navy ATC facilities. VIDS is an upgrade and consolidation of existing functions that operators would normally perform; therefore, no new operator NECs or MOSs will be required.

The VIDS training requirement consists of initial and follow-on training. Initial training will be accomplished during installation at each site. A two-day installation and checkout course will focus on the Software Users Guide and On-the-Job Training for VIDS. Follow-on training will be incorporated into existing courses and is not expected to increase or decrease the lengths of these courses.

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**VISUAL INFORMATION DISPLAY SYSTEM**

**LIST OF ACRONYMS**

AC	Air Traffic Controller
AFLCS	Airfield Lighting Control System
ARATC	Advanced Radar Air Traffic Control
ATC	Air Traffic Control
ATIS	Automated Terminal Information System
ATAA	Air Traffic Activity Analyzer
CINCLANTFLT	Commander in Chief, Atlantic Fleet
CINCPACFLT	Commander in Chief, Pacific Fleet
CMC	Commandant Marine Corps
CNET	Chief of Naval Education and Training
DAIR	Direct Altitude and Identity Readout
DASI	Digital Altimeter Setting Indicator
DASR	Digital Airport Surveillance Radar
ET	Electronic Technician
ETVS	Enhanced Terminal Voice Switch
FAA	Federal Aviation Administration
FDIO	Flight Data Input-Output
ISEA	In-Service Engineering Agent
JPO	Joint Program Office
LRU	Line Replaceable Unit
MIDS	Meteorological Information Distribution System
MC	Mission Capability Rate
MOS	Military Occupational Specialty
MRF	Maintenance Replacement Factor
MTBF	Mean Time Between Failures
NAS	Naval Air Station
NAS Mod	National Airspace Modernization
NATTC	Naval Air Technical Training Center
NAVPERSCOM	Navy Personnel Command
NEC	Navy Enlisted Classification

**VISUAL INFORMATION DISPLAY SYSTEM**

**LIST OF ACRONYMS**

NTSP	Navy Training System Plan
OJT	On-the-Job Training
ORD	Operational Requirements Document
PMA	Program Manager, Air
RATCF	Radar Air Traffic Control Facility
RCMA	Reliability Centered Maintenance Analysis
SPAWAR	Space and Naval Warfare Systems Command
STARS	Standard Terminal Automation Replacement System
TBD	To Be Determined
TD	Training Device
TECR	Training Equipment Change Request
TOTS	Tower Operator Training System
TTE	Technical Training Equipment
VIDS	Visual Information Display System
WSDI	Wind Speed and Direction Indicator

**January 2000**

## **VISUAL INFORMATION DISPLAY SYSTEM**

### **PREFACE**

This Initial Navy Training System Plan (NTSP) is a pre-installation look at the Visual Information Display System (VIDS) program. This is the first iteration of the Initial NTSP for the VIDS program. This document explores the various employment and support alternatives currently under consideration. Since it is the first NTSP, some definitive data was unavailable for inclusion in this version. This Initial NTSP is a product of the Training Planning Process Methodology (TRPPM), as outlined in OPNAV Publication P-751-3-9-97.

**PART I - TECHNICAL PROGRAM DATA**

**A. NOMENCLATURE-TITLE-PROGRAM**

**1. Nomenclature-Title-Acronym.** AN/FYC-22, Visual Information Display System (VIDS)

**2. Program Element.** 0204696N

**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 (N885)
- OPO Resource Sponsor ..... CNO (N885F)
- Marine Corps Program Sponsor..... CMC (APC-5)
- Developing Agency..... NAVAIRSYSCOM (PMA213)
- Training Agency ..... CINCLANTFLT  
CINCPACFLT  
CNET
- Training Support Agency ..... NAVAIRSYSCOM (PMA205)
- Manpower and Personnel Mission Sponsor ..... CNO (N12)  
NAVPERSCOM (PERS-4, PERS-404)
- Director of Naval Training..... CNO (N7)
- Marine Corps Combat Development Command ..... TFS Division

**D. SYSTEM DESCRIPTION**

**1. Operational Uses.** The purpose of VIDS is to consolidate the processing, control, and display of several small Air Traffic Control (ATC) systems into a single integrated

information management system. Rather than the current method of each system having an individual display or indicator, VIDS will integrate information such as wind, altimeter, weather observations, and remote camera video displays into a single display at each ATC position. Other information integrated into VIDS will include Flight Data Input-Output (FDIO), on-line facility and position logs, traffic count, and Airfield Lighting Control System (AFLCS).

**2. Foreign Military Sales and other sources.** No foreign military sales are planned. Future potential customers for the VIDS include the United States Army, United States Air Force, and the Federal Aviation Administration (FAA).

**E. DEVELOPMENTAL TEST AND OPERATIONAL TEST.** Developmental tests were conducted at Naval Air Station (NAS) Pensacola, Florida, in FY97. Naval Air Warfare Center Aircraft Division (NAWCAD), St. Inigoes performed the initial Inspection, Verification, and Validation of components during fourth quarter FY99.

**F. AIRCRAFT AND/OR EQUIPMENT/SYSTEM/SUBSYSTEM REPLACED.** VIDS will replace and consolidate display equipment and indicators in the control tower and radar facility. VIDS will not replace any existing system sensors.

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

**1. Functional Description.** VIDS is a Commercial Off-The-Shelf network integration of many small systems used in an ATC facility. VIDS is a client server-based system integrating multiple information systems into a Touch Entry display for each operating position in ATC facilities.

VIDS uses redundant file servers with hubs, workstations, video integration components, audio components, 100BaseT Ethernet, and fiber optics to interface and manage all the systems' data. The network operating system is Windows NT 4.0. The display software was developed to support the requirements of each system interfacing with VIDS to maximize the information available to the user.

VIDS will consolidate the processing, control, and display of information for the following systems:

- ID-2446/U Master Wind Speed and Direction Indicator (WSDI)
- ML-661/F Digital Altimeter Setting Indicator (DASI)
- AN/FSA-7 Airfield Lighting Control System (AFLCS)
- Automated Terminal Information System (ATIS)
- SG-1064 Facility Time Code Generator (TCG)
- Automated Surface Observation System (ASOS)

- AN/GMQ-27 Weather Vision and/or Meteorological Information Distribution System (MIDS)
- FA-10095 FAA FDIO
- Remote Video Cameras
- Air Traffic Activity Analyzer (ATAA)

VIDS will replace the following system components in the control tower:

- ID-2447A/U Slave WSDIs
- ID-2423/F DASI Displays
- AN/FSA-7 AFLCS display, keyboard, trackball, and the Central Processor Unit (CPU)
- ATIS System
- ID-2384G and ID-2396 Clock Displays
- Weather Vision/MIDS Display
- FA-10095 FDIO, display, keyboard, and printer
- Remote Video Camera Displays and Controls
- ATAA display, keyboard, and printer

VIDS will automate the following control tower administrative functions using a centralized database:

- Daily Operations Log - FAA Form 7230-4
- Position Log - FAA Form 7230-10
- ATAA

**2. Physical Description.** VIDS contains a Standard Information Window that provides basic safety of flight information to the controller. This information is provided by live sensor data from the incorporated air traffic control systems. The Standard Information Window is normally located at the top of the air traffic controller's display, and can be sized using the "Size" button to suit the operator's preference. Due to the critical nature of the information displayed, no other system window can cover the Standard Information Window.

VIDS also displays a main menu bar that provides a central point for the user to perform commonly occurring operations. It consists of a set of 11 buttons and is located near the bottom of the controller's display.

**3. New Development Introduction.** VIDS is a Modernization retrofit program. The prototype system installed at NAS Pensacola is representative of the production system. The

current plan is for a contractor to integrate systems at the Navy sites with In-Service Engineering Agent (ISEA) oversight. A contractor under the direction of the ISEA will accomplish procurement and upgrades of the systems.

**4. Significant Interfaces.** VIDS is part of the National Airspace System Modernization (NAS Mod) program. Digital Airport Surveillance Radar (DASR), Standard Terminal Automation Replacement System (STARS), and the Enhanced Terminal Voice Switch (ETVS) systems are related, but each is a stand-alone program.

**5. New Features, Configurations, or Material.** VIDS and each related component use state-of-the-art technology to provide improved reliability and maintainability. VIDS software is integrated and equipped with a Touch Sensor Screen operator machine interface.

## H. CONCEPTS

**1. Operational Concept.** VIDS is an automated system that will be utilized by air traffic control personnel in both the air traffic control tower cab and radar room. There will be a variable number of operator positions in the tower cab, consisting of a glare resistant color display, trackball, and keyboard. The radar room will have a flight data operator position as well as display terminals at each Airport Surveillance Radar (ASR) and Precision Approach Radar (PAR) position.

**2. Maintenance Concept.** The maintenance concept is based on the Reliability Centered Maintenance Analysis (RCMA), which was developed under the guidelines of MIL-P-24534A. Determination of maintenance levels was derived from the results of the RCMA together with an assessment of the capability of the organizational and depot maintenance levels. Intermediate maintenance level is not considered for the VIDS because of the high reliability of the equipment and the impracticality of maintaining intermediate maintenance support equipment at each location.

**a. Organizational.** Organizational level maintenance will consist of removal and replacement of failed Line Replaceable Units (LRU). Many components of VIDS will have diagnostic capabilities to isolate and identify problems, however, no Built-In Test capability will be provided.

**(1) Preventive Maintenance.** Preventive maintenance will consist of those tasks required for normal cleaning of electronic equipment, replacement of filters, and visual inspection for frayed wiring or damaged components. There may be a requirement for minor alignment adjustments on the Hi-Brite monitors.

**(2) Corrective Maintenance.** Corrective maintenance will consist of removal and replacement of LRUs. This will be performed at the organizational level. When a fault occurs, an alert will appear. This alert will need to be analyzed by maintenance personnel using basic electronic troubleshooting techniques. No special or additional test equipment will be required for maintenance above the current station assets.

**b. Intermediate.** NA

**c. Depot.** The equipment manufacturers will provide depot level maintenance, if required. Space and Naval Warfare (SPAWAR) Systems Center, Charleston, South Carolina, as the ISEA will determine these requirements for VIDS.

**d. Interim Maintenance.** SPAWAR Systems Center, Charleston, will provide interim maintenance, if required.

**e. Life-Cycle Maintenance Plan.** An RCMA of the VIDS is being conducted under the guidelines of MIL-P-24534. Determination of the maintenance levels will be derived from the results of the RCMA, together with an assessment of the capabilities at the organizational level.

**3. Manning Concept.** VIDS consolidates the processing, control, and display of several small ATC systems into a single integrated information management system; therefore, no increase in operator or maintenance personnel will be required.

**a. Estimated Maintenance Man-Hours per Operating Hour.** The Mean Time Between Failure (MTBF) for VIDS is 1,058 hours. The Maintenance Replacement Factor (MRF) is calculated using the formula  $MRF = \text{Mission Capability (MC) Rate} \div \text{MTBF}$ . MC is the annual operating hours.

**b. Proposed Utilization.** VIDS utilization will be the same as the systems being replaced. Utilization requirements are 24 hours of continuous operation, seven days a week, and capable of containing activity schedules on a daily, weekly, and monthly basis.

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

**(1) Officer.** Officer manning will not be affected by the installation of the VIDS.

**(2) Enlisted.** Manning of the ATC facilities will remain the same in accordance with the Efficiency Review conducted by the Activity Claimant and reflected in the Activity Manpower Document established for each ATC facility.

**4. Training Concept.** VIDS is part of the NAS Mod program and as a result it is closely associated with the STARS upgrade. The current systems at Navy ATC facilities are maintained by personnel in the Electronics Technician (ET) rating with Navy Enlisted Classification (NEC) codes 1574 and 1578, Marines Corps personnel with Military Occupational Specialty (MOS) 5953, and civil service and/or contractor personnel. STARS will result in the creation of a new ET NEC 15XX for maintenance personnel. This new ET NEC will also maintain VIDS. The creation of a new NEC will allow for the gradual phasing out of the current maintenance NECs once STARS is installed at Navy ATC facilities. No new NEC will be required for operators.

**a. Initial Training.** Initial basic operator and maintenance training will be accomplished during installation at each site. This two-day installation and checkout course will focus on the Software User's Guide and On-the-Job Training (OJT) for VIDS and STARS.

**b. Follow-on Training.** Formal training courses are established at Naval Air Technical Training Center (NATTC) Pensacola, Florida. Two STARS and two VIDS are planned to be installed for follow-on maintenance training at NATTC Pensacola. Operators will use a simulator for "A" and "C" school training.

**(1) Operator.** NATTC Pensacola trains Navy and Marine Corps Air Traffic Controllers for the fleet. Current Air Traffic Controller (AC) "A1" and Advanced Radar Air Traffic Control (ARATC) "C" school classroom curricula will require updating as VIDS is deployed to Navy and Marine Corps ATC facilities. More importantly, the AC "A1" Tower Operator Training System (TOTS) laboratories and the ARATC "C" school laboratory will require installation of a VIDS-like Training Device (TD) to properly support training requirements. This TD must be capable of interfacing with existing 15G31 (for ARATC) and 15G32 for AC "A1" TOTS. This installation should occur at the same time that approximately 50 percent of the Navy and Marine Corps ATC Facilities are equipped with VIDS (FY03).

Navy personnel in the AC rating and Marine Corps operators earn NEC 6901 and MOS 7257, respectively, upon completion of advanced air traffic control schools and certification to perform required tasks. When VIDS and STARS have been installed at 50 percent of the Navy and Marine Corps ATC facilities in the fleet, the current advanced "C" school course will begin training the VIDS and STARS as a stand-alone course, and phase out the existing course. Since VIDS and STARS are an upgrade and consolidation of existing functions that an operator would normally perform, there will be no requirement for a new operator NEC or MOS.

The following ATC courses are available for Navy and Marine Corps operators. These courses will be modified and stand-up when fleet ATC facilities are 50 percent operational with VIDS and STARS. Training Equipment Change Request (TECR) #N42146-99-2546 and 2547 have been submitted but have not been funded at this time.

<b>Title .....</b>	<b>Air Traffic Controller</b>
CIN .....	C-222-2010
Model Manager .....	NATTC Pensacola
Description .....	This course provides Navy and Marine Corps personnel with the basic tower and radar control knowledge to meet the FAA requirements for certification and the technical knowledge and skills. It is followed by practical application performed under supervision at an ATC facility to fulfill the technical requirements at the apprentice entry level for air traffic controllers.
Location .....	NATTC Pensacola

Length ..... 110 days  
RFT date ..... Currently on-line  
Skill identifier ..... None  
TTE/TD ..... A VIDS-like TD is necessary in the TOTS laboratories, capable of interfacing with existing 15G32 TD. TECR #N42146-99-2547 was submitted in August 1999 and remains unfunded.  
Prerequisites ..... \* Must be medically fit in accordance with Standard Form 88 and NAVMED 6410/2.  
\* Security Clearance: Marine Corps personnel must be eligible for Secret.

**Title ..... Advanced Radar Air Traffic Control**

CIN ..... C-222-2022  
Model Manager ..... NATTC Pensacola  
Description ..... This is a Class “C” school designed to provide Navy and Marine Corps personnel with control tower and radar knowledge to meet the requirements of the Federal Aviation Administration for certification and the technical knowledge and skills. It is followed by practical application performed under supervision at an ATC facility, to fulfill the technical requirements at the apprentice entry level for an air traffic controller.  
Location ..... NATTC Pensacola  
Length ..... 26 days  
RFT date ..... Currently on-line  
.....  
Skill identifier ..... AC 6901, Marine Corps personnel will hold the intended MOS 7257  
TTE/TD ..... A VIDS-like TD is necessary in the ARATC “C” school laboratory, capable of interfacing with existing 15G31 TD. TECR #N42146-99-2546 was submitted in August 1999 and remains unfunded. A STARS simulator will be used as TD.

- Prerequisites ..... \* C-222-2010, Air Traffic Controller  
 \* Individual must possess a NAVMED 6410/2 Clearance  
 \* Marine Corps personnel must be eligible for a Secret clearance.

**(2) Maintainer.** NATTC Pensacola currently has two maintenance technical pipelines that will become obsolete once VIDS and STARS are deployed to Navy and Marine Corps ATC facilities. A new STARS Maintenance Technician Pipeline will be stood up and new NEC established to properly support VIDS/STARS training requirements. The current NECs for the Basic Direct Altitude and Identity Readout (DAIR) and Radar Air Traffic Control Facility (RATCF) DAIR systems will be gradually phased out as VIDS and STARS are installed at ATC facilities. Marine Corps personnel with MOS 5953 will attend the Navy maintenance training courses at NATTC Pensacola, as requirements dictate. No new MOS will be required.

<b>Title .....</b>	<b>Standard Terminal Automation Replacement System Maintenance Course, Class C1</b>
CIN .....	C-103-XXXX
Model Manager .....	NATTC Pensacola
Description .....	This course provides theory and technical skills necessary to operate and perform preventive and corrective maintenance on the STARS. The pipeline training will consist of the following segment courses: <ul style="list-style-type: none"> <li>◦ C-103-2045, ATC Maintenance Preparatory Course</li> <li>◦ C-103-XXXX, DASR Maintenance Course</li> <li>◦ C-103-XXXX, STARS Maintenance Course</li> </ul>
Location .....	NATTC Pensacola
Length .....	30 days
RFT date .....	First quarter FY02 (Current projection)
Skill identifier .....	None
TTE/TD .....	A STARS/VIDS system is used as TTE.
Prerequisites .....	A-100-0140, ET Strand "A" School or service equivalent

\* **Note:** NEC 15XX will be awarded once all NAS Mod equipment and curriculum is in place at NATTC Pensacola to support the establishment of new maintenance training pipeline.

**Title .....** **AN/TPX-42(V)5 DAIR Maintenance Technician Pipeline**

CIN ..... C-103-2053

Model Manager ..... NATTC Pensacola

Description ..... This course provides training in the maintenance of the AN/TPX-42(V)5 DAIR system. This pipeline training consists of the following segment courses:

- C-103-2048, RD-379(V)/UHN Maintenance
- C-103-2028, AN/TPX-42A(V)5 DAIR Maintenance
- C-103-2045, ATC Maintenance Preparatory Course

Location ..... NATTC Pensacola

Length ..... 87 days

RFT date ..... Currently on-line

Skill identifier ..... ET 1574

TTE/TD ..... A basic DAIR system is used as TTE.

Prerequisites ..... A-100-0140, ET Strand “A” School or equivalent fleet experience

**Title .....** **AN/TPX-42(V)10 RATCF DAIR Maintenance Technician Pipeline**

CIN ..... C-103-2051

Model Manager ..... NATTC Pensacola

Description ..... This course provides training in the maintenance of the AN/TPX-42A(V)10 RATCF DAIR System. This pipeline training consists of the following segment courses:

- C-103-2043, BRANDS Maintenance Technician Course
- C-103-2035, AN/TPX-42A(V)10 RATCF DAIR Maintenance
- C-103-2045, ATC Maintenance Preparatory Course

Location ..... NATTC Pensacola

Length ..... 100 days

RFT date ..... Currently on-line

Skill identifier ..... ET 1578

TTE/TD ..... A RATCF DAIR system is used as TTE.  
 Prerequisites ..... A-100-0140, ET Strand “A” School or equivalent fleet experience

**Note:** VIDS and STARS will be used as TTE for the VIDS and STARS maintenance course that replaces the DAIR and RATCF courses. The installation of the TTE is scheduled for the second quarter of FY00 for the first system and FY04 for the second system.

**c. Student Profiles**

<b>SKILL IDENTIFIER</b>	<b>PREREQUISITE SKILL AND KNOWLEDGE REQUIREMENTS</b>
AC 6901	C-222-2010, Air Traffic Controller
ET 1574	◦ A-100-0140, ET Strand “A” School ◦ A-100-0138, ET Core “A” School
ET 1578	◦ A-100-0140, ET Strand “A” School ◦ A-100-0138, ET Core “A” School
MOS 7257	◦ C-222-2010, Air Traffic Controller
MOS 5953	◦ C-100-2020, Avionics Common Core Class A1 ◦ C-100-2019, Marine Air Traffic Control Basic Technician ◦ C-103-2026, Miniature Component Repair ◦ C-103-2080, Marine Air Traffic Control Radar Technician Pipeline ◦ C-103-2072, Marine Air Traffic Control Technician Common Core Course

**d. Training Pipelines.** Operator training will not require any new training pipelines. Maintenance training will require a stand-alone maintenance training course curriculum for VIDS and STARS maintenance. NEC 15XX will be awarded once all NAS Mod equipment and curriculum is in place at NATTC Pensacola to support the establishment of new maintenance training pipeline.

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

**1. Proficiency or Other Training Organic to the New Development.** Air Traffic Control Supervisors and Senior Technicians should attend a Windows NT Administrator Course to manage the VIDS. Windows NT Administration and UNIX fundamentals curriculum to support all equipment in the NAS Mod program will be embedded into STARS/DASR training pipeline.

**2. Personnel Qualification Standards.** Not applicable

**3. Other Onboard or In-service Training Packages.** With the introduction of VIDS and STARS to the ATC facilities, operators and maintenance personnel will receive OJT, and a Software User's Guide will be provided. OJT and locally developed Job Qualification Requirement (JQR) will be used to improve the knowledge of all personnel involved in the operation and maintenance of VIDS and STARS.

## **J. LOGISTICS SUPPORT**

**1. Manufacturer and Contract Numbers.** Final Provisioning Parts Lists have not been completed, but will be incorporated in updates to this Initial NTSP.

**2. Program Documentation.** SPAWAR Systems Center, Charleston, has developed and will maintain Source Code, Software Test Plans, Software Acceptance Test and Installation documentation, and a Software User's Manual.

**3. Technical Data Plan.** Technical data for VIDS include a Maintenance Plan, Maintenance Requirement Cards, User's Logistics Support Summary, Engineering Drawings, and Technical and User's Manuals.

**4. Test Sets, Tools, and Test Equipment.** VIDS will not require any new or unique test sets, tools, or test equipment.

**5. Repair Parts.** Onboard critical item spares will be provided during installation and interim supply support will be provided by SPAWAR Systems Center, Charleston, to ensure repair part support, initial, interim, and follow-on secondary item spares are budgeted. A material support date will be established and supply support will transition to Naval Inventory Control Point Philadelphia, Pennsylvania.

**6. Human Systems Integration.** Specific Human Systems Integration (HSI) requirements have not been determined. However, the VIDS operator interface will be designed to allow operators to perform their duties without increasing levels of workload and fatigue. The operator interface will provide efficient workload management through effective use of graphical displays, text displays, and presentation of system and task status information. System messages and displays presented to operators will be appropriate and relevant to operator's activities and knowledge levels.

**K. SCHEDULES.** The planned installation schedule for VIDS begins in FY00 and funded site installation continues through FY07. The schedule will be finalized as the program matures. Future updates to this Initial NTSP will include updates to these schedules.

**1. Installation and Delivery Schedules.** The schedule below is a list of procurement dates. This schedule includes STARS and DASR since these programs impact and significantly

interface with the other. Initial Operational Capability should occur plus one year for VIDS and STARS and plus two years for DASR.

<b>LOCATION</b>	<b>VIDS</b>	<b>STARS</b>	<b>DASR</b>	<b>VIDS TOTAL</b>
NAWC St. Inigoes (OSF)	0	1998	0	
NATTC Pensacola (1)	1999	2000	2000	1
NATTC Pensacola (2)	2000	2004	2003	1
SPAWARSYSCEN	1999	2000	2000	2
NAS Meridian	1999	0	2002	1
NAS Norfolk	2000	2000	0	1
NAS Norfolk (Helo)	2000	0	0	1
MCAS Camp Pendleton	2000	2000	0	1
NAS Oceana	2000	2001	2000	1
NAS Pensacola	0	2002	2001	0
NAS JRB Fort Worth	2000	2005	2004	1
NAS Willow Grove	2001	2001	2000	1
MCAS Kaneohe Bay	2001	2001	2000	1
NAS Whidbey Island	2001	2001	2000	1
NAS Patuxent River	2001	2001	2000	1
MCAS Beaufort	2001	2001	2000	1
NALF San Clemente Island	2001	2001	2000	1
NAS Kingsville	2005	2005	2004	1
NALF Orange Grove	2005	0	0	1
NAS Whiting Field	2003	2003	2002	1
MCAS Iwakuni	2002	2002	2001	1
NAS Corpus Christi	2003	2003	2002	1
NAS Lemoore	2003	2003	2002	1
NAS North Island	2005	2005	2004	1
NOLF Imperial Beach	2005	2005	0	1
NALF Cabaniss	2003	2003	0	1
NALF Waldron	2003	2003	0	1

<b>LOCATION</b>	<b>VIDS</b>	<b>STARS</b>	<b>DASR</b>	<b>VIDS TOTAL</b>
NOLF Choctaw	2002	0	0	1
MCAS Cherry Point	2003	2003	2002	1
MCAS New River	2002	2002	2001	1
NAS Jacksonville	2004	2004	2003	1
NAS New Orleans	2005	2005	2004	1
MCAS Yuma	2003	2003	2002	1
MCAS Miramar	2004	2004	0	1
NOLF Joe Williams (Bravo)	2003	0	0	1
NOLF Whitehouse	2004	0	0	1
NALF Webster	2001	0	0	1
NAS Fallon	2005	2005	2004	1
NAWS Point Mugu	2004	2004	2003	1
NAS Brunswick	2007	2007	2006	1
NAS Key West	2002	2002	2001	1
MCAS Futenma	2007	2007	2006	1
NAVSTA Mayport	2007	2007	2006	1
NS Roosevelt Roads	2007	2007	2006	1
MCAF Quantico	2007	2007	2006	1
NAVSTA Rota	2005	2005	2004	1
NAS Keflavik	2007	2007	2006	1
NOLF San Nicolas Island	2004	0	0	1
NAS El Centro	2008	2008	2007	1
PMRF Barking Sands	2002	0	0	1
NSF Diego Garcia	2002	0	0	1
NAVSTA Guantanamo Bay	2002	0	0	1
NAWC Lakehurst	2002	0	0	1
NAWS China Lake	2002	2002	0	1

<b>LOCATION</b>	<b>VIDS</b>	<b>STARS</b>	<b>DASR</b>	<b>VIDS TOTAL</b>
SPAWARSYSCEN Trailers	2006	2006	--	3
<b>TOTALS</b>				<b>57</b>

**2. Ready For Operational Use Schedule.** The VIDS will be ready for operational use after successful installation, test, and certification by the installation crew and the air station ATC operations department.

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

**4. Foreign Military Sales and Other Source Delivery Schedule.** NA

**5. Training Device and Technical Training Equipment Delivery Schedule.** VIDS-like TD for the AC "A1" TOTS laboratories and the ARATC "C" school laboratory should occur at the time that 50 percent of Navy and Marine Corps ATC facilities are equipped with VIDS (FY03). VIDS TTE for the STARS Maintenance Technician course is required in FY00 for the first system and FY04 for the second.

**L. GOVERNMENT-FURNISHED EQUIPMENT AND CONTRACTOR-FURNISHED EQUIPMENT TRAINING REQUIREMENTS.** NA

**M. RELATED NTSPs AND OTHER APPLICABLE DOCUMENTS**

<b>DOCUMENT OR NTSP TITLE</b>	<b>DOCUMENT OR NTSP NUMBER</b>	<b>PDA CODE</b>	<b>STATUS</b>
STARS Phase II Operational Requirements Document (ORD)		Joint Program Office (JPO)	18 Jun 95
U. S. Department of Transportation, FAA, and DoD STARS Phase III (Final) ORD		JPO	30 May 96
Naval and Marine Corps ATC Facility Transition Plan		SPAWARSYSCOM Code 313	Dec 96
ETVS NTSP	N88-NTSP-A-50-9701/A	PMA213	Oct 97
DASR Initial NTSP		PMA213	Feb 98

<b>DOCUMENT OR NTSP TITLE</b>	<b>DOCUMENT OR NTSP NUMBER</b>	<b>PDA CODE</b>	<b>STATUS</b>
STARS Initial NTSP		PMA213	Aug 99
Integrated Logistics Support Plan (ILSP)		FAA	Draft Feb 98

**APPENDIX A - POINTS OF CONTACT**

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NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
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## APPENDIX A - POINTS OF CONTACT

NAME / FUNCTION / ACTIVITY, CODE / INTERNET EMAIL	TELEPHONE NUMBERS
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