

Technology, Modelling and Simulation



A FOST perspective

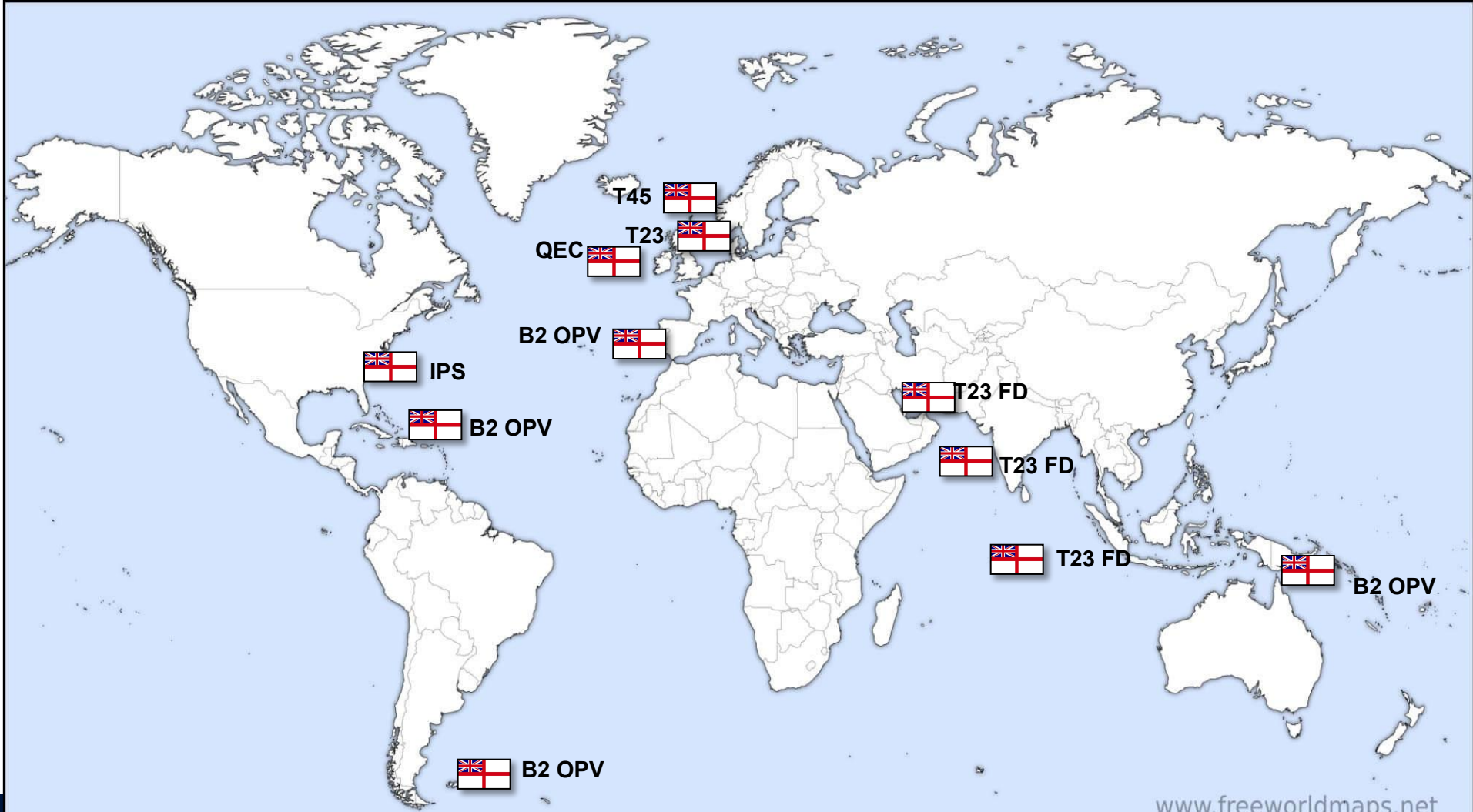
Overview

- Current FOST damage control training developments and challenges
- Delivering realistic collective training to a forward deployed Navy
- Aim towards a 75/25 live/synthetic training environment by 2025, 50/50 by 2030

Training Challenges

- Training objective has not changed
- Maximise potential
 - People
 - Platforms
- Evolving technology
 - Procurement cycle – maintaining the cutting edge
 - New Platform Cell
- Agility
- Blended training solutions
- Survivability vs Lethality

Global Forward Deployed & Embedded Training - 2022



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FOST – World Class, World Wide



Forward Deployed Challenges

- Live training assets in UK
- Managing workforce turnover
- Training intensity
- Training environment
- Assurance levels

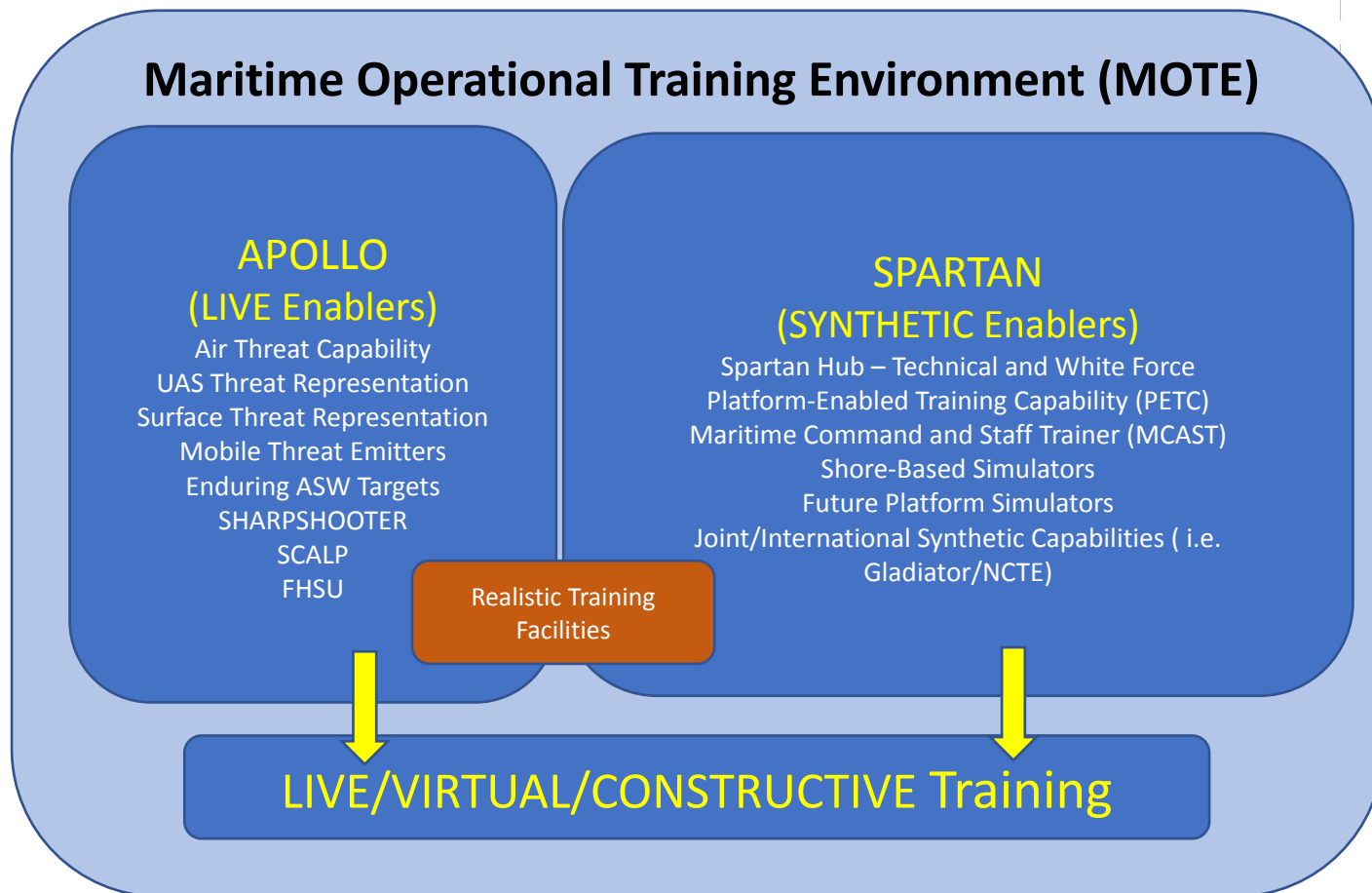


Opportunities

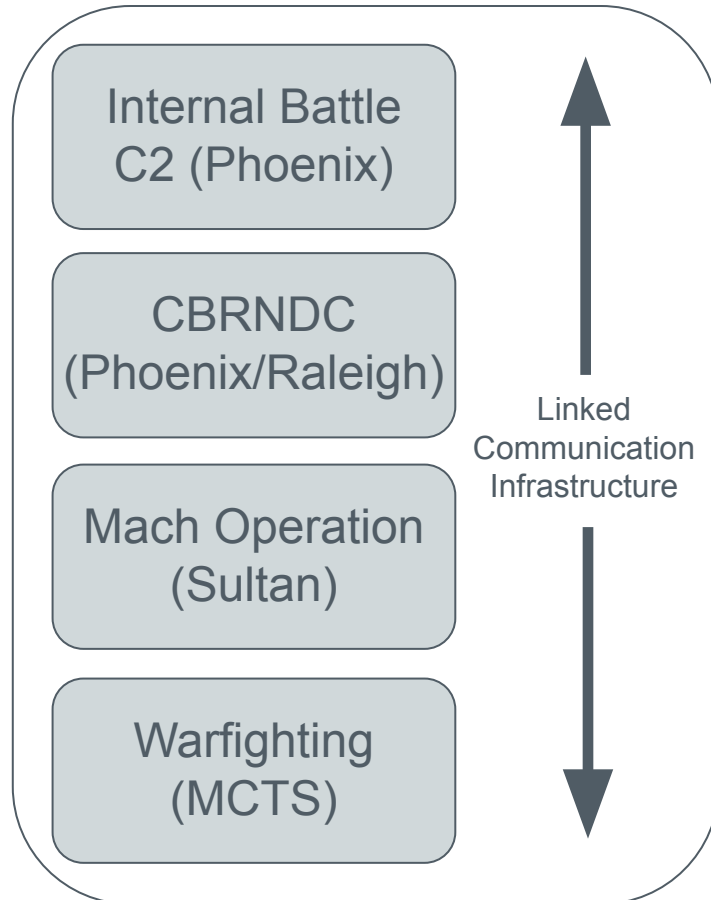
- Embed:
 - Rapport
 - Time with crew
- Organic training organisation
- Technology
- Synthetic Training



MOTE Collective Training

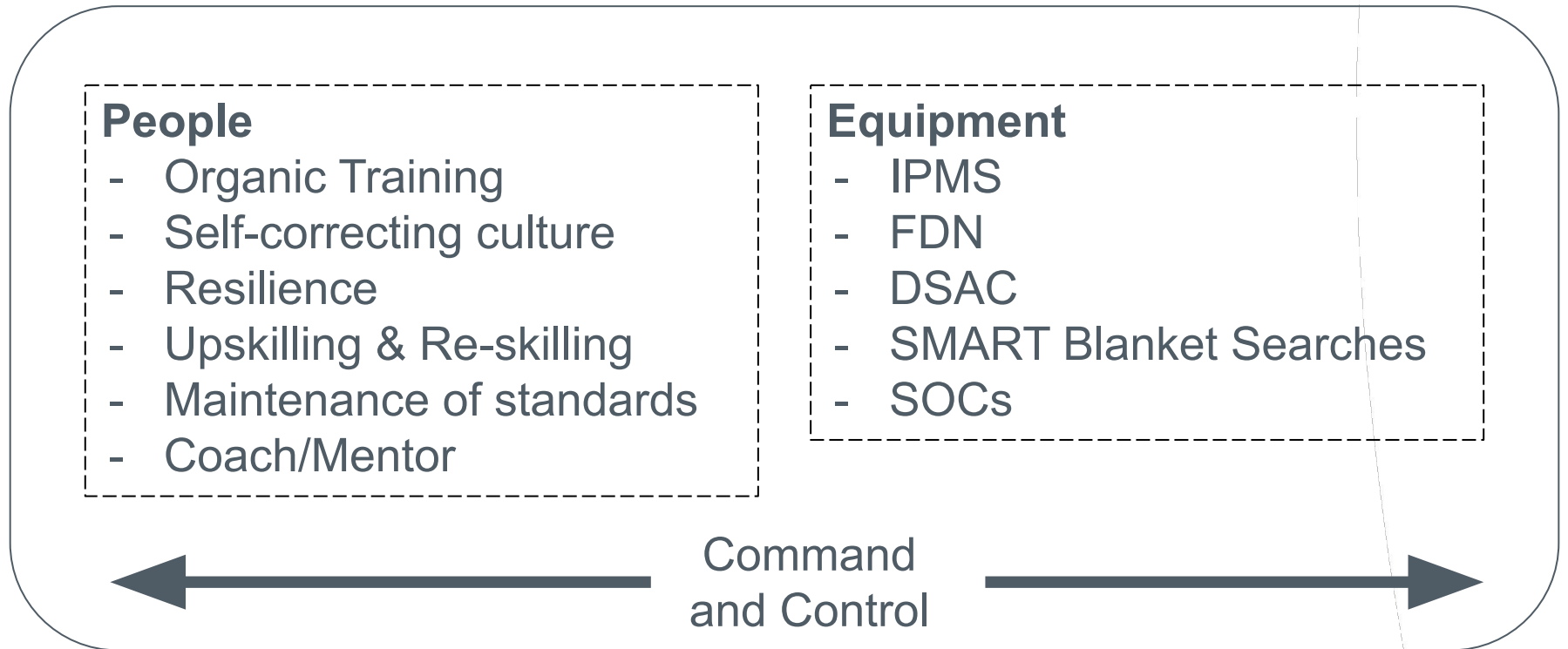


Blended Training in the DCFF arena



- Staggered approach
- Standalone training can evolve into fused training
- Ability to vary complexity
- Reduce training burden on ships
- Time efficient
- Safe training environment

FOST 2023



DSAC – QEC – Case Study

The screenshot displays a complex command interface for a ship's defense system. At the top, a toolbar contains various icons for functions like OPR, SIC, SYS, Sound Off, Login/Off, Role, Menu, VSS, Killcard, Capability, Teams, RM, CR, Stability, SOM, Server, Eng Call, CO/NO Call, Mail, and EVI. Below this is a status panel with tabs for STATE, THREATS, FLYING, SPECIAL EVOLUTION, RESPONSE LEVEL, SPEED, WIND (TRUE), DRAUGHT, and COMMAND ATM. The THREATS section shows 'Air' with 'Chem/Bio' and 'Surface' with 'Radiologic'. The FLYING section shows 'Prep for Flying' and 'None'. The RESPONSE LEVEL is 'Heightened'. The bottom status bar shows 'User ID:system at FLYCO station has joined SIC group DC PLOTTING (11:30:57)' and 'FLYCO : system | 11:36:18 [15:36:18]'.

- DSAC/IPMS
- System integration
- Common operating philosophy (T26/T31)
- CBRNDC in the digital age
- Staged response to DCFF incidents
- Minimise impact on FD operations

The main display area shows a vertical stack of ship deck plans from 01 DECK to 08 DECK. The 01 DECK is the Flight Deck, 02 DECK is the Hangar Deck, and 04 DECK is also labeled as the Hangar Deck. Each deck plan includes a grid of letters (U, T, S, R, Q, P, N, M, L, K, J, H, G, F, E, D, C, B, A) representing different sections. On the right side, there are several control panels: 'AREAS' with buttons for PSOWY, RAS, RED-O, SHLTR, MED, BA, ATW/APL, and WRT; 'SMART SEARCH' with buttons for VSS and STATUS; 'AMMO / HAZARD' with buttons for MAG and HAZARD; 'SYSTEMS' with checkboxes for AGMA, VSS, AVTUR, AVCAT, HV LV, CITAD, MCHY, UP&DN, HPSW, CW, DIESO, BLLST, and B & S; 'FIRE PROTECT' with buttons for INSUL, BULK, DECK, and checkboxes for SPRAY VALVES, FIRESTOP PNLS, SAFETY PLAN, and ESCAPE PLAN; and 'SENSORS' with buttons for FDN, YARD, ADV, and a red alert icon.

Conclusions

- Final outcome of training delivery unchanged
- Agility in training will be required to meet future demands
 - Forward Deployed
 - Introduction of new platforms and technologies
- A interconnected live / synthetic training environment central to future plans – MOTE
- Technology represents an opportunity to enhance training
- Live DCFF training remains central to a collective training solution