

FAQ for N22A-T005: Spatial Disorientation Assessment and Evaluation Tool-----

Q. What DoD program office or mission does this support? What is the platform of which this will be a part?

A. The objective of this topic is to help inform generalized spatial disorientation training that is of use across Navy aviation platforms. The primary supporting program is the Naval Aviation Survival Training Program (NASTP), which is affiliated with PMA-205 General Training. Training is coordinated by the Naval Survival Training Institute and implemented by the Aviation Survival Training Centers across the United States.

Q. Who would be the end users for this survey tool?

A. Primary end users could include personnel informing decisions related to spatial disorientation at the Naval Survival Training Institute, implementation and conduct of training at Aviation Survival Training Centers, and the Naval aviation pilots and aircrew who undergo training at these locations. A technical approach that address up front analysis and effectiveness evaluation at multiple points through a scalable and potentially modular approach would garner the best opportunities for transition in the future.

Q. Are there any specific spatial disorientation simulators that should be considered as part of the ability to conduct psychometric validation testing?

A. At this time, training is primarily conducted via lecture with some visual aids (e.g., animated presentations, videos); however, as part of larger efforts, the community is interested in exploring novel and innovative training approaches in the future. As such, a flexible technical approach that can adapt to known/current training technologies as well as extend to future training technologies is idea.

Q. At what point in the training should real-time measurement be considered?

A. This is dependent on individual technical approaches but types of assessment that are within scope of the topic include early, front end analysis / training technology assessments, pre/post training analysis, real-time observations by instructors/staff, and self-assessment. Specific approaches may not be feasible in all training types, so a flexible and modular technical approach is preferred. Methods for collection of measurement inputs (e.g., observational, survey, system-based, reflection) are dependent on the proposed technical approach but should address the benefits, limitations, and feasibility of transition as part of the proposal for inclusion of specific method types.

Q. The solicitation mentions a “Recent Training Systems Requirements Analysis” – is available? Is it possible to get access to existing SD training modules (lecture-based or otherwise)?

A. Training modules (lectures) in addition to the Recent Training Systems Requirements Analysis” mentioned in the topic are not available at this time. Vendors selected for Phase I are likely to be cleared to receive the TSRA document during the base or option period, and release of relevant SD training content will also be explored at that time. Leveraging publically available documentation (e.g., FAA )on SD training provides a reasonable baseline of training concepts for initial consideration.

Q. The ‘relevant SD competencies’ mentioned in the solicitation (safety of flight management, communication, crew resource management, etc.) are somewhat broad—does this suggest that to a certain extent SD training is embedded in other training?

A. For aviation survival training, SD is a targeted curriculum item that is focused on specific types of experiences (e.g., visual illusions, vestibular effects) and explored via realistic use cases derived from experiences/mishaps. Topic of discussion include concepts such as those outlined in the solicitation that affect or assist with resolving issues when SD is experienced. Platform specific training may address these concepts including SD in a more broad manner that allows for embedding SD coverage in other training, but that is not the primary target use case/transition for this effort.