

Terminal Initialisation Data Preparation Facility (TIDPF)

The TIDPF enables the user to create and modify initialisation data for a JTIDS terminal. Extensive menus allow for the creation of network plans, crypto load plans and initialisation data files. Additionally, the system will seamlessly import initialisation data files from the UK JTIDS Network Design Station (JNDS) and allow the user to modify and save them for later use.

The completed initialisation data file(s) can be saved (either to the hard disk or to external magnetic media. Each block and its associated fields are presented to the user as depicted in Figure 1.

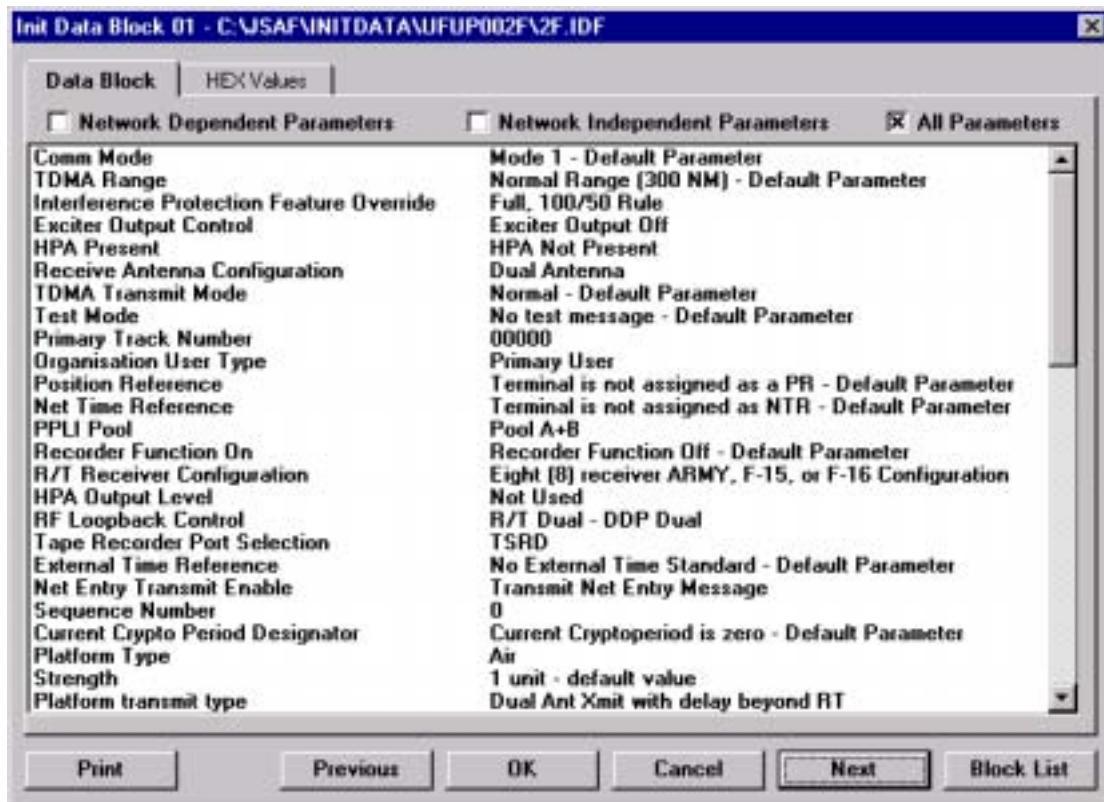


Figure 1 – initialisation data block 1

The user selects the field to modify by simply double-clicking it. As can be seen from Figure 2, the available values are shown to the user. As the software only displays the valid range for the selected field in accordance with the STANAG 5516, the user cannot enter an erroneous value. Where a numeric input is required, the maximum or minimum value is displayed to the user.

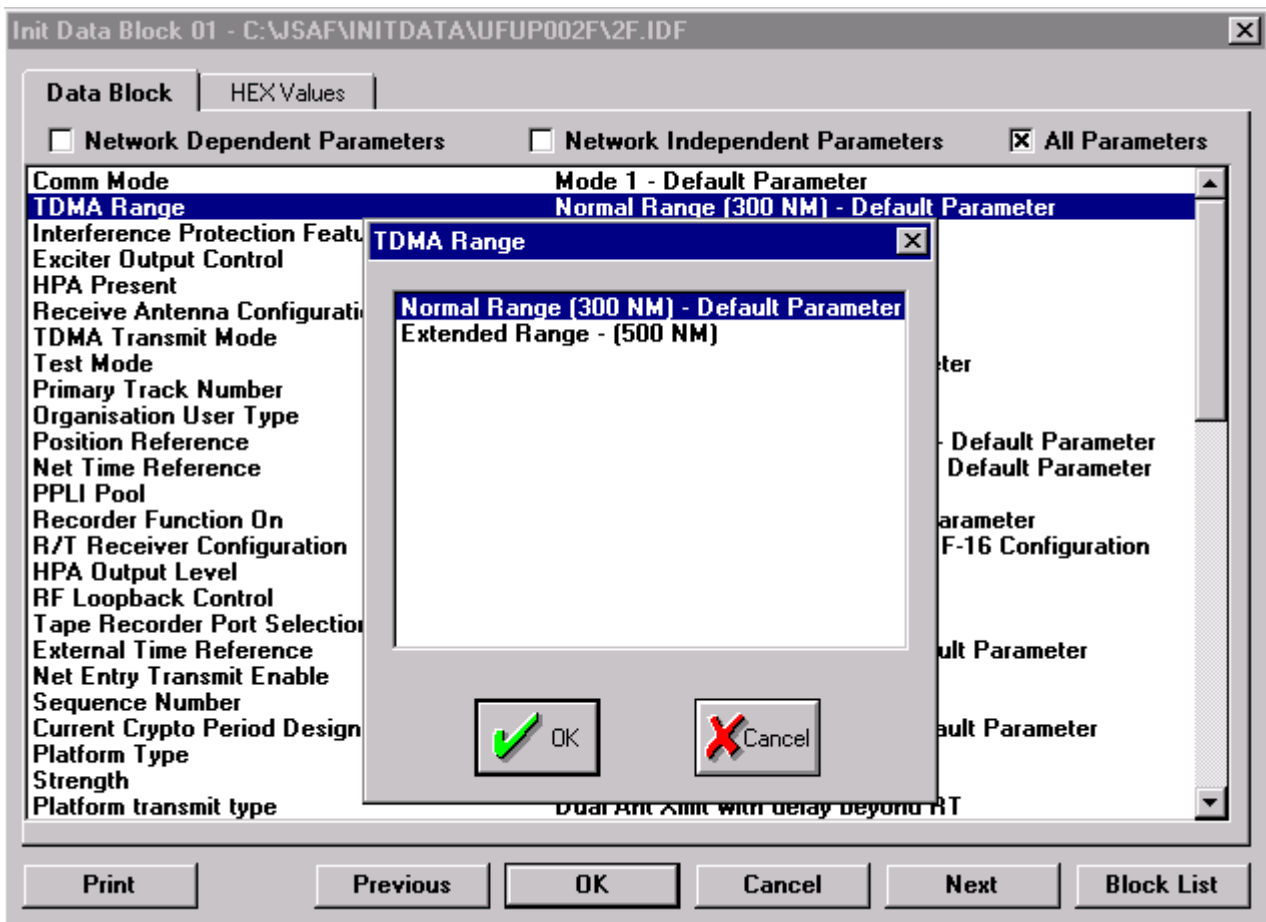


Figure 2 – displayed values

In normal circumstances the user generates the aircraft's initialisation data from files distributed by JNDS on a 3.5-inch diskette, and from the OPTASK LINK signal. The diskette contains a number of files that define the structure of the operational network in which the aircraft is to operate. This general definition consists of such information as:

- The number and type of platforms which are to participate in the network;
- The NPGs which comprise the network; and
- The number of time slots allocated to each NPG.

The JNDS diskette also includes information about specific aircraft roles. This is used to configure the basic network information for a particular aircraft type.

Although it is normal to generate initialisation data from a JNDS-supplied file, if a suitable file is not available (such as working out of area with coalition forces), it is possible to generate initialisation data manually from the OPTASK LINK signal. However, this approach can demand a substantial amount of operator input and is, as a consequence, time-consuming.

Before the initialisation data file can be produced the user must add the information from the OPTASK LINK signal and specify the cryptographic requirements. In addition, to assist with configuration control and management, the user can supply identification information to confirm authorship and issue status. The initialisation data file for a particular operation can then be produced.

Up to three initialisation files can be combined into a network plan, and up to three network plans can be combined into an Network Load Plan (NLP). It is the NLP that is used to initialise the JTIDS terminal. Use of multiple sets of initialisation data provides flexibility in operation for the aircraft by greatly reducing the time required adapting to a new scenario.

The TIDPF is in use operationally as part of the:

- Transportable JTIDS Automatic Test Facility (T/JATS)
- Mobile JTIDS Cabin (MJC)
- Mobile JTIDS Ground Reference Facility (MJGRS)
- Italian Mobile JTIDS Ground Reference Facility (IMJGRS)
- RAF Tanker programme

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