COMNAVAIRFORINST 3500.20B
N7
14 FEB 2008

COMNAVAIRFORINST 3500.20B

Subj: AIRCRAFT CARRIER TRAINING AND READINESS MANUAL

Ref: (a) COMUSFLTFORCOMINST 3501.3 series (US Fleet Forces Command Fleet Training Continuum (FTC))
(b) NWP/NTTP 1-03.3 Series (Status of Resources and Training System (SORTS))

1. Purpose. To promulgate a revised Aircraft Carrier Training and Readiness Manual to be used by all ships, staffs, and units of the Naval Air Forces, U.S. Pacific and Atlantic Fleets.

2. Cancellation. COMNAVAIRFORINST 3500.20A

3. Revision. This revision includes significant changes to the plan for basic carrier training and should be reviewed in its entirety. Changes include the establishment of specific criteria to be used to evaluate certification of unit level training completion over a wide area of carrier missions and core competencies as required by reference (a).

4. Discussion. This instruction is designed to augment the Fleet Forces Command Fleet Training Continuum by providing a comprehensive document which contains readiness standards and training requirements for Atlantic and Pacific Fleet aircraft carriers. Its primary functions are to serve as a guide for conducting ship-wide, departmental and team training during the Fleet Readiness Training Plan (FRTP) and to serve as a standard for measuring readiness. Each phase of the FRTP is delineated herein, and although each carrier's plan will vary depending on a variety of factors unique to that carrier and its associated strike group, the main events will follow a generally predetermined pattern for purposes of standardization. The goal of the training plan is to provide carrier strike group commanders with trained aircraft carrier crews capable of immediate integration into sustained operations as part of a combat-ready carrier strike group.
c. **Carrier Strike Group Commanders shall:**

(1) Exercise oversight responsibility for training readiness of aircraft carriers.

(2) Familiarize themselves and members of their staffs with the requirements and readiness measures defined in this manual.

(3) Schedule training events and services for assigned aircraft carriers per the requirements of appendix (1). Further, ensure that individual training requirements contained within the Fleet Training Management Planning System (FLTMPS) are consistent with ship’s configuration. Work closely with the TYCOM, Afloat Training Group Commander and the Strike Force Training Commander to maintain a balanced and efficient training plan.

(4) Ensure aircraft carrier crews are afforded the opportunity to conduct meaningful training and to maintain maximum readiness levels consistent with their stage of the FRTP.

d. **Commander Afloat Training Group (ATG) shall:**

(1) As CNAF’s Executive Agent, coordinate activities of all external training commands in support of unit level training.

(2) Conduct the required unit phase training described in this instruction.

(3) Maintain liaison with TYCOM/ISIC throughout the unit level phase to maintain continuity of the training plan.

(4) Provide assistance to TYCOM/ISIC in the conduct of inspections, certifications, assessments and assist visits where applicable (NSSMS certification, Navigation Check Ride, Crew Certification, etc.).

(5) Conduct unit level training with ship, ISIC and TYCOM to brief upcoming evolutions to support CART II thru FEP.
5. Action

a. Type Commanders shall:

(1) Establish training and readiness standards for aircraft carriers and monitor training readiness of each ship throughout its readiness cycle.

(2) Ensure that all Aircraft Carrier unit level training and assessment events and other operational requirements (e.g. FRSCQ), as prescribed by this instruction are planned and executed in support of the FRP. TYCOMs will coordinate with ISICs and Numbered Fleet Commanders to ensure these events are properly scheduled and reflected in Numbered Fleet Commander operational schedules.

(3) Provide training assistance as requested by Ship’s Immediate Superiors In Command (ISIC).

   (a) Assist the ISIC in conducting certifications and inspections unless specifically assigned or delegated to other commands.

   (b) Conduct Battle Efficiency competition among aircraft carriers per Chapter Six.

b. Strike Force Training Commanders shall:

(1) Assume responsibility for CV/N Integrated Phase Training. Maintain direct liaison with deploying group commanders, TYCOM’s and numbered fleet commanders, as necessary, to tailor training operations so as to ensure all requirements are met.

(2) Conduct COMPTUEX/Final Battle Problem of aircraft carriers and air wings.

(3) After sufficient development of the ship/air wing team during Integrated Phase training provide recommendations leading to the numbered fleet commander certification that the ship and air wing are MCO Surge Ready and ready for Sustainment Phase Training.
e. Aircraft Carrier Commanding Officers shall:

(1) Comply with the requirements of both appendix (1) and FLTMS. Attainment and maintenance mission area readiness by establishing training appropriate to FRTP Phase.

6. Records and Reports. Standards for training and readiness are specified in reference (b). Training and readiness shall be monitored and reported as specified in Chapters Two and Three of this instruction.

7. Recommendations for changes are invited and may be submitted to Commander Naval Air Forces via the chain of command per this instruction.

S. J. LAUKAITIS
Chief of Staff

Distribution:
SNDL Parts 1 and 2 (PACFLT only, unless otherwise indicated)
Carrier Strike Group

COMSTRKPORTRALANT
COMSTRKPORTRAPAC
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42J Carrier Air Wing (2)
26J1 Afloat Training Group and Detachment (LANT)
26J2 Afloat Training Group and Detachment (PAC)

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PREFACE

REVISED CV TRAINING MANUAL, CNAFINST 3500.20B SUMMARY OF CHANGES

1. This CNAFINST 3500.20B (CV TRAMAN) revision better aligns CNAF ships with new requirements and certifications of the Fleet Readiness Training Plan and constitutes a MAJOR REVISION of this manual. A QUICK LOOK summary of the some of the major changes is listed below:

A. General Chapter Changes

   Each chapter was reviewed with the Training Officer in mind in order to establish a more “user friendly” approach. Similar items have been combined for ease of use and listed chronologically so that the Training Officer does not have to search multiple chapters within the manual for required data. The intent is to provide easy access to training requirements for the Training Officer from the Maintenance Phase through Battle “E” and into the Sustainment Phase. HYPERLINKS have been included in order to make the CV TRAMAN a one Stop Electronic Shopping tool for the Training Officer and to assist with retrieving outside information and data required as part of their duties. All terminology used throughout the manual has been updated to reflect the latest approved terminology within the fleet and updates to the abbreviations page has been accomplished.

   Chapter 3 (Training) reflects the combination of training information previously contained in multiple chapters/appendixes and further updates training currently available within the fleet.

The Battle Group In-Port Exercises (BGIE) section was deleted and replaced with Fleet Synthetic Training (FST) in order to provide detailed descriptions of the various FSTs along with the addition of Battle Force Tactical Training (BFTT).

Fast Cruise requirements have been moved from Appendix III into this chapter in an effort to combine all training related information in one place.
Fast Cruise and CART II schedules with Department Evolutions have also been incorporated. We have additionally included new Navigation Seamanship and Ship Handling Trainer (NSST) simulator guidance and business rules which replaces the Marine Ship Handling Simulator (MSI).

The creation of a Training “Glide Scope” to provide a gage on expected training readiness levels given a specific training phase has been added, though MRM will be required until the Training Glide Scope is implemented.

We removed FXP Exercise AAW-24-FEP from the East Coast training requirements replacing it with AW-24-SF in aligning East/West Coast competitive exercises. ASW exercises ASW-05-CV (CV-TSC Coordination) and ASW-09-CV (Evasive Steering) were reinstated.

The overall school completion percentage rate has been reduced to 71% required by completion of FEP. ATG will evaluate school completion percentages and report results to TYCOM. Ships are encouraged not to exceed 100% for any one single school requirement.

Damage Control, INDOC (I-DIV), and Meteorology training requirements have all been updated to reflect current instructions. Training milestones such as CART, FEP, etc. have additionally been reviewed and updated. 3M requirements and training responsibilities have been aligned with current TSTA/FEP and JFMM requirements. An Elite Spot-Check Training Team (ESCTT) has been developed to train and evaluate PMS performance.

Chapters 5 and 6 were combined and updated to create the new ICAV chapter (CH 5). All inspections, certifications, and assist or assessment visits are listed in this chapter. All inspections and certifications have been updated to reflect the most current information available by all CNAF N-codes.

Chapters 7 (Battle “E”) and 8 (Awards and Trophies) have been combined and now makeup chapter 6 entitled Battle “E” and Carrier Awards. This chapter encompasses all known carrier awards in one chapter. Battle “E” Metrics and Departmental Award breakdown revisions were also added.

The Battle Efficiency Award has been rewritten to align East/West grading criteria while establishing two new awards, the Carrier Maintenance Efficiency Award (Purple “E”) reflecting the vision of Naval Aviation Enterprise and the Safety
Award (Green “S”). The Carrier Maintenance Efficiency Award recognizes the efficient use of resources in maintenance and training of CNAF ship’s and will take effect CY-08. These resources include 3M Quarterly Report, CSMP, Maintenance Support Center Appraisal, Carrier Team one’s Ship’s Force Productivity Index, Material Condition Assessment Program, and Navy Training Schools Completion.

The newly created Safety Award recognizes the importance of our afloat safety programs in protecting our most valuable resources, personnel. The Safety Award will be awarded based on the crew’s ability to identify, evaluate and control or eliminate hazards and mishaps, both on and off duty. Safety training, mishap tracking/reporting, mishap prevention efforts, level of compliance of aviation and afloat safety, as well as Industrial, Environmental and Occupational Health Programs contribute to the overall scoring.

Each ship must be operational for at least 180 days out of the competitive cycle and earn a minimum of eight out of twelve departmental awards to be eligible. In addition, fleet averages no longer apply to 3M scoring establishing consistency between East/West Coasts.

The Departmental point structure has been revised to better standardize grading criteria between departments. The addition of TYCOM bonus points has been added to award ships for operations outside of the normal training requirements; i.e. Surge to support Humanitarian operations. Additionally, we reemphasized that point tie breakers go to N00 for resolution.

Failure or poor performance during a major qualification, inspection, assessment or certification such as 3M, Engineering Operations Certification, FEP, Supply Management Certification, INSURV, Force Maintenance & Material Management Assessment, and EKMS Inspection will disqualify a ship from the Battle “E” award for the competitive cycle in which the failure was received.

Waivers for qualifications/missed training opportunities must be submitted to the TYCOM by the individual ISIC. Waiver requests should be limited to exceptional circumstances and kept to a minimum. Requests must be specific in detail as to fully explain the extenuating circumstances surrounding the reasons for non-accomplishment.

Appendix III introduces CV SHARP which tracks and reports carrier training and readiness via DRRS-N. It provides
a snap shot of a carrier’s training readiness levels to the TYCOM and CFFC.

2. Due to the numerous changes contained within revision B of the CV TRAMAN, this summary of changes is not intended to be an all encompassing document but rather an Executive Summary or Quick Look of some of the more sweeping changes. This MAJOR REVISION will be issued upon CNAF signature to all CV Training Officers.
Recommendation for Change
To COMNAVAIRFORCE Training and Readiness Manual

Originating
Command:___________________________________________________

Chapter/Appendix _________ Paragraph _____________
Page __________

Current Wording:
________________________________________________________

________________________________________________________________________

Recommended Wording:
________________________________________________________

________________________________________________________________________

Reason:____________________________________________________________________

________________________________________________________________________

Mail via ISIC to appropriate type commander:

Commander Naval Air Force
Pacific Fleet
P.O Box 357051
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Commander Naval Air Force
Atlantic Fleet
1279 Franklin Street
Norfolk, Va 23511-2494
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<td>6-12</td>
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<td>6-1-7</td>
<td>Safety Departmental Excellence Award</td>
<td>6-13</td>
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<tr>
<td>6-1-8</td>
<td>Deck Departmental Excellence Award</td>
<td>6-13</td>
</tr>
<tr>
<td>6-1-9</td>
<td>Navigation Departmental Excellence Award</td>
<td>6-13</td>
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Chapter 1 - General Instructions

1000. Introduction.

1. The COMNAVAIRFORCES Training and Readiness Manual (Short title: CVTRAMAN (CVTM), supplements and amplifies the training doctrine contained in OPNAVINST 3120.32 (series) Standard Operations Regulations Manual (SORM) and other instructions from higher authority. It is the primary source of policy, direction and requirements for all aspects of unit level training in support of the Fleet Training Continuum (FTC). The current FRTP was created to meet the requirements of the FTC and replaced the former Inter-Deployment Training Cycle (IDTC). The CVTM provides policies for administration and conduct of an aircraft carrier training program which will achieve prescribed standards of readiness to perform the ship's combat missions as identified in OPNAVINST C3501.65, "Required Operational Capability/Projected Operational Environment (ROC/POE) for Multi-Purpose Aircraft Carriers." Additionally, this revision of the CVTM will support transition to the Defense Readiness Reporting System Navy (DRRS-N), and the CV SHARP Readiness Reporting Tool. DRRS-N is designed to mitigate reporting away from SORTS, a completion based reporting system towards a capability based assessment. Capability based assessments are grounded in the Navy Mission Essential Task List (NMETL). DRRS-N maps NMETL accomplishment to five major warfare areas: Power Projection, Air Superiority, Maritime Superiority, Amphibious operations and Anti-Terrorism/Force Protection. The CV SHARP Readiness Reporting Tool is a web based application that will tie training accomplishment and training event periodicities to individual watchstanders within the carrier’s lifeline. Training responsibilities are assigned to every echelon of command, but primary responsibility for accomplishment of training resides with the individual unit commanding officer. Numbered Fleet Commander OPORD’s provide general direction for use by subordinate commanders in the execution of their duties.

1001. Responsibilities.

1. Type Commanders shall: (A) Establish training and readiness standards for Aircraft Carriers and monitor training readiness of each ship throughout its readiness cycle.
   (B) Ensure that all aircraft carrier unit level training and assessment events and other operational requirements (e.g. FRSCQ), as prescribed by this instruction and the FRTP, are planned and executed. TYCOM’s will coordinate
with ISICs and Numbered Fleet Commanders to ensure these events are properly scheduled and reflected in Numbered Fleet Commander operational schedules.

(C) Provide training assistance as requested by Ship’s Immediate Superiors In Command (ISIC).

1. Assist the ISIC in conducting certifications and inspections unless specifically assigned or delegated to other commands.

2. Conduct battle efficiency competition among aircraft Carriers per Chapter Seven.

2. Strike Force Training Commanders shall:

(A) Assume responsibility for CV/N Integrated Phase Training. Maintain direct liaison with deploying group commanders, TYCOM’s and Numbered Fleet Commanders, as necessary, to tailor training to ensure all requirements are met.

(B) Conduct COMPTUEX/JTFEX for carriers and air wings.

(C) After sufficient development of the ship/air wing team during Integrated Phase training, recommend to the Numbered Fleet Commander the ship and air wing are ready for Surge Ready/Sustainment Phase Training.

3. Carrier Strike Group Commanders shall:

(A) Exercise oversight responsibility for training readiness of aircraft carriers.

(B) Familiarize themselves and members of their staffs with the requirements and readiness measures defined in this manual.

(C) Schedule training events and services for assigned Aircraft Carriers per the requirements of Appendix I. Further, ensure that individual training requirements contained within the Fleet Training Management Planning System (FLTTPS) are accurate with ship’s configuration and other related needs. Work closely with the TYCOM, Afloat Training Group Commander and the Strike Force Training Commander to maintain a balanced and efficient training plan.
(D) Ensure aircraft carrier crews are afforded the opportunity to conduct meaningful training and to maintain maximum readiness levels consistent with their stage of the FRTP.

4. **Commander Afloat Training Group (ATG) shall:**

   (A) As CNAF’s Executive Agent, coordinate activities of all external training commands in support of unit level training.

   (B) Conduct the required unit phase training described in this instruction.

   (C) Maintain liaison with TYCOM/ISIC throughout the unit level phase to maintain continuity of the training plan.

   (D) Provide assistance to TYCOM/ISIC in the conduct of inspections, certifications, assessments and assist visits where applicable. (NSSMS certification, Navigation Check Ride, Crew Certification, etc…)

   (E) Conduct unit level training with ship, ISIC and TYCOM to brief upcoming evolutions to support CART II thru FEP.

5. **Aircraft Carrier Commanding Officers shall:**

   (A) Comply with the requirements of both Appendix I and FLTMPS. Attainment and maintenance of maximum mission area readiness should receive primary emphasis when establishing training plans and schedules.

   (B) Submit recommendations for changes as required via the chain of command using the format specified in recommended change page.

1002. **ADMINISTRATION AND REPORTING.**

1. Administration of any training program requires careful attention to organization and scheduling as well as to comprehensive evaluation and systematic reporting of results. The U.S. Navy SORM provides functional guidelines for an effective training program. These guidelines should be adapted to the requirements of each ship to ensure a competent, responsive and realistic organization for training exists within
each command. Administration and reporting are discussed in Chapter Two of this manual.

2. Standards for training and readiness are specified in the SORTS and DRRS-N manuals. Training and readiness shall be monitored and reported as specified in Chapters Two and Three of this instruction.

1003. FLEET READINESS TRAINING PLAN (FRTP).

1. The FRTP was designed to meet the requirements of the FTC (illustrated in figure 1-1). The FRTP is a flexible and scalable approach to training, which is managed by TYCOMs during the maintenance and basic phase and by C2F/C3F during the integrated and sustainment phases. The FRTP aligns Navy capabilities and missions, in support of combatant commander and Navy requirements. FRTP requirements are defined through fleet training instructions. A notional FRTP for strike group and individual units consists of four phases: Maintenance, Unit Level training, Integrated training, and Deployment and Sustainment. This results in defined progressive levels of employable capability for naval forces. Figure 1-2 illustrates a Phase Based Training Accomplishment Notional Standard. Each phase is discussed in detail in chapter three of this manual. Maintenance Phase is followed by a period of unit-level training to achieve a level of readiness for the Carrier Strike Group to be considered "Independent Unit Ready for Tasking (RFT)." The idea is to have the major prerequisites for a deployment (manning, maintenance, and training) completed so that additional tailored training can be completed quickly if necessary to task the CSG due to a crisis or contingency operation. The Integrated Phase of training is tailored to individual ship and air wing strengths and weaknesses and concludes after completion of COMPTUEX (C2X) and air wing training at Naval Air Station Fallon. At this point a CSG is considered "Major Combat Operations (MCO) Surge", meaning it could deploy on short notice if required. The Deployment and Sustainment part of the FRTP consists of a variety of training evolutions designed to maintain a CSG's readiness until it actually deploys, this might include a Joint Tactical Fleet Exercise (JTFEX). The CSG is then considered "Major Combat Operations (MCO) Ready". The FRTP ensures naval capabilities are aligned with mission essential tasks and potential operational tasking. By the nature of their location, Forward Deployed Naval Force (FDNF) units have different training opportunities available to them as compared to CONUS units. However, their OPTEMPO affords them the opportunity to maintain
tactical proficiency through dedicated training events and in conjunction with regional and exercise commitments. This results in a balanced training program between available schoolhouse and on-the-job training.

2. Recommendations for changes are invited and may be submitted to Commander Naval Air Forces via the chain of command per this instruction.

   A. Basic (Unit Level Training Overview). The Basic Phase focuses on completion of TYCOM ULT. Requirements: Team Training both onboard and ashore, Unit Level Exercises inport and at sea, unit inspections, assessments, qualifications, and certifications. During the Basic Phase, a unit will maximize distance learning options for individual skills development. Additionally Units will maximize inport synthetic training. Successful completion of basic phase ensures units are proficient in all required NMETL capabilities, meet TYCOM certification criteria, and are ready for more complex integrated training events. ULT follows an assess, train, and certify process. To gain maximum benefit from limited training time and resources, a ship must enter each training cycle with a clear understanding of what specific training is required and a detailed plan for accomplishing it. CART is a two-part event intended to help the ship meet this objective.

   1. CART I normally will be conducted during the return home from deployment, the ship looks ahead with its strike group commander and air wing to the FRTP period and lays out a proposed schedule for major events. CART I can be a continuous process throughout the FRTP

   2. CART II will be conducted aboard the ship no earlier than 90 days prior to TSTA I. The purpose of CART II is to ensure the ship is ready to conduct training and to prepare a detailed, tailored schedule for the unit level phase of the training cycle. It is imperative that the TYCOM, ATG, Strike Group Commander and Air Wing Commander Representatives be integrally involved with the ship during CART II. The CART process is discussed in detail in Chapter Three.

   3. TAILORED SHIP'S TRAINING AVAILABILITY (TSTA) phase of the ship's FRTP is divided into a series of training availability periods. Each TSTA has specific training events designed to incrementally enhance the ship's
operating proficiency and gradually integrate the air wing. The make-up of TSTA is discussed in Chapter Three.

4. Completion of the formal portion of Unit Level Phase training is marked by the Final Evaluation Problem (FEP) during which the ship will demonstrate readiness to proceed to Integrated and Sustainment Phase training. A detailed report of the ship’s performance during FEP will be sent by the ISIC to CNAF providing the ship’s status, any outstanding training deficiencies, and a POAM to correct.

5. Completion of FEP does not mark the end of Unit Level Phase training, only the end of the formal phase of a process that continues throughout the FRTP and deployment. Sustaining unit level skills through continuous training is the foundation on which higher sustained performance is based. An active program, utilizing the shipboard training team organization, is required in all portions of the ship’s employment to preserve these skills. Ships and ISICs shall continue to monitor ready requirements throughout the FRTP cycle and use DRSS-N on a routine basis to monitor unit level readiness.

6. “Independent Unit Ready for Tasking” (RFT). Upon successful completion of the basic Phase, Units may be tasked with independent operations (outside the CSG) in support of Phase 0 (shaping/deterrence) and/or Homeland Security Operations. Additional training targeted to the specific mission requirement will be provided prior to employment.

B. Integrated Phase: The goal of Integrated Phase training is to synthesize unit/staff actions into coordinated strike group operations in a challenging, multi-warfare operational environment. This phase provides an opportunity for strike group decision makers and watchstanders to complete staff planning and warfare commanders courses; conduct multi-unit inport and at sea training; and to build on individual skill proficiencies attained in their respective basic phase. The integrated phase is adaptable in order to provide training for Major Combat Operations (MCO) Surge certification, Major Combat Operations (MCO) Ready certification, and or tailored training to support emergent combatant commander requirements.
1. Maritime Security Surge (MS): Surge capable units identified by the Navy’s force provider receive training that provides the foundation in the integrated aspects of the surge missions using classroom, synthetic, and live training events. As missions are defined, units receive training to operate as a MS (i.e. GWOT, MIO, HLD, Info Ops, SOF Support, etc.) strike group. MS strike group training ensures proficiency in conducting surge missions and includes live training that emphasizes multi-unit procedures and anticipates region specific scenarios. Upon completion of this focused training, these selected units will be certified in surge mission requirements by C2F/C3F/C7F. The MS strike group can be employed, when requested by combatant commanders, to conduct specified missions within certification limitations.

2. Major Combat Operations Surge (MCO): Units and groups will have successfully demonstrated Navy core capabilities commensurate with MCO and be certified by C2F/C3F as a Navy core combat capable unit/group MCO Surge (typically upon completion of NMETL requirements accomplished during COMPTUEX and Air Wing Fallon for CSG’s).

3. Major Combat Operations (MCO) Ready: MCO Ready status is attained when a unit or group is certified to its full capability for forward deployed operations as well as the ability to operate in Joint/Coalition operations. C2F/C3F will certify units and groups as MCO Ready following the attainment of acceptable proficiency through ongoing unit/group training, exercises, and normal operations as directed by higher authority.

C. Sustainment Phase: The sustainment phase begins upon completion of the integrated phase, continues throughout the post deployment period and ends with the commencement of the maintenance phase. Sustainment consists of a variety of training evolutions designed to sustain warfighting readiness as a group, multi-unit, or unit until the following employment. Sustainment phase training exercises units and staffs in multi-mission planning and execution and to inter-operate in a Joint/Coalition environment. Sustainment Training inport and at sea, allows forces to demonstrate proficiency in operating as part of a joint and
coalition combined force and ensures that proficiency is maintained in all NMET’s in order to maintain MCO Ready. The extent of the sustainment training will vary depending on the unit’s length of time in a MCO Ready status, as well as the anticipated tasking. During sustainment, units/groups maintain an MCO Ready status until the commencement of the maintenance phase unless otherwise directed by C2F/C3F. Unit/group integrity during this period is vital to ensure integrated proficiency is maintained. This is especially vital for strike groups.

1. C2F/C3F supported by the TYCOMS, will schedule and support training events, as required to maintain appropriate readiness levels.

2. Strike Group Commanders/ISIC’s are responsible to report readiness levels achieved in sustainment training events after initial certification.

1004. SHIPBOARD TRAINING.

1. Unit training programs must reflect the fact that the individual is the basic element in a proficient team. The Sailor/Marine therefore must be developed as an individual and concurrently molded into a full team member. In doing so, it is important to understand that classroom teaching is only one element in the process of bringing the ship's crew to a high state of readiness. Indeed, every effort must be made to maximize training conducted aboard the ship. This allows crew members to learn their jobs in a realistic environment; using the actual equipment they are responsible for operating and maintaining. Chapter three discusses training during Planned Incremental Availability (PIA), Docked Planned Incremental Availability (DPIA), Selected Restricted Availability (SRA), AND Refueling Complex Overhaul (RCOH). Chapter Four of this manual lists and discusses the many options available for individual and team training.

A. EMBARKED AIR WING DAMAGE CONTROL/CBR TRAINING Air wing personnel will normally have received formal fire fighting training at their parent air station. Once embarked, they become part of the ship's damage control team and must be trained accordingly. The ship is required to provide instruction for embarked air wing personnel in the following areas, using the General Damage Control PQS (NAVEDTRA 43119-series) as a guide:
1. Fundamentals of ship's damage control.

2. Shipboard damage control procedures including CBR.

3. Fundamentals of personnel survival in ship disasters, to include protective clothing and escape routes.

4. Use of basic damage control/CBR equipment and shipboard systems.


B. Air wing personnel will participate fully in shipboard damage control drills in order to maximize their proficiency in the areas noted above. In particular, ship TSTA periods and FEP should include maximum air wing participation.

C. NON-TRADITIONAL TRAINING SITES (NTTS). Whenever NTTS are available and their use is cost effective, units are strongly encouraged to take advantage of this option. The cost savings of using locally available sites can be significant. The Training Support Center (TSC)/ Training Support Detachment (TSD) can provide information on availability of NTTS. The quality of life aspect when a sailor receives training at his duty station versus going TAD to a fleet concentration area, where conventional training assets are located, should also be considered. Additionally, where TYCOM established maintenance training requirements are met with locally prepared courses and curricula approved by the TYCOM, the training should be utilized to the maximum practical extent.

1005. CVTRAMAN (CVTM) Organization

Chapter 1, General Instructions.

Chapter 2, Administration, Records and Reporting. The administration of a training program requires careful attention to organization and scheduling as well as to program content and scope. In order to effectively monitor the program's progress, comprehensive evaluation and systematic recording and reporting procedures must be established ship-wide.

Chapter 3, Training Cycle. This chapter describes FRTP cycle and a description of how training should progress throughout the cycle.
Chapter 4, Shipboard Training. This chapter is intended to provide assistance to the ISIC and ship’s Executive Officer, Operations Officer, Training Officer, and training team leads in maintaining continuous readiness through a viable, effective shipboard training program.

Chapter 5, Inspections, Certifications, Assists and Visits policy (ICAV). This chapter describes in detail all ICAV’s and their policies to support continuous evaluation of a ship's readiness to perform her combat mission and to ensure that all aspects of unit management and operations which influence combat readiness are considered under normal day-to-day conditions.

Chapter 6, Battle Efficiency Competition, Awards, and Trophies. This chapter is intended to help ISIC, ship’s Executive Officer and all Department heads to understand the measures and policies that govern the level of battle efficiency attained by each department and each Naval Air Force carrier during the competitive cycle, so that those achieving a prescribed level of excellence are recognized. The awards program is focused on the positive achievements of ships, meeting measurable standards, and limiting perceptions of subjectivity. Of course, there are specific instances of commission or omission that are inconsistent with the concept of “excellence” and are disqualifying for award purposes.

Appendix 1, Training Requirements. Training requirements are grouped by mission area. For each mission area, this appendix lists the exercises required to be completed during each major part of the Fleet Readiness Training Plan.

Appendix 2, TYCOM Exercises. A list of all TYCOM Exercises and all applicable grading sheets.

Appendix 3, CV SHARP.

Appendix 4, Abbreviations A listing of all Abbreviations.

Appendix 5, Sample Messages

Appendix 6, Hyperlinks
Fleet Response Plan (FRP) and Fleet Readiness Training Plan (FRTP)

FRP sets the framework for providing Combatant Commanders with forward-deployed forces while maintaining additional CONUS-based forces that can surge rapidly to meet emerging demands.

FRTP guides training throughout the FRP cycle. It controls which capabilities are trained and in what order. Major strike group training events prior to deployment are shown in the figure, which illustrates that FRTP involves both live and synthetic training.

Fleet Synthetic Training (FST)
- In-port training on own equipment with electronic stimulation
- Enables complex training events on a larger scale and greater frequency than is feasible at sea
- Multi-unit and multi-warfare; mission rehearsal; joint interoperability; et al.

Fig 1-1
Fleet Readiness Training Program (FRTP)
BASED ON 32 MONTH CYCLE

Active ITT, WTRP Assessment. Most Schools are completed during this Phase.

Fast Cruise/ Dock and Sea Trails. Crew Cert Ph 1 and 2 SBTT

Cart II
NSSM / Flight Deck Certification PH II

TSTA

FRSCQ ATFP CERT
FEP

1 2 3 4 5 6 7 8 9 10 11 12 13 14
Maintenance Period
Unit Level Training

15 16 17 18 19 20 21 22 23 24 25 26 27 28
Integrated Phase
Sustainment and Deployment Phase

CSG

Most Inspections, Certs, Assists, and Visits (ICAV's) will be completed during this phase.

C2X
FLT FPEX

JTFX

Independent Unit Ready for Tasking / 3MT (Assist)

Most COMPEXS should be completed during this phase. Progressive Readiness milestone C2 level in all material and training areas. Combat Ready and surgeable.

Major Combat Operations (MCO) Surge Ready

CSG

Fig1-2

Mid Deployment 3MA (Assessment)

IBFT School Plan
Update Master Schools List
Schedule SBTT
Chapter 2 - Administration, Records, and Recording

SECTION 1 - Administration and Records

2100 GENERAL

1. The administration of a training program requires careful attention to organization and scheduling as well as to program content and scope. In order to effectively monitor the program's progress, comprehensive evaluation, systematic recording and reporting procedures must be established ship-wide. The U.S. Navy SORM provides functional guidelines for division, department, and ship training programs. The Unit Coordinator’s Guide (NAVEDTRA 43100-1 series and CNAFINST 3500.20 series) details administrative requirements for the PQS program, an important sub-system of the larger ship's training program, designed to be tailored to each individual's particular watchstanding requirements. Guidelines of the above manuals should be adapted and tailored to each ship to ensure an adequate, responsive and realistic training organization and program exists for the ship, team, and individual.

2110 TRAINING GOALS

1. Training goals must reflect that teams are the primary shipboard unit for accomplishment of mission tasks and that the individual is the basic element of a proficient team. Each Sailor/Marine must be developed individually and concurrently molded into a full team member. In order to achieve this goal, the ships training program should achieve the following objectives:
   
   A. Develop basic skills and knowledge of sea-going naval personnel.
   B. Develop specific skills required to maintain and operate installed equipment.
   C. Develop each individual's latent talents along selective advancement paths.
   D. Develop leadership in all hands to the fullest extent.
   E. Develop the team skills required of the ships cruising, battle, damage control, and primary and secondary mission area functional teams.
   F. Realize the maximum potential of the total system in order to successfully execute primary and secondary missions.
   G. Develop tactical training for all officers and enlisted personnel.
H. Develop personnel indoctrination of newly assigned individuals per OPNAVINST 3120.32 series (Standard Organizations and Regulations of the U.S. Navy).

I. Encourage the training and use of Navy E-Learning assets and use of the Navy Knowledge Online Website: [https://www.nko.navy.mil](https://www.nko.navy.mil). Every member of the crew should have access to this account.

### 2120 ELEMENTS OF A TRAINING PROGRAM.

1. To maintain an effective training program the following elements must be included in the ship's training methodology:

   A. Training should be conducted at multiple levels, including training for individuals, supervisory watches, supervisors, and training teams.
   B. Training topics should include required administrative programs, operations, maintenance, and professional/general military training.
   C. Training topics should relate to the ship's operational schedule.
   D. The training schedule should be realistic and achievable.
   E. Monitoring of actual training should be conducted effectively and provide feedback for continual improvement.
   F. Instruction should be dynamic and conducted by knowledgeable persons.
   G. Senior officer (e.g., CO, XO, department head, principal assistant) involvement is required (i.e. giving/monitoring training).

### 2130 SHIPBOARD TRAINING PROGRAM.

1. Supervisors may develop their own personnel management tools. However, it is recommended that the number of forms and documents be kept to an absolute minimum. The records required by this instruction will suffice in all but the most unusual circumstances. Only training records and plans used for the current training cycle need to be retained. CNAF ships will develop a training instruction that shall consist of the following:

   A. Long range training plan - at least one for the command
   B. Short range training plan - at least per command and one per department.
   C. Record of drills, completed training, supervised evolutions and exercises observed for competitive purposes. Records must
be kept on the nature of operational training afforded each watch team.

D. Any additional training guidance as directed by the Commanding Officer.

2131 LONG RANGE TRAINING PLAN.

1. The long range training plan is the basic instrument for informing personnel of training goals and operating schedules. This plan provides the framework to develop shorter range training plans and is a valuable tool to aid in promulgating creation of command objectives. The long range training plan shall include:

A. The employment schedule.
B. A list, including frequency and primary cognizant department, of all required examinations, inspections, certifications, and assist visits.
C. A list of all TYCOM required exercises including periodicity and date they were last conducted. A summary of TYCOM requirements can be found in APPENDIX I.
D. A list of off-ship school and NEC requirements. The Fleet Training Management Planning System FLTMPS is the sole sources for identification of individual shipboard training requirements. The list shall include individuals who hold these qualifications and their EAOS/PRD. (Maintained at the department level.)
E. As per ship’s training instruction a list of all lectures and seminars appropriate to each training group (i.e. ship-wide, department, division, or team) shall be maintained. This list should include, as a minimum, the Fundamentals and Systems topics from applicable PQS. The ship’s training officer shall maintain ship-wide topics while department specific training lists will be maintained at the department level.

2. An example of a Long Range Training Plan (LRTP) is located in Fig 2-1 of this chapter, and is required. The LRTP is a comprehensive list of training events (exercises, evolutions, courses of instruction, drills, GMT, lectures, seminars, inspections and assist visits) which must be completed throughout the ship's operational cycle. This plan need not duplicate lists contained in other directives, but instead may simply refer to the applicable sections of governing directives. Each department must have a similar plan which lists events pertinent only to that department. (If desired, the ship may combine command list and departmental lists in one
instruction.). Ship’s Training Officer should ensure that each department is following the ship’s overall training plan.

### 2132 SHORT RANGE TRAINING PLAN.

1. This plan is the mechanism for planning, scheduling, and executing shipboard training. Effective scheduling requires careful attention to detail by the chain of command in order to minimize conflicts and to maximize use of every training window of opportunity. Due to the complexity and extensive ship-wide involvement of many training events and the limited amount of underway training opportunities, there must be a positive spirit of cooperation and resourcefulness when scheduling training. The short range training plan shall include the following:

- **A.** Quarterly employment schedule.
- **B.** Quarterly training plan. The purpose of the quarterly training plan is to indicate the ship’s plans that may affect the scheduling or conduct of training. Once the plan is developed, department heads shall add any additional department plans, and provide a copy to each training group within the department. Training planning and scheduling for periods shorter than the quarter will be on a department level.
- **C.** Monthly training plan, by department. Using the quarterly training plan as a guide, each division and training team shall submit a proposed monthly training plan to the cognizant department head not later than the last week preceding the upcoming month. This plan shall indicate what training is to be conducted on specific days, where the training is to be conducted, and who the instructor/monitor will be. The department head will keep copies of the department’s monthly training plans and use the compiled package as the primary tool for coordinating the scheduling of ship-wide events.
- **D.** Weekly training schedule, by department. Each week the department head shall provide each division and training team under the cognizance of the department a copy of the single department training schedule. The single schedule shall include all training (including drills/demonstrations and pre/de-briefs) applicable to the department.
- **E.** Example of a Short Range Training Plan (SRTP)
- **F.** From the LRTP a Short Range Training Schedule (SRTS) is to be prepared for the command and for each department. This schedule should cover a period of about three months. The SRTS schedules exercises, drills, and lectures.
# Training Records

1. Training records should be kept to an absolute minimum and need only be maintained to show what training has been accomplished and what remains to be done. Each training group supervisor shall maintain records for personnel assigned to their respective group (i.e. repair locker leaders track their assigned locker personnel; division officers will track their division qualifications; ETT, DCTT, SNTT, MTT, FPTT and CSTT team leaders will track their team’s qualifications). PQS documentation will be maintained per NAVEDTRA 43100-1 series, Unit Coordinator’s Guide. PQS documentation will be maintained per NAVEDTRA 43100-1 series, Unit Coordinator’s Guide. Air Department training jackets are required to have professional PQS cover sheets maintained in the training jackets. GMT may be tracked utilizing the RADMIN program. Training (MUSTER) Syllabuses for EGRESS/SCBA/OBA and EEBD are required to be maintained for 6 months. Verification of all required schools as per this instruction and the COMNAVAIRFORINST 3500.71 (series) will be maintained in the training jackets as well.

# Plan, Schedule, and Record Training

1. All training plans, schedules and records may be either typed, hand-written, or maintained on ADP/WP systems. Record of completion and grade sheets for competitive exercises should be retained until at least the end of the competitive cycle.
CHAPTER 2 – Administration, Records, and Reporting

SECTION 2 – Readiness Reporting

2200 GENERAL.

1. This section describes the type commander's (TYCOM’s) training readiness reporting system and provides guidance on the preparation and submission of reports.

2201 TYCOM READINESS MANAGEMENT SYSTEM (TRMS).

1. TRMS provides an automated system for processing essential information used at Fleet Forces Command (FFC) on a daily basis. Unit training readiness is monitored via the TRAREP module of the TRMS program. Within the TRAREP module, training information is compiled, calculated, and provided statistically via the readiness module database. This database is comprised of individual unit exercises, events, certifications, and inspection requirements found in Appendix I and provides the TYCOM with real time training readiness data.

2. TRMS TRAREP database is updated monthly through the submission of unit training report (TRAREP) messages, which document completion of training exercises. Software provided by the TYCOM will assist in producing the training report messages, maintaining the training readiness database, and calculating M-ratings used to indicate the exercise completion status and unit training readiness level. Due to the critical nature of maintaining accurate readiness reporting, submit TRAREP messages monthly to reach USFLTFORCOM by the first day of the following the month in which the designated training events occurred. Reportable training events consist of repetitive and competitive exercises listed in Appendix I and selected assessments/certifications. All competitive exercises attempted must be reported regardless of grade, but only exercises graded as “satisfactory” by either outside observers or the ship’s training team may be used to meet repetitive exercise reporting requirements.

A. The implementation of DRRS-N will change current ready reporting procedures. These changes will be reflected in the next revision of the CVTM.
B. CV-SHARP will be your primary tool to update DRRS-N.
3. The following products are produced from the TYCOM TRMS TRAREP database and distributed to individual units and their ISICs monthly.

   A. Unit Training Readiness Competitive Exercise Tracker. This report provides the detailed status of all required competitive exercises grouped by mission area and the M-rating for each department.

4. Individual units shall use TRAREP’s to submit corrections either immediately upon receipt of either report or in the coming month. The TYCOM will provide monthly feedback no later than the 15th of the month for the preceding month.

2202 MISSION AREA M-RATINGS.

1. Description and Use:

   A. The training exercises listed in Appendix I degrade over time as described below. The time-phased degradation from M-1 to M-4 is indicated for each exercise both in Appendix I and in the Exercise Criteria Catalog from TRMS. A report of satisfactory completion of the exercise at any time subsequent to its initial completion will reestablish M-1 status for that exercise.

   B. In addition to the normal resets discussed above, an unsatisfactory repetition of an exercise that indicates the required proficiency has been lost, should be the basis to reset an exercise to M-4.

   C. A table of TYCOM pre-approved exercise equivalencies is highlighted/annotated in Appendix I to allow units to take credit for exercises using shore, pier side, or on board training devices.

   D. The following illustrates the automatic actions of the clock in the TRMS module for the repetitive iteration of an exercise if not reset by a follow on completion of an exercise. MOB-D-48-SF (6,7,8) (M-1 upon TRNGREP) entry in TRMS

       Degrades to M-2 after 6 months
       Degrades to M-3 after 7 months
       Degrades to M-4 after 8 months

   E. Once degraded, a report of satisfactory completion of an exercise at any time subsequent to its initial completion, will reestablish M-1 status for that exercise.

   F. The mission area training readiness rating is determined by comparing the computed mission area
training readiness factor with the following OPNAV-directed M-rating criteria:

- M-1 = 1.000 - 0.850
- M-2 = 0.849 - 0.700
- M-3 = 0.699 - 0.550
- M-4 = 0.549 and below

### 2203 TRAINING REPORT (TRAREP)

#### 1. Reporting Procedures:

A. The TRAREP is a message report of the completion of training exercises as well as other reportable readiness evolutions. Submit TRAREP’s immediately upon completion of at-sea training periods, significant exercises and inspections, and other reportable evolutions. The requirement for prompt reporting is especially important during the immediate post-overhaul workup and pre-deployment periods. As a minimum, submit reports monthly to reach Fleet Forces Command (FFC) by the first day of the following month. TRAREP’s should be sent INFO to the ship’s ISIC and TYCOM.

B. TRAREP data are considered operationally significant and will continue to be submitted by message during MINIMIZE. The GENADMIN format is not recognized by TRMS and shall not be used for TRAREP’s.

C. If TRAREP results in changes to mission area M-Rates (i.e. M2 to M3) in a PRMAR, a SORTS report reflecting the change in training status should be submitted coincident with TRAREP submission.

D. TRAREP messages submitted monthly by individual units are compiled in the Type Commander Readiness Management System (TRMS). The compiled data is used by TYCOM’s, Group Commanders, and ships as both a readiness assessment tool and a vehicle for training plan development. E. NWP/NTTP 1-03.3 provides basic guidance for submission of SORTS data and is amplified by the respective type commander's supplemental reporting guidance (COMNAVAIRPACINST 3500.38 and COMNAVAIRLANTINST 3500.65). Training resource area C/M-ratings reported under SORTS shall be the same as the Training Report generated M-ratings.
CHAPTER 2 – Administration, Records, and Recording

SECTION 3 – Individual Training Requirements

2300 REQUIRED SCHOOL PERCENTAGE ACCOMPLISHED

1. GENERAL.

A. This guidance is applicable to all CNAF CV/N’s. The primary goal is to efficiently increase the required schools accomplishment percentages on all CV/N’s. This effort leverages Ship/ISIC/Training Support Commands (TSC) coordination to maximize school course utilization by focusing on the following key areas.

1. 71 percent school course completion of personnel onboard
2. Reduced number of no-shows
3. Command 12 month long-range school training plan

B. The formal schools requirement (71 percent complete for the warfare/mission areas) requires chain of command involvement to conduct continuous review of the Fleet Training Management Planning system/Enterprise Training Management system (FLTMPS/ETMS) summary report, request quotas (using the ENTRS program where available), tracking to ensure no-shows are kept to a minimum, and directly contacting the local TSC/TSD when a problem arises.

C. FLTMPS/ETMS is the single source for TYCOM school requirements. FLTMPS/ETMS/ can be used interchangeably; the data contained in all four training modules is identical. As the single source for TYCOM school requirements, FLTMPS/ETMS shall be used to determine warfare/mission area school accomplishment percentages.

D. Ships are required to maintain a minimum 71 percent completions onboard for required schools in each of the warfare/mission areas; ATFP, Aviation, AW, C2W, CCC, Command FSO, INT, LOG, Maintenance, Medical, MOB-D, MOB-E, MOB-N, MOB-S, NC, STW, Supply, SUW, USW and Weapons.

E. Ships should manage PRD’s to distribute turnover across the FRTP cycle to prevent large spikes in school replacement plans. Utilize the command 12 month training plan located on
FLTMPS to assist in maintaining training completion percentages.

f. ATG will validate CNAF required school completion percentages in FLTMPS/ETMS at Cart II and FEP. Commands need to identify "training short fall" deficiencies early and request assistance from ISIC/TSC/TYCOM in securing additional school quotas.

g. While ATG will assess unit percentages at Cart II and FEP, these are continuous requirements throughout the FRTP cycle. Calculating these percentages is straightforward, the number of graduates onboard (not to exceed 100 percent for any single school requirement) divided by the FLTMPS/ETMS number of required graduates. This number should be between 71 and 100 percent.
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**TRAINING**

**DEPARTMENTAL PLANS/ASSISTS**

**IN-RATE TRAINING**

**GMT**

**Divisional Training/OFF**

- Damage Control/3M
- SCBA
- EGRESS
- Watchstations

**FIG-2-1**
Phase Based Training Accomplishment
Notional Standard

Fig 2-2

% Training Accomplishment Standard
Over/Under This Line is Over/Under Standard

M Rating Capped by CRP
M Rating Under Standard
M Rating Standard

Mid Deployment 3MA
Major Combat Operations
Independent Unit Ready for Tasking
3MT (3M Assist)

Cart II
TSTA
C2X
FLT FPEX
FDC
TSTA
FEP
C2X
JTFX
3MA

M4 M3 M2 M1

Percent T&R Matrix
Points Earned

Fast Cruise/Sea Trails Crew Cert

1 2 3 4 5 6 7 8 9 10 11 12 13 14 15 16 17 18 19 20 21 22 23 24 25 26 27 28 29 30 31 32

Maintenance Period
Unit Level Training
Integrated Phase
Sustainment and Deployment
Post Deployment
Chapter 3 - TRAINING CYCLE

SECTION 1 - Training Required for Ships in Planned Incremental Availability, Selected Restricted Availability or Overhaul.

3100 DISCUSSION.

1. Shipboard operations during new construction, Refueling Complex Overhaul (RCOH) or Selected Restricted Availabilities (SRA)/Planned Incremental Availability (PIA) differ markedly from those of ships operating in a readiness cycle. Specialized skills and procedures, which have limited use and application during normal operations, are critical to safety and productivity during an extensive repair period. Conversely, some skills and routines essential to normal underway operations are relatively unused until the final stages of a shipyard period. Consequently, a specially adapted training plan must be developed each time a ship enters one of the maintenance periods listed above.

2. A ship’s maintenance period training plan must be prepared and implemented well in advance of the scheduled start date of the RCOH, PIA or SRA; and it should consist of two phases:

   A. Development of skills to ensure safe, efficient and productive maintenance period.
   B. Development of knowledge and skills necessary to safely take the ship to sea.
   C. Dock trials and fast cruise provide the means to verify the crew is prepared to take the ship to sea, and Naval Supervising Activity (NSA) certification of work during sea trials mark completion of the maintenance period.

3101 PREPARATIONS.

1. Preparations for a repair period planned for greater than six months' duration must begin at least six months prior to the scheduled start date. Anticipated changes in the ship's manning levels must be carefully compared to watch bill requirements and needs for special skills required for ship's force work and quality assurance. Training should begin far enough in advance to ensure that the crew is ready to start work safely the first day of the repair period. Shipyard-specific training should continue throughout the repair period to refresh experienced crewmembers and to properly indoctrinate new ones. Overlapping the shipyard training slightly at first, and then gradually supplanting it as the repair period draws toward its end, is
training aimed at preparing the crew to safely return the ship to sea. Requirements for school quotas and team trainers should be identified early and requested as soon as possible so that these training resources may be used to the maximum extent practicable from the outset of the repair period.

3102 TRAINING DURING PIA, DPIA, SRA, AND RCOH

1. Repair Phase. The first phase of training for a maintenance period focuses on repair period-specific subjects such as:

   A. Basic Shipyard safety procedures, such as dry dock and crane operations, confined space entry, pollution abatement and general housekeeping.
   B. Shipyard organization and protocols for interface between shipyard and ship's force personnel;
   C. Shipyard and maintenance provider work procedures and related documentation, including planning and work authorization documents, and discrepancy reports.
   D. Ship's force Maintenance and Material Management procedures for placing equipment in an inactive status.
   E. Procedures for planning, accomplishing and documenting ship's force work package;
   F. Skills and knowledge required to support shipyard activities, such as fire watch, habitability projects, quality assurance, electrical tag-out and Foreign Material Exclusion procedures (FME)
   G. Maintenance period safety precautions and procedures.

   Training on the subjects listed above should be complete when the maintenance availability starts. Training on maintenance topics must continue early in the maintenance availability, tapering off as sea trials approach, but sufficient to ensure newly reporting personnel can function safely and effectively in the shipyard.

2. Operational training should continue during the maintenance period, building in intensity as completion approaches with the goal of ensuring a qualified crew ready to support testing of shipboard systems and man underway watch stations. Emphasis on operational training should not distract the crew from ensuring the highest quality ship’s force and depot-level work. All formal school requirements should be completed during the maintenance availability and before completion of crew certification. Coverage of operational topics is necessary during early parts of the maintenance period focusing on crew certification, advancement, and professional development. Applicable Personnel Qualification Standards (PQS) shall be used
whenever possible to Qualify personnel for at-sea watch stations. At-Sea/Underway watches not covered by PQS should be qualified by locally developed Job Qualification requirements (JQR). A shipboard training program which includes both cross-deck and synthetic training will help ensure the crew is ready to achieve certifications and operate the ship safely during the first underway period. A thorough evaluation of training status and planning during CART I should give a solid foundation for planning and conducting this phase of training.

3103 CREW CERTIFICATION.

1. Crew certification is the process by which the Carrier Strike Group Commander/ISIC, supported by the TYCOM, and ATG ensures a ship is ready to proceed safely to sea with a qualified crew upon completion of new construction or a repair period of greater than nine months duration. This is accomplished through a series of visits by ISIC and ATG representatives tasked with confirming that the ship has
   (A) Appropriate administrative programs in place
   (B) Required instructions and bills in force
   (C) Up-to-date effective PMS program
   (D) Meaningful training and PQS programs in place.

2. Chapter Five provides details on crew certification procedures.

3104 FAST CRUISE.

1. The objective of fast cruise is twofold: One to train the crew in a simulated underway environment. Two to give the Commanding Officer a final opportunity to confirm his crew is ready to take the ship to sea safely. In addition to carrying out the normal underway routine, the commanding officer shall have all equipment operated to maximum extent possible to check for proper operation and to determine the state of crew training. Fast cruise shall, as far as is practical, simulate at sea operating conditions. It will be conducted by the ship's force and is to be unhampered by construction or repair or by movement of shipyard personnel through the ship. Neither the shipbuilder, supervisor of shipbuilding conversion and repair, nor shipyard commander shall schedule any trials, tests or other work to be performed on the ship during this period. Specific guidance for conducting all fast cruises, including all requesting and reporting procedures, is included in the Joint Fleet Maintenance Manual (JFMM) CFFCINST 4790.3 volume 2 section 3.6.8. and 3.6.8.3 (3.6.8.3 applies to ships in a CNO scheduled availability). Additional requirements
for nuclear powered carriers are included in OPNAVINST 9080.3 (series) and the EDM. For conventionally powered aircraft carriers, the required duration of fast cruise depends on the type and length of the overhaul. A five-day fast cruise is required for ships completing construction, conversion or RCOH per OPNAVINST 4700.8 series. A five-Day fast cruise period is also required for CV/N’s in availabilities lasting greater than nine months. Ships completing regular overhauls or SRA’s may schedule a shorter fast cruise, but under no circumstances should it last less than 48 hours, including an overnight period. It may be divided into sections, but should be completed within a five-day period. It should end not more than three days and not less than one day prior to underway trials. Guidelines for conducting an effective fast cruise are provided in Chapter 5. The fast cruise requirement does not apply to carriers undergoing routine scheduled upkeep periods including Continuous Maintenance Availabilities.

3105 SEA TRIALS.

1. Sea trials shall be conducted upon completion of all availabilities. Primary emphasis during this nominal five-day underway period is focused on testing equipment and certifying systems and capabilities in accordance with the direction provided in the JFMM. However, training in basic underway-functional areas should be conducted as well, especially in the areas of navigation, CDC surface operations, deck seamanship, flight deck emergency operations and damage control. Authorization to commence fixed wing flight operations will be granted upon successful completion of Flight Deck Certification. In certain incidences, Flight Deck Certification may occur during Sea trials. However if scheduling permits, it is recommended that Flight Deck Certification be completed during a dedicated underway period.

3106 SHAKEDOWN TRAINING.

1. Shakedown training is conducted for ships completing new construction, or overhauls of greater than one year’s duration if significant at-sea operations are scheduled between completion of construction/overhaul and commencement of the Post-Shakedown Availability (PSA). The purpose of shakedown training is to ensure the crew is capable of safely performing routine at-sea operations, including flight operations. Primary emphasis shall be on engineering casualty control, seamanship, navigation, damage control, flight deck emergency operations, communications and safety-related exercises. The TYCOM will coordinate with
ISIC, and ATG to determine shakedown training requirements and schedule shakedown training periods. They will normally be one to two weeks in length. Schedules will be individually tailored based on the ship's requirements and expected operational cycle, but should include shakedown exercises identified in NTIMS unless specifically waived by the ISIC. Shakedown training is not required for ships commencing a Unit Level Training Phase after overhaul, since they will receive normal Unit Level Training as described in Section 2.
CHAPTER 3 - TRAINING CYCLE

SECTION 2 - Training Required For Operating Ships

3200 GENERAL.

1. A description of how training (per figures 3-2 through 3-5) should progress during this cycle is provided in the paragraphs below. Specific training requirements, listed in NTIMS and Appendix I, shall be accomplished by each aircraft carrier during the appropriate part of the cycle unless specifically waived by the TYCOM. Every effort will be made by the ISIC/TYCOM/Numbered Fleet Commander of Forward Deployed Naval Force (FDNF) ships to afford them an FRTP that will achieve as many of the events outlined below as operational, maintenance and training schedules allow. Due to operational scheduling requirements and the non-availability of numerous recommended training courses, FDNF units frequently cannot strictly adhere to a notional training schedule. This necessitates close monitoring of the FRTP by the ISIC and granting to the ISIC, with Numbered Fleet Commander approval, the authority to tailor the training programs based on the training opportunities available and the anticipated operational tasking. The Group Staff and deploying DESRON should embark the CV/N at every opportunity throughout the FRTP for integration and training, and must oversee every aspect of the training during these phases, including CV/N and Carrier Air Wing (CVW) integration.

3201 COMMAND ASSESSMENT OF READINESS AND TRAINING (CART).

1. Each operating aircraft carrier typically completes a standard FRTP as described in Chapter 1. CART allows maximum benefit to be derived from limited training assets during the FRTP. Each ship must enter the cycle with a clear understanding of what specific training is required and a detailed plan for accomplishment. CART is a two-part event intended to help the ship accomplish:

A. CART I. CART I is an internal event that is normally conducted during the return home from deployment. During this phase, the ship looks ahead to the next deployment and determines who will fill each of its critical billets. The ship then lays out a comprehensive plan that shows how personnel will be trained to fill each billet. Requests for school quotas will be transmitted to quota control authorities early enough to allow as many courses as possible to be attended prior to completion of the planned depot-level
maintenance availability. Shipboard Team Trainer (SBTT) Course of Instruction (COI) is scheduled and conducted with ATG 2-3 weeks prior to CART II. The ship will receive the basic phase scenario package during this time instructing them on their training cycle. Additionally, the ship meets with the Strike Group Commander and air wing to lay out a preliminary schedule of major training events to be accomplished during the FRTP. This preliminary schedule will serve as a basis for development of a final schedule in conjunction with the TYCOM, Numbered Fleet Commander, ISIC and ATG after arrival in homeport.

B. CART II. CART II will be conducted no earlier than 90 days prior to the commencement of TSTA, preferably during the final month of the planned depot-level maintenance availability if that meets the 90-day requirement. The purpose of CART II is to prepare a detailed, tailored schedule for completing the Unit Level Training phase, as discussed in paragraph 3203 below, to ensure the ship will be ready to maximize effectiveness of the training Phase I and Phase II NSSMS certification. Guidelines for conducting an effective CART II are provided in Chapter 5.

C. The Aircraft Handling Team will provide ATG with a copy of the latest Flight deck Certification report and applicable enclosures. This will be recognized as Air Departments CART II checklist.

D. CART II consists of three elements, which are conducted over a five-day period as follows:

(1) Days 1-3. ATG and ISIC personnel, using checklists previously provided to the ship, conduct a thorough review of the ship’s material and administrative readiness to conduct training. This shall include an assessment of the ship's ongoing training and PQS programs and Watch Team Replacement Plan (WTRP). Individual team drill continues in preparation for the Unit Level phase of training. Administer all hands General DC Level Knowledge exam. Ships averaging less than 75% will retake the exam during TSTA inport periods.

(2) Days 3-5. Training and evaluations of the ship's training teams (ETT, DCTT, CSTT, etc.) are conducted by ATG personnel. Training battle problems may involve condition I and III scenarios designed to measure proficiency of the ship's training teams. It is recognized that operable equipment and material conditions will be affected by the
conduct of these scenarios. The primary concern is to evaluate the ability of the ship's training teams to plan, conduct, and evaluate to the maximum extent possible.

(3) Day 5. Upon completion of CART II a scheduling session is conducted, during which representatives of the ship, ATG, ISIC, TYCOM and air wing commander review and approve a plan for unit level phase training, based on a ships training manual previously developed by the ship. All major events, especially those that require outside services, should be included in the plan.

3202 MAINTENANCE PHASE

1. The Maintenance Phase focuses on completion of TYCOM unit level training requirements: team training both on board and ashore, Unit Level exercises inport and at sea and unit inspections, assessments, certifications, and qualifications. During this phase, maximum use of distributed (web-based) learning options for individual skills development and maintenance should be made. Additionally, in-port synthetic training options should be maximized. Training during the Unit Level Phase is to ensure units are proficient in all required capabilities, meet TYCOM certification criteria, and are ready for more complex integrated training events. It follows an “assess, train, and certify” process, which has been instituted by the TYCOM’s.

2. During the early part of the unit level phase, training is focused on the individual. Team trainers gradually augment classroom training and shipboard exercises during the latter part of the repair availability. As the ship prepares for and conducts sea trials (nominally five days), training exercises and events become oriented toward completing final PQS qualifications, re-establishing the basic level of proficiency in underway evolutions, completing ship certifications and enhancing the effectiveness of the ship's training teams. The ships training teams are the cornerstones of the ships ability to train during the FRTP and throughout the deployment.

3203 BASIC PHASE (UNIT LEVEL TRAINING)

1. The next set of milestones in the unit level phase is the Tailored Ship's Training Availability (TSTA), conducted under ISIC supervision by ATG. The specific focus of each TSTA is described in detail below. The purpose of TSTA is not merely to give the crew a solid foundation of unit-level operating
proficiency, but also to develop or enhance the ship's ability to self-train following completion of the unit phase. In addition to working with and through the ship's training teams to conduct exercises, the ATG will include as part of each TSTA an assessment of the ship's ongoing training and PQS programs. By the start of TSTA, the ship should already have PQS-qualified Condition I and III watch teams. The air wing is embarked to conduct carrier qualifications, receive training in shipboard damage control and survival, and to help the ship complete training exercises that require air services. Although training is focused at the unit level, the ship and air wing integration effort begins during this period and each at sea period should be utilized to build proficiency in the flight deck operations, basic Case I, II, and III operations around the carrier, and search and rescue operations, including rescue planning coordination and mishap reporting procedures which allow for a smooth transition to the integrated phase.

2. Throughout the Unit Level phase, team trainers and inport training devices play a key role in developing the ship's operating proficiency. Maximizing use of shipboard training devices saves operating funds and gives the crew a head start in preparing for strike group operations. Inport periods throughout the unit phase should be used to qualify team members and to refine and develop drill guides and scenarios. Unit Level phase training consists of the following:

3. Battle Force Tactical Training (BFTT) is mandatory training during Basic Phase. CSO, CDCO, and Training officers will coordinate scheduling of BFTT.

A. TSTA INPORT: This 5 day inport period is primarily used to resolve CART II discrepancies. Additionally, ATG will review Condition III scenario packages and conduct 1 or 2 actual scenarios. Basic Damage Control exercises (i.e. pipe patching, shoring etc.) will be conducted along with repair locker checks. Aviation will conduct flight deck and hanger deck exercises as feasible completing some of the required exercises of TSTA (underway). Also, some Combat Systems classroom training can be requested from the CV/N TLO or the ATG Combat Systems Team Leader.
B. TSTA UNDERWAY: The TSTA will normally be conducted as a single 25-day underway block, with the air wing embarked throughout. The following breakdown provides notional emphasis points during this underway period:

(1) TSTA I. Emphasis during this nominal eight day underway period is on navigation, seamanship, engineering, damage control (CBR) and other training. Basic flight deck operations consist of drills and limited air wing carrier qualifications. Combat Systems training is focused on areas where support from the air wing is not required.

(2) TSTA II. Emphasis during this nominal eight-day underway period is on flight deck operations, increased emphasis on Combat Systems, Engineering and Damage Control Condition I and III tactical and casualty control scenario execution, while maximizing use of air wing support. NATO Sea Sparrow Missile System Certification should be completed by TSTA Phase II. By the end of this phase, each of the ship's training teams should be capable of planning, conducting, evaluating and critiquing exercises within its functional area.

(3) TSTA III. TSTA Phase III is a nominal seven day period with three purposes:
   a. To train the crew on complex unit phase exercises
   b. To prepare for a Final Evaluation Period (FEP)
   c. Continued air wing integration with increased complexity of integration drills.

C. FEP: FEP is a nominal two day graded event (per figure 3-6) and represents the culmination of the unit level phase of training and evaluates the ship’s “within the lifelines” ability to conduct combat missions, support functions, and survive complex casualty control situations. It provides the ISIC the opportunity to evaluate ship readiness prior to entering Integrated Phase of training as well as a ship’s ability to sustain readiness through self training. Ships completing FEP will have demonstrated the minimum required skills to proceed to the integrated phase of the FRTP. As the culmination of the unit level training phase, FEP is the final opportunity for ISICs to observe /assess aggregate shipboard watch standing, war fighting and ship survival proficiencies, and the ship’s resident capacity to sustain and build upon those proficiencies. TYCOM certification of ship readiness to proceed to the next training phase is based primarily on ISIC recommendation following FEP making the ship capable of emergency surge.
(1) **Key Elements of FEP.**

(a) Ship ITT, with ISIC guidance and ATG assist, will develop and conduct FEP.

(b) The tailored scenario will include war fighting skills and tactical decision making abilities required to perform during fleet operations, but will focus on single ship operations and be tailored to ship specific systems. FEP will culminate in a Total Ship Survivability Exercise (TSSE) that will evaluate the ship’s ability to survive/recover from significant battle damage.

(c) Casualty control exercises will be incorporated to ensure watch teams can reconfigure equipment in a simulated hostile and/or restricted maneuvering environment and operate the ship with material degradation.

(d) Watch teams presented must be on a command approved watch bill. Transitions between Conditions of Readiness are at the Commanding Officer’s discretion.

(e) The ship’s training teams will demonstrate their ability to plan and execute integrated ship-wide training during FEP and for follow-on training after the ULT.

(f) The ship’s material condition must support safe conduct of FEP and watch standers need to be aware of all equipment limitations.

(g) Management programs will be evaluated as executed throughout FEP.

(h) Safety is paramount. Imposed artificialities and simulations are necessary and must be understood by ship’s personnel.

(i) ATG will evaluate all FEP events and assign grades to specific exercises IAW Figure 3-6.

(j) If a ship receives a failing grade on a FEP event and is retaken with a passing grade, the grade for that event will be 70.0%.
(2) **Standardization.** Afloat Training Group is the TYCOM/ISIC agent for FEP procedural and standardization issues. ATG will advise ISIC of procedural and standardization issues to ensure TYCOM requirements are met.

(3) **Common Events.** Following the successful completion of the TSTA/FEP underway period, and with ISIC concurrence, the CV/N will turn in a TRAREP to gain equivalency credit for observed Competitive Exercises located in Appendix I.

**D. Responsibilities.** Responsibilities for conduct of FEP:

1. **TYCOM.** Monitor FEP completion during the end of unit level phase training. Coordinates scheduling and execution of FEP.

2. **ISIC/CSG.**
   
   (a) The ISIC will be the Senior Observer during the conduct of FEP. The Senior Observer will resolve questions concerning the conduct of evaluation.

   (b) Assist ship procurement of required services and coordinate embarkation of aircraft/vehicles/boats to support FEP.

   (c) Review the TSTA/FEP scenarios presented by the CV/N.

   (d) Coordinate TYCOM/ISIC/SHIP TSTA/FEP scheduling conference prior to the commencement of Unit Level Training.

   (e) Submit a training support requirements message upon completion of scheduling conference.

3. **ATG.**

   (a) Develop and deliver background information required for the ship/ISIC to construct TSTA/FEP scenarios. This package will include geo-political, Electronic Order of Battle, Naval Order of Battle, required services, etc. To provide realism and complement the scenario, ATG will assist ship’s CSTT to coordinate intelligence data including source, time sensitive data, and exercise messages.
(b) Provide personnel for the TSTA/FEP Team and coordinate scenario/SOE tailoring with the ship’s Integrated Training Team (ITT). The senior ATG representative will report directly to the senior observer.

(c) Monitor ITT conduct of TSTA/FEP. Ship manning constraints and/or scenario complexity may necessitate active ATG participation in FEP. ISIC and ATG coordinate degree of participation.

(d) ATG CV/N Training Liaison Officer or designated representative will provide the ISIC, TYCOM, and Commanding Officer an objective assessment by mission area of crew performance upon completion of each phase of TSTA/FEP.

(4) Commanding Officer:

(a) Provide ITT to develop and execute TSTA/FEP scenario/SOE. The ITT will use the TSTA/FEP background information provided by ATG, as a guideline, ensuring all scenarios meet required ISIC/ATG objectives and safety requirements.

(b) Provide administrative and berthing spaces as required to support the FEP team and other riders/observers.

(c) At a minimum (as applicable) provide a copy of the following to the Senior ATG Representative at the in-brief: Commanding Officer’s Battle Orders, current copy of the ship’s eight o’clock reports, condition I/II/III watch bills, training team designations, and a list of the ship’s standard simulations.

(d) Obtain OPAREA clearance to support TSTA/FEP.

(e) Request required services to support TSTA/FEP.

(f) Conduct pre-TSTA/FEP briefings as required.

3204 ANTI-TERRORISM/FORCE PROTECTION (ATFP) Certification.

1. The AT/FP certification process is a period in which the ship and the ISIC review AT/FP readiness and tailor the Ship’s Fleet
Response Training Plan (FTRP) to ensure continuous proficiency in the AT/FP warfare area. The phased AT/FP training and certification process is detailed in Chapter five.

3205 FRSCQ/TYCOM CQ

1. This is a fleet replacement squadron carrier qualification (FRSCQ) TYCOM CQ (TCQ) period in which engineering training is emphasized during non-flying periods. FRSCQ/TCQ has a nominal length of seven underway days and may be scheduled at any time in the FRTP following completion of flight deck certification.

3206 FLEET SYNTHETIC TRAINING (FST)

1. The purpose of FST is to provide specific responsibilities and procedures to Numbered Fleet Commanders, Type Commanders, Training Commands, afloat staffs, surface ships, submarines, and air squadron personnel in the generation, transmission, reception, execution, reconstruction, and evaluation of FST events.

A. In port tactical training shall be conducted by means of multi warfare synthetic exercises implemented through the FST program. FST provides graduated warfare proficiency, operational, mission rehearsal, and joint interoperability training on the ship’s own equipment, through a series of training and evaluated events. It will integrate multi-unit/multi warfare inport training into the Fleet Response Training Plan (FRTP) using shore based simulation, ship embedded simulation, stimulation systems, and distribution networks. FST develops and maintains war-fighting proficiency through inport tactical exercises to further enhance underway training during the FRTP.

B. The FST training program begins in the BASIC PHASE (Unit Level Training) (ULT) of the FRTP at a basic exercise level and becomes progressively more complex and challenging as a Strike Group progresses through the FRTP. During the Unit Level Training Phase, Fleet Synthetic Training-Unit (FST-U) exercises in all warfare areas will be available for units to develop and maintain proficiency and provide an opportunity to master those skills prior to participating in Strike group events in the Integrated Training Phase, the Carrier Strike Group, Expeditionary Strike Group, Surface Strike Group, and Expeditionary Action Group Commander uses FST to train the Carrier Strike Group in multi unit, multi warfare events. The
FST series culminates in Sustainment Phase Training for Strike groups in multi mission planning and execution.

C. The execution of FRTP events using the Navy Continuous Training Environment (NCTE) distributed scenario architecture is part of an effort to improve training effectiveness and efficiency through the use of modeling and simulations (M&S) systems. The goal is for M&S to support a Fleet Synthetic Training (FST) Plan with repeatable, sustainable and scaleable architecture that can accommodate unit through strike group level training, including Joint and Coalition forces. To effectively participate in FST exercises, it is imperative ships be ready to enter into the NCTE virtual environment. This can only be achieved through frequent use of installed or embedded simulation systems in realistic scenarios that flex not only the systems themselves, but also the ability of the watch teams to continually improve their war-fighting effectiveness throughout a wide range of tactical environments. Commanding Officers should strive to incorporate new M&S systems into training plans as soon as they are installed and operational. These systems provide significant opportunity for innovative training solutions and ships are encouraged to experiment and provide feedback regarding lessons learned and best practices to CNAF N7.

2. **IMMEDIATE SUPERIOR IN COMMAND (ISIC).**

   A. ISIC’s Will monitor unit participation and performance.
   
   B. Ensure units have satisfactorily completed FST-U prior to participation in integrated exercises.
   
   C. Ensure FST events are scheduled and listed in WEBSKED for subordinate units.

   (1) FST-U is a mandatory Unit level event that utilizes the NCTE for event distribution. FST-U is a scenario based, objective driven, three to five day event scheduled by ISIC and is directly supported by ATG, CSCS and other agencies as required. Primary objective is to improve tactical proficiency by developing basic communications/link skills and completing unit level TYCOM combat systems training requirements tailored to individual CO/ISIC objectives. Secondary objectives are to evaluate the ship’s ability to connect and participate in training events via the NCTE infrastructure. This event is not a candidate for JNTC participation.
3207 INTEGRATED TRAINING.

1. The goal of the Integrated Phase is to bring together the individual units to allow strike group level integrated training and operations in a challenging operational environment. It provides an opportunity for units and staffs to complete CSG/ESG Commander Staff Planning and Warfare Commanders Courses, conduct multi-unit inport and at sea training, and build on individual skill proficiencies attained during Unit Level Phase. During this phase, CSG/ESG decision makers and watch standers build the foundation for performing their anticipated deployed mission.

2. FPEX consist of a 4-inport day schedule of events (SOE) driven exercise to certify the strike group in AT/FP prior to deployment. The exercise is scenario driven; increasing in complexity and detailed geo-political injects that result in the increase of force protection conditions from alpha through delta. It is designed to stress the CSG ability to detect, deter and deny terrorist activities.

3. FST-WC is a mandatory integrated phase event that utilizes Navy Continuous Training Environment (NTCE). FST-WC is a two to three day test and a two to three day exercise day event, conducted in consecutive weeks, that focuses on execution of ASW, SUW, Strike, and AD/TBMD tactics, techniques and procedures (TTP) while validating OPTASK SUPPS and Pre Planned Responses (PPR’s). FST-WC’s are single/dual/multi warfare focused, scripted scenarios. This event may be a designated JNTC/Coalition event. This is a self assessed event with designated training teams from staffs and ships critiquing watch execution and evaluating OPTASKS and PPR’s. Training audience includes warfare commanders and all CSG/ESG assigned units. FST WC provides the opportunity to establish communications/link connectivity as well as develop a COP, all while tactically executing a common mission in a less complex scenario than a FST-GC.

4. FST-GC is a Mandatory Integrated Phase event that utilizes the NCTE. FST-GC is a five day test and a three to five day exercise, conducted in consecutive weeks, onboard fleet units using a tailored battle problem distributed from the TTG’s/FDNF battle lab. Primary focus of training is the CSG/ESG/SSG, Warfare NMET/JTT based training objectives concentrate on the execution of plans, tactics and procedures through scenario execution. TTG’s mentor CSG/ESG/SSG improving readiness for Integrated Phase underway operations. Training audience includes CSG/ESG/SSG/Warfare commanders, CAG, Staffs, and all CSG/ESG/SSG
assigned units. FST-GC builds on the group commander training scenario which leads into the C2X scenario; providing the opportunity to establish the battle rhythm, C4I connectivity, develop the COP and practice TADIL coordination, while tactically executing a common mission/scenario. This event may be designated a JNTC/Coalition event.

5. COMPTUEX consists of an 18-day schedule of event (SOE) driven exercise, and a 3 day Final Battle Problem (FBP). It is conducted and directed by the training carrier group commander, and is focused on developing the carrier/air wing team into a cohesive unit and, if additional assets are available, integrating these units into the associated deploying CSG. In addition, the carrier/air wing team and available (CSG) units will develop basic war fighting proficiency in coordinating CSG operations that will be further defined during the sustainment phase of training. The deploying CSG commander, as ISIC, closely monitors the progress of the carrier and air wing team. Integration of the deploying CSG commander’s staff with the training carrier group commander’s occurs at the outset of COMPTUEX. FBP is a three-day exercise monitored by the training carrier group commander and portions of his staff. It is designed to stress the CSG staff, carrier/air wing and CSG units across all warfare areas. When proficiency is demonstrated, the training carrier group commander will submit a recommendation on the CSG readiness for the sustainment phase training to the numbered fleet commander.

3208 SUSTAINMENT TRAINING.

1. Sustainment Phase exercises units and staffs in multi-mission planning and execution, to include effective interoperability in a wartime environment. Once a unit or a group attains the required readiness levels to be available for forward deployed operations, key proficiencies required to carry out anticipated tasks must be maintained through tailored Pre-Deployment Sustainment training approved by the Numbered Fleets. Post-Deployment Sustainment training, also approved by the Numbered Fleets, may be required to ensure adequate coverage of six plus two. Sustainment training, inport and at sea, will ensure forces maintain proficiency in all mission essential tasks in order to minimize operational risk. The extent of the sustainment training will vary depending on the unit’s length of time in a surge readiness status, as well as the anticipated tasking.

2. FST-S A mandatory sustainment phase event, to be completed within ninety days (90) of deployment certification. The FST-S
that utilizes NCTE and, as applicable, other joint infrastructures. Primary objective of this event is to maintain tactical proficiency. The FST-S is a five day test and a three to five day exercise, conducted in consecutive weeks, onboard fleet units and selected shore sites using a tailored battle problem distributed from the TTG’s/FDNF Battle Lab. Primary training audience is the CSG/ESG/SSG staffs and assigned unit. NMET based training objectives concentrate on execution of plans, tactics and procedures through scenario execution and the ability of the training audience to execute planned missions in a maritime or joint environment. FST-S provides the opportunity to establish battle rhythm, communications connectivity, develop the COP and practice link coordination while tactically executing a common mission/scenario. This event may be designated a JNTC/Coalition event and is scalable between a WC level or higher event depending on proficiency requirements.

3. FST-F An integrated /sustainment phase force level training event that utilizes the NCTE and applicable joint distribution infrastructure. Primary objective of this event is to exercise force level tactical proficiency. The FST-F is a two week test and three to five day training event, conducted in consecutive weeks, onboard fleet units and applicable shore sites using a tailored battle problem distributed from the TTG’s/FDNF Battle Lab. These events may require some testing out of normal scheduled testing windows. Primary training audience is the JFMCC, JFACC, TASWC, CSG/ESG staffs and assigned units, and their ability to execute planned missions. JMET/NMET Based training objectives concentrate on execution of plans, tactics, and procedures through scenario execution. FST-F provides the opportunity to train multiple strike groups in force level operations, establish battle rhythm, communications connectivity, development of the COP and practice link coordination while tactically executing a common mission/scenario. Participation in a FST-F can satisfy the WC/GC requirement. This event may be designated a JNTC/Coalition event.

4. FST-J This title can be applied to any FST event that rises to the criteria specified for a JFCOM J7/JNTC event and is designated as a joint event by JNTC/JWFC. FST-J may satisfy WC/GC/S/F criteria based on achieved NMETS/JMETS objectives. FST-J may be used for operational level (JFMCC, JTF-HQ) training when appropriate/required. This exercise is eligible for Coalition participation. Testing windows can vary from two to three weeks dependent on exercise and infrastructure complexity. Exercise duration is normally three to five days.

3-18
3209 Battle Force Tactical Training System

1. Overall mission.

A. Battle Force Tactical Training (BFTT) is to provide training capabilities for unit and embarked staff personnel to achieve and maintain combat readiness. BFTT is a highly flexible system that is essential to the ship’s ULT, FST and Strike Group training. BFTT supports joint/allied exercise interoperability and provides Integrated Training Teams, Commanding Officers, Afloat Training Groups (ATG) and Strike Group Commanders with the ability to conduct coordinated, realistic, high stress combat system training for developing war fighting proficiency and maintaining combat readiness.

   (1) BFTT is mandatory training that is conducted each training cycle. CSO, CDCO, and Training officers will coordinate scheduling of BFTT.

B. Shipboard subsystem training capabilities are organic and designed around existing onboard/embedded trainer configurations. BFTT wraps around the combat system, and the stimulation/simulation of the combat system is transparent to the operators. Trainee interaction with combat systems controls and displays is reflective of that experienced during tactical operations. Combat system monitoring devices are non-intrusive and have no negative impact on system operation. In other words, you can switch from training world to real-world operations.

C. BFTT also has the capability for passively monitoring data from own ship’s tactical systems, recording the data for post event processing, and passive and dynamic replay to assist in self assessment. BFTT will assess the combat system team/operator response to a scenario, the implementation of force orders at the unit level in a multi-warfare environment and the planning and coordination by the Force Tactical Action Officer (FTAO) for warfighting disposition and employment of Strike Group units.

D. The system collects selected data to provide real time and post event feedback of operator and team performance and transmission in real or near real time to a shore site for further processing after a training event. The BFTT system transmits all BG/BF reconstruction, performance, assessment, and debriefs data via the training network to each platform. The shore site is able to provide display, debrief and Measure
Of Effectiveness (MOE) reports within six hours of exercise completion. Performance assessment reports cover all command levels from the Battle Group commander through individual operators aboard ship.

2. Safety Concerns.

A. The current restriction is that any ship conducting combat systems training with the Battle Force Tactical Trainer (BFTT) system is not authorized to control aircraft due to possible navigational errors caused by the BFTT Navigation Simulator (NAVSIM). This also applies to uploading navigational data to any aircraft getting ready to launch. Flight operations have been restricted to Day Visual Flight Rules (VFR) during BFTT training. This information is currently promulgated via Combat System Operational Sequencing System (CSOSS) and BFTT authorization fleet messages.

"No live Air Control is authorized During BFTT training mode"

3. Different components of BFTT.

A. BFTT simulates actual combat scenarios for the training of the operators of most current shipboard combat systems including Ship's Self Defense System (SSDS). BFTT is subdivided into different components, each with its own specific function that contributes to the overall operation of the system.

B. The BFTT Operator Processing Console (BOPC) provides a human machine interface to the rest of BFTT. The BOPC is used to create scenarios which vary in location, environmentals (e.g. sea state, weather), contacts, functions and operations by using a monitor, keyboard, and trackball.

(1) It is highly recommended that commands arrange for schools and training for the BOPC.

C. BFTT uses the current DoD standard Distributed Interactive Simulation (DIS) interface, and is evolving to the newer High Level Architecture (HLA). The system connects to other ships, Joint Forces, and Coalition Forces for large scale force level training events via the Navy Continuous Training Environment (NCTE).
D. A Training Data Link (TDL) tap from the BFTT computer extends the ability of the system to go beyond the ‘life-line’ of the ship or shore station by linking multiple ships together at distant locations, and provides access to Joint and/or coalition force training devices via landline. No multi-ship, at-sea training communication connectivity is presently available to extend this capability into realistic underway training exercises, mission planning or rehearsal.

E. DIS protocols are the preferred vehicle of simulation data exchange; however, BFTT has adopted a HLA/DIS gateway that can translate HLA-to-DIS coming into the BFTT system, and DIS-to-HLA on the outgoing side. To facilitate the TDL to transmit outside of the internal, secure environment of the ship and provide the capability to use commercial communication lines, an encryption device (Improved Network Encryption System (INES)) is embedded in the system. This hardware and software configuration particularly lends itself to expansion beyond the combat system domain and could easily accommodate engineering, damage control, navigation, and other domains to ‘join’ in the training LAN configuration.

F. BFTT Communications Subsystem provides a training data link that complies with Distributed Interactive Simulation (DIS) standards. Off ship BFTT system communication is via the Navy Network (NAVNET)/Defense Simulation Internet (DSI) Network.

4. BFTT Recommended schools.

A. It is recommended that the CSO, and CDCO ensure that technicians are trained and attend the recommended school BFTT/BEWT OVERVIEW SPA-20236.

5. BFTT’s Future.

A. BFTT’s implementation is progressing on schedule with the acquisition installation plan. Based upon the above technical information as its underpinning, BFTT utilizes a training LAN arrayed throughout the ship’s combat system equipment room and operational spaces.

B. As BFTT evolved and the legacy components joined in the ‘systems-of-system’ development, a clear pathway to the future required definition. Some of the system component activities may have been premature or inconsistent with a total ship training scheme. A graphic representation of this “BFTT-TSTS
Full Potential Vector” is depicted by the arrow shown in figure 3-1.

C. The X, Y, and Z axis have been refined to broaden the scope of the BFTT initial focus. The vertical axis extends training and readiness to Battle Group, Joint and Coalition interoperability and connectivity. The horizontal axis is extended to satisfy the Naval Mission Essential Task List (N-METL), the Joint METLS, and protracted to answer the Coalition mission essential element needs. The “Z” axis expands into the realm of testing, assessment, knowledge management mission planning and rehearsal.

3210 UNDERWAY DEMONSTRATION (UD).

1. Conventionally-powered carriers will complete an underway Demonstration (UD) focusing on engineering operations, high power demonstration/dynamic response, evolutions and drills. UD will be scheduled once the TYCOM and Commanding Officer are satisfied the ship has completed its basic engineering training. UD will be conducted on each ship once per Fleet Readiness Training Program, or once every twenty-four months (plus or minus three months to match FTRP). The TYCOM will act as the qualification authority. A Mid Cycle Review (MCR) will normally be conducted at the midpoint between UD events. The purpose of the MCR is to ensure the ship is maintaining the same level of engineering operating proficiency as observed during UD. An ATG qualification team will support the TYCOM during UD and MCR. The desired end state is a ship that is safe to operate and meets all established standards.
3211 Reactor Department Training.

1. The periodicity of Operational Reactor Safeguard Examination (ORSE)/Post Overhaul Reactor Safeguard Examination (PORSE) is governed by OPNAV and Fleet Commander instructions. Approval of the Chief of Naval Operations and the Director, Naval Nuclear Propulsion is required to extend the interval between examinations beyond 15 months. For CV/N’s, CNAF has determined that in order to maximize scheduling flexibility during the IDRC, ORSE shall normally be scheduled during the homeward bound transit from deployment with the subsequent ORSE typically falling between C2X and JTFEX. The Nuclear Propulsion Examining Board places heavy emphasis on Day-to-Day performance of Reactor Department from one ORSE to the next. By design, this day-to-day philosophy makes it nearly impossible for a ship to ramp up performance just in time for the inspection. In order to maintain propulsion readiness at desired levels throughout the cycle, the training of nearly 400 nuclear propulsion plant operators requires the conduct of frequent (almost daily) propulsion plant drills and evolutions.

2. These drills and evolutions should be worked into the daily “Battle Rhythm” of the ship. Typical CV/N’s conduct between six and ten propulsion and electrical limiting drill sets per week at sea. Experience has shown that electrically limiting drills can significantly improve watch team performance during actual casualties and contrary to popular opinion should not result in damage to electronic systems. In fact, ships that routinely shutdown electronics before drills may introduce more problems in equipment upon recovery because of faulty switch lineups, condensation, and thermal effects. During drills affecting the electric plant, ships are encouraged to conduct integrated drills that involve both the PPDT and the CSTT in evaluating the restoration effort.

3. Ships that have taken this integrated approach to training have shown dramatic improvement in restoration of critical combat systems during drills or following actual casualties. With this integrated approach, ships that can demonstrate proficiency in rapid restoration have enhanced their war fighting readiness, reduced the operational impact of casualties, and are subjected to fewer restrictions.

4. CV/N’s have typically operated with as few as three and as many as six steaming watch sections, depending on the state of the ship’s qualification and training program. Although increasing the number of qualified watch sections requires more
drills, CNAF recommends this approach for several reasons. Aside from the obvious quality of service implications, increasing the number of watch sections has proven to directly translate to increased level of knowledge within the department. In addition, the increased number of people involved in day to day operation of the propulsion plant builds a broader experience base for growth of future leaders, while reducing the inevitable and relentless impact of personnel turnover.

3212 ASSESSMENT OF THE FRTP

1. Fleet Performance Assessment. Certification authorities must evaluate Navy forces using NMET and capability standards throughout the FRTP. Fleet performance assessments are intended to certify required training is complete and provide performance data to assist in development of sustainment training and focus on areas where the TYCOM’s may improve training objectives. Fleet Performance Assessments shall, at a minimum:

   A. State mission and readiness requirements as NMET’s with associated conditions and standards. NMETL Coordinating Review Authorities (CRA’s) will determine and promulgate training objectives for each NMET.

   B. Direct subordinate Commanders/Unit Commanding Officers to provide data on deficiencies affecting assigned forces.

   C. Assist USFFC/CPF in identification and causes of training deficiencies and development of corrective actions through the FTC.

3213 REPORTING REQUIREMENTS.

1. Monthly training reports serve as the primary means to keep the readiness database current and to indicate the basis for training reporting in SORTS. Additional training report requirements associated with specific portions of the FRTP are as follows:

   A. CART I. The Carrier Strike Group Commander shall send a message reporting completion of CART I, to the appropriate TYCOM, numbered fleet commander, CSG-1/4, Air Wing Commander, and ATG. The message will include a proposed schedule for the FRTP.

   B. CART II. The Afloat Training Group commander will report the results of CART II to the ISIC. ISIC will inform TYCOM via
message. The report shall include an assessment of the ship's ongoing training programs, PQS qualifications, readiness to train in each mission area, and ship's training teams. It shall also provide recommendations regarding emphasis of unit level phase training as appropriate.

C. TSTA/FEP. The ATG commander shall report completion of TSTA/FEP to the ISIC, info the ship and TYCOM. Report shall include a brief overview of training conducted; an assessment of the ship's ongoing training and PQS programs; an assessment of the crew's readiness for continued training by mission area, and recommendations regarding follow-on training emphasis as appropriate. The CSG Commander (vice ISIC) will report within two working days to the TYCOM, info the respective Commander Strike Force Training and Numbered Fleet Commander, the completion of Unit Level training, plan of action to correct or accomplish any deficiencies or missed training noted by ATG, and readiness to commence integration level training.

D. COMPTUEX/FPB. The training strike force commander shall report readiness of the aircraft carrier/air wing team for "no-divert" operations and surge ready to the numbered fleet commander by message, with information copies to strike group and TYCOM.

### 3214 MONTHLY INPORT TRAINING EXERCISES (MITES)

1. General. Inport training can be arranged for either individual or multiple participants. In either case taking advantage of inport periods to sharpen Maintenance and Unit Level Phase training skills is important. Participation by all AIRFOR Carriers in scheduled inport training periods is required unless a ship has been excused from specific training events by its ISIC in advance. Regularly scheduled inport training events will be organized by a designated Inport Training Coordinator (ITC),

<table>
<thead>
<tr>
<th>Fleet Concentration Area</th>
<th>Inport Training Coordinator</th>
</tr>
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<tbody>
<tr>
<td>San Diego</td>
<td>ATGPAC</td>
</tr>
<tr>
<td>Pearl Harbor</td>
<td>ATG MIDPAC</td>
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<tr>
<td>Yokosuka</td>
<td>ATG WESTPAC</td>
</tr>
<tr>
<td>Everett / Bremerton</td>
<td>ATG PACNORWEST</td>
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<tr>
<td>Norfolk</td>
<td>ATGLANT</td>
</tr>
</tbody>
</table>
2. **ITC Duties.**

   A. The ITC is responsible for scheduling and coordinating the following inport training exercises:

<table>
<thead>
<tr>
<th>Monthly Import Training Exercise (MITE)</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>COMM (Communication Exercise)</td>
<td>CCC-1-SF; CCC-2-SF; CCC-4-SF; CCC-5-SF; CCC-6-SF; CCC-24-SF; CCC-30-SF; applicable ATG Training Objectives</td>
</tr>
<tr>
<td>VIS (Visual Signals Exercise)</td>
<td>CCC-9-SF; CCC-10-SF; CCC-11-SF; applicable ATG Training Objectives</td>
</tr>
<tr>
<td>EW (Electronic Warfare Exercise)</td>
<td>C2W-2-SF; C2W-6-SF; applicable ATG Training Objectives</td>
</tr>
<tr>
<td>INTEL (Intelligence Exercise)</td>
<td>INT-2-SF (MS), INT-6-SF (IS); applicable ATG Training Objectives</td>
</tr>
<tr>
<td>LINK</td>
<td>CCC-17-SF, CCC-43-SF; CCC-44-SF; CCC-45-SF; CCC-46-SF; AW-2-SF; applicable ATG Training Objectives</td>
</tr>
<tr>
<td>SAR-PRO (SAR Proficiency Training)</td>
<td>Rescue Swimmer Training: Lifesaving procedures, rescue equipment &amp; device procedures, rescue hand signals, disentanglement procedures, combative swimmer procedures, and mock trauma scenarios</td>
</tr>
</tbody>
</table>

   B. Each exercise listed above shall be conducted at least monthly. The exercise descriptions are provided as a list of potential training evolutions that can be conducted during each exercise period. The ITC and commands assisting in the execution of the inport exercises shall make the final determination of the amount and type of training that will be conducted. The ITC will ensure that inport exercises are scheduled so as not to directly conflict with Integrated or Sustainment Phase training events.

   C. The ITC will ensure that an Officer Conducting Exercise (OCE) designation is established for each inport exercise. While the ITC can be an exercise OCE, there is training benefit in planning, conducting and recapitulating exercise events.
D. The OCE will ensure that appropriate documentation required to support each series of exercises (e.g. OPGEN, Pre-Ex, CONOPS) is promulgated as necessary. The OCE will submit a post-exercise report to the ITC and event participants that identifies the level of training accomplished and suggested areas for improvement.

E. The ITC will assemble data reflecting ship participation and forward a quarterly summary report to CNAF. The summary report will contain the following information for each ship:

**USS SHIP A/B/C/D**

Where: 

A = Total number of exercises scheduled in quarter.

B = Total number of exercises for which ship was present import.

C = Total number of exercises for which ship was excused by ISIC.

D = Total number of exercises in which ship participated.

3. **ISIC Duties.** ISICs will only excuse ships from participation in the event of special circumstances. These include: availabilities and installs that compromise physical ability to participate, POM, post-deployment leave and upkeep, or conduct of a major inspection/certification and similar events.

4. **Commanding Officers.** Perform duties as exercise OCE, when tasked. Ensure that participation in the various inport training opportunities is a high priority. Active participation by training team members, division supervisors and inexperienced trainees in pre-exercise planning, event execution and post-exercise debriefs is essential in maximizing training benefit and value to all participants. Crewmembers should be encouraged to cross deck to a neighboring ship in order to participate in scheduled training if maintenance, install or other industrial work makes participation onboard impractical. The ability to implement a robust inport training program using embedded simulator capability and inport training resources is a hallmark of an effective FRTP plan geared toward maintaining watch team and training team proficiency.

5. **Other inport training events.** The exercises listed above are not an all inclusive list of inport training events
available to CNAF Carriers. ISIC’s and Carriers are encouraged to identify, schedule and participate in as many inport training opportunities as required to maintain tactical and operational proficiency at acceptable levels.
## CV/CVN FLEET READINESS TRAINING PLAN CYCLE
### MAINTENANCE PHASE

<table>
<thead>
<tr>
<th>REPAIR PERIOD (ROH/DPIA/PIA)</th>
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<tbody>
<tr>
<td>OPCON</td>
<td>C2F/C3F</td>
</tr>
<tr>
<td>TRNG RESPONSIBILITY</td>
<td>TYCOM</td>
</tr>
<tr>
<td>EVENTS</td>
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<tr>
<td>SCHOOLS</td>
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<td>TEAM TRAINERS</td>
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<tr>
<td>INPORT EXERCISES</td>
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<tr>
<td>* CHECKLIST REVIEWS</td>
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<tr>
<td>* TRAINING FOR SHIP’S TRAINING TEAMS (SBTT)</td>
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<tr>
<td>* SCHEDULING MEETING</td>
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<tr>
<td>* PRE-FLIGHT DECK CERTIFICATION INSPECTIONS</td>
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</tbody>
</table>

**FIGURE 3-2**

3-29
## CV/CVN FLEET READINESS TRAINING PLAN CYCLE

### UNIT LEVEL TRAINING

<table>
<thead>
<tr>
<th>OPCON</th>
<th>SEA TRIALS 5 U/W DAYS</th>
<th>FLIGHT DK CERT/FRSCQ 7-10 U/W DAYS</th>
<th>CART PHASE II 5 DAYS INPORT</th>
<th>ATFP 4 DAYS INPORT</th>
<th>TSTA/FEP 25 U/W DAYS</th>
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</thead>
<tbody>
<tr>
<td>ISIC/TYCOM</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
<td>ISIC</td>
<td>C2F/C3F</td>
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</tbody>
</table>

### EVENTS

<table>
<thead>
<tr>
<th>OPCON</th>
<th>SEA TRIALS 5 U/W DAYS</th>
<th>FLIGHT DK CERT/FRSCQ 7-10 U/W DAYS</th>
<th>CART PHASE II 5 DAYS INPORT</th>
<th>ATFP 4 DAYS INPORT</th>
<th>TSTA/FEP 25 U/W DAYS</th>
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</thead>
<tbody>
<tr>
<td>ISIC/TYCOM</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
<td>ISIC</td>
<td>C2F/C3F</td>
</tr>
</tbody>
</table>

- **EQUIPMENT CHECKS**
  - Flight Deck Certified/FRSCQ
  - F/F Sys
  - PALS
  - CATC
  - FRS CQ

- **NAV TRAINING**
  - 1-2 Days Flying

- **DC TRAINING**
  - AFF/Fire Fighting System Certified

- **ENGINEERING TRAINING**

- **TRAINING ADMIN ASSESS**
  - Individual Training Team Assessment

- **INTEGRATED TRAINING TEAM ASSESSMENT**
  - Major Conflag
  - CBR-D Drill
  - Missile Shoot
  - Mass Casualty
  - Airwing Integration
  - Flight Deck Operations Assessment

*7-8 Days No-FLY*  
*3-4 Days CQ*  
*14 Days FLY*  
*1 Day Anchor*  
*2-3 Days FEP*  
*Individual Team Training Scenarios*  
*Integrated Training Team Scenarios*  
*Major Conflag*  
*CBR-D Drill*  
*Missile Shoot*  
*Mass Casualty*  
*Airwing Integration*  
*Flight Deck Operations Assessment*
## CV/CVN FLEET READINESS TRAINING PLAN CYCLE
### INTEGRATED PHASE

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<tbody>
<tr>
<td>OPCON</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
</tr>
<tr>
<td>TRNG RESPONSIBILITY</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
<td>C2F/C3F</td>
</tr>
</tbody>
</table>
| EVENTS | COMPTUEX (21-28 U/W DAYS)  
- 3 –4 Days CQ  
- NO DIVERT CERT  
- 18 DAYS SOE EVENTS  
- 3 DAYS PORT VISIT  
- 3 DAYS FINAL BATTLE PROBLEM  | • FPEX (4 INPORT DAYS  
• 4 DAYS SOE EVENTS | JTFEX (21 U/W DAYS) |

**NOTE:** For Forward Deployed Naval Forces (FDNF) units, Commander SEVENTH FLEET (C7F) working with TYCOM representatives will develop and execute a training continuum.

**FIGURE 3-4**
## CV/CVN FLEET READINESS TRAINING PLAN CYCLE

### SUSTAINMENT PHASE

<table>
<thead>
<tr>
<th>DEPLOYMENT RETURN TRANSIT</th>
<th>POST DEPLOYMENT SURGE (POM/UPK/LOCAL OPS)</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>OPCON</strong></td>
<td>C2F/C3F</td>
</tr>
<tr>
<td><strong>TRNG RESPONSIBILITY</strong></td>
<td>C2F/C3F</td>
</tr>
<tr>
<td><strong>EVENTS</strong></td>
<td><strong>COMMAND ASSESSMENT OF READINESS &amp; TRAINING PHASE I (CART I)</strong></td>
</tr>
<tr>
<td></td>
<td><strong>SCHEDULE MEETING</strong></td>
</tr>
<tr>
<td></td>
<td>* SCHEDULE REVIEW</td>
</tr>
<tr>
<td></td>
<td>* INTERNAL TRAINING REVIEW</td>
</tr>
<tr>
<td></td>
<td>* TYCOM, C2F/C3F AIRWING, SHIP ATG, ISIC</td>
</tr>
</tbody>
</table>

**FIGURE 3-5**
COMNAVAIRFOR FEP GRADING CRITERIA

CSO/INTEL  ( _____ ) 40 pts max
TRAINING TEAMS  ( _____ ) 60 pts max
OPERATIONAL PROFICIENCY  ( _____ ) 160 pts max
SURVIVABILITY  ( _____ ) 140 pts max
SHIP’S OVERALL FEP SCORE  ( _____ ) 400 pts max

360– 400 OUTSTANDING
320– 359 EXCELLENT
280– 319 GOOD
250– 279 SATISFACTORY

CSO/INTEL ( _____ ) 40 pts max
CSO  ( _____ ) 30 pts max INTEL  ( _____ ) 10 pts max
EQUIP  ( _____ ) 10 pts max SUPPLOT  ( _____ ) 5 pts max
CSCCE  ( _____ ) 10 pts max SSES  ( _____ ) 5 pts max
COMM  ( _____ ) 10 pts max

TRAINING TEAMS ( _____ ) 60 pts max
ITT  ( ____ ) 10 pts max MTT  ( ____ ) 10 pts max
DCTT  ( ____ ) 10 pts max CSTT  ( ____ ) 10 pts max
N/STT  ( ____ ) 10 pts max ADTT  ( ____ ) 10 pts max

TRAINING TEAM GRADING CRITERIA:
Planning  =  2 pts
Briefing  =  2 pts
Critiquing  =  2 pts
Debriefing  =  2 pts
Control  =  2 pts

Figure 3-6 (pg-1)
OPERATIONAL PROFICIENCY (____) 160 pts max

CDC WATCH SECTIONS (____) 80 pts max

AW WATCH SECTIONS (____) 20 pts max EW WATCH SECTIONS (____) 10 pts max

WATCH SECTION 1 (____) 10 pts max WATCH SECTION 1 (____) 5 pts max
WATCH SECTION 2 (____) 10 pts max WATCH SECTION 2 (____) 5 pts max

TAO WATCH SECTIONS (____) 10 pts max SUW WATCH SECTIONS (____) 20 pts max

WATCH SECTION 1 (____) 5 pts max WATCH SECTION 1 (____) 10 pts max
WATCH SECTION 2 (____) 5 pts max WATCH SECTION 2 (____) 10 pts max

USW WATCH SECTIONS (____) 20 pts max

WATCH SECTION 1 (____) 10 pts max
WATCH SECTION 2 (____) 10 pts max

WATCH SECTION EXAM (____) 10 pts max
10 x average grade/100

NAVIGATION (____) 25 pts max (25x average grade / 100)

(NAV DEPARTMENT FEP SCORE (____) 15 x average / 100)

MOB-N-1-SF (____) grade MOB-N-3-SF (____) grade MOB-N-4-SF (____) grade
MOB-N-5-SF (____) grade MOB-N-6-SF (____) grade MOB-N-8-SF (____) grade
MOB-N-9-SF (____) grade

SEAMANSHIP (____) 25 pts max (25 x average grade / 100)

(DECK DEPARTMENT FEP SCORE (____) 5 x average / 100)

MOB-S-3-SF (____) grade MOB-S-1D-SF (____) grade
MOB-S-11-SF DEL (____) grade MOB-S-6-SF (____) grade
MOB-S-10R-SF (____) grade MOB-S-11-SF REC (____) grade

Figure 3-6 (pg-2)
SELF DEFENSE ( _____ ) 20 pts max (20 x grade / 100)

AAW-24-SF ( _____ ) grade

OPS DEPT.

FEP score = 10 x CDC WATCH SECTION POINTS + WATCH STATION EXAM POINTS + SELF DEFENSE POINTS /110

SURVIVABILITY ( _____ ) 140 pts max

DAMAGE CONTROL ( _____ ) 80 pts max (80 x average / 100)

(DC DEPARTMENT FEP SCORE ( _____ ) 15 x average/100)

<table>
<thead>
<tr>
<th>Grade 1</th>
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<th>Grade 3</th>
<th>Grade 4</th>
<th>Grade 5</th>
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<tr>
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<td>MOB-D-99-SF</td>
<td>MOB-D-100-SF</td>
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</table>

FLIGHT DECK ( _____ ) 40 pts max (40 x average / 100)

(AIR DEPARTMENT FEP SCORE ( _____ ) 10 x average/100)

<table>
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<tr>
<th>Grade 1</th>
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</thead>
<tbody>
<tr>
<td>MOB-D-17-SF</td>
<td>MOB-D-18-SF</td>
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<td>MOB-D-20-CV (D,N)</td>
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<td>MOB-S-23-CV (D,N)</td>
<td>MOB-S-24-CV (D,N)</td>
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<tr>
<td>MOB-D-18-SF (D,N)</td>
<td>MOB-S-01-CV (D,N)</td>
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<tr>
<td>MOB-D-25-SF</td>
<td>MOB-S-03-CV (D,N)</td>
</tr>
<tr>
<td>MOB-D-25-SF ( _____ ) grade 1 Bow, 1 Waist</td>
<td></td>
</tr>
</tbody>
</table>

Figure 3-6 (pg-3)
Health Services (_____ ) 20 pts max (20 x grades weighted as follows/100)

(MEDICAL DEPARTMENT FEP SCORE (_____ ) 20 x grades weighted as follows)

<table>
<thead>
<tr>
<th>Condition</th>
<th>Grade</th>
<th>Weight</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>FSOM03.01 (compound fracture)</td>
<td>x</td>
<td>.1</td>
<td>(_____ )</td>
</tr>
<tr>
<td>FSOM03.06 (Electrical Shock)</td>
<td>x</td>
<td>.1</td>
<td>(_____ )</td>
</tr>
<tr>
<td>FSOM03.07 (Burns)</td>
<td>x</td>
<td>.1</td>
<td>(_____ )</td>
</tr>
<tr>
<td>FSOM03.09 (Personal transport)</td>
<td>x</td>
<td>.1</td>
<td>(_____ )</td>
</tr>
<tr>
<td>FSO-M-9-CV (MRT)</td>
<td>x</td>
<td>.3</td>
<td>(_____ )</td>
</tr>
<tr>
<td>FSO-M-12-CV (Mass Casualty)</td>
<td>x</td>
<td>.3</td>
<td>(_____ )</td>
</tr>
</tbody>
</table>

Figure 3-6 (pg-4)
Chapter 4 - SHIPBOARD TRAINING

SECTION 1 - All Hands Training

4100 GENERAL

1. In addition to providing training for watch, quarter and station assignment, battle station assignment, and special shipboard evolution assignment, it is essential that a well-rounded shipboard training program specifically include measures for training the individual officer, Sailor or Marine in:

   A. All duties of their rank or rate.

   B. Preparation for promotion/advancement.

   C. Development of leadership.

   D. All duties, responsibilities and expectations of a member of the Naval service.

   E. Safety and survival in the shipboard environment.

   F. Periodic, as required by higher authority, Navy Rights and Responsibilities, fraternization, and sexual harassment training.

2. Responsibility for basic training of the individual officer, Sailor, or Marine is specifically assigned to the Commanding Officer of a unit by Article 0728, U.S. Navy Regulations, 1990.

4101 Indoctrination DIVISION TRAINING

1. The initial days and even hours a new officer, Sailor, or Marine spends on board ship will have a significant effect on molding attitude toward the command and, therefore, their ability to perform as an effective member of the ship's company for the remainder of their tour on board. It is imperative that each ship of the force have an effective "I" Division program to introduce new crewmembers to the command.

   A. While it should be tailored to the specific needs of officer or enlisted members, the program should incorporate the common elements of providing members a place to sleep and stow their gear, the location of and times they will be able to get meals, accurate processing of the member's service and pay records,
enrollment in the command physical readiness program, an introduction to unique shipboard regulations, and reiteration of Navy policies concerning drug and alcohol abuse, discrimination, and harassment.

B. Shortly after new members report they should be provided with the opportunity to meet key members of the command to include, at a minimum, the Commanding Officer, Executive Officer, Supply officer, Medical and Dental officers, Safety Officer, Damage Control Assistant, Hazardous Material Coordinator, Administration Officer, Personnel Officer, Security Manager, Physical Readiness Coordinator, Command Chief, Chief Master at Arms, Equal Opportunity Officer, and Command Career Counselor.

2. Ideally, "I" Division should be completed in the time between when new members report to the ship and when they report to their division. As a minimum, it should include the following:

A. An orientation tour focusing on available services for crewmembers, location and availability of damage control equipment, and security requirements.

B. Donning and lighting off of the EEBD, SCBA and life vests should be demonstrated by each individual while in "I" division.

C. The Navy Rights and Responsibilities Workshop, to ensure the ship maintain 100 percent compliance with OPNAVINST 5354.1 series (Navy Equal Opportunity Manual).

D. Distribution of general damage control and 3M PQS books to all new crewmembers.

E. Level I Antiterrorism Awareness Training. All crewmembers, military and civilian, shall receive Level I Antiterrorism Awareness Training in-accordance-with SECNAVINST 3300.3 (SERIES).

F. Security Educations and Training. All crewmembers, military and civilian, shall receive initial security instruction in-accordance-with OPNAVINST 5530.14 (SERIES). The security education program will include all pertinent aspects of physical security, law enforcement, and loss prevention programs including those specifically related to antiterrorism.
G. Briefing by ISSM for all personnel that will be using systems attached to the Naval Network concerning Information Assurance.

H. For CV/N’s, propulsion plant indoctrination per NAVSEA S9213-33-MMA-000/(V) Radiological Controls for Ships and NAVSEA S9213-41-MAN-000/(C) Engineering Department Manual for Naval Nuclear Propulsion Plants.

I. Operational Risk Management (ORM). All crewmembers shall receive an overview briefing that describes ORM and its tenets, and provides examples of application both on/off-duty for all types of ORM including, Time Critical, Deliberate, and Analytical.

4102 DAMAGE CONTROL TRAINING

1. The ship’s training program will include widespread indoctrination of all hands, including embarked staffs and air wing personnel, in procedures and practices necessary to maintain the protective material conditions of readiness and actions required to be taken in the event of fire, battle damage or other emergency. Each individual aboard ship should be fully capable of taking the initial actions to properly report fires and flooding and should be able to set fire and flooding boundaries. Emergency egress training to include training on how to don training EEBD must be completed within 96 hours of reporting aboard.

   A. All afloat personnel will complete DC PQS (NAVEDTRA 43119-series, watch stations 301-306) within six months of reporting aboard.

   B. Personnel reporting from another ship who have already completed basic DC shall qualify on ship specific DC systems of the DC PQS (NAVEDTRA 43119-series, section 200) within three months of reporting aboard.

   C. All personnel shall complete emergency egress training within 96 hours of reporting aboard ship and every six months thereafter. This training will consist of blindfolded escape from working, berthing and watchstanding spaces. Training will also include actual activation and donning of training Emergency Escape Breathing Device (EEBD) and Self Contained Breathing Apparatus (SCBA). PQS chart or other appropriate means shall document completion.
D. Personnel may not be assigned to a Repair Party or Inport Emergency Team (IET) until they have completed DC PQS (watch stations 301-306). All personnel assigned to Repair Party Teams or IETs shall complete the DC PQS (NAVEDTRA 43119-series) applicable to their assignment within three months of team assignment. All personnel shall be fully qualified in all prerequisite watch stations prior to assignment to a new position on Repair Party Teams and IETs.

E. Damage Control Training Team (DCTT) personnel shall be fully qualified for the billet they are assigned to train and complete the DCTT members PQS from DC PQS (NAVEDTRA 43119-series, watch station 320).

F. Gas Free Engineering Petty Officers and Fire Marshals shall complete applicable sections of DC Watches PQS (NAVEDTRA 43119-H series) prior to assignment.

G. Post Fire Test Assistants will be qualified as Gas Free Engineers, Gas Free Engineer Assistants or Gas Free Engineering Petty Officers.

H. Departmental or Division Damage Control Petty Officers (DCPOs), shall complete DC Watches PQS (NAVEDTRA 43119-4 series) Watch Station 303, and be certified by the Damage Control Assistant (DCA) or Ship's Fire Marshal prior to assignment.

I. DC Maintenance Personnel shall complete DC PQS (NAVEDTRA 43119-series, watch stations 301-306), 3-M watch station 301, and DCPO STEP course and be certified by the Damage Control Assistant (DCA) prior to assignment.

J. One petty Officer in each in port fire party and each repair locker shall qualify on Watchstation 304, Oil/Hazardous Material (Substance) Spill Response Scene Leader, in the Hazardous Material / Environmental Protection Programs Afloat PQS, NAVEDTRA 43528-A, within 6 months of assignment.

2. Formal Training Requirements for Afloat Personnel:

A. All personnel shall receive live fire fighting training every six years. The initial six year qualification is satisfied if fire fighting training was received during initial accession training sources after June 2005. Recurring training requirements can be obtained through attendance at one of the following live fire fighting training courses.
(1) Shipboard Aircraft
(2) Air Capable Ship Helicopter Fire Fighting Team Training (J-495-0414)
(3) Shipboard Fire Fighting Team Training (J-495-0418)
(4) Advanced Shipboard Fire Fighting (J-495-0419)
(5) Senior Shipboard Fire Fighting Refresher Laboratory (V-4N-0002)
(6) Advanced Shipboard Fire Fighting Laboratory (V-4N-0001)
(7) General Shipboard Fire Fighting Training (J-495-0416)

B. Aircraft Carrier Flight Deck Crash Crews will attend Aircraft Fire Fighting Shipboard Team Training (C-780-2012) once per deployment cycle. Personnel taking this course will be certified as meeting the requirement for attending Shipboard Aircraft Fire Fighting (J-495-0413).

C. Personnel assigned to shipboard duty not receiving accession-level Chemical, Biological and Radiological Defense (CBR-D) training may fulfill training requirements by completion of on board training by the DCA, CBR-D Training Specialist (NEC 4805) or Senior Enlisted Damage Control Training Specialist (NEC 4811) and completing the appropriate DC PQS (NAVEDTRA 43119-series).

D. Repair Party Leaders and Officers shall attend Damage Control Repair Party Leaders Course (K-495-0040). DCA-Senior Enlisted Course (A-4G-111) is acceptable substitute.

E. Repair Parties and IETs shall attend Shipboard Fire Fighting Team Training (J-495-0418) and Shipboard Damage Control Training (K-495-0045). They shall attend both courses once per deployment cycle, not to exceed length of FRTP between courses. Officer accession level fire fighting training or the General Shipboard Fire Fighting (J-495-0416) is the minimum requirement for replacement personnel who have not participated in formal team training.

F. The following personnel shall attend Shipboard Aircraft Fire Fighting (J-495-0413):

   (1) Ship’s force flight deck personnel receiving flight deck hazardous duty pay assigned to aircraft carriers.
Personnel shall attend within six months of assignment and every four years thereafter.

G. Embarked flight deck personnel, pilots, aircrew and all other embarked personnel receiving flight deck hazardous duty pay. Personnel shall attend within six months of initial squadron/unit assignment and every four years thereafter. If an embarked individual’s four-year qualification will expire during a deployment, the individual shall attend the course prior to deployment.

H. Prospective DCAs shall attend Surface Warfare Damage Control Assistant (A-4G-111) course prior to assignment.

I. Gas Free Engineers, Gas Free Engineer Assistants and Gas Free Engineering Petty Officers (one per port duty section) shall attend Gas Free Engineer and Gas Free Engineering Petty Officer for Surface (Afloat) Operations (K-495-0051) or equivalent prior to assuming duties. DCA-Senior Enlisted Course (A-4G-111) is acceptable substitute for Gas Free Engineers and Gas Free Engineer Assistants, respectively.

J. As a minimum, two personnel from each ship shall complete the P-100 pump unit (A-495-004) engineering Shipboard Training Enhancement (eSTEP) course.

K. As a minimum, AFFF WCS plus seven others from each ship shall attend Foam Generating Systems Operation and Maintenance (K-495-2179).

L. Prospective Commanding, Executive, Engineer Officers and Air Department Heads shall, prior to assuming their duties, receive refresher training in all phases of DC to include CBR-D as part of pipeline training.

M. All personnel shall complete Breathing Apparatus (OBA/SCBA) refresher training within three months of reporting on board and every six months thereafter.

3. Training Requirements for Embarked Personnel:

A. Fleet Marines and other military members embarked in U.S. Navy ships for a limited duration (such as a deployment) are not required to attend Navy fire fighting courses of instruction, with the exception of Embarked flight deck personnel, pilots, aircrew and all other embarked personnel
receiving flight deck hazardous duty pay. Personnel shall attend within six months of initial squadron/unit assignment and every four years thereafter. If an embarked individual’s four-year qualification will expire during a deployment, the individual shall attend the course prior to deployment.

B. Commanding Officers will provide basic DC instruction for Fleet Marines, other military members and contractor personnel embarked in U.S. Navy ships for a limited duration. This instruction will include, as a minimum: emergency egress from berthing and work spaces, use of an EEBD, use of carbon dioxide, PKP and AFFF extinguishers, fire stations, compartment numbering system, general quarters station, abandon ship station, man overboard station, shipboard communication systems, emergency or casualty reporting and use of the APC system for those personnel assigned to mess deck duties.

(1) Embarked personnel must be indoctrinated in the use and limitations of personnel protective equipment and devices currently available on board. Personnel must be required to demonstrate, on reporting on board and semi-annually thereafter, their ability to use an SCBA and EEBD and to egress their living, working, watch stations, and battle stations under conditions of minimum visibility. Completion of this semi-annual training will be documented on the Division PQS chart.

(2) Completion of Damage Control PQS (NAVEDTRA 43119-series) Watchstations 301-306, within six months of reporting to the ship is mandatory for all hands, including embarked staffs and air wing personnel. (3) All ship riders shall be instructed in the use of an EEBD when embarking.

(4) All embarked personnel for deployment are required to have received chemical, biological, and radiological defense (CBR-D) training. Those who did not receive CBR-D training during accession/pipeline training, or did not attend the introduction to CBR-D course (J-495-0483) before it was canceled, shall complete a one-day CBR-D course conducted aboard the ship by an instructor with the 4805 or 4811 NEC.

(5) Positive documentation of CBR-D training in service records is required.

C. For CV/N's, embarked staffs' requirement propulsion plant indoctrination per NAVSEA S9213-33-MMA-000/(V) Radiological Controls for Ships.
4103 3-M TRAINING

1. The Navy's Material Maintenance Management 3M System is the foundation on which shipboard equipment reliability rests. The equipment installed in Navy ships has been carefully designed and evaluated to provide long years of service in a harsh at-sea environment with the minimum of maintenance. It is critical that maintenance be accomplished properly per applicable maintenance requirements. In order to maintain proper supply and technical support, the installation and removal of equipment must be reported to appropriate authorities. Malfunctions of equipment must be reported to higher authority to ensure that:

   A. Reduced capabilities are made known to operational planners;
   B. Needed technical and material assistance can be organized and effected; and
   C. A history of equipment failures is compiled.

2. Completion by all hands of the appropriate level of the personnel qualifications standards training program will significantly aid in accomplishing these objectives and is mandatory for all hands within six months of reporting on board for duty.

3. All ships in the force are required to establish a quality assurance program, per instructions issued by the type commander and higher authority, to ensure that maintenance actions are properly accomplished.

   A. In addition to the traditional program of spot checks by Chiefs, Division Officers, Department Heads, 3M Coordinators, Executive Officers and Commanding Officers, ships should include training for maintenance personnel on each particular MRC card, prior to the new person being authorized to accomplish a maintenance requirement for the first time.

   B. The first time a maintenance person accomplishes a maintenance action, they should be observed by an experienced qualified Sailor who has been proven competent at performing that maintenance item. This course of action will greatly reduce errors and minimize development of bad habits early in a Sailor's career. It will therefore enhance their technical skills as well as overall equipment reliability. Positive work habits and effective "self" quality control checks must be incorporated into every aspect of the training program.
4. The Elite Spot-check Training Team (ESCTT) is formed to enhance and maintain a peak level of PMS performance by providing focused training and evaluation for ship board spot-checkers. ESCTT members must be 3M (304) Division Officer PQS qualified and designated in writing.

4104 GENERAL MILITARY TRAINING

1. The general military training (GMT) program is applicable to all Navy personnel, both officer and enlisted. Its origins are in the consolidation of training requirements from numerous independent programs. Over the years, the scope of the GMT program has grown to cover a wide variety of military and other topics. It is a promulgated standardized curriculum under a central manager and resource sponsor; GMT guidance is provided in OPNAVINST 1500.22.

2. GMT is designed to train, motivate and inform Navy personnel to transition into military life and to deal with issues that impact their military career, preparing them for future leadership roles.

3. The GMT program is divided into three phases, each of which targets a specific population.

   A. GMT-I is designed for presentation to officer and enlisted personnel during initial accession training.
   B. GMT-II is presented to enlisted personnel while assigned to an “A” school or the Apprentice Training Program.

   C. GMT-III is designed for presentation during regularly scheduled training sessions in individual units. Its purpose is to continue the development of those topics introduced in earlier phases and to address contemporary topics that reflect new or changed Department of Defense or Navy goals and objectives. GMT-III requirements are limited to 12 hours a year and requirements will be reviewed by NETC annually to ensure training remains relevant.

   D. To assist individual units in meeting GMT-III training goals, the Naval Education and Training Command NETC has prepared training materials for the 12 subject areas. Training materials can be obtained contacting Chief of Naval Education and Training (LEAD 112), 250 Dallas St., Pensacola FL 32508-5220, DSN 922-4816/4906, Comm (850) 452-4816/4906 or utilize the following website: https://wwwa.nko.navy.mil/.
4105 SAFETY TRAINING

1. Successful implementation and execution of the safety program requires continuous, effective all hands training and participation. The Safety Officer and Division Safety Petty Officers (DSPO’s) shall execute the on board training program for safety per OPNAVINST 5100.19, "NAVOSH Program Manual for Forces Afloat."

2. Prior to assuming their duties, Safety Officers and Assistant Safety Officers (NOBC 0862, SSC 1861) shall attend the Afloat Safety Officer Course (A-4J-0020).
   
   A. Safety Officers should also receive refresher training provided via courses offered by NAVOSHENVTRACEN, or conferences or workshops related to the elements required by the command safety program.
   
   B. Assistant Safety Officers should receive annual continuing education by attendance at the NAVENVIRHLTHCEN Occupational Health and Preventive Medicine Workshop or the American Industrial Hygiene Association (AIHA) Conference.

3. The Safety Department individual in charge of the Respiratory Protection Program will attend the Respiratory Protection Program Manager's Course (A-493-0072) taught at NAVOSHENVTRACEN.

4. The Supply Officer designated as Command Hazardous Material Coordinator will attend NAVOSHENVTRACEN Hazardous Material Coordinator Course (A-8B-0008) prior to being assigned.

5. All DSPOs (primary and alternate) shall attend the Safety Programs Afloat Course (A-493-2099) and complete Divisional Safety Petty Officer Watch station 301 of Afloat Safety Programs PQS (NAVEDTRA 43460-4 series) within six months of being assigned their duties and have one year left before their PRD. DSPO’s are further encouraged to complete the requirements for NEC 9571 during their assignment.

6. It is strongly recommended the LCPO and an Aviation Electrician (AE) assigned to the Safety Department has the NEC 9571.

7. All hands NAVOSH training will be conducted upon reporting aboard (e.g., "I" Division) and at least annually thereafter.
This training will concentrate on the practical aspects of the NAVOSH Program as implemented aboard ship and include:

A. Introduction to the NAVOSH Program and identification of key personnel, the chain of command, and mishap reporting.
B. Hazard identification and known hazards (e.g., heat, noise, asbestos, confined space entry, gas free requirements, sight conservation, hazardous materials and electrical shock).
C. Safety precautions and standards.
D. Electrical safety/tag-out procedures.
E. Mishap prevention and reporting.
F. Radiation.
G. Back injury prevention.
H. Traffic safety.
I. The ship's program for separation and disposal of plastics, trash and hazardous material, including medical waste/prohibitions regarding disposal of oil, the ship's centralized HAZMAT locker, oily waste and sewage import and at sea.

8. At least two five-minute safety briefs shall be accomplished at quarters or muster each month. Division Officers shall be responsible for ensuring assigned personnel receives mandatory training on safety programs.

9. Whenever necessary to raise the level of awareness of personnel safety, (e.g., increased numbers of personnel injuries, mishaps and near mishaps) the command will initiate a safety stand-down. Commands should consider safety stand-downs following a safety evaluation (e.g., Naval Safety Center Survey). As a minimum, commands will conduct one safety stand-down per year.

10. Training records for Safety will be maintained by each division or training group supervisor per U.S. Navy SORM (OPNAVINST 3120.32). Divisional safety training shall be attended by the division officer and/or LPO and recorded in the training record.

11. For more detail on training requirements and information on training films and videotapes, see OPNAVINST 5100.19 Series (Appendix A7-F) and the NAVOSH Training Guide for Forces Afloat (NAVEDTRA 10074A).

4106 ENVIRONMENTAL TRAINING

Ref: OPNAVINST 5090.1 (Series)
1. Prior to assuming their duties, Safety Officers and Assistant Safety Officers (NOBC 0862, SSC 1861) shall attend the NAVOSHENVTRACEN Afloat Environmental Protection Coordinator Course (A-4J-0021).

4107 METEOROLOGY AND OCEANOGRAPHY TRAINING

1. All Atlantic and Pacific Fleet CV/Ns, LHDs, and LHAs have permanently assigned METOC personnel. Additionally, various major staffs including Numbered Fleets and Carrier Strike Groups have METOC Officers assigned. Although many similarities exist between these divisions and their support responsibilities, the differences in equipment, assigned spaces, shipboard organizations, manning, personnel training and experience are significant. Variations in the METOC services resulting from aforementioned differences can be mitigated via standardized training practices.

2. Except for FDNF ships, permanent manning of METOC personnel on board CV/N ships has been reduced to four personnel on Norfolk and San Diego based ships and to five personnel on Mayport and Pacific Northwest based ships. A Strike Group Oceanography Team (SGOT) is assigned to augment the CV/N METOC Division in phases, with the total augmented support dependent on the operational schedule of the ship.

3. Modern weapons and sensors are increasingly sensitive to atmospheric and oceanographic conditions, resulting in the need to accurately measure and quantify the effects of the operational environment. Additionally, weather and sea conditions must be considered in each evolution and for each operational or tactical decision. METOC personnel are primarily responsible for collecting, interpreting and analyzing METOC data, forecasting conditions for future operations and forecasting the environmental impacts on the performance of weapons, sensors and platforms. The METOC Division’s role is multi-faceted, encompassing all aspects of the operating environment. Formal, on-the-job, and computer based training are key elements for ensuring METOC divisions deliver the right product to the right customer at the right time with the correct information at the appropriate resolution.

4. CNAF is responsible for shipboard training, manning and equipment readiness. Senior METOC Officers assigned to Fleet Forces Command, PACFLT, Numbered Fleet staffs and the Strike
Group Oceanography Team Norfolk and San Diego support CNAF in this effort. They will:

A. Ensure METOC personnel training complies with requirements as outlined in the Fleet Training Management Planning System (FLTMPS) database.

B. Monitor equipment and computer software upgrades for individual METOC Divisions and ensure compliance with governing TYCOM and Fleet directives.

4108 ANTITERRORISM (AT) AWARENESS TRAINING

1. The key to an effective AT program is to develop an awareness that is both sustained and reinforced from initial entry to termination of service. All personnel must be aware of basic personal protective measures against terrorism and specific threats for the area they operate in or transit. Therefore, initial Level I AT Awareness Training shall be conducted for all crewmembers, military or civilian, during “I” Division, and annually thereafter.

2. Subsequently, all crewmembers, military and civilian, deploying OCONUS shall receive an AOR-specific AT protection brief within three months of deployment/travel.

4109 Radiological Training (CVN Only)

1. Radiological training for all personnel permanently assigned to nuclear powered ships and embarked staffs is governed by NAVSEA S9213-33-MMA-000/(V) Radiological Controls for Ships. This includes all-hands yearly and indoctrination training, training for embarked staffs, and emergency response personnel that may respond to casualties in the propulsion plants (e.g. At Sea Fire Party).

4110 Operational Risk Management (ORM)

Ref: OPNAVINST 3500.39 series

1. ORM is a critical element in the planning and execution phases of all training and real evolutions and activities aboard ship and ashore/off-duty.

2. Per the reference, the ship’s Executive Officer (XO) is assigned as the ORM Manager, and is accountable to ensure ORM permeates all shipboard activities and operations. In addition,
as a minimum, at least one Officer, preferably a department head (i.e. OPS or Safety), and two senior enlisted, preferably the Command Master Chief and one other senior departmental MCPO in the command, shall be assigned as the XO’s ORM Assistants. The ORM Program Manager and assigned Assistant ORM Program Managers shall attend the ORM Applications and Integrations (ORM A&I) Course (CNET11997).

3. Annually, all ship’s crew members shall complete the Navy Knowledge On-line (NKO) GMT ORM Course (CPD-GMT07-011) and any additional NKO ORM courses as appropriate for the level of management or supervision held by the individual.
4200 DIVISIONAL TRAINING

1. Divisional training is the foundation on which the entire ship's training program rests. Properly executed, it leads directly to material and operational readiness, safety, and advancement. Improperly done, it wastes valuable man-hours and hurts crew morale. It is imperative that Commanding Officers empower Division Officers and Leading Chief Petty Officers with an understanding of their importance to the success of this program and that the Commanding Officer hold them personally accountable and responsible for the program's conscientious and correct administration.

2. Sub-sets of the divisional training program encompass the work center and team training programs.

   A. Work centers are administrative organizations established to accomplish maintenance while teams are operational organizations designed to accomplish functional operational tasks.

   B. Unless directed by other existing instruction (i.e. NATOPS), all training teams shall maintain training records as directed by existing shipboard instruction in an existing database (i.e. R-ADMIN).

3. Effective divisional training is preplanned, conducted on a regular schedule in a location suitable for training, attended by the entire division (work center or team as applicable) from the division officer or team leader down to the most junior airman, fireman, seaman, or Marine, monitored by someone other than the instructor who is knowledgeable in the subject matter, (Officer or Chief Petty Officer/supervisor for work teams) and evaluated so that a critique may be provided to the instructor following the presentation.

4. The format for divisional training should be tailored to the subject matter. As appropriate, it might be:

   A. A formal lecture;
   B. A demonstration followed by practical application; or
C. A competition in which teams demonstrate their proficiency at previously acquired skills.

5. While divisional training is normally thought of as a group exercise, it can also be tailored to the individual.

   A. Required readings in rate training manuals and completion of the corresponding lessons may be required.
   B. Implementation of a divisional orientation workbook can rapidly integrate a new Sailor into the organization.
   C. A requirement to demonstrate proficiency at certain tasks, such as emergency egress, physically donning an EEBD or OBA/SCBA, or skills learned in "A" school, apprenticeship training, or at a previous command ensures Sailors are ready for further training or identifies the need for remedial training.

6. Care should be taken in selecting personnel who will be conducting divisional training to ensure that both junior and senior crewmembers have the opportunity to be instructors. Also, care should be taken to ensure junior crewmembers are truly qualified to conduct the training assigned to them.

   A. Assignments should be made sufficiently in advance of the training session to allow the instructor time to research, prepare and rehearse the presentation.
   B. The entire presentation should be made to either the Leading Petty Officer, Divisional Chief Petty Officer, or to the Division Officer prior to it being given to the rest of the division. This step provides an opportunity to critique the instructor and improve the presentation and allows for identification and correction of factual errors and ensures an instructor who has not sufficiently prepared does not waste the division’s time.
   C. During the presentation a crewmember knowledgeable in the subject matter should be assigned to monitor the training and to provide the instructor with a formal critique on its completion. In this way, the presentation becomes more than a lesson for the division; it also becomes leadership training for the instructor, improving both his knowledge of the subject matter and his ability to pass that knowledge along.

7. Training guidance and requirements for Reactor Departments on CV/N’s is contained in CNAFINST C1512.3 (Series) Nuclear Power Training Manual.
4300 ONGOING TRAINING

1. All shipboard training must be directed toward ensuring the crew is capable of safely taking the ship to sea and meeting ensuing commitments.

   A. The training program is not limited to Officers of the Deck and bridge watch standers; it must also include navigational watches; visual signaling watches; lookouts; Combat Direction Center surface, air and Anti-Submarine Warfare module watchstanders; TAOs; Air Traffic and Air Intercept Controllers; flight deck watches; engineering plant steaming and auxiliaries watches; and Damage Control personnel.

2. It is recognized that during overhaul periods the maintenance of sufficient qualified watch standers is a tremendous management problem that requires extensive advance planning.

   A. Proper execution of CART I by all departments will significantly aid in ensuring that proper formal training is scheduled and that appropriate people are trained. A Watch Team Replacement Plan (WTRP) will be formulated for execution during the upcoming FRTP. This will be evaluated by ATG during CART II.

   B. Formal schools, mobile training systems, team trainers, and regularly scheduled drills, within the ship's lifelines and with other units inport, can all be used to maintain the level of crew training during overhaul.

3. During multi-year overhauls the requirement still exists to maintain a continuum of operational readiness. Though the Sailors embarked today may not be getting underway with the ship at the end of overhaul, they will most likely be getting underway with another unit. Additionally, well-trained Sailors can be invaluable in preparing their relief’s to be ready for future operations.

   A. When critical equipment is unavailable, cross-decking of personnel to other Naval Air Force units is not only encouraged, it is expected.

   B. Cross-deck opportunities may also be available with Naval Surface Force units.
C. It is very likely that excellent Sailors, anxious to achieve their professional qualifications, will volunteer to fill manning shortfalls on working up or deploying ships in order to get the necessary underway experience to complete their own qualifications in a timely manner.

### 4301 WATCH STATION TRAINING

1. Underway, it is essential that watch standers function as a team. Throughout the ship, watch teams must be regularly drilled on standard operating and emergency procedures to ensure that preplanned responses are properly executed. Response to an inbound missile, a man overboard, a major lube oil leak, or a crash on the flight deck, to name only a few shipboard evolutions, all require coordinated responses by a variety of watch stations and teams. The inability of one station to perform their required assignment may have devastating consequences. Drills must be realistic and therefore must be planned, executed with the minimum of simulations and deviations, observed by qualified personnel and critiqued both on individual efforts and contribution to the team effort.

2. The tactical situation underway can often lead to long, potentially boring watches with minimal or no communications, course or speed changes, contacts, or changes in equipment configurations. During these times, a concerted effort must be made to stimulate watches to ensure all watch standers remain alert and ready to respond. Officers responsible for operation of watch stations should ensure that time spent on watch is used to sharpen the skills of watch standers.

   A. During periods of restricted EMCON, establishment of an in-house circuit between CDC and the bridge allows conduct of drills and should be standard operating procedure.
   B. Semaphore, flag hoist and flashing light drills should be conducted as the tactical situation allows. Signal bridge personnel can also join in communications drills and PUBEXs between CDC and the navigational bridge.
   C. Flash cards can be used to drill lookouts on contact recognition.
   D. Engineers can practice evolutions and emergency procedures (shifting air ejectors, changing distilling plant lineups, etc.) under supervision of experienced personnel as authorized by the engineer officer.
   E. All watch stations can practice locating and donning EEBD’s, SCBA’s and practicing emergency egress. The preceding list provides only a sampling of the drills that can be
executed on watch. The ship is limited only by the creativity of her leaders and watch standers in what can be accomplished. Firm leadership at the department head level, however, is required to ensure meaningful, properly supervised ongoing training is incorporated into each watch.

3. Carriers should regularly participate in tactical maneuvering drills with their escorts.

4. Carrier security forces shall maximize the use of small arms simulators (where available to increase or improve weapons proficiency and achievement of qualifications through the use of course of fire software. Use of systems that exercise a watch stander’s decision-making skill in the employment of deadly force should be used to the maximum extent possible.

5. Ship handling drills should also be executed during any available opportunities. Maneuvering, man overboard drills, or using a smoke float to practice an approach into a mooring buoy are two examples of excellent training which can be accomplished when the tactical situation permits. Due regard will be given to present shipping and influences both outside and shipboard operations.

6. At anchorage or in port the ship's boats should be regularly used to practice small boat handling and to qualify boat officers.
CHAPTER 4 - SHIPBOARD TRAINING

SECTION 4 - In Rate Training

4400 PERSONNEL QUALIFICATION STANDARDS (PQS).

1. The Chief of Naval Operations has adopted The Personnel Qualification Standard (PQS) system of training as a means to ensure that all personnel are trained and qualified to meet promulgated Navy standards. It is applicable to both officer and enlisted personnel.

   A. The general background and policy concerning the development and implementation of PQS is contained in OPNAVINST 3500.34, CINCLANTFLTINST 3500.19 and CINCPACFLTINST 3500.16, and COMNAVAIRLANTINST 3500.52 Series.

   B. Guidelines for implementation and administration of PQS are outlined in the Unit Coordinator’s Guide (NAVEDTRA 43100-1 series).

   C. The “PQS Catalog” (NAVEDTRA 43100-5) provides the latest list of available PQS standard materials. Each ship through any of the following means can obtain PQS Materials:

      (1) Writing to NETPDTC N34, 6490 Saufley Field Road, Pensacola FL, 32509-5237.
      (2) Calling NETPDTC at DSN 922-1035 or Commercial (850) 452-1035.
      (3) By e-mail at N34.pqs@smtp.NETC.navy.mil or via the Navy Knowledge Online website www.nko.navy.mil/, where you can order PQS on CD ROM or download PQS materials.
      (4) By using the NETPDTC Bulletin boards at DSN 922-1394/1820 or Commercial (850) 452-1394/1820.

2. An individual's PQS is a written compilation of the minimum requirements to certify qualification of the individual to perform the duties of a given job or watch station. It serves, in conjunction with formal school training, general military training, the study of rate training and other NAVEDTRA manuals and on-the-job-experience, as a vehicle for continuous training of a carrier's crew.

   A. Officers will derive significant benefit by progressing systematically through those aspects pertinent to their shipboard duties.
B. Enlisted personnel will be significantly assisted in completing advancement in rating criteria through the knowledge and skills derived from the completion of various PQS elements.

3. It is imperative that no member of the Naval service, officer or enlisted, be placed in a position for which he or she is not qualified.

4. The PQS System provides a means by which training progress can be monitored and qualifications can be documented. It is recommended that:

   A. Watch Team Replacement Plans, formulated during CART I, be used as a tool to assign watch stander PQS.
   B. Watch bills in use on aircraft carriers should be reviewed against PQS charts to ensure that all watch standers are qualified or under the instruction of a qualified individual.
   C. Watch bills must indicate the level of qualification for each watch stander (i.e. qualified (Q), interim qualified (I), or under instruction (UI).
   D. Regular audits should be undertaken to ensure qualifications are correctly entered in service records and PQS tracking systems (either charts or ADP programs) in a timely manner.

5. The final determination of the depth of knowledge and level of proficiency required of individuals to answer and/or perform each specific PQS line item, and to ultimately achieve final PQS qualification, will be made by the individual command. The PQS for most watch stations contains a final line item for either a written or oral examination of the individual's knowledge of the watch station. This is probably the most critical signature for the Sailor to achieve, because it requires the candidate to put together all that has been learned into a useful whole.

   A. If oral examinations are used, only the most experienced and knowledgeable watch standers in the area of qualification should be allowed to give the examination and sign off this line item. A successful oral board signifies that the Sailor has proven his knowledge and understanding of the responsibilities of that particular watch station and is ready for final qualification.

   B. For certain critical tasks or watch stations a written exam may allow a more complete assessment of the candidate's
readiness for final qualification than would an oral examination.

6. The Unit Coordinator’s Guide addresses the procedures to follow when tailoring a PQS watch station qualification of an experienced/previously qualified Sailor when reporting aboard.

7. At times, it will not be possible to man all required watch stations with fully qualified personnel. If this occurs, Commanding Officers are authorized to grant interim qualifications to individuals who are making satisfactory progress accomplishing PQS line items. Interim qualifications should be for a specific limited period of time, not to exceed ninety days from the time the ship returns to sea, during which the individual is expected to achieve final qualification.

8. All watch stations normally stood on board ship are covered by a formal PQS developed by the Naval Education and Training Command. In some circumstances, usually the installation of new equipment, a formal PQS may not yet have been developed. Should this be the case, it is the ship’s responsibility to develop JQR’s to cover the duties of that watch station, using the standard PQS line item format as a guide. In addition, if the formal developed PQS for a given watch station does not cover all aspects and duties of the watch as stood on board, it is the duty of the ship to add/delete/modify PQS line items for those watch requirements as required and approved by Department Head or Commanding Officer.

9. PQS in specific areas is periodically reviewed by the PQS Development Group. Support for these reviews and necessary rewrites to PQS are coordinated through the TYCOM. Commanding Officers should submit inputs for changes to PQS via the ISIC to the appropriate PQS Model Manager.

4401 ADVANCEMENT TRAINING

1. The Commanding Officer is specifically assigned responsibility by U.S. Navy Regulations, 1990, for basic training of individuals assigned to his command. In fulfilling this assignment the Commanding Officer must personally concern himself with the preparation for advancement of enlisted personnel and promotion of assigned officers.

2. In complying with U.S. Navy Regulations, 1990, an education program for officers should incorporate the following provisions as a minimum:
A. Comply with the personnel qualification standards program as outlined in Article 4400 of this instruction.

B. Establish a mandatory Surface Warfare Officer qualification program for all 116X officers assigned per OPNAVINST 1412.2. All Division Officers, regardless of designator, are to complete the Division Officer portion of the Surface Warfare Officer PQS program, including division administration, damage control, and 3M.

C. Send the maximum number of officers permitted by quotas, and operational commitments to schools that will enhance performance in their current or anticipated billets. Creative use should be made of no-cost orders and shipboard billeting to minimize TAD costs, while maximizing training opportunities.

D. Consider designating a Surface Warfare Officers’ Advisor from among the senior Surface Warfare Officers on board to assist in qualifying 116X officers as Surface Warfare Officers and to provide advice and counseling on future career development. On nuclear powered carriers, in recognition of the differences in career patterns, separate advisors should be designated for nuclear and non-nuclear officers.

E. Provide the opportunity for senior ship’s company and air wing officers to attain proficiency in ship handling and other shipboard evolutions to the maximum extent permitted by regularly assigned and flight duties.

3. In fulfilling his responsibilities for enlisted training, the Commanding Officer should:

A. Comply with the personnel qualification standards program as outlined in Article 4400 of this instruction.

B. Establish a formal training program supporting completion of the Enlisted Surface Warfare Specialist (ESWS) and the Enlisted Aviation Warfare Specialist (EAWS) qualification programs.

C. Send the maximum number of enlisted members permitted by quotas and operational commitments to schools that will enhance performance in their current or anticipated billets. Creative use should be made of no-cost orders and shipboard
billeting to minimize TAD costs, while maximizing training opportunities.

D. When able ships are encouraged to use NKO.
CHAPTER 4 - SHIPBOARD TRAINING

SECTION 5 - Correspondence Courses

4500 NON-RESIDENT TRAINING COURSES

1. Navy correspondence courses, more correctly called Nonresident Training Courses (NRTC), are an excellent method for officers and enlisted personnel to expand their professional knowledge, improve their opportunities for promotion or advancement, and increase their worth to the Navy. They are self-study courses, which may include assigned exercises, lessons, or examinations designed to assist students in acquiring knowledge or skills described in an associated text. The NRTC may be either locally administered or administered by the Naval Education and Training Program Management Support Activity (NETPMSA). The text for an NRTC may consist of:

   A. A training manual (TRAMAN) written specifically for the NRTC, or
   B. An existing Navy manual, directive, or commercially procured text that is the basis for the NRTC.

2. Historically, several types of Navy nonresident training products were developed at various commands and were distributed for different purposes and for different training communities. This created many different terms used to describe these training products and caused confusion to the ordering activities. The Naval Education and Training Command has consolidated and simplified this program. The catalog of "Nonresident Training Courses", NAVEDTRA 12061, is distributed to all ships and stations to be used for ordering training manuals and associated nonresident training courses. This publication is updated semi-annually with changes to ensure ordering activities have the latest information on availability of Navy nonresident training products. Command Educational Services Officers, Training Officers, career counselors, and training petty officers that order training materials should have a copy of this manual and be provided with changes. They must also be familiar with the ordering procedures as delineated in the manual and other referenced publications.
CHAPTER 4 - SHIPBOARD TRAINING

SECTION 6 - Ships’ Training Teams

4600 GENERAL TRAINING TEAM PROCEDURES

1. To optimize shipboard team training, the following general training team procedures shall apply to all ship’s training teams and be used while conducting drills, exercises, and observed evolutions.

   A. Pre-exercise training team meeting shall be held to discuss the drill scenario, team assignments, time lines, flow of communications, objectives of training, evaluation/training mode, grading and debriefing procedures, and operational risks associated with the exercise.

   B. Proposed training packages, including an exercise risk assessment matrix, shall be presented to the ITT Leader, Commanding Officer or Designated Representative for approval.

   C. Each training team member shall take notes as necessary to allow reconstruction of the exercise/drill afterwards with other team members. Grading forms shall be retained as part of the ship’s training records for the competitive cycle.

   D. Training team members observing a safety violation that poses a hazard to personnel or equipment shall immediately take steps to stop the drill/exercise and correct the unsafe condition.

   E. A critique for participating watch/team personnel shall be conducted as soon as feasible following completion of each drill/exercise. The critique shall cover the training team's training observations, grade assigned and lessons learned.

2. All training team members will be listed on the ship's/departments' collateral duty notice.

3. ATG Shipboard Training Team (SBTT) course. This course of instruction is designed to teach shipboard training team members procedures for constructing and executing training scenarios. Optimally, the SBTT should be completed 6-8 weeks prior to CART II. Due to the value of this course, ships are encouraged to send all training team members to the SBTT.
4. Training Proficiency Levels.

A. TSTA Watch stander Proficiency:

(1) **TSTA I.** Watch standers assigned to all required watch stations but proficiency is weak.

(2) **TSTA II.** Watch standers able to correctly perform routine duties commensurate with their rate/rating and watch station with minimal prompting.

(3) **TSTA III.** Watch standers able to consistently react correctly during sustained, stressful operations that involve transition to an increased level of readiness.

B. TSTA Training Team Proficiency:

(1) **TSTA I.** Training teams in place and qualified for the positions they are observing. Ability to conduct scenario based training, i.e., plan, brief, execute, and debrief, is weak.

(2) **TSTA II.** Training teams able to effectively conduct (plan, brief, execute, and debrief) single mission area scenario based training.

(3) **TSTA III.** Training teams able to effectively conduct scenario based training, integrated with two or more other training teams. Able to effectively plan, execute, and accurately assess and debrief their participation in a complex, stressful multi-mission scenario.

4601 INTEGRATED TRAINING TEAM (ITT)

1. All aircraft carriers shall establish a standing ITT. This team will be responsible, under the direction of the Executive Officer, for ensuring the maximum integration of shipboard training evolutions from CART II through the deployment. The ITT will be trained by ATG during SBTT, CART II and assessed as fully functional during TSTA and evaluated during FEP.

2. Organization and Responsibilities:
A. The XO will be designated as the ITT Leader and is responsible to the CO for individual training team’s effectiveness and ability to train in required levels of readiness.

B. The ITT Coordinator may be the Training Officer or other officer assigned responsible to the XO for the execution of the integrated training scenario. The ITT Coordinator will ensure integrated drill scenarios are developed based on individual training team inputs, coordinate all pre and post exercise briefings, maintain all integrated drill critiques and lessons learned, and ensure ITT qualification records are maintained. Additional duties of the ITT Coordinator include:

1. Managing integrated drill plan.
2. Assess training team decision-making.
3. Assess ITT’s overall ability to train while evaluating team’s ability to coordinate scenario and manage training timeline.
4. Present drill package timeline to XO and CO for approval.
5. Conduct ITT briefs and debriefs.
6. Coordinate scenario conduct.
8. Route critiques to CO for review.

C. The Safety Officer is an advisor to ITT in the development and conduct of scheduled events. Safety Officer’s perspective and input are vital to ensure all evolutions are executed safely. Operational Risk Management (ORM) is an integral part of planning, executing, and debriefing scenarios. Applying ORM to ITT events not only serves to identify hazards, assess risks and implement controls to reduce the risk associated with specific scenario, but also reinforces training and implementation of ORM and a proper safety culture.

D. Strike Operations Officer will ensure proper scheduling of training evolutions and deconflict requirements based on the ship and air wing’s schedule.

E. Assistant Supply Officer will assist in coordinating training evolutions and ensure there are no conflicts with Supply Department events or requirements.

F. Ordnance Handling Officer will ensure proper coordination with the Weapons Department.
G. Department Heads shall ensure that personnel assigned to the ITT are qualified in area of responsibility.

3. The ITT will be comprised of the XO (team leader), ITT Coordinator, Assistant Supply Officer, and the Safety Officer, and team leaders of all other ship’s training teams.

4. The team leaders of all shipboard training teams are required to coordinate and schedule all individual training team evolutions through the ITT.

5. The ITT will meet prior to each ship-wide training evolution, such as General Quarters, to ensure maximum compatibility and integration among exercises and drills to be conducted by each individual training team.

6. ITT ship-wide evolution packages should be developed and include: scenario, objectives and timeline to be forwarded to the CO via the XO, for signature.

7. Following completion of the evolution, and training team debriefs, the ITT should re-assemble to compare results; resolve conflicts; compile list of lessons learned, and to prepare a summary de-brief. ITT debriefs should be forwarded to the CO via appropriate Department Heads and the XO. The ITT de-brief should include at a minimum:

   A. Objectives met or not met, and if not, why.
   B. Material deficiencies and corrective action taken
   C. Lessons learned
   D. Coordination issues

8. Action:

   A. In addition to regularly scheduled Planning Board for training (PB4T) meeting, ITT will meet prior to each ship-wide training evolution (e.g. General Quarters) to ensure maximum capability and integration among exercises and drills.

   B. ITT will coordinate training and drill scenarios with PB4T and evaluate specific long and short-range training goals during each phase of training. Goals should support development of specific training scenarios. Feedback and evaluation comments on conduct of each training scenario will be forwarded to the CO via appropriate Department Heads, Training Officer, and XO.
C. In developing drills and exercises, ITT will use realistic training scenarios with simulated intelligence reporting. Scenario should lead to a series of casualties throughout the ship. As the ship combats casualties, a cohesive, united effort should be the final result. The ultimate goal of ITT is to prepare the crew for combat. It is imperative that quality training and honest evaluation are the standards.

D. Ship wide Evolution Packages and Individual Drill Packages. Ship wide evolution packages and individual drill packages development guidance is provided by ATG during SBTT. The packages will be briefed before it is started and will be critiqued upon conclusion, or as soon as practical. Each ship wide evolution package shall contain the following:

(1) Training Objective. Identify goals of the drill package. This will vary in complexity from exercising a warfare area with no casualties to a multi-threat scenario with multiple casualties across all departments.

(2) Scenario. Define the scenario and equipment required to conduct the drill package, and assess and mitigate any unacceptable risks associated with each step in the scenario. The scenario can be generated using onboard training devices to exercise tactical systems in various warfare areas. Equipment casualties at key points of the scenario will test the ability of watch standers to report the problem accurately and continue "fighting through" the scenario using available equipment or casualty reconfiguration of affected equipment/systems. Define responsibilities and location of ITT members during conduct of the integrated drill package. The number of CSTT, DCTT, MTT, SNTT, ADTT, and PPDT members required to execute any given drill package will depend on purpose, requirements, and complexity.

(3) Major Events (Timeline). Major events will be imposed on a time sequence basis by exercise, exercise title, and casualty evaluator. The timing should be scheduled to coincide with key events and allow a reasonable time for the initiator/evaluator to fully conduct assigned tasks.

(4) Remarks. Amplify evolution events and equipment losses and their impact during execution of the package. The tactical impact of the overall package, safety warnings and/or cautions should also be included. ORM will be incorporated into the drill package.
E. Pre-Evolution Briefs. After an integrated evolution package has been approved, ITT coordinator shall conduct a pre-exercise brief. The following steps are prescribed as a minimum:

(1) Ensure timely notification of team members specified as initiators/evaluators for the exercise.

(2) Review previous exercises critiques for lesson learned.

(3) Ensure a safety walk-through and ORM review are conducted by ITT members prior to starting drill.

F. Evolution Evaluation. The integrated drill package shall be conducted in a professional manner under the management of the team leader. ITT observers will note observations on a critique form. Members will pay particular attention to detailed observation of the following key points:

(1) Symptom Recognition. Did the operator correctly identify all symptoms associated with the problem? Were correct reports generated? Were all necessary personnel apprised of the casualty?

(2) Fault Isolation. Did technicians quickly and correctly isolate the fault? Were casualty control folders properly used? Was the proper consideration given to the impact of isolation action that could act on other systems? Were the symptoms considered in selection of isolation actions?

(3) Tactical Impact Assessment. Did casualty control organizations properly assess tactical impact of the casualty? Were systems diagrams, space folders and other technical documentation properly used? Were Tactical Action Officer and Officer of the Deck properly informed of tactical impact of the imposed casualty and provided timely updates?

(4) Reconfiguration. Were technicians aware of casualty modes of operation? Were personnel efficient in performing reconfiguration actions? Was the system quickly and effectively reconfigured to restore maximum combat readiness?

(5) Restoration. Were proper technical manuals and test equipment used to effect restoration of the casualty? Were troubleshooting techniques employed? Were techniques employed able to correctly identify specific causes of casualty? Were parts properly identified and requested from supply support? Were required interfaces initiated?
(6) Securing. Were systems restored to normal operation modes? Were timely reports generated? Was all supporting equipment properly secured and stowed?

G. Evolution Debriefs. Valuable lessons learned will be lost if exercises are not properly debriefed. ITT will conduct briefs in two stages:

(1) Watch station Debrief. ITT members observing the exercise will conduct a detailed debrief to the trainees under their observation. Aspects of individual performance will be thoroughly discussed with particular attention made to seek and answer questions that participants may have.

(2) Overall Debrief. Individual team leaders will debrief the conduct of the integrated drill packages. Members will emphasize objectives met and not met, problem areas, and ORM safety or training shortfalls that require corrective action. Training team personnel will report any ITT deficiency to the ITT leader. During debrief, exercise critique forms will be presented to the team leader for review.

H. Emergencies. In the event of an actual casualty during integrated evolutions, the ITT coordinator will pass the following word over the 1MC to halt training: "An actual casualty has occurred, freeze the problem and the clock" DCA will coordinate fighting fire and damage control from Damage Control Central (DCC), and Senior Medical Officer (SMO) will handle medical emergencies. ITT coordinator shall be kept informed of the situation and is responsible for informing the chain of command. Resumption of drills will occur with ITT Leader’s authorization only.

4602 ENGINEERING TRAINING TEAM (ETT) (CV ONLY)

1. All aircraft carriers will establish a standing Engineering Training Team (ETT). This team will be responsible, under the direction of the Chief Engineer (CHENG), for operational and casualty control training of main propulsion engineering watches. It is recommended that the ETT be a dedicated group, training all watch standing sections.

2. The ETT will be comprised of personnel knowledgeable and PQS qualified in the operation of the ship's propulsion plant. Additionally, it is recommended that a Damage Controlman and a Hospital Corpsman be permanently assigned and trained as "associate members" of the ETT. They will then be available to
participate in drills where their specific expertise is required.

3. Members of the ETT should use EOSS or, where EOSS is not provided, the procedures contained in the ship’s approved casualty control and/or operating procedures when carrying out their duties. To the maximum extent practicable, drills shall be evaluated using the same criteria used by Underway Demonstration Team during Underway Demonstration (UD).

**4603 DAMAGE CONTROL TRAINING TEAM (DCTT)**

1. All aircraft carriers will establish a standing Damage Control Training Team (DCTT). The Executive Officer shall be designated as the DCTT Leader. Under the direction of the DCTT Leader, the team will be responsible, under the direction of the Executive Officer, for the training of all repair lockers, including electronic, flight deck and hangar deck repair, the at sea emergency team, and inport emergency parties.

2. The DCTT Team Coordinator shall be the Fire Marshall, “R” Division Officer or DCCM, not the ship’s Damage Control Assistant. Team members whose responsibilities cover a specific area (i.e., first aid), need only be PQS qualified in the watch station they are evaluating. Officers (other than the Executive Officer), will be either SWO qualified or have completed Repair Locker Leader PQS. The team will be comprised of members from all departments, including corpsmen, CSO0W, hangar bay and flight deck representatives, and a senior member of the Master-at-Arms Force. The ship's Damage Control Assistant and Fire Marshall shall be responsible for training the DCTT and for providing them with technical assistance.

3. The DCTT will be used by the Commanding Officer to train for and conduct battle problems, observe and grade repair party and inport emergency party actions, verify the setting of the appropriate material condition of readiness, and to conduct continuous on board training and inspections.

**4604 COMBAT SYSTEMS TRAINING TEAM (CSTT)**

1. All aircraft carriers will establish a standing Combat Systems Training Team (CSTT) per COMNAVAIRFOR 3500.69 series. This team will be responsible, under the direction of the Combat Direction Center Officer, for training of personnel involved in every aspect of the ship's Combat system, including the Combat Direction Center (CDC), Communications Systems, Weapons Systems,
Intelligence/Cryptologic/Meteorologic support, Maintenance Support and Casualty Control.

2. The Operations Officer and Combat Systems Officer share responsibility for establishing an effective CSTT in accordance with COMNAVAIRFOR 3500.69 series. The Team Leader may delegate team leader duties to the Assistant CDC Officer or any other CSTT Officer who is qualified TAO, or senior member of the CSTT charged with conduct of a specific training evolution. The Combat Systems Maintenance Officer (CSMO) or the Systems Test Officer (STO) is the primary CSTT Technical representative for Combat Systems Department. CSTT will conduct training on ship’s combat systems including: CDC; communication systems; weapons systems; intelligence/cryptologic/meteorologic support; maintenance, and casualty support. Additionally, the CDC Officer will be responsible for the development of the tactical scenario used to initiate shipwide-integrated drills.

4605 AIR DEPARTMENT TRAINING TEAM (ADTT)

1. All aircraft carriers will establish a standing ADTT by utilizing this instruction, FXP-4, NAVAIR 00-80R-14, NAVAIR 00-80T-120, COMNAVAIRFORINST 3500.86 and 3500.71 series, and AFOSS.

2. The Air Officer shall establish and maintain an effective ADTT. This team will be responsible, under the direction of the Air Officer, for the training of the flight deck, hangar deck, aviation fuels and emergency response personnel from other departments in support of flight operations. The team will be comprised of the most knowledgeable and experienced personnel on the ship and ensure aviation operational and emergency training is conducted on a regular basis. The intent is not to replace the role of division supervisors but to enhance the overall training concept.

3. The ADTT is responsible, under the Team Leader, for identification, formulation, integration with ITT, and conduct of all Aviation Exercises. The ADTT will be responsible for the following objectives:

   A. Assess the readiness and effectiveness of the Air Department in functioning as a team in the performance of all aviation related evaluations.

   B. Plans, briefs, debriefs, and conducts training using applicable instructions and publications for the Air Department.
C. Propose a training schedule of required exercise/drills to the Air Department Training Officer quarterly to maintain a high level of proficiency in flight operations.

D. Analyze any problem areas or training deficiencies and initiate corrective actions to eliminate the possibility of personnel injury or equipment damage.

4606 SEAMANSHIP/NAVIGATION TRAINING TEAM (SNTT)

1. All aircraft carriers will establish a standing Seamanship/Navigation Training Team (SNTT). This team will be under the direction of the Navigator, for training all ship's company personnel responsible for safe navigation and seaman evolutions of the ship. The combination of the seamanship and navigation training teams is primarily for the conduct of combined training events: i.e., UNREP, anchorage, and man-overboard exercises. The navigation department personnel assigned to this team will conduct all MOB-N exercises and the deck department personnel will conduct all MOB-S related exercises.

2. The SNTT will be comprised of navigation personnel knowledgeable in piloting, radar navigation, Navigation rules (COMDTINST M16672.2 series) and visual communications procedures. The senior member will be the Navigator, who will ensure all navigation evolutions and visual communication procedures are properly observed and critiqued. The SNTT will also be comprised of deck department personnel knowledgeable in all areas of deck seamanship, including underway replenishment and small boat operation, which have completed the PQS for the watch station they are evaluating. The team will be comprised of the First Lieutenant and Ship's Boatswain, assisted by the Auxiliaries Officer and qualified deck/auxiliaries personnel.

3. The SNTT will observe, grade and critique all navigation (MOB-N) deck (MOB-S), and visual communications exercises, reporting results to the Commanding Officer.

4. Underway and inport, the SNTT should be utilized by the Commanding Officer to train for, observe and evaluate all deck seamanship evolutions. Whenever possible, members of the SNTT should make use of standard FXP grade sheets, and the CNSF/CNAFINST 3530.4 series when carrying out their duties.
4607 MEDICAL TRAINING TEAM (MTT)

1. All aircraft carriers will establish a standing Medical Training Team (MTT). This team will be responsible to the Senior Medical Officer for the proper training of medical personnel and ship’s company in all aspects of first aid, medical response team performance, war wound and mass casualty treatment.

2. The MTT will be comprised of personnel with the requisite knowledge; background and training to facilitate medical training. The team leader will be the Ship’s Nurse, leading a team made up of at a minimum, one (1) medical officer, the Leading Chief Corpsman and one (1) Independent Duty Hospital Corpsman. MTT members will be PQS/JQR qualified and designated in writing by the Commanding Officer or his designated approving authority. Either the MTT Leader or the Health Services Department Leading Chief Petty Officer will also be a member of Damage Control Training Team (DCTT).

3. The MTT will observe, grade and critique all medical (FSO) exercises and report the results to the Commanding Officer. Whenever possible, members of the MTT should make use of standard FXP-4 grade sheets when carrying out their duties. Prior to any medical drill/evolution the MTT leader will conduct a brief, utilizing a timeline drill package that outlines the objective of the drill, timeline, personnel assignments, lessons learned (from previous drills) and safety concerns (utilizing ORM). Following the drill, MTT will conduct a de-brief with affected personnel. The drill package and debrief will be routed via chain of command for CO’s approval. These specifics will be covered by the ATGLANT/ATGPAC Ship Board Training Team (SBTT) course of instruction, which should be conducted one to two months prior to CART II.

4. Per CNAF 6000.1 series, one Hospital Corpsman and four stretcher bearers will be assigned to each of the ten (10) repair lockers (RL). As an extension of MTT, each RL HM will be responsible for the buddy-aid/first-aid training of the stretcher bearer team and RL personnel.

5. Administrative records should be maintained for all CO approved drills for one training cycle. Training requirements are outlined in Appendix I of this document.
4608 FORCE PROTECTION TRAINING TEAM (FPTT)

1. All aircraft carriers will establish a standing Force Protection Training Team (FPTT). This team will be responsible, under the direction of the Antiterrorism Officer (ATO), for training of personnel involved in every aspect of the ship's antiterrorism and force protection programs.

2. The FPTT will be comprised of the most knowledgeable and experienced personnel on the ship and will conduct antiterrorism and force protection training as directed by the ATO. The team shall consist of, but is not limited to: ATO, Security Officer, Antiterrorism Training Supervisors (ATTS), Small Arms Marksmanship Instructor (SAMI) and select members of the ship’s Navy Security Force (NSF). Additionally, the FPTT should be comprised of a wide cross-section of departmental representation ensuring each department’s AT responsibilities are adequately addressed. The FPTT shall be PQS and/or JQR qualified in the appropriate watchstation(s) they are training/evaluating, and designated in writing by the Commanding Officer.

3. The FPTT will conduct training as well as observe and assess all AT/FP exercises and evolutions, including NCO exercises from FXP-4 as required by this manual. The FPTT Leader will be an active participant in the ship's Integrated Training Team and will have an input to the ship's Planning Board for Training to ensure AT/FP training and exercises are included in ship's training plan as well as during all training phases of the FRTP. In addition to their training role, the FPTT is an excellent asset to assist the ship's ATO in AT/FP operational planning, and should also be available to assist embarked aviation squadrons and other units in their AT/FP training and planning.

4609 PROPULSION PLANT DRILL TEAM (PPDT) (CVN ONLY)

1. All CV/N’s will establish a PPDT. This team will be responsible, under the direction of the Reactor Officer, for operational and casualty control training and drills within the propulsion plant.

2. Specific guidance on composition and requirements of the PPDT are contained in the NPTM.

4610 WEAPONS TRAINING TEAM (WTT)

1. All Aircraft Carriers will establish a standing WTT by utilizing this instruction, NAVSEA OP 4, CV NATOPS, NAVAIR 11-
140 series manuals and other explosives safety and support system technical data in applicable Air/Surface warfare mission areas.

2. The WTT will be responsible under the direction of the Weapons Officer, for the training of flight deck, hangar deck, magazine, weapons elevator, armory and armed watch standers in every aspect of the assigned mission.

3. The WTT will be comprised of the most knowledgeable and experienced personnel in each area of responsibility as defined below. The WTT will be led by the Ordnance Handling Officer. The Air Gunner, the Ship’s Gunner and the Bomb Assembly Officer, the Elevator Officer and the Departmental Leading Chief Petty Officer shall assist the Ordnance Handling Officer and hand select appropriate WTT members from each Gunnery (G) Division.

4. The WTT will observe, grade, and critique all departmental training evolutions and exercises and report the results to the WTT team leader who will advise the ITT team leader of training progress.
CHAPTER 4 - SHIPBOARD TRAINING

SECTION 7 - Navy Mission Essential Task List (NMETLs)

4700 GENERAL.

1. The NMETL will serve as the fleet’s common baseline of tasks, conditions, and standards for use in planning, conducting, assessing, and evaluating fleet training. Mission Essential tasks are defined as tasks based on mission analysis and approved by CFFC that are absolutely necessary, indispensable, or critical to the success of a mission. The NMETL will be the vehicle that ensures common fleet training and resultant operational practices in both Atlantic and Pacific Fleets. This will be realized through a common baseline (for all echelons of command) for assessing operational performance and determining associated resources. Fleet trainers will lead NMETL development. Fleet trainers, operators, logisticians and manpower managers will contribute to the development of performance standards associated with each task. These NMETL standards will be used to conduct their assessments.

4701 NMETL INTENT.

1. The NMETL defines essential tasks, conditions, and standards that support the capabilities fleet forces will need to deter and defeat adversaries. Combatant commanders through their Joint Mission Essential Task Lists (JMETL) and Navy Core Missions identified in the CNO’s Policy for Carrier Strike Groups and the Navy Strategic Planning Guidance establish essential Navy capability. By design, the NMETL is developed within the construct of the Fleet Training Strategy. Within this design, the NMETL serves as a “fleet resource” that provides commanders with leverage against fiscal and material sources allocated across all Navy sources. The mission-capability specified in the NMETL defines the requirements that the FRTP should prepare forces to execute. All fleet training, by design, should be in support of mission essential tasks. Additionally, as new readiness reporting and tracking systems (e.g. Defense Readiness Reporting System, or DRRS) mature, the importance of training to and reporting NMETL proficiency takes on added importance.

4702 CV/N UNIT NMETLs.

1. CV/N Unit NMETLs in the areas of AIR SUPERIORITY, MARITIME SUPERIORITY, POWER PROJECTION, AMPHIBIOUS OPERATIONS, and FORCE
PROTECTION have been developed to support Warfare Commander NMETLs. The Navy Training Information Management System (NTIMS) is the repository and management tool for creating and maintaining NMETLs. In future developments, the entire underway-training plan and requirements for all carriers will be managed in NTIMS.

2. Each carrier will ensure that at least one officer, preferably in the Operations Department, has established an NTIMS account and develops expertise in use of the system. Access to NTIMS is through the CFFC SIPRNET Website at: http://clfntims.c4i.clf.navy.smil.mil/ntims/login.aspx.

3. All fleet training requirements specified in this instruction are either directly or indirectly supportive of at least one of the NMETs prescribed for an aircraft carrier

4703 CV/N UNIT NMETL REVIEW REQUIREMENTS.

1. The authoritative NMETL data source is on the CFFC SIPRNET Website (see address above). NMETLs posted to this site represent approved NMETLs or authorized drafts. This web site also contains an NMETL change request form. This form shall be submitted to CNAF N7.

2. By nature of their time of development and the ever changing roles that naval forces undertake, CV/N Unit NMETLs are expected to be fluid, requiring frequent review and revision. COMNAVAIRFOR has been directed to ensure a review of CV/N Unit NMETLs at least annually. Each carrier will conduct a continual review of current Carrier Unit NMETLS during FRTP, making recommendations for change based on their recent deployed operational experience. A message report to COMNAVAIRFOR (N7) will be made by each carrier prior to return to homeport from deployment verifying the review was conducted along with any recommended changes. Negative reports are required.
Chapter 5 - Inspections, Certifications, Assessments, Assist Visits (ICAV’s) and Training

SECTION 1 – Policy Regarding ICAV’s and Training

5100 GENERAL

1. To support continuous evaluation of a ship’s readiness to perform her combat mission and to ensure that all aspects of unit management and operations which influence combat readiness are considered under normal day-to-day conditions, inspection/certification/assessment/assist visits (ICAV’s) are provided by TYCOM’s. An ICAV listing can be found in COMNAVAIRFORINST 5040.1 series. ICAV’s are defined as follows:

A. INSPECTION: A periodic on-site evaluation, audit or examination of operational proficiency, material conditions, or other valid program requirements by external organizations. Results are reported to higher authority (TYCOM or above).

B. CERTIFICATION: A periodic evaluation or examination of equipment and/or systems for the specific purpose of providing the license, permit, or authorization necessary for operation of equipment or systems. Includes qualifications that are evaluations or examinations of the personnel/organizations to properly employ/operate equipment and/or systems.

C. ASSESSMENT: A periodic evaluation of the key systems, processes, and results of an organization following an established framework and methodology. Distribution of results limited to the unit commander, ISIC and TYCOM.

D. ASSIST VISITS: A periodic on-site visit to aid unit in evaluating operational proficiency, material conditions, or other valid program requirements by an external organization. Results are reported to the TYCOM.

   (1) Optional assist visits are conducted at the Commanding Officer’s discretion. Results remain within the lifelines of the assessed command. Assist teams, which function as outlined in succeeding sections, exist to serve the command and they have varying visit schedules based on necessity as viewed by the ship and ISIC.
(2) Assist visit team members are normally oriented toward a particular technical or operational area and enunciate Navy, Fleet and Force policies.

(a) The evaluation and/or assistance specifically includes meeting with the Senior Petty Officers, Chief Petty Officers and Junior Officers of the department visited in an attempt to further awareness, involvement and initiative on the part of the command's middle management personnel. These meetings shall include an exchange of unit personnel ideas with team members on subjects that include personnel manning, state of training and ideas for additional training.

(b) During visits, team leaders will ensure the Commanding Officer or his representative is briefed. Normally, these briefings may be conducted upon arrival, periodically during the visit, and upon departure. As a minimum, the visiting team will provide the Commanding Officer a summary of accomplishments and visit results.

(3) Deficiencies noted during unit evaluations, which are not amenable to local solution, will normally be addressed by the Commanding Officer through his operational or administrative chain of command.

E. TRAINING: A continuous training philosophy is the basis for the Fleet Training Continuum. The 21st century security environment requires preparing the Fleet to deploy and sustain Navy forces. In addition to traditional presence and engagement in forward areas the Navy must train to be capable to surge on short notice.
INSPECTIONS/CERTIFICATIONS/ASSESSMENTS/ASSIST VISITS and TRAINING covered in this chapter are:

**Section 1. Inspections**

(a) Supply Management Inspection (SMI)
(b) Engineering Inspections
(c) CMS Inspections
(d) Computer Network in Depth (CNID) Network Scan
(e) Material Inspections
(f) Medical and Dental Readiness Inspections

**Section 2.Certifications**

(1) Crew Certification  
(2) Search and Rescue (SAR) Certification  
(3) NATO Seasparrow Missile System (NSSM) Certification  
(4) TDL Operational Verification and Certification  
(5) Meteorology & Oceanography (METOC) Certification  
(6) Torpedo Readiness (TRC) Certification  
(7) NAVCERT

**Section 3. Assessments**

(a) Shipboard Maintenance Material Management (3M) Assessments  
(b) Combat Systems Readiness Assessment (CSRA)  
(c) Weapons Elevator Assessments (A)  
(d) Conventional Ordnance Safety Review (COSR)  
(e) Magazine Sprinkler System Review (MSSR)  
(f) Mine Readiness Assessment  
(g) Carrier Air Traffic control Center (CATCC) Evaluation Team Visit  
(h) Anti-Terrorism Assessment

**Section 4. Assist Visits**

(a) Carrier Aircraft Handling Assist Visits  
(b) Engineering Assist Visits  
(c) Force Safety/Industrial Hygiene Assist  
(d) Shipboard Safety Survey  
(e) Hazardous Material Control and Management Assist  
(f) Industrial Hygiene Follow-on Survey  
(g) 3M Assist Visits (3MT)
(h) Afloat Supply Management Assist Team (ASMAT)
(i) Communications Assist Visits
(j) Carrier Engineering Maintenance Assistance Team (CEMAT) Visit
(k) CNAF Weapons Safety Assistance Team (WSAT)
(l) Mobile Ordnance Training Team (MOTT) Visit
(m) Magazine Sprinkler System Review Technical Assist Visit (MSSV TAV)
(n) Carrier Tactical support Center (CV-TSC) Training Team Assist Visit.
(o) Aviation Ordnance Readiness Review (AORR) Visit

Section 5. Training

(a) Pacific Fleet Underway Replenishment Training
(b) Atlantic Fleet Underway Replenishment Training
(c) Atlantic Fleet Weapons Packaging and Underway Replenishment Training
(d) Atlantic/Pacific Fleet Missile Sentencing Inspection Training
(e) Anti-Terrorism (AT) Training
(f) Recurrent AT
(g) Fast Cruise Training
(h) CART II TRAINING
(i) Navigation Seamanship and Shiphandling Trainer (NSST)
(j) Elite Spot Check Training Team (ESCTT) Training
CHAPTER 5 – ICAV’s

SECTION 1 - INSPECTIONS

5101 SUPPLY MANAGEMENT INSPECTION (SMI)

1. The SMI is a formal inspection that emphasizes prescribed supply procedures, responsibilities, and accountability. It provides carrier Commanding Officers and Supply Officers with assistance and guidance in maintaining a high state of supply readiness and keeps the TYCOM apprised of the supply readiness on board carriers under his cognizance.

2. The SMI Team is comprised of TYCOM Subject Matter Experts (SME) whose mission is to provide the CV/N Commanding Officers with an objective evaluation of supply readiness and provide recommendations for improvement, if necessary. A formal report will be prepared for the Commanding Officer with copies forwarded to the ISIC and TYCOM. Adverse findings are limited to facts for which there is documentation and supporting evidence.

3. The SMI will normally be conducted during the ship’s Composite Unit Exercise (C2X) to certify the Supply Department’s ability to support the ship and embarked airwing during surge and deployment operations. The interval shall not exceed 24 months between inspections, unless waived by the TYCOM.

4. All CV/Ns, including those in availabilities, will be covered by the SMI process. CVNs in RCOH will not be covered by the SMI process.

5. Additional specific information on preparing for and conducting SMI’s is contained in the Commander Naval Air Forces (CNAF) Supply Operations Manual (CNAFINST 4440.2 series).

5102 ENGINEERING INSPECTIONS

Two types of formal engineering assessments for conventional power plants are conducted by the ISIC: the Light-off Assessment and the Engineering Qualification process. The purpose of both of these assessments is to ensure strict adherence to propulsion plant material readiness standards and to ensure that ship's personnel are operating the engineering plants safely per approved procedures.
A. The Light-off Assessment (LOA) is conducted prior to lighting the first fire in any boiler during a repair overhaul, major conversion, fitting out availability, post-shakedown availability, or restricted availability in excess of four months as required by OPNAVINST 3540.4. In case of an availability of less than four months, the ISIC will conduct an LOA on behalf of the TYCOM, assisted by ATG.

B. The Engineering Qualification process will be conducted no more than six (6) months after the completion of any evolution for which an LOA was required and, thereafter, at eighteen-month intervals, waivable to 24 months between examinations.

C. The authority, responsibility, membership and administrative procedures to be used by the ISIC are prescribed in OPNAVINST C3000.5 and 3540.3 Series and applicable fleet commander instructions.

D. In the event some aspect of an engineering plant is found unsatisfactory for further operation, the ISIC will immediately notify the appropriate chain of command.

E. The procedures for scheduling and conducting LOAs and Underway Demonstration's (UD) are contained in COMNAVAIRFORINST 3540.10 series.

F. Scheduling of LOA's and UD's will be conducted by the TYCOM, taking into consideration scheduling constraints, availability of the ISIC and the ship's inputs. The Commanding Officer of a carrier scheduled to be examined by the ISIC will report by message to the TYCOM, not less than ten days before the examination, on the ship's readiness for the scheduled examination.

2. Nuclear Powered Aircraft Carriers. Three types of formal engineering certifications are conducted aboard nuclear powered ships to ensure safe reactor plant operation: Pre-critical Reactor Safeguards Examination (RSE), Post-Overhaul Reactor Safeguards Examination (PORSE), and Operational Reactor Safeguards Examination (ORSE).

A. A Pre-critical Reactor Safeguards Examination (RSE) of a nuclear powered ship is conducted prior to initial criticality of a newly installed reactor core in ships under construction and ships completing refueling. The Director, Naval Nuclear Propulsion, per OPNAVINST 9080.3, conducts RSEs.
B. A Post-Overhaul Reactor Safeguards Examination (PORSE) is conducted prior to initial reactor operation after an availability lasting more than six months. The cognizant fleet Nuclear Propulsion Examining Board conducts PORSEs.

C. An Operational Reactor Safeguards Examination (ORSE) of an operating ship is conducted no more than one year after the last RSE or PORSE and, thereafter, at intervals of approximately one year, at no time to exceed 15 months between inspections.

D. Authority, responsibilities, membership, and administrative procedures of the two fleet Nuclear Propulsion Examining Boards (NPEB) are prescribed in OPNAVINST 3540.3. Additional information concerning the administration and conduct of ORSE and PORSE is provided in CLF 3540.1 for Atlantic Fleet carriers and CPF 3540.1 for Pacific Fleet carriers.

E. Scheduling of PORSE and ORSE shall be performed by the TYCOM, taking into consideration scheduling constraints, availability of the NPEB, and the ship's inputs.

5103 COMMUNICATIONS MATERIAL SECURITY (CMS) INSPECTIONS

1. The Electronic Key Management System (EKMS) inspection is a formal inspection to ensure strict adherence to establish custodial, handling and disposition procedures for all publications and materials distributed through the system.

2. The EKMS inspection team will be comprised of members of the staff of the carrier’s immediate superior in the chain of command. A formal inspection report will be prepared and forwarded to the ship’s Commanding Officer with an information copy to CNAF N6. Adverse findings are limited to facts for which there is documentary or other tangible evidence.

3. CMS training and assist visits will be conducted, at a minimum of every 18 months or prior to a scheduled EKMS inspection.

4. EKMS inspections will be conducted every 24 months or, upon confirmation of a COMSEC incident, the command in violation will be re-inspected within 30 days of the reported incident.

5. If a command EKMS account falls out of the twenty-four (24) month inspection cycle due to operational commitments or deployment, a waiver request message with justification to CNAF...
is required. If on deployment an EKMS inspection will be conducted within 30 days of return to homeport.

6. Commanding Officers (CO) are required to conduct at least quarterly unannounced spot checks of the COMSEC vault and spaces where COMSEC material is used or stored. The CO may delegate no more than two of the required spot checks to the Executive Officer (XO).

7. Specific information on preparing for and conducting EKMS inspections, is contained in the EKMS 1 series and EKMS 3A.

5104 COMPUTER NETWORK DEFENSE IN DEPTH (CNDID) NETWORK SCAN

1. Computer Network Defense in Depth (CNDID) is required within the last 24 months, or within 60 days of an operating system update.

   A. In conjunction with CART II, ATG along with the Program Manager, PEO C4I and Space (PMW 160) will complete a baseline assessment of a ship’s computer network systems.

   B. The shipboard systems portion of the evolution includes an Internal Vulnerability Assessment (IVA), password appraisal, and Information Systems Security Manager (ISSM) Checklist review.

   C. The IVA assesses compliance of systems with established NIPRNET and SIPRNET boundary level security policies and with the Information Assurance Vulnerability Management (IAVM) program. The Ship and NIOC ability to mitigate ship fixable vulnerabilities.

   D. Each ship must have the Local Area Network (LAN) Accreditation or Interim Authority To Operate (IATO).

5105 MATERIAL INSPECTIONS

1. The Material Inspection is a formal inspection conducted by Board of Inspection and Survey (INSURV). The purpose of the inspection is to determine and document the actual material condition of the ship and equipment and assess the ability to perform and satisfy mission requirements defined in the aircraft carrier Required Operational Capability, Projected Operational Environment (ROC/POE) (OPNAVINST C3501.65 series). The Board of Inspection and Survey make recommendations for repairs, alterations, changes, or future developments, which will enhance
material readiness and ability to carry out all assigned mission areas. The Material Inspection results are also used to anticipate and forestall material decay and to detect and correct improper or inadequate preventive maintenance practices.

2. The Material Inspection Team is composed of members of INSURV and personnel from other commands selected by INSURV to provide the carrier Commanding Officer with an objective evaluation of his ship's overall material condition and with recommendations for improvement.

3. Material Inspections will be held periodically, not to exceed 60 months between inspections. They will be conducted in three phases, pre-underway, underway, and open and inspect. The combined phases of the inspection will take approximately five consecutively scheduled days.


5106 HEALTH SERVICES (HS) (MEDICAL AND DENTAL) READINESS INSPECTIONS

1. HEALTH SERVICES (Medical and Dental) Readiness Inspections are formal inspections to determine whether the HS Department is effectively carrying out assigned functions and tasks; has adequate personnel, facilities, equipment and other resources; and is responsively complying with directives from higher authority.

2. Force Health Services coordinates and conducts HS Readiness Inspections.

3. Specific information on preparing for and conducting Medical and Dental Readiness Inspections on carriers is contained in COMNAVAIRFORINST 6000.1 SERIES and COMFLTFORCOM 6600.1 SERIES.
CHAPTER 5 – ICAV’s

SECTION 2 – Certifications

5200 CREW CERTIFICATION

1. This chapter will be utilized to set forth the policies and prescribe general procedures for the conduct of trials and inspections incident to the completion of construction, overhaul and availabilities of CV/N’s assigned to the Force. Specific requirements for both Nuclear and conventional Aircraft Carriers are indicated in this instruction and the Joint Fleet Maintenance Manual (COMFLTFORCOMINST 4790.3 series).

2. Underway trials following extended shipyard availabilities must be undertaken with the knowledge the crew lacks recent experience operating as a unit and the ship's structure and fittings are unproven. All tests and procedures must be conducted carefully and methodically. Trials and tests that are inherently hazardous should not be conducted unless qualified non-ship's company observers are present. A schedule is required for each underway, dockside or simulated trial. With the exception of new construction sea trials, overhauling activities should schedule all sea trials during the Monday to Friday time frame whenever possible. Prerequisites of the first underway period are:

   A. Satisfactory ship's material condition as shown by the successful completion of alongside tests.

   B. Ship's force dock trials and a satisfactory state of training as demonstrated by the successful completion of crew certification inspection and fast cruise.

   C. Per OPNAVINST 9080.3 series, deficiencies in either material condition or state of training that affect safe operations must be corrected prior to getting underway for sea trials. Subsequent to delivery or completion of propulsion plant post-repair sea trials, the CO may authorize critical operation of the propulsion system in support of tasks assigned the ship. However, as long as the ship remains in the shipyard, the CO shall notify the shipyard commander or the Supervisor of Shipbuilding, as appropriate, in advance of any operation of the ship's propulsion system, nuclear or non-nuclear. This notification should include the nature and duration of such operations.

3. Requirements for crew certification, fast cruise; dock trials and sea trials depend upon the length of the availability, the
extent of the work accomplished and the state of crew training. General applicability for these requirements is as follows:

A. Maintenance Availabilities (PIA/DPIA/SRA) of two months duration or less

(1) No requirements are invoked for crew certification and sea trials. Fast cruise requirements are stated in chapter 3, section 3104.

(2) Dock trials are limited to testing of those systems repaired, deranged or altered during the availability. These items shall be checked out by ship's force upon turnover from the industrial activity. No dock trial availability time shall be allowed or included in the schedule.

(3) The industrial activity concerned shall provide the ship, upon completion of the availability, a list of tests and inspections that require completion at sea.

B. Maintenance Availabilities of greater than two but less than nine month’s duration.

(1) Dock trials are limited to testing of those systems repaired, altered or deranged during the availability.

(2) No crew certification requirements are imposed and availability time shall not be allocated for this function. Should the Commanding Officer determine that alterations accomplished or personnel transfers experienced warrant a crew certification, the ship must submit a formal request. Requests shall be addressed to COMNAVAIRFOR via the ISIC, copy to the repair activity. Upon receipt of such request, the repair activity is requested to advise COMNAVAIRFOR what effects crew certification will impose upon the availability schedule.

(3) A fast cruise of at least 48 hours shall be conducted. A 24-hour crew rest/discrepancy correction period following fast cruise shall also be scheduled by the industrial activity. Extensions or reductions of the fast cruise duration may be granted by COMNAVAIRFOR where warranted by the scope of the work performed or the state of crew training. In those cases where extensions in the period for
fast cruise are required, the industrial activity will be advised in writing of the additional time considered necessary. Upon receipt of such request, the industrial activity is requested to advise COMNAVAIRFOR what adverse effects this will impose upon the availability schedule. Where a change in availability schedule is required, requests for such modifications must be submitted to COMNAVAIRFOR via the ISIC as early as practicable.

C. Overhauls and availabilities greater than nine months duration and less than two years shall have a Two-part crew certification – Phase II and Phase III.

(1) Dock trials shall be conducted as outlined in OPNAVINST 9080.3 series CVN’s and 9094.1 series CV’s.

(2) Crew certification shall be conducted using guidance outlined in Checklists CL1, CL2, and CL3 contained at the end of this chapter.

D. Construction, overhauls and availabilities greater than two years shall have a three-part crew certification – Phase I, Phase II, and Phase III.

(1) Dock trials shall be conducted as outlined in OPNAVINST 9080.3 series for CV/N’s, and 9094.1 series for CV’s.

(2) Crew certification shall be conducted using guidance outlined in CL1, CL2, and CL3 contained at the end of this chapter.

(3) Full fast cruise requirements shall be completed per the requirements of OPNAVINST 9080.3 series and Joint Fleet Maintenance Manual (COMFLTFORCOMINST 4790.3 series), Vol I, Chapter 4 or Vol II, Chapter 3 (as applicable).

E. The time devoted to dock trials, crew certification, fast cruise and sea trials should normally not be shortened. Schedules proposing shorter periods of time should provide substantiating information on which the decision to schedule a reduced period was based.

4. TYCOM responsibilities are as follows:

A. COMNAVAIRFOR assigns the ISIC Carrier Strike Group Commander to act as the force commander's representative to conduct and validate crew certification requirements.
B. COMNAVAIRFOR N43 will designate a representative from the staff to observe all sea trials following new construction and shipyard availabilities. The representative will evaluate the material condition of the ship and assist ship's force in matters pertaining to the availability or preparation for future maintenance or Post-Shakedown Availabilities.

C. COMNAVAIRFOR N43 and N7 will review and approve the schedule and sequence of fast cruise and sea trials from an operational standpoint at the same time the ship is required to set-up the Schedule of Events (SOE).

D. COMNAVAIRFOR N9 will schedule a Post Overhaul Reactor Safeguards Examination (PORSE) prior to initial critical operations in an overhaul without refueling or availability greater than six months, for nuclear powered aircraft carriers.

E. COMNAVAIRFOR N43 will arrange for personnel embarkation during post-repair trials of personnel assigned by COMNAVSEASYSCOM.

F. COMNAVAIRFOR AHT (N73) is responsible for Flight Deck Certification aboard CV/N’s. (COMNAVAIRFORINST 3500.71 series)

G. COMNAVAIRFOR will act as certifying agent for those ships going through new construction or extended maintenance in East coast shipyards and/or do not have a permanent CSG Commander ISIC assigned.

5. Crew Certification requirements are as follows:

A. Crews in ships undergoing extended overhauls must be effectively trained in standard operating procedures, general emergency underway watch bills, casualty drills, etc., and be thoroughly cognizant of equipment either newly installed or relocated during the yard period. This training process cannot be conducted during the short time prior to fast cruise and crew certification periods, but rather must be a well-planned training program instituted shortly after commencement of overhaul.
B. The procedures for conducting crew certification inspections included in this chapter are minimum requirements and should not be construed as restrictive to individual inspectors' additional requirements.

Additional preparation materials (sample tests and ASA checklists) can be found on the CNAF website and the ATG Test Bank. https://www.atg.surfor.navy.mil/index.htm

C. The crew certification inspection shall consist of three parts:

(1) Phase I will normally be conducted approximately four months prior to fast cruise. This one-day assist visit shall consist primarily of a review of the ship's training plans and schedule and a review of status of implementation or update of support areas such as PQS, technical documentation and logistic support. PMS implementation shall be checked on a separate schedule by the COMNAVAIRFOR 3M team. Detailed areas to be checked include General Ship Training, Damage Control, Engineering (non-propulsion), Medical, Communications, Navigation, Air, Deck, Operations, Supply, Weapons and Safety Departments.

(2) Phase II shall normally be conducted approximately one to two months prior to fast cruise. This one-day inspection should be accomplished at a suitable place (which could be off the ship, but if possible should be on the ship) and consists of:

(a) A review of past training conducted and future training planned.

(b) Examination of PQS qualified Watch standers with emphasis on their knowledge of emergency/casualty bills and general ship operational procedures.

(c) An audit of the ship's SORM, administrative, operational and emergency bills and Watch Quarter and Station Bills.

(d) Rules of the Road examinations for all OOD’s, JOOD’s, JOOW’s and CDC watch officers.

(e) The Auxiliaries Assist Team shall direct the auxiliary’s certification (Engineering and Reactor Departments). Reactor Department not involved will
request assistance from ATG, other ships in the group, and other commands in the area to augment the staff in support of this assessment.

(f) TYCOM Aircraft Handling Teams will coordinate with the ship and the Group Commander to evaluate flight deck handling procedures.

(3) Phase III shall be conducted onboard and shall specifically evaluate the crew's state of training during simulated underway operations emphasizing emergency drills. This two-day inspection will be conducted by the ISIC (with assistance from ATG, other ships in the group, other commands in the area, and TYCOM Flight Deck Handling Team (as requested.) Just prior to fast cruise. If the ship intends to operate helicopters during the first sea trial, this certification shall include evaluation of the A/C Crash and Fire Phase I (MOB-D-18-SF) and Hanger Deck Aircraft Fire (MOB-D-22-SF) exercises, a modified fuels evaluation and an inventory of the required materials.

D. Upon completion of Phase I and II, the senior evaluator shall make a report to the Commanding Officer and CSG Commander. A written report shall be prepared and forwarded to CNAF Code N7 via serialized letter or naval message.

E. Upon completion of Phase III of the crew certification, the senior evaluator shall prepare a written report for the CSG Commander and TYCOM CNAF Code N7, listing discrepancies as follows:

(1) Restrictive - Those discrepancies that would preclude safe operation of the ship and must be corrected prior to fast cruise.

(2) Major - Those discrepancies that could hinder proper operation of the ship and must be corrected prior to getting underway.

(3) Minor - Those discrepancies that do not affect proper operation of the ship.

(4) Corrective action - Tasking to the ship to provide a plan to correct discrepancies.
6. Phase III crew certification written reports shall be prepared and forwarded to CNAF Code N7 via serialized letter or Naval Message.

CL-1

OUTLINE OF MINIMUM SUBJECT MATTER TO BE COVERED
DURING CREW CERTIFICATION PHASE I/II

1. Phase I

   A. Executive, Navigation, Supply, Safety, and General Training

      (1) Special Sea Detail
      (2) Underway Watchbill
      (3) General Emergency Bill
      (4) Man Overboard procedures
      (5) Rules of the Road Training Review
      (6) Lookout Training Record Review
      (7) Medical Training Review
      (8) Repair Parts, Food Service and Sanitation
      (9) Personnel Qualification Status:
           (a) Officers qualified CDO/OOD/EOOW/PPWO/CDCWO
           (b) Underway Watch standers (Condition III/IV)
           (c) General Emergency/Damage Control Repair Teams
           (d) Emergency In-port Teams
      (10) Safety Department Status
      (11) PQS Implementation
(12) Ship-manning

(13) Safety Precautions

(14) Department Organization and Regulations Manual

(15) Abandon Ship Procedures

(16) Operational Risk Management Program

B. Operations, Communications and First Lieutenant

(1) Operations publications on hand

(2) Department Organization and Regulations Manual

(3) Equipment Operating Procedure bill prepared

(4) Experience level/training of personnel

(5) Small boat/seamanship training

(6) MOVREP System

(7) Operational Report System OPNAVINST 3040.5

(8) Communications Standing Orders

(9) Message routing procedures

(10) Publications and procedures

(11) General message files

(12) Internal security procedures

(13) Safety precautions

(14) Completeness of COMTAC library

(15) Intelligence procedures and training

(16) EW procedures and training

(17) PQS implementation
C. Weapons and Air

(1) Departmental Organization and Regulations Manual and applicable parts of the SORM.

(2) Department instructions

(3) Equipment operating procedures

(4) Operational and emergency bills

(5) Departmental personnel and training status

(6) Safety precautions

(7) Adequacy and availability of documentation (plans, instruction books, etc.)

(8) PQS implementation

D. Engineering and Damage Control

(1) Departmental Organization and Regulations Manual

(2) Departmental instructions

(3) Equipment and system operating procedures, particularly under casualty control

(4) Organizational and emergency bills in SORM which are responsibility of department

(5) Departmental personnel and training status

   (a) Number with sea experience

   (b) Nature and amount of damage control training conducted

   (c) Nature and amount of training conducted on auxiliary and ship control systems

   (d) Adequacy of safety precautions
(e) PQS implementation

2. Phase II

A. Onboard operational readiness inspection

B. Inspectors shall check as a minimum the following:

   (1) Posted operational and emergency bills and safety precautions

   (2) Emergency and damage control equipment

   (3) Alarms and emergency communications equipment

   (4) Watch standers' knowledge of compartments, equipment and procedures

   (5) Operability of equipment (particularly safety equipment)

   (6) Reaction of personnel in handling casualties

   (7) Communications drills from FXP 3 and COMNAVAIRFOR 3500.20 (series)

C. Critical operation of nuclear reactors during this period is not required.
CL-2

CREW CERTIFICATION PHASE III CHECK LIST

1. Phase III.

A. OPS/CDC/BRIDGE/NAVIGATION

(1) Organization (CDC)

(a) Watch, Quarter and Station Bill

(1) Qualified personnel designated for:

(a) Special sea and anchor detail

(b) Low visibility detail

(c) Condition I (General Quarters)

(d) Condition III

(b) CDC/ASMD Doctrine(s)

(c) HERO Instruction (WEPS/CS/CTT)

(d) EMCON Instruction (CTT)

(e) Low Visibility Instruction

(f) Underway Check-off List

(g) PQS Charts

(h) Ship's Control Instruction for Restricted Maneuvering and Bridge Procedures

(2) Organization (Navigation)

(a) Watch, Quarter and Station Bill

(1) Qualified personnel designated for:

(a) Special Sea and Anchor Detail

(b) Low Visibility Detail

5-20
(c) Condition I (General Quarters)

(d) Condition III

(2) Navigation Doctrine

(3) Low Visibility Instruction

(4) Underway Check-Off List

(5) Captain's ready List of charts (paper/DNC) current and corrected through latest Notice to Mariners

(6) Navigational Standards promulgated by current Commanding Officer

(7) Verify availability of reference material in accordance with Training Readiness Evaluation (TRE)/Navigation (CTL Form 5041/16) and Command Assessment Readiness for Training (CART) AFLOAT SELF ASSESSMENT (ASA) check sheets. https://www.atg.surfor.navy.mil/index.htm

(8) Ship's Control Instruction for Restricted Maneuvering and Bridge Procedures.

(9) CO’s Standing Orders / Ship’s Navigation Bill.

(3) Equipment (CDC)

(a) Operability

(1) Surface search radar tuned

(2) Radar repeaters aligned

(3) DRT

(4) ACDS/SSDS equipment

(5) Headsets/handsets operable and on station

(b) Safety instructions posted

(c) Casualty and emergency procedures posted
(d) Verify Compartment Check-Off List

(4) Equipment (Navigation)

(a) Operability

(1) Primary/Backup Electronic Navigation Systems

(2) Navigation Lights

(3) Navigation and Surface Search Radar

(4) Gyrocompass/Repeaters checked/errors logged

(5) Fathometer

(6) Azimuth/Bearing Circles clean and well maintained

(7) Sextants, Stadimeters and Alidades aligned/adjusted, cleaned and well maintained

(8) Chronometers calibration up to date

(9) Degaussing System

(b) Safety Instructions posted

(c) Casualty and emergency procedures posted

(d) Verify Compartment Check-Off List

(5) Watch stander Training/Knowledge

(a) OPREP procedures

(b) Standing Orders understood by both CDC and Bridge watch personnel

(c) Lookouts properly reporting all contacts--properly correlated with CDC and Bridge

(d) Bridge informs CDC of intended courses of action

(e) CDC validates ACDS/SSDS with SINS/NAV position every 30 minutes
(f) Charts properly maintained and corrected—CDC and Navigator's charts compare exactly

(g) Communications and channelization plan(s) promulgated and adequately displayed

(h) Logs properly promulgated/maintained
   (1) Surface Contact log (OPNAVINST 3120.32)
   (2) Radar Navigation log
   (3) DRT log
   (4) Communications logs
   (5) AIC logs
   (6) Link-11/16 Performance logs

(i) Proper Link-11/16 program loaded(entries made

(j) Link-14 activated

(k) Time check conducted between Bridge and CDC

(l) All modules prepared/properly briefed for at-sea period

(m) CDC equipment status accurately displayed

(n) Ready For Sea reports to Ops

(o) Habitability

(p) Make-up examinations, as required
CREW CERTIFICATION

1. SAMPLE CREW CERTIFICATION SCHEDULE

A. Phase I, being an informal evaluation, discussion and review will not normally have a formal schedule of events promulgated.

B. Phase II

0815 - Written Rules of the Road examination (all designated OOD, JOOD, JOOW and CDC surface watch officers, other watch standers and others as desired by the Commanding Officer). Lookout examinations. Inspectors simultaneously start review of written organizations, bills and procedures by departments as outlined in paragraph 4. Commence AIC/TAO/ASWO/Lookout/CDC surface watch and track supervisor examinations. Administer All Hands General DC Level of Knowledge exam. Ships averaging less than 75% will retake the exam during Phase II Crew’s Certification.

0945 - Operational reports examination

1000 - Commence other oral examinations, interviews, audits and briefings by department groups

1200 - Lunch

1300 - Continue department examinations, interviews, audits and briefings

1430 - Inspector's precritique briefings to Chief Inspector

1530 - Critique

1630 - Complete

C. Phase III

DAY ONE

0700 - Set the special sea and anchor detail

0800 - Sea detail manned and ready

0805 - Simulate underway

  (a) Simulate MOB-N-6-SF (low visibility piloting) (CDC back-up)

  (b) Loss of engine order telegraphs drill

  (c) Loss of steering drill

0840 - Reduced visibility drill

0900 - Station regular underway watch. (During remainder of schedule, rotate watch sections in such a manner that at least three sections conduct watch team training.) (See note 1.) Conduct communications drills from FXP-3 (Rev F).

0930 - Flight quarters

TBA - Fire/flooding drill (non-GQ)

1015 - Aircraft Crash and Fire (MOB-D-18-SF non-GQ) Immediate Response Team (IRT) respond. Check PRI-FLY during flight quarters.

1100 - Man overboard (muster required)

1245 - Relieve the watch. Conduct watch team training.

1330 - Collision drill, general quarters. Conduct fire/flooding and personnel casualty drills for major repair parties. (Note 2)

1515 - Secure from general quarters. Set material condition Yoke.

1600 - Secure from flight quarters

1615 - Secure the watch

1630 - Meeting of key inspectors

DAY TWO
0745 - Certification Team arrives onboard

0745 - Station regular underway watch. Conduct watch team training.

0830 - Fire/flooding drill (non-GQ, if required)

0930 - Flight quarters, Hangar Deck Aircraft Fire (MOB-D-22-SF), no outside response required

1030 - Man overboard (muster required, if deemed necessary from previous day's drill)

1200 - Set special sea and anchor detail

1300 - Simulate anchoring (lower anchor to water's edge)

1330 - Additional drills as required

1400 - Inspector's precritique briefing

1530 - Critique

1630 - Complete

Notes:

(1) Bridge watch team drills:
   (a) MOB-N-6-SF “Low Visibility Piloting

(2) Repair party drills:
   (a) MOB-D-14-SF “Fire Extinguishing and Smoke Clearance”
   (b) MOB-D-12-SF “Underwater Hull Damage”

5201 Search and Rescue (SAR) Certification

1. Search and Rescue (SAR) Certification is a CNO and COMNAVAIRFOR requirement administered by Afloat Training Group (ATG) during Unit Level Phase Training. The SAR Evaluator will conduct an evaluation of ship's rescue boat crew, forecastle deck crew and surface ship's swimmers. The evaluation shall be administered once per FRTP, not to exceed 24 months in accordance with OPNAVINST 3130.6 (series) (NAVAL SEARCH AND RESCUE (SAR) STANDARDIZATION PROGRAM.) If SAR Certification
expires during ship's overhaul, the ship shall request the ATG SAR Evaluation Team to conduct a full SAR Certification prior to sea trials.

Crew Certification for "PRECOM" units will include a SAR Certification by the ATG SAR Evaluation Team. Evaluations expire on the last day of the 24th month. SAR Evaluation failure will result in removal of SAR Certification.

5202 NATO Sea sparrow Missile System (NSSMS) Certification

The CV/N NATO Sea Sparrow Missile System (NSSMS) Certification is conducted by COMNAVAIRFOR, assisted by ATG, during each FRTP not to exceed 24 months. The NSSMS Certification is conducted in three phases during Unit Level Training. Unit Phase I (Administration) and Phase II (Training, Manning, and Material) is normally conducted during CART II. Phase III (Safety, Watch Team Performance during Tactical Scenarios, and AAW-24-FEP DTE) will normally be completed by TSTA Phase II. NSSMS Certification is required prior to loading any launcher with live missiles or conducting a missile firing exercise. NSSMS Certification will be conducted IAW COMNAVAIRFORINST 3600.1 series. (CV/N NORTH ATLANTIC TREATY ORGANIZATION SEA SPARROW MISSILE SYSTEM CERTIFICATION PROGRAM).

5203 TDL OPERATIONAL VERIFICATION AND CERTIFICATION

COMNAVNETWARCOM promulgates the requirement for all Tactical Data Link (TDL) equipped ships to complete TDL Operational Verification (TOV) (LONGLOOK)/(QUICKLOOK) (TOV L/L, Q/L). The TOV L/L (for ships) and Q/L (for aircraft) are conducted in support of CNO TDL Interoperability Objectives. The major emphasis of the TOV L/L and Q/L is a validation of a unit’s TDL Program’s compliance with NAVY/JOINT TDL Message Standards and is required for each TDL System installed in the unit. The TOV verifies that the installed configuration of the unit’s operational program hasn’t deviated from the Navy/Joint certified version tested in Laboratory Environments. For those programs that are not Navy/Joint certified, the TOV provides the baseline for identifying interoperability issues to the operational and tactical commanders permitting development of tactics, techniques, and procedures to overcome such issues in combat operations. In addition, the TOV provides a detailed functional and operational check of the unit’s TDL equipment through the complete data path and permits the assessment of total equipment performance. This functional and operational check of the unit’s TDL equipment through the complete data path
and permits the assessment of total equipment performance. This functional and operational check is necessary in identifying equipment issues before the unit engages in training and operations. TOV L/L's and Q/L's are conducted by the Navy Center for Tactical Systems Interoperability (NCTSI) Detachments and shall occur:

A. CV/N: Shall conduct a Quick look for each TDL system installed, in preparation of unit level training phase of the Fleet Training Readiness Plan (FRTP), prior to CART II and before becoming available for Emergency Surge.

B. CV/N: Shall conduct a TOV Twice per FRTP (once during unit level phase and once during integrated phase, sustainment phase) as arranged by ship/ISIC. CVW-embarked, TDL-capable, aircraft squadrons (i.e., E-2C, F/A-18 and EA-6B (when fielded with TDL 'J') etc.): Once per FRTP the TOV L/L and Q/L may also be conducted at Commanding Officer’s discretion.

C. Forward Deployed Naval Forces (FDNF) CV/N and CVW embarked, aircraft squadrons (E.G., E-2C): TOV L/L (CV) and TOV Q/L (aircraft) shall not exceed once every nine months. The TOV Q/L requires a full functional and operational validation trial in only one of the squadron’s aircraft using the operational program that is installed in all aircraft. If more than one operational program version is present in a mixture of airframe variants within the squadron, each version shall have the applicable functional and operational check accomplished. The remaining aircraft are only required to perform a functional check of the data path to assist the squadron for grooming all aircraft, and to permit identification of possible system/radio/terminal issues. For units under abbreviated turn-around, the Commanding Officer shall coordinate with the appropriate NCTSI Detachment for accomplishment of TOV’s to occur following Technology Cut-off Date (TCD), but prior to squadron deployment.

D. A TOV L/L or Q/L is also required upon delivery of a TDL program change or revision. A TDL specific is also required upon delivery of a TDL program change or revision. A TDL specific TOV L/L (for ships) and TOV Q/L (for aircraft) shall be conducted for each TDL installed, specifically TDL 'A' (LINK-11), 'J' (LINK- 16), and CEC, where applicable. When practical, NCTSI Detachments will work with the individual unit or squadron to conduct validation of all TDL’s during one TOV in order to meet total TOV requirements. The results of all appropriate TOV events (L/L ONLY) shall be reported by the
NCTSI Detachment to the TYCOM, ISIC, appropriate TDL program development agencies, Fleet DGSIT, NCTSI HQ San Diego, and other selected commands as necessary.

E. TOV L/L Verification Trial Applicability Table:

1. After TCD and during the integrated phase of the FRTP before becoming Independent Unit Ready for Tasking. For units under abbreviated turnaround, the Unit/ISIC shall coordinate with the appropriate NCTSI detachment to conduct the TOV following TCD, but prior to Independent Unit Ready for Tasking.

2. For FDNF, MEF, NRF, and CDOP Units, once every nine months. For units under abbreviated turnaround, the Unit/ISIC shall coordinate with the appropriate NCTSI detachment to conduct the TOV following TCD, but prior to deployment.

3. Upon delivery of a TDL-related program or revision.

4. At the Commanding Officer’s discretion/request.

5204 METEOROLOGY & OCEANOGRAPHY (METOC) CERTIFICATION CRITERIA

1. A Strike Group Oceanography Team (SGOT) is assigned to augment the CV/N METOC Division in phases, with the total augmented support dependent on the operational schedule of the ship. An overall METOC Certification will be awarded to the combined METOC Division comprised of Ship’s Company personnel and SGOT personnel. Every effort will be made to assign the same SGOT personnel to the CV/N from the beginning of the Unit Level Phase through the FRTP to ensure training consistency.

2. Naval METOC Professional Development Detachments (NMOPDDs) in San Diego and Norfolk will train shipboard personnel in METOC product preparation, operations, forecasting techniques, tactical decision aids (TDAs) and other professional knowledge. NMOPDDs will provide and conduct Unit Level Phase METOC Warfare Training Scenarios. The NMOPDD-provided BASIC OA Tactical Team Trainer should be scheduled before CART II to improve readiness.

3. During CART II, the SGOT Norfolk or San Diego Fleet Assessment / Readiness Officer, or other appropriate designated representative, will conduct administrative checks using the Afloat Self Assessment (ASA) checklist, review ready to train goals and observe the ability to provide meteorological and
oceanographic support to the CO, TAO, and key watch standing personnel. The METOC Certification is achieved when all METOC Unit Level Phase certification requirements in paragraph (D.) are met. The SGOT Norfolk or San Diego Fleet Assessment / Readiness Officer, or designated representative, will work with the appropriate Afloat Training Group (ATG) to assess and certify the OA Division as having successfully completed FEP and the Unit Level phase of training and that the division is ready to proceed to Integrated phase of training, signifying Surge Ready status.

4. The following sub-paragraphs represent tasking/goals that must be completed prior to the end of the Unit Level Training.

A. METOC Ready to Train Goals (completed prior to CART II)

(1) Complete ASA (Afloat Self-Assessment) Check Sheet. The ASA is divided into SGOT Items and Shipboard Items.

(2) Minimum of two PQS qualified (including interim qualifications) watch teams. A watch team is considered one forecaster and two observers. One of the two observers may be under instruction of a PQS qualified observer. The watch teams may be comprised of ship’s company personnel and SGOT personnel.

(3) Complete a preponderance (defined as 80%) of the required schools as identified in the Fleet Training Management Planning System (FLTMPS) database, with confirmed quotas for the unfilled requirements.

(4) Complete SPAWAR METOC equipment/system grooms and training.

B. METOC Unit Level Assessment (Completed at CART II)

(1) Verify METOC “Ready to Train” Goals status from para D.1.

(2) Complete Level Of Knowledge (LOK) Examination with an average ship score of 70% or greater. LOK exams will be administered to all personnel assigned, including ship’s company and SGOT, and will be commensurate with the appropriate watch station, with separate exams for forecaster and observer.
(3) Material Readiness Checks: NITES, SMQ-11, Mini-Rawinsonde (MRS) system, and portable METOC gear as detailed in the ASA Check sheets. Ensure adequate supply of upper-air consumables are on hand.

(4) Review training program. Ensure documentation is current.

C. METOC Unit Level Certification
(Completed during or prior to FEP.)

(1) Verify METOC Unit Level Assessment completed at CART II.

(2) Show proficiency in operating shipboard and portable METOC equipment.

(3) Display proficient METOC knowledge during an underway demonstration, to include:

   (a) Sense and Observe METOC Conditions. Includes the ability to take synoptic weather, upper air and bathythermograph (if XBT equipped) observations, collect data from other sources and references, create and disseminate a sensing strategy, and train non-METOC personnel on taking and reporting observations.

   (b) Analyze METOC Conditions. Includes the ability to analyze recent forecast accuracy, history, climatology, observed conditions, satellite imagery, and model initialization.

   (c) Forecast METOC Conditions. Includes the ability to produce a synoptic and Meso-scale METOC forecast and other specialized forecasts as required.

   (d) Determine Impacts and Recommendations/Mitigation Options. Includes the ability to evaluate the impact of METOC conditions and forecasts on shipboard operations and special evolutions and to maintain situational awareness in all warfare areas and operations.

   (e) Coordinate, communicate and disseminate METOC Information. Includes the ability to create effective briefing products, post products to websites, deliver information via other electronic means, use chat, conduct remote briefings and coordinate with other METOC assets. Includes promulgating Strike Group WEAX
forecasts and the ability to properly code upper air soundings for dissemination.

(f) Provide the following briefs, as required, to unit CO and/or Navigator, CSG staff, and other embarked warfare commanders (e.g., CAG, DESRON):

(1) Climatology

(2) Warfare Commander’s Board

(3) Air Planning Board / Daily Operations Brief

(4) Special Evolution METOC Briefs
   (a) Navigation
   (b) Anchoring
   (c) UNREP
   (d) CIWS PACFIRE, TDU, RAM, NATO Sea Sparrow evolution

(5) Tropical storm brief

(6) Warfare specific exercise briefs
   (a) Strike
   (b) ASW
   (c) Mine Warfare
   (d) Special Operations
   (e) Naval Surface Fire Support
   (f) C2W/IW

(g). Display proficiency in the use of Tactical Decision Aids (TDA’s):

(7) Strike Warfare / Electro-Optic Support (to include TV, IR & laser sensors/weapons range predictions).
(8) Acoustic/non-acoustic ASW Products.

(9) EM system ranges (radar & comms). Includes GPS accuracy and HF propagation products.

(10) SAR planning and execution.

D. METOC Exercises. Required FXP’s are contained in Appendix I

E. MCO Ready Certification. Upon successful completion of the requirements outlined in para D.3, the SGOT Norfolk or San Diego Fleet Assessment / Readiness Officer will make the appropriate recommendation to the Afloat Training Group for the METOC Unit Level certification.

F. METOC Follow-on Training / Material Assessments

a. Completion of all FLTMPS required training courses
b. Intermediate and Advanced OA Tactical Team Trainers
c. Participation during advanced strike training in conjunction with the assigned Carrier Air Wing at NAS Fallon.
d. NITES system groom
e. SMQ-11 system groom
f. Mini-Rawinsonde (MRS) system groom
g. Expendable Bathythermograph (XBT) system groom (if installed)
h. FXP exercises as required by periodicity.

5205 CERTIFICATION OF NAVIGATION SYSTEMS (NAVCERT)

1. NAVCERT testing certifies the Integrated Navigation Suite for Carriers. NAVCERT is a Prerequisite for Aircraft Carrier Landing System (ACLS) certification test programs and CNAF authorization for ECDIS-N certification. NAVCERT provides a uniform method of assuring ships Integrated Navigation Suite can effectively and safely support ships navigation requirements. After initial system installation a NAVCERT “System Groom” will be required every 5 years or after a Navigation suite configuration change. Certification and System Groom Criteria can be found in NAVSEAINST 9420.4 Series. ECDIS N certification requirements reference CNSL/CNAFINST 3530.4 Series.
CHAPTER 5 - ICAV’s

SECTION 3 - Assessment

5300 SHIPBOARD MAINTENANCE AND MATERIAL MANAGEMENT (3M) ASSESSMENTS

1. The 3M Assessment is conducted once during each FRTP IAW the standards set forth in the Joint Fleet Maintenance Manual (COMFLTFORCOMINST 4790.3 series) Volume IV, Chapter 31 and the COMNAVAIRFORINST 4790.1 series. The purpose of the assessment is to assess the ship's ability to document and perform maintenance utilizing the Maintenance Data System (MDS) and the Planned Maintenance System (PMS) IAW NAVSEAINST 4790.8 series. The 3M Assessment will be coordinated/scheduled by CNAF N7.

5301 COMBAT SYSTEMS READINESS ASSESSMENT (CSRA)

1. The aircraft carrier Combat Systems Readiness Assessment (CSRA) will normally be scheduled as a single event encompassing a 14-day period. The evaluation is normally timed to occur 90 to 140 days prior to deployment. The CSRA coordinator will conduct liaison with the appropriate group commander and the ship in scheduling the visit. The objective of the CSRA is to assist the ship in attaining a high state of combat systems readiness and C4I prior to commencing deployment.

2. The CSRA is conducted by members of the TYCOM staff augmented by personnel from various Systems Command field activities who will perform the actual equipment and installation reviews.

   A. The CSRA will review the material condition of combat systems/C4I equipment and combat systems support systems, verifying the adequacy of the installation, configuration, documentation, test equipment and supply support. The 2M certification, 2M ATE, Topside EMI, Magazine Sprinkler System Review (MSSR), Small Arms Review, and portions of the Conventional Ordnance Safety Review (CORSR) have been incorporated into the CSRA.

   B. The CSRA will review the adequacy of basic and NEC manning, as well as the training and qualification of personnel assigned to maintain the installed equipment.
C. The CSRA will provide ship’s force On-The-Job training (OJT) and assistance, ensuring correction of discrepancies identified during the CSRA.

3. Upon completion of the evaluation, a final report will be submitted by the CSRA coordinator to the Group Commander/ISIC with copies to the ship, the TYCOM, the applicable Fleet Commander, and the training Carrier Group Commander, addressing the overall status of equipment and maintenance capability. Discrepancies will be documented per either COMNAVAIRFORINST 3520.1 series or COMNAVAIRFORINST 9093.1, as appropriate. Responsibility for corrective action on individual discrepancies will be assigned accordingly:

A. Ship's force takes action for normal ship's force capable repairs;

B. TYCOM take action for industrial level repair or rework; and

C. Systems Commands take action for problems requiring design or configuration resolution.

4. The ship shall report by naval message the status of ship's force cognizant corrective action within 30 days of completion of the CSRA. This status report shall provide the repair status of all safety and major CSRA discrepancies. Monthly follow-up reports will be required until deployment. The Force Combat Systems Maintenance Officer will coordinate all off-ship follow-up action with the staff, industrial activities and the various Systems Commands. The ship's Combat Systems Officer will coordinate shipboard corrective action. Items initially screened to the ship's force, which become uncorrectable at the shipboard level, will be referred to the Force Combat Systems Maintenance Officer for resolution.

5302 WEAPONS ELEVATOR ASSESSMENTS

1. Background. Shipboard weapons elevators are supported through the elevator assessment and repair program, which is executed by the Elevator Support Unit (ESU). The ESU program provides direct fleet support for the maintenance, modernization and training of shipboard elevators. The program is executed by the ESU on a per ship cycle, as dictated by the individual ship’s deployment and maintenance schedules. Although ESU scheduled milestones are based on the maintenance cycle, the primary focus of the program is to achieve peak system readiness at the time of
deployment by evaluating and repairing elevators throughout the ship’s cycle.

2. Material Condition Assessment Visit. A material condition assessment visit will be used to determine a baseline and establish the scope of follow-on actions. The visit is accomplished during the Aviation Ordnance Readiness Review (AORR). The Material Condition Assessment shall address the following:

A. Safety of systems, including “safe to operate” conditions.
B. Major discrepancies (as defined by NTSM Chapter 772) found during the visit.
C. Training status of Ship’s Force with respect to PQS and practical elevator system maintenance and operation.

5303 COSR VISITS

1. The Conventional Ordnance Safety Review (COSR) is conducted as an element of the Combat Systems Readiness Assessment (CSRA) and is conducted each FRTP not to exceed 27 months. The ship will conduct an initial COSR Assessment Shipboard Explosive Safety Self Assessment SESSA prior to or during Unit Level Training Plan (ULTP) of CART.

2. The COSR can be scheduled, at the Commanding Officer’s discretion, following the ships industrial maintenance availabilities as per FRTP (R+7), and prior to initial ammunition on load as per FRTP (R+9) to ensure all spaces and support equipment are fully operational, and the ship is ready to receive ammunition and conduct underway explosive operations. The COSR can also be scheduled after ammunition load out as per FRTP (R+11) to assess the proper and safe stowage of ammunition. The COSR will be conducted once during the ship’s FRTP. As allowed, schedule a COSR TAV, prior to ammunition load out and subsequent certification (as required), after complete ammunition load out for aircraft carriers only, not to exceed 27 months per the Fleet Response Plan. OPTEMPO extensions will be granted on a case-by-case basis and as practical.

3. The COSR provides a thorough review of the ships explosive safety program to ensure safe handling and stowage of ammunition and explosives, prevent related damage to the ship and injury to personnel, instill a heightened awareness of explosive safety within ship’s force, and provide informal explosive safety training, where required.
4. The Naval Ordnance Safety and Security Activity Explosive Safety Support Office, Atlantic/Pacific (NAVORDSAFSECACT ESSOLANT/PAC) provides COSR services. COSR service requests should be submitted to COMNAVAIRLANT/PAC (N40C), with information copy to the ISIC and NAVORDSAFSECACT ESSOLANT/PAC, as applicable.

5. The NAVORDSAFSECACT DET COSR team leader will provide an oral debrief to the Commanding Officer and Weapons Officer. A formal report of COSR findings will be included in the ship’s CSRA report.

5304 MAGAZINE SPRINKLER SYSTEM VERIFICATION (MSSV)

1. The Magazine Sprinkler System Verification (MSSV) is an element of the Combat Systems Readiness Assessment (CSRA) and is conducted each FRTP not to exceed 27 months. For CV/N, the MSSV will be conducted each FRTP, but not to exceed 27 months. Ships undergoing a COH/ships industrial maintenance availability are exempt from these requirements, but must have a MSSV after PIA (R+7) and prior to initial ammunition load out (R+9) as per FRTP. OPTEMPO extensions will be granted on a case-by-case basis and as practical. Requirements for MSSV are contained in COMFLTFORCOMINST 4790.3 Series CH-1. The MSSV is provided by the Regional Maintenance Center (RMC). Requests for the MSSV should be submitted to COMNAVAIRFOR N40C by Naval message, with information copy to RMC (952).

2. In addition, if below listed conditions occur a Re-verification of a magazine sprinkler system is required.

   A. The magazine has been sprinkled
   B. A system has been isolated from the ship’s fire main pressure or de-activated for more than 30 days.
   C. Any thermo-pneumatic component has been replaced (which includes PRP valves, transmission tubing, vented check valves, and heating sensing devices).
   D. The thermo-pneumatic system is open to the atmosphere for 48 hours or longer (i.e. PRP gauges removed for calibration).

Note: Ships that are forward deployed will perform the verification of system operability in accordance with Magazine Sprinkler System Handbook (NAVSEA S9522-AA-HBK-010) with a certified magazine sprinkler inspector, however within 45 days from return from deployment ships will liaison with RMC for re-verification.
3. The MSSV is an in-depth test and review of the ship’s magazine sprinkler system to ensure proper operation, reliability, material condition/maintainability of the system and components, and to assure adequate fire protection in all spaces used for the storage and handling of ammunition and explosives. A checklist that can be used in preparation for a MSSV is contained in the Magazine Sprinkler System Handbook (NAVSEA S9522-AA-HBK-010).

4. RMC will provide a formal report via naval message to COMNAVAIRFOR N40C after conclusion of the MSSV.

5. Units will submit a formal request to continue magazine sprinkler system via naval message to COMNAVAIRFOR N40C and info to RMC Norfolk VA/4300/4325// or RMC San Diego CA//200//212// or upon completion of corrected safety and major discrepancies.

5305 MINE READINESS ASSESSMENT

The Mine Readiness Assessment (MRA), formerly the Mine Readiness Certification Inspection (MRCI), is conducted once during each FRTP on ships with an assigned mine warfare capability during COMPTUEX as per the FRTP (R+10). For CV/N ships, the MRA is conducted by WSAT. The purpose of the MRA is to assess the ability of the ship to perform the mine warfare mission and tasks. The MRA will be conducted/scheduled by the TYCOM and ship normally during COMPTUEX as per the FRTP (R+10). The MRA will consist of the Quick strike modification kit preparation, bomb and component preparation, MK-57 programming, MK 595 pre-setter self test, battery de-thaw procedures, Mine assembly of 10 Quick strike mines, and Training documentation. OPTEMPO extensions will be granted on a case-by-case basis and as practical.

5306 CATCC EVALUATION TEAM VISITS

1. The CATCC Evaluation Team, composed of air traffic control TYCOM staff members, has been established to ensure CATCC crews have satisfactorily completed prescribed readiness standards and training requirements and determine their ability to support sustained flight operations at sea. CATCC Evaluation Team visits are conducted during the maintenance, unit and integrated phases of the FRTP.

   A. MAINTENANCE PHASE. CATCC Team Training is conducted during the maintenance phase of the FRTP. The team-training course (C-222-2017) is conducted at Naval Air Technical Training
Center (NATTC), Pensacola, FL. Each CATCC crew shall attend team training at least once in the maintenance phase of the Fleet Readiness Training Plan and twice during depot-level maintenance availabilities greater than six months. Team training requests shall be coordinated and submitted via COMNAVAIRFOR N37. CATCC Evaluation Team assists are encouraged during the team-training course to provide the CATCC with the following assistance:

(1) Technical advisor and monitor for the proper conduct of the team-training course.

(2) Training and management assistance in fulfilling critical position shortfalls.

(3) Approval of interim PQS qualifications per the Unit Coordinator’s Guide.

(4) Monitor CATCC performance on the graded team training lab evaluation.

B. UNIT PHASE

(1) During the Unit Phase of the training cycle (approximately one month prior to completion of depot-level maintenance for availabilities greater than six months) the CATCC Evaluation Team will conduct CART Phase II with particular emphasis on the following:

   (a) PQS program, including long and short range training plan.
   (b) Damage Control training.
   (c) 3M maintenance procedures.
   (d) Safety program.

(2) An onboard CATCC Evaluation Team visit shall be conducted during the unit level phase of the fleet readiness training cycle for the purpose of conducting a CATCC Proficiency Certification. The CATCC Proficiency Certification certifies the CATCC as "safe to conduct flight operations" and also includes the following:

   (a) Execution of the CATCC Quality Assurance Checklist contained in the Carrier Air Traffic Control Manual (NAVAIR AE-CVATC-OPM-000).
(b) Ensure required directives, publications and bills are in place and up to date.

(c) Ensure training and PQS programs are up to date and operating per this manual and the Unit Coordinator’s Guide.

C. INTEGRATED PHASE.

A. An onboard CATCC Evaluation Team visit shall be conducted during the Final Battle Problem (FBP). The CATCC Evaluation Team determines CATCC status as fully ready, ready or not ready for battle group integrated operations. CATCC operational status is determined by, but not limited to, the following criteria:

(1) Qualifying score on TYCOM administered FXP-4 exercise “Case III Launch/Recovery” (MOB-S-21-SF).

(2) Final CATCC average on TYCOM administered closed-book CV NATOPS examination.

(3) Effectiveness of the training, PQS and administrative programs.

(4) Overall readiness of CATCC and the air wing team.

B. Additional CATCC Evaluation Team visits are available anytime and shall be requested from COMNAVAIRFOR (N37).

5307 ANTI-TERRORISM (AT) ASSESSMENT

1. Unit Level AT training and assessment is a challenging and dynamic process that must be undertaken with prior planning and a thorough understanding of mission requirements.

2. Preceded by Command Assessment of Readiness and Training (CART), AT Unit Level Training Phase is divided into four principal phases – Phase I (Assessment and Readiness Phase), Phase II (Training Phase), Phase III (Practical Training Phase), and Phase IV (Evaluation/Assessment Phase); discussed in detail below. The conclusion of a successful Phase IV will result in the final certification of the unit by the ISIC. Units will coordinate with their ISIC and Afloat Training Group (ATG) to schedule and execute AT/FP phase training to ensure the training timeline outlined below is accomplished. Although the standard training timeline outlined below will be followed during normal
operational cycle, circumstances exist (i.e. RCOH, FDNF, etc.) where the standard Anti-Terrorism Force Protection (AT/FP) training timeline may not be accomplished. In such circumstances AT/FP phased training will not exceed 30 months between AT/FP certification and the commencement of an AT/FP training cycle. Waivers to accomplish training outside the standard timeline outlined below will be approved by the TYCOM.

A. Command Assessment of Readiness and Training (CART)

(1) CART standards provide necessary guidance to initiate required Unit Level Training.

(2) CART I Reference Guide and a self-assessment will be completed during ships CART I, or 60 days prior to scheduled commencement of maintenance availability, which ever comes first (see chapter 3, section 2, paragraph 3201; and the current CART I Reference Guide posted on the CNAF EXTRANET at https://extra.cnaf.navy.mil).

B. Phase I – Assessment and Readiness Phase

(1) Equivalent to CART II, Phase I shall be conducted no later than 30 days prior to the scheduled commencement of maintenance availability. The purpose of Phase I is to ensure the ship is ready to conduct AT training and to finalize the detailed, tailored schedule for the Unit Level Training Phase of FRTP.

(2) Phase I is normally a two-day event conducted by ISIC and/or TYCOM N34 staff, or TYCOM approved representative. See detailed Phase I Assist Visit Agenda posted on the CNAF EXTRANET at https://extra.cnap.navy.mil).

C. Phase II – Training Phase

(1) Phase II normally commences upon the successful completion of Phase I. During Phase II:

(a) Newly assigned members of the Force Protection Training Team (FPTT) complete training and qualification using FPTT Personal Qualification Standards (PQS) administered by the Antiterrorism Training Supervisors (ATTS).

(b) Required AT courses continue to be scheduled and attended.
(c) ATTS and the FPTT conduct classroom training for AT watch standers in required skills as delineated in Navy Warfare Publication (NWP) 3-07.2 (Navy Doctrine for Antiterrorism), Navy Tactic, Techniques, and Procedures (NTTP) 3-07.2.1 (Antiterrorism and Force Protection), Navy Tactical Reference Publication (NTRP) 3-07.2.2 (Weapons Handling Standard Procedures and Guidelines), and other applicable NTTP/Tactical Manual and Antiterrorism/Security Force instructions, messages and training guidance. See detailed Phase II Training Guidance List posted on the CNAF EXTRANET at https://extra.cnaf.navy.mil

(2) The completion of AT Phase II will be noted as a significant milestone on the Training Plan of Action and Milestones (POAM), and will coincide with a TYCOM N34 and Afloat Training Group (ATG) assist visit. This assist visit will include an assessment of the ship's execution of the AT training and qualification programs, FPTT ability to train watch standers and a thorough review of the ship's AT material and administrative readiness to conduct follow-on training. See detailed Phase II Assist Visit Agenda posted on the CNAF EXTRANET at https://extra.cnaf.navy.mil).

D. Phase III – Practical Training

(1) Phase III commences upon successful completion of Phase II and TYCOM N34 and ISIC ATO assist visit. Phase III is the primary “train to proficiency” phase where, to the maximum extent possible, training focuses on drill-based scenarios to be conducted and evaluated by the FPTT. Phase III emphasizes proper execution of AT Tactics, Techniques and Procedures (TTP’s) and Pre-Planned Responses (PPR’s).

(2) The FPTT will conduct skill set training, aligning with the required drill sets identified in Appendix I of this manual, and the AT TTP’s and PPR’s identified in NTTP 3-07.2.1.

(3) Training to proficiency occurs with a “stop and correct” method being applied to each drill set event; as difficulties are noted, the event is stopped and those difficulties immediately addressed/corrected. Special emphasis must be placed on rules for use of deadly force, rules of engagement, command and control, sentry knowledge
of small arms, duties and responsibilities, and proper execution of applicable AT TTP’s and PPR’s when deterrence has failed.

(4) The completion of Phase III will be noted as a significant milestone on the Training POAM. NCIS STAAT Force Protection Assist Visit (FPAV) is a broad AT program review conducted and is available upon request through NCIS STAAT.

E. Phase IV - Evaluation/Assessment

(1) Phase IV commences upon successful completion of Phase III. Like Phase III, training will focus on drill based scenarios conducted and evaluated by the FPTT; however, within Phase IV the FPTT will transition from the “stop and correct” mode to a “start to end” execution of the drill set. The FPTT will be in the evaluation mode, assessing the proper execution of AT TTP’s and PPR’s, with a debrief occurring upon completion of each drill set.

(2) Phase IV will culminate in a TYCOM N34 and Afloat Training Group (ATG) visit. Conducting a unit level assessment of the ship’s AT readiness to conduct the AT mission. This assessment shall include the execution of security plans, post orders, TTP’s, and PPR’s to all Security/AT NCO drill sets listed in Phase IV Assist Visit Agenda posted on the CNAF EXTRANET at https://extra.cnaf.navy.mil over a four day pre-designated period.

(3) The completion of Phase IV will be noted as a significant milestone on the Training POAM and will be documented by an ISIC notification message to the appropriate TYCOM certifying the completion of required Unit Level AT Training Phase, noting that the ship is ready to proceed to the Intermediate phase of FRTP. See detailed Phase IV Assist Visit Agenda posted on the CNAF EXTRANET at https://extra.cnaf.navy.mil.

5308 CV/N WEAPONS OPERATIONAL READINESS ASSESSMENT (WORA)

1. The period of time available to train the ship and airwing team in the war fighting operational readiness of the Weapons Department is significantly limited by the air wing Non-Combat Expenditure Allocation (NCEA), limited land targets and limited underway time during workup. Achieving and sustaining fully trained teams can be further limited by short turnarounds, extended industrial availabilities, limited underway time, and
large personnel turnover. Accordingly, to ensure aircraft carrier Weapons Departments have achieved war fighting readiness in support of the ship’s armament and the embarked air wing, a CV/N Weapons Department Operational Readiness Assessment (WORA) will be conducted underway during the Integrated Phase (COMPTUEx preferred) or the Pre-Deployment Sustainment period to demonstrate that the ship/air wing team has attained the required weapons employment readiness levels required to be available for forward deployed operations. Paragraph 3205B refers. The WORA Team reports to either COMCARSTRKTRA or the embarked CSG, as appropriate for coordination of effort. The WORA will be composed of the following personnel:

A. One (1) COMNAVAIRFOR Officer in Charge/Chief Observer - qualified in all aspects of airborne and surface weapons handling and stowage.

B. One (1) AO rating or equivalent civilian - qualified in weapon breakout and assembly operations.

C. One (1) AO rating or equivalent civilian - qualified in aircraft carrier weapons elevator operations.

D. One (1) AO rating or equivalent civilians - qualified in air wing and flight deck support and related safety.

E. One (1) AO rating or equivalent civilian qualified in AWSE, weapons elevator, and installed hoist operation, maintenance, and allowancing.

2. The COMNAVAIRFOR Mobile Ordnance Training Team (MOTT) and Weapons Safety Assist Team (WSAT) will assist the Chief Observer per paragraphs 5410 and 5411 of this instruction. The functions of the WORA Team include:

A. Act as the principal technical advisors to COMNAVAIRFOR relative to improvement of CV/N ship surface and aviation weapon safe handling and stowage, and the related support equipment.

B. Act as the principal technical advisor to COMNAVAIRFOR for Joint Special Warfare operations on CV/N ships.
C. Evaluate effectiveness of Weapons, Operations, and Air Department coordination and execution of the daily air and combat operations ordnance load plan.

D. Evaluate the safety and effectiveness of timely and safe sustained support of CV/N ship’s armament and Carrier Air Wing in a combat environment.

E. Evaluate the readiness of the weapons elevator system and installed manual and pneumatic hoist, including Emergency Ordnance Handling (EOH) equipment.

F. Evaluate the adequacy, material condition and proper configuration of AWSE (MHE/OHE/WSE) per the COSAL/IMRL; and, OPNAVINST 8000.16 and related technical manuals.

G. Evaluate the readiness of the mission and shipfill ammunition allowances and the magazine arrangements to optimize ship survivability.

H. Evaluate safe flight and hangar deck ordnance operations per NAVSEA OP 4 and NAVAIR 00-80T-120 with particular attention to aircraft loading and arming/dearming.

I. Assess the readiness of the CV/N Weapons Department and other departments directly supporting combat ordnance operations (or mirror-image training).

J. Assess the readiness of the CV/N Weapons Department and other departments directly supporting combat ordnance operations (or mirror-image training).

5309 CV/N WEAPONS MID-DEPLOYMENT OPERATIONAL READINESS ASSESSMENT (MORA)

1. The Non-Combat Expenditure Allocation (NCEA) provides training ordnance only for unit level training. Most air wing live ordnance expenditures are conducted from the host air station or at advanced bases ashore. Little opportunity is available over the course of the FRTP for periodic CONOPS mirror image training in the combat scenarios expected at the deployed areas of operation. The WORA described in paragraph 3508 above provides the means to assess the operational readiness of the ship/airwing weapons team for deployed combat operations during COMPTUEX. The CV/N Weapons Mid-Deployment Operational Readiness Assessment provides the means to ensure the ship/airwing team is maintaining the same level of weapons operating proficiency as observed.
during the Integrated Phase; a means for a mid-cycle/mid-deployment reassessment of the effectiveness of the FRTP; and, a means to evaluate the effectiveness of sustainment training per paragraph 3206.

2. The WORA Team described in paragraph 3208 above will conduct the MORA and report directly to the embarked CSG staff for coordination of effort.

5310 TORPEDO READINESS ASSESSMENT (TRC)

1. The Torpedo Readiness Certification (TRC) is conducted by COMNAVAIRFOR staff N40C during each FRTP not to exceed 27 months IAW COMNAVAIRFORINST 8510.1.

OPTEMPO extensions will be granted on a case-by-case basis and as practical. The purpose is to provide the Commanding Officer the means to formally assess the ability of the CV/N ship to properly and safely store, handle, and prepare MK 46, MK 50 and MK 54 war shot/exercise torpedoes.

2. For maximum support, the requesting activity should insure recoverable exercise torpedoes (REXTORPs) are on hand as well as governing directives/publications, required training air accessories, and all required tools and test equipment are on hand serviceable and calibrated, where provided.

3. Request the TRC from COMNAVAIRFOR via Official correspondence an in port period 90 to 120 days prior to deployment as per FRTP (R+9). Visits will normally be four to 5 days in duration. The TRC/TAV should not be scheduled less than 60 days prior to the planned TRC.

4. The Weapons Officer and the Commanding Officer will be provided an oral debrief at the conclusion of the TRC with a written report provided in follow-on correspondence.
CHAPTER 5 – ICAV’s

SECTION 4 – Assist Visits

5400 CV/N AIRCRAFT HANDLING TEAM (AHT)

1. The CNAF AHT is primarily responsible to conduct Flight Deck Certification. The period of time available to train aircraft handling groups aboard aircraft carriers during short turnarounds or after completion of shipyard overhaul or availability periods, together with the large personnel turnover normally encountered, is often insufficient for the ship’s company supervisors to produce a well trained, standardized, and safe aircraft handling crew. Accordingly, to assist aircraft carriers in achieving desired levels of standardization, safety, and efficiency in operation on a continuing basis, COMNAVAIRFOR AHT’s composed of the following personnel have been established:

A. One (1) Officer in Charge - qualified in all aspects of aircraft handling.

B. One (1) ABH rating - qualified in flight and hangar deck operations.

C. One (1) ABE rating - qualified in catapults and arresting gear operations.

D. One (1) ABF rating - qualified in aircraft fueling systems.

2. Carrier Aircraft Handling Teams are organized and tasked to perform the following functions:

A. Act as technical advisors to TYCOMs relative to improvement of aircraft handling procedures and equipment aboard CV/N.

B. Evaluate effectiveness of Air Department administration and material condition of assigned equipment per OPNAVINST 4790.4 series.

C. Augment assigned training CSG to assess readiness during the COMPTUEX Final Battle Problem and provide input to COMSTRKFORLANT/COMSTRKFORPAC for “No-divert” flight operations after reviewing Air Department’s proficiency in all areas relating to Flight deck operations.
D. Conduct CV/N Flight Deck Certification in accordance with COMNAVAIRFORINST 3500.71 series.

E. Conduct Flight Deck Operations Assessment during TSTA/FEP in preparation for C2X.

F. Conduct Flight Deck Operations Assessment during C2X.

3. Aircraft Handling Teams shall:

A. Conduct Unit Level Phase training for flight deck crews.

B. Provide training assistance to carrier aircraft handling teams during a ship's normal training cycle.

C. Periodically visit carriers for the purpose of observing scheduled air operations and advising personnel of any unsafe aircraft handling procedures noted. Mandatory Assist visits will be conducted IAW this instruction and COMNAVAIRFORINST 3500.71 series. The following AHT visits apply to all carriers in a normal FRTP:

(1) Pre-Flight Certification Inspections/Assist Visits during PIA/DPIA/SRA.

(2) Flight Deck Certification.

(3) TSTA/FEP Flight Deck Operations and Air Department Assessment.

(4) COMPTUEX Flight Deck Operations Assessment in support of COMSTRKFORLANT/COMSTRKFORPAC objectives

(5) Sustainment Phase Assist Visit’s

D. Be available on an "on call" basis when desired and requested by Commanding Officers, to observe scheduled air operations and advise of any unsafe aircraft handling procedures.

E. Establish and monitor standard operating procedures (SOP’s) aboard carriers in the areas of flight and hangar decks, catapults, arresting gear, visual landing aids and aircraft fueling. Amplifying information is contained in CV and U.S. Navy Aircraft Fire Fighting NATOPS, SOP’s, and FXP’s.
4. When deployed aboard ship, the team’s officer in charge will make continuing verbal and/or written reports of discrepancies to supervisory personnel. Conditions noted during the teams visit will be discussed with the Commanding Officer and Air Officer prior to the team's departure from the ship.

5401 ENGINEERING ASSIST VISITS

1. In order to keep the TYCOM apprised of the engineering readiness of aircraft carriers, to offer expert assistance and guidance to Commanding Officers in becoming better prepared for the Engineering Qualification and Operational Reactor Safeguard Examination (ORSE) process, teams from the Afloat Training Group (ATG), the COMNAVAIRFOR Conventional Engineering Training and Readiness Team, or the COMNAVAIRFOR Nuclear Power Mobile Training Teams (NPMTT) will visit each ship periodically during the FRTP.

2. These teams can provide the Commanding Officer with an objective evaluation of his ship's engineering readiness and offer expert recommendations for improvement, if necessary.

3. The ATG provides the following visits for conventional CVs:

   1. LOA
   2. Engineering Limited Team Training (ELTT)
   3. CART II
   4. TSTA
   5. Initial Assessment (IA)
   6. Underway Demonstration (UD)
   7. Mid Cycle Review (MCR)

4. IAW COMNAVAIRFORINST 3540.10 series, the TYCOM is responsible for maintaining satisfactory engineering readiness and engineering qualification of conventionally powered aircraft carriers.

5. Training visits to nuclear powered propulsion plants are coordinated by the TYCOM NPMTT.
5402 FORCE SAFETY/INDUSTRIAL HYGIENE ASSIST

Ref: CNAFINST 5100.3

1. CNAF policy mandates that all CVN Safety Departments will be assessed at minimum once every three years. This assessment is normally completed during Phase I and II Crew Certifications. However, Ship’s Safety Departments desiring additional NAVOSH, Industrial Hygiene and/or Hazardous Material technical assistance should request the assistance of the CNAF Force Industrial Hygiene Officer/s. Assistance can be requested for any of the following:

   A. Identifying safety hazards;

   B. Establishing various elements of the NAVOSH program;

   C. Training safety officers and safety petty officers,

   D. Preparing for the various PREINSURV, INSURV or other Oversight inspections.

2. Reports for formal assessments will be generated for the Commanding Officer and with informational copies going to CNAF Safety (N45). However, unless requested by the ship, no reports will be generated for any assist visits and any information shared or provided will stay within the lifelines of the ship.

5403 SHIPBOARD SAFETY SURVEY

The Shipboard Safety Survey is conducted by the Naval Safety Center and is of two days duration. It includes training and a survey of a representative sample of the entire ship, identifying safety hazards, training safety officers and safety petty officers, and providing the Commanding Officer with an evaluation of the command’s safety status. Shipboard safety surveys are optional and at the discretion of the Commanding Officer. The survey report is made only to the ship. No grade or relative standing is assigned and follow-up reports are not required. This survey is available by request to NAVSAFECEN.

5404 HAZARDOUS MATERIAL CONTROL AND MANAGEMENT ASSIST

Ships needing assistance for implementation, day-to-day operations, or equipment problems with their Hazardous Material Minimization Centers (HAZMINCENs) may request an assist from Consolidated Hazardous Materials Re-Use Inventory
Management/Hazardous Materials Inventory Control System (CHRIMP/HICS) Assist Teams. These teams may be contacted through Naval Inventory Control Point (NAVICP). Training and assist visits may also be requested through the TYCOM Supply Management Assist team.

5405 INDUSTRIAL HYGIENE FOLLOW-ON SURVEYS

An update of the Baseline Industrial Hygiene Survey is necessary when system, equipment, or load out changes significantly affect the onboard hazard and/or risk. Deterioration of existing controls, modifications and additions to shipboard processes and equipment will occur over time. The ship’s Assistant Safety Officer (who is also an Industrial Hygiene Officer, NOBC 1861) is responsible for updating the baseline industrial hygiene survey at least bi-annually. The CNAF Industrial Hygiene Officer can be contacted to coordinate additional assistance from the nearest supporting BUMED activity.

5406 3M ASSIST VISITS

1. As prescribed in COMNAVAIRFORINST 4790.1 series, the 3M Team (or any member of it) is available to visit any ship, on request, to provide guidance in any 3M area of interest. Information or assistance by telephone/e-mail is also available and highly encouraged.

2. “Optional Assist” (3MT) visits should be requested to respective coast TYCOM by naval message or letter indicating specific areas desired.

3. “Required Assist” visits will be scheduled through CNAF N7 in coordination with CNAF N3 for ship visits and de-confliction.

4. “ESCTT Assist” visits will be scheduled through CNAF N7 in coordination with CNAF N3 for ship visits and de-confliction. These visits shall be conducted every 8-10 months (ship’s schedule permitting) to ensure proper training and focus for ESCTT team members as an integral part of the ship’s self-assessment program.

5407 SUPPLY MANAGEMENT ASSIST (SMA) VISIT

1. When requested by the Commanding Officer, the Afloat Supply Management Assist Team will visit a ship for the purpose of evaluating Supply Department operations. Such visits shall be coordinated via the TYCOM.
2. The SMA provides the Commanding Officer with an objective evaluation of the ship's Supply Department operation and offer recommendations for improvement, if necessary.

3. Typically the SMA will be scheduled by the TYCOM 60-90 days prior to the Supply Management Inspection (SMI). Tailored assist visits will be provided upon request of the Commanding Officer or the Supply Officer.

4. An informal debrief of the findings will be provided to the Supply Officer and/or the Commanding Officer, as appropriate, prior to the team’s departure from the ship.

5408 COMMUNICATIONS ASSIST VISITS.

To assist the Commanding Officer in maximizing communications readiness, the TYCOM’s, in conjunction with ISIC’s, may conduct assist visits for aircraft carrier communications. This will normally be completed prior to TSTA. Requests for assistance should be made to COMNAVAIRFOR N61.

5409. CV/N ENGINEERING MAINTENANCE ASSIST TEAM (CEMAT) VISITS

1. The CEMAT provides dedicated waterfront support, enhanced availability planning, improved deployment readiness, judicious use of maintenance dollars, and enhanced communications between ship's force, TYCOM, and the Navy technical community.

2. Key players in executing the CEMAT "find, fix, train and document" philosophy are: ship's force, TYCOM, NSWCCD Philadelphia, Regional Maintenance Center (RMC), NSWCCD Port Hueneme Division, and industrial contractors.

3. CEMAT visits are nominally two to three weeks in length and accomplished prior to the pre-overseas movement period. During this period, CEMAT technical and logistics representatives work with ship's force using guidelines and procedures tailored to the individual ship and accomplish the following:

   A. Conduct pre-operational checks of each equipment and system

   B. Align and adjust equipment and systems as required

   C. Conduct system operational testing and identification of operational discrepancies
E. Prioritize discrepancies and correct to the maximum extent possible in conjunction with the visit

F. Identify equipment for repair or overhaul during future maintenance availabilities.

G. Instruct ship's force in proper procedures to maintain and repair auxiliary machinery and systems

H. Provide logistic support validation

I. Document equipment discrepancies on OPNAV 4790/2K

J. Accomplish emergent repairs

K. Provide technical assistance in support of UD, LOA, INSURV, TSTA’s, CSRA, SRA, PIA, and DPIA etc.

4. CEMAT systems and equipment follow closely the HULL MECHANIC AND ELECTRICAL (HM&E) conference identified problem areas and include:

- AESS, HESS
- Air Conditioning Plants
- Anchor Windlass
- B&T Cranes
- Boilers and Automatic Controls
- Catapult Support Equipment
- CHT
- Damage Control Closures
- Degaussing
- Electronic Dry Air/Dehydrators
- Communications Systems
- Firefighting Systems
- LP Air Systems
- Refrigeration Plants/Units
- Special Frequency Generating Equip
- Steering Gear
- Valves
- Air Compressors
- Ammunition Handling Equipment
- B&A Crane
- Boat Davits
- Capstans
- Centrifugal Pumps
- Conveyors
- Damage Control Communication Systems
- Electronic Cooling Systems
- HP Air Systems Exterior
- Main Engines
- Recycling Systems
- O2N2 Systems
- Rotating Auxiliary Machinery
- UNREP RAS Equipment
- Winches

5. Assistance from the CEMAT should be scheduled directly with COMNAVAIRFOR (N43).
5410 Weapons Safety Assistance Team (WSAT) VISITS

1. The CNAF WSAT provides aircraft carrier and Air Wing weapons personnel with on-site training and assistance by visiting ships and observing all aspects of conventional weapons handling, including stowage, assembly/disassembly, loading/unloading, arming/de-arming, and weapon movement, in accordance with Commander Naval Air Forces Pacific Instructions CNAFINST 5440.2 series and 8020.3 series.

2. The primary purpose of the WSAT is to inspect and provide technical assistance, advice, and training to the fleet weapons personnel. The WSAT will conduct a TAV to CV/N post PIA and prior to TSTA during timeline as per FRTP (R+7). The ship will conduct an initial COSR Assessment Shipboard Explosive Safety Self Assessment SESSA prior to or during Unit Level Training Plan (ULTP) of CART. WSAT will also serve as the TYCOM representative during AORR. Team members also deploy aboard ships during COMPTUEX, Intermediate Training Assessments, and Joint Task Force Exercise as part of observer groups. During these inspections, the WSAT reports to the Chief Observer and discrepancies noted during the inspection of weapons stowage, magazines, magazine sprinkler systems, security of conventional weapons, and any problems experienced during the assembly, handling movement, loading, and arm/de-arm evolutions.

3. The WSAT is also available to provide their services to Commander, Naval Air Force squadrons, Naval Air Stations, Naval Air Facilities and supporting units, and Marine aviation commands when scheduled to deploy to COMNAVAIRFOR ships or bases, in matters relating to conventional weapons safety.

4. The WSAT conducts annual assist visits to aircraft carriers and shore stations that support COMNAVAIRFOR activities. Additional assist visits are conducted, as schedules permit, to Type Wings, Air Wings, squadrons, training schools and other weapons activities.

5. When requested by Commander, Naval Surface Forces, WSAT also provides its services to Pacific Fleet (PACFLT) surface forces in support of air-launched conventional weapons operations and training on LPH, LHA, and LPD class ships.

6. The WSAT is also responsible for various other task associated, with monitoring COMNAVAIRFOR activities in the areas of conventional weapons training, weapons safety, readiness,
facilities, and technical manuals/publications. Some of these areas are as follows:

A. The WSAT monitors Type Wing Commanders programs for Conventional Weapons Technical Proficiency Inspections (CWTPI). This program ensures that standardized and safe ordnance handling practices are taught and utilized for Type Aircraft/Unit and training schools throughout COMNAVAIRFOR. The WSAT also assists the Chief Inspector during these inspections, and assists the units being inspected in correcting discrepancies as required.

B. The WSAT monitors COMNAVAIRFOR activities to ensure that the Explosive Handling Qualification and Certification Program are current and adequate for the activity. This program ensures that individuals handling explosives are trained, qualified and certified to perform their assigned work tasks per COMNAVAIRFOR 8023.3 series.

C. Explosive safety surveys are conducted by Naval Ordnance Safety and Security Activity Explosive Safety Support Office Pacific Fleet (NOSSA ESSOPAC) to continually monitor the explosive safety conditions at the various COMNAVAIRFOR activities. The WSAT conducts informal explosive safety survey assist visits to COMNAVAIRFOR/COMNAVSURFOR ships and stations when requested.

D. CNAF designates the WSAT to function as the Model Manager for the Naval Air Training and Operations Procedures Standardization Program (NATOPS) Conventional Weapons Handling Procedures Ashore Manual, NA 00-80T-103. This manual provides standardization of procedures for conventional weapons handling and control at both Naval and Marine Corps shore activities.

E. The WSAT reviews ship and air wing directives related to conventional weapons and weapons operations for accuracy or for conflict with the most recent guidance from higher authority, and makes appropriate recommendations to resolve the problems.

7. The WSAT also acts as technical advisors to the COMNAVAIRFOR Force Weapons Officer in matters related to the improvement of weapons handling, aircraft armament equipment, and methods of operations, with the emphasis on safety.
5411 Mobile Ordnance Training Team (MOTT) VISITS

1. The MOTT provides on-the-job training (OJT) and technical assistance to fleet activities assigned an air-launched weapon mission and task. The MOTT is available to conduct training and assist visits during all phases of the CV/N FRTP and shore activities, upon request.

2. The Mobile Ordnance Training Team (MOTT) is organized with aviation ordnance specialists experienced in both organizational and intermediate level airborne weapons maintenance tasks.

3. The MOTT can provide both formal and practical job training in all facets of weapons stowage, breakout, assembly, striking up/down, and staging, as well as the maintenance and configuration of related support equipment. The MOTT can also review effectiveness of the activity’s Explosives Handling Personnel Qualification/Certification Program, if requested.

4. MOTT services can be used as often as necessary from pre-ammo on load as per FRTP (R+6), to initial underway work-ups as per FRTP (R+7), through advanced phase training as per FRTP (R+12), until desired proficiency levels are attained. The forward deployed CV/N is normally provided semi-annual MOTT visits. The training is exportable and may be utilized while underway, in port, or at any shore site desiring assistance. MOTT can also be made available to COMNAVSURFFOR ships and to the Fleet Marine Force, upon request.

5. The MOTT provides an oral debrief to the activity Weapons Officer. The MOTT also provides formal correspondence identifying the personnel who were successfully trained and the specific training provided. The MOTT maintains direct liaison with, and assists the Fleet Support Activity (FSA), as well as the aviation ordnance formal schoolhouses. The COMNAVAIRFOR MOTT will update/maintain the master file and the distribution list for the COMNAVAIRFOR Standardized Weapons Training Plan (SWTP).

6. LANTFLT MOTT is also tasked by COMUSFLTFORCOM with providing ammunition sentencing training to Atlantic Fleet Ships.

7. LANTFLT MOTT services may be requested by naval message to FASOTAGRULANT NORFOLK VA//N80// info COMNAVAIRLANT NORFOLK VA //N40C//. PACFLT MOTT service requests should be directed to COMNAVAIRPAC SAN DIEGO CA//N40C//.
5412 MAGAZINE SPRINKLER SYSTEM REVIEW TECHNICAL ASSIST VISIT (MSSV TAV)

1. The Magazine Sprinkler System Review Technical Assist Visit (MSSV TAV) is a functional check that determines the level of readiness of the magazine sprinkler system. Regional Maintenance Centers (RMC) can provide the MSSV TAV prior to and after an MSSV. The purpose of this visit is to aid the Commanding Officer in assessing the operability and maintainability of the ship’s magazine sprinkler system prior to completion of an industrial availability or following major system repairs. The MSSV TAV is a primary objective in Regional Maintenance Center (RMC) mission.

2. The MSSV TAV should be scheduled as close to completion of an industrial availability as possible, but not within 30 days of an MSSV. A checklist supporting the assist visit is contained in the NAVSEA Magazine Sprinkler System Handbook (NAVSEA S9522-HBK-010). Commanding Officers are encouraged to use the MSSV TAV anytime prior to the MSSV. The MSSV TAV is not the appropriate process to certify a magazine sprinkler.

3. Formal request for the MSSV TAV should be submitted to COMNAVSURFLANT//N602B// for Atlantic Fleet carriers and COMNAVSURFPAC//N8222// for Pacific Fleet carriers with an information copy to the TYCOM and appropriate RMC’s. RMC will provide a TAV report with findings and recommendations upon completion to the unit commander or the ISIC.

5413 CV-TSC ASSIST VISITS

1. In order to provide the battle group commander and carrier Commanding Officer the most operationally capable CV-TSC, the following methods of hands-on training are provided to offer assistance and guidance throughout the FRTP:

   A. CV-TSC Mobile Training Team (CV-TSC MTT). When requested through the TYCOM, the CV-TSC MTT will provide 1-2 weeks of in port/at Sea on board training. The training is based on the ship’s recommendations with emphasis on the following:

   (1) CV-TSC equipment operation and utilization.

   (2) Area of responsibility in acoustic and non-acoustic training.

   (3) Tactical applications.
B. TYCOM Support. TYCOM support and assist visits are available throughout the training cycle. The TYCOM or representative is also responsible for determining CV-TSC readiness during the Final Battle Problem (FBP).

2. Early contact with the TYCOM is recommended so that deficiencies in training, equipment, or manning issues can be identified and corrective action taken to enable the ship to be better prepared for subsequent training, evaluation and certification periods.

3. At the conclusion of each visit, the training team will provide the Operations Officer and/or the CDC officer an objective view of his ship's CV-TSC readiness and offer recommendations for improvement prior to the team’s departure.

5414 AVIATION ORDNANCE READINESS REVIEW (AORR) VISITS

1. The AORR will be conducted IAW OPNAVINST 8000.16 series and COMNAVAIRFORINST 8000. (series) as directed by the TYCOM Force Weapons Officer. Purpose is to fully review ship’s overall readiness to identify potential short falls that could possibly impede or hinder their ability to successfully complete assigned missions.

2. All assigned personnel whose duties involve weapons handling and weapons support must have a thorough knowledge and understanding for handling, assembly, fusing, arming, and testing of weapons systems. CV/N’s are tasked to reliably and safely employ various items of ordnance, it is required that they maintain a myriad of support equipment, special tools and testing/programming equipment to effectively support their mission. All CV/N’s will be subject to an AORR in order to evaluate their capabilities.

3. The AORR shall be scheduled by the CV/N over a 4-day period during the ship’s in port period (post TSTA II R+8) but prior to the command’s Composite Training Unit Exercise (COMPTUEX R+10). For Forward Deployed Naval Forces (FDNF) CV-63 AORR will be conducted Post Cruise (Annually). Requests for the AORR submitted to COMNAVAIRFOR (N40C) by naval message, with information line to NAVAIRWARCENWPNDIV PT MUGU (373000E).
5415 TORPEDO READINESS ASSESSMENT TECHNICAL ASSIST VISIT (TRC/TAV)

1. The Torpedo Readiness Certification (TRC) and Technical Assist Visits (TAV) is conducted by COMNAVAIRFOR staff N40C during each FRTP not to exceed 27 months. OPTEMPO extensions will be granted on a case-by-case basis and as practical. The purpose is to provide the Commanding Officer the means to formally/informally assess the ability of the CV/N ship assigned a Lightweight Torpedo support responsibility, to properly and safely store, handle, and prepare MK 46 and MK 50 war shot/exercise torpedoes.

2. The TRC/TAV can be requested to include all or a portion of the activity’s capability, following the guidance in COMNAVAIRFOR 8510.1.

3. For maximum support, the requesting activity should insure recoverable exercise torpedoes (REXTORPs) are in hand as well as all required training air accessories, common/peculiar tools, and test equipment are on hand and serviceable.

4. Request the TRC/TAV from COMNAVAIRFOR, via Official correspondence 30 days or more prior to the date of the requested visit. The TRC/TAV should not be scheduled less than 60 days prior to the planned TRC.

5. The Weapons Officer and the Commanding Officer will be provided an oral debrief at the conclusion of the TRC/TAV with a written report provided in follow on correspondence.

5416 Navigation Assessment

1. ISIC’s are responsible for conducting a Navigation assessment IAW the CNSL/CNAFINST 3530.4 (series), within the ships FRTP. If a ship has not conducted an assessment due to a PIA, DPIA, or RCOH it will be considered out of periodicity, and started upon Crew Certification. If a CV/N is out of FRTP periodicity ISIC will submit a Restricted Navigation message to CNAF (N7) stating underway operations at sea for ISIC/ATG supervised training only, or in the event of emergency sortie or national emergency. When the navigation assessment criteria is satisfied ISIC will provide an Authorized for Unrestricted Navigation Operations message to CNAF (N7) in accordance with the 3530.4 (series).
CHAPTER 5 – ICAV’s

SECTION 5 – Training

5501 UNDERWAY REPLENISHMENT

1. PACIFIC FLEET UNDERWAY REPLENISHMENT TRAINING: Exportable, "hands-on" technical training on underway replenishment systems, including: equipment maintenance, winch repair procedures and the rigging of less common replenishment configurations are available from NAVSURFWARCEN DET Port Hueneme, Port Hueneme, California. Training may be scheduled directly with NAVSURFWARCEN DET Port Hueneme with information copies of the request provided to COMNAVAIRFOR N7 and N43.

2. ATLANTIC FLEET UNDERWAY REPLENISHMENT TRAINING: Expeditionary Warfare Training Group, Atlantic (EWTGLANT) offers a two to five day course of instruction to train UNREP teams from Atlantic Fleet units. The course (A-060-0026) is designed to prepare rig teams for shipboard receiving and delivery of Standard Tensioned Replenishment Alongside Methods (STREAM) rigs. It is offered to Naval (primary BMs) and Military Sealift Command enlisted personnel. To schedule training, contact EWTGLANT at (757) 462-5139 (COMM) or 253-5139 (DSN).

3. ATLANTIC FLEET WEAPONS PACKAGING AND UNDERWAY REPLENISHMENT TRAINING: The Packaging Handling, Shipping and Transportation (PHS&T) Center at the Naval Surface Warfare Center Detachment Earle offers pre-deployment underway training, to train weapons and deck departments personnel on correct unit packaging of ammunition per military standards and selecting and configuring connected/vertical replenishment slings, and strong backs, preferably during ammunition on-load. Schedule training through COMNAVAIRFOR N40C.

4. ATLANTIC/PACIFIC FLEET MISSILE SENTENCING INSPECTION TRAINING: Naval Air Warfare Center Weapons Division (NAWCWD) Missile Presentencing Inspection Team provides training for personnel for performing post deployment Missile Sentencing Inspection (MSI) and training for fleet personnel performing Missile Pre-sentencing Inspection (MPI).

5502 ANTI-TERRORISM (AT) TRAINING

1. The nature of the asymmetric threat does not afford forces the luxury of a lengthy training program spread over the entire
Unit Level Training Phase of the Fleet Readiness Training Plan (FRTP). Rather, with the significant inport time normally associated with the training phase of FRTP, ships must execute around-the-clock AT operations immediately upon return to homeport and/or the completion of the maintenance availability period. Thus, it is imperative that a robust and complete AT training plan, which ensures the basic proficiency to execute homeport AT skills and complete follow-on complex/integrated training events, be completed and assessed as early as possible in the FRTP. Commanding Officers shall ensure that all sentry training directed by this instruction is complete by the end of the ship’s maintenance period. The remainder of AT training and assessment shall be completed prior to the beginning of Tailored Ship’s Training Availability (TSTA).

2. Unit Level AT Training Phase is designed to ensure:

   A. AT watch standers achieve the level of proficiency in the skills necessary to properly stand assigned AT posts.

   B. The Force Protection Training Team (FPTT) is capable of safely and effectively planning, conducting, and critically evaluating the ship AT training program.

   C. The ship's command structure is able to coordinate an effective response to AT contingencies.

   D. The ship is properly prepared to conduct Intermediate and Advanced AT training.

3. Unit Level AT Training Phase will follow the building block methodology of “assess, train, and certify”. The team that employs this training methodology is the FPTT. The FPTT is responsible, under the direction of the Antiterrorism Officer (ATO), for training of personnel involved in all aspects of the AT program. This resident expertise allows the ship to conduct the majority of required security and antiterrorism training organically. To support the development of such resident expertise, TYCOM N34s, Immediate Superior in Charge (ISIC) ATO’s and Naval Criminal Investigative Service (NCIS) Security, Training, Assistance and Assessment Teams (STAAT) will conduct assessment and assist visits as detailed below. Naval Criminal Investigative Service (NCIS) Security, Training, Assistance and Assessment Teams (STAAT) is available at the discretion of the unit to provide assistance.
5503 RECURRENT ANTI-TERRORISM (AT) TRAINING

1. Recurrent training commences upon successful completion of Unit Level Training Phase AT Assessment. This training is ongoing throughout the remainder of the FRTP and deployment, and is designed to maintain the state of AT readiness essential to the protection of personnel and assets.

2. As a minimum, Security/AT NCO drills identified in Appendix I of this manual shall be conducted in accordance with established periodicities. Additionally, training and drill sets shall be conducted in preparation for all follow-on AT evolutions in the Intermediate and Advanced phases of the FRTP.

3. Drills should be conducted to exercise AT operational readiness, and to evaluate the command AT plan and all applicable PPR’s and Standard Operating Procedures (SOP).

4. Throughout this period the TYCOM N34 staff and ISIC ATO’s are available to provide additional assist visits as requested by the ship. TYCOM and ISIC ATO’s may, as conditions dictate, conduct no-notice AT drills during recurrent training to gauge the readiness of the command to meet and properly respond to AT threats.

5504 FAST CRUISE TRAINING

1. General. The following information describes a nominal fast cruise designed to last two working days and the intervening overnight period. The schedule can be lengthened or shortened by adding or deleting events which are not appropriate for a particular fast cruise. The entire crew should be embarked for the duration of fast cruise. All normal underway services should be provided and the ship should be entirely on its own power. All shore services should be disconnected with the exception of potable water, CHT, and telephone services. All reactor and/or engineering spaces should be in operation with all associated major equipment available. All ship control systems should be in operation. Specific Fast Cruise requirements for Reactor Department are given in OPNAVINST 9080.3 (series) Procedures for Tests and Trials of Naval Nuclear Powered Ships Under Construction, Modernization, Conversion, Refueling, and Overhaul. These requirements are amplified in Section 3.9 of the EDM, and specific minimum requirements are contained in Section C.4 of the EDM.
2. **Schedule.** TAB A provides a generic fast cruise schedule. To be effective, a fast cruise must include the following evolutions:

   A. Sea and anchor details for entering and leaving port. During sea detail, conduct the following exercises: MOB-N-4-SF (Gyro piloting), MOB-N-6-SF (Low visibility piloting) and MOB-N-9-SF (Piloting swept channel).

   B. Rotation through all watch sections. During watches, watch standers and emergency parties will be exercised in the following drills:

      (1) Fire

      (2) Collision

      (3) Flooding

      (4) Man overboard

      (5) Steering casualties.

   C. At least one General Quarter’s drill.

   D. Brief and rig for underway replenishment.

   E. Radio checks on all circuits to be used during sea trials.

   F. One anchoring evolution.

3. **Checklists.** TAB B provides recommended checklists with actions to be taken ship-wide and in each department prior to and during fast cruise.
### TAB A - SAMPLE FAST CRUISE SCHEDULE

#### DAY 1

<table>
<thead>
<tr>
<th>EVENT</th>
<th>TIME</th>
<th>REMARKS</th>
</tr>
</thead>
<tbody>
<tr>
<td>XX01</td>
<td>XXXX</td>
<td>Liberty expires for all hands.</td>
</tr>
<tr>
<td>XX02</td>
<td>XXXX</td>
<td>Station the special sea and anchor detail.</td>
</tr>
<tr>
<td>XX03</td>
<td>XXXX</td>
<td>Check setting of material condition YOKE.</td>
</tr>
<tr>
<td>XX04</td>
<td>XXXX</td>
<td>Simulate getting underway.</td>
</tr>
<tr>
<td>XX05</td>
<td>XXXX</td>
<td>Flight Quarters. Conduct FOD walkthrough. Conduct exercises MOB-D-18-SF and MOB-D-17-SF.</td>
</tr>
<tr>
<td>XX06</td>
<td>XXXX</td>
<td>Conduct navigation exercises MOB-N-04-SF, and MOB-N-6-SF.</td>
</tr>
<tr>
<td>XX07</td>
<td>XXXX</td>
<td>Secure the special sea and anchor detail and Set the normal underway watch.</td>
</tr>
<tr>
<td>XX08</td>
<td>XXXX</td>
<td>Simulate class _____ fire in compartment _____.</td>
</tr>
<tr>
<td>XX09</td>
<td>XXXX</td>
<td>Conduct departmental exercises and equipment checkout IAW TAB B.</td>
</tr>
<tr>
<td>XX10</td>
<td>XXXX</td>
<td>Secure from Flight Quarters.</td>
</tr>
<tr>
<td>XX11</td>
<td>XXXX</td>
<td>Noon meal</td>
</tr>
<tr>
<td></td>
<td>1200</td>
<td>Relieve the watch.</td>
</tr>
<tr>
<td>XX12</td>
<td>XXXX</td>
<td>Man all refueling stations. Rig stations for refueling.</td>
</tr>
<tr>
<td>XX13</td>
<td>XXXX</td>
<td>Secure from refueling stations.</td>
</tr>
<tr>
<td>XX14</td>
<td>XXXX</td>
<td>General Quarters. Confirm proper manning/repair locker equipage/assignments and battle dress. Set material condition ZEBRA.</td>
</tr>
<tr>
<td>XX15</td>
<td>XXXX</td>
<td>Secure from General Quarters. Set material Condition YOKE.</td>
</tr>
</tbody>
</table>
XX16  TBD  Conduct man overboard drill. Conduct boat recovery. Lifeboat will be fully manned and launched.

1600  Relieve the watch.

XX17  XXXX  Darken ship.

XXXX  Check Set Material Condition
1800  Relieve the watch.

XX18  XXXX  Daily critique.
2000  Relieve the watch.

XX19  XXXX  Eight o'clock reports in XO's cabin
2400  Relieve the watch.

EVENT TIME    REMARKS

0000  Continue fast cruise.
0400  Relieve the watch.
0800  Relieve the watch.

XX01  XXXX  Man all VERTREP stations.

XX02  XXXX  Secure from VERTREP stations.

XX03  XXXX  General Quarters. Set material condition ZEBRA. Conduct repair locker training.

XX04  XXXX  Secure from General Quarters. Set material condition YOKE.

XX05  XXXX  Flight Quarters.

XX06  TBD  Man overboard drill. Conduct boat recovery using boat/davit/crew not used Day 1.

XX07  XXXX  Secure from Flight Quarters.

DAY 2
XX08  XXXX  Noon meal.
        1200  Relieve the watch.

XX09  1300  Station the special sea and anchor detail.

XX10  XXXX  Make preparations for entering port. The ship will anchor at ____.

XX11  XXXX  Set the “at anchor” watch.

XX12  XXXX  Simulate anchoring in ammo anchorage. Walk out port/starboard anchors to ____.

XX13  XXXX  Simulate getting underway from anchor and proceeding into port.

XX14  XXXX  Secure the “at anchor” watch

XX15  XXXX  Station the normal inport watch.

XX16  XXXX  Set the inport watch

XX17  XXXX  Simulate mooring to a pier.

XX18  XXXX  Secure the special sea and anchor detail.

XX19  XXXX  Secure from fast cruise.

XX20  XXXX  Daily critique/Fast Cruise Debrief

XX21  XXXX  Liberty commences.
FAST CRUISE TRAINING

RECOMMENDED DEPARTMENTAL EVOLUTIONS

TAB-B
ALL DEPARTMENTS

**** NOTE: THESE ITEMS SHOULD BE COMPLETED PRIOR TO ****
**** COMMENCEMENT OF FAST CRUISE. ****

1. Review watch/quarter/station bill for completeness and accuracy.
2. Check completeness and accuracy of department "Ready for Underway" checklist.
3. Inspect all spaces for lighting, safety, cleanliness, Material condition and proper stowage.
4. Verify completeness, accuracy and correct posting of compartment check-off lists (CCOLs) and "bulls-eyes."
5. Inventory and inspect all damage control equipment (battle lanterns, fire extinguishers, fire stations, EEBDs, etc.). Check for broken, missing, inoperative damage control material fittings and equipment.
6. Conduct damage control refresher training to include, at a minimum, emergency egress, EEBD and OBA refresher.
7. Review department man overboard, collision and abandon ship procedures.
8. Inspect all spaces for missile hazards; secure as necessary.
9. Inspect hatches and ladders for chains and stanchions.
10. Properly stow or dispose of all flammable or hazardous materials.
FOLLOWING CHECKLISTS SHOULD BE COMPLETED DURING FAST CRUISE.

AIR

1. Check Pri-Fly equipment and communications.
2. Check LSO platform equipment and communications.
3. Check ILARTS cameras and monitors.
4. Check aircraft electrical starting stations.
5. Check operation of aircraft elevators and stanchions.
6. Check operation of catapults (fire no loads).
7. Check arresting gear. Exercise all engines.
8. Check JBD's.
9. Check crash crane operation.
10. Conduct training in rigging/unrigging of barricade and check for proper operation.
11. Check operation of tractors, starting units, P-25’s.
12. Check all crash/salvage equipment (dollies, hoisting slings, etc.) and load test documentation.
13. Check operation of conflagration control equipment and communications, hangar bay divisional doors, elevator doors, etc.
14. Inspect all personal survival equipment, life vests, flight deck shoes and jerseys, etc.
15. Check flight and hangar deck control equipment and communications.
16. Check CO2 and ventilation alarms in aviation gasoline pump and filter rooms (as applicable).
17. Check all catapult and arresting gear accessories.
18. Rig MOVLAS at all available stations. Check operation and completeness of equipment.
19. Check condition of all flight deck safety nets.
21. Check availability of chocks, tie-downs, tow bars, etc.
22. Check aircraft fueling systems. Ensure AFOSS books are current and on station.
23. Conduct FOD walkdown.
24. Sequence hangar bay and flight deck lighting.
25. Inspect and cycle hangar bay doors and aircraft elevator doors.
26. Verify operation of departmental sound-powered phone circuits (19JG, 21JG, 6JG, 4Jg, 16JG, 1JG).
27. Functionally test and operate the 3MC and 5MC from all stations.
28. Inspect re-reeve machine for operation.
29. Conduct flight warning system check.
30. Raise and lower whip antennas.
31. Operate flight deck fresh water system.
32. Conduct 60 day/40 night deck-edge elevator runs for qualifications.
33. Functionally test and operate the 19 MC, 21 MC, Crash/Fire alarm, ALDIS lamps, and rotary beacons.
34. Functionally test and operate the SRC-47 radio circuit.
35. Check wind speed/direction/cross-wind indications.
36. Functionally test and operate arresting gear/lens cross check indicator.

AIMD

1. Check operation of avionics and support ship equipment and test benches.
2. Test all sound-powered phone and intercom circuits.
3. Ensure all test equipment has been electrically safety checked and is properly secured for sea.

COMMUNICATIONS

1. Complete pre-underway check-off sheet.
2. Review applicable OPORD, OPTASK COMMS, COMM Plan and Departmental SOP’s/Instructions.
3. Review Command Guard List. Verify guard requirements for all embarked commands properly loaded in the NAVMACS data base.
4. Verify single channel (CV2460/URA-17) fully operable (demonstrate).
5. Verify DAMA, NAVMACS, SHF DSCS, SHF CAIII, EHF, OTCIXS, TADIXS, TACINTEL, FM Vinson, ADNS, HF ANDVT, UH ANDVT, and TRIBUTARY (if installed) fully operational.
6. Ensure adequate expertise exists on all watches to demonstrate frequency shifts (HF/UHF) within maximum of 10 minutes.
7. Verify Quality Monitoring and Control Subsystem (QMCS) is operational.
8. Verify Emergency Destruction Procedures readily available to watch personnel.
9. Establish and maintain full period high frequency (HF) termination for 4 hours during Fast Cruise with a minimum
of 2 transmit/receive frequency shifts. Maximum allowable outage for HF term during Fast Cruise is 30 Minutes.
10. Establish and maintain Fleet Broadcast (FLTBCST). Copy HF broadcast a minimum of 2 hours with no more than 15 minutes of outage. Copy satellite broadcast at a minimum of 4 hours with no more than 30 minutes of outage.
11. All watch sections demonstrate the ability to "spare off" crypto and/or NOW terminal equipment.
13. Ensure adequate personnel on hand to conduct HJ's.
14. Ensure White Pinnacle fast reaction procedures readily available to all watch sections.

DECK

1. Conduct anchor windlass test.
2. Walk out and raise anchors.
3. Operate capstan and winches.
4. Simulate taking in lines. Conduct safety training for line handlers.
5. Remove/replace brows (may be simulated).
6. Inspect and test cargo handling equipment.
7. Test boats and davits by putting a fully manned duty lifeboat in the water during man overboard drills.
8. Exercise B and A crane to raise and lower boats.
9. Man replenishment and refueling stations. Check rigging and operation of replenishment equipment.
10. Check sound-powered phones, walkie-talkies and MC circuits.
12. Simulate man overboard procedures

ENGINEERING (CV)

1. Check all underway IC systems such as engine order telegraph RPM indicators, ship control sound power circuits, MC units, rudder angle indicators and gyro inputs to repeaters.
2. Conduct hot checks of main propulsion plant equipment IAW EOSS.
3. Test main engines by steam - after main propulsion plant is in a split plant configuration.
4. Warm up all catapults. **NOTE:** Check all catapult steam lines from source to catapult to ensure combustible material is not adjacent to steam lines.
5. Test steering engines from after steering. Shift control to bridge and test steering from conning station. Repeat evolution from Secondary Conn.
6. Operate all main propulsion auxiliary equipments by steam or electrical power.
7. Conduct training on starting and securing propulsion auxiliary equipments using EOSS.
8. Test run emergency diesel generators.
9. Test ship's whistles.
10. Ensure dry air and cooling water services to ship's electronic equipments are properly lined up.
11. Test O2-N2 HP air compressors.
12. Check operation of anchor windlass.
13. Test B and A crane.
14. Run all deck winches.
15. Test all fire pumps and firemain valves in all modes.
16. Test all fuel oil transfer pumps.
17. Check ABT's throughout ship and ensures power selection source is in normal position.
18. Conduct phone talker drills on engineering sound powered phone circuits.
19. Conduct ABC system OLV checks.
20. Check operation of all steam reducing stations.
22. Simulate gyro compass casualty.
23. Check out AFFF and Halon systems.
24. Ensure all repair party locker inventories are complete.
25. Conduct damage control training.
27. Conduct at-sea fire party and rescue and assistance drills.
28. Check equipment and communications in Central Control.

**ENGINEERING (CVN)**

1. Check all underway IC systems such as engine order telegraph RPM indicators, ship control sound power circuits, MC units, rudder angle indicators and gyro inputs to repeaters.
2. Warm up all catapults. **NOTE:** Check all catapult steam lines from source to catapult to ensure combustible material is not adjacent to steam lines.
3. Test steering engines from after steering. Shift control to bridge and test steering from conning station. Repeat evolution from secondary conn.
4. Test ship's whistles.
5. Ensure dry air and cooling water a service to ship’s electronic equipment is properly lined up.
6. Test O2-N2 HP air compressors.
7. Check operation of anchor windlass.
8. Test B and A crane.
9. Run all deck winches.
10. Test all fire pumps and firemain valves in all modes.
11. Check ABT's throughout ship and ensures power selection source is in normal position.
12. Conduct phone talker drills on engineering sound powered phone circuits.
13. Check out AFFF and Halon systems.
14. Ensure all repair party locker inventories are complete.
15. Conduct damage control training.
17. Conduct at-sea fire party and rescue and assistance drills.
18. Check equipment and communications in Central Control.

**REACTOR (CVN)**

1. For new construction, RCOH, modernization, conversion, refueling, and availabilities lasting greater than 9 months, the following must be accomplished during fast cruise:

   A. Complete Section C.4 of the EDM - “Fast Cruise Minimum Requirements for Propulsion Plants.” This is also step 20 in Appx B to Chapter 4 of the JFMM.

   B. Complete Steps 1, 2, 3, 5, and 27 of Appx B to Chapter 4 of the JFMM. For all other availabilities, the Commanding Officer should determine which items will be accomplished. (i.e. which steps of Section C.4 of the EDM and Appx B to Chapter 4 of the JFMM will be completed.) Prior to the start of fast cruise, a copy of the Propulsion Plant Fast Cruise Agenda shall normally be provided to TYCOM N9 and local NRRO for information.

**EXECUTIVE**
1. Conduct emergency incident training including proposed press release, operational security, pre-disclosure rules and NOK notification.
2. Verify procedures for tracking ship riders.

**MEDICAL/DENTAL**

1. Conduct battle dressing station training.
2. Conduct mass personnel casualties training.
3. Simulate aircraft crash support.
4. Check first aid lockers for completeness and security.
5. Exercise the emergency medical response team.

**NAVIGATION**

2. Simulate getting U/W and restricted maneuvering and plotting.
4. Simulate propulsion & maneuvering casualties.
5. Conduct tactical formation and maneuvering board problems.
6. Indoctrinate watch teams.
8. Make wind and heading computations for flight operations.
9. Take fathometer readings.
10. Conduct plane in water drill.
11. Conduct man overboard drill.
12. Review whistle signals and lighting configurations; test ship's whistles and ships navigation lighting.
13. Simulate anchoring and getting underway from anchorage.
15. Verify operability of bridge window heaters, washers and wipers.
16. Confirm accuracy and completeness of all charts/DNC to be used during underway period, including Notice and Local Notices to Mariners.
17. Verify proper operation of all electronic / manual navigation equipment. Determine and post gyro and repeater errors.
18. Confirm all reference material for bridge watchstanders is available on the bridge.
19. Verify Flashing Light, Nancy procedures and yard arm blinkers. (Demonstrate.)
20. Review Signal Bridge SOP's and logging procedures.
21. Review department man overboard, down aircraft, collision, boarding, abandon ship procedures. (Signal Bridge demonstrate equipment breakout)
22. Review supervisor logs for procedure and content.
23. Simulate Bridge to Bridge communications and radio doctrine.
24. Conduct fleet TAC/ATP 1C communications / publication drills with TOP.
25. Confirm local area Hot Events times, and locations. Ensure positions plotted/entered into VMS.
26. Confirm local area weather forecasts and sea conditions.
27. Ensure battle gear, abandon ship, and damage control equipment is accessible, in working order, and within periodicity.
28. Confirm secure for sea.

OPERATIONS

1. Conduct surface and air tracking exercises with simulated course and speed, gyro and EM log failure.
2. Conduct Link 11, Link 16, and Link 4 checkout.
3. Check UHF radios and TACAN.
5. Review procedures for setting HERO EMCON and situation EMCON conditions.
6. Utilize SSDS/ACDS training programs.
7. Review procedures for all evolutions expected to take place during initial at-sea period (include lost aircraft and other aircraft emergencies).
10. Check out meteorological equipment and provide meteorological briefings.
11. Simulate CDC piloting and radar navigation assistance.
12. Conduct man overboard/aircraft in water training.
13. Check all sound-powered, inter-comm and MC circuits.
14. Check for broken, missing or inoperative damage control material fittings and equipment.
15. Verify radars and repeaters are operating properly.
16. Complete pre-underway checklist for electronic/combat missile and gun systems.
17. Check out all IFF, satellite navigation, SINS and electronic data processing/recording equipment.
18. Check out operation of CATCC DAIR console functions, interfaces and software.
20. Check operation of CATTC console functions.

SAFETY

1. Conduct pre-mishap drill.
2. Spot check eye-wash and emergency deluge stations for proper installation, operation and availability.
3. Conduct shipboard safety training.
5. Complete ORM crew training and evolutions evaluations for any proposed tabletop exercises; complete an ORM self-assessment for program compliance.

SUPPLY

1. Check storerooms to ensure combustible material is not stored adjacent to steam lines and other high heat sources.
2. Inspect repair parts stowage areas for proper stowage of material and operability of all equipment, including available computer and ADP equipment.
3. Review trash disposal procedures for plastics at sea.
4. Inspect ship service areas, mess decks, CPO mess and wardrooms for cleanliness and operability of equipment.
5. Confirm proper operation of all hotel services to galleys, laundry, etc.

WEAPONS

1. Conduct magazine sprinkler test on all sprinkler boards.
2. Conduct weapons handling evolutions.
3. Conduct .50 cal ship’s defense, small boat attack exercise.
4. Check sound-powered phone and MC circuits.
5. Verify adherence to safety regulations including compatible stowage aspects.
6. Operate weapons elevators in all modes.
7. Inspect all magazines.
8. Check FC/FZ and HD/HF alarms for proper operation.
9. Conduct OTTO II fuel spill, contamination exercise, review procedures.
### 5505 CART II TRAINING

**TAB C - SAMPLE CART II SCENARIO SCHEDULE**

(EVENTS TIMES MAY BE ADJUSTED TO ACCOMMODATE SHIPS SCHEDULE)

<table>
<thead>
<tr>
<th>TIME</th>
<th>EVENT</th>
<th>TRAINING TEAM NOTES</th>
</tr>
</thead>
<tbody>
<tr>
<td>MONDAY</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1000</td>
<td>General Knowledge Examinations</td>
<td>CIWS, NSSMS ROC, TAS, CSOSS, TAO, SWC, TRK SUP, AIC, USW, CDC GEN KNOW, EW, COMM, GCCS-M OP, CTA/O/R/M, INTEL, PILOT OFFICER, LOOKOUT, SIG GEN KNOW, LEADING QM, QM OF WATCH, NAVIGATOR, NAVIGATION TEAM, OOD U/W, AND CONN OFFICER.</td>
</tr>
<tr>
<td>1300</td>
<td>CART II Inbrief</td>
<td>Commanding Officer, Executive Officer, Department Heads and ITT.</td>
</tr>
</tbody>
</table>
| 1320-1600 | CART II Checklist review                      | - Damage control (DC Admin and Repair locker checks/inventories) All lockers 100% on hand or on order)  
- Air (Review discrepancies from previous visits and training program)  
- Deck  
- Navigation and TOP  
- Medical  
- Combat Systems (CDC and Combat Systems) |
<p>| 1630  | Commanding Officer’s daily update              |                                                                                                                                                      |
| TUESDAY|                                                 |                                                                                                                                                      |
| TBD   | NSSMS Certification (Phase I and II) Review    |                                                                                                                                                      |
| TBD   | Overall Combat Systems Operability Test (OCSOT) |                                                                                                                                                      |</p>
<table>
<thead>
<tr>
<th>Time</th>
<th>Activity</th>
<th>Details</th>
</tr>
</thead>
<tbody>
<tr>
<td>0800</td>
<td>CART II Checklist review (Continued)</td>
<td>-SAR (Evaluation gear check and admin review)</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-Navigation Checks (Radiate pri/sec radars for PMS, DRT/DDRT checks, and GYROS on line)</td>
</tr>
<tr>
<td>0840</td>
<td>Unrep Station Checks</td>
<td>-3 RX fuel</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-2 DL fuel sponsons</td>
</tr>
<tr>
<td></td>
<td></td>
<td>-2 Sliding Padeyes</td>
</tr>
<tr>
<td>0900</td>
<td>DCTT Brief/DCPO lecture</td>
<td></td>
</tr>
<tr>
<td>1000</td>
<td>Repair locker checks (continued)</td>
<td></td>
</tr>
<tr>
<td>1030</td>
<td>ITT Meeting</td>
<td></td>
</tr>
<tr>
<td>1300</td>
<td>Boat/Davit checks</td>
<td></td>
</tr>
<tr>
<td>1300</td>
<td>Simultaneous MRT</td>
<td>Cardiac/Trauma</td>
</tr>
<tr>
<td>1300</td>
<td>P-100/ES pump demo, portable ext/EEBD/fire station checks</td>
<td></td>
</tr>
<tr>
<td>1430</td>
<td>Abandon ship/life saving gear check</td>
<td></td>
</tr>
<tr>
<td>1530</td>
<td>Sample Navigation Brief</td>
<td></td>
</tr>
<tr>
<td>1600</td>
<td><em>S/NTT brief</em></td>
<td>Low visibility, Swept Channel for Navigation and man overboard with MWB for Deck.</td>
</tr>
<tr>
<td>TBD</td>
<td>Steering checks</td>
<td></td>
</tr>
<tr>
<td>1630</td>
<td>Command Officers daily update</td>
<td></td>
</tr>
<tr>
<td><strong>Wednesday</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>0800-1200</td>
<td>Set underway watches</td>
<td>Bridge/TOP/Surface Start with Sea and Anchor Detail (conduct comm checks) and walk thru normal U/W Watch sections.</td>
</tr>
<tr>
<td>0800</td>
<td>Yoke checks</td>
<td>Conducted by FTG and DCTT.</td>
</tr>
<tr>
<td>0830</td>
<td>Low visibility and Swept channel drills</td>
<td></td>
</tr>
<tr>
<td>0830</td>
<td>CSTT Brief</td>
<td></td>
</tr>
<tr>
<td>0900</td>
<td>ADTT Brief</td>
<td></td>
</tr>
<tr>
<td>0915</td>
<td>DCTT and V-4 reps Brief (ASFP)</td>
<td></td>
</tr>
<tr>
<td>0930</td>
<td>Tactical Scenario Intel Brief and Combat Systems watchstander’s Brief</td>
<td></td>
</tr>
<tr>
<td>0930</td>
<td>Flight Deck drills</td>
<td></td>
</tr>
<tr>
<td>1000</td>
<td>ASFP (JP-5 pump room)</td>
<td></td>
</tr>
<tr>
<td>1100</td>
<td>Combat Systems safety walkthrough</td>
<td></td>
</tr>
<tr>
<td>1100</td>
<td>ITT Brief</td>
<td></td>
</tr>
<tr>
<td>Time</td>
<td>Event</td>
<td>Details</td>
</tr>
<tr>
<td>-------</td>
<td>----------------------------------------------------------------------</td>
<td>----------------------------------------------</td>
</tr>
<tr>
<td>1300</td>
<td>Combat Systems Tactical Scenario</td>
<td></td>
</tr>
<tr>
<td>1300</td>
<td>CCA/DECON station review</td>
<td>All four</td>
</tr>
<tr>
<td>1300</td>
<td>Hangar Deck Fire</td>
<td></td>
</tr>
<tr>
<td>1330</td>
<td>Mass Casualty drill</td>
<td></td>
</tr>
<tr>
<td>1530</td>
<td>CSTT Debrief</td>
<td></td>
</tr>
<tr>
<td>1530</td>
<td>DCTT (GQ) Brief</td>
<td></td>
</tr>
<tr>
<td>TBD</td>
<td>Deck admin checks</td>
<td>Watchbills and weight test data.</td>
</tr>
<tr>
<td>1630</td>
<td>Commanding Officers daily update</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Thursday</strong></td>
<td></td>
</tr>
<tr>
<td>0800</td>
<td>Set Condition III Watch</td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>General Quarters</strong></td>
<td></td>
</tr>
<tr>
<td>0830</td>
<td>Grade Zebra and conduct Mini Mass conflag scenario.</td>
<td></td>
</tr>
<tr>
<td>1300</td>
<td>SAR drill</td>
<td>MOB-S-14-SF with MWB Recovery</td>
</tr>
<tr>
<td>1630</td>
<td><strong>Commanding Officer's daily Update</strong></td>
<td></td>
</tr>
<tr>
<td></td>
<td><strong>Friday</strong></td>
<td></td>
</tr>
<tr>
<td>0800</td>
<td>TSTA SOE development</td>
<td></td>
</tr>
<tr>
<td>1000</td>
<td>Executive Debrief for CO and XO</td>
<td></td>
</tr>
<tr>
<td>1030</td>
<td>Debrief ISIC and Key Personnel</td>
<td></td>
</tr>
</tbody>
</table>
5506 NAVIGATION SEAMANSHIP and SHIPHANDLING TRAINER (NSST)

1. With the opening of the Mayport NSST site 29 MAR 07, 6 of 7 sites and 7 of 11 simulators are available for the instruction of BRIDGE RESOURCE MANAGEMENT (BRM) and SPECIAL EVOLUTIONS. Yokosuka, Sasebo, Everett, Pearl Harbor, San Diego BUILDING 1, and Mayport serve their Fleet Concentration Areas (FCAS) and may be found starting 16 APR on the scheduling Website. HTTP:(BACKSLASH BACKSLASH) WWW.NSSTRAINING.ORG.

2. Each Training site has a FULL MISSION BRIDGE(FMB) with the Norfolk AND San Diego sites each having an additional FMB and a BRIDGE WING SIMULATOR (BWS). The second San Diego simulator(BUILDING 2) will be ready for use JUN 07. Norfolk based training will remain under MSI contract until NOV 07. NSST training will commence Norfolk upon completion of BUILDING 1 renovation in late Q4CY07 or early Q1CY08.

3. Courses Available.

   A. BRM - This course satisfies requirement to complete 24 hours of BRM and 16 hours of Advanced Ship handling (ASH) every 24 months. CV/N’s are required to send 3 Watch teams, each team consisting of an OOD and CONN, plus a Senior Observer (CO, XO, OR Senior Watch Officer). Ships may send a maximum 10 students. The Navigator may act as a Senior Observer. Ships will provide three plotting kits, three sets of charts to support Voyage Planning Exercises, pencils and erasers for chart work, directives supporting Voyage Planning Exercises (FLEET GUIDE, COAST PILOT, PORT DIRECTORY, ETC.) and copies of CO’s standing orders for the OOD.

   B. In order for a student to graduate, He/She Must Attend a minimum of 80 percent of the total course hours (32 OF 40) and attend 100 percent of the scheduled simulator hours (16). He/She must attain a minimum score of 90 percent on the Rules of Road (ROR) Exam. If a student satisfies the BRM hour’s criteria but does not achieve 90 percent on the ROR Exam, A completion certificate may be awarded once the student demonstrates a satisfactory level of knowledge during ROR remediation or successfully passes a subsequent, Command-Administered make up exam. In the latter case, a signed completion certificate will be issued to the Senior Observer until signed by His/Her Commanding Officer.
C. Special Evolutions Training - The most flexible course offered, Special Evolutions affords the CV/N to train in any Evolution that the CO believes will benefit his Watch standers. CV/N’s will use the Special Evolutions topics and scenarios menu available on the scheduling website. CV/N’s can request anywhere from 4 (One morning or afternoon) to 16 (Two mornings and two afternoons) hours of training. CV/N’s are limited to 32 hours annually.

D. New Courses L3-COM is developing four new courses ARPA, RADAR OBSERVER, ECDIS-N, Basic Ship handling Training (BST). The program goal is to attain U.S. Coast Guard Standards of Training, Certification, and Watch keeping for Seafarers (STCW) Certification for these 4 courses as well as the BRM course. These will be introduced on a pilot basis as they are completed.

4. Non course simulator use - In addition to the V2 FMB (ALL SITES), all Second and Third Fleet NSST facilities include a smaller footprint NSST variant the V1. The V1 is a single person trainer, and the training audience is generally intended for a Conning Officer OR OOD. Installed onboard, it may be operated by a single operator/trainee without instructor support. It consists of a helm console, three flat panel displays and contains a selection of pre-built port/hull specific scenarios. The V1 also includes an electronic coaching function that mentors students in ship handling basics. CV/N’s are encouraged to schedule time in the V1 through the NSST Website. The V2 will be available for CV/N use during specified times when other courses not being taught during the workday. It is not envisioned that after hours CV/N use of the V1/V2 simulators will be needed.

5. Non-ship use of the NSST. The NSST is specifically designed and funded to fulfill ship requirements. Non ship use of the simulators (MIDSHIPMEN TRAINING, SHIP-HANDLING COMPETITIONS) must be coordinated directly with CNSF at least 90 days prior to the event and will always be second priority to ship use.

6. CV/N’S - In addition to course specific requirements, ships are responsible for all training functions during ship-only simulator use including pre briefing, coaching, role playing/radio comms and debriefing as needed for each scenario run. Ships will send senior personnel capable of instructing those being trained.
7. SCHEDULING

A. Ships are responsible for submitting requests for all desired courses, special evolutions training and ship-only simulator use, and can do so by logging onto the NSST Training Website. Requests for all desired courses, special evolutions training and ship only simulator use. They can do so by logging onto the NSS TRAINING WEBSITE: HTTP:(BACKSLASH BACKSLASH) WWW.NSSTRAINING.ORG. Once on the Website, CV/N’s will:

(1) Select the login required tab located on the left hand column for the master schedule/training request form menu.
(2) Log in using user ID (HULL NR - EXAMPLE, DDG64) and password (NSS 4ME!). NOTE: The letter -N- in the password is the only upper case letter.
(3) Once logged in, select schedule calendar from the MY QUICK LINKS MENU.
(4) Select the applicable FCA training.
(5) Select an available training period and alternate training period (Optional) from the schedule calendar.
(6) Select MY CONTROL PANEL in the upper left corner.
(7) Under MY QUICK LINKS, click on request training.
(8) Complete the training request form and select submit information.

8. SCHEDULING BUSINESS RULES

A. It is imperative that CV/N’s ensure students arrive in the simulator for a prompt start with all attendees and required materials. If a ship is unable to attend scheduled simulator time, they will contact the scheduler, at least 96 hours prior to scheduled course convening. Doing so will allow the scheduler to fill this vacancy. Failure to cancel a class will result in an empty simulator, an unacceptable costly result.

B. CV/N’S are Required to complete 2 BRM per FRTP.

5507 Elite Spot-Check Training Team (ESCTT) Training

1. An Elite Spot-Check Training Team (ESCTT) is mandated for every carrier to enhance and maintain a peak level of PMS.
performance via focused training and evaluation for ship board spot-checkers and the maintenance personnel.

2. An ESCTT shall be a minimum 30 member team lead by the XO with the 3M Officer and 3M Coordinators serving as primary assistants. The team shall be comprised of Officers, Chief Petty Officers, and departmental 3M Assistants. The team shall have at a minimum, one departmental representative, but shall be proportionally represented by the four major departments: (Reactor, Engineering, Combat Systems, and Air). ESCTT members must be 3-M (304) Division Officer AQS qualified, should be an E-7 and above, with 12 months or more remaining onboard, and shall be designated in writing by the 3M Officer.

3. ESCTT teams shall be evaluated during 3M Assessments. ESCTT will be looked at and training provided by TYCOM every 8-10 months as part of a robust training and self-evaluation program in order to elevate the level of PMS performance and sustain PMS proficiency. The ultimate goal of ESCTT training events is to promote and maintain the highest level of PMS performance and knowledge through the ship’s own self-critical evaluations and deck-plate involvement. The ship’s involvement shall be noted during these training events, with feedback provided, and measured by their performance during TYCOM 3M Assessment.
Chapter 6 - BATTLE EFFICIENCY COMPETITION AND AWARDS

SECTION 1 - GENERAL

6100 GENERAL

1. The Commander Naval Air Force Carrier Battle Efficiency Competition is designed to measure and recognize the level of battle efficiency attained by each department and each Naval Air Force carrier during the competitive cycle, so that those achieving a prescribed level of excellence are recognized.

2. The Battle Efficiency Award and other CNAF Excellence Awards recognize sustained superior performance in an operational environment and sustained continuous readiness throughout the FRTP. The Battle Efficiency Award remains called the “Battle 'E'”. The Carrier Maintenance Efficiency and Safety Readiness Awards are new additions to the Battle Efficiency Competition and discussed later in this chapter.

   A. Eligibility for all awards demands day-to-day demonstrated excellence in addition to superior achievement during certifications and qualifications conducted throughout the competitive period.

   B. New award criteria delineated in this chapter are effective upon date of promulgation except where indicated. Award criteria changes are for CY-08 and beyond.

3. The ISIC has responsibility to assist the ship in grading Competitive Exercises, ensuring required schools are scheduled and completed, and operational commitments are satisfied.

4. The ship that consistently performs in a highly effective manner in all warfare areas will typically be competitive for the Battle "E". The Battle E Award is not a qualification award or an award for mere excellence; it is awarded to the BEST Aircraft Carrier on each Coast.

5. If a ship fails to meet minimum standards for inspections during the competitive cycle that ship may, in order to avoid ineligibility in the subsequent cycle, request to conduct the entire event again. The event may be rescheduled in the current cycle or subsequent cycle. However, a successful re-inspect will not make a ship eligible in the current cycle. Such a reassessment is dependent upon both the availability of the ship and the appropriate assessment team.
6. A ship must have maintained currency in all Maintenance and mission area certifications. Certification expirations resulting from lack of available training resources or scheduling constraints will not remove a ship from award consideration. Waivers shall be submitted via the ISIC.

7. A ship must have consistently demonstrated a high level of safety awareness and Operational Risk Management (ORM) in all phases of shipboard operations. A satisfactory ORM training program, as assessed by ATG during Unit Level Training events, is required. Class A mishaps due to negligence will normally be disqualifying for the Battle "E".

8. Any action by a ship that gives cause for a formal investigation will not be a disqualifier until the investigation board results are announced.

6101 POLICY

1. Competitive Cycle: The Chief of Naval Operations Battle Efficiency "E" for aircraft carriers will be 1 January to 31 December.

2. Number of Awards: The Battle Efficiency "E" is presented by the respective TYCOM’s to the carrier under their cognizance which, based upon competitive standings at the end of the competitive cycle, has achieved the highest degree of battle readiness by exhibiting sustained superior performance, operational effectiveness, and continuous cost effective readiness. Respective TYCOM’s present departmental awards at the end of the competitive cycle to individual departments having achieved outstanding levels of departmental readiness, without regard to winner of the Battle "E".

3. BATTLE E QUALIFIERS

A. To be eligible for the Battle Efficiency "E" and department awards, a ship must be in an operational status for a minimum of 180 days or more of the competitive cycle and specifically nominated for each award by its ISIC. If a ship has been unable to operate for 180 days during the competitive cycle due to a major maintenance availability or RCOH, the ship will retain the TYCOM departmental awards from the previous cycle. However, will not be eligible for the overall Battle "E" Award. A Ship shall be considered operational from the last
day of Sea Trials until the first day of the scheduled maintenance availability.

B. If the ship subsequently wins departmental awards in the cycle immediately following, consecutive award stripes earned before the non-competing cycle will be retained. For example if a ship is in the non-operational status it is allowed to retain the stripes upon winning the next competition cycle.

4. BATTLE E DISQUALIFIERS

A. An overall ship "failure" or grade of "unsatisfactory" on 3M, ORSE, FEP, COMPTUEX/JTFX, even if followed by a satisfactory re-inspection, disqualifies the ship and the individual departments responsible for the mission area failure for the competitive cycle in which the "failure/unsatisfactory" occurs. Additionally, the inability to meet minimum Purple "E" criteria will disqualify the ship from the Battle Efficiency Competition.

B. A departmental "failure" or grade of "unsatisfactory" on any formal inspection/assessment, which does not contribute to a ship-wide failure, even if followed by a satisfactory re-inspection, disqualifies the respective department for the competitive cycle in which the "failure/unsatisfactory" occurs. Examples:

(1) A ship evaluated as "not ready for advanced training" during the COMPTUEX/JTFX is disqualified from earning the Battle Efficiency "E" and each department evaluated as "not ready for advanced training" is disqualified from earning their respective departmental award.

(2) A department failing it's portion of a 3-M assessment is disqualified from earning a departmental award. A department 3-M failure does not specifically disqualify the ship from competing for the Battle E, although a 3M department failure is worth 10 points to the department’s overall Battle E score. Several department failures would most likely put the command out of the running for the award but should not discourage the command from competing.

C. Any safety mishap resulting in injury/death to personnel or major damage to equipment while conducting any evolution may result in both departmental and ship wide disqualification from Battle "E" eligibility or point deductions from final Battle "E" grade computations as determined by TYCOM. Accidents or safety
incidents of a less serious nature will be evaluated on a case-by-case basis by the ISIC and may result in disqualification for one or more awards.

5. Fleet exercises and Competitive exercises reflect the management of ship-wide and departmental readiness requirements in support of the Fleet Training continuum. The ship wide and departmental completion of Fleet Exercises in accordance with assigned exercise periodicities will determine the CV/N’s ability to support the Primary Warfighting Mission Areas. Competitive exercises are selected fleet or TYCOM exercises graded for competitive purposes. Competitive exercises must be graded by the ISIC (or a Tycom approved agency). Where CV SHARPS reflects individual contributions to readiness, Competitive exercises preserves the ability to assess team performance. The periodicities for Fleet Exercises and Competitive Exercise’s and amplifying information can be found in Appendix 1.

6. TYCOM Departments responsible for scores and calculations, will deliver results to N7 NLT 15 JAN.

6102 AWARD COMPUTATION.

1. At the end of each competitive cycle, the TYCOM will compute the readiness levels of each ship based on reports received and will assign relative values within each competitive grouping and for each major inspection.

A. Naval Air Force Awards computation for each area can be located in the following areas:

- Air Department
- Aircraft Intermediate Maintenance Dept
- Combat Systems Department
- Carrier Maintenances Efficiency
- Damage Control
- Deck Department
- Reactor/Engineering Department
- Health Service Department
B. Departmental Awards. Any department, which meets the departmental excellence standard of 90 points, is eligible to win and display the departmental award. In the event no department meets a given departmental excellence standard, the corresponding departmental award will not be awarded for that cycle.

(1) The following factors will be considered in computing readiness levels for each ship.

(a) When an initial assessment or evaluation is unsatisfactory, no credit is earned, regardless of the outcome of re-inspection/re-assessment.

(b) Where assessments or evaluations are given more than once in a competitive cycle and a satisfactory mark is received in each, the two grades will be averaged and used as the received score.

(c) In any case a numerical grade is required for all COMPEXs and no credit for a failure, unless otherwise specified.

C. Competitive Exercises. A listing of all required competitive exercises is provided in Appendix I of this instruction. All have been selected from either FXPs or TYCOM exercises found in Appendix Two. ISICs and ships should coordinate with TYCOM/Afloat Training Group Teams to take advantage of Subject Matter Experts to grade competitive
exercises during training/assessment visits. Additional instructions of a general nature follow:

(1) Competitive exercises shall be graded by the ISIC or observers specifically assigned by the ISIC. Observers shall be carefully chosen based on seniority, technical background and experience and shall not be assigned to the ship or its associated air wing.

(2) Once an exercise is scheduled to meet the competitive requirements and conduct of the exercise is started, it shall be reported regardless of the mark assigned. Competitive exercises for which a grade below 95% has been received may be rescheduled and conducted to obtain a higher grade if desired. Each competitive exercise may be conducted a total of two times in an attempt to improve the score, and a minimum of 3 days must elapse between the graded exercises. The final grade used in the calculation of departmental award winners will be the grade of the last exercise received.

(3) Exercises not completed will be scored "zero" unless waived by the TYCOM. A request for waiver shall not be submitted prior to the fourth quarter of the competitive cycle, via the group commander, and will explain in complete detail why it was impractical to complete the required exercises. The group commander's endorsement will indicate what efforts were made to assist the ship in obtaining opportunity, observers, and/or services for the exercise/trial to be waived, together with the recommendations of the group commander. If the TYCOM grants the requested waiver, that exercise will be computed as an average of the grade submitted by other competitors. If the exercise/trial is not waived, it will be considered incomplete and will be scored ZERO and so counted in the computation for relative standing. Except in unusual circumstances, waiver request received by the TYCOM later than 15 days after completion of the competitive cycle will be disapproved.

(4) Competitive exercises are to be conducted per FXP procedures using criteria for scoring and reporting per the applicable FXP/TYCOM grade sheet (Appendix II) and this chapter. In order that maximum realism can be achieved, Commanding Officers may combine exercises or vary conditions for COMPEXs if approved in advance by the ISIC. Due to individual ship differences, departure from exercise
procedures in FXPs is authorized when necessary so long as the intent of the exercise is maintained.

D. Carry over of scores. Due to the structure and timing of the FRP, ships will not always receive assessments /inspections (not counting reassessments) that are normally factored into calculations each calendar year. Examples are 3M, COMPTUEX and FEP. In those instances, scores from the previous cycle completion will be carried over to facilitate calculations (Maximum of 24 months). In the event of COMPTUEX and FEP carry over score below the average score, then the fleet average will be utilized for calculation purposes. Fleet average scoring may also be factored into calculations incident to the completion of construction, overhaul and extended availabilities. Fleet average scoring does not apply for 3M

(1) In the specific case of 3M, should a department fail a 3M assessment in a previous cycle and not receive a normal TYCOM scheduled assessment in the following year (not counting reassessment), that department will NOT be automatically disqualified from the current cycle competition. In the departmental awards calculations, a failed 3-M assessment from the previous year will not be carried over as a disqualifier in the current CY Battle E cycle.

E. Naval Air Force Battle Efficiency Pennant. Each TYCOM will award one Battle Efficiency winner per competitive cycle. The ship with the highest score will win the Battle E. The award will be based on relative standings of the competing ships based on the following point breakdown:

<table>
<thead>
<tr>
<th>Department</th>
<th>Points</th>
</tr>
</thead>
<tbody>
<tr>
<td>Air Department</td>
<td>10</td>
</tr>
<tr>
<td>Aircraft Intermediate</td>
<td>10</td>
</tr>
<tr>
<td>Maintenance Dept</td>
<td>10</td>
</tr>
<tr>
<td>Combat Systems Department</td>
<td>10</td>
</tr>
<tr>
<td>Damage Control</td>
<td>10</td>
</tr>
<tr>
<td>Deck Department</td>
<td>10</td>
</tr>
<tr>
<td>Reactor/Engineering Department</td>
<td>10</td>
</tr>
<tr>
<td>Medical Department</td>
<td>10</td>
</tr>
<tr>
<td>Navigation Department</td>
<td>10</td>
</tr>
<tr>
<td>Operations Department</td>
<td>10</td>
</tr>
<tr>
<td>Security Department</td>
<td>10</td>
</tr>
<tr>
<td>Supply Department</td>
<td>10</td>
</tr>
<tr>
<td>Weapons Department</td>
<td>10</td>
</tr>
<tr>
<td>Departmental award Total</td>
<td>120</td>
</tr>
<tr>
<td>Training and Readiness</td>
<td>40</td>
</tr>
</tbody>
</table>
Safety Readiness                  20 pts
3M Assessment                     10 pts

Grand Total                       190 pts Maximum

Carrier Maintenance Efficiency (Purple E) is required to be eligible to receive the Battle E.

In case of TIE : N00 Tie Breaker

6103 WEARING AND DISPLAY OF AWARDS

1. Awards shall be displayed in accordance with Figure 6-1-1 through 6-1-10. All awards will be displayed on the port and stbd bridge bulwark aft of the Battle “E”. The order of display of awards are in accordance with the following listing.

<table>
<thead>
<tr>
<th>AWARD</th>
<th>METHOD OF DISPLAY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Naval Air Force Battle Efficiency Pennant</td>
<td>White E</td>
</tr>
<tr>
<td>(White formula 6 and Black formula 48)</td>
<td></td>
</tr>
<tr>
<td>Air Department</td>
<td>Yellow E</td>
</tr>
<tr>
<td>(Yellow formula 42)</td>
<td></td>
</tr>
<tr>
<td>Aircraft Intermediate Maintenance Department</td>
<td>Black E</td>
</tr>
<tr>
<td>(Black formula 48)</td>
<td></td>
</tr>
<tr>
<td>Combat Systems Department</td>
<td>Green CS</td>
</tr>
<tr>
<td>(Green formula 39)</td>
<td></td>
</tr>
<tr>
<td>Cost Wise Readiness Excellence</td>
<td>Purple E</td>
</tr>
<tr>
<td>(Purple striping)</td>
<td></td>
</tr>
<tr>
<td>Damage Control</td>
<td>Red DC</td>
</tr>
<tr>
<td>(Red formula 40)</td>
<td></td>
</tr>
<tr>
<td>Health Services Department</td>
<td>Blue M</td>
</tr>
<tr>
<td>(Blue formula 43)</td>
<td></td>
</tr>
<tr>
<td>Operations Department</td>
<td>Green E</td>
</tr>
<tr>
<td>(Green formula 39)</td>
<td></td>
</tr>
</tbody>
</table>

6-8
Reactor (CVN)/ Engineering(CV) Department   Red E
(Red formula 40)

Security Department            Black S
(Black formula 48)

Supply Department              Blue E
(Blue formula 43)

Weapons Department             Black W
(Black formula 48)

Safety Award                   Green S
(Green formula 39)

Deck Department (White formula 6 and Black formula 48)
(White Crossed Anchors with Black D)

Navigation Department            White Ship's Wheel
(White formula 6)

2. Consecutive Awards. Service stripes the same color as the相关 award color is added for additional awards earned in consecutive years. Instead of the letter and four service stripes for winning the award five consecutive times, in the case of the Battle "E", a gold "E" shall be displayed with a silver star above the "E". In the case of the Command Excellence Awards, an "E" and a star of the same color will be shown for the fifth consecutive award, replacing the service stripes. Another star shall be added for each five successive annual awards.

3. Hull/Crew Exchanges/Ship Exchanges. In cases where entire crews move from one ship to another; e.g., “Sea Swap,” the general rule is that awards follow the crew and will be displayed in the ship that the crew is embarked. This will require additional attention to record keeping to track crew award status. In the case of FDNF Ship Exchanges that involve decommissioning of one of the ships, award eligibility will be tied to the hull. Actions of the decommissioned ship will not transfer to the exchange hull since the entire crew does not transfer to the exchange hull.
4. Transients, temporary duty personnel, and those assigned to the cited ships and squadrons for active duty for training are not eligible for this award.
DEPARTMENTAL EXCELLENCE AWARDS

FIGURE 6-1-3

DEPARTMENTAL EXCELLENCE AWARDS

FIGURE 6-1-4
FIGURE 6-1-5

DEPARTMENTAL EXCELLENCE AWARDS

FIGURE 6-1-6

DEPARTMENTAL EXCELLENCE AWARDS
DEPARTMENTAL EXCELLENCE AWARDS

FIGURE 6-1-7

DEPARTMENTAL EXCELLENCE AWARDS

FIGURE 6-1-8

DEPARTMENTAL EXCELLENCE AWARDS

FIGURE 6-1-9
6104 IMA SUPPORT.

1. The ability of an aircraft carrier to maintain material readiness of the embarked air wing through the performance of intermediate level maintenance and supply support is essential to successful battle group operations. The following method of computation is designed to provide a valid and equitable procedure for determining point distribution toward both the AIMD Black E and Supply Department Blue E. The intent of a separate category for IMA Support from these two departments is to recognize their contribution to Battle Efficiency via the Battle E regardless of performance as individual departments. Combining IMA Support into a single category ensures the IMA Support Team works closely to achieve optimal support for the air wing.

A. COMPUTATION (1)

<table>
<thead>
<tr>
<th>GROUPING</th>
<th>MEASURE</th>
<th>SOURCE</th>
<th>POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>DIRECT SUPPORT</td>
<td>Total NMCS/PMCS (2)</td>
<td>N423</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>NMCS/PMCS Issue</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>Effectiveness (2)</td>
<td>N423</td>
<td>25</td>
</tr>
<tr>
<td></td>
<td>RPOOL Effectiveness (3)</td>
<td>N423</td>
<td>20</td>
</tr>
<tr>
<td>INDIRECT SUPPORT</td>
<td>Non-SE REPAIR RATE (2)</td>
<td>N423</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Non-SE AWM Backlog (2, 4)</td>
<td>N423</td>
<td>10</td>
</tr>
<tr>
<td></td>
<td>Non-SE AWP Backlog (2, 5)</td>
<td>N423</td>
<td>10</td>
</tr>
<tr>
<td>TOTAL</td>
<td></td>
<td></td>
<td>100</td>
</tr>
</tbody>
</table>

Note 1: Each CV/CVN will receive points based on percentage of standard achieved. The standard is based on fleet readiness training cycle timing and is progressively challenging up to and including deployment. Due to geography, standards exist for LANT/PAC and the FDNF CV/CVN. The following table lists the standards to be calculated as overall averages for each event period (TSTA, COMPTUEX, JTFX, and Deployment). Events are weighted as follows:

<table>
<thead>
<tr>
<th>Event</th>
<th>Percentage</th>
</tr>
</thead>
<tbody>
<tr>
<td>TSTA/FEP</td>
<td>15%</td>
</tr>
<tr>
<td>C2X</td>
<td>20%</td>
</tr>
<tr>
<td>JTFX</td>
<td>15%</td>
</tr>
<tr>
<td>Deployed</td>
<td>50%</td>
</tr>
<tr>
<td>FDNF C5F Ops</td>
<td>50%</td>
</tr>
<tr>
<td>C7F Ops</td>
<td>50%</td>
</tr>
<tr>
<td>Events</td>
<td>NMC S PMC S</td>
</tr>
<tr>
<td>-------------------</td>
<td>-------------</td>
</tr>
<tr>
<td>LANT/PAC</td>
<td>TSTA/F EP</td>
</tr>
<tr>
<td></td>
<td>COMPTU EX</td>
</tr>
<tr>
<td></td>
<td>JTFX Deployed</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
<tr>
<td>FDNF</td>
<td>C5F Ops</td>
</tr>
<tr>
<td></td>
<td>C7F Ops</td>
</tr>
<tr>
<td></td>
<td></td>
</tr>
</tbody>
</table>

Note 2: As reported daily via the AMCR. Repair rate is defined as (RFI/RFI+BCM) for all repair MAFS less work centers 731, 9XX, and calibration lab are used to compute repair rate. All BCM codes are applicable. NMCS PMCS is defined as (NMCS Off ships + NMCS ExReps + PMCS Off ships + PMCS ExReps).

Note 3: As reported weekly via the ASMR. It is extremely important ASMR data are correctly loaded into the AMSRR database to ensure data availability to correctly measure readiness.

Note 4: Represents only in-work (IW) and awaiting maintenance (AWM) count for non-support equipment for work centers 0XX, 4XX, 5XX, 6XX, 7XX and 8XX, less work center 731. The number is lifted off the daily production report, part 3 for supported organizations that represent squadrons and detachments, only.

Note 5: Represents only awaiting parts (AWP) count for non-support equipment for work centers 0XX, 4XX, 5XX, 6XX, 7XX and 8XX, less work center 731. The number is lifted off the daily production report, part 3 for supported organizations that represent squadrons and detachments, only.
6106 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the Aircraft Intermediate Maintenance Department Black “E”:

   A. One (1) Class “A”, “B” mishap or two (2) Class “C” mishaps due to Aircraft Intermediate Maintenance Department’s failure to comply with NAMP policy or prescribed NATOPS procedures.

   B. The occurrence of a major CMS violation by Aircraft Intermediate Maintenance Department personnel which should have been prevented or five reports of a “Practice Dangerous to Security” by Aircraft Intermediate Maintenance Department.

   C. An AMI grade of “Off-Track” for Quality Assurance or Production Control programs.

   D. Departmental failure of the 3M assessment.

6105 QUALIFICATION. If less than thirty (30) AMCR’s are submitted during the competitive cycle ninety (90) points will be awarded for this category.
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 2 - AIR DEPARTMENT

6200 GENERAL.

1. The ability of an aircraft carrier to safely and efficiently launch and recover aircraft is critical to successful battle group operations. The following method of computation is designed to provide a valid and equitable procedure for determining deserving Air Department(s) to receive the competitive award for efficiency. Instructions for the conduct, evaluation and reporting of required Air Department competitive exercises are contained in the General Section, in this chapter, and in Appendix I of this manual.

6201 Award Computation (Yellow E) CV/N

<table>
<thead>
<tr>
<th>Max Pts</th>
<th>Calculation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Competitive Exercises</td>
<td>35 35 x AVG/100</td>
<td>1</td>
</tr>
<tr>
<td>2. Monthly Readiness Management</td>
<td>30 30 x 1/BEST 8 AVG</td>
<td>2</td>
</tr>
<tr>
<td>3. Flight Deck Certification</td>
<td>10</td>
<td>3</td>
</tr>
<tr>
<td>4. Final Evaluation Period</td>
<td>15 10 x AVG/100</td>
<td>4</td>
</tr>
<tr>
<td>5. ALRE Maintenance Program</td>
<td>10</td>
<td>5</td>
</tr>
<tr>
<td>TOTAL</td>
<td>100</td>
<td></td>
</tr>
</tbody>
</table>

Note 1. Average grade for all COMPEX’s completed during the competitive cycle. All will be weighted equally. A score of zero will be assigned to COMPEX’s not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. Maximum of 2 Pts. Per each division (V-1 – V-5) in each of the following areas:

A. Successful completion of CNAFINST 3500.71A checklist(s) resulting with no outstanding reportable items. (awards 1 point)
B. Successful completion of required exercises and evolutions (participation, planning, building, briefing, execution and debriefing), with no degradation of operational capabilities resulting from equipment damage, safety violation or injury to personnel. (Awards 1 point)

Note 4. Average all FEP required Flight Deck exercises.

Note 5. Points awarded per ALREMP grade sheet (Para 7202)
6202 ALREMP GRADE SHEET.

COMMNAIRFOR

Aircraft Launch and Recovery Equipment Maintenance Program (ALREMP)

Grading Points Breakdown

Command: _________________ Date Audit Conducted:__________

1. MAINTENANCE ADMINISTRATIVE PROCESSES  (1 point)
   a. VIDS-MAF Flow
   b. R- status/VIDS Board validation
   c. Maintenance Action processing
   d. ALRE Training Program

   Points earned: ________

2. QUALITY ASSURANCE PROGRAM  (3 points)
   a. Maintenance Instructions
   b. Audit Program
   c. Technical Publications
   d. ALRE Discrepancy Reporting Program
   e. MAFs
   f. QA Manning
   g. QA Training and Qualification Program
   h. Other QA Monitored Programs

   Points earned: ________

3. TOOL CONTROL PROGRAM  (3 points)
   a. Tool Control Program
   b. Calibration Program
   c. Maintenance Support Capability
   d. Record Keeping / Tool Accountability

   Points earned: ________

4. EQUIPMENT READINESS / MATERIAL CONDITION  (3 point)
   a. Material condition of spaces and equipment
   b. Spaces FOD Free
   c. On-site maintenance procedures
   d. General housekeeping

   Point earned: ________

Maximum score: 10 Points
Total Points earned: ________
6203 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the Air Department YELLOW “E”:

   A. One (1) class A mishap or two (2) class B mishaps caused by Air Department’s failure to comply with prescribed NATOPS standard operating procedures.

   B. A grade of Not Ready for Advanced Training.

   C. Departmental failure of the 3M assessment.

6204 QUALIFICATION.

1. Any Air Department which receives a total score of 90 points or greater may be awarded the Air Department Yellow "E."
CHAPTER – 6 BATTLE EFFICIENCY COMPETITION

SECTION 3 – AIRCRAFT INTERMEDIATE MAINTENANCE DEPARTMENT

6300 GENERAL.

1. The ability of an aircraft carrier to maintain material readiness of the embarked air wing through the performance of intermediate level maintenance is essential to successful battle group operations. The following method of computation is designed to provide a valid and equitable procedure for determining deserving Aircraft Intermediate Maintenance Department(s) to receive the competitive award for efficiency.

6301 AWARD COMPUTATION (Black E) CV/N (1)

<table>
<thead>
<tr>
<th>MEASURE</th>
<th>SOURCE</th>
<th>POINTS</th>
</tr>
</thead>
<tbody>
<tr>
<td>Maintenance Backlog (2)</td>
<td>TRMS</td>
<td>20</td>
</tr>
<tr>
<td>SE Capability Rating (3)</td>
<td>TRMS</td>
<td>20</td>
</tr>
<tr>
<td>IMA Support (4)</td>
<td>TRMS</td>
<td>25</td>
</tr>
<tr>
<td>AMI (5)</td>
<td>INSP RESULT</td>
<td>35</td>
</tr>
<tr>
<td>N422</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Total</td>
<td></td>
<td>100</td>
</tr>
</tbody>
</table>

Note 1: Each CV/CVN will receive points based on percentage of standard achieved except as noted. The standard is based on Fleet Response Plan (FRP) timing and is progressively challenging up to and including deployment. FRP Phases are defined in CNAFINST 4790.3 as periods including specific events, listed below (events are weighted per paragraph 7105 A. note 1):
<table>
<thead>
<tr>
<th>Events</th>
<th>Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Backlog</td>
</tr>
<tr>
<td>Non-FDNF Basic Phase (TSTA/FEP)</td>
<td>150</td>
</tr>
<tr>
<td>Integrated Phase (C2X/Fallon)</td>
<td>300</td>
</tr>
<tr>
<td>Sustainment Phase (JTFEX/Post-Deployment)</td>
<td>100</td>
</tr>
<tr>
<td>Deployment</td>
<td>335</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>Events</th>
<th>Standards</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>Backlog</td>
</tr>
<tr>
<td>FDNF</td>
<td>C5F Ops</td>
</tr>
<tr>
<td></td>
<td>C7F Ops</td>
</tr>
</tbody>
</table>

**Note 2:** As reported weekly via ASMR, paragraph 3B1.

**Note 3:** Average of entire competitive cycle. TRMS capability rating is computed based on BROAD ARROW reporting and operational impact of the BROAD ARROW.

**Note 4:** Percentage of points received under IMA Support category will be applied to total of 20 points available; e.g. 90 points of 100 available in IMA Support category equals 90 percent of 20 points or 18 points toward departmental award.

**Note 5:** AMI points are based on results of the AMI. Each "core" program receiving an "Off-Track" grade will decrease the score by 2 points and each "non-core" program graded "Off-Track" will decrease the score by 1 point. Quality Assurance and Production Control programs receiving a "Needs More Attention” grade will decrease the score by 2 points.
6302 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the Aircraft Intermediate Maintenance Department Black “E”:

   A. One (1) Class “A”, “B” mishap or two (2) Class “C” mishaps due to Aircraft Intermediate Maintenance Department’s failure to comply with NAMP policy or prescribed NATOPS procedures.

   B. The occurrence of a major CMS violation by Aircraft Intermediate Maintenance Department personnel which should have been prevented or five reports of a “Practice Dangerous to Security” by Aircraft Intermediate Maintenance Department.

   C. An AMI grade of “Off-Track” for Quality Assurance or Production Control programs.

   D. Departmental failure of the 3M assessment.

6303 QUALIFICATION.

1. Any Aircraft Intermediate Maintenance Department which receives a grade of 90 points or greater may be awarded the AIMD Black “E”.


CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 4 - COMBAT SYSTEMS DEPARTMENT

6400 GENERAL

1. The ability of a ship to operate and fight effectively is paramount. Readiness of shipboard combat systems is a top priority in order to effectively utilize sophisticated Command, Control, Communications and Computer Intelligence (C4I) systems. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Combat Systems Department(s) to receive the competitive award for efficiency. Instructions for the conduct, evaluation and reporting of required Combat Systems Department exercises are contained in the general section, this section and Appendix I of this manual.

6401 AWARD COMPUTATION (Green CS) CV/N

<table>
<thead>
<tr>
<th>Max Pts</th>
<th>Calculation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Competitive Exercise</td>
<td>40</td>
<td>40 x AVG/100</td>
</tr>
<tr>
<td>2. Monthly Readiness Management</td>
<td>50</td>
<td>50 x 1/BEST 8 AVG</td>
</tr>
<tr>
<td>3. Test Equipment Readiness</td>
<td>10</td>
<td></td>
</tr>
</tbody>
</table>

TOTAL 100

Note 1. Average grade for all COMPEX’s completed during the calendar year. A score of zero will be assigned to COMPEX’s not completed.

Note 2. Average readiness M-rating based on the best eight (8) months of the calendar year.

NOTE 3. The following criteria will apply for calculating the Test Equipment Readiness percentage:

1. Five points 90% or higher
   Two point 85-89%
   Zero points 0-84%
Readiness for the year is calculated as an average of MEASURE Format 310E (Electronics) inventory summary reports for each quarter.

2. Five points are given if actual test equipment deficiencies do not exceed 10 percent of the ship’s allowance in the Ships’ Portable Electrical/Electronic Test Equipment Requirements List (SPETERL). Two points are awarded when deficiencies are less than 15 percent and one point for less than 20 percent.

   A. Actual deficiencies are determined from the SPETERL updated by the ship’s MEASURE format 310E inventory. Test equipment deficiencies from GPETE Initial Outfitting (GINO) scheduled for future purchase will not be counted.
   B. Calculate deficiency percentages by dividing the number of actual deficient test equipment by the SPETERL total test equipment allowance figure.

6402 DISQUALIFICATION

1. The occurrence of any of the following will result in 1

   A. A major CMS violation by Combat Systems personnel that should have been prevented.

   B. Five reports of a “Practice Dangerous to Security” by Combat Systems Department personnel.

   C. Departmental failure of the 3M assessment.

   D. Maintain CL-2 IAVA compliance status (100 percent of computer assets in compliance or operating with approved extensions and mitigation plans), IAW CJCSM 6510.01 (Chairman of the Joint Chiefs of Staff Manual for Information Assurance and Computer Network Defense). NAVCIRT will forward IAVA status to NOIC assist team for inclusion in FEP Report.

   E. Maintain M-2 level of IA and CND readiness IAW CJCSI 3401.03 (Chairman of the Joint Chiefs of Staff Manual for Information Assurance and Computer Network Defense (CND) Joint Quarterly Readiness Review (JQRR) Metrics enclosures C and D. NAVCIRT will forward IAVA status to NOIC assist team for inclusion in FEP Report.
F. Any computer incident evaluated by the ISIC to be serious in nature shall result in disqualification.

6403 QUALIFICATION.

1. Any Combat Systems Department which receives a grade of 90 points or greater may be awarded the Combat Systems Department “GREEN CS”.
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 5 CARRIER MAINTENANCE EFFICIENCY AWARD
(PURPLE ‘E’)

6500 GENERAL

1. The Carrier Maintenance Efficiency Award (PURPLE ‘E’) recognizes the importance of continuous effective maintenance in support of long term combat readiness. It recognizes the efficient use of material and personnel resources as a foundation for sustained training and deployed operations. Failure to maintain established PURPLE ‘E’ criteria during a competitive cycle will preclude a ship from consideration for the overall Battle Efficiency Award.

2. The PURPLE ‘E’ measures shipboard maintenance processes for both availability and non-availability years. The conditional metrics for this award apply to CNO-approved Planned Incremental Availabilities (PIA), Docking Planned Incremental Availabilities (DPIA) and Selected Restricted Availabilities (SRA), and Extended Docking Selected Availabilities (EDSRA). A command’s award calculation comes from maintenance related assessment as well as the documented material condition of the ship, Ship’s Force availability production and training school completions.

3. The Commander, U.S. Naval Air Forces (N7 and N43) will be responsible for the collection of the below data no later than 15 January following a competitive calendar year. Questions regarding applicability or qualification for the PURPLE ‘E’ should be directed to CNAF N7. Interim changes to the award’s grading criteria will be released by naval message, and will take precedence over this instruction until subsequently updated.

6501 Annual PURPLE ‘E’ Award Computation

<table>
<thead>
<tr>
<th>Event</th>
<th>Maximum Points</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. Consolidated Ship’s Maintenance Project (CSMP).</td>
<td>30 (35)</td>
<td>1</td>
</tr>
<tr>
<td>b. 3M Quarterly Report</td>
<td>15 (25)</td>
<td>2</td>
</tr>
<tr>
<td>c. Maintenance Support Center (MSC) Appraisal</td>
<td>10 (15)</td>
<td>3</td>
</tr>
</tbody>
</table>
d. Carrier Team One’s Ship’s Force Productivity Index 15 (0) 4

e. Carrier Team One’s Work Authorization Forms (WAF) 10 (0) 5

f. Material Condition Assessment Program (MCAP) 10 (15) 6

g. Navy Training Schools Completion 10 (10) 7

Total 100

( ) Denotes maximum points for a non-availability year. An availability year is defined as one which contains over 50 percent of the production days for a scheduled PIA, DPIA or SRA.

The total score is divided by two for the overall Battle ‘E’ contribution (50 points maximum).

**NOTE:** The Carrier Team One Ship’s Force Productivity and Work Authorization Form metrics will be observed but not applied to the Purple E competition for 2008. They will be tracked during CNO extended availabilities (over 50 percent of production days falling within the calendar year) and evaluated for inclusion into the CY 2009 Purple E competition. Projects may review their data for d. and e. on the Carrier Team One Metrics website ([www.carrierteam1.navsea.navy.mil](http://www.carrierteam1.navsea.navy.mil)).

Any ship that meets a minimum standard of 90 points when totaling A through G, will win the Purple “E” and be eligible to compete for the ship wide Battle Efficiency Award.

**NOTE 1: Current Ship’s Maintenance Project (CSMP)**

1. A thorough and accurate CSMP is necessary to understand and improve the material condition of a ship. This objective is achieved by utilization of the COMNAVAIRFOR 4790.1 (series) Work Candidate Evaluation Sheets (CSMP Validity Factor (CVF)) that grades the ship’s CSMP in ten areas. The ship’s CSMP will be reviewed twice yearly using the most current ship’s CSMP Shore File. If a 3M Assessment occurs during the yearly cycle, the CSMP grade from the Assessment will apply towards one of the two reviews. The average from the two reviews will be used to determine each ship’s CSMP PURPLE ‘E’ score. A ship that fails the 3M assessment during the active competitive year will not
qualify for the Purple “E” (see Section 6503). Each of the following Work Candidate categories will have an assigned value of 10 points each. The final grade is obtained by reviewing a randomly selected 10 percent of each CSMP (ship produced Work Candidates only) and averaging the total Work Candidate scores. All Work Candidates assigned to a CASREP will be reviewed:

a. Problem Description / Recommended Solution. The Problem Description must detail what the problem is and why it is being deferred. The Recommended Solution will describe, in detail, what is required to correct the deferred maintenance

b. Problem Description / Recommended Solution correctly reflects Maintenance Level assigned by originating work center. The maintenance level assigned to the Work Candidate will match the maintenance activity requirements of the Problem Description/Recommended Solution.

c. Work Candidate correctly displays valid and current 1st and 2nd contacts. The first contact will contain the name of the senior person engaged in the maintenance action. The second contact will contain the name of the supervisor of the first contact/maintenance person.

d. CSMP Summary correctly written. The Work Candidate summary is a condensed summary of the problem. It will not contain the recommended solution, the equipment name, identification/serial number, or compartment location.

e. If required, Work Candidate displays a valid deadline date. All Work Candidates which require assistance from a Type 2 or Type 3 Maintenance Activity will have a valid deadline date. If a deadline date is assigned on a Type 1 or 4 Work Candidate, the deadline will be a valid date.

f. Work Candidate correctly displays Priority Code. All Work Candidates will have appropriately assigned codes I.A.W. OPNAVINST 4790.4D. All Work Candidates assigned to a CASREP will be reviewed.

g. Work Candidate Problem Description / Recommended Solution reflect configuration item displayed.
All Work Candidates must be written with correct Configuration item, i.e. equipment must use its own configuration, not an XAPL configuration item.

h. Problem Description correctly reflects assigned Equipment Status Code.
The assigned Equipment Status Code must be correctly reflected in the Problem Description.

i. If utilized, Safety Hazard Code accurately described in problem description.
Assigned Safety Hazard Code must be correctly described in the Problem Description so it can be determined if it is Personnel or Equipment Safety Hazard.

j. Work Candidate has correctly assigned Deferral Reason
Reason for Deferral will be correctly reflected in the Problem Description.

2. The minimum CSMP grade required for PURPLE ‘E’ eligibility is 80 percent.

NOTE 2: 3M Quarterly Report.

1. Contains data that provides information on PMS accomplishment, performance and monitoring. Computations will be:

   a. Recorded Accomplishment Rate (RAR). Greater than 90% equals 1 point.

   b. Accomplishment Confidence Factor (ACF). If Ship Force ACF differs from Elite Spot Check Training Team (ESCTT) ACF from 0 – 15% equals 2 points, 16 – 19% equals 1 point, 20% or greater no points.

   c. PMS Performance Rate (PPR). 94 – 100% equals 2 points; 87 – 93% equals 1 point.

   d. See para 6504 3M QTRLY REPORT FORMAT.

   e. This message should be sent no later than two weeks after the end of each quarter.

2. TYCOM can spot check 3M Quarterly report during any 3M Visit

NOTE 3. Maintenance Support Center (MSC).
1. The Maintenance Support Center (MSC) provides a central processing facility used to support ship maintainers and compensate for inherent equipment Integrated Logistics Support (ILS) deficiencies. MSC is designed to be the mechanism through which a ship can obtain ILS information and/or resolve ILS issues in support of overall maintenance efforts, including modernization, PMS, configuration and availability support. The PURPLE ‘E’ score will be determined by 3 key areas of the COMNAVAIRFOR MSC Appraisal conducted annually I.A.W. COMNAVAIRFORINST 4700.23 (series). Each area is weighted for a total combined score of 100 percent:

      This score will be based on the COMNAVAIRFOR MSC Appraisal Guide (MSC Procedures Manual and Handbook, TL130-AI-HBK-010, TAB ‘Appraisal’) Part II, Sections C1, C2, and C3. The total points for this section will equate to 45% of the total MSC PURPLE ‘E’ score.

   b. Equipment Configuration Management.  
      This score will be based on the COMNAVAIRFOR MSC Appraisal Guide (MSC Procedures Manual and Handbook, TL130-AI-HBK-010, TAB ‘Appraisal’) Part II, Section B2. The total points for this section will equate to 45% of the total MSC PURPLE ‘E’ score.

   c. Problem Worksheet Management.  
      This score will be based on the COMNAVAIRFOR MSC Appraisal Guide (MSC Procedures Manual and Handbook, TL130-AI-HBK-010, TAB ‘Appraisal’) Part II, Section B1. The total points for this section will equate to 10% of the total MSC PURPLE ‘E’ score.

2. The minimum MSC grade required for PURPLE ‘E’ eligibility is 80 percent.

NOTE 4 Carrier Team One’s Ship’s Force Productivity Index

1. Carrier Team One’s Ship’s Force Resources Productivity Index (Metric 1.B.1.2.1.d on the Team One Metrics website) monitors a crew’s planning, execution man hours and work accomplishment during an availability. The desired effect of these three metrics is to promote the early identification of ship’s force work projects and to ensure that an availability’s production remains on schedule. Complete Team One metrics definitions and graphics can be viewed through a metrics account obtained from
the Carrier Team One Portal www.carrierteam1.navsea.navy.mil). The three contributors for SF Productivity are:

a. Ship’s Force Work Man Hours Planned (1.B.1.2.1.d.1). This metric measures the percent of the ship’s force production work planned compared to a baseline number for monthly work production available. The ship’s force work must be entered into an Availability Work Package under the following baseline levels of effort:

- DPIA (11 months) 96,000 man days
- PIA (6 months) 50,000 man days
- FDNF SRA (4 months) 35,500 man days

Deviations from this baseline due to the scheduled maintenance duration or funding constraints will be coordinated through CNAF’s Code N43 prior to commencing the availability.

b. Ship’s Force Work Man Hours Executed (1.B.1.2.1.d.2). This metric measures overall ship’s force production work during an availability’s execution phase. It compares actual man days expended with an expected progress baseline for all three types of availabilities.

c. Ship’s Force Component Unit (CU) Phases Accomplished (1.B.1.2.1.d.3). This metric captures the Cu Phase production work completed (from the Project Sequencing and Scheduling system) and compares it to an expected ship’s force production level for that particular month of the availability. It is used to help reduce the detrimental affects of excessive amounts of work being delayed until the end of the production period.

2. Each metric’s monthly contribution will be calculated by multiplying the index/percentage by the metric’s maximum points assigned (e.g., SF Production Work Planned (1.B.1.2.1.d.1) measured at 80 percent contributes four total points for the month (0.8 x 5 points)). For graphs whose Y axis does not use a 1.0 index or 100 percent scale, full monthly credit will be given for every metric in a green range, 50 percent for a yellow range and zero percent for a red range. For metrics with upper yellow and red limits, 100 percent credit will be given for metrics greater than 1.0/100 percent, and half credit will be deducted once the upper yellow range is reached. No monthly credit will be given when an upper red limit is exceeded. The overall availability score for each metric will be the average of all monthly contributors.
NOTE 5 WAF Quality & Timeliness

1. WAF quality and timeliness will be tested and evaluated for every CNO extended availability. WAF quality and timeliness are an integral part of a Centralized Work Control Team’s (CWCT) planning and execution of required equipment isolation and tag-out. In support of this, Carrier Team One’s Work Control Knowledge Sharing Network monitors each project’s WAF quality and timeliness. These metrics are designed to improve each availability’s work authorization processes, and they support the safety of equipment and personnel. Complete Team One metrics definitions and graphics can be viewed through a metrics account obtained from the Carrier Team One Portal (www.carrierteam1.navsea.navy.mil).

a. Work Control Process Quality (1.B.1.5.1.a). This metric measures the quality of a project’s WAFs once the project is underway. It computes an error ratio based on three weighted categories of errors (minor, major and critical) versus the total number of WAFs authorized for each work production month. The goal of this metric is to maintain the conditions for the effective administration of a safe work control process.

b. Work Control On-Time Delivery (1.B.1.5.1.c) This metric tracks the percent of routine WAFs which provide timely support of an availability’s production work. It uses the CWCT’s WAF issue log to measure whether or not a WAF supported all customers work production schedule requirements. It does not include WAFs expedited through the approval process for emergent work.

2. Each metric’s monthly contribution will be calculated by multiplying the index/percentage by the metric’s maximum points assigned (e.g., Work Control On Time Delivery (1.B.1.5.1.b) measured at 90 percent contributes 4.5 points for the month (0.9 x 5 point maximum)). For graphs whose Y axis does not use a 1.0 index or 100 percent scale, full monthly credit will be given for every metric in a green range, 50 percent for a yellow range and zero percent for a red range. For metrics with upper yellow and red limits, 100 percent credit will be given for metrics greater than 1.0/100 percent, and half credit will be deducted once the upper yellow range is reached. No monthly credit will be given when an upper red limit is exceeded. The overall availability score for each metric will be the average of all monthly contributors.
NOTE 6 Material Condition Assessment Program (MCAP)

1. MCAP provides a systematic process to identify and track non-operational propulsion plant material deficiencies that routinely impede successful exit testing for CNO availabilities. MCAP deficiency identification and collection methods have been standardized throughout the carrier fleet, and it is the primary method used to monitor and track propulsion plant deficiencies during all phases of a ship’s life cycle. MCAP scoring values from the Carrier Team One metrics system and 3M assessments will only apply to propulsion plant spaces. Complete Team One metrics definitions and graphics can be viewed through a metrics account obtained from the Carrier Team One Portal (www.carrierteam1.navsea.navy.mil).

   a. Outside Inspections Churn Metric (1.B.1.4.1.a). This metric measures a ship’s capability to self-assess and document deficiencies. It compares the number of ship-documented deficiencies with those of outside inspection teams (shipyards, ORSE, MTT, INSURV, NRRO, etc.) The goal is to keep the number of additional deficiencies below 10 percent. It is plotted on a zero to 100 scale, with 100 being equivalent to no additional deficiencies found during an inspection.

   b. Outside Availability Index (1.B.1.4.1.c). This metric also measures a ship’s ability to self-assess and document deficiencies, but it focuses on the pre-availability Material Condition Assessment Inspection (MCAI). This metric indexes two sub-metrics titled “Outside Availability: Ship’s Force Cognizance” (1.B.1.4.1.c.1), which covers a period ending prior to the MCAI and one titled “Outside Availability: Ship’s Force Cognizance and MCAI (1.B.1.4.1.c.2)”, which adds the inspection results. The goal is for Ship’s Force Personnel to be able to recognize at least 80 percent of the existing deficiencies prior to an MCAI to minimize the addition of new work just prior to an availability.

The two MCAP metrics will contribute every year, regardless of whether or not a CNO availability is completed. For years without an MCAI inspection, the 1.B.1.4.1.c.2 metric for the previous availability will be carried through the following competitive year.

Each metric’s monthly contribution will be calculated by multiplying the index/percentage by the metric’s maximum points.
assigned (e.g., Work Control On Time Delivery (1.B.1.5.1.b) measured at 90 percent contributes 4.5 points for the month (0.9 x 5 point maximum)). For graphs whose Y axis does not use a 1.0 index or 100 percent scale, full monthly credit will be given for every metric in a green range, 50 percent for a yellow range and zero percent for a red range. For metrics with upper yellow and red limits, 100 percent credit will be given for metrics greater than 1.0/100 percent, and half credit will be deducted once the upper yellow range is reached. No monthly credit will be given when an upper red limit is exceeded. The overall availability score for each metric will be the average of all monthly contributors.

**NOTE 7 Navy Training Schools Completion**

1. Maintaining formal schools and NEC requirements require direct involvement of the chain of command beginning with the divisional LCPO to conduct frequent reviews of the ship’s FLTMPS Summary Report. FLTMPS is the single authoritative database for ship data and quota requirements. It is the individual ship’s responsibility to ensure the database is accurate and current. Training Support Commands or Detachments (TSC/TSD) in each major Fleet Concentration Area are the primary sources of assistance in scheduling required quotas. Complete FLTMPS data can be viewed at (https://ntmpsweb.ntmps.navy.mil/fltmps)

2. The FLTMPS School Completion Rate is the 12 month average of required FLTMPS completed schools IAW the Command FLTMPS Summary Report. FLTMPS schools completion rate, is based on the 12 month competitive cycle.

71% or better = 10 points

70% or less = 0

**6502 DISQUALIFICATION.**

1. Ship wide failure of the 3M Assessment will preclude a ship from consideration for the Purple “E”. Failure to obtain the established minimum PURPLE ‘E’ criteria will preclude a ship from consideration for the Battle Efficiency Award.

2. Section 6101 of this chapter addresses Battle “E” qualification and disqualification criteria. Section 6103 addresses award computation and the potential carry over of scores that are factored into each year’s calculations.
6503 QUALIFICATION.

1. Since the PURPLE ‘E’ is an award for recognizing efficiency and efficient use of resources, All CNAF ships are eligible for the PURPLE ‘E’ 365 days of the year in operational and/or maintenance status.

2. A carrier in Refueling and Complex Overhaul (RCOH) as well as long term PIAs can fall outside the minimum 180 days of operational status will generally not qualify for the Battle “E” and other departmental awards. The PURPLE ‘E’ specifically addresses assessing PIA/SRA project management and participation. Summary conditions applicable to Purple ‘E’ eligibility are:

   a. A ship in RCOH, per its long term lay up status or an extended PIA/DPIA, generally will not be eligible due to RCOH unique management and scheduling requirements.

   b. A ship in RCOH may be better eligible in the last year of the RCOH where more focus and participation by the ship is expected to exit RCOH into PSA/SRA. Eligibility will be jointly decided by CNAF N43 and N7.

3. If the ship subsequently wins departmental awards in the cycle immediately following, consecutive award stripes will be earned.

4. The ship’s 3M Assessment will play a key role in earning the PURPLE ‘E’.

5. Due to timing and frequency of various assessments and inspections not every ship will be able to receive all scores within the competitive calendar year. In those instances, scores from the previous cycle completion will be carried over to facilitate calculations for 12 months.

6504 3M QTRLY REPORT FORMAT.

1. This message should be sent no later than two weeks after the end of each quarter:

FM USS EVERY CVN
TO COMNAVAIRFOR SAN DIEGO CA//N7//
INFO COMNAVAIRLANT NORFOLK VA//N7//
Ship’s ISIC/CSG COMMANDER

SUBJ: QUARTELY REPORT ON 3-M
RMKS/1. IAW REF B AND DIRECTS CARRIERS TO PROVIDE 3M RAR, ACF, AND PPR DATA. THE DATA IS TO BE COLLECTED FROM THE PREVIOUSLY CLOSED OUT QUARTER (FR 2-07).

2. DEPT MR ASSIGNED MR ACCOMP RAR ACF PPR
   ADMIN   10   10  100  100
   AIMD    75    74  98.66  98.00  96.69
   COMBAT SYST 325  320  98.46  95.00  93.53
   DECK    93    92  98.92  87.00  86.06
   ENGINEERING 457  450  98.47  90.00  88.62
   GRAPHICS MEDIA 10    9  90.00  100   90
   LEGAL    5    5  100    100
   MED/DEN  23    22  95.65  100   95.65
   NAV     28    28  100    100
   OPS     63    60  95.24  92.00  87.62
   REACTOR 370  365  98.65  85.00  83.85
   RMD     14    14  100    100
   SAFETY   12    12  100    100
   SUPPLY  43    43  100    100
   TRAINING 17    16  94.12  100    94.12
   WEAPONS 115  114  99.13  89.00  88.23
   TOTAL:
   SHIPS RAR:  1650  1634  99.03
   A. SUMMARY OF LOST/RESCHEDULED MR
      1. TOOLS, PARTS, MATERIALS
      2. TEST EQUIP/CRL OUT OF CAL
      3. OPERATIONAL COMMITMENT (EXPLAIN)
      4. MAINT DISCREP/TFBR
      5. CASREP
      6. OTHER
   3. SHIPS ACF: 95.06
      A. # PERFORMED
      B. # SAT
      C. # UNSAT
   4. SHIPS FORCE SUMMARY OF UNSAT SPOT CHECKS
      A. ADMIN:
      B. HAZMAT:
C. SAFETY:
D. PPE:
E. MAINT PERSON K/P:
F. TAGOUT:

5. ESCTT ACF
   A. #PERFORMED
   B. #SAT
   C. #UNSAT

6. ESCTT SUMMARY OF UNSAT SPOT CHECKS
   A. ADMIN:
   B. HAZMAT:
   C. SAFETY:
   D. PPE:
   E. MAINT PERSO K/P:
   F. TAGOUT:

7. SHIPS PPR:

8. 3-M TRAINING SUBJECTS COMPLETED DURING QUARTER
9. 3-M ORGANIZATION SUMMARY OF TREND ANALYSIS FOR QUARTER
10. PMS IMPROVEMENT PLAN FOR NEXT QUARTER
11. OPEN TEXT/ISSUES/SUMMARY
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 6 - DAMAGE CONTROL

6600 GENERAL.

1. The ability of a ship to control damage, either real or simulated, and to effect emergency repairs forms an excellent basis upon which to judge battle readiness for damage control. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving carrier(s) to receive the competitive award for damage control efficiency. Instructions for the conduct, evaluation and reporting of required damage control training and competitive exercises are contained in the general section, this section, and Appendix I of this manual.

6601 AWARD COMPUTATION (Red DC) CV/N

<table>
<thead>
<tr>
<th>Max Pts</th>
<th>Calculation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Competitive Exercises</td>
<td>40</td>
<td>40 x AVG/100</td>
</tr>
<tr>
<td>2. Monthly Readiness Management</td>
<td>45</td>
<td>45 x 1/BEST 8 AVG</td>
</tr>
<tr>
<td>3. Final Evaluation Period</td>
<td>15</td>
<td>15 x AVG/100</td>
</tr>
</tbody>
</table>

TOTAL 100

Note 1: Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. Average all FEP required DC exercises.

6602 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the RED "DC":

   A. Departmental failure of the 3M assessment.
6603 QUALIFICATION.

1. Any ship which receives 90 points or greater may be awarded the Damage Control Red "DC."
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 7 - DECK DEPARTMENT

6700 GENERAL.

1. The seamanship displayed by individual ships provides an outward manifestation of the ship's smartness, vigilance and overall readiness. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Deck Department(s) to receive the award for efficiency. Instructions for the conduct, evaluation and reporting of required competitive exercises are contained in the general section, in this section, and in Appendix I of this manual.

6701 AWARD COMPUTATION (White Crossed Anchors with Black D) CV/N

<table>
<thead>
<tr>
<th>Max Pts</th>
<th>Calculation</th>
<th>Notes</th>
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<tbody>
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<td>55</td>
<td>55 x AVG/100</td>
</tr>
<tr>
<td>2. Monthly Readiness Management</td>
<td>40</td>
<td>40 x 1/BEST 8 AVG</td>
</tr>
<tr>
<td>3. Final Evaluation Period</td>
<td>5</td>
<td>5 x AVG/100</td>
</tr>
</tbody>
</table>

TOTAL 100

Note 1. Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. Average all FEP required seamanship exercises.

6702 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the Deck Department White Crossed Anchors with Black D:

   A. Departmental failure of the 3M assessment.
6703 QUALIFICATION.

1. Any Deck Department which receives 90 points or greater may be awarded the Deck Department Crossed Anchors.
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 8 - ENGINEERING AND REACTOR DEPARTMENTS

6800 GENERAL

1. The ability of a ship to steam safely, efficiently and reliably, combined with its ability to control either real or simulated damage and to effect emergency repairs forms the basis upon which to judge the battle readiness of aircraft carrier engineering and reactor department(s). To quantitatively determine each carrier's level of readiness, instructions for the conduct, evaluation and reporting of required engineering and reactor department inspections, and trials are contained in the general section, in this section and in Appendix I of this manual.

6801 AWARD COMPUTATION (RED E) CV ENGINEERING

<table>
<thead>
<tr>
<th>Notes</th>
<th>Max Pts</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Full Power Trial</td>
<td>15</td>
<td>15 x AVG/100</td>
</tr>
<tr>
<td>2. Monthly Readiness Management</td>
<td>20</td>
<td>20 x 1/BEST 8 AVG</td>
</tr>
<tr>
<td>3. LOA/UD</td>
<td>65</td>
<td>Total AVG points</td>
</tr>
<tr>
<td></td>
<td></td>
<td>x .65</td>
</tr>
</tbody>
</table>

TOTAL 100

Note 1. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 2. Points shall be assigned in each of the following areas based on the most recent evaluated event as shown below:

<table>
<thead>
<tr>
<th>AREA</th>
<th>ASSESSMENT</th>
<th>LOA</th>
<th>UD</th>
</tr>
</thead>
<tbody>
<tr>
<td>MANAGEMENT</td>
<td>EFFECTIVE</td>
<td>25</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>PARTIALLY EFFECTIVE</td>
<td>20</td>
<td>12.5</td>
</tr>
<tr>
<td></td>
<td>NOT EFFECTIVE</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>MATERIAL</td>
<td>EFFECTIVE</td>
<td>25</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>PARTIALLY EFFECTIVE</td>
<td>20</td>
<td>12.5</td>
</tr>
<tr>
<td></td>
<td>NOT EFFECTIVE</td>
<td>0</td>
<td>0</td>
</tr>
<tr>
<td>TRAINING</td>
<td>EFFECTIVE</td>
<td>25</td>
<td>20</td>
</tr>
<tr>
<td></td>
<td>PARTIALLY EFFECTIVE</td>
<td>20</td>
<td>12.5</td>
</tr>
</tbody>
</table>

6-43
NOT EFFECTIVE 0 0

OPERATIONS

EFFECTIVE N/A 20
PARTIALLY EFFECTIVE N/A 12.5
NOT EFFECTIVE N/A 0

FIREFIGHTING

EFFECTIVE 25 20
PARTIALLY EFFECTIVE 20 12.5
NOT EFFECTIVE 0 0

TOTAL 100 100

Note 3. TYCOM assigns a grade of 0 - 5 points. In addition to the evaluated events, maintenance and operational practices within the competitive cycle will be factors considered in the TYCOM’s evaluation.

6802 AWARDS COMPUTATION (RED E) CVN REACTOR

1. The Red E Award computation is as follows:

\[(0.5) \times (\text{ORSE Grade}) + (0.25) \times (\text{NPMTT Grade}) + (0.2) \times (\text{3MI Final Grade}) + \text{TYCOM Evaluation}\]

**ORSE Grade Computation (See Note 1)**

<table>
<thead>
<tr>
<th></th>
<th>Max Pts</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. ORSE (D2D)</td>
<td>30</td>
<td>30 x “Z”</td>
</tr>
<tr>
<td>b. ORSE (CRE)</td>
<td>20</td>
<td>20 x “Z”</td>
</tr>
<tr>
<td>c. ORSE (LOK)</td>
<td>20</td>
<td>20 x “Z”</td>
</tr>
<tr>
<td>d. ORSE (CRC)</td>
<td>15</td>
<td>15 x “Z”</td>
</tr>
<tr>
<td>e. ORSE (ADMIN)</td>
<td>5</td>
<td>5 x “Z”</td>
</tr>
<tr>
<td>f. ORSE (MAT)</td>
<td>5</td>
<td>5 x “Z”</td>
</tr>
<tr>
<td>g. ORSE (CPS)</td>
<td>5</td>
<td>5 x “Z”</td>
</tr>
</tbody>
</table>

ORSE grade: 100

* When more than one ORSE is given during a competitive period, grades will be averaged. Where an ORSE has not been conducted in a cycle, the ship’s last ORSE grade will be used in the calculation.

**NPMTT Grade Computation (See Note 1)**

<table>
<thead>
<tr>
<th></th>
<th>Max Pts</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>a. NPMTT (D2D)</td>
<td>30</td>
<td>30 x “Z”</td>
</tr>
<tr>
<td>b. NPMTT (CRE)</td>
<td>20</td>
<td>20 x “Z”</td>
</tr>
<tr>
<td>c. NPMTT (LOK)</td>
<td>20</td>
<td>20 x “Z”</td>
</tr>
<tr>
<td>d. NPMTT (CRC)</td>
<td>15</td>
<td>15 x “Z”</td>
</tr>
<tr>
<td>e. NPMTT (ADMIN)</td>
<td>5</td>
<td>5 x “Z”</td>
</tr>
<tr>
<td>f. NPMTT (MAT)</td>
<td>5</td>
<td>5 x “Z”</td>
</tr>
<tr>
<td>g. NPMTT (CPS)</td>
<td>5</td>
<td>5 x “Z”</td>
</tr>
</tbody>
</table>

NPMTT grade: 100
* Grades from all NPMTT 1, 2 and 3 visits during the competitive period will be averaged to obtain the final grades. Grades from additional visits may be included in the average as desired by the ship (i.e. grades from an NPMTT 2.5 visit). Where a graded NPMTT visit has not been conducted in a cycle, the ship’s last NPMTT grade prior to the cycle will be used in the calculation.

3MI Grade

1. The 3M Inspection "Final Grade" grades for Reactor Department and Engineering Department will be averaged equally.

TYCOM Evaluation

1. TYCOM Evaluation points will be awarded based on all aspects of a ship’s performance relative to Reactor and Engineering Departments. Among the areas that may be evaluated are INSURV MI performance and success of PIA/DPIA. A maximum of 5 percentage points (.05) will be awarded.

Note 1: The NPEB adjective grades during ORSE/PORSE and NPMTT grades will be converted to a “Z” factor per the following:

<table>
<thead>
<tr>
<th>Grade</th>
<th>Z Factor</th>
</tr>
</thead>
<tbody>
<tr>
<td>Excellent</td>
<td>1.00</td>
</tr>
<tr>
<td>Above Average</td>
<td>0.98</td>
</tr>
<tr>
<td>Average</td>
<td>0.90</td>
</tr>
<tr>
<td>Below Average</td>
<td>0.80</td>
</tr>
<tr>
<td>Significantly Below Average</td>
<td>0.50</td>
</tr>
<tr>
<td>Unsatisfactory</td>
<td>0.00</td>
</tr>
</tbody>
</table>

6803 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the Reactor/Engineering Department RED E:

   A. Departmental failure of the 3M assessment
   B. Failure of ORSE/Underway Demonstration (UD)

6804 QUALIFICATION.

1. Any Reactor/Engineering Department whose total score is 90 points or greater may be awarded the Engineering Department Red “E”.

6-45
CHAPTER 6 – BATTLE EFFICIENCY COMPETITION

SECTION 9 – HEALTH SERVICES DEPARTMENT

6900 GENERAL.

1. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Health Services Departments to receive the competitive award for efficiency. Instructions for the conduct, evaluation and reporting of required Health Service Department competitive exercises are contained in the general section, this section, and in Appendix I of this manual.

6901 AWARD COMPUTATION (Blue M) C/VN

<table>
<thead>
<tr>
<th>Notes</th>
<th>Max Pts</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Casualty Care Training and Readiness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Competitive Exercises</td>
<td>5</td>
<td>5 X Ave grade/100</td>
</tr>
<tr>
<td>B. Monthly M Ratings</td>
<td>10</td>
<td>10 X Ave best 8 mos</td>
</tr>
<tr>
<td>C. FEP</td>
<td>20</td>
<td>20 X Ave grade/100</td>
</tr>
<tr>
<td>2. Disease Non-battle Injury</td>
<td>5</td>
<td>See Note Below</td>
</tr>
<tr>
<td>3. Individual Medical Readiness (IMR)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>A. Individual Medical Readiness Inspection (IMRI)</td>
<td>10</td>
<td>10 X grade/100</td>
</tr>
<tr>
<td>B. Monthly IMR</td>
<td>10</td>
<td>10 X Ave grade/100</td>
</tr>
<tr>
<td>4. Health Services Readiness Inspection (HSRI)</td>
<td></td>
<td></td>
</tr>
<tr>
<td></td>
<td>35</td>
<td>35 x grade/100</td>
</tr>
<tr>
<td>5. Monthly QA Reports</td>
<td>5</td>
<td>See Note Below</td>
</tr>
</tbody>
</table>

TOTAL 100

Note 1. Average grade of all required COMPEXs completed during the calendar year. All scores will be weighted equally. A score of zero will be assigned to COMPEX's not completed.

Note 2. Average readiness M-rating taken from the best 8 months of the competitive cycle.
Note 3. The below Measures of Performance must be satisfactorily demonstrated (via stand alone drills). The first four by three departments selected at the discretion of the Senior Medical Representative from the Afloat Training Group. Health Services Department proficiency in demonstrating FSO-M-12-CV (Medical Response Team) and FSO-M-9-CV (Mass Casualty) will additionally be assessed. Each exercise will be weighted as follows:

- FSOM03.01 (Compound Fracture) - 0.1 X grade
- FSOM03.06 (Electrical Shock) - 0.1 X grade
- FSOM03.07 (Burns) - 0.1 X grade
- FSOM03.09 (Personnel transport) - 0.1 X grade
- FSO-M-12-CV- (MRT) - 0.3 X grade
- FSO-M-9-CV - (Mass Casualty) - 0.3 X grade

Note 4. Based on consistent and prompt weekly reporting by CV(N). Grade is 5 x (the number of weeks that the DNBI report is turned in on time and makes the NEPMU/NEHC rollup report/52)

Note 5. IMRI Inspection by TYCOM required annually, may be completed in conjunction with Health Services Readiness Inspection.

Note 6. IMR based on data reflected in IMR-lite on NMO or MRRS. Average grade is determined by the average of the ships company overall IMR score reported on the first day of each month.

Note 7. Grade assigned by TYCOM. If an HSRI is not performed during the calendar year, the most recent HSRI grade may be used, subject to TYCOM approval.

Note 8. Monthly QA reports submitted on time with command endorsement. Grade will be calculated as 5 x # months report submitted on time/12.

6902 DISQUALIFICATION.

1. The occurrence of any class A personnel mishap (death or permanent disability) attributable to negligence on the part of the Health Services Department will result in disqualification from competition for the Blue “M”.

2. Departmental failure of the 3M assessment.
QUALIFICATION.

1. Any Health Services Department which receives 90 points or greater may be awarded the Health Services Blue "M."
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 10 - NAVIGATION DEPARTMENT

61000 GENERAL.

1. The navigational skill displayed by individual ships provides an outward manifestation of the ship's smartness, professionalism and overall readiness. The following method of computation is designed to provide a valid and equitable procedure to select the most deserving Navigation Department(s) for recognition.

61001 AWARD COMPUTATION (White Ship's Wheel) CV/N

<table>
<thead>
<tr>
<th>Notes</th>
<th>Max Pts</th>
<th>Calculation</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Competitive Exercises</td>
<td>40</td>
<td>40 x AVG/100</td>
<td>1</td>
</tr>
<tr>
<td>2. Monthly Readiness Management</td>
<td>45</td>
<td>45 x 1/BEST 8 AVG</td>
<td>2</td>
</tr>
<tr>
<td>3. Final Evaluation Period</td>
<td>15</td>
<td>15 x AVG/100</td>
<td>3</td>
</tr>
</tbody>
</table>

**TOTAL** 100

Note 1. Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. Average all FEP required navigation exercises.

61002 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification from competition for the White Ship's Wheel:

   A. A major CMS violation by Navigation Department personnel or bridge watchstanders that should have been prevented or five reports of a "Practice Dangerous to Security" by navigation personnel or bridge watchstanders.
   B. Grounding or collision attributable to bridge watchstanders or navigation team.
   C. Departmental failure of the 3M assessment.
61003 QUALIFICATION.

1. Any Navigation Department that receives 90 points or more may be awarded the White Ship's Wheel.
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 11 – TRAINING and READINESS

61100 GENERAL.

1. Training and Readiness is a window to where a command is in the Training cycle and how ready a unit command is to conduct and sustain Major Combat Operations. Point value will be given to exercises completed through the competitive cycle.

61101 AWARD COMPUTATION CV/N

<table>
<thead>
<tr>
<th>Event</th>
<th>Max Pts</th>
<th>Notes</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Days Underway</td>
<td>10</td>
<td>1</td>
</tr>
<tr>
<td>2. Ships ORSE or UD</td>
<td>10</td>
<td>2</td>
</tr>
<tr>
<td>3. FST (U,J,WC,etc.)</td>
<td>5</td>
<td>3</td>
</tr>
<tr>
<td>4. C2X / JTFX</td>
<td>5</td>
<td>4</td>
</tr>
<tr>
<td>5. Maintaining Readiness</td>
<td>10</td>
<td>5</td>
</tr>
</tbody>
</table>

40 Total

NOTES:
1. For every 18 days past 180 days of underway during the Battle E Cycle, ship will receive 1 pt for a maximum total of 10 pts.
2. If ship has completed a satisfactory FEP, during the calendar year, the ship will receive all points. IF not then zero pts awarded.
3. If ship has completed a satisfactory FST, during the calendar year, the ship will receive all points. IF not then zero pts awarded.
4. If ship has completed a satisfactory C2X/JTFX, during the calendar year, the ship will receive all points. IF not then zero pts awarded.
5. Utilize CV-Sharp to show how close the ship is within the Glide-Slope. The further away from the Glide-Slope the TYCOM takes away 2 PTS.

61102 DISQUALIFICATION

1. Less than 180 days operational
2. Unsatisfactory 3M assessment, ORSE, UD, C2X/JTFX.

61103 QUALIFICATION

1. 180 + days Operational qualifies for these points.
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 12 - OPERATIONS DEPARTMENT

61200 GENERAL.

1. The critical role performed by the Operations Department in all facets of the ship's performance requires that evaluation be ongoing throughout the competitive cycle in order to properly reflect the department's actual performance in response to real world tasking. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Operations Department(s) to receive the award for operational excellence. Instructions for the conduct, evaluation and reporting of required Operations Department competitive exercises are contained in the General Section, in this chapter, and Appendix I of this manual.

61201 AWARD COMPUTATION (GREEN E) CV/N.

<table>
<thead>
<tr>
<th>Notes</th>
<th>Max Pts</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Competitive Exercises</td>
<td>50</td>
<td>50 x AVG/100</td>
</tr>
<tr>
<td>2. Monthly Readiness Management</td>
<td>40</td>
<td>40 x 1/BEST 8 AVG</td>
</tr>
<tr>
<td>3. Final Evaluation Period</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td><strong>TOTAL</strong></td>
<td><strong>100</strong></td>
<td></td>
</tr>
</tbody>
</table>

Note 1. Average grade of all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. 10 X CDC Watch Section points + Watch Section Exam points + Self Defense Exercise points / 110. Score can carry over for 30 months.
61202 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification from competition for the Green "E":

   A. A major CMS violation by Operations Department personnel that should have been prevented or five reports of a "Practice Dangerous to Security" by operations personnel.

   B. Departmental failure of the 3M assessment.

   C. ULM-4 Range testing must be maintained in periodicity in accordance with PMS and CNAF Electronic Warfare Improvement program throughout the competitive cycle. Completion of the ULM-4 range, for PMS purposes IAW the MRC allows for taking credit for the PMS check. However, if the ship achieved an UNSAT from the formal report, CASREP, Troubleshoot/repair the system and document the corrective action IAW OPNAVINST 4790.1, Ship’s 3M Maintenance Manual.

   D. Satisfactory completion of the EW Assessment Exam (C2W-14-SF) facilitated by the Afloat Training Group (ATG) is required during the competitive cycle, or the previous calendar year. The ship/ISIC is responsible for scheduling the EW Assessment Exam for all CTT personnel. A ship can take the exam a maximum of three times during the cycle to achieve the minimum score of 80%. All CTT personnel assigned to stand EW Watches at condition 3 or higher must take the exam.

   E. Satisfactory completion of the Cryptologic Level Of Knowledge (LOK) Test facilitated by the Afloat Training Group (ATG) during the previous or current competitive cycle. A ship can take the exam a maximum of three times during the cycle to achieve the minimum shipboard average of 80%. All assigned CTA, CTM, and CTR personnel are required to participate in testing. The assessment exams consist of separate sections for ship’s company personnel.

61203 QUALIFICATION.

1. Any Operations Department receiving an overall score of 90 points or greater may be awarded the Operations Department Green "E."
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 13 - SAFETY READINESS

61300 GENERAL.

1. The ability for a ship to achieve operational excellence is rooted in its ability to operate effectively, efficiently and safely. Thus, each departmental award has aspects of safety imbedded within its review. Therefore, it is also important to recognize those carriers that have an excellent safety program.

2. The ability of a ship’s crew to identify, evaluate and control or eliminate hazards and mishaps, both on and off-duty, is a true indicator of the effectiveness of the Ship’s Safety Program, and thus, the basis for judging this category of the Battle Efficiency Competition. The following method of computation is designed to provide a valid and equitable procedure for determining which carriers are the most deserving to receive and display the competitive departmental award. Safety training, mishap tracking and reporting, mishap prevention efforts, and level of compliance of Aviation and Afloat Safety, Operational Risk Management, Industrial Hygiene, Environmental and Occupational Health Programs are all within the realm of scoring for this category.

61301 AWARD COMPUTATION (Green Safety S) CV/N

<table>
<thead>
<tr>
<th>Notes</th>
<th>Max pts</th>
<th>Calculation</th>
<th>Calculation</th>
</tr>
</thead>
<tbody>
<tr>
<td>A. ORM Assessments</td>
<td>20</td>
<td>20 x assessment grade%/100</td>
<td>1</td>
</tr>
<tr>
<td>B. Safety Training %</td>
<td>20</td>
<td>2 x each program%/100</td>
<td>2</td>
</tr>
<tr>
<td>C. Mishap Prevention</td>
<td>10</td>
<td># Cmd Stand-Downs x 5</td>
<td>3</td>
</tr>
<tr>
<td></td>
<td>10</td>
<td># Completed Surveys x 5</td>
<td>4</td>
</tr>
<tr>
<td>D. Special Safety Events</td>
<td>10</td>
<td># Cmd events x 5</td>
<td>5</td>
</tr>
<tr>
<td>E. TYCOM Safety Evaluation</td>
<td>30</td>
<td>30 x grade/100</td>
<td>6</td>
</tr>
</tbody>
</table>
Note 1: A total of twenty (20) points can be earned for this criterion:

(a) Four (4) points per major competitive exercise or evolution evaluated (ex. CONREP, VERTREP, COMPTUEX, MISSILEX, etc.), up to sixteen (16) points maximum, within the ship’s FRTP that are successfully completed w/out incident, based upon the grade received for an ORM Assessment of that evolution. ORM Evolutions Assessments will be accomplished by a trained ORM Assessment Team (i.e. SFTG, ATG) using standardized criteria and evaluation sheets approved by COMNAVAFSECEN.

(b) Up to four (4) additional points may be earned for an Administrative ORM Assessment performed by TYCOM during the NAVOOSH Program Evaluation.

(c) Special Note: Any incident (i.e. groundings, collision, fires, etc.) that is categorized as an Operational Class A mishap shall automatically result in a score of zero “0” points for this category. Any incident that results in an Operational Class B mishap or a Class A Motor Vehicle (PMV/GMV) or Off-Duty/Recreational mishap to one or more of the ship’s crew will lose five (-5) points per each occurrence from their total score in this category.

Note 2: “NAVOSH Training” includes all locally or higher mandated training programs involving Safety, HM/HW and OSH as applicable to each CV/CVN, i.e. Hearing Conservation (annual requirement) per OPNAVINST 5100.19 series.

(a) When evaluated by TYCOM, the Safety Department should be able to articulate completion percentages for all required Safety/OSH training. Grades for each program evaluated will be directly dependent upon documented training completion percentages of crew for that specific program. 20 points maximum, regardless of the number of programs evaluated.

(b) Any single required NAVOSH Training program not evaluated as “effective” by an outside activity i.e. COMNAVAFSECEN, INSURV or TYCOM will automatically result in a maximum score of 15 points for the entire NAVOSH Training evaluation, regardless of the number of programs evaluated.

Note 3: Five (5) points, up to a maximum of ten (10) points, shall be awarded for each documented Command-wide Safety Stand-down. Safety Stand Downs are hereby defined as a minimum of
four hours on the ship’s schedule of events set aside by Letter of Instruction or other similar documentation that are intended solely to support NAVOSH-specific events, training, and or presentations. Command operational stand downs such as Fast Cruise or Pre-Deployment Briefings are not an accountable event for this criterion. If the ship completes more than two (2) Safety Stand Downs in one award cycle, the additional Stand Downs may be applied to satisfy the “Special Activities” criterion (see Note 5).

Note 4: A total of ten (10) points can be earned for this criterion by completion of the required Industrial Hygiene and NAVSAFECEN Shipboard Safety Survey within specified time frames per OPNAVINST 5100.19series and CNAFINST 5100.3series.

(a) Five (5) points will be awarded for a complete shipboard Industrial Hygiene Survey within the last 2 years. Surveys determined incomplete shall not be given full credit and points awarded will be based on the percent of IH survey completed. The latest BUMED guidance on Industrial Hygiene Surveys will serve as the basis for survey completion status. The amount of points awarded will be re-evaluated annually to account for improvement in survey completion percentage.

(b) Five (5) points will be awarded when a formal Naval Safety Center Shipboard Safety Survey has been completed and documented for the ship during the past 3 years. These award points will carry over as appropriate as long as surveys are within periodicity.

Note 5: Five points, up to 10 points maximum, shall be award for each Special Safety Event (ex. “DUI Prevention Fair”) sponsored or held by the Ship’s Safety Department. However, the ship must document the completion of the event by sending a Naval Message to TYCOM (N45) with a description the type of activity completed, outcomes and impact of the Special Activities completed to fully achieve all five points. Command Safety Stand Downs may be used to earn points in place of the “Special Events” criterion. However, only a maximum of four (4) points per event will be awarded for each “Command Safety Stand Down” that the ship uses in lieu of each special event to fulfill this criterion.

Note 6: The latest Board of Inspections and Surveillance (INSURV) Program inspection criteria will be used as basis for TYCOM evaluation of CV/N Safety Programs. This inspection
checklist has been slightly modified to provide weighted scores for each category/program evaluated.

61302 DISQUALIFICATION.

1. The occurrence of one (1) or more Operational Class A mishaps as defined in OPNAVINST 5102 series; or, occurrence of three (3) or more Operational Class B or Class A Motor Vehicle (PMV/GMV) or Off-Duty/Recreational mishaps (i.e. three separate occasions) is automatic grounds for disqualification from competition for the Green Safety “S”. Note: Operational Mishaps do not include aviation flight mishaps, but do include aviation air-ground and flight-related mishaps that involve ship’s crew or any shipboard systems or equipment that support the Air Wing.

2. The failure (overall grade, or grade for Safety, below passing) of any ISIC, TYCOM, OPNAV or other major command-wide inspection (i.e. INSURV, ORSE) within past cycle will result in automatic disqualification from competition for the Green Safety “S”. Example: Failure of Command-Wide 3M Assessment.

3. Any violation of MARPOL, EPA or other state or local regulations that results in civil suit or punishment of ship’s crew for Environmental or Hazardous Materials/Waste Compliance.

61303 QUALIFICATION. Any Safety Department which receives 90 points or greater will be awarded the Green Safety “S”.

61400 GENERAL.

1. The ability of a ship to detect, deter and defend against terrorist attacks is the basis upon which to judge battle readiness for Antiterrorism (AT). The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving carriers to receive the competitive award. AT efficiency, evaluation and reporting of required AT training and competitive exercises are contained in the general section, this section, and Appendix I of this manual.

61401 AWARD COMPUTATION (Black S) CV/N

<table>
<thead>
<tr>
<th>Max Pts</th>
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<th>Notes</th>
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<tr>
<td>1. Competitive Exercises</td>
<td>60</td>
<td>60 x AVG/1001</td>
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<tr>
<td>2. Monthly Readiness Management Training</td>
<td>35</td>
<td>35 x 1/BEST 8 AVG</td>
</tr>
<tr>
<td>3. Training</td>
<td>5</td>
<td></td>
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</table>

Note 1. Average grade for all COMPEXs completed during the calendar year. All will be weighted equally. A score of zero will be assigned to COMPEXs not completed.

Note 2. Average readiness M-rating based on the best (8) months of the competitive cycle.

Note 3. Training will be assessed by the ISIC. Most likely opportunity for assessment is during Phase Training when scheduled during the calendar year of Award and/or Naval Criminal Investigative Service Security, Training, Assistance and Assessment Team (NCIS STAAT) visit. ISIC will grade the carrier’s performance using the following criteria: OUTSTANDING -15/EXCELLENT -13/GOOD -11/Marginal -10. TYCOM assistance is available for such assessments upon request.
61402 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the Security Department BLACK "S":

   A. Departmental failure of the 3M Assessment.

61403 QUALIFICATION.

1. Any Security Department receiving an overall score of 90 points or greater shall be awarded the Security Department Black "S".
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 15 - SUPPLY DEPARTMENT

61500 GENERAL.

1. The Supply Department is evaluated on its effectiveness and efficiency in performing its primary mission of providing supply support to the ship and embarked air wing, and quality of life services for all on board personnel. To provide for a valid and equitable selection of the most effective Supply Department(s), several factors are taken into consideration, including performance on inspections; awards received; and daily performance of key functions.

61501 AWARD COMPUTATION (Blue E) CV/N

<table>
<thead>
<tr>
<th></th>
<th>Max Pts</th>
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<th>Notes</th>
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<tbody>
<tr>
<td>1. Supply Management Inspection (SMI)</td>
<td>40</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>2. IMA Support</td>
<td>20</td>
<td>2</td>
<td></td>
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<tr>
<td>3. TYCOM Inventory Goals</td>
<td>25</td>
<td>3</td>
<td></td>
</tr>
<tr>
<td>4. Training</td>
<td>10</td>
<td>4</td>
<td></td>
</tr>
<tr>
<td>5. Awards</td>
<td>5</td>
<td>5</td>
<td></td>
</tr>
</tbody>
</table>

**TOTAL 100**

Note 1. Computation of 40 points for SMI follows:

**Step 1.** A numerical grade within the following range of values is assigned to each functional area evaluated during the SMI:

- 95 - 100 Outstanding
- 88 - 94 Excellent
- 75 - 87 Good
- 62 - 74 Marginal
- 0 Failure

**Step 2.** A weighted average of numerical grades is calculated using the following weights:
### Readiness
- Stock Control (S1) 5
- Financials (S1F) 10
- Customer Service (S1A) 5
- Aviation Support (S6) 15
- Material (S8) 10
- HAZMAT (S9) 10
- Quality Assurance 5
- Readiness Total 60

### Services
- Food Service (S2/S2M) 10
- Wardroom (S5) 5
- CPO Mess (S11) 5
- Sales (S3) 10
- Disbursing (S4) 5
- Postal (S12) 5
- Services Total 40

**Total** 100

**Step 3.** Multiply the weighted average by .40 (40%) to establish the total points of 40 available for the departmental award.

**Note 2.** (IMA Support). Percentage of points received under IMA Support category will be applied to total of 20 points available for the departmental award.

**Note 3.** (TYCOM Inventory Goals). Average percentage of the 10 Fleet/TYCOM inventory goals achieved or waived per month throughout the calendar year multiplied by 25 points available for the departmental award.

**Note 4.** (Training). The Supply Department Training program will be assessed during the SMI and provided a numerical grade out of 10 based on the criteria in CNAFINST 4440.2. This numerical grade will be applied to the total points of 10 available for the departmental award.

**Note 5.** (Awards). For each of the possible Supply Awards (Captain Edward Francis Ney TYCOM Nominee, Carl Scheuefele Award, Dorie Miller Award, Ships Store Best of Class, Disbursing Excellence Award, Postal Excellence Award) a ship receives or is runner-up, points are awarded as follows: 2 points for first place; 1 point for second place; zero points for third place and below. The ship with the highest raw score will receive 5
points, second highest 3 points, and third highest 2 points. for first place; 1 point for second place; zero points for third place and below. The ship with the highest raw score will receive 5 points, second highest 3 points, and third highest 2 points of the 5 available for the departmental award.

61502 DISQUALIFICATION.

1. The occurrence of any of the following will result in disqualification for the Supply Department Blue “E”:

A. Departmental failure of the 3M assessment.

B. Failure of the disbursing portion of the Federal Examination Group (FEG) surprise on-site audit.

C. Major accountability issue as determined by the Force Supply Officer.

61503 QUALIFICATION. Any Supply Department receiving an overall score of 90 points or greater may be awarded the Supply Blue "E" award.
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 16 - WEAPONS DEPARTMENT

61600 GENERAL.

1. The ability of a ship to safely handle, store and assemble weapons is essential to combat readiness of the ship and its embarked air wing. The following method of computation is designed to provide a valid and equitable procedure for determining the most deserving Weapons Department(s) to receive the Weapons Department Black "W." Instructions for conduct, evaluation and reporting of required Weapons Department competitive exercises are contained in the general section, in this section, and in Appendix I of this manual.

61601 AWARD COMPUTATION (Black W) CV/N

<table>
<thead>
<tr>
<th>Max Pts</th>
<th>Calculation</th>
<th>Notes</th>
</tr>
</thead>
</table>

1. Inspections/Reviews

   A. Weapons elements of The CSRA(COSR) 30.0 1

   B. Magazine Sprinkler System Review (MSSV) 20.0 2

   C. Torpedo Readiness Assessment (TRA) 5.0 3

   D. Weapons Operational Readiness Assessment 17.5 4

   E. Mid-Deployment Weapons Readiness Assessment 17.5 4


   TOTAL 100.0

Note 1. A maximum of 30 points will be awarded.
Major Discrepancies
- 3 points will be deducted for any major discrepancy.

Minor Discrepancies
- 0-15 discrepancies = 0 points deducted.
- 16-30 discrepancies = .5 point deducted per discrepancy
- 31 or more discrepancies = 1 point deducted per discrepancy

All findings discovered during COSR will become a part of the COSR report; however, any discrepancies that are corrected immediately will not count towards the overall points assigned. “Design Deficiencies” will not be assigned a point. Multiple discrepancies of the same items in multiple locations will only count as 1 discrepancy.

Note 2. A maximum of 20 points will be awarded.

Major Discrepancies
- 1 point will be deducted for any major discrepancy.

Minor Discrepancies
- 0-10 discrepancies = 0 points deducted.
- 11-20 discrepancies = .25 point deducted per discrepancy
- 21 or more discrepancies = .5 point deducted per discrepancy

Note 1. All findings discovered during MSSV will become a part of the MSSV report, however, any of those that are corrected immediately will not count towards the overall points assigned. “Design Deficiencies” will not be assigned a point. Multiple discrepancies of the same items in multiple locations will only count as 1 discrepancy.

Note 3. A maximum of 5 points will be awarded. A total of 2.5 points will be awarded for the Torpedo Readiness Assessment and a total of 2.5 points will be awarded for the Weapons Department Mine Readiness Assessment for a total of 5 points. Each program is graded on five elements, .5 points will be assigned per element.

Note 4. A maximum of 17.5 points will be awarded.
A grade of Fully Combat Ready = 17.5 points. Any safety violation observed will have .5 points deducted from the final score.

- Air Plan/Load Plan Response (maximum of 1.75 points)
- Ordnance Control Center Management (maximum of 3.5 points)
- Weapon Stow Plan (maximum of 1.75 points)
- Weapons Assembly/Breakout (maximum of 3.5 points)
- Weapons Strike up/flow (maximum of 1.75 points)
- AIRWING Flight Deck Support (maximum of 3.5 points)
- AWSE and Weapons Elevator Material Readiness (maximum of 1.75 points)

Note 5. On-track grade earns a maximum of 5 points, off-track grade earns 0 points.

61602 DISQUALIFICATION.

1. Failure of the departmental 3M assessment will result in an automatic disqualification for the Weapons Department “Black W.”.

61603 QUALIFICATION.

1. Any Weapons Department receiving an overall score of 90 points or greater may be awarded the Weapons Department Black "W".
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 17 – SHIP’S 3M ASSESSMENT

61700 GENERAL.

1. As prescribed in COMNAVAIRFORINST 4790.1, the 3-M Team (or any member of it) is available to visit any ship, on request, to provide guidance in any 3-M area of interest. Information or assistance by telephone/e-mail is also available and highly encouraged. “Optional Assist” visits should be requested to respective coast TYCOM by naval message or letter indicating specific areas desired. “Required Assist” visits will be scheduled through CNAF N7 in coordination with CNAL N7A/N7E for 3-M Team de-confliction.

2. The 3-M Assessment is conducted once per 24 months IAW the standards set forth in the COMFLTFORCOMINST 4790.3 Joint Fleet Maintenance Manual (JFMM) Volume VI, Chapter 19 and the COMNAVAIRFORINST 4790.1. The purpose of the assessment is to assess the ship's ability to document and perform maintenance utilizing the Maintenance Data System (MDS) and the Planned Maintenance System (PMS) IAW NAVSEAINST 4790.8B. The 3-M Assessment will be coordinated/scheduled by CNAF N7.

61701 AWARD COMPUTATION CV/N.

<table>
<thead>
<tr>
<th></th>
<th>Max Pts</th>
<th>Calculation</th>
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<tbody>
<tr>
<td>3M Assessment</td>
<td>10</td>
<td>3M Assessment score / 10</td>
</tr>
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</table>

TOTAL 10

Note 1. 3M scores will carry over for 24 months. When a 3M assessment has not been conducted in 24 months, a waiver must be submitted via ISIC to CNAF N7.

Note 2. When a ship fails to meet minimum satisfactory criteria during a 3M assessment, the ship is no longer eligible for the Battle E during that competitive cycle year. Points utilized for the following competitive cycle will be calculated based upon the average score of the original assessment and subsequent reassessment.
CHAPTER 6 - BATTLE EFFICIENCY COMPETITION

SECTION 18 - TIE BREAKER

61800 GENERAL.

1. In the event there is a tie for the “Battle E” between competing units. Based upon the individual aspects of the commands that are competing. Commander Naval Air Forces and Deputy Commander Naval Air Forces will break the tie making the determination on the competition winner.
CHAPTER 6 - AWARDS AND TROPHIES

62000 AWARDS AND TROPHIES INDEX PAGE.

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<tr>
<th>SECTION</th>
<th>AWARD</th>
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<tr>
<td></td>
<td>SECTION 1 ARLEIGH BURKE FLEET TROPHY N70 (for CV/N) and N40/(for CVW)</td>
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<td>SECTION 2 JUNIOR OFFICER SHIPHANDLING AWARD N70</td>
<td>15 Jan</td>
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<td>SECTION 3 ASSOCIATION OF OLD CROWS (AOC) AWARD N70</td>
<td>31 Mar</td>
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<td>SECTION 4 THE BATTENBERG CUP AWARD (Atlantic Fleet) N70</td>
<td>30 Mar</td>
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<td>SECTION 5 MARJORIE STERRETT BATTLESHIP FUND AWARD N70</td>
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<td>SECTION 6 HOMER W CARHART AWARD ADDR SEPCOR N72</td>
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<td>SECTION 7 ENGINEERING OFFICER OF THE WATCH N9</td>
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</tr>
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</table>

6-69
CHAPTER 6 - AWARDS AND TROPHIES

SECTION 21 - ARLEIGH BURKE FLEET TROPHY

62100 GENERAL.

1. The Arleigh Burke Fleet Trophy is presented to that ship or air squadron of each fleet, selected by the regional Fleet Commander (USFFC/CPF) for having achieved the greatest improvement in battle efficiency during the current calendar year based on the battle efficiency competition. Winning the Battle ‘E’ for the cycle is not a prerequisite. Criteria for the award are set forth in USFFC 3590.11 (series) for Atlantic Fleet units and CPF 3590.4 for Pacific Fleet units.

62101 NOMINATING PROCEDURES

1. Nominations for the award or negative reports are required to the TYCOM from each CSG Commander and functional wing.

2. Nominating letters shall include a full resume of all factors and rationale upon which the nomination is based and include a proposed citation.

3. Nominations shall be submitted to the TYCOM not later than 30 January of each year.

4. Sample format:

   A. Comparative data/input is not to exceed two pages. Content should be presented in bullet format with emphasis on quantifiable and verifiable improvement, and contain the following:

   B. COMPARISON STATISTICS (previous calendar year to current): Factors include:

      (1) Previous position in competition and current attained Position;

      (2) Actual improvements in readiness as found in performance readiness ratings and exercise completion;

      (3) Command excellence awards (emphasizing improvement from previous year);
(4) For aviation squadrons: sorties, CV/N landings, boarding rates, landing grade averages, FMC and MC rates, DLQs and quals attained, contact time, and crew’s combat ready status, among others.

NOTE: Inputs should compare previous year to current year to emphasize improvement in battle efficiency.

A. MISCELLANEOUS FIRSTS/ACCOMPLISHMENTS/CONTRIBUTIONS.

B. OPERATIONAL SUMMARY: Should contain highlights of the following:

(1) Factors in operating schedule;

(2) Commitments;

(3) Noteworthy accomplishments during major exercises/deployment;

(4) Other examples of extraordinary improvement in performance.

62102 CUSTODY OF THE AWARD.

1. The trophy will be presented by the Fleet Commander, on behalf of the Chief of Naval Operations, and is permanently retained by the winning ship or squadron.
CHAPTER 6 - AWARDS AND TROPHIES

SECTION 22 - JUNIOR OFFICER SHIPHANDLING AWARD

62200 GENERAL.

1. The Junior Officer Shiphandling Award is an annual award presented by the TYCOM to recognize shiphandling skill and to develop a spirit of enthusiasm among junior officers through competition with their contemporaries. The objective is to improve shiphandling proficiency, generate high morale, and increase retention of junior officers in the Naval service.

62201 PROCEDURES

1. Due to the size and complexity of aircraft carriers, ship handling competition will be conducted on an individual ship basis.

2. Competition period is 1 January through 31 December. A winner for each carrier will be selected and nominated via the ISIC for recognition by the TYCOM.

3. All officers in the grade of lieutenant commander and below, permanently assigned to ship's force, are eligible to participate in the shiphandling competition. However, individual officers are eligible for only one award at a single duty station.

4. Evaluation of candidates shall be accomplished by a board of four officers, as follows:

   A. Commanding officer.

   B. Navigator.

   C. A line officer qualified officer of the deck, senior to any person being evaluated and not a candidate in the shiphandling competition, and

   D. A designated representative of the embarked group commander, if available.

5. Evaluations shall be individually prepared by members of the board utilizing a standardized evaluation sheet. The evaluation as a minimum must cover the candidate's judgment; use of standard commands; ship control skill, including use of engines, rudder
direction and timing; accuracy in positioning the ship; proper and timely dissemination of information to the commanding officer, navigator, flag watch officer, air officer, engineer officer, ship's company, etc.; and demeanor including confidence, decisiveness, alertness and command presence. Observation of shiphandling skills should be conducted during normal operating conditions, although the ship to improve shiphandling skill and to afford all officers in competition the chance to participate in special evolutions may schedule special training evolutions, such as practice anchorages. An evaluation sheet should be prepared after a period of observation that spans as many shiphandling evolutions as practicable. The evaluation period should last throughout the entire year, ideally enabling each candidate to receive several evaluations from each board member. This will provide board members with a better understanding of each candidate's knowledge and skill, and a more accurate measure of individual progress and all around proficiency.

6. During periods of observation/evaluation, each candidate should be required to demonstrate knowledge and skill in as many of the following evolutions as possible:

   A. Navigation and piloting. To include completing Competitive exercises for these evolutions.

   B. Approaches to an anchorage or pier. (Actual mooring or anchoring is not required.)

   C. Preparations for getting underway.

   D. Positioning of the ship for making the approach/making the approach to a delivery ship.

   E. Conning alongside.

   F. Tactical maneuvering.

   G. Flight operations.

   H. Emergency procedures. (Man overboard, aircraft crash/ditching, loss of steering, enemy torpedo, etc.)

7. A separate file of completed evaluations and any other applicable data shall be maintained on each candidate for use in determining the winner of the shiphandling competition. If the individual is transferred during the competitive year, this
information should be forwarded to the next command, as appropriate.

8. Selection of unit winners shall be by the board listed in paragraph d, except that the group commander representative is not required unless available. Evaluation sheets shall be the primary means of comparing candidates and determining a unit winner. Any other available data may also be used, except time on board, relative seniority and previous sea experience, which are factors that may not be considered. Only one unit winner may be picked. No ranking or relative standing of the other candidates will be published or disclosed.

62202 AWARDS.

1. There will be one TYCOM Winner from the West Coast and one from the East Coast. Commendations by Unit Commanders for unit winners are encouraged. The TYCOM winners of the ship handling competition will receive a Navy and Marine Corps Achievement Medal from the TYCOM.

62203 ACTION

1. Commanding officers shall:

   A. Develop selection criteria in consonance with the guidelines contained herein.

   B. Ensure that the fitness reports of ship handling competition winners reflect this most significant accomplishment.

   C. Consistent with operational requirements, ensure that eligible officers are afforded the maximum opportunity for participation and for actual ship handling practice.

2. Group commanders are urged to personally supervise and participate in this program to help maintain interest and to emphasize the importance of professional ship handling.

3. TYCOM Criteria for competitors will be based on:
   A. Nomination write up
   B. Package completeness
   C. ISIC and CO’s Endorsements
   D. Operational sea time and mission completion.
   E. Various Port Visits
   F. Ship handling Competitive Exercise Scores
62204 REPORTS.

1. The names of nominees for the shiphandling competition award shall be submitted to the ISIC by letter **no later than 15 January** following the competitive year. The letter will have as an enclosure a Personal Award Recommendation, OPNAV 1650/3 (Rev 7-04) form. A proposed citation is not required. Nominations will be endorsed by Unit Command, ISIC (If available) and forwarded to reach the TYCOM no later than 31 January of the year following the competition in order to ensure eligibility. Negative responses are required by message Via ISIC if no submission is intended.
CHAPTER 6 - AWARDS AND TROPHIES

SECTION 23 - ASSOCIATION OF OLD CROWS (AOC)

62300 GENERAL.

1. The Association of Old Crows (AOC) annually presents awards to dedicated individuals and service units in recognition of their outstanding contributions and achievements in Electronic Warfare and related fields. Selection is based on criteria provided in annual CNO message forwarded by TYCOM.

62301 NOMINATIONS.

1. Nominations will be normally solicited annually to arrive at the TYCOM NLT 15 March to support a due date to CFFC no later than 1 April. Negative responses will be required from the ISIC.

62302 NOMINATION PROCEDURES.

1. Nominations for unit awards will be submitted to the cognizant ISIC for each ship/squadron for election/endorsements. ISIC forwards complete package to TYCOM by 31 March. Packages received after deadline will be disqualified from TYCOM nomination.

2. Nominations for individual award will be delivered to the AOC directly. Submission deadlines will be stated in annual CNO message forwarded by TYCOM.
CHAPTER 6 - AWARDS AND TROPHIES

SECTION 24 - THE BATTENBERG CUP AWARD

62400 GENERAL.

1. An annual award presented within the Atlantic Fleet as a symbol of excellence, the Battenberg Cup will be presented to the Battle Efficiency "E" winning ship or submarine that has the greatest accumulation of crew achievements. One ship will be nominated per TYCOM. Winning the Battle 'E' is a prerequisite. Basic criteria for the award are set forth in CLF 3590.11 series.

SELECTION CRITERIA

   A. Nomination for the award by the promulgated Battle ‘E’ winner is required to the TYCOM via the ISIC.

   B. Nominating letters shall include a full resume of all factors and rationale upon which the nomination is based, including a proposed citation.

   C. Nomination shall be submitted to the TYCOM not later than 30 March of each year.

   D. Nomination format can include the following:

      (1) CREW ACHIEVEMENTS: unit awards, recognition, Battle ‘E’/departmental excellence awards, NEY Award, Captain’s Cup, Flatley Award, etc.

      (2) COMMUNITY INVOLVEMENT: civilian community recognition, adopt-a-school, habitat for humanity, etc. Emphasize achievement over participation.

      (3) INDIVIDUAL MILITARY RECOGNITION: SWO/ESWS/EAWS/Sailor of Year (outside command), MOVSM (Military Outstanding Volunteer Service Medal), etc.

      (4) NOTEWORTHY CERTIFICATION/INSPECTION/ASSESSMENT RESULTS: (ORSE, E-QUAL, CSRA, SMI, etc)

      (5) OPERATIONAL SUMMARY HIGHLIGHTS: (Significant/unusual factors in operating schedule, commitments, major exercise participation/deployment noteworthy events, other examples of extraordinary performance.)
CHAPTER 6 - AWARDS AND TROPHIES

SECTION 25 - MARJORIE STERRETT BATTLESHIP FUND AWARD

62500 GENERAL.

1. The Marjorie Sterrett Battleship Fund Award shall be in the form of a monetary contribution awarded annually for the benefit of the enlisted crewmembers of one ship in both the U.S. Atlantic and Pacific Fleets. Eligibility will rotate between the TYCOMs as designated by the Chief of Naval Operations. The award will be presented to the ship selected by the specified TYCOM as most deserving. In CNAF, it is awarded to the ship that stands first in the Battle Efficiency Competition; no input from the ships is required. OPNAVINST 3590.11 sets forth the detailed procedures for distribution and expenditure of such income as the trustees of the fund make available.
CHAPTER 6 – AWARDS AND TROPHIES

SECTION 26 - HOMER W CARHART AWARD

62600 GENERAL.

1. Homer W. Carhart Damage Control/Firefighting Award. The Homer W. Carhart Damage Control/Firefighting Award is presented annually by CNO to a Navy Department sailor or civilian who most exemplifies professional standards and concern for shipboard safety and survivability based on one or more of the following criteria:

   A. Displays meritorious or heroic performance in the Control of, or recovery from, an afloat casualty involving explosion, fire, flooding or collision.

   B. Develops or implements formal recommendations regarding equipment, doctrine, tactics, or training.

   C. Authors damage control, firefighting, safety or survivability articles for publication in navy media.

   D. Submits beneficial suggestions to improve safety of life at sea for implementation by the department of the Navy.

   E. Demonstrates noteworthy efforts to develop naval ship damage control and fire safety standards.

   F. Participates in demonstrations, tests or evaluations to expedite improvements to ship safety and survivability.

   G. Performs safety and survivability related duties with exemplary professionalism for a sustained period.

TYCOM messages will solicit nominations via SEPCOR for this award annually.
CHAPTER 6 – AWARDS AND TROPHIES

SECTION 27 - ENGINEERING OFFICER OF THE WATCH (EOOW)/PROPULSION PLANT WATCH OFFICER (PPWO), ENGINEER OF THE QUARTER AND ENGINEER OF THE YEAR AWARDS

62700 GENERAL.

1. The EOOW/PPWO Award is an annual award presented by the Type Commander recognizing contributions to force readiness made by Engineering Officers of the Watch in conventionally powered carriers or Propulsion Plant Watch Officers in nuclear powered carriers. This section also provides for the selection of an enlisted Engineer of the Quarter and enlisted Engineer of the Year.

2. CNAF N9 has overall responsibility for this award.

62701 PROCEDURES

1. Competition period is 1 January through 31 December. Nominations from each carrier are desired.

2. All CVN PPWO’s and CV EOOWs who are serving in their first full CV/CVN tour are eligible regardless of rank.

3. Evaluation of candidates shall be accomplished by a board to include:
   
   A. Commanding Officer.
   B. Engineer/Reactor Officer.
   C. A qualified EOOW who is not a candidate in the competition.
   D. A representative from embarked CSG staff (if readily available).

4. Nominations for the Engineering Officer of the Watch/Propulsion Plant Watch Officer Award shall contain as a minimum, but are not limited to, comments in the following areas:
   
   A. Maintenance ability.
   B. Leadership ability.
   C. Training ability.
   D. Operational abilities (i.e. watch standing).
E. Performance of assigned duties.

F. Time period of observation.

G. Accumulated sea duty.

H. Retention of subordinates.

I. Military appearance.

5. Engineer of the Quarter Award. Each quarter, every carrier may nominate to his or her TYCOM an enlisted “Engineer of the Quarter” per the schedule listed below.

   Jan-Mar – Nominees will be in an engineering rate E-3 or below including non-designated fireman.

   Apr-Jun – Nominees will be an E-7 or above in an engineering rate.

   Jul-Sep – Nominees will be an E-6 in an engineering rate.

   Oct-Dec – Nominees will be an E-4 or E-5 in an engineering rate.

6. Engineer of the Year Award. Each carrier will select an E-6 or below “Engineer of the Year” who has achieved sustained superior performance throughout the calendar year. Previous or current nomination for Engineer of the Quarter is not a prerequisite for submission as Engineer of the Year.

   62702 AWARDS

1. The TYCOM N9 will select a winner from amongst all nominations received within 15 days of the nomination deadline. The winners of the Naval Air Force Engineering Officer of the Watch/Propulsion Plant Watch Officer, and Engineer of the Year competition will be awarded the Navy-Marine Corps Achievement Medal from the TYCOM. A 1650 with the appropriate personal information shall be submitted with the nomination package for these annual awards. The TYCOM will recognize each Engineer of the Quarter by issuing a suitable certificate. Nominees and winners of each award will be announced by message. The nominating ship should carry out presentation of these awards during an appropriate ceremony.
62703 ACTION

1. Commanding Officers shall develop selection criteria in accordance with the guidelines contained herein.

2. The Carrier Strike Group Commanders are encouraged to participate in this program to emphasize the importance of engineering readiness.

62704 REPORTS

1. Each carrier shall forward nominations for TYCOM Engineer of the Quarter to their TYCOM award coordinator by email or letter to arrive not later than the fifteenth of the month immediately following the quarter under consideration. Submissions should include comments on each of the items in subparagraph a. (4) of article 8301, but may omit items (f), (g), and (h).

2. Each carrier shall forward nominations for the annual Naval Air Force EOOW/PPWO and Engineer of the Year to their TYCOM N9 award coordinator by email or letter to arrive not later than January 15 of the following year.
APPENDIX I

TRAINING REQUIREMENTS

EXPLANATION OF REQUIREMENTS PAGES

1. Training requirements are grouped by mission area. For each mission area, this appendix lists the exercises required to be completed during each major part of the Fleet Readiness Training Plan.

   A. Training requirements throughout the Fleet Readiness Training Plan is also available in Navy Training Information Management System (NTIMS). NTIMS is a web based Training and Assessment data base with current Training Plans managed by Commander U.S. Fleet Forces Command. The CV/N Training Plan in NTIMS reflects this appendix and can provide additional resource requirements and costing data for each event throughout the FRTP.

   B. TYCOM individual school requirements are not listed in appendix I, but can be found in the Fleet Training Management Planning System (FLTMPS). FLTMPS are the single authoritative sources for the maintenance of individual school training requirements. Individual commands/type wing are responsible for the reported accuracy within FLTMPS. Any change recommendations to the TYCOM requirement will be submitted utilizing FLTMPS feedback report and forwarded to CNAF N7 via respective ISIC’s.

2. Explanation of columns:

   A. Number/Name: indicates the FXP exercise number, or local abbreviation for an event.

   B. Title: indicates the title of the requirement.

   C. D/R: indicates Department Responsible

   D. EQUIVALENT: indicates courses and training devices which provide essentially the same level of training as the listed exercise and may be substituted upon approval of the ISIC.
E. **SHKDN**: indicates the number of times an exercise should be conducted during Shakedown training following either construction or overhaul.

F. **FLIGHT DECK/FRSCQ**: a symbol in this column indicates the requirement should be completed during the unit level phase of the FRTP, prior to commencement of TSTA, as a "ramp up" to enhance a ship's performance throughout the unit level phase of training. Many of these requirements, indicated by an asterisk in this column, can be performed in port during upkeep periods. It is also understood that, due to perturbations in schedules, all carriers may not get enough time underway to complete all events listed. While no ship will be specifically "penalized" for non completion of these events, every effort should be made to conduct this training prior to TSTA to enhance performance and maintain training readiness M-rating levels.

G. **TSTA**: a symbol in this column indicates the requirement should be completed during the TSTA phase.

H. **FEP**: a symbol in this column indicates the requirement should be completed during FEP.

I. **INT/SUSTAIN**: a symbol in this column indicates the requirement to be performed commencing with the integrated phase, and staying within the prescribed periodicity throughout the sustainment phase, periodicities shall be strictly followed. Unless otherwise specified, periodicities are listed by month (i.e. 3M = Quarterly, 6M = Semi-annual etc.).

J. **COMPEX**: Battle "E" required competitive exercises to be graded by ISIC each calendar year.

K. **SUPPORT SERVICES**: Indicates support services required to complete exercise unless simulation is stipulated as an option.

L. **TARGETS**: Indicates type target required to complete exercise.

M. **ORDNANCE**: Indicates type target required to complete exercise.

3. **SAFETY PRACTICES DURING EXERCISES.** Strict adherence to safety standards is of paramount importance and is a command responsibility. Prevention of accidents and elimination of unsafe practices must be pursued aggressively at all levels. Simulated training weapons (red/blue guns) will be used for
training events involving the use of small arms during all training and assessment periods. Crew served weapons will be verified “clear and safe” with no ammunition on deck prior to conducting the training or assessment. Many safety violations can be corrected on the spot; others may require modification of procedures. All training team members are safety observers and shall be qualified for the area/watch station assigned. The attention of the training team will be directed exclusively toward the prevention of accidents and immediate identification of unsafe practices that may hazard personnel or equipment. A safety time out may be called by anyone that notices an unsafe situation. Training can continue only when the Training Team Leader feels safety has been restored.

4. CV ENGINEERING TRAINING REQUIREMENTS. The engineering matrix lists those engineering exercises an aircraft carrier is expected to demonstrate in the unit phase in terms of FXP requirements. The matrix indicates the TSTA period in which an exercise will normally be conducted. The actual list of engineering exercises in the unit level phase will be determined by the ISIC, in conjunction with ATG and the ship, based upon the CART II results and the ships tailored syllabus. The training requirements for engineering drills in the matrix, where symbols and numbers appear indicate the ship may be expected to complete the exercise in all MMRs and AMRs if applicable. However, the exercise may be waived by ISIC based upon a successful completion of the exercise in TSTA. The ISIC may request these or other exercises to be conducted based on tailored deployment area requirements. Upon demonstration of the prescribed capability, ships will report completion against the appropriate line item regardless of whether completed during TSTA.

5. ENGINEERING TRAINING EXERCISES. Engineering casualty control exercises no longer are found the FXP series of publications. The engineering training exercises contained in the MOB-E/CV exercise requirements in section B are based on the ships master EOCC, and will be conducted/evaluated in accordance with EOCC procedures. Section B divides casualty control drills into four drill families based on commonality of procedures and the ship’s systems involved. Each family is subdivided into core and elective groupings carefully chosen by PEB, SURFPAC/SURFLANT, and AIRPAC/AIRLANT engineers. Core drills are those considered to be the most significant with respect to plant operations or potential for personnel injury or equipment damage. In order to maintain M2 training readiness, all core drills must be satisfactorily completed every 6 months. All elective drills must be completed over an 18 month period, meaning approximately
one third must be completed every 6 months. When the core drills and the required amount of elective drills in a drill family have been completed, the entire drill family will be reported as completed by TRNGREP. The code 9999 will be used in the field score of the elective drills not actually conducted. Qualified Condition IV watch teams shall satisfactorily complete exercises in order to be reported as complete. The CHENG/ETT Leader will adjust the complexity of the drills as the watch section proficiency increases. To ensure successful completion, engineering drills require more than conducting large number of drills. Good drill preparation and feedback, as well as seminars and evolutions training, are required to develop proficiency. Drills which use only one shaft, engine, or AMR do not need to be accomplished by the other MMRs or AMRs in order to be reported as completed, however the CHENG/ETT leader will ensure that each space has had exposure to all drills over the course of several training quadrants. Due to the size and plant arrangement of an aircraft carrier, careful management of the drill schedule is essential if all spaces and watch teams are to have exposure to all drills.

6. MOB-E EXERCISE GROUPINGS FOR CONVENTIONAL AIRCRAFT CARRIERS.

A. MAIN ENGINE/SHAFT FAMILIES

(1) CORE DRILLS
   MOB-E-008-CV    HOT BRG MAIN ENGINE
   MOB-E-009-CV    LOSS L/O PRESSURE MAIN ENGINE
   MOB-E-010-CV    MAJOR L/O LEAK MAIN ENGINE
   MOB-E-023-CV    LOSS OF MAIN ENGINE VACUUM

(2) ELECTIVE DRILLS
   MOB-E-008-CV    HOT LINE SHAFT BRG
   MOB-E-024-CV    JAMMED THROTTLE
   MOB-E-007-CV    NOISE VIBRATION MAIN ENGINE/SHAFT

B. BOILER/FEEDWATER FAMILY

(1) CORE DRILLS
   MOB-E-021-CV    FIRE BLR AIRCASING
                    HEAVY BLACK SMOKE
   MOB-E-016-CV    HIGH BLR WATER
   MOB-E-014-CV    LOW BLR WATER
   MOB-E-015-CV    LOSS OF MAIN FEED CONTROL
   MOB-E-019-CV    LOW WATER DFT
   MOB-E-005-CV    MAJOR F/O LEAK
   MOB-E-022-CV    WHITE SMOKE
MOB-E-018-CV  LOSS OF BLR FIRES

(2) ELECTIVE DRILLS

MOB-E-020-CV  BOILER EXPLOSION
MOB-E-017-CV  RUPTURE BLR TUBE
MOB-E-019-CV  RUPTURE DFT PIPING
MOB-E-006-CV  LOSS OF CONTROL AIR

C. ELECTRIC FAMILY

(1) CORE DRILLS

MOB-E-025-CV  LOSS VACUUM AUX CONDENSER
MOB-E-026-CV  HOT BEARING SSTG
MOB-E-027-CV  LOSS L/O PRESSURE SSTG

(2) ELECTIVE DRILLS

MOB-E-012-CV  UNUSUAL NOISE VIBRATION SSTG
MOB-E-028-CV  CLASS C FIRE SSTG
MOB-E-029-CV  L/O LEAK SSTG

D. INTEGRATED FAMILY

(1) CORE DRILLS

MOB-D-9-SF  CLASS B FIRE IN MAIN SPACE
MOB-E-011-CV  CLASS C FIRE SWBD
NONE  CLASS C FIRE IN EDS
MOB-E-003-CV  LOSS OF STEERING CONTROL
MOB-E-004-CV  JAMMED RUDDER
MOB-D-21-SF  FLOODING MAIN SPACE
MOB-E-029-CV  MAJOR STEAM LEAK

2. TRIAL REPORTS. Economy trials are required when directed by higher authority. Economy trials need only be accomplished when specifically directed by TYCOM/ISIC representatives in response to specific tasking such as determining fuel consumption rates, etc. When applicable, all trial reports shall be accomplished using guidance and forms called for in OPNAVINST 9094.1B. Once endorsed by the TYCOM, the original copy of graded trial report shall be provided to Commander, Naval Sea Systems Command (SEA03).
3. **CV/CVN AUXILIARY ENGINEERING TRAINING EXERCISES:** MOB-E-003-CV and MOB-E-004-CV shall be performed by all aircraft carriers. All other exercises shall be performed by CVs only.

4. **CVN ENGINEERING TRAINING REQUIREMENTS:** CVN training requirements are governed by NAVSEA S9213-41-MAN-000(C) Engineering Department Manual for Naval Nuclear Propulsion Plants and COMNAVAIRFORINST C1512.3 (series) Nuclear Power Training Manual.
<table>
<thead>
<tr>
<th>NUMBER</th>
<th>TITLE</th>
<th>D/R</th>
<th>EQUIVALENT</th>
<th>SHKON</th>
<th>FLIGHT</th>
<th>TSTA</th>
<th>FEP</th>
<th>INT/SUSTAIN</th>
<th>COMPERX</th>
<th>SUPPORT SERVICES</th>
<th>TARGETS</th>
<th>ORDNANCE</th>
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<tbody>
<tr>
<td>AW-01-CV</td>
<td>AAW ENVIRONMENTAL SUPPORT</td>
<td>OP</td>
<td>LINTEX</td>
<td>1</td>
<td>1</td>
<td>3M</td>
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<tr>
<td>AW-02-SF</td>
<td>LINK-11 OPERATIONS</td>
<td>O,C</td>
<td>K-221-0044, BFFT</td>
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<td>1</td>
<td>1</td>
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</tr>
<tr>
<td>AAW-3-I</td>
<td>AIR INTERCEPT CONTROL</td>
<td>OP</td>
<td>OR VSS</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td>(+)</td>
<td>3M (+)</td>
<td>2 ACFT</td>
<td>(INTERCEPTOR/TGT ACFT)</td>
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<tr>
<td>AAW-4-I</td>
<td>AIRCRAFT CONTROL-LOST PLANE HOMING</td>
<td>OP</td>
<td>BFFT</td>
<td>1</td>
<td>1</td>
<td>3M (+)</td>
<td>1**</td>
<td>1 ACFT</td>
<td></td>
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<tr>
<td>AW-3-SF</td>
<td>RADAR AND IFF TRACKING</td>
<td>OP</td>
<td>AAWEX, BFFT OR ACDS</td>
<td>1</td>
<td>1</td>
<td>1</td>
<td></td>
<td></td>
<td>1 OR MORE JET ACFT/LEAR</td>
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<tr>
<td>AW-4-SF</td>
<td>AA TARGET DESIGNATION AND ACQUISITION (NON-FIRING)</td>
<td>OP</td>
<td>AAWEX, BFFT OR VSS</td>
<td>1**</td>
<td>1</td>
<td>6M *</td>
<td>1</td>
<td>2 OR MORE ACFT</td>
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<tr>
<td>AAW-5-I</td>
<td>MULTIPLE TARGET ENVIRONMENT-CAP COORDINATION</td>
<td>OP</td>
<td>BFFT OR VSS</td>
<td>1**</td>
<td>1</td>
<td>3M *</td>
<td>2 TGT ACFT, 2 CAP</td>
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<td>AW-6-SF</td>
<td>SUPERSONIC AIR TARGET (NON-FIRING)</td>
<td>OP</td>
<td>BFFT OR VSS</td>
<td>1**</td>
<td>6M ***</td>
<td>1</td>
<td>1 SUPERSONIC ACFT</td>
<td>1 ALE41 POD</td>
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<td>AAW-7-I</td>
<td>ECCM/CAP COORDINATION IN MECHANICAL JAMMING</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1</td>
<td>6M</td>
<td>4 ACFT(CHAFF/TGT/CAP)</td>
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<tr>
<td>AAW-8-I</td>
<td>TACTICAL AAW CAP/MISSILE COORDINATION</td>
<td>OP</td>
<td>K-221-0085</td>
<td>1</td>
<td>1</td>
<td>12M</td>
<td>4 ACFT(2TGT/2CAP)</td>
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<tr>
<td>AAW-10-F</td>
<td>COORDINATED MISSILE AND CAP EMPLOYMENT FLEET AW</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1**</td>
<td>1</td>
<td>6M</td>
<td>6 ACFT(2TGT/2CAP)(LEAR)+1 AEW</td>
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<tr>
<td>AAW-11-I</td>
<td>COORDINATED CAP/MSL AAW/ECCM</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1**</td>
<td>1</td>
<td>3M **</td>
<td>1</td>
<td>1 ACFT(LEAR)</td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>AW-11A-SF</td>
<td>(STREAM RAID) ANTI-SHIP MISSILE DEFENSE</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1**</td>
<td>24M ***</td>
<td>1</td>
<td>TARGET ACTIVITY/RANGEFAC</td>
<td>2 BQM-74E</td>
<td>2 RIM-7M/T</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>AAW-13-I</td>
<td>COMBINED IMPORT TACTICAL EXERCISE (BIGIE)</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1</td>
<td>15M **</td>
<td>1</td>
<td>1 OR MORE FTV AND LINK SHIPS</td>
<td></td>
<td></td>
<td></td>
<td></td>
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</tr>
<tr>
<td>AAW-15-J</td>
<td>A/C CNTRL-BROADCAST CONTROL INTERCEPT</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1</td>
<td>6M</td>
<td>2 ACFT(MIN 1 TACAIR)</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>AAW-15-SF</td>
<td>INFORMATION PROCEDURES (EACH ID OPERATOR)</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1</td>
<td>12M</td>
<td>3 AWEWS + APPROX 12 ACFT</td>
<td></td>
<td></td>
<td></td>
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<tr>
<td>AAW-16-I</td>
<td>BATTLEGROUP ASM DEFENSE</td>
<td>OP</td>
<td>BFTT OR VSS</td>
<td>1</td>
<td>18M</td>
<td>3 AWEWS + APPROX 12 ACFT</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

**UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS "INDEPENDENT UNIT READY FOR TASKING" CAPABLE**

**INCLUSION OF THE FOLLOWING FEP EXERCISES IN A CONDITION III BATTLE PROBLEM, SHADeD IN GREY ABOVE, WILL ALLOW CV/CVN TO ACHIEVE EQUIVALENCY CREDIT.**

**LEGEND:**

* MAY BE DONE IMPORT

*** IN ADDITION TO OTHER FEP-2 REQUIREMENTS, TGT SHOULD BE CONFIGURED WITH RADAR CROSS SECTION LESS THAN 0.5 SQ METER

IF UNABLE TO CONDUCT DURING UNIT LEVEL PHASE, COORDINATE WITH NFC/CSTF FOR CONDUCT DURING INTEGRATED/SUSTAINMENT PHASE.

(WAIVER MUST BE REQUESTED BY MESSAGE PRIOR TO CONDUCT OF EXERCISE)

**NOTE 1:** AIRLANT UNITS WILL PERFORM AW-24-FEP IAW CNAL/INST C9093.2C

**NOTE 2:** ALL CV(N) WILL PERFORM NSSMS CERTIFICATION ONCE PER FRTIP DURING TSTA IAW CNAL/CNAP INST 3600.2 SERIES

# PER TRACK SUPERVISOR

$FM INDICATES PERIODICITY (I.E. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

$ PER AIC

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

(+ ) INDICATES THAT EXERCISE CANNOT BE SIMULATED

**WEB-BASED:**

AW MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)

SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FLTMAPS) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS)
# Strike Warfare Mission Area (STW)

## STW Training Exercises

<table>
<thead>
<tr>
<th>Number</th>
<th>Title</th>
<th>Equivalent</th>
<th>SHKD</th>
<th>Flight</th>
<th>TSTA</th>
<th>FEP</th>
<th>Int/Sustain</th>
<th>CompeX</th>
<th>Support Services</th>
<th>Target</th>
<th>Ordnance</th>
</tr>
</thead>
<tbody>
<tr>
<td>STW-01-CV</td>
<td>Env Support for Stk Ops</td>
<td>OP</td>
<td></td>
<td>1</td>
<td>1</td>
<td>3M</td>
<td>1</td>
<td></td>
<td></td>
<td></td>
<td>MK76/BDU-45/LGTR</td>
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<tr>
<td>STW-14-A</td>
<td>Conventional Wpns Strike</td>
<td>OP</td>
<td></td>
<td></td>
<td></td>
<td>6M</td>
<td>CVW-Strike &amp; Defending ACFT</td>
<td></td>
<td></td>
<td></td>
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</tr>
</tbody>
</table>

*Upon completion of FEP, units are categorized as “Independent Unit Ready for Tasking” capable.*

Inclusion of the following FXP exercises in a Condition III battle problem, shaded in grey above, will allow CV/CVN to achieve equivalency credit.

**Legend:**
- Numbers indicate how many times this exercise should be done during this part of the cycle.
- (M) indicates periodicity (i.e. 3M = QTR, 6M = SEMI, 12M = ANNUAL).

**Web Based:** STW mission area training support requirements are found in the Navy Training Improvement Management System (NTIMS). Shipboard training requirements are found in either the Fleet Training Management Planning System (FTMPS) or Navy Training Management Planning System (NTMPS).
## Surface Warfare Mission Area (SUW)

### SUW Training Exercises

<table>
<thead>
<tr>
<th>Number</th>
<th>Title</th>
<th>Equivalent</th>
<th>SHKDN</th>
<th>Flight</th>
<th>TSTA</th>
<th>FEP</th>
<th>INT/Sustain</th>
<th>CompeX</th>
<th>Support Services</th>
<th>Targets</th>
<th>Ordnance</th>
</tr>
</thead>
<tbody>
<tr>
<td>SUW-1-SF</td>
<td>Combined Air/Surface Tracking</td>
<td>OP</td>
<td>BFTT</td>
<td>OR ACDS-VSS</td>
<td>1</td>
<td>1</td>
<td>6M*</td>
<td>1 TGT ACFT, 2 TGT SHIPS</td>
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<tr>
<td>SUW-1-I</td>
<td>OTH-SURV/SRCIDETECT</td>
<td>OP</td>
<td>BFTT</td>
<td>OR ACDS-VSS</td>
<td>1</td>
<td>1</td>
<td>18M</td>
<td>1 ACFT, 1 ORANGE SHIP</td>
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<td></td>
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<tr>
<td>SUW-3-I</td>
<td>SUW FREEPLAY</td>
<td>OP</td>
<td></td>
<td></td>
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<td></td>
<td>18M</td>
<td>1 MPA, 1 JET, 2 SHIPS, 1 SUB</td>
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<tr>
<td>SUW-4-A</td>
<td>SLEDGEHAMMER</td>
<td>OP, N</td>
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<td></td>
<td>3M</td>
<td>1 ORANGE SHIP, 1 ACFT</td>
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<tr>
<td>SUW-12-SF</td>
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<td>OP, N</td>
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<td>6M</td>
<td>1 EXTERNAL OBSERVER</td>
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<td>SUW-17-SF</td>
<td>SHRT RNG, HIGH SPD SURF ENG W/ MACHINE GUN</td>
<td>CB, W</td>
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<td>3M</td>
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<td>DRUM/SMOKE 200 RDS PER MT. 50 CAL</td>
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<tr>
<td>SUW-20-SF</td>
<td>Conventional Surface Tracking</td>
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<td>BFTT</td>
<td>OR ACDS-VSS</td>
<td>1**</td>
<td>1</td>
<td>18M</td>
<td>TARGETS OF OPPORTUNITY</td>
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Upon completion of FEP, units are categorized as “Independent Unit Ready for Tasking” capable.

Inclusion of the following FXP exercises in a Condition III Battle Problem, shaded in grey above, will allow CV/CVN to achieve equivalency credit.

**Legend:**
* May be done import
** Per Condition III Watch section
Numbers indicate how many times this exercise should be done during this part of the cycle
SUW EX/SLAMEX to be conducted with support from FCTCLANT/PAC on a monthly basis during FRTP
(*#M indicates periodicity (i.e. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

WEB BASED: SUW Mission Area Training Support Requirements are found in the Navy Training Improvement Management System (NTIMS)
Shipboard Training Requirements are found in either the Fleet Training Management Planning System (FLT MPS) or Navy Training Management Planning System (NT MPS)
# ASW TRAINING EXERCISES

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<thead>
<tr>
<th>NUMBER</th>
<th>TITLE</th>
<th>EQUIVALENT</th>
<th>SHKDN</th>
<th>FLIGHT</th>
<th>TSTA</th>
<th>FEP</th>
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<th>COMPEX</th>
<th>SUPPORT SERVICES</th>
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<th>ORDNANCE</th>
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<tr>
<td>ASW-01-CV</td>
<td>NIXIE SLQ-25 DEPLOYMENT</td>
<td>OP</td>
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<td>ASW-02-CV</td>
<td>ASW ENVIRONMENTAL SUPPORT</td>
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<td>ASW-03-CV</td>
<td>DELOUSING EXERCISE</td>
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<td>9M</td>
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<td>1 USW ACFT</td>
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**LEGEND:**

- **“** PER WATCH SECTION
- (+) THIS EXERCISE CAN NOT BE SIMULATED DURING THIS PHASE
- NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE
- (#M INDICATES PERIODICITY (I.E. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

**WEB-BASED:**

ASW MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)

SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FTMPS) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS).

UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS "INDEPENDENT UNIT READY FOR TASKING" CAPABLE

INCLUSION OF THE FOLLOWING FXP EXERCISES IN A CONDITION III BATTLE PROBLEM, **SHADED IN GREY ABOVE**, WILL ALLOW CV/CVN TO ACHIEVE EQUIVALENCY CREDIT

CV/CVN TO ACHIEVE EQUIVALENCY CREDIT
### CCC TRAINING EXERCISES

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UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS "INDEPENDENT UNIT READY FOR TASKING" CAPABLE.

INCLUSION OF THE FOLLOWING FXP EXERCISES IN A CONDITION III BATTLE PROBLEM, SHADED IN GREY ABOVE, WILL ALLOW CV/CVN TO ACHIEVE EQUIVALENCY CREDIT.

**LEGEND:**
- * MAY BE PERFORMED INPORT
- # PER TRACK SUPERVISOR
- (#)M INDICATES PERIODICITY (I.E. 3M = QTR, 6M = SEMI, 12M = ANNUAL)
- NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE
- NOTE 1: PERFORM IAW CHAPTER FIVE

**WEB-BASED:**
- C2 MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)
- SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FLTMP) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS).
### COMMUNICATIONS MISSION AREA (CCC)

#### CCC TRAINING EXERCISES (COMMS)

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Upon completion of FEP, units are categorized as "Independent Unit Ready for Tasking" capable.

**MAY BE DONE INPORT**

**PER WATCH TEAM**

*(#M indicates periodicity (I.e. 3M = QTR, 6M = SEMI, 12M = ANNUAL)*

Numbers indicate how many times this exercise should be done during this part of the cycle.

Common mission area training events include: CMS Advise and Assist Visit per FRTP; CMS Inspection per FRTP; and NCTS Comm Assist Visit during Flight DK/FRSCQ Period.

$ Conduct Test at CART II

Web-based: COMM mission area training support requirements are found in the Navy training improvement management system (NTIMS)

Shipboard training requirements are found in either the Fleet Training Management Planning System (FLTMPs) or Navy Training Management Planning System (NTMPS).
## C2W TRAINING EXERCISES

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<td>ES DETECTION, ANALYSIS, AND REPORTING</td>
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**UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS "INDEPENDENT UNIT READY FOR TASKING" CAPABLE**

INCLUSION OF THE FOLLOWING FXP EXERCISES IN A CONDITION III BATTLE PROBLEM, SHADED IN GREY ABOVE, WILL ALLOW CV/CVN TO ACHIEVE EQUIVALENCY CREDIT.

VERIFIED C2W AND CCC ARE LISTED IN APPENDIX 1 ARE LISTED IN FXP AND TRMS.

**LEGEND:**

* MAY BE DONE IMPORT
** PER WATCH TEAM

* NORMALLY ACCOMPLISHED DURING COMPTUEX

*#M INDICATES PERIODICITY (I.E. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

S CONDUCT TEST AT CART II

NOTE 1: NUMBER OF REQUIRED RUNS 3 TO 4.

NOTE 2: N/A WHILE DEPLOYED

**WEB-BASED:**

C2W MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)

SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FTMPS) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS).
HEALTH SERVICES MISSION AREA (FSO)

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<th>SHKDN</th>
<th>FLIGHT</th>
<th>DK/FSCQ</th>
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<tr>
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<td>M</td>
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UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS "INDEPENDENT UNIT READY FOR TASKING" CAPABLE

INCLUSION OF THE FOLLOWING FXP EXERCISES IN A CONDITION III BATTLE PROBLEM, SHADeD IN GREY ABOVE, WILL ALLOW CV/CVN TO ACHIEVE EQUIVALENCY CREDIT

LEGEND:
* MAY BE DONE IMPORT
** PER BATTLE DRESSING STATION
# PER STRETCHER BEARER TEAM
$ PER REPAIR LOCKER
(#M INDICATES PERIODICITY (I.E. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

WEB-BASED: MEDICAL MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)
SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FLT MPS) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NT MPS).
**INTELLIGENCE MISSION AREA (INT)**

**INT MISSION AREA TRAINING EXERCISES**

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<td>INT-9-SF-MP</td>
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<td>INTEL COLLECTION AND REPORTING TEAM</td>
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<td>INT-4-A-MS</td>
<td>F-18, S-3 FLIR MISSION (W/ EMBARKED CVW)</td>
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<td>INT-10-A-MS</td>
<td>CVW, VP ASSET AIRBORNE MARITIME PHOTO AND RIG</td>
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"UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS INDEPENDENT UNIT READY FOR TASKING CAPABLE"

INCLUSION OF THE FOLLOWING FXP EXERCISES IN A CONDITION III BATTLE PROBLEM, **SHADED IN GREY ABOVE**, WILL ALLOW CV/CVN TO ACHIEVE EQUIVALENCY CREDIT

**LEGEND:**

* MAY BE DONE INPORT

(6M INDICATES PERIODICITY (I.E. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

PHYSICAL SECURITY ACCR WILL BE CONDUCTED EVERY SIX MONTHS AS PER REFERENCE DIAM 50-4, DCID 1-21

WEB-BASED: INT MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)

SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET INTELLIGENCE READINESS PROGRAM (FIRP).
### MOD-S Mission Area Training Exercises

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<td>1X(30)</td>
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<td>CAT HangFire (Day and Night)</td>
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<td>2'(30)</td>
<td>1*'30)</td>
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<td>MOB-S-05-CV</td>
<td>RIG BARRICADE WITH LOSS OF LP AIR (Day &amp; Night)</td>
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<td>RIG MK 7 MOD 4 BARRICADE (Day and Night)</td>
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<td>COMBAT FLIGHT OPS CVC/CVN</td>
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<td>FRESNEL LENS DRILLS (Day and Night)***</td>
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<td>AV FUELS SYS CASUALTY (ALL PHASES)</td>
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<td>MOB-15-SF</td>
<td>A/C CRASH AND FIRE (Day and Night) PHASE I</td>
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<td>MOB-18-SF</td>
<td>A/C CRASH AND FIRE (Day and Night) PHASE II AND III</td>
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<td>RIG MK 7 MOD 4 BARRICADE (Day and Night)</td>
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<td>1(30)</td>
<td>2(30)</td>
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<td>1(30)/1(30)</td>
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<td>MOB-19-1CV</td>
<td>RIG BARRICADE (Day and Night)</td>
<td>A</td>
<td>2(30)</td>
<td>1(30)</td>
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<td>1</td>
<td>1(30)/1(30)</td>
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<td>RIG BARRICADE (Day and Night)</td>
<td>A</td>
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<td>1(30)</td>
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<td>1</td>
<td>1(30)/1(30)</td>
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<td>CONFLAG/MASS CASUALTY</td>
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**UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS INDEPENDENT UNIT READY FOR TASKING CAPABLE**

INCLUSION OF THE FOLLOWING FXP EXERCISES IN A CONDITION III BATTLE PROBLEM, SHADED IN GREY ABOVE, WILL ALLOW CVC/CVN TO ACHIEVE EQUIVALENCY CREDIT

### LEGEND:

- (180) CONDUCT WITHIN 180 DAYS DURING THIS PHASE
- (90) CONDUCT WITHIN 90 DAYS DURING THIS PHASE
- (30) CONDUCT WITHIN 30 DAYS DURING THIS PHASE
- 2(30) CONDUCT TWICE WITHIN 30 DAYS DURING THIS PHASE
- 3(30) CONDUCT THREE TIMES WITHIN 30 DAYS DURING THIS PHASE

**ONE PER CATAPULT (DAY AND NIGHT)**

**NOT REQUIRED IF IFLOLS INSTALLED**

NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

- **DAY/NIGHT QUALS:** (1) DAY & (1) NIGHT = 1 COMPLETION
- #MOB-D-18-SF = (PHASE I + PHASE II + PHASE III) = 1 COMPLETE DRILL
- X ONE PER JBD (DAY AND NIGHT)
- MOB-D-26-SF = (PHASE I + PHASE II) = 1 COMPLETE DRILL

SHIP SHALL MAINTAIN DRILL PERIODICITY UNTIL BEGINNING OF NEXT MILESTONE PHASE

### WEB-BASED:

AIR DEPT. MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)

SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FTMPS) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS).
## DAMAGE CONTROL MISSION AREA (MOB)

### MOB-D MISSION AREA TRAINING EXERCISES

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<th>NUMBER</th>
<th>TITLE</th>
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<th>EQUIVALENT</th>
<th>SHKDN</th>
<th>FLIGHT</th>
<th>TSTA</th>
<th>FEP</th>
<th>INT/SUSTAIN</th>
<th>COMPEX</th>
<th>SUPPORT SERVICES</th>
<th>TARGETS</th>
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<td>RELIEF OF VITAL STA</td>
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<td>MOB-D-3-SF</td>
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<td>MOB-D-5-SF</td>
<td>TOPSIDE DAMAGE</td>
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<td>MOB-D-9-SF</td>
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<td>MOB-D-10-SF</td>
<td>RESCUE AND ASSISTANCE</td>
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<td>MOB-D-11-SF</td>
<td>SET MATERIAL COND (YOKAE AND ZEBRA)</td>
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<td>2*</td>
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<td>MOB-D-14-SF</td>
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<td>MOB-D-15-SF</td>
<td>BIO/CHM ATTACK</td>
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<td>ISOLATE/PATCH PIPING</td>
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<td>MOB-D-23-SF</td>
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<td>MOB-D-25-SF</td>
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<td>TOXIC GAS</td>
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<td>3M</td>
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</table>

**UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS INDEPENDENT UNIT READY FOR TASKING CAPABLE**

Inclusion of the following FXP exercises in a Condition III battle problem, shaded in grey above, will allow CV/CVN to achieve equivalency credit.

**LEGEND:**
- * MAY BE PERFORMED IN PORT
- # MUST SATISFACTORILY COMBAT MAJOR FIRE IN AT LEAST ONE MMR AND AMR (CV ONLY). ONE JP-5 PUMP ROOM (CVN ONLY). CVN MAIN SPACE EVOLUTIONS ARE CONDUCTED BY NPMTT.
- (#) INDICATES PERIODICITY (I.E. 3M = QTR, 6M = SEMI, 12M = ANNUAL)
- NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE
- PRE F/F SYSTEM PERFORMANCE TECH AUDIT AND SYSTEM PERFORMANCE AUDIT WILL BE CONDUCTED DURING FLIGHT DK/FRSCQ PHASE

**WEB-BASED:**
- DAMAGE CONTROL MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)
- SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FLTMPs) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS).
### MOB-E MISSION AREA TRAINING EXERCISES

#### ENGINEERING MISSION AREA (MOB)

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<th>NUMBER</th>
<th>TITLE</th>
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<th>DK/FRSCQ</th>
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<td>MOB-E-003-CV</td>
<td>STEERING ENGINE CASUALTY (CV AND CVN)</td>
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<td>MOB-E-004-CV</td>
<td>JAMMED RUDDER (CV AND CVN)</td>
<td>ENG</td>
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<td>MOB-E-005-CV</td>
<td>MAJOR FUEL OIL LEAK</td>
<td>ENG</td>
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<tr>
<td>MOB-E-006-CV</td>
<td>LOSS OF CONTROL AIR</td>
<td>ENG</td>
<td>1**</td>
<td>2**</td>
<td>18M**</td>
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<td>MOB-E-007-CV</td>
<td>NOISE/VIBRATION IN MAIN ENGINE</td>
<td>ENG</td>
<td>2**</td>
<td>2**</td>
<td>18M**</td>
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<td>MOB-E-009-CV</td>
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<td>ENG</td>
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<td>2**</td>
<td>6M**</td>
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<td>MAIN ENGINE MAJOR L.O. LEAK</td>
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<td>MOB-E-012-CV</td>
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<td>LOCK/UNLOCK SHAFT UW</td>
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<td>USE OF EMERGENCY DIESEL GENERATOR</td>
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</table>

**UPON COMPLETION OF FEP, UNITS ARE Categorized AS INDEPENDENT UNIT READY FOR TASKING CAPABLE**

Inclusion of the following FEP exercises in a condition III battle problem, shaded in grey above, will allow CV/CVN to achieve equivalency credit.

#### LEGEND:

* MAY BE PERFORMED INPORT
** EXERCISE MUST BE CONDUCTED IN ALL MMR’S AND AMR’S (IF APPLICABLE)
# EXERCISE MUST BE CONDUCTED IN ALL SSTG’S

(9M) INDICATES PERIODICITY (i.e. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

## NUMBERS INDICATE HOW MANY TIMES THIS EXERCISE SHOULD BE DONE DURING THIS PART OF THE CYCLE

**PRE F/F SYSTEM PERFORMANCE TECH AUDIT AND SYSTEM PERFORMANCE AUDIT WILL BE CONDUCTED DURING FLIGHT DK/FRSCQ PHASE**

NOTE: MOB-E-003-SF AND MOB-E-004-SF SHALL BE PERFORMED BY ALL CV/CVNs; ALL OTHER EXERCISES SHALL BE PERFORMED BY CV’S ONLY.

CVN EXERCISES SHALL BE CONDUCTED IN ACCORDANCE WITH THE NREDM

**WEB-BASED:** DAMAGE CONTROL MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)

SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FTMPS) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS).
### Navigation Mission Area (MOB)

**MOB-N Training Exercises**

<table>
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<tr>
<th>NUMBER</th>
<th>TITLE</th>
<th>D/R</th>
<th>EQUIVALENT</th>
<th>SHKDN</th>
<th>FLIGHT (DKFRSCQ)</th>
<th>TSTA</th>
<th>FEP</th>
<th>INT/SUSTAIN</th>
<th>COMPEX</th>
<th>SUPPORT SERVICES</th>
<th>TARGETS</th>
<th>ORDNANCE</th>
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<tr>
<td>MOB-N-3-SF</td>
<td>CONN/STEER FM SEC CONN</td>
<td>N</td>
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<td>FLAGHOIST SIGNAL PROCEDURES</td>
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<td>CCC-11-SF</td>
<td>SEMAPHORE PROCEDURES</td>
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</tbody>
</table>

**Upon completion of FEP, units are categorized as Independent Unit ready for Tasking Capable**

Inclusion of the following FXP exercises in a Condition III battle problem, shaded in grey above, will allow CV/CVN to achieve equivalency credit.

MOB-N-1-SF does not state a length for this drill, however should remain 48 hours (recommendation).

**Legend:**
- * May be done inport
- # Must demonstrate an ability to fix ship’s position by relative bearings and horizontal sextant angles
- Numbers indicate how many times this exercise should be done during this part of the cycle
- (#M indicates periodicity (E.g., 3M = QTR, 6M = SEMI, 12M = ANNUAL)

3 watch teams will attend the shiphandling trainer. Recommend minimum of 3 visits per FRTP. At least one visit prior to sea trials during repair availability.

**Web-Based:**

Navigation mission area training support requirements are found in the Navy Training Improvement Management System (NTIMS).

Shipboard training requirements are found in either the Fleet Training Management Planning System (FTMPS) or Navy Training Management Planning System (NTMPS).
### MOB-S TRAINING EXERCISES

#### DECK DEPARTMENT MISSION AREA (MOB)

**UPON COMPLETION OF FEP, UNITS ARE CATEGORIZED AS INDEPENDENT UNIT READY FOR TASKING CAPABLE**

**INCLUSION OF THE FOLLOWING FXP EXERCISES IN A CONDITION III BATTLE PROBLEM, SHADED IN GREY ABOVE, WILL ALLOW CV/CVN TO ACHIEVE EQUIVALENCY CREDIT**

<table>
<thead>
<tr>
<th>NUMBER</th>
<th>TITLE</th>
<th>D/R</th>
<th>EQUIVALENT</th>
<th>SHKDN</th>
<th>FLIGHT</th>
<th>TSTA</th>
<th>FEP</th>
<th>INT/SUSTAIN</th>
<th>COMPEX</th>
<th>SUPPORT SERVICES</th>
<th>TARGETS</th>
<th>ORDNANCE</th>
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<tr>
<td>MOB-S-3-SF</td>
<td>ANCHORING</td>
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<td>MOB-S-5-SF</td>
<td>MOOR TO PIER</td>
<td>D,N</td>
<td>1</td>
<td>6M</td>
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<td>MOB-S-6-SF</td>
<td>MAN OVERBOARD+</td>
<td>D,N,O</td>
<td>2</td>
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<tr>
<td>MOB-S-7-SF</td>
<td>PREP FOR ABANDON SHIP</td>
<td>D</td>
<td>1</td>
<td>18M</td>
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<td>MOB-S-11-SF</td>
<td>EMERGENCY BREAKAWAY (1 RECEIVE/1 DELIVERY)</td>
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<tr>
<td>MOB-S-10D-SF</td>
<td>U/W FUELING (DELIVER)</td>
<td>D</td>
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<td>18M</td>
<td>ASSIST SHIP</td>
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<td>MOB-S-10R-SF</td>
<td>U/W FUELING (RECEIVE)</td>
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<tr>
<td>MOB-S-16A-SF</td>
<td>U/W REARM (AMMO)</td>
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<td>MOB-S-16C-SF</td>
<td>U/W PROV (CARGO)</td>
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</table>

**WEB-BASED:** NAVIGATION MISSION AREA TRAINING SUPPORT REQUIREMENTS ARE FOUND IN THE NAVY TRAINING IMPROVEMENT MANAGEMENT SYSTEM (NTIMS)

**SHIPBOARD TRAINING REQUIREMENTS ARE FOUND IN EITHER THE FLEET TRAINING MANAGEMENT PLANNING SYSTEM (FLT/MP5) OR NAVY TRAINING MANAGEMENT PLANNING SYSTEM (NTMPS).**

---

**Legend:**
- + Boat recoveries (deck), helo recoveries (nav, ops)
- # One day, one night
- $ Must include one lift in excess of 5700 lbs

Numbers indicate how many times this exercise should be done during this part of the cycle

(#/M indicates periodicity (i.e. 3M = QTR, 6M = SEMI, 12M = ANNUAL)

---

**COMNAV AIR FOR INST 3500.20B**
**CODE N7**
### Non-Combat Operations Mission Area (NCO)

#### NCO Mission Area Training Exercises

<table>
<thead>
<tr>
<th>Number</th>
<th>Title</th>
<th>D/R</th>
<th>Equivalent</th>
<th>Flight</th>
<th>TSTA</th>
<th>FEP</th>
<th>INT/Sustain</th>
<th>COMPEX</th>
<th>Support Services</th>
<th>Targets</th>
<th>Ordnance</th>
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<td>NCO-2-SF</td>
<td>Assist Remote Spaces</td>
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<td>NCO-05-SF</td>
<td>Repairs During Loss of Lighting</td>
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<td>NCO-09-SF</td>
<td>Secondary Electronics Casualty Control</td>
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<td>NCO-13-SF</td>
<td>Casualty Control Folder</td>
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<td>NCO-14-SF</td>
<td>Draw Emergency Spare Parts (Note 1))</td>
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<td>NCO-28-SF</td>
<td>Rules of Engagement Exercise (ROEX)</td>
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<td>OPREP 3 Message Preparation Training</td>
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<td>NCO-18-SF</td>
<td>Security Drills</td>
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<td>NCO-19-SF</td>
<td>Small Arms Qualification</td>
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<td>NCO-28-SF</td>
<td>Rules of Engagement Exercise (ROEX)</td>
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<td>Defense Against Attack by Underwater Swimmers</td>
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<td>NCO-30-SF</td>
<td>Ship Penetration (Basic)</td>
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<td>NCO-31-SF</td>
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<td>Small Boat Attack</td>
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<td>NCO-42-SF</td>
<td>AT/FP (Waterside) Plan Execution Exercise</td>
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<td>12M</td>
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</table>

**Upon completion of FEP, units are categorized as Independent Unit Ready for Tasking Capable**

Inclusion of the following FXP exercises in a Condition III battle problem, shaded in grey above, will allow CV/CVN to achieve equivalency credit

Note (1) Time standard modified from 10 minutes (per FXP-4) to 15 minutes

Legend:
- (#M indicates periodicity (i.e. 3M = QTR, 6M = SEMI, 12M = ANNUAL)
- Numbers indicate how many times this exercise should be done during this part of the cycle
- * Perform once per duty section throughout FRTP
- ** As required
- *** AT/FP exercises to be completed prior to underway

Web-Based:
- Navigation mission area training support requirements are found in the Navy Training Improvement Management System (NTIMS)
- Shipboard training requirements are found in either the Fleet Training Management Planning System (FTMPS) or Navy Training Management Planning System (NTMPS).
APPENDIX II

TYPE COMMANDER EXERCISES

AAW-01-CV AW ENVIRONMENTAL SUPPORT
ASW-01-CV NIXIE SLQ-25 DEPLOYMENT
ASW-02-CV USW ENVIRONMENTAL SUPPORT
ASW-05-CV USW COORDINATION
ASW-08-CV TORPEDO EVASION
ASW-09-CV EVASIVE STEERING
CCC-02-CV SYSNCON-SAS
FSO-M-09-CV MASS CASUALTY EXERCISE
FSO-M-12-CV MEDICAL RESPONSE TEAM
MOB-D-19-CV RIG BARRICADE
MOB-E-003-CV STEERING ENGINE CASUALTY
MOB-E-004-CV JAMMED RUDDER
MOB-E-005-CV MAJOR FUEL OIL LEAK
MOB-E-006-CV LOSS OF CONTROL AIR
MOB-E-007-CV NOISE/VIBRATION IN MAIN ENGINE
MOB-E-008-CV HOT BEARING
MOB-E-009-CV LOSS OF M/E L.O. PRESSURE
MOB-E-010-CV MAIN ENGINE MAJOR L.O. LEAK
MOB-E-011-CV CLASS C FIRE SSTG/SWBD
MOB-E-012-CV CLASS C FIRE IN TG
MOB-E-013-CV LOCK/UNLOCK SHAFT U/W
MOB-E-014-CV LOW WATER IN BOILER
MOB-E-015-CV LOSS OF MAIN FEED
MOB-E-016-CV HIGH WATER IN BOILER
MOB-E-017-CV RUPTURED BOILER TUBE
MOB-E-018-CV BOILER FIRES
MOB-E-019-CV DFT CASUALTY
MOB-E-020-CV BOILER EXPLOSION
MOB-E-021-CV FIRE IN BLR AIR CASING
MOB-E-022-CV WHITE SMOKE
MOB-E-023-CV LOSS OF MAIN ENGINE VACUUM
MOB-E-024-CV JAMMED THROTTLE
MOB-E-025-CV LOSS OF AUX COND VACUUM
MOB-E-026-CV HOT BEARING IN TG
MOB-E-027-CV LOSS OF SSTG L.O. PRESSURE
MOB-E-028-CV MAJOR SSTG L.O. LEAK
MOB-E-029-CV MAJOR STEAM LEAK/RUPTURE
MOB-E-030-CV USE OF EMERGENCY DIESEL GENERATOR
MOB-S-01-CV CDP CHANGE
MOB-S-02-CV STATUS LIGHT FAILURE
MOB-S-03-CV EMERGENCY LOWER JBD
MOB-S-04-CV CATAPULT HANGFIRE
MOB-S-05-CV RIG BARRICADE WITH LOSS OF LP AIR
MOB-S-06-CV RESTRICTED WATER FLIGHT OPERATIONS
MOB-S-23-CV MANUAL OPERATED VISUAL LANDING AIDS SYSTEM (MOVLAS)
STW-01-CV ENVIRONMENTAL SUPPORT FOR STRIKE OPERATIONS
AW-01-CV

AIR WARFARE (AW) ENVIRONMENTAL SUPPORT

1. PURPOSE. Train and evaluate Oceanography Afloat (OA) division personnel to prepare and present full spectrum environmental products and briefs to the Air Defense Commander (ADC) in support of air warfare operations.

2. REQUIREMENTS

   a. Units to be supported: CV/CG/DDG/FFG with associated aircraft/sensor complement within Carrier Strike Group (CSG). May be simulated as part of exercise requirements.

   b. Radar and communication parameters for all supported units.

   c. ATP-45, "Reporting Nuclear Detonations, Biological, and Chemical Attacks; and Predicting and Warning of Associated Hazards and Hazard Areas."

   d. NWP 3-50.1, "Navy Search and Rescue (SAR) Manual."

   e. NWP 3-01.01(formerly NWP 32), "Anti-Air Warfare."

   f. Tactical Environmental Support System (TESS).

3. PROCEDURES. Umpire provides scenario for an air warfare operation including list of units to be supported and location of operation to OA division 24 hours prior to training evaluation. Umpire may also provide such data as upper air sounding, satellite imagery, and weather charts.
### AW-01-CV

**EVALUATION SHEET**

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAXPTS</th>
<th>Score</th>
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<tbody>
<tr>
<td><strong>1. Background Phase. Are division personnel knowledgeable of the following?</strong></td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>(a) Radar parameters for the sensors being used</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(b) Target size parameters for all expected threats</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(c) The limitations and assumptions in all electromagnetic (EM) prediction models</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(d) Data tailoring of the weather channels on the Fleet Multichannel Broadcasts</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(e) HF facsimile broadcasts, regional responsibilities, facsimile schedules, and additions to facsimile schedules</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(f) COMSPOT procedures</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(g) Backup procedures in case of TESS failure</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(h) AW sensors, weapons, weapons delivery systems being supported</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td><strong>2. Planning Phase. In planning a brief of environmental conditions for AW operations were the following considered?</strong></td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>(a) Cloud cover</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(b) Winds</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(c) Air and sea surface temperature; survival time</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(d) Precipitation</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(e) Surface visibility</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(f) Slant-range visibility</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(g) Humidity</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(h) Cloud bases, tops, amounts, and types</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
(i) Divert field and ditch headings ......................1
(j) Freezing level..............................................1
(k) Contrails ......................................................1
(l) Winds aloft ....................................................1
(m) Altimeter setting, PA, and DA values.................1
(n) Wind/high seas warnings (if applicable) ..............1
(o) Aircraft tanking weather conditions ..................1
(p) Sunrise, sunset, moonrise, and moonset..............1
(q) Civil and nautical twilight .............................1
(r) Illuminance (LUX Value) .................................1
(s) Evaporate, surface, and elevated ducts..............1
(t) Free Space Range ...........................................1

3. Preparation Phase. In preparation for a brief
on environmental conditions did division personnel ....44

(a) Construct locally analyzed surface weather charts? 4
(b) Obtain upper air soundings and compare
them with numerical model guidance? .................4
(c) Prepare synoptic and other weather observations? 2
(d) Receive and interpret satellite imagery? ...........4
(e) Incorporate reconnaissance information
into the weather forecast? .................................2
(f) Produce a coverage diagram for all ship
and airborne air search radars? .........................3
(g) Produce path-loss diagrams for applicable sensors? 3
(h) Produce predicted counter detection ranges for
friendly sensors against threat ES receivers? ..........4
(i) Produce a strike group vulnerability to ES
receivers? ..........................................................3
(j) Produce an electronic counter measure (EA) effectiveness
prediction for force jammers used in AW operations? 3
(k) Prepare a Tactical Atmospheric Summary (TAS) environmental message for the current operation? ..................5

(l) Perform a search and rescue (SAR) mission (full credit if output < 9 min)? ..................3

(m) Prepare a Chemical Downwind Hazard Area plot and Chemical Downwind Message based on procedures outlined in ATP 45? ..................4

4. Briefing Phase ......................................................20

(a) Was a briefing packet available and complete? ...3

(b) Were briefers knowledgeable in their specific briefing areas? ........................................2

(c) Did brief fully cover all environmental factors influencing AW operations in the scenario?........4

(d) Was brief concise?.................................................3

(e) Did briefers make efficient use of graphic products to make brief informative?....................2

(f) Were briefers able to answer all questions in their specific briefing areas?.......................2

(g) Were briefers able to make tactical recommendations to warfare commanders based on environmental considerations? .....................4

MAXIMUM SCORE: 100
QUALIFYING SCORE: 80
TOTAL SCORE: ___
1. **PURPOSE.** Train NIXIE watch teams in proper procedures for deploying, monitoring and recovering the NIXIE (SLQ-25) Anti-Torpedo Towed Device.

2. **REQUIREMENTS.** Ship underway with installed NIXIE system and designated NIXIE watch team.

3. **PROCEDURE.** When the exercise is initiated by the ship's Combat Systems Training Team, the watch team shall:

   a. Stream, monitor and recover NIXIE.

   b. Explain all modes of operation of the NIXIE system.

   c. Explain operational limitations of the NIXIE system.

   - At an appropriate time, the CSTT will simulate a casualty to the streamed NIXIE unit, requiring the other unit to be streamed.
### ASW-01-CV

#### EVALUATION SHEET

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. SYSTEM KNOWLEDGE</strong></td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>(a) Can the master control and remote panel operators explain the modes of operation?</td>
<td>10</td>
<td>___</td>
</tr>
<tr>
<td>(b) Does the CV-TSC team understand the tactical employment of NIXIE?</td>
<td>10</td>
<td>___</td>
</tr>
<tr>
<td>(c) Does the winch operator understand proper safety procedures and operation of the winch?</td>
<td>10</td>
<td>___</td>
</tr>
<tr>
<td><strong>2. PROCEDURES</strong></td>
<td>70</td>
<td></td>
</tr>
<tr>
<td>(a) Were the NIXIE stations manned and communications established expeditiously when the word was passed?</td>
<td>10</td>
<td>___</td>
</tr>
<tr>
<td>(b) Was the towed unit streamed expeditiously when ordered?</td>
<td>10</td>
<td>___</td>
</tr>
<tr>
<td>(c) Was the cable properly marked?</td>
<td>8</td>
<td>___</td>
</tr>
<tr>
<td>(d) Were the following notified of the status of NIXIE?</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. CV-TSC</td>
<td>4</td>
<td>___</td>
</tr>
<tr>
<td>2. TAO/CDC</td>
<td>4</td>
<td>___</td>
</tr>
<tr>
<td>3. BRIDGE</td>
<td>4</td>
<td>___</td>
</tr>
<tr>
<td>(e) Did the towed units operate properly in all modes?</td>
<td>10</td>
<td>___</td>
</tr>
<tr>
<td>(f) Was simulated casualty recognized by the master/remote control panel operators?</td>
<td>10</td>
<td>___</td>
</tr>
<tr>
<td>(g) Was the second unit streamed expeditiously under simulated conditions?</td>
<td>10</td>
<td>___</td>
</tr>
</tbody>
</table>

MAXIMUM POINTS = 100

TOTAL SCORE ___
1. **PURPOSE.** Train and evaluate Oceanography Afloat (OA) division personnel to prepare and present full spectrum environmental products and briefs to the Under Sea Warfare Commander (USWC) in support of under sea warfare operations.

2. **REQUIREMENTS**

   a. Units to be supported, USW capable platforms with associated aircraft/sensor complement. This may be simulated as part of exercise requirements.

   b. Tactical Environmental Support System (TESS).


   d. NWP 3-21.2 (formerly NWP 61), "Surface Ship ASW Principles."

   e. NWP 3-21.35 (formerly NWP 61-1), "Surface Ship Active and Passive Sonar Systems and Tactics."

   f. NAVOCEANCOMINST C3140.22, "Environmental Tactical Support Products."

   g. Bottom Contour and MOE Charts.

3. **PROCEDURES**

   a. Forty-eight hours prior to evaluation, umpire provides USW scenario including area, XBT profiles, USW units, and threats to OA division for pre-operation analysis.

   b. Evaluation continues with preparation and delivery of acoustic products/brief to USWC based on data collected while underway or provided by umpire.
## Evaluation Sheet

**Marking Factors**

<table>
<thead>
<tr>
<th>1. Background Phase. Are divisional personnel knowledgeable of the following?</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>(a) Best depth.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(b) Critical depth and depth excess.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(c) Propagation paths (DP, SFC DUCT, BB, SSC, CZ, SOFAR)</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(d) Sound propagation through fronts and eddies.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(e) Topographic noise shading.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(f) Topographic noise stripping.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(g) Megaphone effect and up slope enhancement.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(h) Ambient and self noise limiting speed.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(i) Breakpoint speed.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(j) Active and passive sonar equation.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(k) Figure of merit (FOM).</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(l) Fundamental frequencies.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(m) Speed related component (SRC) and transient frequencies.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(n) Alpha Index.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(o) The limitations, inputs, and outputs of the acoustic models used by division personnel in preparing USW environmental support products.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(p) Casualty and backup procedures in case of TESS failure.</td>
<td>2</td>
<td></td>
</tr>
<tr>
<td>(q) USW weapon, sensor, and weapon delivery systems.</td>
<td>2</td>
<td></td>
</tr>
</tbody>
</table>
2. Preparation Phase. In preparation for a full spectrum USW environmental brief did division personnel perform the following? ...................... 40

(a) Consider atmospheric effects on USW operations (weather, refractivity, solar) ................ 3  
(b) Consider oceanographic effects on USW operations (sea state, vertical and horizontal temperature structure, acoustic conditions, ocean bottom (composition, topography, depth), currents, water clarity, and bioluminescence) .................... 3  
(c) Interpret a XBT trace properly ................. 2  
(d) Encode a XBT message correctly ................ 2  
(e) Produce a sound speed profile .................. 2  
(f) Produce a ray trace .............................. 2  
(g) Calculate FOM for various sensors, speeds, ocean environments, source, receiver combinations from threat and forces in scenario .................. 8  
   (1) Determine source levels ........................ 2  
   (2) Determine noise levels .......................... 2  
   (3) Determine directivity indices .................. 2  
   (4) Determine recognition differentials .......... 2  
(h) Calculate propagation loss using a range independent model ..................................... 2  
(i) Calculate propagation loss using a range dependent model ...................................... 2  
(j) Calculate active ranges for force sensors .... 2  
(k) Calculate counter detection ranges for force platforms ............................................ 2  
(l) Extract fronts and eddies graphic using JOTS ........................................... 2  
(m) Identify fronts and eddies from high resolution satellite images .............................. 3  
(n) Produce a USW Tactical Atmospheric Summary (TAS) environmental message ............ 5
3. Briefing Phase .............................................................. 26

(a) Was a briefing packet available and complete? .............................................................. 5

(b) Did brief include propagation paths available? .............................................................. 2

(c) Did brief include passive range predictions for force sensors ........................................... 2

(d) Did brief include counter detection? ranges of force active sonars .................................... 1

(e) Did brief include passive/active sonobuoy predictions ..................................................... 1

(f) Did briefer discuss search tactics along fronts and eddies based on various acoustic paths ........................................................................................................................................... 5

(g) Did briefer discuss environmental support for non-acoustic USW methods (FLIR, MAD, bioluminescence, radar, ISAR, and visual) .......................................................... 5

(h) Was brief concise and informative .................................................................................. 5

MAXIMUM SCORE: 100
QUALIFYING SCORE: 80
TOTAL SCORE: ______
1. **PURPOSE.** Train CV-TSC watch teams in inter/intra-module coordination and communications.

2. **REQUIREMENTS**
   a. Ship underway with Condition III watch set in CV-TSC.
   b. Mission Support Watch Officer simulating BX
   c. Evaluator/Pilot

3. **SCENARIO.** Aircraft departs from home plate and calls in PU/SOULS ON BOARD/KILO STATUS/FUEL STATE (assume all transmissions secure voice). Aircraft flies to assigned USW box for direct path barrier search. En route, aircraft encounters an enemy surface combatant that he reports but does not engage due to his weapons capability. After leaving the surface contact and arriving on station, the aircraft lays the briefed pattern and monitors the barrier from a position to the west of the pattern. While orbiting, the crew receives a possible submarine ES cut but does not investigate because no scan range was available and the crew believes it may have come from the surface combatant. After about an hour of monitoring the pattern, the aircraft report initial LOFAR contact and begins evaluation. The crew lays a DIFAR investigative pattern and gains positive contact. Based on displayed frequencies, the crew evaluates the submarine contact and relays the information to the CV-TSC. The DIFAR pattern is used to passively track the contact. After losing secure voice, the aircrew is given their subsurface warning condition. Aircraft will request authentication from the CV-TSC. Contact is passively tracked until otherwise directed.

4. **PROCEDURE**
   a. The ship's Combat Systems Training Team (CSTT) sets up the problem on the display console to be used by the Evaluator/Pilot. The Watch Officer's console should be blank, with the exception of own ship and assigned USW box boundaries. Utilize internal communications to simulate UHF comms between "Pilot" and Watch Officer. At time -00, the
Evaluator/Pilot starts an expanding circle at position, as appropriate (use 12 kts). The sub's position will be constantly updated as the expanding circle intersects the 180-degree vector.

b. The USW coordination scenario above is provided only as an example. CSTTs are encouraged to develop other scenarios as appropriate for the level of CV-TSC watchstander proficiency. Individuals simulating the TAO and BX should be located outside the CV-TSC (in CDC).
### ASW-05-CV

#### EVALUATION SHEET

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>1. BRIEFING</strong></td>
<td>16</td>
<td></td>
</tr>
<tr>
<td>(a) Was scenario planned using comparative LOFAR/doppler/CPA/active fixing procedures?</td>
<td>4</td>
<td>___</td>
</tr>
<tr>
<td>(b) Was the scenario briefed to all CV-TSC personnel including:</td>
<td></td>
<td></td>
</tr>
<tr>
<td>1. Threat</td>
<td>4</td>
<td>___</td>
</tr>
<tr>
<td>2. Environmental conditions</td>
<td>4</td>
<td>___</td>
</tr>
<tr>
<td>3. Conduct of exercise</td>
<td>4</td>
<td>___</td>
</tr>
<tr>
<td><strong>2. CV-TSC WATCH OFFICER/TACCO</strong></td>
<td>15</td>
<td></td>
</tr>
<tr>
<td>(a) Did the CV-TSC Watch Officer set up displays prior to COMEX?</td>
<td>5</td>
<td>___</td>
</tr>
<tr>
<td>(b) Were module operators briefed concerning their individual responsibilities to conduct MAST, including plotters, watch officer and analysts?</td>
<td>5</td>
<td>___</td>
</tr>
<tr>
<td>(c) Were communications checked between all participants in the exercise?</td>
<td>5</td>
<td>___</td>
</tr>
<tr>
<td><strong>3. SCAC</strong></td>
<td>9</td>
<td></td>
</tr>
<tr>
<td>(a) Was the SCAC used to conduct the exercise?</td>
<td>3</td>
<td>___</td>
</tr>
<tr>
<td>(b) Was the environmental predictions data given to the SCAC?</td>
<td>3</td>
<td>___</td>
</tr>
<tr>
<td>(c) Did the SCAC conduct the aircraft check-in properly?</td>
<td>3</td>
<td>___</td>
</tr>
<tr>
<td><strong>4. CV-TSC OPERATORS (OS/STG)</strong></td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>(a) Were the CV-TSC personnel knowledgeable of their positions?</td>
<td>5</td>
<td>___</td>
</tr>
</tbody>
</table>
5. COMMUNICATIONS .................................................. 15
   (a) Were communications between BX and CV-TSC Watch Officer smooth? .................. 5
   (b) Was there a steady flow of information between CV-TSC participants? .............. 5
   (c) Was coordination/communications between aircraft CV-TSC properly conducted? .... 5

6. WATCH TEAM PERFORMANCE ........................................ 35
   (a) Was information passed during exercise utilized to its maximum? ...................... 5
   (b) Was all pertinent contact information passed to CV-TSC Watch Officer from all operators? ........ 5
   (c) Were MSAS contacts analyzed correctly? ......... 3
   (d) Was initiative and imagination shown as scenario developed? ....................... 3
   (e) Was scenario coordinated to involve all module watch stations? ................. 4
   (f) Was an accurate plot of scenario maintained on:
       1. Consoles. .............................................. 5
       2. Manual plot ........................................ 5
   (g) Was coordination between SCAC/CV-TSCWO/Plotters effective? ..................... 5

MAXIMUM SCORE = 100
TOTAL SCORE     ____
ASW-08-CV

TORPEDO EVASION

1. **PURPOSE.** Train aircraft carrier crews to react appropriately to no-notice indications that a torpedo is inbound.

2. **REQUIREMENTS**

   a. Aircraft carrier operating at sea with embarked helicopter(s).

   b. EMCON condition which allows use of surface search radars and UHF radios.

3. **SAFETY.** At no time during this exercise shall the helicopter simulating the torpedo approach the carrier to a distance of less than 100 yards or interfere with the flight pattern of another aircraft. This exercise will only be conducted under day VFR conditions.

4. **PROCEDURES.** The purpose of this exercise is to cause the aircraft carrier bridge and CDC teams to react in an appropriate and timely manner to indications of an inbound torpedo that is revealed without prior warning. The bridge/CDC team must determine the type of torpedo based on its speed, running pattern, and any other indications available, and then take appropriate evasive and defensive measures in time to avoid being hit by the torpedo.

5. **OCE**

   a. Establish a minimum 12-hour torpedo evasion vulnerability period in the SOE. Specify radio frequency to be used for commencing and terminating the exercise. If desired, specific classes of threat submarines may be revealed to allow ship's watchstanders to narrow down potential torpedo threats.

   b. Determine the type of torpedo to simulate at time of attack.

   c. Brief the helicopter aircrew that will simulate the torpedo without pre-alerting the ship.

6. **HELICOPTER (TORPEDO SIMULATOR).**
a. Initiate the exercise during or at the end of a regularly scheduled mission as briefed by the OCE.

b. Announce commencement of the exercise by broadcasting the code word "BLOODHOUND-BLOODHOUND-BLOODHOUND" on the radio frequency specified in the pre-ex.

c. Simultaneously with the announcement of COMEX, start an inbound run from a distance and using a speed and pattern appropriate for the designated torpedo.

d. Continue the inbound run in a manner consistent with the selected torpedo's characteristics. Upon reaching a distance of 100 yards from the aircraft carrier, if it is apparent that the carrier's actions were insufficient to avoid the torpedo, the helicopter will pass "FINEX - KABOOM, FINEX - KABOOM" over the designated frequency and terminate the exercise. If the carrier takes sufficient evasive actions, the helicopter will pass "FINEX -MISS, FINEX - MISS" and terminate the exercise as soon as it becomes apparent that the torpedo would miss.

CAUTION: EVASIVE ACTIONS BY THE SHIP MAY RESULT IN THE CARRIER CLOSING THE HELICOPTER AT A HIGH RATE OF RELATIVE SPEED. HELICOPTER CREWS MUST BE ALERT TO THE SHIP'S MANEUVERS AND BE PREPARED TO TAKE ACTION TO AVOID.

7. AIRCRAFT CARRIER

a. For the designated vulnerability period, restrict maneuverability to limits required by a streamed NIXIE. If practical, stream NIXIE for a four-hour interval within the vulnerability period.

b. Upon being notified that the exercise has commenced, initiate appropriate evasive and defensive actions.

8. GRADING CRITERIA. This is a pass-fail exercise. If appropriate, timely actions are taken so that the torpedo would not impact the ship, a passing grade is assigned. Otherwise, a failing grade is assigned.
ASW-09-CV

EVASIVE STEERING

1. PURPOSE. Train CV/N bridge and CDC teams to execute evasive steering plans IAW ATP 3.

2. REQUIREMENTS
   a. Aircraft carrier operating at sea in unrestricted waters.
   b. Track to be made good during exercise period.

3. SAFETY. Safety of the ship and ships in company is paramount. CV/N bridge and CDC teams must give due consideration to the effects of repeated course changes on the closest points of approach (CPA) to hazards to navigation and ships in company/vicinity. This exercise shall not be conducted in adverse weather, conditions of reduced visibility, in restricted waters, during flight operations etc., may require exercise ships to deviate from prescribed courses. Operational Risk Management (ORM) and sound judgment shall be adhered to.

4. PROCEDURES. The purpose of this exercise is to cause the CV/N Bridge to conduct Evasive Steering in accordance with ATP 3. The Officer in charge of Exercise (OCE) shall use appropriate tactical signals to order CV/N and ships in company (if applicable) to execute a selected evasive steering plan for a period of at least three hours.

5. OCE
   a. Select an Evasive steering plan appropriate for the ship’s operations and tactical situation.

   b. At the commencement of the exercise order the CV/N and ships in company to execute an evasive steering plan using the delayed executive method.

   c. When ready, terminate the exercise with the appropriate signal to cause the ship to resume base course or other selected course.

6. CV/N
   When ordered to do so, commence Evasive Steering in accordance with the specified plan.
7. **SHIPS IN COMPANY**
   Conduct Evasive Steering as ordered by OCE.

8. **GRADING CRITERIA**
   This exercise shall be graded according to the timeliness and accuracy of orders to the helm. A penalty of five points shall be deducted for each order that is made more than 30 seconds late; a penalty of ten points shall be deducted for each incorrect course ordered. Maximum Exercise score of 100.
CCC-02-CV - SYSTEMS CONTROL

SA-2112 SINGLE AUDIO SYSTEM (SAS)

1. PURPOSE

a. Train and evaluate Information Technology (IT) personnel in the use of the SA-2112 Single Audio System (SAS).

b. Train and evaluate personnel in using correct procedures for restoring communications using manual patching.

2. REQUIREMENTS

a. References:


3. COMNAVAIRPAC/COMNAVAIRLANTINST 3500.20

b. Shipboard SA-2112 system

3. PROCEDURES

a. OCE

1. Designate the exercise ship.

2. Assign exercise observer(s).

3. Specify the starting time and duration of the exercise.

b. EXERCISE OBSERVERS

1. Take station at the SA-2112 to observe the exercise personnel.

2. Direct activation of the system.
3. Evaluate the performance of exercise personnel and their procedures in activating and maintaining the system.

4. Critique exercise personnel upon completion of the exercise.

5. Submit an evaluation report with comments as required.

c. **EXERCISE SHIP PERSONNEL**

1. Activate system in accordance with current communications plan.

2. When directed, shift to manual configuration in accordance with current restoral plan.
# CCC-02-CV

## EVALUATION SHEET

**Marking Factors**

<table>
<thead>
<tr>
<th></th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Theory of operation: Can the controller/watch supervisor demonstrate their knowledge of the system by:</td>
<td>45</td>
<td></td>
</tr>
</tbody>
</table>

(a) Drawing a block diagram which includes:

1. Identification of all equipment and distribution panels? ........................................... 5 ___

2. Correct sequential relationship of all equipment and patch panels? ................................... 5 ___

3. Correct identification of all input/output signals and their direction of flow? .................................. 5 ___

(b) Explain:

1. The relationship between the line, channel and trunk? ................................................ 5 ___

2. The function of all front panel controls and indicators? .................................................... 5 ___

3. Number of lines, channels and trucks are available? .......................................................... 5 ___

4. The difference between RZHS, RZHC, RZMS and the specific patching requirements for each? .................. 5 ___

5. Manual patching procedure? ................................................................. __

6. Purpose and capabilities of the Remote Programming Unit (RPU) (if equipped)? 5 ___

2. Techniques and procedures: Does the controller/watch supervisor perform the following functions utilizing proper techniques and procedures: ................................. 43
(a) Automatic Mode:

1. Enter applicable portions of the Comm plan? 8
2. Deny unnecessary connections? 5
3. Modify connections? 5
4. Verify status of connections? 5
5. Enter and save the Comm plan, deny, modify and verify connections using the RPU (if equipped)? 5

(b) Manual Mode:

1. Enter restoral portion of the Comm Plan? 5
2. Modify a circuit after implementing the restoration plan? 5
3. Verify status of connections? 5

3. Organization: Does the Combat Systems organization provide for the following liaisons and reports? 12

   (a) Are effective internal communications employed between controller, watch supervisor and circuit operator? 3
   (b) Are equipment casualties promptly reported to repair personnel? 3
   (c) Are the communication status boards and supervisors log maintained correctly and up-to-date? 3
   (d) Is the controller/watch supervisor cognizant of available back-up equipment? 3

MAXIMUM SCORE 100
TOTAL SCORE ___
MASS CASUALTY EXERCISE

**Purpose:**
Task and evaluate the orderly process by which a number of personnel casualties with various degrees of injury are evacuated from the scene of a conflagration, triaged into treatment categories, given emergency medical care, and transported to definitive on-board medical care. This exercise also evaluates the integration of the entire ship in responding to a mass casualty scenario in accordance with the ship’s mass casualty bill.

**Requirements:**
Aircraft carrier operating at sea or inport and not at General Quarters. Simulated personnel casualties (40-50) are imposed, commonly in conjunction with a simulated flight deck or hangar bay conflagration. This exercise may be conducted utilizing other scenarios/locations as long as a minimum of 5 seriously injured simulated personnel casualties are imposed. Appropriate moulage shall be applied to patients to maximize realism of the exercise. A tag listing appropriate injury-specific symptoms and signs shall be affixed to each simulated personnel casualty.

**Evaluation**

<table>
<thead>
<tr>
<th>Grading Criteria</th>
<th>Maximum Score</th>
</tr>
</thead>
</table>
| 1. Was the mass casualty bill activated within 5 minutes? | 5 |}
| 2. Was immediate attention provided for the casualties? | 10 |
| 3. Was a designated safe route announced repeatedly over the ship’s 1MC, and was the route kept clear by the ship’s security personnel? | 5 |
| 4. Were suitable stretchers used, and were they in good condition? | 5 |
| 5. Were adequate numbers of stretcher bearers provided? | 5 |
6. Were the casualties carried in a safe manner at all times? ................................................................. 5 ______

7. Were the casualties’ appropriately triaged and retriaged at all levels of medical care?.............................. 10 ______

8. After being triaged, were the casualties transported according to their triage priority?.......................... 5 ______

9. Were casualties requiring definitive surgical therapy properly prioritized to the operating room? 5 ______

10. Did the casualties receive appropriate and effective medical care at all medical treatment areas? 15 ______

11. Were sufficient medical supplies available at all medical treatment areas?........................................ 5 ______

12. Were all casualties properly accounted for? (Note 1) 5 ______

13. Was the medical treatment given to each casualty appropriately documented? .............................. 10 ______

14. Was the Walking Blood Bank activated, and an adequate number of units collected for the number and type of casualties sustained? (Note 2) ........................................................... 10 ______

Maximum Score: 100
Total Score: _____

Note 1: A listing of all casualties containing, at a minimum, the casualty identification #, injury classification, location, and current status.

Note 2: The minimum required number of units shall be estimated as 2 times the number of immediate category personnel casualties imposed. A list of all units collected, by blood type, shall be available.
**Purpose:**
Exercise and evaluate the capabilities of the ship’s on-scene crewmembers, medical response team and medical department personnel to recognize, prioritize, treat and transport simultaneous medical casualties.

**Requirements:**
Aircraft carrier operating at sea or in port with two medical response teams available. Two simultaneous medical casualties are imposed on the crew in two different locations: one cardiac arrhythmia/arrest and one multiple injury trauma. Appropriate moulage shall be applied to both patients. The observer/evaluator shall provide appropriate symptoms and equipment displays as necessary to maximize realism of the exercise. Both patients should be evaluated, treated, stabilized and transported to the main BDS for definitive care.

### Evaluation

<table>
<thead>
<tr>
<th>Grading Criteria</th>
<th>Maximum Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>Cardiac Patient</td>
<td></td>
</tr>
<tr>
<td>1. Emergency care by the crew</td>
<td>5 ____</td>
</tr>
<tr>
<td>2. Prompt arrival of medical response team (Note 1)</td>
<td>5 ____</td>
</tr>
<tr>
<td>3. Appropriate supplies and equipment provided</td>
<td>5 ____</td>
</tr>
<tr>
<td>4. Proper on-scene treatment provided in accordance with ACLS procedures</td>
<td>20 ____</td>
</tr>
<tr>
<td>5. Proper transport to the Main BDS</td>
<td>5 ____</td>
</tr>
<tr>
<td>6. Proper ACLS treatment provided at Main BDS</td>
<td>10 ____</td>
</tr>
</tbody>
</table>

**Multiple Trauma Patient**

7. Emergency care by the crew | 5 ____
8. Prompt arrival of medical response team (Note 1).... 5 ______
9. Appropriate supplies and equipment provided......... 5 ______
10. Proper on-scene treatment provided in accordance with ATLS procedures ..........................................

.................................................................................. 15 ______
11. Proper transport to the Main BDS.................. 10 ______
12. Proper ATLS treatment provided at Main BDS....... 10 ______

Maximum Score:  100.......................... Total Score: ____________

** Note 1: If less than 4 minutes, award 5 points. Deduct 1 point for each additional 30 seconds delay in arrival.
1. **PURPOSE.** Train flight deck personnel to rig the aircraft barricade with simulated aircraft emergency.

2. **REQUIREMENTS.** Flight Deck fully manned for flight operations. All personnel required to be in complete Flight Deck uniform. Aircraft recovery simulated to be in process.

3. **PROCEDURES.** The ship’s Air Department Training Team (ADTT) notifies the Air Department Officer that an aircraft returning to the ship must be recovered using the barricade. A mandatory five minute standby shall be given prior to commencing the rigging of the barricade. Timing starts when the Air Officer issues the order to rig the barricade; timing stops when the barricade and Landing Area (LA) is ready in all respects for aircraft engagement and procedures 3a through 3p have been completed.

### EVALUATION / TRAINING

<table>
<thead>
<tr>
<th>Marking Factor</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Time................</td>
<td>40</td>
<td>_____</td>
</tr>
</tbody>
</table>

**For ships having Mod 3 configuration:**

(a) 3:30 rigging time will be scored 40; each second over 3:30 will be minus - 1 point; thus, a 3:45 rigging time will be scored 25.

(b) Any time over 4:00 will result in an unsatisfactory drill.

**For ships having Mod 4 configuration:**

(a) 4:00 rigging time will be scored 40; each second over 4:00 will be minus - 1 point; thus, a 4:15 rigging time will be scored 25.

(b) Any time over 4:30 will result in an unsatisfactory drill.

2. Organization ............... 15 _____
(a) Barricade system and associated equipment are maintained in a constant state of readiness and I.A.W. daily MRC Pre-Op instructions. (Failure to comply will result in an unsatisfactory grade).

(b) All stations manned. (LSO platform, engine rooms, pri-fly, etc.).

(c) Utilize only authorized tools (air guns, wrenches, extensions, etc.).

(d) Rig Master maintained control, coordinated rig, and minimized confusion.

(e) Flight deck properly configured for the situation. CDP configuration For specific aircraft, etc... Discussed the requirement for Bow JBD’s being raised and Crash Crane being moved forward for an actual barricade arrestment.

3. Procedures. ....... 25  ____

(a) The webbing assembly was pulled out safely, moved to the proper location and spread in a safe, orderly manner.

(b) Clevis pins, anchor nuts, and set screws properly installed / backed-out at purchase cable terminals.

(c) Webbing assembly properly connected prior to tensioning.

(d) Ensure proper signals are given and all personnel are clear prior to raising stanchions.

(e) Ensure stanchions are raised approximately 6-12 inches, safety personnel in-place around stanchion pits prior to tensioning.

(f) Parallel pendant properly tensioned aft of deck ramps.

(g) Barricade properly centered.

(h) All deck ramps properly installed and secured (-1 point for each loose/missing ramp, 3 or more will be
scored unsatisfactory).

(i) Flight deck personnel expeditiously cleared behind and forward of the island.

(j) Barricade and pendant engines set for weight of disabled aircraft.

(k) Pendant engine number three (3) or three alpha (3a) properly configured I.A.W. appropriate technical manuals. (For ships having MOD-4 configuration)

(l) Cam advanced / adjusted to correct dial indication / marking. Anchor dampers adjusted / stroked in to appropriate setting / marking. (For ships having MOD-4 configuration)

(m) Emergency lens setting used I.A.W. appropriate aircraft recovery bulletins.

(n) Webbing assembly and tensioning pendants marked I.A.W. appropriate technical manuals.

(o) Qualified Arresting Gear Officer checks entire rig, properly check each deck ramps for security, and minimum height of 20 feet at center of barricade. Ensures landing area is clear and gives a thumbs up (green wand at night) and is clear of starboard foul line.

(p) Green light displayed on deck status light after landing area is clear.
4. Safety. ................................. 20 _______

(a) Qualified tractor driver maintains safe speeds.
(b) Parallel pendant hook-up personnel clear of bite of wire.
(c) Proper hand signals, color of wands used.
(d) All safety precautions observed during movement of barricade stanchions.
(e) ADTT members in place prior to commencing barricade rig.

MAXIMUM SCORE: 100
TOTAL SCORE _______
MOB-E-003-CV thru MOB-E-030-CV

All conventional engineering exercises will be conducted IAW Engineering Operation Sequencing System (EOSS). In accordance with OPNAVINST 9200.3 series, when EOSS has been approved and installed on your ship; it will be strictly adhered to as written. In situations where a ship requires an operational or casualty procedure that is not included in the current EOSS package, a local procedure should be developed using NSTM, POG, SIB and or Technical Manual guidance. These locally developed procedures must be approved by the Commanding Officer and should state or be stamped "Locally Prepared."
CROSS-DECK PENDANT (CDP) CHANGE

1. PURPOSE. Train aircraft carrier arresting gear topside personnel in correct procedures for changing CDP.

2. REQUIREMENT. Flight deck manned for flight operations.

3. PROCEDURE. Ship's Air Department Training Team informs the Air Officer that the CDP has reached maximum broken wires and needs to be changed.
# MOB-S-01-CV

## EVALUATION SHEET

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Equipment readiness</td>
<td></td>
<td></td>
</tr>
<tr>
<td>SAT/UNSAT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) Arresting gear engine and associated equipment is</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Maintained in a constant state of readiness and IAW</td>
<td></td>
<td></td>
</tr>
<tr>
<td>daily MRC Pre-operational inspection.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) Failure to comply shall result in an <strong>UNSATISFACTORY</strong></td>
<td></td>
<td></td>
</tr>
<tr>
<td>grade.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. ORGANIZATION</td>
<td>20</td>
<td>___</td>
</tr>
<tr>
<td>(a) Spare cross deck pendants were available on deck.</td>
<td>(4)</td>
<td>___</td>
</tr>
<tr>
<td>(b) Sufficient topside crew available.</td>
<td>(4)</td>
<td>___</td>
</tr>
<tr>
<td>(c) On TSPO coordinated exercise, and minimized confusion.</td>
<td>(4)</td>
<td>___</td>
</tr>
<tr>
<td>(d) Proper tools were available and utilized.</td>
<td>(4)</td>
<td>___</td>
</tr>
<tr>
<td>(e) Tractor available and used safely.</td>
<td>(4)</td>
<td>___</td>
</tr>
<tr>
<td>3. PROCEDURES</td>
<td>20</td>
<td>___</td>
</tr>
<tr>
<td>(a) Topside supervisor ensured complete CDP change was</td>
<td></td>
<td></td>
</tr>
<tr>
<td>inspected and personnel clear of deck prior to clear deck</td>
<td></td>
<td></td>
</tr>
<tr>
<td>signal.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(1) Barrel fitting tight.</td>
<td>(5)</td>
<td>___</td>
</tr>
<tr>
<td>(2) Connecting pins tight.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) Allen set screws properly backed out.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) Safety man was available.</td>
<td>(5)</td>
<td>___</td>
</tr>
</tbody>
</table>
(c) Deck was expeditiously cleared by topside crew.  
(5) ____

(d) CDP safely retracted.  
(5) ____

4. SAFETY ........................................ 10 ____

MAXIMUM SCORE: 100
TOTAL SCORE ____
MOB-S-02-CV

FLIGHT DECK STATUS LIGHTS FAILURE

1. PURPOSE. Train aircraft carrier arresting gear officers, LSO Platform Spotter/talkers and Landing Signals Officers in actions to be taken in the event a Deck Status Light failure occurs.

2. REQUIREMENTS. Flight deck manned for flight operations.

3. PROCEDURE. Ship's Air Department Training Team, with Air Officer's concurrence, secures power to Flight Deck Status Light at the LSO platform just prior to or during a recovery.

NOTE: FOR READINESS REPORTING PURPOSES, THIS EXERCISE MAY ONLY BE REPORTED AS COMPLETE AFTER IT HAS BEEN SUCCESSFULLY CONDUCTED ONCE IN DAYLIGHT AND ONCE AT NIGHT.

EVALUATION/TRAINING

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. TIME</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>Day Time: ______</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Night Time:______</td>
<td></td>
<td></td>
</tr>
<tr>
<td>Seconds</td>
<td>Max Credits</td>
<td></td>
</tr>
<tr>
<td>Less than 15</td>
<td>60</td>
<td></td>
</tr>
<tr>
<td>16-20</td>
<td>50</td>
<td></td>
</tr>
<tr>
<td>21-25</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>26-30</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>31-35</td>
<td>20</td>
<td></td>
</tr>
<tr>
<td>more than 35</td>
<td>0</td>
<td></td>
</tr>
<tr>
<td>2. ORGANIZATION. All preparations made</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>a. Red and green flags/paddles of suitable size for day ops.</td>
<td>(5)</td>
<td></td>
</tr>
<tr>
<td>b. Wands (Red and Green) available for night ops.</td>
<td>(5)</td>
<td></td>
</tr>
<tr>
<td>3. PROFICIENCY AND TEAMWORK</td>
<td>30</td>
<td></td>
</tr>
<tr>
<td>MAXIMUM SCORE: 100</td>
<td>TOTAL SCORE</td>
<td></td>
</tr>
</tbody>
</table>
MOB-S-03-CV

EMERGENCY LOWERING JET BLAST DEFLECTORS (JBD)

1. PURPOSE. Train aircraft carrier catapult personnel to lower a JBD in an emergency situation following an electrical/hydraulic failure with the JBD up.

2. REQUIREMENTS
   a. Flight deck personnel manned up for flight operations.

3. PROCEDURES. Ship's Air Department Training Team informs the Air Officer that the raised JBD panel has suffered a hydraulic/electrical failure, which prevents it from being lowered normally, and that recovery of an aircraft is expected within the next few minutes. The catapult crew will man up to manually lower the JBD. A one-minute standby will be given before lowering the JBD.
## EVALUATION SHEET

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Time</td>
<td>15</td>
<td>____</td>
</tr>
<tr>
<td>(a) Time required to lower panels commensurate with operating conditions and requirements IAW appropriate technical manual.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Organization</td>
<td>15</td>
<td>____</td>
</tr>
<tr>
<td>(a) All stations were manned</td>
<td></td>
<td>(5) ____</td>
</tr>
<tr>
<td>(b) Topside P.O. coordinated the exercise and minimized confusion</td>
<td></td>
<td>(5) ____</td>
</tr>
<tr>
<td>(c) Proper tool(s) were on-hand</td>
<td></td>
<td>(5) ____</td>
</tr>
<tr>
<td>3. Procedures</td>
<td>40</td>
<td>____</td>
</tr>
<tr>
<td>(a) Hydraulic Failure:</td>
<td>(10/NA)</td>
<td>____</td>
</tr>
<tr>
<td>(1) Position personnel at required stations.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) Secure hydraulic pressure.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(3) Open bypass valve.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(4) Commence pushing struts over-center.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(b) or Electrical Failure:</td>
<td>(10/NA)</td>
<td>____</td>
</tr>
<tr>
<td>(1) Turn electrical power switch off.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(2) Attempt manual operation of the Solenoid Operated Pilot (SOP) valve.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(c) Topside Petty Officer overall in-charge.</td>
<td></td>
<td>(6) ____</td>
</tr>
<tr>
<td>(d) Topside/below decks JBD phone talker valve operator.</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
(e) One crewman holding brace/One crewman restraining holder.

(f) Minimum of two safety observers (Port/Stbd side of panel).

(g) Tractor Driver

4. Safety. ...............................30

MAXIMUM SCORE: 100
TOTAL SCORE  ____
MOB-S-04-CV
AIRCRAFT CARRIER CATAPULT HANGFIRE EXERCISE

1. PURPOSE. Train catapult personnel correct procedures to be used when the catapult fails to fire within 10 seconds of initiating this action.

2. REQUIREMENTS. Flight deck manned for flight operations. Catapult set to fire a "no-load."

3. SAFETY. This exercise should only be conducted when firing "no-loads."

4. PROCEDURES. The ship's Air Department Training Team, assisted by the V-2 ALRE Maintenance Officer, will initiate a hangfire situation by creating an acceptable mechanical, electrical or other malfunction that prevents the catapult from firing. Upon failure of the catapult to fire 10 seconds after the fire signal has been given, the Catapult Officer should initiate authorized hangfire procedures. The catapult crew should place the catapult in a safe condition.

EVALUATION

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Knowledge and proficiency.</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>(a) Catapult Officer/Catapult Safety Observer</td>
<td>(10)</td>
<td></td>
</tr>
<tr>
<td>(b) Console/CCP Operator</td>
<td>(10)</td>
<td></td>
</tr>
<tr>
<td>(c) Rotary Engine operator(Catapult 2 only )</td>
<td>(5)</td>
<td></td>
</tr>
<tr>
<td>(d) Deck Edge/ICCS</td>
<td>(10)</td>
<td></td>
</tr>
<tr>
<td>(e) Topside P.O.</td>
<td>(5)</td>
<td></td>
</tr>
<tr>
<td>2. Procedures</td>
<td>40</td>
<td></td>
</tr>
<tr>
<td>(a) Proper signals</td>
<td>(20)</td>
<td></td>
</tr>
<tr>
<td>(b) Emergency/operating procedures posted</td>
<td>(10)</td>
<td></td>
</tr>
<tr>
<td>(c) Organization and communication</td>
<td>(10)</td>
<td></td>
</tr>
<tr>
<td>3. Safety</td>
<td>20</td>
<td></td>
</tr>
</tbody>
</table>

MAXIMUM SCORE: 100
TOTAL SCORE   ___
RIGGING BARRICADE WITH A LOSS OF LOW PRESSURE AIR

1. PURPOSE. Train flight deck personnel to rig the aircraft barricade when there is a loss of primary Low Pressure air (LP) air.

2. REQUIREMENTS. Flight Deck fully manned for flight operations. All personnel in complete Flight Deck uniform. Aircraft recovery simulated to be in process.

3. PROCEDURES. The ship’s Air Department Training Team (ADTT) notifies the Air Department Officer that an aircraft returning to the ship must be recovered using the barricade and that primary and secondary (LP) air supply will be lost at some point during the tensioning phase of the rig, which will require switching to the back-up (LP) air supply and subsequently switching to hand crank. A mandatory five minute standby shall be given prior to commencing the rigging of the barricade. Timing starts when the Air Officer issues the order to rig the barricade; timing stops when the barricade and Landing Area (L/A) is ready in all respects for aircraft engagement and procedures 3a through 3q have been completed.

<table>
<thead>
<tr>
<th>Marking Factor</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Time</td>
<td>40</td>
<td>_____</td>
</tr>
</tbody>
</table>

For ships having MOD-3 Configuration:

(a) 5:00 rigging time will be scored 40; each second used over will be minus 1.0; thus a 5:15 rigging time will be scored 25.

(b) Any time over 5:30 will result in an unsatisfactory drill.

For ships having MOD-4 Configuration:

(a) 5:30 rigging time will be scored 40; each second used over will be minus 1.0; thus a 5:45 rigging time will be scored 25.
(b) Any time over 6:00 will result in an unsatisfactory drill.

2. Organization...............................15

   (a) Barricade system and associated equipment are maintained in a constant state of readiness and I.A.W. daily MRC Pre-Op instructions. (Failure to comply will result in an unsatisfactory grade).

   (b) All stations manned. (LSO platform, engine rooms, pri-fly, etc.).

   (c) Utilize only authorized tools (air guns, wrenches, extensions, etc.).

   (d) Rig Master maintained control, coordinated rig, and minimized confusion.

   (e) Flight deck properly configured for the situation. CDP configuration for specific aircraft, etc. Discussed the requirement for Bow JBD’s being raised and Crash Crane being moved forward for an actual barricade arrestment.

3. Procedures........................................25

   (a) The webbing assembly was pulled out safely, moved to the proper location and spread in a safe, orderly manner.

   (b) Clevis pins, anchor nuts, and set screws properly installed / backed-out at purchase cable terminals.

   (c) Webbing assembly properly connected prior to tensioning.

   (d) Ensure proper signals are given and all personnel are clear prior to raising stanchions.

   (e) Ensure stanchions are raised approximately 6-12 inches, safety personnel in-place around stanchion pits prior to tensioning.

   (f) Smooth and effective transition is made when switching from primary (LP) air supply to back-up (LP) air supply.
(g) Parallel pendant properly tensioned aft of deck ramps.

(h) Barricade properly centered.

(i) All deck ramps properly installed and secured (-1 point for each loose/missing ramp, 3 or more will be scored unsatisfactory).

(j) Flight deck personnel expeditiously cleared behind and forward of the island.

(k) Barricade and pendant engines set for weight of disabled aircraft.

(l) Pendant engine number three (3) or three alpha (3a) properly configured I.A.W. appropriate technical manuals. (For ships having MOD-4 configuration)

(m) Cam advanced / adjusted to correct dial indication / marking. Anchor dampers adjusted / stroked in to appropriate setting / marking. (For ships having MOD-4 configuration)

(n) Emergency lens setting used I.A.W. appropriate aircraft recovery bulletins.

(o) Webbing assembly and tensioning pendants marked I.A.W. appropriate technical manuals.

(p) Qualified Arresting Gear Officer checks entire rig, properly check each deck ramps for security and minimum height of 20 feet at center of barricade. Ensures landing area (LA) is clear and gives a thumb up and is clear of starboard foul line. (Green wand at night)

(q) Green light displayed on deck status light after landing area is clear.

4. Safety................................20 _______

   (a) Qualified tractor driver maintains safe speeds.
   (b) Parallel pendant hook-up personnel clear of bite of wire.
   (c) Proper hand signals, color of wands used.
   (d) All safety precautions observed during movement of barricade stanchions.
(e) ADTT members in place prior to commencing barricade rig.

MAXIMUM SCORE: 100

TOTAL SCORE ______
RESTRICTED WATER FLIGHT OPERATIONS

1. **PURPOSE.** Train aircraft carrier crews to conduct sustained flight operations in restricted waters.

2. **REQUIREMENTS.** Aircraft carrier with embarked air wing operating at sea.

3. **SAFETY.** Safety of the ship and aircraft are paramount. Under no circumstances shall unsafe procedures or operations outside of authorized parameters be used in an attempt to remain within the constraints imposed by this exercise.

4. **PROCEDURES.** The purpose of this exercise is to require the ship and air wing to conduct sustained flight operations throughout a twelve-hour period while restricting the ship's movements to remain within a confined area. The OCE shall designate the operating area at the commencement of each exercise based on the following criteria:

<table>
<thead>
<tr>
<th>Velocity of True Wind at COMEX</th>
<th>Size of Operating Area</th>
</tr>
</thead>
<tbody>
<tr>
<td>10 knots or greater</td>
<td>20 NM X 20 NM</td>
</tr>
<tr>
<td>Less than 10 knots</td>
<td>May be expanded to 30 NM X 30 NM</td>
</tr>
</tbody>
</table>

   The operating area shall be a square with boundaries oriented east-west/north-south.

5. **OCE**
   a. Prior to COMEX, approve an air plan which exercises the entire air wing in cyclic operations during a twelve-hour period. A minimum of 90 sorties is required.
   b. At COMEX, designate the approved operating area according to the criteria provided above.

6. **AIRCRAFT CARRIER**
   a. At COMEX, plot the ship's authorized operating area. If the ship's position in the operating area is not specified
by the OCE, the ship should assume it is at the downwind side of the box and plot the area accordingly.

b. During the 12-hour exercise period, maintain the ship's position within the authorized operating area.

7. **AIR WING.** Execute the approved air plan throughout the 12-hour exercise period.

8. **ESCORTS.** If tasked with plane guard duties, remain within the authorized operating area.

9. **GRADING CRITERIA**

   a. The ship must remain within the operating area for the entire 12-hour period in order to receive a satisfactory grade. Exiting the operating area results in an automatic grade of "unsatisfactory."

   b. If the ship remains within the operating area throughout the exercise period, the numerical grade assigned shall be equal to the percentage of scheduled sorties flown, based on the air plan as approved at COMEX.
MANUAL OPERATED VISUAL LANDING AIDS SYSTEM (MOVLAS)

1. **PURPOSE.** Train air department personnel in rigging the MOVLAS.

2. **REQUIREMENTS.** Flight deck personnel manned for flight operations.

3. **PROCEDURES.** Ship’s Air Department Training Team informs the Air Officer that the Improved Fresnel Lens is inoperative and that the MOVLAS must be utilized. One minute standby will be given prior to commencing the rigging of the MOVLAS. Timing stops when the MOVLAS is ready in all respects.

**EVALUATION**

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Equipment readiness.................................. SAT/UNSAT</td>
<td></td>
<td></td>
</tr>
<tr>
<td>MOVLAS and associated equipment maintained in a constant state of readiness and IAW daily PRE-OP MRC. (Failure to comply will result in an unsatisfactory grade)</td>
<td></td>
<td></td>
</tr>
<tr>
<td>2. Preparation and organization......................... 10</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) A toolbox available and used as needed.</td>
<td>(5)___</td>
<td></td>
</tr>
<tr>
<td>(b) The MOVLAS Rig Boss coordinated the exercise and minimized confusion.</td>
<td>(5)___</td>
<td></td>
</tr>
<tr>
<td>3. Procedures............................................. 40</td>
<td></td>
<td></td>
</tr>
<tr>
<td>(a) All lights were checked and functionally operative.</td>
<td>(5)___</td>
<td></td>
</tr>
<tr>
<td>(b) All lights had correct filters installed and properly retained.</td>
<td>(5)___</td>
<td></td>
</tr>
<tr>
<td>(c) All locking pins were installed properly.</td>
<td>(5)___</td>
<td></td>
</tr>
<tr>
<td>(d) Tie down cables were rigged properly.</td>
<td>(5)___</td>
<td></td>
</tr>
</tbody>
</table>
(e) Light box doors were properly positioned for lighting condition desired. (5)____

(f) The pickle switch was properly attached to the LSO controller. (5)____

(g) LSO controller moved freely - “Roger” and “no ball” detents were readily determined. (5)____

(h) All electrical plugs and receptacles had protective caps installed. (5)____

4. Time.............................................30 _____

(a) Station One - 1:05 rigging time will be scored 30, each second over 1:05 will be –1. Any time over 1:35 will result in an unsatisfactory drill.

(b) Station Two - 1:50 rigging time will be scored 30, each second over 1:50 will be –1. Any time over 2:20 will result in an unsatisfactory drill.

(c) Station Three - 2:30 rigging time will be scored 30, each second over 2:30 will be –1. Any time over 3:00 will result in an unsatisfactory drill.

5. Safety...........................................20 _____

MAXIMUM SCORE: 100
TOTAL SCORE _____

NOTES:

1. If three or more datum lights are out, exercise will be graded Unsatisfactory.

2. If two datum lights are out, maximum exercise will be graded Satisfactory (70).

3. If two wave off or one-cut light is out, exercise will be graded Unsatisfactory.

4. If one wave off light is out, maximum exercise grade will be Satisfactory (70).
STRIKE WARFARE (STW) ENVIRONMENTAL SUPPORT

1. PURPOSE. Train and evaluate Oceanography Afloat (OA) division personnel to prepare and present full spectrum environmental products and briefs to the Strike Warfare Commander (STWC) in support of strike warfare operations.

2. REQUIREMENTS

   a. Units to be supported: Strike capable platforms with associated aircraft/sensor complement. This may be simulated as part of exercise requirements.

   b. Radar and communication parameters for all supported units.

   c. Mark III EO Tactical Decision Aids (EOTDA) for Microcomputer Systems.

   d. NWP 3-50.1, "Navy Search and Rescue (SAR) Manual."

   e. NWP 10-2, "Strike Operations against Land Targets."

   f. Tactical Environmental Support System (TESS).

3. PROCEDURES. Umpire provides scenario for a strike warfare operation including list of units and weapon systems to be supported and location of operation to OA division 24 hours prior to training evaluation. Umpire may also provide such data as upper air sounding, satellite imagery, and weather charts.
### STW-01-CV

**EVALUATION SHEET**

<table>
<thead>
<tr>
<th>Marking Factors</th>
<th>MAX PTS</th>
<th>Score</th>
</tr>
</thead>
<tbody>
<tr>
<td>1. Background Phase. Are division personnel knowledgeable of the following?</td>
<td>26</td>
<td></td>
</tr>
<tr>
<td>(a) Sensors, weapons, weapon delivery systems being used in the strike.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(b) Target size parameters for all expected threats.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(c) The tactical considerations of charting, mapping, and geodesy to strike planning to include datum, scale, and accuracy considerations.</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(d) The effects on radar, IR/FLIR, and TV that the following weather conditions have on target acquisition.</td>
<td>10</td>
<td></td>
</tr>
<tr>
<td>(1) Clear sky</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(2) Sky obscured by cloud or fog</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(3) Haze, smog, dust, smoke</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(4) Precipitation</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(5) High absolute or relative humidity</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(6) Low temperatures</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(7) Light and variable winds</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(8) Snow on ground</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(9) Wet ground well vegetated</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(10) Dry ground</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(e) Tomahawk strike terminology</td>
<td>6</td>
<td></td>
</tr>
<tr>
<td>(1) First preplanned waypoint</td>
<td>1</td>
<td></td>
</tr>
<tr>
<td>(2) Theater Mission Planning System (TMPS)</td>
<td>1</td>
<td></td>
</tr>
</tbody>
</table>
(3) Tomahawk Employment Planning Package (TEPP) 1

(4) Mission Display System (MDS) 1

(5) Tomahawk Weapon Control System (TWCS) 1

(6) Digital Scene Matching Area Correlator (DSMAC) 1

(f) Data tailoring of the weather channels on the Fleet Multichannel Broadcasts 1

(g) HF facsimile broadcasts, regional responsibilities, facsimile schedules, and additions to facsimile schedules 1

(h) COMSPOT and FFAX procedure 1

(i) Backup procedures in case of TESS failure 1

(j) The process used by staff planning for arriving at a Time on Target (TOT) and a required Time of Launch (TOL) for a Tomahawk strike and environmental factors taken into consideration (wind, seas, temperature) 2

(k) The environmental criteria resulting in TOT recomputation 1

2. Planning Phase. In planning a brief of environmental conditions for the strike area were the following considered? 19

(a) Cloud cover 1

(b) Winds 1

(c) Air and sea surface temperature; survival time 1

(d) Precipitation 1

(e) Surface visibility 1

(f) Slant-range visibility 1

(g) Humidity 1

(h) Cloud bases, tops, amounts, and types 1
(i) Divert field and ditch headings .................. 1

(j) Freezing level ..................................... 1

(k) Contrails ........................................... 1

(l) Winds aloft ......................................... 1

(m) Altimeter setting, PA, and DA values ............. 1

(n) Wind and high seas warnings if applicable ....... 1

(o) Aircraft tanking weather conditions ............... 1

(p) Sunrise, sunset, moonrise, and moonset .......... 1

(q) Civil and nautical twilight ........................ 1

(r) Illuminance (LUX Value) ........................... 1

(t) Historical EM Conditions for the strike area .... 1

3. Preparation Phase. In preparation for a brief on environmental conditions over the strike area did division personnel ............. 35

(a) Construct locally analyzed surface weather charts? 2

(b) Obtain upper air soundings and compare them with numerical model guidance ........................................ 2

(c) Prepare synoptic and other weather observations? 2

(d) Receive and interpret satellite imagery? ........... 2

(e) Incorporate reconnaissance, post strike and "All Source" information into the weather forecast? ........ 2

(f) Produce a coverage diagram for all ship and airborne air search radars in the strike? ......................... 2

(g) Produce path-loss diagrams for applicable sensors? 2
(h) Produce predicted counter detection ranges for friendly sensors against threat ES receivers?  2 __

(h) Produce a strike group vulnerability to ES assessment?  2 __

(j) Produce an electronic counter measure (EA) effectiveness prediction for jammers used in the strike  2 __

(k) Produce IR, TV, and Laser strike system guidance?  3 __

(l) Perform the calculations needed for a Tomahawk strike using Tomahawk Strike Derby Time of Flight Correction Formulas?  4 __

(m) Prepare a general environmental message for the current operation?  3 __

(n) Perform a search and rescue (SAR) mission (full credit if output < 9 min)?  5 __

4. Briefing Phase . . . . . . . . . . . . . . . . . . . . . .20

(a) Was a briefing packet available and complete?  3 __

(b) Were briefers knowledgeable in their specific briefing areas?  2 __

(c) Did brief fully cover all environmental factors influencing strike operations in the scenario?  4 __

(d) Was brief concise?  3 __

(e) Did briefers make efficient use of graphic products to make brief informative?  2 __

(f) Were briefers able to answer all questions in their specific briefing areas?  2 __

(g) Were briefers able to make tactical recommendations to warfare commanders based on environmental considerations?  4 __

MAXIMUM SCORE:  100
QUALIFYING SCORE:  80
TOTAL SCORE:  ___
CV SHARP Overview

Why CV SHARP?

CV SHARP was created to:

A. Provide a tool set for planning, scheduling and managing operational training on the carrier

B. Record and report Carrier Operational Training activities over the FRP

C. Provide a more meaningful metric for Operational Training Accomplishment (OTA) to replace the T Pillar in SORTS

D. Provide a phase based metric for OTA – OTA compared to a standard over the FRP

E. Base OTA (previously referred to as Training Readiness) on individual training vice the hull

F. Provide the capability to predict OTA based on available resources and a schedule of training events

G. Report carrier training to DRRS-N

CV SHARP Concept

The basic assumptions for the architecture of CV SHARP relative to recording and measuring OTA are:

A. Training is done by all members of a watch team
   1. 196 Watch Teams
   2. From 66 Watch Team Types

B. Training accomplishment is based on individual training accomplishment aggregated up to the ship level
   1. Individual training accomplishment creates team training accomplishment
   2. Team(s) training accomplishment creates Team Type training accomplishment
   3. Team Type(s) training accomplishment creates PRMAR training accomplishment
   4. PRMAR training accomplishment creates ship training accomplishment

C. A Training and Readiness (T&R) Matrix is used to assign points earned to individuals when Matrix training sub-events are accomplished
   1. Ship’s training periods (FST, TSTA, COMPTUEX, etc) are labeled “events”
   2. The matrix has 307 (current) training “sub-events”
   3. Each sub-event has points assigned in each applicable PRMAR
   4. Each sub-event has associated NMET conditions and standards
D. There are two concepts in CV SHARP that affect how points are earned and maintained (both are discussed in more detail later in this document)

1. Each sub-event in the matrix has a maximum number of times that it can be repeated to gain points

2. Each sub-event in the matrix also has two periodicities associated with it
   a. The learning periodicity is the time window within which the sub-event must be repeated in order to gain points
   b. The maintenance periodicity is the time window within which the sub-event must be repeated in order to maintain points already earned

E. Only core team members points are used calculate OTA

1. Non-core members points held “in reserve” until they fleet up to core status

F. Core member points earned by team type and PRMAR are summed to measure the OTA for individuals, teams, team types, PRMARs and Overall.

G. Absolute Training accomplishment is represented at all levels by a number (%) and a color code (individual, team, team type, PRMAR and ship OVL)

1. The number is the points earned as a percent of the points possible from the T & R Matrix

2. The color code is:
   a. M1 = Green - Trained to undertake the full wartime missions in a specific warfare mission area
   b. M2 = Blue - Trained to undertake most of the wartime missions in a specific warfare mission area
   c. M3 = Yellow - trained to undertake many, but not all portions of the wartime missions in a specific warfare mission area
   d. M4 = Red - Requires additional training in order to undertake its wartime missions in a specific warfare mission area
Refer to Figure 1.0 above for the following discussion.

The inputs to CV SHARP are:

A. Personnel data imported from RADM and additional inputs by the system administrator

B. Training sub events accomplished and logged by watch teams
   1. It is assumed that a designated person will log the sub-events accomplished by the team at the end of the shift
   2. CV SHARP provides a user friendly means of identifying team members and logging sub-events

C. Ship’s schedule
   1. CV SHARP provides a user friendly means of scheduling all ship activities with means of designating if events are shown on the long range calendar, SOE, Green Sheet, Pink Sheet or any combination thereof.

D. Carrier Requirements Page (CRP) inputs
1. Critical Positions - e.g. TAOs, OODs, etc
2. Certifications - e.g. Deck Cert, etc
3. Phase Completions - Sea Trials, TSTA, etc
4. Critical team training - Precision Anchorage, etc

The outputs of CV SHARP are:
A. Sub event accomplishment and performance to DRRS-N
B. Management screens and reports
   1. Long range calendar
   2. SOE, Green Sheet and Pink Sheet
   3. Current Overall OTA to an MCO standard with drill down to PRMAR, team type, team and individual
   4. Gap analysis - who needs additional training
C. Predicted future OTA with drill downs based on current plan or what-if plan
D. Metrics
   1. Phase based OTA by R Month with drill down to PRMAR, team type, team and individual

Using CV SHARP to Manage Operational Training Accomplishment (OTA)

It is a different management process
The concept of reporting ship readiness is based on the readiness of its individual watch teams calls for a shift in mindset about how to manage the training process to achieve the desired OTA result.

The mindset of the past can be summarized as:
A. The ship’s readiness depends on completing the required exercises
B. Even though an exercise may be required to be done multiple times, it only needs to be reported once for the metric (SORTS) to indicate readiness
C. Management’s principal focus is planning and scheduling the required exercises
D. Operational training accomplishment accrues to the ship

The mindset of today may be summarized as:
A. The ship’s readiness depends on training the right people
B. OTA will indicate an acceptable level of training only when the required number of people have been trained to the required level to man the required number of teams
1. Management’s principal focus is:
   2. Planning and scheduling exercises
3. Planning watch teams
C. Operational training accomplishment accrues to individuals
D. Individual training accomplishment provides trained and proficient watch teams
E. Trained and proficient watch teams provide ship readiness
F. Repetitive training does not, in itself, create more readiness

The following discussion assumes that watch teams are logging their completed training events in a timely manner. CV SHARP is installed on the SIPRNET and can be accessed simultaneously from different locations on the ship.

Managing Operational Training Accomplishment (OTA) requires

1. Managing the ship’s schedule (all events) to accomplish needed training
2. Predicting the outcome of the training based on scheduling, resources, people transfers and periodicity expirations
3. Determining the gaps between predicted OTA and a phase based standard
4. Taking corrective action to close the gaps
Refer to Figure 2.0 above for the following discussion.

Managing Operational Training Accomplishment with CV SHARP is an iterative closed loop system. The steps are:
1. Create a schedule of events (SOE)
2. Predict the training accomplishment outcome
3. Identify any gaps and modify the schedule to close those gaps
4. Repeat until a satisfactory outcome is predicted

**Creating the ship’s schedule**
The user will input all ship’s activities into CV SHARP. The user can create unique events or select standard events from a drop down list. The user designates the usage of each event by selecting one or more of the following options:

A. Long range calendar
The long range calendar is shown in a monthly format similar to Microsoft Outlook. The SOE, Green Sheet and Pink Sheet are shown in a standard typical format for those items. All of these can be printed for hard copy.

Templates are provided for some high level training events such as TSTA, Flight Ops, etc. that will decompose those events into the typical sub-event required for that evolution. This detailed schedule can then be modified by the user to accurately address the ship’s specific training needs.

CV SHARP provides the capability to create a what-if schedule that can be fed through the predictor to analyze the impact of different schedules on OTA. The current schedule can be copied into the what-if schedule for a starting point and modified from there or created from scratch. This capability used in conjunction with the Future OTA predictor permits users to identify impact of schedule changes and resource challenges.

A. Enables “what-if drills”
   1. “What is the impact if I can only get you a 19 day COMPTUEX?”
   2. “What if no commercial air services are available for TSTA?”

B. Engages senior leadership on risk magnitude and vector
   1. “I don’t like that answer – take your risk in MIW instead.”

The what-if schedule may be copied into the current schedule if desired.

CV SHARP also provides a schedule conflict resolution capability.

A. Department heads can request training based on a dynamic, full-spectrum visibility of ship’s employment schedule
B. Strike Ops/Ops will arbitrate and amend requests
C. Conflict resolution can occur largely in real time

**Predicting Future OTA**

A. The basis for calculating future OTA is selected by the user to be either the current schedule or the what-if schedule.

B. Future OTA is calculated starting with the current OTA and going forward, the number of months selected by the user.
C. All events in the selected schedule that represent T&R Matrix sub-events are included in the prediction of Future OTA.

D. Prior to running the Predictor, the user must set up a rotation schedule and CRP plan in CV SHARP.

E. The rotation schedule is a table of all team types with the watch length and the rotation starting time (more details later in this document).

F. The Predictor uses the selected schedule and the rotation schedule to determine how to create future watch log entries for individuals based on a set of business rules in CV SHARP.

G. The CRP plan covers the entire FRP and represents the overall plan for the ship for critical items. Actual data is entered as the ship progresses through each R month and is used for current OTA calculations. Planning data is used for predicting Future OTA.

H. The output of the prediction of Future OTA is in the same format as the presentation of current OTA. It is compared to the phase based standard and provides for drill down to the individual level to identify overages and shortfalls. The user can select which R Month to view, either the current R month or some future R Month.

Gap Analysis and Closure
Since the output of the current or predicted OTA is compared to the standard at the Overall, PRMAR, team type, team and individual levels, gaps between the OTA and the standard can be identified. Screens are provided for the user to see what sub-events have been completed and which have not been completed so that the schedule can be modified and a plan built to get on standard.

Once the schedule is modified the prediction can be run again to verify the results and the plan modified again if needed until a workable plan is in place.

Potential Questions About CV SHARP

Q - I completed and logged a sub-event but did not gain any points in the PRMAR
A - Each sub-event has a maximum number of times it can be repeated for points within the periodicity. If the individuals on the team that logged the event had already achieved the maximum points, no points would be gained.
Q – Sometimes, when I conduct and log the same event at different times, I see a different number of points added to the PRMAR.

A – There can be two reasons for this.

1. If some individuals on the teams are at the maximum for points in that sub-event, they will not gain points and the total point gain for the PRMAR will be less than a team where no one has maximum points.

2. If one or more individual’s learning periodicity expires before the next sub-event is conducted, no points will be gained for that individual (see the detailed explanation of periodicity later in this document).

Q – I ran a prediction and then conducted training as planned but the resulting points did not exactly match the prediction.

A – The predictor will not be exact in its prediction because the data that the prediction is based on is not exact. In particular, the watch team that will execute each sub-event and the individuals that make up that team cannot be precisely known. A few of the reasons are:

A. The predictor assumes that the people that need points are the ones that execute the sub-events according to business rules set up for the predictor. This may not always be possible due to watch rotations.

B. There is no detailed future watch bill that the predictor can use to know precisely who will get the points for a given sub-event.

C. Even though all the planned sub-events are completed, if the completion date differs from the assumed date, points may be lost due to periodicity lapses.

CV SHARP Details

OPERATIONAL TRAINING ACCOMPLISHMENT (OTA) METRIC OVERVIEW

At the core of the OTA metric is the Training & Readiness Matrix (T&R Matrix). The carrier T&R Matrix is analogous to the aviation T&R Matrix but deals with the specifics of carrier operations training. The matrix is essentially a list of sub-events with a point value assigned in each related PRMAR. These points form the basis for calculating the OTA.

Each of these sub-events is linked to one or more team types. Only teams that are linked to a sub-event can log that sub-event.

Another key component of the metric is the Carrier Requirements Page (CRP). The OTA % and M Rating is calculated prior to being sent to the CRP. The CRP does not affect the OTA % but may cap the M Rating at a lower level. The CRP never increases the M Rating.
The CRP identifies infrequent but critical events, critical personnel certifications, and FRP training completion gates or milestones. The intent of the CRP is to provide additional thresholds, beyond point accumulation, that must meet before a specific M rating in the related PRMAR(s) is achieved. For example, a ship must complete TSTA/FEP prior to advancing to M3 regardless of its OTA point levels. Another example is the MOB M Rating may be constrained by the number of qualified OODs. The combination of points achieved and CRP are what determine the final OTA.

The concept of operational training accomplishment for carriers is based on individual training accomplishment aggregated up to the ship level.

A. Individual points aggregate to team points
B. Team points aggregate to team type points by PRMAR
C. Team type points aggregate to PRMAR points
D. PRMAR points aggregate to OVL POINTS

In CV SHARP, the teams that are developed to calculate OTA are not always the same composition as those that stand watch. When CV SHARP calculates OTA it groups the most qualified individuals together to form teams that will provide the highest overall values for the ship’s training accomplishment. For example, the first four most highly trained individuals are grouped into an ‘available’ team. The second four most highly trained are grouped into another ‘available’ team. The rationale for this is, if needed, the most qualified people could be brought together to form a qualified and effective team. It also gives the ship management team more flexibility in the assignment of watch individuals.

OPERATIONAL TRAINING ACCOMPLISHMENT (OTA) METRIC DETAILS

The OTA metric is represented at all levels; Individual, Team, Team Type, PRMAR, and Overall, by a number and color code. The number represents points earned as a percentage of points possible from the Training and Readiness (T&R) Matrix. The color code is:

A. M1 = GREEN - Trained to undertake the full wartime missions in a specific warfare mission area
B. M2 = BLUE - Trained to undertake most of the wartime missions in a specific warfare mission area
C. M3 = YELLOW - Trained to undertake many, but not all portions of the wartime missions in a specific warfare mission area
D. M4 = RED - Requires additional training in order to undertake its wartime missions in a specific warfare mission area

This provides a standardized visual presentation of OTA throughout CVSHARP.

M Ratings are based on achieving certain thresholds of OTA %.

A. Individual and Team thresholds are the same for the Team Types they comprise.

B. Team Type thresholds are different because M Ratings for team types are based on the number of teams required to achieve each M Rating. For example, if there are five teams max in the Bridge team type, all five are not required to be M3 in order for the team type to be M3. Only 3 teams may be required to be M3. Therefore the OTA % for three teams at M3 would be much lower than the team M3 threshold since the team type OTA % is based on the achievement of three teams compared to the possible points of five teams. Also, it may be necessary, in some cases, to train more than the minimum number of teams. Other teams must be brought along so that when it is time to include them into the OTA the gap in points is not so great that it can’t be achieved in the time allotted.

C. PRMAR and Overall thresholds are calculated because the Team types that make up a PRMAR, and subsequently the PRMARS that make up Overall readiness, have a number of different thresholds that must be combined into a single threshold range.

CVSHARP implements a system for reporting OTA M Ratings using business rules similar to SORTS (Status of Reporting and Training Status). M Rating is determined by the percentage of points earned versus points available but M Rating values may be capped at a lower value by other conditions:

A. Individual M Ratings are determined by the percentage of points earned.

B. Team M Ratings are determined by the percentage of points earned by the team but may be capped by the core individual’s M Ratings.

C. Team Type M Ratings are determined by the percentage of points earned by the team type but may be capped by the Team M Ratings.

D. PRMAR M Ratings are determined by the percentage of points earned but may be capped by the Team Type M ratings or the Carrier Requirements Page (CRP).

E. CRP may limit the PRMAR M Rating based on factors such as: sufficient numbers of qualified personnel, completed
milestones (deck certification, TSTA, COMPTUEX, JTFX, etc.), and minimum teams with critical training (precision anchorages, vertical replenishment, replenishment at sea, etc.).

M Rating reporting for Teams, Team Types, PRMARs, and Overall ship readiness follow three basic capping rules:

A. If all components of a group have the same M Rating, that is the rating for the group (ex. Three Individuals comprising a three person Team report M1 (GREEN), the Team reports M1 (GREEN).

B. If a single component within a group has the lowest M Rating, the group reports the next higher M Rating from that lowest member e.g. If three out of four Teams comprising a Team Type report M1(GREEN), and the fourth Team reports M3(YELLOW), the Team Type reports M2(BLUE).

C. If two or more components in a group have the lowest M rating, that lower rating is reported for the group e.g. If three out of five Team Types in a PRMAR report M1 (GREEN), and two Team Types report M2(BLUE), the PRMAR reports M2(BLUE).

**EXAMPLE OF OTA CALCULATION, ROLLUP AND CAPPPING**

```
<table>
<thead>
<tr>
<th>Individuals</th>
<th>Teams</th>
<th>Team Type</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calculated Thresholds</td>
<td>Brief/Debrief</td>
<td>Intel Exec</td>
</tr>
<tr>
<td>M1(G) = 80%-100%</td>
<td>40/80 = 50%</td>
<td>45/75 = 60%</td>
</tr>
<tr>
<td>M2(B) = 60%-79%</td>
<td>15/40 = 38%</td>
<td>16/25 = 64%</td>
</tr>
<tr>
<td>M3(Y) = 40%-59%</td>
<td>14/25 = 56%</td>
<td>15/25 = 60%</td>
</tr>
<tr>
<td>M4(R) = 0%-39%</td>
<td>13/20 = 65%</td>
<td>12/25 = 48%</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>INT PRMAR</th>
<th>MIS/TIC</th>
<th>SIAC/TAC</th>
<th>SSES</th>
<th>SUPPLOT</th>
</tr>
</thead>
<tbody>
<tr>
<td>Calculated</td>
<td>161/180 = 88%</td>
<td>39/80 = 49%</td>
<td>57/88 = 65%</td>
<td>22/30 = 73%</td>
</tr>
<tr>
<td>356/533 = 67%</td>
<td>100%</td>
<td>49%</td>
<td>65%</td>
<td>73%</td>
</tr>
</tbody>
</table>

Capped at Yellow (M3) Because of Yellow in two Team Types
```

**Notional Thresholds**
- M1(G) = 70%-100%
- M2(B) = 45%-70%
- M3(Y) = 23%-45%
- M4(R) = 0%-23%
Figure 2.0 Operational Training Calculation Illustration

Figure 2 illustrates an example of the training accomplishment metric rollup for the INT PRMAR. The following discussion goes through an example in this figure to demonstrate the calculation, rollup, and capping dynamics discussed above.

A. In the first column, Individuals, in the top row, four individuals are represented at various levels of training accomplishment. The points illustrated are the result of logging completion of training sub-events linked to the INT PRMAR. In this example, the possible number of points available to an individual is 20. Thus individual one, with 10 points accomplished, has 50% of the possible. The Notional Thresholds on the left determine the color code of each individual.

B. Keep in mind that CV SHARP will create ‘available’ teams from these four individuals.

C. In the second column, Teams, two ‘available’ teams have been formed – one from individuals two and three totaling 25 points and another from individuals one and four totaling 15 points. The sum of the possible points for each two person team is in the denominator and the sum of the points accomplished is in the numerator. Use the same Notional Thresholds table to derive the color code for each of the two teams resulting in one blue, the other red.

D. In the third column, Team Type, the numerator and denominator are summed as before, for both teams in the team type. The result, 50%, would qualify for a blue accomplishment indicator based on the Thresholds table at the bottom of the figure. Yet the team type is capped at yellow following the business rules outlined above, in this case, “If a single component within a group has the lowest M Rating, then the group reports the next higher M Rating from that lowest member.”

That Brief/Debrief team contributes as one of 6 team types in the INT PRMAR. Summing the denominators and numerators for all six yields an OTA percentage of 67% for the INT PRMAR. The Threshold table in the upper right of the figure indicates 67% qualifies as M2 or blue. But two of the contributing team types are yellow or M3 so the overall INT PRMAR value is capped at M3 following the capping rules outlined above. This value is then applied into the CRP for additional threshold measurement as discussed previously.

In the actual use of CV SHARP as a management tool, situations like the one above, where training accomplishment percentage indicates a higher rating but the capping rules reduce the rating, are
highlighted for the management team to take the appropriate actions required to remedy the capping situation.

CARRIER REQUIREMENTS PAGE - EXAMPLE

The CRP provides additional thresholds, beyond point accumulation, that the ship must meet before it achieves a specific readiness standard. The CRP may serve to cap an M rating or color code if the requirements within it are not satisfied. But there will be no cases where a CRP will serve to raise an M rating beyond that designated by the level of training accomplishment. Figure 3 illustrates a simplified picture of the CRP to indicate how it is used within CV SHARP. The actual CRP is more detailed.

<table>
<thead>
<tr>
<th>CRITICAL POSITIONS</th>
<th>CERTIFICATIONS</th>
<th>PHASE COMPLETION</th>
<th>CRITICAL TEAM TRAINING</th>
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<tbody>
<tr>
<td>i.e. TAOS</td>
<td>i.e. Flight Deck Cert</td>
<td>i.e. TSTA/FEP</td>
<td></td>
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<tr>
<td>M1</td>
<td>Yes</td>
<td>Yes</td>
<td>Yes</td>
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<tr>
<td>M2</td>
<td>Yes</td>
<td>Yes</td>
<td>No</td>
</tr>
<tr>
<td>M3</td>
<td>Yes</td>
<td>Yes</td>
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<table>
<thead>
<tr>
<th>NOTA Standard Preliminary OTA Final OTA</th>
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</thead>
<tbody>
<tr>
<td>AAW 44% 44% 43% Yes No No</td>
</tr>
<tr>
<td>ASU 45% 41% 45% No No No</td>
</tr>
<tr>
<td>ASW 11% 11% 11% No No No</td>
</tr>
<tr>
<td>AFW 70% 75% No No No</td>
</tr>
<tr>
<td>C2W 46% 52% No No No</td>
</tr>
<tr>
<td>CCC 58% 55% No No No</td>
</tr>
<tr>
<td>INT 40% 41% No No No</td>
</tr>
<tr>
<td>M3 56% 53% Yes Yes Yes</td>
</tr>
<tr>
<td>MOB 46% 49% 46% Yes Yes No</td>
</tr>
<tr>
<td>MOS 40% 42% 40% No 40% 42% MOB</td>
</tr>
<tr>
<td>STW 25% 27% No No No</td>
</tr>
</tbody>
</table>

Overall Points Earned: 438.94 Possible Points: 12771.9

Figure 3 Simplified CRP

Starting from the left column this picture illustrates:
A. The 11 PRMARS
B. The OTA standard for each PRMAR to be achieved at this point in the training cycle
C. The preliminary OTA calculated for each of the PRMARS as described in the prior section
D. The critical positions requirement for each M level, in this case, three TAO’s would satisfy the requirement for M2
E. Certifications required for each M level, in this example flight deck certification is required for any level beyond M4 and is shown to be completed
F. Phase completions required – in the example TSTA/FEP is required to achieve M3 but has not yet been completed
G. Critical team training required – figure 3 shows precision anchorage has been completed although it is a requirement for only M1 level

H. The OTA standard is repeated for comparison to the next column

I. Final OTA column shows the final OTA by PRMAR – in this illustration all PRMARS except MOS are red, M4, because TSTA/FEP is a requirement and it is not yet complete. The MOS PRMAR is yellow, M3, because it is not capped by TSTA/FEP and the OTA accomplishment exceeds the standard required for an M3 or yellow rating.

In this example, the rating will no longer be capped by TSTA/FEP incomplete once that phase of training has been successfully completed. Other requirements may still serve to cap the rating however.

**PHASE BASED OTA – EXAMPLE**

The second column of Figure 3 illustrates the OTA standard for each PRMAR to be achieved on an absolute basis, i.e. regardless of what R month the ship is at within the Fleet Response Training Plan (FRTP). The ship’s OTA is also measured relative to its R month position in the FRTP. The concept of a standard by point within the FRTP is driven by the requirement to achieve training readiness by the scheduled time and to do so in a cost-wise way. Under training jeopardizes the schedule, over training wastes resources.

The example in Figure 3 shows the rating capped by a lack of TSTA/FEP completion. The next example, illustrated in Figure 4, will demonstrate how phase based OTA is calculated.
The top left column is the final points based OTA, by PRMAR, calculated on an absolute basis based on points earned. It is compared to the column below it, the Training Accomplishment standard by PRMAR, by month. For each PRMAR and Overall (OVL) the comparison puts the point based OTA in the numerator and the standard in the denominator and calculates the percentage over or under standard. Based on that percentage, the PRMARs and OVL are assigned an M rating based on the R month position in the FRTP. See the green, yellow, red table in the upper right of figure 4 for an example.

PERIODICITY OF TRAINING

The shift to the individual watch stander based reporting of CV SHARP also requires a shift in training periodicities tracked by the carrier. In the past, completing events within the Fleet Exercise Plan (FXP) timeline (120 days for example) was enough to maintain overall ship’s readiness. With CV SHARP, each individual must log a certain number of events within set timelines in order to obtain, and then maintain readiness points. This may result in a greater number of events required as one event does not reset the timeline for the entire ship. Each event that an individual logs as a member of a watch team has a learning period and a maintenance period. There are a
maximum number of events that will earn training accomplishment points within these periods. The learning period is a set number of days that begins when an event is logged. That same event must be logged within the learning period to earn additional training accomplishment points provided the maximum has not been reached. Events logged outside the learning period, but within the maintenance period, earn no additional readiness points but maintain the existing point level and reset the start of the maintenance period. If no event is logged within the maintenance period, points for one event are lost and the maintenance period start is reset to correspond to the end of the previous maintenance period. If the event is logged within a learning period of time the lost points may be regained. Logging the event in the maintenance period for that event maintains the point level, i.e. no additional points lost, but also none gained. To summarize:

A. Learning and maintenance periods will vary by sub-event.
B. Training accomplishment points are earned for events completed and logged within the learning period from a prior completion of the event.
C. Maintenance periods are longer than learning periods and completion of an event within the maintenance period sustains the existing point level and resets the maintenance period.
D. Failure to complete and log an event during the maintenance period will result in the loss of point’s equivalent to one event.
E. No points are awarded for any events logged that exceed the maximum number of events threshold for an individual.

The learning and maintenance period approach to periodicity of training accomplishment, capped by a maximum number of point earning events in any period, is consistent with the requirement to achieve training readiness by the scheduled time and to do so in a cost-wise way. As discussed in phase-based training accomplishment, under training jeopardizes training readiness and the schedule, over training wastes resources. Further, over training a narrow range of individuals may jeopardize the ships accomplishment metric later in the FRTP as the T & R Matrix may call for an increased number of watch teams to meet standards.

**LINKAGE TO DRRS-N**

DRRS-N is an OSD-sponsored initiative, with the Commander Fleet Forces Command (CFFC) as executive agent. The initiative is designed to migrate reporting away from Status of Resources and Training System (SORTS), a completion-based reporting system, toward a capability-based assessment. Capability-based
assessments are grounded in the Navy Mission Essential Tasks (NMETs).

Although there are two data outputs from CV SHARP; one to DRRS-N, and one to the Type Commander (TYCOM) and Naval Aviation Enterprise (NAE), that complexity remains transparent to the user who provides a single data input using CV SHARP. Ships, departments, and divisions plan, and execute training plans using CV SHARP, with the data input being watch logs of completed. This data input centers around completion of required events and capability demonstrations by individuals and watch teams. CV SHARP post-watch inputs are exported and saved to the Aviation Data Warehouse (ADW) via the ship’s SIPRNET Local Area Network (LAN). NTIMS pulls data from the ADW and calculates NMET capability.
### APPENDIX IV ABBREVIATIONS

<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tbody>
<tr>
<td>2-M</td>
<td>Micro-Miniature</td>
</tr>
<tr>
<td>3M</td>
<td>Maintenance and Material Management System</td>
</tr>
<tr>
<td>AAE</td>
<td>Aircraft Armament Equipment</td>
</tr>
<tr>
<td>AAW</td>
<td>Anti-Air Warfare</td>
</tr>
<tr>
<td>ABE</td>
<td>Aviation Boatswains Mate, Catapults and Arresting Gear Operations</td>
</tr>
<tr>
<td>ABF</td>
<td>Aviation Boatswains Mate, Aircraft Fueling Systems</td>
</tr>
<tr>
<td>ABH</td>
<td>Aviation Boatswains Mate, Flight and Hangar Deck Operations</td>
</tr>
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<td>ABT</td>
<td>Automatic Bus Transfer</td>
</tr>
<tr>
<td>A/C</td>
<td>Aircraft</td>
</tr>
<tr>
<td>ACC</td>
<td>Aircraft Controlling Custodian</td>
</tr>
<tr>
<td>ACDS</td>
<td>Advanced Combat Direction System</td>
</tr>
<tr>
<td>ACLS</td>
<td>Automated Carrier Landing System</td>
</tr>
<tr>
<td>ACLS</td>
<td>Advanced Cardiac Life Support</td>
</tr>
<tr>
<td>ACM</td>
<td>Air Combat Maneuvering</td>
</tr>
<tr>
<td>ADDU</td>
<td>Additional Duty</td>
</tr>
<tr>
<td>ADP</td>
<td>Automated Data Processing</td>
</tr>
<tr>
<td>ADPA</td>
<td>American Defense Preparedness Association</td>
</tr>
<tr>
<td>ADTT</td>
<td>Air Department Training Team</td>
</tr>
<tr>
<td>AESS</td>
<td>Automatic Electronic Switching System</td>
</tr>
<tr>
<td>AFFF</td>
<td>Aqueous Film Forming Foam</td>
</tr>
<tr>
<td>AFOSS</td>
<td>Aviation Fuels Operational Sequencing System</td>
</tr>
<tr>
<td>AIC</td>
<td>Air Intercept Control</td>
</tr>
<tr>
<td>AIHA</td>
<td>American Industrial Hygiene Association</td>
</tr>
<tr>
<td>AIMD</td>
<td>Aircraft Intermediate Maintenance Department</td>
</tr>
<tr>
<td>ALRE</td>
<td>Aircraft Launch Recovery Equipment</td>
</tr>
<tr>
<td>ALREMP</td>
<td>Aircraft Launch and Recovery Equipment Maintenance Program</td>
</tr>
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<td>AMI</td>
<td>Aviation Maintenance Inspection</td>
</tr>
<tr>
<td>AMR</td>
<td>Auxiliary Machinery Room</td>
</tr>
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<td>AMRR</td>
<td>Aircraft Maintenance Readiness Report</td>
</tr>
<tr>
<td>AMSR</td>
<td>Aviation Maintenance Supply Readiness</td>
</tr>
<tr>
<td>AOC</td>
<td>Association of Old Crows</td>
</tr>
<tr>
<td>AOR</td>
<td>Area of Responsibility</td>
</tr>
<tr>
<td>AORR</td>
<td>Aviation Ordnance Readiness Review</td>
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<tr>
<td>ASMD</td>
<td>Anti-Ship Missile Defense</td>
</tr>
<tr>
<td>ASTAC</td>
<td>Anti-Submarine Tactical Air Controller</td>
</tr>
<tr>
<td>ASFP</td>
<td>At Sea Fire Party</td>
</tr>
<tr>
<td>ASMAT</td>
<td>Afloat Supply Management Assist Team</td>
</tr>
<tr>
<td>ASW</td>
<td>Anti-Submarine Warfare</td>
</tr>
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<td>Anti-Submarine Warfare Officer</td>
</tr>
<tr>
<td>AT</td>
<td>Anti-Terrorism</td>
</tr>
<tr>
<td>AT/FP</td>
<td>Anti-Terrorism /Force Protection</td>
</tr>
<tr>
<td>Abbreviation</td>
<td>Full Form</td>
</tr>
<tr>
<td>--------------</td>
<td>-----------</td>
</tr>
<tr>
<td>ATE</td>
<td>Automated Test Equipment</td>
</tr>
<tr>
<td>ATG</td>
<td>Afloat Training Group</td>
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<tr>
<td>ATO</td>
<td>Air Tasking Order</td>
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<tr>
<td>ATO</td>
<td>Anti-terrorism Officer</td>
</tr>
<tr>
<td>ATP</td>
<td>Allied Tactical Publication</td>
</tr>
<tr>
<td>ATTO</td>
<td>Anti-Terrorism Training Officer</td>
</tr>
<tr>
<td>ATTS</td>
<td>Anti-Terrorism Training Supervisor</td>
</tr>
<tr>
<td>AW</td>
<td>Air Warfare</td>
</tr>
<tr>
<td>AWC</td>
<td>Air Warfare Commander</td>
</tr>
<tr>
<td>AWM</td>
<td>Awaiting Maintenance</td>
</tr>
<tr>
<td>AWP</td>
<td>Awaiting Parts</td>
</tr>
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<td>AWSE</td>
<td>Airborne Weapons Support Equipment</td>
</tr>
<tr>
<td>BB</td>
<td>Bottom Bounce</td>
</tr>
<tr>
<td>BDS</td>
<td>Battle Dressing Station</td>
</tr>
<tr>
<td>BFIMA</td>
<td>Battle Force Intermediate Maintenance Activity</td>
</tr>
<tr>
<td>BFTT</td>
<td>Battle Force Tactical Trainer</td>
</tr>
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<td>BGIE</td>
<td>Battle Group Inport Exercise</td>
</tr>
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<td>BOSS</td>
<td>Buy Our Spares Smartly</td>
</tr>
<tr>
<td>BUMED</td>
<td>Bureau of Medicine</td>
</tr>
<tr>
<td>C2F</td>
<td>Commander Second Fleet</td>
</tr>
<tr>
<td>C3F</td>
<td>Commander Third Fleet</td>
</tr>
<tr>
<td>C5F</td>
<td>Commander Fifth Fleet</td>
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<tr>
<td>C6F</td>
<td>Commander Sixth Fleet</td>
</tr>
<tr>
<td>C7F</td>
<td>Commander Seventh Fleet</td>
</tr>
<tr>
<td>C2P</td>
<td>Command Control Processor</td>
</tr>
<tr>
<td>C2X</td>
<td>Composite Training Unit Exercise (COMPTUEX)</td>
</tr>
<tr>
<td>C4I</td>
<td>Command, Control, Communications, Computer and Intelligence</td>
</tr>
<tr>
<td>C5I</td>
<td>Command, Control, Communications, Computer, Combat Systems and Intelligence</td>
</tr>
<tr>
<td>CAMSEE</td>
<td>Combined Aircraft Maintenance/Supply Effectiveness</td>
</tr>
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<td>CANN</td>
<td>Cannibalization</td>
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<td>CAP</td>
<td>Combat Air Patrol</td>
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<td>CART</td>
<td>Command Assessment of Readiness and Training</td>
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<td>CASREP</td>
<td>Casualty Report</td>
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<td>CATCC</td>
<td>Carrier Air Traffic Control Center</td>
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<td>CATCC DAIR</td>
<td>Carrier Air Traffic Control Center Direct Altitude and Identity Readout</td>
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<tr>
<td>CBR</td>
<td>Chemical, Biological, Radiological</td>
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<td>CBR-D</td>
<td>Chemical, Biological, Radiological Defense</td>
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<td>Contamination Control Area</td>
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<td>Compartment Check-Off Lists</td>
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<td>CCP</td>
<td>Central Charging Panel</td>
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<tr>
<td>CDC</td>
<td>Combat Direction Center</td>
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</table>
CDCWO  Combat Direction Center Watch Officer
CDLMS  Common Data Link Management System
CDO    Command Duty Officer
CDP    Cross-Deck Pendant
CEC    Cooperative Engagement Capability
CEMAT  Carrier Engineering Maintenance Assistance Team
CFA    Cognizant Field Activity
CFFC   Commander Fleet Forces Command
Chem/Radcon Chemical Radiation Control
CHENG  Chief Engineer
CHRIMP Consolidated Hazardous Material Reutilization and Inventory Management Program.
CHT    Collection, Holding and Transfer
CIN    Course Identification Number
CINC   Commander in Chief
CIWS   Close In Weapons System
C/M-rating Overall Status Category/Mission Area Rating
CMEA   Cognizant Maintenance Engineering Activity
CMS    Communications Security Material System
CNAF   Commander Naval Air Forces
CND    Computer Network Defense
CNSF   Commander Naval Surface Forces
CNO    Chief of Naval Operations
CO2    Carbon Dioxide
COG    Cognizant Authority
COH    Complex Overhaul
CSG    Commander Strike Group
COMPEX Competitive Exercises
COMPTUEX Composite Training Unit Exercise
COMSEC Communications Security
CONFLAG Conflagration
CONUS  Continental United States
COSAL  Coordinated Shipboard Allowance
COSR   Conventional Ordnance Safety Review
CNC CAD/CAM Computer Numerical Code Computer Aided
CRC    Communications Readiness Certification
CSE    Crypto Stimulator Exercise
CSMO   Combat Systems Maintenance Officer
CSO    Combat Systems Officer
CSOOW  Combat Systems Officer of the Watch
CSOSS  Combat Systems Operational Sequencing System
CSRA   Combat Systems Readiness Assessment
CSTP   Combat Systems Techniques and Procedures
CSTT   Combat Systems Training Team
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
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<tr>
<td>CTO/R/M</td>
<td>Cryptologic Technician Communication/Collection/Technical</td>
</tr>
<tr>
<td>CSG</td>
<td>Carrier Strike Group</td>
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<tr>
<td>CV-TSC</td>
<td>Carrier Tactical Support Center</td>
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<td>CVW</td>
<td>Carrier Wing</td>
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<td>Conventional Weapons Technical Proficiency Inspection</td>
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<td>Convergence Zone</td>
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<td>Demand Assigned Multiple Access</td>
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<td>Digital Dead Reckoning Tracer</td>
</tr>
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<td>Destroyer Squadron</td>
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<tr>
<td>DIFAR</td>
<td>Direction Finding and Ranging</td>
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<td>Deck Landing Qualification</td>
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<td>Data Link Reference Point</td>
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<td>Direct Path</td>
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<tr>
<td>DRT</td>
<td>Dead Reckoning Tracer</td>
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<tr>
<td>DSCS</td>
<td>Defense Satellite Communication System</td>
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<td>DSMAC</td>
<td>Digital Scene Matching Area Correlator</td>
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<td>Division Safety Petty Officer</td>
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<td>Detect to Engage</td>
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<td>Electronic Attack</td>
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<td>Emergency Action Message</td>
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<td>EAOS</td>
<td>End Active Obligated Service</td>
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<td>Enlisted Aviation Warfare Specialist</td>
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<td>Emergency Diesel Generator</td>
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<td>Engineering Department Manual for Naval Nuclear Propulsion Plants</td>
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<td>Emergency Escape Breathing Device</td>
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<td>Engineering Operational Casualty Control</td>
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<td>Explosive Safety Technical Assist</td>
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<td>ESWL</td>
<td>Enlisted Surface Warfare Specialist</td>
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</table>
ETMS  Enterprise Training Management System
ETT  Engineering Training Team
EW  Electronics Warfare
EWTGLANT  Expeditionary Warfare Training Group Atlantic
EWTGPAC  Expeditionary Warfare Training Group Pacific
FACCON  Facilities Control Center
FARP  Fighter Advanced Readiness Program
FBP  Final Battle Problem
FDNF  Forward Deployed Naval Force
FEP  Final Evaluation Period
FLIR  Forward Looking Infrared
FLTBCST  Fleet Broadcast
FLTMPs  Fleet Training Management Planning System
FMC  Fully Mission Capable
FOD  Foreign Object Damage
FPAV  Force Protection Assist Visit
FPO  Force Protection Officer
FPTT  Force Protection Training Team
FRS  Fleet Replacement Squadron
FRSCQ  Fleet Replacement Squadron Carrier Qualification
FRP  Fleet Response Plan
FRTP  Fleet Readiness Training Plan
FSA  Fleet Support Activity
FTS  Fleet Training Strategy
FTSCLANT  Fleet Technical Support Center Atlantic
FTSCPAC  Fleet Technical Support Center Pacific
FST  Fleet Synthetic Training
FWST  Fleet Weapons Support Team
FXP  Fleet Exercise Publication
GAAC  Geographic Area Assignment Coordinator
GCCS  Global Command Control System
GFE  Gas Free Engineer
GINO  General Purpose Electronic Test Equipment Initial Outfitting
GMT  General Military Training
GPETE  General Purpose Electronic Test Equipment
GQ  General Quarters
GRP  Glass Reinforced Plastic
HAZMAT  Hazardous Material
HAZMINCEN  Hazardous Material Minimization Centers
HERO  Hazardous Electromagnetic Radiation Ordnance
HF  High Frequency
HMC&M  Hazardous Material Control and Management
HICS  Hazardous Material Inventory Control System
HM&E  Hull Mechanic and Electrical
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>HP</td>
<td>High Pressure</td>
</tr>
<tr>
<td>IA</td>
<td>Information Assurance</td>
</tr>
<tr>
<td>IBFT</td>
<td>Integrated Battle Force Training</td>
</tr>
<tr>
<td>ICAV</td>
<td>Inspections, Certifications, Assessments, and Assist Visits</td>
</tr>
<tr>
<td>IFF</td>
<td>Identification Friend Foe</td>
</tr>
<tr>
<td>IET</td>
<td>Inport Emergency Team</td>
</tr>
<tr>
<td>IFSEA</td>
<td>International Food Service Executive Association</td>
</tr>
<tr>
<td>ILARTS</td>
<td>Integrated Launch &amp; Recovery TV Surveillance System</td>
</tr>
<tr>
<td>IMA</td>
<td>Intermediate Maintenance Activity</td>
</tr>
<tr>
<td>IMRL</td>
<td>Individual Material Repair List</td>
</tr>
<tr>
<td>INSURV</td>
<td>Board of Inspection and Survey</td>
</tr>
<tr>
<td>IR</td>
<td>Infrared</td>
</tr>
<tr>
<td>ISAR</td>
<td>Inverse Synthetic Aperture Radar</td>
</tr>
<tr>
<td>ISE</td>
<td>Independent Steaming</td>
</tr>
<tr>
<td>ISEA</td>
<td>In-Service Engineering Activity/Agent</td>
</tr>
<tr>
<td>ISIC</td>
<td>Immediate Superior in Command</td>
</tr>
<tr>
<td>IT</td>
<td>Information Technology</td>
</tr>
<tr>
<td>IIT</td>
<td>Integrated Training Team</td>
</tr>
<tr>
<td>IW</td>
<td>In Work</td>
</tr>
<tr>
<td>JBD</td>
<td>Jet Blast Deflectors</td>
</tr>
<tr>
<td>JFACC</td>
<td>Joint Force Air Component Commander</td>
</tr>
<tr>
<td>JFMCC</td>
<td>Joint Forces Maritime Component Commander</td>
</tr>
<tr>
<td>JFMM</td>
<td>Joint Fleet Maintenance Manual</td>
</tr>
<tr>
<td>JMETL</td>
<td>Joint Mission Essential Task Listing</td>
</tr>
<tr>
<td>JNL</td>
<td>JTIDS Network Library</td>
</tr>
<tr>
<td>JOOD</td>
<td>Junior Officer of the Deck</td>
</tr>
<tr>
<td>JOOW</td>
<td>Junior Officer of the Watch</td>
</tr>
<tr>
<td>JQR</td>
<td>Job Qualification Requirement</td>
</tr>
<tr>
<td>JTF</td>
<td>Joint Task Force</td>
</tr>
<tr>
<td>JTFEX</td>
<td>Joint Task Force Exercise</td>
</tr>
<tr>
<td>JTIDS</td>
<td>Joint Tactical Information Distribution System</td>
</tr>
<tr>
<td>L/L</td>
<td>Long Look</td>
</tr>
<tr>
<td>LOA</td>
<td>Light-Off Assessment</td>
</tr>
<tr>
<td>LOFAR</td>
<td>Low Frequency Acquisition and Ranging</td>
</tr>
<tr>
<td>LP</td>
<td>Low Pressure</td>
</tr>
<tr>
<td>LSO</td>
<td>Landing Signal Officer</td>
</tr>
<tr>
<td>MACHALT</td>
<td>Machine Alteration</td>
</tr>
<tr>
<td>MAF</td>
<td>Maintenance Action Form</td>
</tr>
<tr>
<td>MCA</td>
<td>Mid Cycle Assessment</td>
</tr>
<tr>
<td>MCA</td>
<td>Material Condition Assessment</td>
</tr>
<tr>
<td>METOC</td>
<td>Meteorological/Oceanographic</td>
</tr>
<tr>
<td>MEU</td>
<td>Marine Expeditionary Unit</td>
</tr>
<tr>
<td>MMR</td>
<td>Main Machinery Room</td>
</tr>
<tr>
<td>MOTT</td>
<td>Mobile Ordnance Training Team</td>
</tr>
<tr>
<td>MOVLAS</td>
<td>Manual Operated Visual Landing Air System</td>
</tr>
</tbody>
</table>
MOVREP   Movement Report
MPI    Missile Pre-Sentencing Inspection
MRA    Mine Readiness Assessment
MRC    Maintenance Requirement Card
MRCI    Mine Readiness Certification Inspection
MRI    Medical Readiness Inspection
MRM    Monthly Readiness Management
MSI    Missile Sentencing Inspection
MSI    Marine Safety International
MSL    Missile
MSSR    Magazine Sprinkler System Review
MTT    Medical Training Team
MTT    Mobile Training Team
NAMP    Naval Aviation Maintenance Program
NAMTRAGRU Naval Aviation Maintenance Training Group
NATOPS    Naval Air Training and Operations Procedures Standardization Program
NAVEDTRA Naval Education and Training
NAWCAD    Naval Air Warfare Center Weapons Division
NAVICP    Naval Inventory Control Point
NAVMACS Naval Modular Communications System
NAVOSH    Navy Occupational Safety and Health
NAVSAFECEm    Navy Safety Center
NAVSURFWARCEm    Naval Surface Warfare Center
NCIS    Naval Criminal Investigative Service
NCTE    Naval Continuous Training Environment
NEC    Navy Enlisted Classification
NEPMU    Naval Environmental & Preventive Medicine Unit
NETC    Naval Education and Training Command
NETPDTC Naval Education and Training Professional Development and Technology Center
NFC    Numbered Fleet Commander
NIXIE    Torpedo Countermeasure System
NMCS    Not Mission Capable Supply
NMETL    Navy Mission Essential Task List
NOBC    Navy Officer Billet Code
NOK    Next of Kin
NPEEB    Nuclear Propulsion Examining Boards
NPMTT    Nuclear Power Mobile Training Teams
NPTM    Nuclear Power Training Manual
NRTC    Nonresident Training Courses
NRTP    Navy Tactical Reference Publication
NSF    Navy Security Force
NSWCCD    Naval Surface Warfare Center Detachment
NSSMS    NATO Sea Sparrow Missile System
<table>
<thead>
<tr>
<th>Abbreviation</th>
<th>Description</th>
</tr>
</thead>
<tbody>
<tr>
<td>NTIMS</td>
<td>Naval Training Improvement Management System</td>
</tr>
<tr>
<td>NTTP</td>
<td>Navy Tactic, Techniques, and Procedures</td>
</tr>
<tr>
<td>NTTS</td>
<td>Non-Traditional Training Sites</td>
</tr>
<tr>
<td>NSST</td>
<td>Navigation Seamanship and Shiphandling Trainer</td>
</tr>
<tr>
<td>NWP</td>
<td>Naval Warfare Publication</td>
</tr>
<tr>
<td>O2N2</td>
<td>Oxygen-Nitrogen</td>
</tr>
<tr>
<td>OA</td>
<td>Oceanography Afloat</td>
</tr>
<tr>
<td>OASD</td>
<td>Office Assistant Secretary of Defense</td>
</tr>
<tr>
<td>OBA</td>
<td>Oxygen Breathing Apparatus</td>
</tr>
<tr>
<td>OCSOT</td>
<td>Overall Combat Systems Operability Test</td>
</tr>
<tr>
<td>OCE</td>
<td>Officer Conducting Exercise</td>
</tr>
<tr>
<td>OHSAT</td>
<td>Ordnance Handling Safety and Assistance Team</td>
</tr>
<tr>
<td>OJT</td>
<td>On-the-Job Training</td>
</tr>
<tr>
<td>OLV</td>
<td>On Line Verification</td>
</tr>
<tr>
<td>OOD</td>
<td>Officer of the Deck</td>
</tr>
<tr>
<td>OPAREA</td>
<td>Operating Area</td>
</tr>
<tr>
<td>OPCON</td>
<td>Operational Control</td>
</tr>
<tr>
<td>OPINTEL</td>
<td>Operational Intelligence</td>
</tr>
<tr>
<td>OPORD</td>
<td>Operation Order</td>
</tr>
<tr>
<td>OPREP</td>
<td>Operational Report</td>
</tr>
<tr>
<td>OPSKED</td>
<td>Operational Schedule</td>
</tr>
<tr>
<td>OPTEMPO</td>
<td>Operations Tempo</td>
</tr>
<tr>
<td>ORM</td>
<td>Operational Risk Management</td>
</tr>
<tr>
<td>ORSE</td>
<td>Operational Reactor Safeguards Examination</td>
</tr>
<tr>
<td>OTAR</td>
<td>Over the Air Rekey</td>
</tr>
<tr>
<td>OPTASK</td>
<td>Operational Task</td>
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<tr>
<td>OTAT</td>
<td>Over the Air Transfer</td>
</tr>
<tr>
<td>OTCIXS</td>
<td>Officer in Tactical Command Information Exchange System</td>
</tr>
<tr>
<td>OTH</td>
<td>Over The Horizon</td>
</tr>
<tr>
<td>PCO</td>
<td>Prospective Commanding Officer</td>
</tr>
<tr>
<td>PDS</td>
<td>Practice Dangerous to Security</td>
</tr>
<tr>
<td>PEB</td>
<td>Propulsion Examining Board</td>
</tr>
<tr>
<td>PHS&amp;T</td>
<td>Packaging Handling, Shipping and Transportation</td>
</tr>
<tr>
<td>PIA</td>
<td>Planned Incremental Availability</td>
</tr>
<tr>
<td>PID</td>
<td>Personal Injury Death</td>
</tr>
<tr>
<td>PKP</td>
<td>Purple &quot;K&quot; Powder</td>
</tr>
<tr>
<td>PMCS</td>
<td>Partial Mission Capable Supply</td>
</tr>
<tr>
<td>PMS</td>
<td>Planned Maintenance System</td>
</tr>
<tr>
<td>POA&amp;M</td>
<td>Plan of Actions &amp; Milestones</td>
</tr>
<tr>
<td>POM</td>
<td>Preparation Overseas Movement</td>
</tr>
<tr>
<td>PORSE</td>
<td>Post-Overhaul Reactor Safeguards Examination</td>
</tr>
<tr>
<td>POT&amp;I</td>
<td>Pre-Overhaul Test &amp; Inspection</td>
</tr>
<tr>
<td>PPDT</td>
<td>Propulsion Plant Drill Team</td>
</tr>
<tr>
<td>PPWO</td>
<td>Propulsion Plant Watch Officer</td>
</tr>
<tr>
<td>PQS</td>
<td>Personnel Qualification Standards</td>
</tr>
<tr>
<td>PRD</td>
<td>Periodic Rotation Date</td>
</tr>
</tbody>
</table>
PUBEX | Publication Exercise
---|---
QA | Quality Assurance
Q/L | Quicklook
QMCS | Quality Monitoring and Control Subsystem
R/T | Receive/Transmit
RADC | Regional Air Defense Commander
RAS | Replenishment At Sea
REPEX | Repetitive Readiness Exercises
REXTORP | Recovery Exercise Torpedo
RF | Radio Frequency
RNSSM | Reach NATO Seasparrow Missile
RO | Reactor Officer
ROC/POE | Required Operational Capabilities/Projected Operating Environment
RPOOL | Rotational Pool
RSE | Reactor Safeguards Examination
RTA | Reactor Training Assistance
RZHC | Remote Secure Handset Channelizer
RZHS | Remote Secure Handset Stand-Alone
RZMS | Remote Secure Mounted Speaker
S/P | Sound Powered
SADC | Sector Air Defense Commander
SAMI | Small Arms Marksmanship Instructor
SAR | Search and Rescue
SAREX | Search and Rescue Exercise
SAS | Single Audio System
SATCOM | Satellite Communications
SATVUL | Satellite Vulnerability
SBTT | Shipboard Training Team
SCAC | Sea Combat Air Controller
SCBA | Self Contained Breathing Apparatus
SCI | Sensitive Compartmented Information
SCIR | Subsystem Capability Impact Reporting
SE | Support Equipment
SECON | Secondary Conning Station
SEDC | Senior Enlisted Damage Control
SESI | Shipboard Explosive Safety Inspection
SESS | Signals Exploitation Secure Space
SFARP | Strike Fighter Advanced Readiness Program
SG | Strike Group
SHF | Super High Frequency
SHIPALT | Ship Alteration
SHKDN | Shakedown
SINS | Ships Internal Navigation System
SLEP | Service Life Extension Program
SMA | Supply Management Assessment
SMO    Senior Medical Officer
SMI    Supply Management Inspection
SN DL Standard Navy Distribution List
SNTT Seamanship/Navigation Training Team
SOCEX Special Operations Capability Exercise
SOE    Schedule of Events
SOFAR Sound Fixing and Ranging
SOOT  Senior Officer Observer Team
SOP    Standard Operating Procedure
SORM  Ship’s Organization Regulations Manual
SORTS Status of Resources and Training System
SPAWAR Space and Naval Warfare Systems
SPETERL Ship’s Portable Electrical/Electronic Test Equipment Requirements List
SRA    Selected Restricted Availability
SSC    Skill Specialty Code
SSDS  Ship’s Self Defense System
SSO    Ship’s Security Officer
STAAT Security, Training, Assistance and Assessment Teams
STO    Systems Test Officer
STREAM Standard Tension Replenishment Alongside Method
STW    Strike Warfare
STWC  Strike Warfare Commander
SUW    Surface Warfare
SWO   Surface Warfare Officer
SWTP  Standardized Weapons Training Plan
SYSCON Systems Control
TACAN Tactical Aircraft Navigation Aid
TACCO Tactical Coordinating Officer
TACON Tactical Control
TADIXS Tactical Digital Information Exchange System
TAO    Tactical Action Officer
TAS    Target Acquisition System
TAV    Technical Assist Visit
TCQ    TYCOM Carrier Qualification
TDL    Tactical Data Link
TEPP  Tomahawk Employment Planning Package
TESS  Tactical Environmental Support System
TLO    Training Liaison Officer
TMPS  Theater Mission Planning System
TOD    Time of Day
TOP    Tactical Operations Plot
TOT    Time on Target
TOV   TADIL Operational Verification
TRA   Torpedo Readiness Assessment
TRAMAN Training Manual
TRAREP Training Report
<table>
<thead>
<tr>
<th>TRE</th>
<th>Training Readiness Evaluation</th>
</tr>
</thead>
<tbody>
<tr>
<td>TRMS</td>
<td>TYCOM Readiness Management System</td>
</tr>
<tr>
<td>TSC</td>
<td>Training Support Center (-Region)</td>
</tr>
<tr>
<td>TSD</td>
<td>Training Support Detachment (-Region)</td>
</tr>
<tr>
<td>TSEC</td>
<td>Transmission Security</td>
</tr>
<tr>
<td>TSSE</td>
<td>Total Ship Survivability Exercise</td>
</tr>
<tr>
<td>TSTA</td>
<td>Tailored Ships Training Availability</td>
</tr>
<tr>
<td>TWCS</td>
<td>Tomahawk Weapon Control System</td>
</tr>
<tr>
<td>TYCOM</td>
<td>Type Commander</td>
</tr>
<tr>
<td>UHF</td>
<td>Ultra High Frequency</td>
</tr>
<tr>
<td>UD</td>
<td>Underway Demonstration</td>
</tr>
<tr>
<td>Ult</td>
<td>Unit Level Training</td>
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<tr>
<td>UNREP</td>
<td>Underway Replenishment</td>
</tr>
<tr>
<td>USW</td>
<td>Under Sea Warfare</td>
</tr>
<tr>
<td>USWC</td>
<td>Undersea Warfare Commander</td>
</tr>
<tr>
<td>VERTREP</td>
<td>Vertical Replenishment</td>
</tr>
<tr>
<td>VFR</td>
<td>Visual Flight Rules</td>
</tr>
<tr>
<td>VIDS</td>
<td>Visual Information Display System</td>
</tr>
<tr>
<td>WSAT</td>
<td>Weapons Safety Assistance Team</td>
</tr>
<tr>
<td>WTRP</td>
<td>Watch Team Replacement Plan</td>
</tr>
<tr>
<td>XBT</td>
<td>Expendable <em>Bathythermograph</em></td>
</tr>
<tr>
<td>XO</td>
<td>Executive Officer</td>
</tr>
</tbody>
</table>
APPENDIX V

SAMPLE MESSAGES

NATO SEASPARROW MISSILE CERTIFICATION

SHIP MESSAGE FORMAT

ZNR UUUUU ZUI
P (DTG) PSN XXXXXXX
FM USS (SHIP)
TO COMXXXXSTRGRU
INFO COMNAVAIRLANT NORFOLK VA//N7//
COMSTRKFORTRALANT
COMSTRKFORTRAPAC
COMAFLOATRAGRULANT NORFOLK VA//00/N3/N88//
COMAFLOATRAGRUPAC SAN DIEGO CA//00/N3/N88//)
COMAFLOATRAGRU (MAYPORT, WESTPAC ETC.)//00/N3/N88//)
USS (SHIP) (SAME AS FROM LINE)
BT
UNCLAS //N03500//
MSGID/GENADMIN/USS (SHIP)/-//(MOS)//
SUBJ/NATO SEA SPARROW MISSILE CERTIFICATION//
REF/A/DOC/CNAF 3500.20A/(DATE)//
REF/B/DOC/CNAF 3600.1/05MAR04//
NARR/REF A IS CVTRAMAN, REF B IS NSSMS CERTIFICATION INST.//
POC/POINT OF CONTACT INFORMATION//
RMKS/1. IAW REF A, REQUEST NSSMS CERTIFICATION FOR
USS (SHIP). ALL REQUIREMENTS CONTAINED IN REF B WERE
ACHIEVED. PHASE I AND PHASE II COMPLETED (DATE). PHASE III
COMPLETED (DATE).
2. EMBARKED ATG EVALUATORS CONCUR WITH ATTAINMENT OF
CERTIFICATION CRITERIA.//
BT
APPENDIX V

SAMPLE MESSAGES

NATO SEASPARROW MISSILE CERTIFICATION

ISIC MESSAGE FORMAT
P (DTG) PSN XXXXXXXX
FM COMCARRGKRU XXX
TO COMNAVAIRLANT NORFOLK VA//N6/N7//
COMNAVAIRPAC SAN DIEGO CA//N6/N7//
INFO COMSECONDFLT(COMTHIRDFLT)
COMSTRKFORTRALANT
COMAFLOATRAGRULANT NORFOLK VA//00/N3/N88//
COMAFLOATRAGRUPAC SAN DIEGO CA//00/N3/N88//)
USS (SHIP) (CV/CVN)
USS (Other pertinent USS vessels which are part of CSG)
BT
UNCLAS //N03000//
MSGID/GENADMIN/CCSG-X//
SUBJ/USS (SHIP) NATO SEA SPARROW CERTIFICATION//
REF/A/CNAL/CNAFINST 3500.20A/ (DATE)//
REF/B/CNAL/CNAFINST 3600.1/05MAR2004//
REF/C/RMG/USS (SHIP)/(DTG)/NOTAL//
NARR/REF A IS CVTRAMAN. REF B IS NSSMS CERTIFICATION INST. REF C IS
USS (SHIP) REQUEST FOR NSSM CERTIFICATION.//
RMKS/IAW REFS A-C, RECOMMEND NSSM CERTIFICATION FOR USS (SHIP).
ALL REQUIREMENTS CONTAINED IN REF B HAVE BEEN MET. PHASE I COMPLETED
(DATE), PHASE II COMPLETED (DATE), AND PHASE III COMPLETED (DATE).
2. ATG EVALUATORS CONCUR WITH ATTAINMENT OF CERTIFICATION CRITERIA.//
BT
APPENDIX V

SAMPLE MESSAGES

Example of TYCOM’s Unit-Level Training Phase Completion and Certification Message to the ISIC

****************** UNCLASSIFIED ******************

R DTG PSN
FM COMNAVAIRLANT NORFOLK VA/N7/
TO COMCARSTRKGRU TEN
INFO COMLANTFLT NORFOLK VA/N3A/
COMSECONDFLT
COMNAVAIRPAC SAN DIEGO CA/N7/
COMSTRKFORTRALANT
COMAFLOATRAGRU ATLANTIC NORFOLK VA/00/N3/N88/
COMNAVAIRLANT NORFOLK VA/FILE/
BT
UNCLAS //N03120//
MSGID/GENADMIN/COMNAVAIRLANT/
SUBJ/UNIT-LEVEL TRAINING PHASE COMPLETION AND CERTIFICATION/
REF/A/DOC/COMLANTFLT/COMPAFLTINST 3501.3/MAR01/
REF/B/DOC/COMNAVAIRFORINST 3500.20A/10 MAR 05/
NARR/REF A IS CLF-CPF JOINT INSTRUCTION ON FLEET TRAINING STRATEGY. REF B IS CNAF INSTRUCTION ON CARRIER TRAINING AND READINESS.//
RMKS/1. PER REF A, TYPE COMMANDERS ARE DIRECTED TO CERTIFY THE COMPLETION OF UNIT-LEVEL TRAINING PHASE TRAINING FOR CVWS AND CV(N)S, AND IF REQUIRED, INDICATE THOSE WARFARE AREAS IN NEED OF REMEDY.
2. REQUEST ISIC PROVIDE THE FOLLOWING READINESS REPORT TO COMNAVAIRLANT WITHIN 48 HOURS OF UNIT-LEVEL TRAINING PHASE COMPLETION. FOLLOWING GUIDANCE IS PROVIDED TO CLARIFY ISIC REPORTING REQUIREMENTS:
A. WARFARE MISSION AREA READINESS. WARFARE MISSION AREA READINESS SHOULD BE M-2 IN TRAINING AT COMPLETION OF UNIT-LEVEL TRAINING PHASE. IF FXP/TYCOM EXERCISES REQUIRED BY REF (B) REMAIN OUTSTANDING FOR ACHIEVEMENT OF M-2 RATING, INDICATE WHAT EXERCISES NEED TO BE COMPLETED AND PROJECTED COMPLETION DATE.
B. MANNING. MANNING LEVELS MUST BE, OR PROJECTED TO BE, SUFFICIENT TO MAINTAIN MINIMUM WATCH TEAMS TO PERFORM IN ALL MISSION AREAS. IDENTIFY MANNING SHORTFALLS THAT REQUIRE TYCOM ATTENTION.
C. CERTIFICATIONS. REPORT SATISFACTORY COMPLETION OF THE FOLLOWING CERTIFICATIONS/ASSISTS/REVIEWS:
   - SAR CERTIFICATION
- NSSMS CERTIFICATION
- ORSE/E-QUAL CERTIFICATION
- NAVIGATION ASSESSMENT (IF CONDUCTED)
- FORCE PROTECTION AVAILABILITY (FPAV)
- FORCE PROTECTION READINESS REVIEW (FPRR)
- COMBAT SYSTEMS READINESS ASSESSMENT (CSRA)
- TORPEDO READINESS CERTIFICATION (TRC)
- MINE READINESS ASSESSMENT (MRA)

D. DRILL COMPLETION. REPORT SATISFACTORY COMPLETION OF THE FOLLOWING REF (B) REQUIRED DRILLS CONDUCTED DURING FEP:
- MASS CASUALTY
- MAJOR CONFLAGRATION
- CBR-D DRILL
- AAW-24-FEP (DETECT-TO-ENAGE)


F. ISIC SUBJECTIVE REMARKS.

3. REPORTS ARE TO BE MADE TO CNAL ACOS TRAINING AND READINESS (N7) BY GENSER MESSAGE. INCLUDE N00 AND N01 CODE IN THE “TO” LINE IN ADDITION TO N7. INFO ADDEES WILL INCLUDE COMSECONDFLT, COMSTRKFORTRALANT, COMAFLOATAGRUS ATLANTIC AND OTHER OPCON CHAIN OF COMMAND AS APPLICABLE.

4. THIS FORMAT WILL HELP TO REFINE UNIT-LEVEL TRAINING PHASE TRAINING REQUIREMENTS AND BETTER INFORM FLEET COMMANDERS ON THE READINESS OF SHIPS ENTERING THE INTEGRATED PHASE OF TRAINING. YOUR COMMENTS AND FEEDBACK ARE SOLICITED.//

BT

#8737
Example of ISIC’s Unit-Level Training Phase Completion and Certification Message to TYCOM

************************************************UNCLASSIFIED************************************************

P DTG PSN  
FM COMCARSTRKGRU TEN  
TO COMNAVAIRLANT NORFOLK VA//N00/N01/N7//  
INFO COMLANTFLT NORFOLK VA//N3A//  
COMSECONDFLT  
COMSTRKFORTRALANT  
TRUSTRKGRU  
COMAFLOATRAGRU ATLANTIC NORFOLK VA//00/N3/N88//  
USS GEORGE WASHINGTON  
CLASSIFICATION //N03120//  
MSGID/GENADMIN/ISIC/-/MONTH//  
SUBJ/UNIT-LEVEL TRAINING PHASE CERTIFICATION AND ASSESSMENT ESTIMATE FOR USS GEORGE WASHINGTON (CVN 73)//  
REF/A/GENADMIN/COMNAVAIRLANT/DTG//  
REF/B/DOC/COMNAVAIRFORINST 3500.20A/10 MAR 05//  
NARR/REF A REQ ISIC REPORT TO TYCOM CVN/CVW COMPLETION OF UNIT-LEVEL TRAINING PHASE TRAINING. REF B IS CNAF INSTRUCTION ON CARRIER TRAINING AND READINESS.//  
POC/DOE J/CDR/ISIC N-32/POTS 757-444-0000/E-MAIL//  
RMKS/1. ( )USS GEORGE WASHINGTON COMPLETED FEP ON DATE, AND IS CERTIFIED TO HAVE COMPLETED UNIT-LEVEL TRAINING PHASE REQUIRED TO PROCEED TO THE INTEGRATED PHASE OF TRAINING. THE FOLLOWING DETAILS ARE PROVIDED PER REF A:  
A. ( ) WARFARE MISSION AREA READINESS. WARFARE MISSION AREA READINESS SHOULD BE M-2 IN TRAINING AT COMPLETION OF UNIT-LEVEL TRAINING PHASE. IF REF (B) REQUIRED FXP/TYCOM EXERCISES REMAIN OUTSTANDING FOR ACHIEVEMENT OF M-2 RATING, INDICATE WHAT EXERCISES NEED TO BE COMPLETED AND PROJECTED COMPLETION DATE.  
B. ( ) MANNING. MANNING LEVELS MUST BE, OR PROJECTED TO BE, SUFFICIENT TO MAINTAIN MINIMUM WATCH TEAMS TO PERFORM IN ALL MISSION AREAS. IDENTIFY MANNING SHORTFALLS THAT REQUIRE TYCOM ATTENTION.  
C. ( ) CERTIFICATIONS. REPORT SATISFACTORY COMPLETION OF THE FOLLOWING CERTIFICATIONS/ASSISTS/REVIEWS:  
- SAR CERTIFICATION  
- NSSMS CERTIFICATION  
- ORSE/E-QUAL CERTIFICATION  
- NAVIGATION ASSESSMENT (IF CONDUCTED)  
- FORCE PROTECTION AVAILABILITY (FPAV)  
- FORCE PROTECTION READINESS REVIEW (FPRR)  
- COMBAT SYSTEMS READINESS ASSESSMENT (CSRA)  
- TORPEDO READINESS CERTIFICATION (TRC)
- MINE READINESS ASSESSMENT (MRA)

D. ( ) DRILL COMPLETION. REPORT SATISFACTORY COMPLETION OF THE FOLLOWING REF (B) REQUIRED DRILLS CONDUCTED DURING FEP:
  - MASS CASUALTY
  - MAJOR CONFLAGRATION
  - CBR-D DRILL
  - AAW-24-FEP (DETECT-TO-ENGAGE)


F. ( ) ISIC SUBJECTIVE REMARKS. //

DECL/--//

BT

#8737
Example Of TYCOM’s CVN Completion of Unit-Level Training Phase Training Report to COMSECONDFLT and COMSTRKFORTRALANT

************************ UNCLASSIFIED ************************

R DTG PSN
FM COMNAVAIRLANT NORFOLK VA//N00//
TO COMSECONDFLT
COMSTRKFORTRALANT
INFO COMLANTFLT NORFOLK VA//N3/N31/N33/N7//
COMCARSTRKGRU TEN
COMCARAIRWING FIVE
COMAFLOATRAGRU ATLANTIC NORFOLK VA//N00/N01/N3/N88//
USS GEORGE WASHINGTON
COMNAVAIRLANT NORFOLK VA//FILE//
BT
UNCLAS //N03120//
MSGID/GENADMIN/COMNAVAIRLANT/N7/OCT//
SUBJ/USS GEORGE WASHINGTON UNIT-LEVEL TRAINING PHASE COMPLETION//
REF/A/DOC/COMLANTFLT-COMPACFLTINST 3501.3/MAR01//
REF/B/GENADMIN/COMENTSTRKGRU/DTG/NOTAL//
NARR/REF A IS CLF-CPF FLEET TRAINING STRATEGY. REF B IS UNIT-
LEVEL TRAINING PHASE CERTIFICATION AND ASSESSMENT ESTIMATE FOR
USS HARRY S TRUMAN./
POC/DOE, J./CDR/N7 A/-/TEL: /TEL: DSN: //
RMKS/1. PER REF A, USS GEORGE WASHINGTON HAS SUCCESSFULLY
COMPLETED UNIT-LEVEL TRAINING PHASE TRAINING PER REF (B). TYCOM
CONCURS SHIP AND AIR WING ARE READY TO PROCEED TO INTEGRATED
PHASE TRAINING./
BT
#9062
APPENDIX VI HYPERLINKS

Air Force Link: http://www.af.mil
Afloat Training Group Atlantic: http://www.atglant.spear.navy.mil
Army: http://www.army.mil
COMMANDER NAVAL EDUCATION AND TRAINING:
CANTRAC: http://www.cnet.navy.mil/netptc/cantrac/
CINCLANTFLT: http://www.atlanticfleet.navy.mil
CNO PR-03 and POM 04 BAM: http://www.n4.hq.navy.mil
COMNAVAIRFOR INSTRUCTIONS UNCLASS:
COMNAVSURFLANT:
COMINWARCOM:
DODINST:
EWTGLANT:
FLEET FORCES COMMAND:
FTC Norfolk:
FCTCLANT:
Jane’s: http://www.damneck.navy.mil/
Local Training Authority Hampton Roads: http://www.lta.hr.navy.mil
Local Training Authority Mayport: http://www.cnet.navy.mil/cnet/ftcmay.lta.htm
The Naval Postgraduate School: http://www.nps.navy.mil
Naval Safety Center ORM information: http://www.safetycenter.navy.mil/orm
Naval War College: http://www.nwc.navy.mil
Navy Afloat Maintenance Training Strategy / Battle Force Intermediate Maintenance Activity (NAMTS / BFIMA)
BFIMA Training: http://www.uii.com
Navy Training Synergy Database: http://www.namts.com
Navy Warfare Development Command: http://www.nwdc.navy.mil
NEXCOM: https://www.navy-nex.com/
NAVSUP: https://www.navsup.navy.mil/portal/page?_pageid=477,1&_dad=p5star&schema=P5STAR
NAVEDTRA: http://www.nko.navy.mil
FLTEMPS:
Organizational Training: http://www.fleettraining.navy.mil
SECNAV/OPNAVINST: http://doni.daps.dla.mil
SPAWAR: http://www.spawar.navy.mil
(SWDG)