CHAPTER 3
TRAINING CYCLE

3100 OPTIMIZED FLEET RESPONSE PLAN (OFRP)

In accordance with the Fleet Training Continuum (FTC), the OFRP was designed to provide Navy Component Commanders (NCCs), Numbered Fleet Commanders (NFCs), and Type Commanders (TYCOMs) with guidance to successfully execute Fleet training. Notional FTC requirements are illustrated in Figure 3-1. The OFRP is a flexible and scalable approach to training, which is managed by TYCOMs during the Maintenance and Basic Unit Level Training Phases for CONUS-based units. For Forward Deployed Naval Force (FDNF), C7F, in conjunction with the TYCOM, manages the training cycle. The OFRP aligns Navy capabilities and missions, in support of Combatant Commander and Navy requirements. OFRP requirements are defined through Fleet training instructions. Required CVN training events are set forth in the Training and Readiness Matrix (Appendix I and II) of this instruction. The NMET conditions and standards required to be achieved for each training event are specified in CVN Training and Assessment Cards (TACs). TACs do not supersede any instruction by a higher authority but provide a TYCOM compendium of best practices set against NMETL conditions and a standard for the conduct and reporting of CVN training. TACs are available on the TYCOM SharePoint site.

3101 OFRP PHASES (CONUS-BASED)

A notional CONUS-based OFRP for CSG and CVN consists of four phases: Maintenance, Basic Unit Level Training, Integrated Training and Sustainment, which can continue through one or more deployments. This results in defined progressive levels of employable capability for Naval Forces. Figure 3-2 (Training Events During the OFRP Cycle) illustrates a phase-based training accomplishment notional standard. To gain maximum benefit from limited training time and resources, a ship must enter each training cycle with a clear understanding of specific training required and a detailed plan to accomplish the required training.

3102 FDNF TRAINING

The OFRP ensures naval capabilities are aligned with mission essential tasks and potential operational tasking. By nature of location, the FDNF CVN has different training opportunities available compared to CONUS units. Forward deployed OPTEMPO affords opportunities to maintain tactical proficiency through dedicated training events in conjunction with regional and exercise commitments. Therefore, the FDNF carrier remains within the Sustainment Phase and complies with the requirements of this phase as specified in Appendix II in support of the overarching Commander, SEVENTH FLEET Training Plan. FDNF training is discussed in detail in Chapter 8.
Notional Strike Group Fleet Response Training Plan

Figure 3-1 Notional Strike Group Fleet Response Training Plan
Figure 3-2 Schematic of Training Events during the OFRP Cycle
3103 MAINTENANCE PHASE

1. During the Maintenance Phase, units will focus on ensuring they are manned with personnel with the appropriate qualifications and minimum required schools. Additionally, units shall ensure team trainers are completed, and any shortfalls in personnel, equipment, supply, training and ordnance are identified for resolution and/or mitigation.

2. During the Maintenance Phase, the ship must ensure the In Port Emergency Team (IET) is properly constituted and trained to respond to emergencies and the interfaces with shore authorities and emergency services are fully understood and practiced.

3. In accordance with CNAFINST 3500.3 (series), during the early part of the Maintenance Phase, training is focused on the individual. Crew members should be provided the tools and training necessary to succeed in a complex maintenance environment (period identified in the T&R matrix as ‘In Port’). During the latter part of the maintenance availability, focus shifts to operational and team training (identified in the T&R matrix as ‘Crew Prep’). Maintenance Phase training requirements are further defined in sub-section 3200 of this chapter.

3104 BASIC PHASE

1. The Maintenance Phase is followed by a period of ULT. This ensures the CVN will achieve the level of readiness required for certification as ready to conduct follow-on training and additional certifications as required. The concept is to complete major prerequisites for a deployment (manning, maintenance and training) so additional tailored training can be completed quickly should the carrier be tasked to respond to a crisis or contingency operation. In accordance with the OFRP, the length of the carrier’s Basic Phase is determined by the length of the preceding maintenance availability. The CONUS CVN T&R matrix (Appendix I to this instruction) provides details of minimum training (Experience) and assessment (Performance) requirements.

2. The Basic Phase focuses on completion of TYCOM ULT requirements. Requirements include team training (onboard and ashore), unit level exercises (in port and at sea), unit inspections, certifications, assessments and qualifications. 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.

   a. Command Assessment of Readiness and Training (CART). This is a two-part event intended to help the ship meet ULT objectives described above. CART I and II requirements are further defined in sub-section 3201 and 3403 of this chapter.

   b. Unit Level Training (ULT). A nominal 30-90 day period between the end of CART and the beginning of TSTA when the ship’s training team will build the experience of watchstanders and certain Basic Phase performance assessments are conducted.

   c. Tailored Ship's Training Availability (TSTA). Is divided into a series of training availability periods (TSTA In Port, TSTA I/II/III). Each TSTA has specific training events designed to incrementally enhance the ship's operating proficiency and gradually integrate the air wing. TSTA requirements are further defined in sub-section 3405 of this chapter.
d. Final Evaluation Period (FEP). Final element of the Basic Phase. During FEP, the ship shall demonstrate readiness to proceed to the Integrated Phase. FEP requirements are further defined in sub-section 3406 of this chapter.

3105 INTEGRATED PHASE

1. The Integrated Phase of training is intended to combine individual unit warfare skill sets into a single cohesive strike group capable of operating within a challenging, multi-warfare joint multinational and interagency environment. Training is tailored to the strengths and weaknesses of individual ships and air wings. The Integrated Phase is further defined in sub-section 3500 of this chapter.

2. Major Combat Operations. MCO is the certification a CSG receives upon successful completion of all required certification events and signals the end of Integrated Phase. This certification is attained when a group and its associated staff and units is trained, assessed and certified to its full capability for major combat operations. MCO requirements are further defined in COMPACFLT/COMUSFLTFORCOMINST 3501 (series).

3106 SUSTAINMENT PHASE

1. The Sustainment Phase follows the Integrated Phase, and continues until commencement of the Maintenance Phase. Sustainment consists of a variety of training evolutions designed to maintain a CSG's readiness during and following deployment.

2. Sustainment training, in port and at sea, allows forces to demonstrate proficiency in operating as part of a joint or coalition combined force and ensures proficiency is maintained in all NMETs in order to maintain MCO status. The extent of the sustainment training will vary depending on the unit’s required length of time in an 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 CTF 80/C3F. Unit/group integrity during this period is vital to ensure integrated proficiency is maintained. One or more post-deployment Sustainment Training Exercises (SUSTEX) and Unit Level Training Assessment - Sustainment (ULTRA-S) may be scheduled to maintain readiness throughout Sustainment Phase.

3. (ULTRA-S). The purpose of ULTRA-S is to ensure the CVN is ready for a potential second deployment within the same OFRP cycle. It provides the CSG staff with a mid-cycle opportunity to observe and evaluate shipboard watch standing, warfighting and survival proficiencies while sustaining requisite readiness levels. ULTRA-S requirements are defined in sub-section 3502 of this chapter.

4. CTF 80/C3F, supported Commander, CSG 4/15 and TYCOMS, shall schedule and support training events to maintain required readiness levels. Strike Group Commanders are responsible to report readiness levels achieved in sustainment training events to the NFCs, with INFO copies to the TYCOM and CSG 4/15.
3200 TRAINING DURING MAINTENANCE PERIODS

1. Shipboard operations during new construction, Complex Overhauls (COH), Refueling Complex Overhaul (RCOH), Selected Restricted Availabilities (SRA)/Planned Incremental Availability (PIA), Docking Planned Incremental Availability (DPIA), Docking Selected Restrictive Availabilities (DSRA), Extended Docking Selected Availability (EDSRA), Incremental Selected Restricted Availability (ISRA) or Post-Shakedown Availability (PSA), 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 maintenance 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 these maintenance periods.

2. A ship’s maintenance period training plan must be prepared and implemented well in advance of the scheduled start date of the maintenance availability period. It consists 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 back to sea.

3. Dock Trials, Fast Cruise and Crew Certification provide the means to verify the crew is prepared to take the ship to sea. The Naval Supervising Activity (NSA) certification of work during Sea Trials marks the completion of the maintenance period.

3201 COMMAND ASSESSMENT OF READINESS AND TRAINING I (CART I)

1. Operating aircraft carriers typically complete a standard OFRP. CART is a two-part event intended to assist the ship. CART ensures maximum benefit is derived from limited training assets during the OFRP.

2. CART I is an internal ship event normally conducted during the return home from deployment. The ship looks ahead to the next deployment and determines who will fill critical billets. The ship then constructs a comprehensive Watch Team Replacement Plan (WTRP) depicting how personnel will be trained to fill each billet. Requests for school quotas should be transmitted to quota control authorities with sufficient lead time to afford maintenance availability. It is also required that each Carrier captures lessons from the Sustainment Phase by conducting a review of the NMETL as described in Chapter 2 of this instruction. Carriers in RCOH will conduct a second CART I event to update the WTRP and training requirements as outlined above. The second CART I event will be scheduled 12 months prior to the scheduled end of RCOH and Fast Cruise to validate findings from the original CART I. This second CART I will ensure that new or modified equipment/systems installed or upgraded during the overhaul have been properly captured in the areas of schools, NECs and Maintenance Phase training plans. WTRP shortfalls identified during CART I shall be documented on the Consolidated Ship’s Discrepancy Log (CSDL). The ship will provide mid-month CSDL updates to CNAL/CNAP N7 via the CSG throughout the Maintenance Period.
3202 PREPARATION FOR THE MAINTENANCE PERIOD

1. CNAFINST 3500.3 (series) assists ship’s force personnel to successfully prepare for and execute maintenance availabilities, and provides standardized references for CVNs to plan and transition in and out of PIA/DPIA periods.

2. The first phase of training for a maintenance period focuses on maintenance period specific subjects. Training on the subjects below shall be complete when the maintenance availability starts. Training on maintenance topics should continue early in the maintenance availability, and then taper off as Sea Trials approach. Training on maintenance topics should still be sufficient to ensure newly reporting personnel can function safely and effectively in the shipyard.
   
   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, 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, executing and documenting ship's force work packages.
   
   f. Skills and knowledge required to support shipyard activities, such as fire watch, habitability projects, quality assurance, electrical tag-out, Foreign Material Exclusion procedures (FME) and maintenance period safety precautions and procedures.
   
   g. Skills and experience in firefighting and damage control to ensure emergencies are dealt with effectively (this may include a future TYCOM certification of the IET).

3. Operational training shall continue during the maintenance period, building in intensity as completion approaches. The goal is to ensure a qualified crew ready to man underway watch stations and support shipboard systems testing. Emphasis on operational training should not distract the crew from ensuring the highest quality ship’s force and depot-level work. The bulk of 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. When a shortfall for at-sea/underway watch personnel qualification is noted, Job Qualification Requirements (JQR) may be developed by the CVN to fulfill immediate qualification requirements. In accordance with OPNAVINST 3500.34 (series), the TYCOM shall determine JQR fleet-wide applicability. If Fleet-wide applicability is determined, the JQR shall be forwarded to the appropriate Learning Center Model Manager for incorporation into the PQS program.
4. 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.

5. A thorough evaluation of the WTRP during CART I will provide a solid foundation for planning and conducting operational training.

3300 PREPARATION FOR BASIC PHASE TRAINING

1. As a carrier nears the end of the CONUS Maintenance Phase, focus will shift to preparation for Basic Phase ULT; this period of time is described as ‘Crew Prep’. Following maintenance, the Crew Prep phase focuses on completion of TYCOM requirements indicated in the Crew Prep column of the Maintenance Phase in Appendix I:

   a. Individual and Team Training (onboard and ashore)
   
   b. Unit Level Exercises (in port and at sea)

2. Successful completion of the Basic Phase ensures units are proficient in all required NMETL capabilities, meet TYCOM certification criteria, and are ready for more complex integrated training events.

3. 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 the required training.

3301 LEVEL OF KNOWLEDGE (LOK) EXAMS

1. LOK exams are a tool to assist trainers and training teams in determining whether watch standers possess the minimum competencies required to commence training. Due to some LOKs requiring the entire crew’s participation, Training Officers must implement testing plans with ample time for completion.

2. Watch standers shall take required LOK exams during specified intervals, based on preparation for a specific training event in the CVN OFRP. Results will be included as a criterion in the ship’s “Ready to Train” message. Initial testing shall be used as a baseline to determine the focus of future training events. Remedial testing shall be used to ensure the ship meets minimum criteria prior to completing Basic Phase training.

   a. Crew Certification Phase III. Prior to commencement of Crew Certification Phase III, the ship shall complete the LOK exams listed below. In order to promulgate the “Ready to Train” message and proceed to Crew Certification Phase III, the listed exams must have been administered, and, if necessary, remediated, until at least 80 percent of all required examinees have attained a minimum passing score (in accordance with Figure 3-3).

      (1) Basic Damage Control (entire crew)
      (2) Basic First Aid (entire crew)
      (3) Navigation Rules of the Road (5)
4. Feedback. Feedback and updates to LOK exams will be completed by the Subject Matter Expert (SME) and Centers for Excellence (CNE). The CVN Training Officer should periodically check for updates to the practice program. Feedback from the Fleet is essential to ensure accuracy and relevancy of the exams. This is accomplished by accessing the LOK website and submitting feedback via the feedback form.

NOTE 1: LOK exams will not be re-administered during FEP to those crew members who have previously attained a passing score.

NOTE 2: Personnel assigned to the FDNF CVN are only required to pass the Damage Control and Medical examinations once every 36 months. Personnel shall be tested during the first year in which they have been onboard for more than six months.
<table>
<thead>
<tr>
<th>Classified</th>
<th>Warfare area</th>
<th>Watch station</th>
<th>Perception LOK Exam</th>
<th>Questions</th>
<th>Min score</th>
<th>Min Test Takers</th>
<th>Test Takers per Event</th>
</tr>
</thead>
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<tr>
<td>No</td>
<td>COMM</td>
<td>COMM WATCH OFFICER / SUPP</td>
<td>COMMS - Comm Watch Officer / SUPP</td>
<td>25</td>
<td>70%</td>
<td>4</td>
<td>Note 3 Note 4</td>
</tr>
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<td>No</td>
<td>COMM</td>
<td>NETWORK ADMIN</td>
<td>COMMS - Network Administrator</td>
<td>25</td>
<td>70%</td>
<td>15</td>
<td>Note 3 Note 4</td>
</tr>
<tr>
<td>No</td>
<td>COMM</td>
<td>TST/TECH CONTROL</td>
<td>COMMS - TST/TECH Control</td>
<td>25</td>
<td>70%</td>
<td>15</td>
<td>Note 3 Note 4</td>
</tr>
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<td>No</td>
<td>DC</td>
<td>DC</td>
<td>MOB-D - Basic Damage Control</td>
<td>25</td>
<td>30%</td>
<td>All Crew</td>
<td>Note 1 Note 4</td>
</tr>
<tr>
<td>No</td>
<td>MED</td>
<td>MED</td>
<td>EDS-M - Basic First Aid</td>
<td>25</td>
<td>80%</td>
<td>All Crew</td>
<td>Note 1 Note 4</td>
</tr>
<tr>
<td>No</td>
<td>ENG</td>
<td>ENGINEERING AUXILIARY</td>
<td>CVN - Engineering Aux (Electrical)</td>
<td>25</td>
<td>80%</td>
<td>6</td>
<td>Note 3 Note 4</td>
</tr>
<tr>
<td>No</td>
<td>ENG</td>
<td>ENGINEERING AUXILIARY</td>
<td>CVN - Engineering Aux (Mechanical)</td>
<td>25</td>
<td>80%</td>
<td>6</td>
<td>Note 3 Note 4</td>
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<td>No</td>
<td>NAV</td>
<td>OOD RULES OF THE ROAD</td>
<td>MOB-N - Rules of the Road</td>
<td>25</td>
<td>80%</td>
<td>3</td>
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<tr>
<td>No</td>
<td>NAV</td>
<td>GENERAL QUARTERMASTER</td>
<td>MOB-N - QM of the Watch (ECDIS-N)</td>
<td>25</td>
<td>70%</td>
<td>12</td>
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<td>No</td>
<td>SEAMANSHIP</td>
<td>LOOK OUT</td>
<td>MOB-S - Lookout</td>
<td>25</td>
<td>80%</td>
<td>12</td>
<td>Note 1 Note 4</td>
</tr>
<tr>
<td>No</td>
<td>SEAMANSHIP</td>
<td>GENERAL DECK SEAMANSHIP</td>
<td>MOB-S - General Deck Seamanship</td>
<td>25</td>
<td>80%</td>
<td>3</td>
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<td>No</td>
<td>SEAMANSHIP</td>
<td>SAR</td>
<td>SAR - Rescue Swimmer</td>
<td>25</td>
<td>85%</td>
<td>2</td>
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<td>No</td>
<td>WEPs</td>
<td>EXPLOSIVE SAFETY</td>
<td>CVN - Ammunition &amp; Swg Team Mbr</td>
<td>25</td>
<td>80%</td>
<td>15</td>
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<td>Yes</td>
<td>STRIKE</td>
<td>CIVVS</td>
<td>AW - CIVVS 1R RCS LCS Operator</td>
<td>25</td>
<td>80%</td>
<td>6</td>
<td>Note 3 Note 4</td>
</tr>
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<td>Yes</td>
<td>STRIKE</td>
<td>GCCS-M</td>
<td>SW - GCCS-M 1X Operator</td>
<td>25</td>
<td>70%</td>
<td>5</td>
<td>Note 3 Note 4</td>
</tr>
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<td>No</td>
<td>CS</td>
<td>CSOSS</td>
<td>SW - CSOSS Technician</td>
<td>25</td>
<td>80%</td>
<td>9</td>
<td>Note 3 Note 4</td>
</tr>
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<td>Yes</td>
<td>AW</td>
<td>AIC</td>
<td>AW - Air Intercept Controller</td>
<td>25</td>
<td>70%</td>
<td>6</td>
<td>Note 3 Note 4</td>
</tr>
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<td>Yes</td>
<td>AW</td>
<td>TIC</td>
<td>AW - Tac Data Coord/Tac Info Coord</td>
<td>25</td>
<td>70%</td>
<td>5</td>
<td>Note 3 Note 4</td>
</tr>
<tr>
<td>Yes</td>
<td>AW</td>
<td>CIC GENERAL</td>
<td>CVN - CDCWO</td>
<td>25</td>
<td>80%</td>
<td>10</td>
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<tr>
<td>Yes</td>
<td>AW</td>
<td>TAO</td>
<td>CVN - TAO</td>
<td>50</td>
<td>80%</td>
<td>4</td>
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</tr>
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<td>Yes</td>
<td>AW</td>
<td>Sea Sparrow</td>
<td>CVN - ADWC</td>
<td>25</td>
<td>80%</td>
<td>9</td>
<td>Note 3 Note 4</td>
</tr>
<tr>
<td>Yes</td>
<td>EW</td>
<td>EW OP / IW</td>
<td>EW - EW operator</td>
<td>25</td>
<td>80%</td>
<td>13</td>
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</tr>
<tr>
<td>Yes</td>
<td>INTEL</td>
<td>CIVIC / IS</td>
<td>CVN - Operational INTEL</td>
<td>25</td>
<td>70%</td>
<td>9</td>
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<td>Yes</td>
<td>USW</td>
<td>Unknown</td>
<td>USW - Acoustic Analysis</td>
<td>25</td>
<td>70%</td>
<td>9</td>
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<td>Yes</td>
<td>UW</td>
<td>ASTAC</td>
<td>USW - ASTAC</td>
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<td>Yes</td>
<td>USW</td>
<td>Naisi</td>
<td>USW - Naisi Team Member</td>
<td>25</td>
<td>70%</td>
<td>4</td>
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<tr>
<td>Yes</td>
<td>CRY</td>
<td>SSES OP</td>
<td>Administered by EWTGU</td>
<td>25</td>
<td>70%</td>
<td>6</td>
<td>Note 4 Note 4</td>
</tr>
</tbody>
</table>

**Figure 3-3 Level of Knowledge Exams – Examinees and Minimum Passing Criteria**

3-10
1. At least 80% of required examinees attain a passing score prior to the start of Crew Cert III.
2. 100% of required examinees attain a passing score prior to the start of Crew Cert III.
3. All minimum test takers have taken the exam (no passing requirement at this phase) prior to CART II.
4. All minimum test takers have taken the exam and at least 80% attained a passing score prior to the end of FEP.
5. Examinees to include the Navigator, Assistant Navigator, and at least three qualified OOD’s.
6. All personnel onboard for greater than six months. FDNF personnel are only required to pass exams once every 36 months.
7. CVN’s without AN-SQQ34VC2 installed shall only be administered 3 Acoustic Analysis exams.
8. TS LOK given by EWTGU. Coordinate with ATG.
3302 POST-MAINTENANCE REQUIREMENTS (ALL OFRP PHASES)

1. This section provides policies for the conduct of CVN Dock Trials, Crew Certification, Fast Cruise and Sea Trials.

2. There are four publications that address these final steps of maintenance availability:
   a. OPNAV INSTRUCTION 9080.3G, Procedures for Tests and Trials of Navy Nuclear Powered Ships Under Construction, Modernization, Conversion, Refueling and Overhaul
   b. OPNAVINST C9210.2, Engineering Department Manual for Naval Nuclear Propulsion Plants
   c. COMUSFLTFORCOMINST 4790.3 Rev. B, Joint Fleet Maintenance Manual
   d. COMNAVAIRLANT/COMNAVAIRPACINST 3500.20(series), Aircraft Carrier Training Readiness Manual

3. Each describes the sequence differently. The following paragraphs, coordinated with NAVSEA and Naval Reactors, seek to eliminate ambiguity by assembling and summarizing the various technical requirements and clearly outlining Command expectations for aircraft carriers.

4. For the purposes of this instruction, a “day” is defined as a calendar day, not as an arbitrary 24-hour period. Thus, it incorporates the normal working shifts of shipyard and support activities. This is also called a “work day” in other references.

5. Figure 3-4 below contains a summary of requirements and guidance regarding the sequencing of dock trials, fast cruise, and sea trials. Source documents should be referenced to ensure all applicable requirements, such as evolutions to be performed and content of messages, are satisfied. Source documents are denoted as applicable.
<table>
<thead>
<tr>
<th>Availability/Upkeep/Non-operation</th>
<th>Dock Trials</th>
<th>Fast Cruise</th>
<th>Messages required</th>
<th>Pause (Note 3)</th>
<th>Sea Trials</th>
<th>Messages required</th>
</tr>
</thead>
<tbody>
<tr>
<td>9 months or longer in duration</td>
<td>Yes</td>
<td>5 days, with a repair day in the middle (2-1-2)</td>
<td>1. NSA (Work comp) 2. Ship req permission 3. TYCOM authorizes 4. Ship completion of Fast Cruise (Note 2) Ref (a)</td>
<td>1 day Ref (a)</td>
<td>As required to complete the Project-generated, TYCOM approved agenda Refs (a) and (c)</td>
<td>1. Ship req 2. TYCOM auth 3. Daily SITREP Refs (a) and (c)</td>
</tr>
<tr>
<td>4 to 9 months in duration; FDNF SRAs</td>
<td>Yes</td>
<td>2 days</td>
<td>1. NSA (Work comp) 2. Ship req permission 3. TYCOM authorizes 4. Ship completion of Fast Cruise (Note 2) Ref (a)</td>
<td>1 day</td>
<td>As required to complete the Project-generated TYCOM approved agenda Refs (a) and (c)</td>
<td>1. Ship req 2. TYCOM auth 3. Daily SITREP Refs (a) and (c)</td>
</tr>
<tr>
<td>&gt;60 days but less than 4 months in duration</td>
<td>Per WAP Ref (c)</td>
<td>1 day</td>
<td>1. NSA (Work comp) 2. Ship req permission 3. TYCOM authorizes 4. Ship completion of Fast Cruise (Note 2) Ref (a)</td>
<td>No</td>
<td>12 hours</td>
<td>No</td>
</tr>
</tbody>
</table>

Ref (a) and (c)
Note 1: The length of the fast cruise for a CIA or extended upkeep period is at the Commanding Officer’s discretion and should be coordinated with the Type Commander. The extent of the training for the Fast Cruise should be based on crew readiness and tied to the duration of the CIA/upkeep period plus any adjoining in-port periods.

Note 2: Completion of Fast Cruise message may be combined with ship’s request to commence Sea Trials.

Note 3: The pause between the end of Fast Cruise and the start of Sea Trials should be sufficient to allow the crew to rest and reset from simulation mode and complete the pre-underway checklist, but not so long the rhythm established during Fast Cruise is lost. Generally a one day pause following the completion of Fast Cruise should be scheduled to meet this requirement. Should material issues prevent proceeding to Sea Trials within a day after completion of Fast Cruise, Commanding Officers will engage the TYCOM (N43/N9/N7) to realign schedule expectations. Delays in excess of 72 hours may result in the Type Commander (TYCOM) directing an additional Fast Cruise

Figure 3-4 Dock Trials, Fast Cruise, and Sea Trials Requirements by Duration of Maintenance Availability.
6. In planning the sequence, it helps to work backwards. For example, begin with the CNO end date, go back the number of days necessary to complete your Sea Trials agenda, factor in your pause, plot out your Fast Cruise, etc.

Example: The CNO end date for a six-month PIA is 22 Oct. The proposed sea trials agenda (based upon the work package) requires three days. Recent engine repairs dictate two-day dock trials.

**Nominal Availability Completion Schedule:**

- Dock Trials commence: 15 Oct
- Dock Trials complete: 16 Oct
- Fast Cruise commences: 17 Oct
- Fast Cruise completes: 18 Oct
- One day pause: 19 Oct
- Underway for Sea Trials: 20 Oct
- Avail completes: 22 Oct

7. It is important all stakeholders understand each other’s perception of, and intentions for deviations from a nominal availability completion schedule early in the planning process. The Fast Cruise and Sea Trials sequence should be treated like operational commitments and the timing may not always be convenient (e.g., occur during holidays). Do not wait until late in the availability to plot this sequence. A clearly understood sequence upfront aligns the Project Team and technical community for success.

8. Safety. Post-maintenance 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.

9. 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-maintenance 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 Shipyards Commander or the Supervisor of Shipbuilding, as appropriate, in advance of any operation of the ship's propulsion system. This notification should include the nature and duration of such operations.
10. As discussed above in paragraph 5 and in Figure 3-6, requirements for 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. Specific Crew Certification requirements are provided in sub-section 3304 of this chapter.

3303 CARRIER TRAINING PLANNING CONFERENCE (CTPC)

Prior to the start of SBTT, the TYCOM will lead a CTPC that includes participants from the CVN, CSG and ATG. Ideally, it will be held with participants attending the CTPC in person at the TYCOM, or by VTC/TELECON for CVN’s that are not co-located with the TYCOM. During the conference, the TYCOM will go through the training requirements in the Maintenance and Basic Phases (SBTT to TSTA/FEP), to include the scheduled dates for each event, number of ATG evaluators for each event, expectations from the ship for each event, required sub-events/drills for each event, LOK exam requirements, required messages, completion criteria, SOE guidance, Lessons Learned, Best-Practices and End of Mission reporting requirements.

3304 SHIP BOARD TRAINING TEAM (SBTT)

1. The Shipboard Training Team (SBTT) Course of Instruction (COI) is scheduled and conducted with ATG and TYCOM prior to Crew Certification. The purpose of SBTT is to train the shipboard Training Teams in writing and executing drill packages, safety walk-throughs and TAC familiarization in order to train their own watchstanders and training teams outside of scheduled formal training events. Ideally, SBTT should be scheduled approximately a month prior to Crew Certification Phase II. SBTT should also incorporate TYCOM N75 CV-SHARP training.

2. During SBTT, ATG will conduct a Material Condition for Training Survey. This survey is informative in nature and will focus on DC equipment, training aids and spaces that will be used in upcoming Basic Phase drills.

3305 CREW CERTIFICATION

1. Crew Certification is a mandatory assessment of the crew’s ability to take the ship to sea and deal with emergencies. The Crew Certification process is orchestrated by the CSG, supported by the TYCOM and ATG, in order to ensure the crew is qualified in the basic underway functional areas required to proceed to sea safely (Navigation, Seamanship, Safety and Damage Control) following a maintenance period or new construction. It is also intended to administratively pulse the remaining warfare areas in preparation for follow-on training (not part of the Crew Certification assessment). During Crew Certification, ATG will provide the required instruction to ensure the ship’s Integrated Training Team (ITT) is capable of assessing risk, and implementing controls to reduce risk associated with training. Interventions by the Ship’s Training Teams during Crew Cert evolutions are acceptable and appropriate.

2. CSG and ATG representatives are tasked with confirming the ship has:
   a. Appropriate administrative programs in place
   b. Required instructions and bills in force
   c. Up-to-date and effective PMS program
d. Meaningful training and PQS programs in place

3. Phase I will normally be conducted approximately four months prior to Fast Cruise. This one-day assist visit shall primarily review the ship's training plans and schedule, and will include 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. Reactor Department will comply with Naval Reactor, JFMM, and associated CNAF N9 directives.

4. Phase II shall normally be conducted approximately two to three months prior to Fast Cruise. This one-day inspection should be accomplished at a suitable place (preferably shipboard). It consists of:

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

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

   c. Identification of personnel who will complete required LOK exams prior to Crew Certification Phase III in accordance with Figures 3-4 and 3-5 above.

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

   e. TYCOM Aircraft Handling Teams will coordinate with the ship and the CSG staff to evaluate Air Department’s Flight Deck Certification Checklist and associated procedures.

5. Phase III shall be conducted onboard the carrier just prior to Fast Cruise, but no earlier than three weeks prior. There will normally be a 48-hour period between the end of Crew Cert Phase III and the beginning of Fast Cruise. The CSG shall submit a waiver request to the TYCOM if, due to operational constraints, they are required to deviate from the overall scheduling or sequencing of these events. Phase III shall specifically evaluate the crew's state of training during simulated underway operations, emphasizing emergency drills. This two-day inspection will be orchestrated by the CSG staff (utilizing ATG as the executive agent for training, and other ships in the group and/or other commands in the area as required or requested).

6. When conducting Crew Cert Phase III emergency drills, ATG will only be assessing the watch standers per the prescribed TACs.

7. Roles and Responsibilities:

   a. COMNAVAIRPAC/LANT assigns the CSG staff to act as the Force Commander's representative to orchestrate and validate Crew Certification requirements.

   b. COMNAVAIRLANT will act as certifying agent for ships going through new construction or extended maintenance in East Coast shipyards that do not have a permanent CSG assigned.
c. COMNAVAIRPAC/LANT 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.

d. COMNAVAIRPAC/LANT N43 and N9 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).

e. COMNAVAIRPAC/LANT N43 will arrange for personnel embarkation during post-maintenance trials for personnel assigned by COMNAVSEASYSCOM.

f. COMNAVAIRPAC/LANT N6 will assist Carrier CSOs and Information Warfare Officers with training and installs for ADP and Cyber Security.

g. COMNAVAIRPAC/LANT 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.

h. COMNAVAIRPAC/LANT Aviation Handling Team (N73) is responsible for CVN Flight Deck Certification (COMNAVAIRFORINST 3500.71 (series)).

i. The CSG staff is responsible for orchestrating Crew Certification requirements including the transmission of required end-of-mission reports.

j. ATG acts as the executive agent for the CSG in assessing and training during Crew Certification.

k. The CO will provide a Ready-to-Train letter (available at CNAF N7 SharePoint site) to the CSG and ATG TLO verifying the completions of required self-assessment TACs and LOK exams (available via ATG Toolbox) required for Crew Certification. A signed copy of the CO’s Battle Orders and CART I CSDL will also be provided for review.

8. Crew Certification requirements:

a. Maintenance Availabilities four months duration or less. (1) Crew Certification and/or Sea Trials are not required.

b. Maintenance Availabilities greater than four months but less than two years in duration (PIA/DPIA).

   (1) Crew Certification Phase II and III requirements apply.

   (2) The CSG staff shall submit a formal request to COMNAVAIRPAC/LANT, copying the repair activity. Upon receipt of such request, the repair activity is requested to advise COMNAVAIRPAC/LANT what effects Crew Certification will impose upon the availability schedule.
(3). Crew Certification shall be conducted using guidance outlined in TACs and checklists CL1, CL2, and CL3 which are available at the CNAF N7 SharePoint site.

c. Construction, overhauls, and maintenance availabilities greater than two years.

(1). A three-part Crew Certification: Phase I, Phase II and Phase III, is required. Crew Certification shall be conducted using guidance outlined in the TACs and checklist CL1, CL2, and CL3 which are available at the CNAF N7 SharePoint site.

d. The time devoted to Crew Certification, Fast Cruise and Sea Trials should normally not be truncated. Schedules proposing shorter periods of time should provide substantiating information on which the decision to schedule a reduced period was based. Waivers will be entertained by the TYCOM, by exception, with substantiated operational necessity criterion.

e. The procedures for conducting Crew Certification inspections are minimum requirements and should not be construed as restrictive. A final Crew Certification SOE shall be approved by the TYCOM prior to commencement of the event. Any changes or late add-on events require TYCOM concurrence. Additional preparation materials (sample tests and TACs) can be found on the CNAF website and the ATG Test Bank:


9. Discrepancies. Discrepancies identified during each phase of Crew Certification will be documented on the ship’s CSDL. For Crew Certification only, the definitions below apply. Restrictive/Major/Minor definitions for all other OFRP events are provided in Section 7 of this chapter, titled “REPORTING”.

a. Restrictive – Those discrepancies that would preclude safe operation of the ship and must be corrected prior to Fast Cruise. Restricted discrepancies can only be cleared by the CSG.

b. Major – Those discrepancies that could hinder proper operation of the ship and must be corrected prior to getting underway. Major discrepancies can only be cleared by the CSG.

c. Minor - Those discrepancies that do not affect proper operation of the ship. CVN can continue with training continuum. Minor discrepancies shall be corrected as soon as practical. Minor discrepancies can be cleared by CSG or CVN CO.

10. Reports. Minimum Crew Certification reports are:

a. Upon completion of Phase I and II, the ATG TLO shall make a report to the CVN CO and CSG Commander. A Crew Certification Phase I/II Completion Message shall be prepared by the CSG and forwarded to CNAF Code N7. A sample Crew Cert Completion message is available at the CNAF N7 SharePoint site.

b. Upon completion of Crew Certification Phase III, the ATG TLO shall prepare a written report for the CVN CO, CSG Commander and TYCOM CNAF Code N7. A Crew Certification Phase III Completion message shall be prepared by the CSG and forwarded to CNAF Code N7. Discrepancies will be listed by category (Restrictive, Major, Minor) as described above. The carrier will be tasked to provide a plan to correct discrepancies. Discrepancies identified during each phase of Crew Cert will be documented on the ship’s CSDL.
3306 FAST CRUISE

1. The overall objectives of Fast Cruise are to train the crew and determine their ability to take the ship to sea safely, following a period of maintenance or non-operations. Prior to commencing Fast Cruise, all equipment required to support normal at-sea operations should be online in its normal configuration to the greatest extent possible. In addition to the normal underway routine, equipment should be operated to check for proper operation and to determine the state of training of the crew. Fast Cruise shall, as far as is practicable, simulate at-sea operational conditions. It will be conducted by ship's force unhampered by construction or repair work or by the movement of shipyard personnel through the ship. No trials, tests or other work should be performed on the ship during this period. The Fast Cruise must be completed one to three days prior to Sea Trials.

2. Specific guidance for conducting Fast Cruises, including requesting and reporting procedures, is included in the Joint Fleet Maintenance Manual (JFMM), CFFCINST 4790.3 volume 2 sections 3.6.8. and 3.6.8.3 (applies to ships in a CNO scheduled availability). Additional requirements for CVNs are included in OPNAVINST 9080.3 (series) and the Engineering Department Manual for Nuclear Powered Ships (EDM).

3. Duration.

   a. 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 CVNs completing availabilities lasting greater than nine months. This should consist of two days of operation, a one day shutdown to allow the shipyard and/or contractors to correct deficiencies, and two more days of operation. The Fast Cruise should end at least one day prior to initial Sea Trials.

   b. Ships completing an availability lasting four months or greater but less than nine months shall schedule a Fast Cruise commensurate with the length of the maintenance availability (i.e. Planned Incremental Availability (PIA), Planned Incremental Availability with Dry-docking (DPIA) or Selected Restricted Availability (SRA)). Completion of Fast Cruise will be at the CVN CO's discretion, but shall adhere to the following:

      (1). For CNO Availabilities (PIA, DPIA, SRA), refer to Figure 3-4 of this chapter.

      (2). It will last for at least two days, which include two working days and an overnight.

      (3). It may be divided into sections, but should be completed within a five-day period.

      (4). It should not end more than three days or less than one day prior to Sea Trials.

   c. Ships completing a maintenance upkeep or non-operational period exceeding 60 days but less than 4 months shall schedule a Fast Cruise commensurate with the length of the maintenance upkeep or non-operational period. The Fast Cruise should last at least one work day and end not less than 12 hours prior to the scheduled underway time. In accordance with the Engineering Department Manual (EDM), prior to the commencement of Fast Cruise, all required propulsion plant equipment will be lit off to reflect an at sea posture.
4. The general evolutions and drills listed below should be conducted for Fast Cruises of any duration. The ship shall be on ship’s electrical power. Additional drills and operations are at the discretion of the CO. Documentation available at the CNAF N7 SharePoint site provides recommended ship-wide and department-specific evolutions to be completed prior to and during Fast Cruise. Every effort should be made to conduct as many of these items as time allows. The ship should be operated as if underway, simulating the various evolutions required for safe operation of the ship. Each underway section should be exercised in the evolutions that are normally performed on a watch section basis. During each evolution, operationally test all communication systems to ensure each is in proper working order and, where duplicate systems exist, a priority system is designated.

   a. Minimum Fast Cruise requirements:

      (1) Station the Special Sea and Anchor Detail

      (2) Station the normal underway watch (section watches)

      (3) Simulate getting underway and returning to port

      (4) Walk through all major Sea Trial evolutions

      (5) Exercise the Reduced Visibility Bill

      (6) Simulate boat transfer at sea

      (7) Spot-check storage and availability of spare parts and tools

      (8) Verify adequacy of stores and provisions

      (9) Simulate transit, performing all evolutions and operating equipment, as required

      (10) Conduct the following emergency drills for each section:

            (a) Loss of steering

            (b) Loss of electrical power to navigational radar and communications equipment

      (11) Conduct man overboard (boat recovery)

      (12) Exercise the crew at General Quarters

      (13) Exercise the crew at abandon ship

      (14) Conduct communications drills with bridge, radio and other controlling stations

      (15) Simulate an anchoring evolution, exercising the deck and auxiliaries equipment to the maximum extent practicable

      (16) If the ship intends to operate helicopters during Sea Trials, the TYCOM Aircraft handling Team (N73) shall assess Air Department in the performance of a MOB-A 1031 “Aircraft Crash & Fire – Flight Deck (Phase I)” and a MOB-A 1034 “Aircraft Fire – Hangar Bay.”
b. The EDM delineates the minimum propulsion plant Fast Cruise requirements following an availability greater than nine months. The EDM also specifies that, for all other availabilities, the CO should determine which items will be accomplished. For all Fast Cruise periods, ships will submit their proposed propulsion plant drill and evolution package to the local TYCOM’s representative for review and concurrence. Every effort should be made to include as many of the casualty drills and evolutions delineated by the EDM commensurate with the length of time scheduled for the Fast Cruise. For Fast Cruises of two-day duration or less, it may not be feasible to conduct major propulsion plant drills on every watch section, so consideration should be given to planning drill sets that allow for a thorough evaluation of each watch section. All casualty assistance teams should be exercised during the Fast Cruise.

c. While no trials, tests or other work should be performed on the ship during the Fast Cruise period, history has shown that situations may arise which require repair of critical equipment by shipyard personnel during this time. To ensure minimal impact on Fast Cruise, each case shall be discussed with the Project Supervisor (if in an availability), TYCOM representative(s) and Naval Reactors Regional Representative (for propulsion-related equipment). Repair by entities other than ship’s force during a Fast Cruise should be a rare exception, reserved for situations where delay in doing so would cause adverse operational impact.

d. Additional guidance for conducting an effective Fast Cruise is provided in the Joint Fleet Maintenance Manual (JFMM) and at the CNAF N7 SharePoint site.

3307 SEA TRIALS

1. Sea Trials shall be conducted upon completion of all availabilities. Primary emphasis during this (nominal) five-day underway period is testing equipment and certifying systems and capabilities in accordance with the direction provided in the JFMM.

2. Training in basic underway functional areas should also be conducted, especially in the areas of navigation, CDC surface operations, deck seamanship, flight deck emergency operations and damage control. Training should not disrupt the primary purpose of Sea Trials described above.

3308 SHAKEDOWN TRAINING

1. Shakedown training is conducted for ships completing new construction, or overhauls of greater than nine months duration. Shakedown training is only conducted if significant at sea operations or transits are scheduled between completion of construction/overhaul and commencement of the Post Shakedown Availability (PSA). This includes post-maintenance carriers scheduled for home port transit prior to completing Basic Phase ULT.

2. 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.

3. The TYCOM will coordinate with the CSG staff and ATG to determine shakedown training requirements and schedule appropriate training periods. They will normally be one to two weeks in length. Shakedown training will be individually tailored based on the ship's requirements and expected tasking during their operations or transit period. At a minimum, shakedown training
should include shakedown exercises identified in the FDC column of Appendix I, unless specifically waived by the CSG Commander. Shakedown training is not required for ships commencing a ULT Phase after overhaul, since they will receive normal ULT as described in this chapter.

3400 BASIC PHASE TRAINING

Basic Phase training begins the day after the Maintenance Phase ends (Sea Trials) and concludes when the carrier is considered an Independent Unit Ready For Tasking / certified ready to commence Integrated Training. The intent of Basic Phase training is to provide the TYCOM, CSG and unit with a continuous and uninterrupted block of time to complete Basic Phase ULT requirements such as watch station/team training, schoolhouse training, and unit level sub-events outlined in Appendix I.

For extended maintenance or non-operational periods during the Basic Phase, review Table 3-5 and Sub-Sections 3302, 3304 and 3306 for Fast Cruise Dock Trials, and Sea Trials requirements.

3401 TRAINING SUPPORT FOR OFRP EVENTS

1. ATG provides SMEs to support carrier ULT events in the Basic Phase. The CSG staff shall request support from ATG via naval message at the beginning of the OFRP, prior to Ship Board Training Team (SBTT) course. A sample Training Support Request message is provided at the CNAF N7 SharePoint site. The Figure 3-5 below lists the training support personnel the carrier should request, by mission area. CNAL CVN AT/FP training will be supported by CNAL N34 representatives. CNAP AT/FP training will be supported by CNAP N3D representatives.

2. Sub-Events required to be evaluated outside of the Basic Phase and in the Integrated Phase (C2X) are the responsibility of the ISIC/CSG to evaluate. With prior coordination, CCSG 15 / 4 may grade the Sub-Events during C2X if feasible.
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<th>Crew Cert III</th>
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Table 3-5 ATG MOU
Note 1: If FST-U is conducted separately from TSTA In port, then CSTT Technical ATG trainers will not be required.

Note 2: Required evaluators for ULTRA-S will vary based on the CVN required sub-events.

Note 3: ABE is Pacific Only

Note 4: K-221-2155 SAR.PLOTTEX Graduate.

Note 5: Carrier Tactical Support Center Ashore Mobile Training Team (CV-TSC MTT) Jacksonville, from COMHELMARSTRIKEWINGLANT, conducts CVN Tactical Operations Center (CVN TOC) training and assessments during CREW CERT III, CART II and TSTA/FEP. Additional training can be requested and scheduled with the CVN.

Note 6: AT/FP Phase I/II/IV are 2/3/3 Days respectively. Due to the geographical proximity of East Coast CVN’s, CNAL ATFP Certs will be conducted by CNAL N34. ATG PAC will provide 8 total GM and MA for all events.

Note 7: Due to the geographical proximity of CNAP’s Engineering Training Team all CNAL based CVN’s engineering certification assessments during Crew Cert II/III and TSTA/FEP will be conducted by ATG Atlantic. CNAP N72 may conduct site visits when available to ensure fleet wide standardization.

| OS (0318) | AIR INTERCEPT CONTROLLER |
| OS (0348) | MULTI-TACTICAL DIGITAL INFORMATION LINK OPERATOR (TADIL) |
| OS (0324) | ANTISUBMARINE WARFARE/ANTI-SURFACE WARFARE TACTICAL AIR CONTROL |
| (ASTAC)E-6 AND BELOW | |
| (0327) | SEA COMBAT AIR CONTROLLER (SCAC) |
| (0328) | ANTISUBMARINE WARFARE/ANTI-SURFACE WARFARE TACTICAL AIR CONTROL |
| (ASTAC)LEADERSHIP | |
| FC (1156) | NATO SEASPARROW SURFACE MISSILE SYSTEM (NSSMS) MK 57 MODS 10 AND ABOVE |
| FC (1157) | IMPROVED SELF-DEFENSE SURFACE MISSILE SYSTEM (SDSMS) TECHNICIAN |
| FC (1109) | ROLLING AIRFRAME MISSILE (RAM) MK-31 MOD 1&3 GUIDED MISSLE WEAPONS SYSTEMS TECHNICIAN |
| FC (1145) | ROLLING AIRFRAME MISSILE (RAM) MK-31 GUIDED MISSLE WEAPONS SYSTEMS (GMWS)TECHNICIAN |
| OS (0340) | COMMAND AND CONTROL SYSTEM COMMON OPERATIONAL PICTURE/MARITIME |
| (GCCS C,4.X) OPERATOR | |
| OS (0356) | COMMAND AND CONTROL SYSTEM-MARITIME (4.1) INCREMENT 2 (GCCS-M 4.1 INC 2) OPERATOR |
| FC (1122) | CLOSE-IN WEAPON SYSTEM MK 15 MOD 21, 22, AND 25 (BLOCK IB) TECHNICIAN |
| FC (1080) | CLOSE-IN WEAPON SYSTEM (CIWS) PHALANX BLOCK 1B BASELINE 2 TECHNICIAN |
| GM (0814) | CREW SERVED WEAPONS (CSW) INSTRUCTOR |
| ET (0857) | 25MM MACHINE GUN SYSTEM (MGS) MK 38 MOD GUN WEAPON |
| ET (9502) | INSTRUCTOR |
| STG - QUALIFIED TO TRAIN IN USW DSS, AN/SLQ-25C, & AN/WQC-2. CV-TSC MTT PROVIDES NEC 0540 (CV-TSC OPERATOR) DURING CART II AND TSTA/FEP. | |
| CTR - 1 | |
| CTT - 1 | |
| IS (2392) | OPERATIONAL INTELLIGENCE (OPINTEL) ANALYST |
| IT (2379) | TRANSMISSION SYSTEM TECHNICIAN |
| (2791) | INFORMATION SYSTEMS ADMINISTRATOR (IAT II) |
| (2792) | CANES SYSTEMS ADMINISTRATOR/MAINTAINER |
| (2779) | INFORMATION SYSTEM SECURITY MANAGER |

NEC Interpretation
Flight Deck/CATCC Certification is the means by which CNAF N73 and N74 evaluate the CVN’s ability to conduct routine day/night aircraft launch and recovery operations in a safe manner. Flight Deck and CATCC Certifications are conducted in accordance with CNAP/CNALINST3500.71 (series). The Aircraft Handling Team report will be utilized by the Air Department as a CART II checklist.

Command Assessment of Readiness and Training II (CART II)

1. The purpose of CART II is to assess the training needs of the ship and develop a training plan for the subsequent Basic Phase training period. In order to reach trained strength, it is imperative to develop both skills (through teaching) and experience (through repetition). Therefore the outcome of CART will be a clear understanding of specific training requirements with a detailed plan for accomplishing and achieving requisite experience. At the conclusion of CART II, representatives from the TYCOM, ATG, Strike Group Commander, and Air Wing Commander will develop a detailed, tailored schedule for completing the Unit Level phase of the training. CART II should be preferably scheduled the first five-day in port period following Flight Deck Certification.

2. The CVN CO will provide a Ready-to-Train letter to the ATG TLO verifying completion/status of required self-assessment TACs, LOK exams, and Watch Team Replacement Plans (WTRP) required to conduct CART II. Additionally, this letter will specify all weapons systems, including minor caliber guns, are configured to support CART II. CIWS firing keys will be removed or key custody procedures in place and ESSM/NSSM/RAM, if loaded, will have the safe/operate plugs removed. The CVN CO shall also provide a signed copy of the CO’S Battle Orders and the ship’s most recent CSDL. The CO’S Ready-to-Train letter and Battle Orders will be submitted not later than seven days prior to commencement of the training event. An example is available at the CNAF N7 SharePoint site.

3. CART II consists of three elements, conducted over a five day period:

   a. Days One-Two. ATG personnel, using Training and Assessment Cards (TACs), 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 WTRP. Individual team drill continues in preparation for the Unit Level phase of training.

   b. Days Three-Four. Training and evaluations of the ship's training teams (ADTT, DCTT, CSTT, etc.) are conducted by ATG personnel. Training battle problems will include Condition I and III scenarios designed to measure proficiency of the ship's training teams. It is recognized 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.

   c. Day Five. A scheduling session is conducted at the completion of CART II. Representatives from the ship, ATG, CSG staff, TYCOM and Air Wing Commander review and approve a plan for Basic Phase ULT, based on the ship’s training manual (previously developed by the ship). All major events should be included in the plan, especially those requiring outside
services. Sample schedules for conducting CART II are provided at the CNAF N7 SharePoint site.

3404 TAILORED SHIP'S TRAINING AVAILABILITY (TSTA)

1. TSTA is a multi-phase event conducted under TYCOM and CSG 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.

2. In addition to working with and through the ship's training teams to conduct exercises, ATG will include an assessment of the ship's ongoing training and PQS programs as part of each TSTA.
   a. By the start of TSTA, the ship should have PQS qualified Condition I and III watch teams.
   b. The air wing will embark to conduct carrier qualifications, receive training in shipboard damage control and survival, and to help the ship complete training exercises that require air services.
   c. 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 flight deck operations, basic Case I, II and III procedures and search and rescue operations, including rescue planning coordination and mishap reporting procedures. The ultimate goal is a smooth transition to the Integrated Phase.

3. TSTA In Port. This five-day in port period is primarily utilized to resolve CART II discrepancies and to prepare for TSTA (underway). Also, classroom training can be requested from the CVN TLO or any ATG Warfare Team Leader. After CART II the ship should have 30 to 90 days to conduct deficiency rectification and build watchstander experience prior to the commencement of TSTA.

4. Fleet Synthetic Trainer – Unit Level (FST-U). Mandatory unit level event that utilizes the Navy Continuous Training Environment (NCTE) for event distribution. FST-U is a scenario-based, objective-driven, three to five day event normally conducted during TSTA In Port, scheduled by CSG staff and directly supported by ATG, CSCS and other agencies as required. FST-U scenarios shall meet the objectives listed in APP B of the Fleet Synthetic Training Program COMUSFLTFORCOM/COMPACFLTINST 3500.3(series). 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/CSG objectives. Additional information concerning FST-U can be found in section 3603.

5. TSTA/FEP. The TSTA period will be conducted as a 25-day underway block, with the air wing embarked throughout. The following breakdown provides emphasis points during this underway period:
   a. TSTA I. Emphasis during this nominal eight day underway period is on navigation, seamanship, engineering, damage control, and other training. Basic flight deck operations
consist of drills and limited air wing carrier qualifications. Combat Systems training is focused on shipboard training areas where support from the air wing is not required.

b. 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. The Evolved/NATO Sea Sparrow Missile System (ESSM/NSSM) 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.

c. TSTA III. Nominal seven day period with three purposes:

(1) Train the crew on complex unit phase exercises

(2) Prepare for a Final Evaluation Problem (FEP)

(3) Continued air wing integration with increased complexity of integration drills.

d. Simulation and scenario-based training. During the Basic Phase, the ship will demonstrate proficiency by conducting complex scenarios utilizing embedded trainers (BFTT and BEWT). BFTT shall be utilized to complete Condition III and Condition I Combat Systems driven scenarios. The Ship's CSTT shall refer to the ATG Complexity Matrix to determine required complexity for Condition III and Condition I scenarios. BFTT will be the primary device utilized for all Combat Systems in port training events. BFTT requirements are further defined in sub-section 3606 of this chapter.

3405 FINAL EVALUATION PROBLEM (FEP)

1. Overview. FEP is a nominal two-day graded event at the conclusion of the TSTA portion of the underway period. FEP is the culmination of Basic Phase ULT and evaluates the ship’s “within the lifelines” ability to conduct combat missions, support functions and survive complex casualty control situations. It provides ATG the opportunity to evaluate ship readiness and its ability to sustain readiness through self-training. ATG will observe and assess aggregate shipboard watch standing, warfighting and ship survival proficiencies, and the ship’s resident capacity to sustain and build upon those proficiencies. Ships completing FEP will have demonstrated the minimum required skills to proceed to the Integrated Phase. The CSG will recommend to the TYCOM the carrier be considered ready to commence Integrated Phase training.

2. FEP Key Elements.

a. Conducted in two Phases:

(1) Phase I consists of the ship operating in a hostile environment. The ship is expected to conduct limited or no flight ops, and will be evaluated on its ability to successfully overcome all threats. Based on how the scenario evolves, the ship may be required to go to General Quarters; however, careful attention must be given to planning and performing those events required to be executed in a non-GQ environment. The aim of FEP Phase I is to test the watch standers' ability
to react effectively to threats in order to successfully overcome damage and hostile action. For successful completion of FEP Phase I, the scenario presented by the ship's ITT must test all the watch teams in all the Primary Mission Areas. The watch teams must demonstrate the ability to conduct timely and appropriate responses in order to prevail against all likely aggressors and achieve the mission.

(2) Phase II consists of the ship operating in a hostile environment. An escalating series of events will require the ship to go to General Quarters. The scenario will incorporate an overwhelming series of threats. The aim of FEP Phase II is to test the command and control of the ship to prioritize actions in the face of overwhelming adversity. For successful completion of FEP Phase II, the scenario presented by the ship's ITT must test the ship's command and control, in all the Primary Mission Areas when faced with progressively demanding incidents that are ultimately overwhelming. The ship's command and control teams must demonstrate the ability to relieve vital stations, assess damage reports and respond by directing the efforts of the watch standers to conduct vital actions in order to ensure that the overall mission is not compromised and where possible recover warfighting capability.

b. Ship’s ITT will develop and conduct FEP with CSG guidance and ATG-assist.

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

d. The tailored scenario will include warfighting skills and tactical decision making abilities required during fleet operations, but will focus on single-ship operations 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.

e. 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.

f. Watch teams presented must be on a command-approved watch bill. Transitions between Conditions of Readiness are at the CVN CO’s discretion.

g. The ship's training teams will demonstrate their ability to plan and execute integrated ship-wide training and for follow-on training.

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

i. ATG will evaluate all events and assign grades in accordance with the relevant TACs to those events in Appendix I of this instruction. This score will form part of the overall Basic Phase grade.

3. Responsibilities for conduct of FEP.

a. TYCOM:

(1) Monitor FEP completion.
(2) Coordinate TYCOM/CSG/ATG/CVN Carrier Training Planning Conference prior to commencement of ULT.

b. CSG:

(1) The CSG staff will be the Senior Observer. The Senior Observer will resolve questions concerning the conduct of the evaluation.

(2) Assist ship in procuring required services and coordinate aircraft/vehicles/boats embarkation.

(3) Review schedule of events (SOE) presented by the CVN.

(4) Submit training support requirements message following scheduling conference.

c. ATG:

(1) Develop and deliver background information required for the ship/CSG to construct TSTA/FEP scenarios. This package will include geo-political, Electronic Order of Battle (EOB), Naval Order of Battle (NOB), 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.

(2) Provide personnel for the TSTA/FEP Team and coordinate scenario/SOE tailoring with the ship’s ITT. The senior ATG representative will report directly to the Senior Observer.

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

(4) ATG CVN TLO or designated representative will provide the CSG, TYCOM and CVN CO an objective assessment by mission area of crew performance upon completion of each phase. Sample end-of-mission reports are provided at the CNAF N7 SharePoint site.

d. CVN CO:

(1) Ensure ITT develops and executes a TSTA/FEP scenario/SOE. The ITT will use the TSTA/FEP background information provided by ATG, as a guideline, ensuring all scenarios meet required CSG/ATG objectives and safety requirements.

(2) Provide a Ready-to-Train Letter to the ATG TLO at the in-brief and in the event of any weapons posture change. This letter will specify all weapons systems, including minor caliber guns, are configured to support TSTA/FEP. CIWS firing keys will be removed or key custody procedures in place and if ESSM/NSSM/RAM loaded, the safe/operate plugs are removed.

(3) At a minimum, provide a copy of the following (as applicable) to the Senior ATG Representative at the in-brief: CO’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.

(4) Obtain OPAREA clearance and request required services to support TSTA/FEP.
(5) Conduct Pre-TSTA/FEP briefings as required.

4. Standardization. ATG is the TYCOM/CSG executive agent for FEP procedural and standardization issues. ATG will advise CSG staff of procedural and standardization issues to ensure TYCOM requirements are met.

3406 BASIC PHASE COMPLETION

The ship’s Basic Phase completion will reference all graded sub-events listed in the Basic Phase column in Appendix I along with all required ICAVs. These sub-events are completed during: Flight Deck/CATCC Certification, CART II, TSTA In Port, TSTA I/II/III, and FEP. A ship is deemed to have completed Basic Phase when sufficient training has been conducted to achieve the minimum Experience levels mandated in Appendix I to this instruction and a Performance grade has been submitted for all sub-events requiring a ‘P’ score during Basic Phase. Experience levels will fluctuate daily according to the learn/maintain/degrade periodicities, underway training opportunities and personnel turnover. However, on average, a ship should maintain a steady upward progression until attaining Sustainment Phase Experience requirements.
Section 5 INTEGRATED AND SUSTAINMENT TRAINING

3500 INTEGRATED TRAINING EVENTS

1. The goal of the Integrated Phase is to bring together the individual units to afford strike group level integrated training and operations in a challenging operational environment. It provides an opportunity for units and staffs to complete CSG Commander staff planning and Warfare Commanders’ courses, conduct multi-unit in port and at sea training and build on individual skill proficiencies attained during Basic Phase. During this phase, CSG decision makers and watch standers build the foundation for performing their anticipated deployed mission.

2. Force Protection Exercise (FPEX). Consists of a four-day in port SOE-driven exercise to certify the strike group in AT/FP prior to deployment. The exercise is scenario driven; increasing in complexity with 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-Warfare Commander (FST-WC). A mandatory Integrated Phase event that utilizes the NTCE. FST-WC is a two to three day test and a two to three day exercise event, conducted in consecutive weeks, which focuses on execution of ASW, SUW, Strike and AD/TBMD tactics, techniques and procedures (TTP) while validating OPTASK SUPPS and Pre-Planned Responses (PPRs). FST-WCs are single/dual/multi-warfare focused, scripted scenarios. This event may be a designated a JNTC/Coalition event. This is a self-assessed event with designated training teams from staffs and ships critiquing watch execution and evaluating OPTASKS and PPRs. Training audience includes warfare commanders and all CSG assigned units. FST WC provides the opportunity to establish communications/link connectivity as well as develop a Common Operating Picture (COP), all while tactically executing a common mission in a less complex scenario than a FST-GC.

4. FST-Group Commander (FST-GC). 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/FDNF battle lab. Primary focus of training is the CSG staff, Warfare NMET/JTT-based training objectives, concentrating on the execution of plans, tactics and procedures through scenario execution. TTGs mentor CSG staff improving readiness for Integrated Phase underway operations. Training audience includes CSG Warfare Commanders, CAG, staffs, and all CSG assigned units. FST-GC builds on the group commander training scenario which leads into the COMPTUEX 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. Composite Training Unit Exercise (COMPTUEX). An 18-day SOE-driven exercise and a three-day Final Battle Problem (FBP). It is conducted and directed by the Carrier Strike Group 4/15 (CSG 4/15) 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 deploying CSG. In addition, the carrier/air wing team and available CSG units will develop basic warfighting proficiencies, and coordinate CSG operations that will be required during the sustainment phase of training. The deploying CSG Commander closely monitors the progress of
Integration of the deploying CSG Commander’s staff with the CSG 4/15 Commander’s staff occurs at the outset of COMPTUEX.

a. FBP. The culmination of COMPTUEX is a three-day exercise monitored and assessed by CSG 4/15. It is designed to stress the CSG staff, carrier/air wing and CSG units across all warfare areas. When proficiency is demonstrated, the CSG 4/15 Commander will submit a recommendation to the NFC on the CSG’s readiness for the next phase of training.

6. Combat Operations Efficiency (COE) / Blue Water Certification

a. COE is conducted by COMCARSTKGRU FIFTEEN/FOUR during COMPTUEX for CONUS CVN’s and every 2 years for the FDNF CVN. COE is conducted in accordance with COMCARSTKGRU FIFTEEN / COMCARSTKGRU FOUR INSTRUCTION 3500.4(series). COE determines when the CVN/CVW team is certified to operate in a “no-divert” field environment. COE is evaluated by COMCARSTKGRU FIFTEEN/FOUR as well as the CNAP/CNAL Handling, CATCC and LSO teams. Satisfactory completion is a requirement for COMPTUEX.

b. During COE, the CVN will conduct the following Sub-Events:

<table>
<thead>
<tr>
<th>Event Code</th>
<th>Event Name</th>
</tr>
</thead>
<tbody>
<tr>
<td>MOB-A 1018</td>
<td>Air Traffic Control - Flight Operations</td>
</tr>
<tr>
<td>MOB-A 1041</td>
<td>CDP Change - Day</td>
</tr>
<tr>
<td>MOB-A 1042</td>
<td>CDP Change - Night</td>
</tr>
<tr>
<td>MOB-A 1061</td>
<td>Rig MOVLAS - Station 1 - Day</td>
</tr>
<tr>
<td>MOB-A 1062</td>
<td>Rig MOVLAS - Station 2 - Day</td>
</tr>
<tr>
<td>MOB-A 1063</td>
<td>Rig MOVLAS - Station 3 - Day</td>
</tr>
<tr>
<td>MOB-A 1071</td>
<td>Rig Barricade - Day</td>
</tr>
<tr>
<td>MOB-A 2031</td>
<td>Aircraft Crash &amp; Fire - Flight Deck (Phase III)</td>
</tr>
<tr>
<td>MOB-A 2035</td>
<td>Rig MOVLAS - Station 1 - Night</td>
</tr>
<tr>
<td>MOB-A 2036</td>
<td>Rig MOVLAS - Station 2 - Night</td>
</tr>
<tr>
<td>MOB-A 2037</td>
<td>Rig MOVLAS - Station 3 – Night</td>
</tr>
</tbody>
</table>

c. Coordinate with COMCARSTKGRU FIFTEEN/FOUR for the specific SOE.

7. Joint Task Force Exercise (JTFEX). The final phase of Integrated Training is participation in a JTFEX at sea. During this exercise the entire CSG will be assessed in its overall performance for major combat operations.

8. FST-Joint (FST-J). This applies 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 is normally three to five days and 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 or required. This exercise is eligible for Coalition participation.

9. Deployment Certification. The culmination of training attained when a group, and its associated staff and units, are trained, assessed and certified to its required capability for major combat operations. Requirements are further defined in
10. Preparations for Overseas Movement (POM). Once a group has achieved deployable status, the group will normally return to port for a period of POM and Deploying Group System Integration Testing (DGSIT) prior to deployment.

11. For extended maintenance or non-operational periods during the Integrated Phase, review Table 3-5 and Section 3 of Chapter 3 for Fast Cruise, Dock Trials, and Sea Trials requirements.

3501 SUSTAINMENT TRAINING EVENTS

1. Sustainment Phase training is designed to exercise 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 NFCs. Post-deployment sustainment Training, also approved by the NFCs, may be required to maintain MCO-Ready status. Sustainment training, in port 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.

   a. FST-Sustainment (FST-S). A sustainment phase event to be completed within 90 days of deployment certification. FST-S consists of a five-day test and a three to five day exercise. It is conducted in consecutive weeks aboard Fleet units and selected shore sites using a tailored battle problem distributed from the TTG/FDNF Battle Lab. The primary training audience is CSG staffs and assigned units. 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.

   b. FST-Force (FST-F). An integrated/sustainment phase Force-level training event. FST-F is a two week test and three to five day training event. It is conducted during consecutive weeks onboard Fleet units and applicable shore sites using a tailored battle problem distributed from the TTG/FDNF Battle Lab. The primary training audience is the JFMCC, JFACC, TASWC, CSG staffs and assigned units. 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.

   c. Sustainment Exercise (SUSTEX). During the Sustainment Phase, a SUSTEX may be required in order to sustain core skills, maintain Combat Operations Efficiency (COE) certification, demonstrate the ability to operate as part of a joint, multinational, and interagency force, and ensure proficiency is maintained in all NMETs. Strike Group Commanders are
responsible for conducting sustainment training events in order to maintain group/unit certifications and readiness levels attained during the final employment certification.

3502 UNIT LEVEL TRAINING ASSESSMENT - SUSTAINMENT (ULTRA-S)

1. As required during each 36-month CONUS OFRP cycle (normally after each major deployment), the CVN will schedule an assessment of its ULT proficiency. During ULTRA-S, the ship will renew the performance assessments of those training events that are required to be maintained in accordance with Appendix I Sustainment column. Its purpose is to ensure the CVN maintains its OFRP readiness during the Sustainment Phase. Depending on the ship’s schedule, ULTRA-S may be conducted concurrently or separately from any required SUSTEX.

2. ULTRA-S also provides the CSG staff a mid-cycle opportunity to observe, assess and evaluate shipboard watch standing, war fighting and survival proficiencies while sustaining requisite readiness levels. Damage Control, Medical and Deck readiness are the main focus areas were specific ULTRA-S training and assessment is required during the Sustainment.

3. The CSG, assisted by ATG, will conduct an ULTRA-S to determine the ship’s ability to self-train and maintain proficiency in all applicable primary mission areas. ULTRA-S will be a three to five day event consisting of a review of the ship’s material and administrative readiness to conduct training and their ability to self-train, conduct combat missions, support, and survive combat casualty control situations during the remainder of the Sustainment Phase.

4. The content of the evolutions during ULTRA-S are at the discretion of the CSG staff but must be sufficient to maintain Sustainment Phase training experience and performance requirements in Appendix I. If Sustainment Phase periodicity is broken for any reason, then mandated Basic and Integrated Phase training evolutions for that event are expected to be completed before the CVN re-deploys.

5. For extended maintenance or non-operational periods during the Sustainment Phase, review Table 3-4 and Sub-Sections 3302, 3304 and 3306 for Fast Cruise Dock Trials, and Sea Trials requirements.

Section 6 OTHER TYPES OF TRAINING

3600 LIMITED TEAM TRAINING (LTT)

1. Throughout Basic Phase, team trainers and in port 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. In port periods throughout Basic Phase should be used to qualify team members. These periods should also be used to refine and develop drill guides and scenarios.

2. LTTs are intended to assist the carrier in correcting training shortfalls by addressing specific deficiencies in warfare area proficiencies as well as the carrier’s ability to maintain personnel, management, and material readiness. Successful assessments are a function of carrier’s capabilities and preparedness, which can be enhanced by LTTs. LTTs are not to be used solely to prepare for or enhance near-term assessment results.
3. LTT support will be limited to Fleet Concentration Areas (FCA) for training supporting near-term operational tasking. LTT requests for locations outside FCA will be supported provided ATG resources (personnel and TADTAR) are available. ATG manpower resources are limited and cannot guarantee filling every request.

4. Ships may request and schedule LTTs within six months of desired training dates. If long range scheduling conflicts arise, LTTs may be cancelled for higher priority events. ATG will work with the carrier and CSG to reschedule.

5. Training objectives must be clearly stated. The servicing ATG will use the ship-provided training objectives to establish the ATG Training Team with the appropriate skill set. ATG will develop the training SOE with the ship to ensure effective use of resources. To ensure requested training can be fully supported, the following guidance is provided:

   a. LTT requests must be sent to servicing ATG via Naval message. INFO copies shall be provided to homeport ATG, CSG and TYCOM N7.

   b. LTT requests must specify desired warfare training area. Request should include training objectives, specific dates requested, PRI and SEC desired dates/times, identify U/W and in port days, locations, and method of pick-up and drop-off of SME. This will ensure ATG allocates proper manning based on current schedule and future training requirements. A sample message can be found at the CNAF N7 SharePoint site.

3601 ANTI-TERRORISM/FORCE PROTECTION (AT/FP) TRAINING AND CERTIFICATION.

During the AT/FP Certification process, the ship and the CSG review AT/FP readiness and tailor the ship’s OFRP to ensure continuous proficiency in the AT/FP warfare area. Details of the phased AT/FP training and certification process are available at the CNAF N7 SharePoint site

3602 FLEET REPLACEMENT SQUADRON (FRS) CARRIER QUALIFICATION (CQ)/TRAINING COMMAND (TRACOM) CQ.

The carrier may be tasked to support FRS and/or TRACOM CQ periods following Flight Deck Certification. FRS CQ/TRACOM CQ is normally seven days underway, and may be scheduled at any time in the OFRP following completion of Flight Deck Certification. Ship’s engineering training (or other needed training) is normally emphasized in non-flying hours during this underway period.

3603 SYNTHETIC TRAINING (FST AND NON-FST)

1. Battle Force Tactical Training System (BFTT)

   a. BFTT is designed to provide training capabilities for unit and embarked staff personnel to achieve and maintain combat readiness.

   b. BFTT is a highly flexible system essential to the ship’s ULT, FST and Strike Group training. It supports joint/allied exercise interoperability and provides the ITT, CVN CO, ATG and CSG with the ability to conduct coordinated, realistic, high stress Combat System training for developing war fighting proficiency and maintaining combat readiness. It is capable of
placing watch teams within a tactical, realistic or close to realistic environment capable of expanding tactical decision making and coordination of ships weapons, organic assets, and non-organic assets.

c. BFTT use in conducting training scenarios is mandatory. Required utilization is ten hours per month. Current authorized scenarios used for reporting will be provided by ATG. CSO, CDCO, and Training Officers will coordinate scheduling.

d. Safety. Ships conducting Combat Systems training with BFTT are 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 are restricted to daytime Visual Flight Rules (VFR) during BFTT training.

e. BFTT Required Schools. Appropriate technicians must be trained and attend requisite schools:

(1) BOPC Course S-221-4005

(2) Waterfront BFTT Maintenance Course A-150-0050

(3) BEWT S-102-0045

2. FLEET SYNTHETIC TRAINING (FST)

a. This section provides a general overview of FST events. Details of Unit, Warfare Commander, Strike Group Commander and Joint FST events are provided in sub-sections 3404, 3500 and 3501 of this chapter.

b. In port tactical training is 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 evaluated training events. FST integrates multi-unit/multi-warfare in port training into the Optimized Fleet Response Plan (OFRP) using shore based simulation, ship embedded simulation, stimulation systems, and distribution networks. FST develops and maintains war-fighting proficiency through in port tactical exercises to further enhance underway training during the OFRP.

c. The FST training program begins during the OFRP’s Basic Phase Unit Level Training at a basic exercise level. FST becomes progressively more complex and challenging as a Strike Group progresses through the OFRP. During Basic Phase Unit Level Training, Fleet Synthetic Training-Unit (FST-U) exercises are available in applicable warfare areas for units to develop and maintain proficiency. They provide an opportunity to master skills prior to participating in Strike Group events in the Integrated Training Phase. The Carrier Strike Group Commander uses FST events to train the CSG in multi-unit, multi-warfare events. The FST series culminates in Sustainment Phase Training for Strike Groups in multi-mission planning and execution.

d. The execution of OFRP 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 scalable
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. COs 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. Ships are encouraged to experiment and provide feedback on lessons learned and best practices to CNAF N7.

e. The CSG Commander shall monitor unit participation and performance in all FST events.

   (1) Ensure units have satisfactorily completed FST-U prior to participation in integrated exercises.

   (2) Ensure FST events for subordinate units are scheduled and listed in WEBSKED.

3604 NAVIGATION TRAINING

1. Simulators are available for instruction in and exercise of BRIDGE RESOURCE MANAGEMENT (BRM) and SPECIAL EVOLUTIONS. CVNs are required to complete two BRM per OFRP.

2. Yokosuka, Sasebo, Everett, Pearl Harbor, San Diego, and Mayport serve their Fleet Concentration Areas (FCAs). Additional information may be found on the scheduling Website: http://www.nsstraining.net/mainpage.html.

3. Additional details about navigation simulator training can be found at the CNAF N7 SharePoint site.

4. Code For Unplanned Encounters at Sea (CUES) Training shall be conducted to ensure all U.S. Navy Forces are able to communicate effectively and continue to operate safely with Western Pacific Naval Symposium (WPNS) member navies at sea IAW established international laws, norms and standards, including CUES. At a minimum, CVNs will conduct CUES training once per OFRP during the Basic Unit Level Phase of training to ensure watch teams attain a solid understanding of CUES. Additional CUES training should be scheduled as required to maintain CUES proficiency throughout the entire OFRP. Watch Standers completion of CUES training shall be documented utilizing the R-Admin program. Additionally, completion of CUES training shall be documented in the Commanding Officer’s pre TSTA/FEP Ready-to-Train Letter presented to the ATG TLO during the TSTA/FEP in-brief. CUES documents and required training can be accessed for download at the COMPACFLT Maritime OPS Center website and at the CTF 80 CAS page, respectively; http://www.pr.cas.navy.smil.mil/navy/cpf/home.nsf/main.html http://www.uar.cas.navy.smil.mil/fleet/usff/site.nsf/main.html
3605 REACTOR DEPARTMENT TRAINING

1. The Nuclear Power Training Manual (NPTM), and Engineering Department Manual (EDM), serve as the primary guiding documents for training program design and implementation within the Reactor Department. Consequently, the Reactor Department training program should conform to the requirements of these over-arching documents and the EDM and NPTM have precedence when any conflicts exist with this instruction.

2. 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 CNO and the Director, Naval Nuclear Propulsion is required to extend the interval between examinations beyond 15 months. For CVNs, CNAF has determined that, in order to maximize scheduling flexibility during the OFRP, ORSE shall normally be scheduled during the homeward bound transit from deployment with the subsequent ORSE typically falling between COMPTUEX and JTFEX. The Nuclear Propulsion Examining Board places heavy emphasis on day-to-day performance of the 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.

3. These drills and evolutions should be worked into the daily “Battle Rhythm” of the ship. Typical CVNs 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. 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.

4. 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.

5. CVNs 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. 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.

3606 MONTHLY IN PORT TRAINING EXERCISES (MITE)

1. General. In port training can be arranged for either individual or multiple participants. CSG staff and Carriers are encouraged to identify, schedule and participate in as many in port training opportunities as required to maintain tactical and operational proficiency at the highest levels.
Regularly scheduled group in port training events will be organized by a designated In port Training Coordinator (ITC) as shown in Figure 3-6 below:

<table>
<thead>
<tr>
<th>Fleet Concentration Area</th>
<th>In port Training Coordinator</th>
</tr>
</thead>
<tbody>
<tr>
<td>San Diego</td>
<td>ATG PAC</td>
</tr>
<tr>
<td>Pearl Harbor</td>
<td>ATG MIDPAC</td>
</tr>
<tr>
<td>Yokosuka</td>
<td>ATG WESTPAC</td>
</tr>
<tr>
<td>Everett / Bremerton</td>
<td>ATG PACNORWEST</td>
</tr>
<tr>
<td>Norfolk</td>
<td>ATG LANT</td>
</tr>
</tbody>
</table>

Figure 3-6 Regional ITCs

2. ITC Duties. The ITC is responsible for scheduling and coordinating in port training exercises called for in Appendix I.
   
   a. The ITC and commands assisting in the execution shall make the final determination of the amount and type of training. The ITC will ensure in port exercises are scheduled so as not to directly conflict with Integrated or Sustainment Phase training events.
   
   b. The ITC will ensure an Officer Conducting Exercise (OCE) designation is established for each in port exercise. While the ITC can be an exercise OCE, there is training benefit in planning, conducting and debriefing exercise events.
   
   c. The OCE will ensure 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.
   
   d. The ITC will assemble data reflecting ship participation and forward a quarterly summary report to CNAP/CNAL.

3. CSG Duties. CSGs are encouraged to ensure all carriers make the maximum use of in port training opportunities but can excuse ships from participation in the event of special circumstances. Justification for exclusion from in port training must take into consideration opportunities to recover lost readiness and is therefore only expected when POM, major inspection/certification and/or installs compromise physical ability to participate.

4. CVN CO. Perform duties as exercise OCE, when tasked. Ensure participation in the various in port 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 in port training program using embedded simulator capability and in port training resources is a hallmark of an effective OFRP plan geared toward maintaining watch team and training team proficiency.

3607 CARRIER AIR TRAFFIC CONTROL CENTER (CATCC) TEAM TRAINING

CATCC Team Training is conducted during the maintenance phase of the OFRP. The team training course (C-222-2017) is conducted at Naval Air Technical Training Center (NATTC), Pensacola, FL. CATCC shall attend team training in accordance with the chart 3-7;

<table>
<thead>
<tr>
<th>CATCC Team Training (TT) Requirements</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
</tr>
<tr>
<td># of times required to attend TT</td>
</tr>
<tr>
<td>None</td>
</tr>
<tr>
<td>120&gt; X</td>
</tr>
<tr>
<td>120&lt;X&lt;180</td>
</tr>
<tr>
<td>180&lt;X&lt;720</td>
</tr>
<tr>
<td>720&lt;X</td>
</tr>
</tbody>
</table>

<table>
<thead>
<tr>
<th>X = Number of days since last CASE III Launch/Recover Operations</th>
</tr>
</thead>
<tbody>
<tr>
<td>1-3 months prior to Fast Curse</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>3-5 months prior to Fast Curse</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>X</td>
</tr>
<tr>
<td>6 months prior to Fast Curse</td>
</tr>
<tr>
<td>X</td>
</tr>
</tbody>
</table>

3-7 CATCC TEAM TRAINING REQUIREMENTS

NOTE: Additional CATCC Team Training sessions are highly encouraged if necessary to fully prepare the team to meet initial operational requirements or to address training shortfalls due to excessive personnel turnover rates, etc. These additional sessions shall be coordinated through the appropriate Training and Readiness office.

3608 PROTECTIVE MEASURES ASSESSMENT PROTOCOL (PMAP)

PMAP is an information technology for the 21st Century (IT-21) certified CD-ROM based situational awareness tool and database collection method designed to evaluate Navy Unit Level Training exercises throughout the OFRP that may have an environmental effect. Additionally, it provides standard, approved operating protective measures, policies and planning tools to the CVNs Commanding Officers to aid in conducting Unit Level Training with minimal
environmental impact. CVNs shall comply with guidance provided in OPNAVINST 5090.1 and CNSF/CNAFINST 5090.1(series) during all operations.

CVNs shall comply with guidance provided in OPNAVINST 5090.1 and CNSF/CNAFINST 5090.1(series) during all operations.

3609 COMBAT DIRECTION CENTER TEAM TRAINER (SHIPS’s SELF DEFENSE SYSTEM)

1. General. Advance Warfare Trainer (AWT) shall be executed once the ship is out of a maintenance environment and scheduled before TSTA/FEP. AWT course is broken down in three parts with each phase requiring 5 days of instruction.


   c. Phase III Advance Warfare Trainer, one week of onboard scenario training for watchstanders and watchteams utilizing ship Battle Orders and Fleet Optasks pre-planned responses. Course CIN: A-121-0061.

2. The ship will utilize own ship sensors, equipment, and Battle Force Tactical Trainer (BFTT) during all three phases of training. Some classroom instruction will be conducted off ship at a local CSCS site. This training cannot be scheduled during major events like CART, FST, and TSTA. Combat Systems leadership must ensure ship's equipment is up and ready for use during all phases of AWT and must complete an OCSOT during Phase I of training.

   a. Leadership will ensure participation in the various in-port training sessions is a high priority. Active participation by training team members, division supervisors and inexperienced trainees is essential in maximizing training benefit and value to all participants. These AWT courses give the ship the ability to implement a robust embedded training simulator capability in-port and at-sea geared towards maintaining watchteam and watchstation proficiency throughout the OFTP.

3610 PMS 312 MINI-CAMPS

1. Mini Camps are created by PMS 312 to provide required training, equipment and support to CVN’s until a life cycle training solution is in place for equipment under its cognizance. A mini-camp curriculum will normally consist of 1-2 days of classroom instruction followed by 1-2 days of hands-on training on the CVN with operable equipment. PMS 312 normally sets aside funding to support one East and one West coast mini-camp per system per year. Mini-camps can be created based on requests from the fleet. Established mini-camps (to date) cover:

   - ELECTRONIC STEAM CONTROLS
- CVN CAS (MARC 350A LPAP, CAP-12 SSAC, SAUER HPAC)
- O2N2 SYSTEMS (INCL. O2 VSA AND GNG)
- RADAR TANK LEVEL INDICATORS (RTLI's)
- TURBINE GENERATOR AUTOMATIC VOLTAGE REGULATORS (TG-AVRs)
- MIOX-MEDG
- A/C CHLORINATORS
- TRI-TEC VALVE ACTUATORS (CVN 77)
- VACUUM, COLLECTION, HOLDING, TRANSFER (VCHT) (CVN 77)
- 400Hz SSFC's (CVN 77)
- ADVANCED DEGAUSSING (CVN 77)
- WARPING CAPSTANS (CVN 77)

2. Scheduling. Commands desiring a mini-camp should contact the TYCOM N7 and N43 Maintenance Program Manager who will then coordinate with the requesting CVN, as well as other CVN’s in the area to ensure maximum participation and inclusion of the fleet.

3611 HIGH FREQUENCY MOBILE COMMUNICATION NETWORK TRAINING (HF MCN)

All CVNs in port are nominated and must successfully participate in Monthly In port Training Exercise (MITE) unless excused by CNAL via Naval message or email to the applicable FCA In port Training Coordinator (ATG). To achieve Basic Phase certification, the CVN must present grade sheets documenting a 90% or higher grade achieved during a recently completed (no more than 60 days) HF MCN MITE event. Refer to SIPR ATG CAS site, http://205.0.132.75/navy.stg.lant/site.nsf for the following items: complexity matrices, scenario database, successful participation criteria, data card completion, and supporting documentation for MITE execution.

Section 7 REPORTING

3700 CONSOLIDATED SHIP'S DISCREPANCY LOG (CSDL)

1. The CSDL is a spreadsheet used to track discrepancies identified throughout the OFRP. The spreadsheet is used to track Restrictive/Major/Minor discrepancies which, if unresolved, may lead to degradation in operational or training readiness. The CSDL is training centric and does not take the place of the Current Ship’s Maintenance Program (CSMP). Although discrepancies may exist on both documents, the CSDL serves a training impact purpose. The CSDL is created during the ship’s first Basic Phase ULT event (CART I); it is a living document. Discrepancies noted that are not immediately resolvable shall be annotated in the CSDL.
2. An updated copy of the CSDL will be provided by the ship to the TYCOM, via the CSG at the completion of each Basic Phase OFRP event. The goal is to minimize the discrepancies to ensure maximum training readiness. Additionally, the ship shall provide mid-month update reports to the TYCOM via the CSG until the ship is certified MCO-Ready (or until final resolution of all discrepancies listed on the CSDL).

3. A sample CSDL may be obtained from COMNAVAIRFOR N7 SharePoint.

3701 CATEGORIES OF DISCREPANCIES DEFINED

The following definitions apply for all OFRP events except Crew Certification. Specific Crew Certification Restrictive/Major/Minor definitions can be found in sub section 3100.

1. Restrictive - Those discrepancies that preclude safe operation of the CVN. CVN shall not proceed with training continuum until Restrictive discrepancies are corrected. Restrictive discrepancies shall be cleared by CSG.

2. Major - Those discrepancies that are not Restrictive or Minor, but which impact training or operations. Major Discrepancies must be corrected prior to certification of the watch team, department, event, or system. The CVN may continue with training continuum; however, discrepancies must be corrected as soon as possible. Major discrepancies shall be cleared by CSG. Multiple Major discrepancies may prevent a CVN from advancing to the next phase of the training continuum.

3. Minor - Those discrepancies that do not affect proper operation of the ship. CVN can continue with training continuum. Minor discrepancies shall be corrected as soon as practical. Minor discrepancies can be cleared by CSG or ship’s force.

3702 END-OF-MISSION REPORTING REQUIREMENTS

1. This section provides reporting requirements for specific portions of the OFRP. Additional information and sample message formats are available at the CNAF N7 SharePoint site.

2. CART I. Prior to returning to home port from a normal or surge deployment the carrier shall send a message to the CSG Commander reporting CART I completion. INFO copies shall be sent to the TYCOM, NFC, Air Wing Commander and ATG.

   a. CART I completion message will provide a preliminary schedule of major training events to be accomplished during the OFRP. Sample CART I message format is available at the CNAF N7 SharePoint site.

   b. The CSG shall send a CART I endorsement message to the

   TYCOM and NFC.

   c. CART I completion message will provide assessments of:

      (1) Ship's Integrated Training Team (ITT) organization and effectiveness.

      (2) Afloat Self-Assessment Check sheets
(3) Ship's Watch Team Replacement Plan, utilizing the following reports:

(a) NEC-producing schools from FLTMPS

(b) Non-NEC schools required by FLTMPS

(c) Enlisted Distribution and Verification Report

(d) Officer Distribution Control Report

(e) Long Range Training Plan (LRTP), including:
   
   1. TADTAR requirements
   2. Required schools
   3. Required team training

3. CART II. ATG will report the results of CART II to the CSG using end-of-mission report samples provided at the CNAF N7 SharePoint site. CSG will send CART II End of Mission Report to TYCOM within seven days of completing the event.

   a. The message shall include a list of major discrepancies and training concerns resulting from the CART II assessment, including:

      (1) Assessment of the ship's ongoing training programs

      (2) Assessment of the Ship's ITT’s ability to brief, execute and debrief complex drill sets

      (3) Assessment of ITT/watch standers’ level of proficiency and readiness to train in each mission area

      (4) Recommendation regarding emphasis for upcoming ULT (as appropriate)

      (5) Identify resources required to complete Basic Phase training events (i.e. commercial air services, range services, NCEA).

   b. The CART II message shall provide a schedule for completing remaining Basic Phase training and ICAVs required during Basic Phase ULT.

   c. All discrepancies noted during CART II shall be added to the CSDL.

4. TYCOM Basic Phase Completion Risk Report. The TYCOM shall provide a Phase Completion Risk Report if a unit is at risk of not completing the OFRP Basic Phase on schedule. The report is required as soon as it is recognized a unit is at risk. This report will be submitted to appropriate NFCs, info USFF and CPF using the message template available at the CNAF N7 SharePoint site.

5. TSTA/FEP. ATG shall report completion of TSTA/FEP to the CSG, with info copies to the CVN and TYCOM. The 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 will report the completion of ULT within two working days to the TYCOM. INFO copies will be provided to CSG 4/15 and NFCs. The CSGs report shall include a plan of action to correct any deficiencies or accomplish missed training noted by ATG. The CSG shall assist the carrier and air wing in preparing the end of Basic Phase training brief for presentation to CNAP/CNAL N00.

6. TYCOM Basic Phase Completion Report. CNAP/L shall provide a report to the assigned NFC when the carrier completes Basic Phase. This requirement is specified in the Fleet Training Continuum (FTC) instruction. Specifically, CNAP/L will certify the carrier is ready for follow-on training. The report is required when the Basic Phase completion certification is granted to a unit, or not later than 30 days prior to COMPTUEX for Strike Groups (or major advanced training events for an independent deployer). This report will be submitted to NFCs (AO dependent), with info copies to USFF and CPF. A sample Completion Report is provided at the CNAF N7 SharePoint site.

7. COMPTUEX. CSG 4/15 recommends the aircraft carrier/air wing team certifications to their NFC component.

3703 ASSESSMENT OF THE OFRP

1. Ship’s certification authorities (TYCOM for Basic Phase ULT, NFC for Integrated and Sustainment Training) must evaluate Navy Forces using NMET and capability standards throughout the OFRP. The NMET conditions and standards for CVNs are specified for each training event in the associated Training and Assessment Cards.

2. The FTC instruction (COMUSFLTFORCOM/COMPACFLTINST 3501.3 (series)) requires certification authorities complete a Fleet Performance Assessment. Fleet Performance Assessments are intended to certify required training is complete. The assessment should provide performance data to assist in development of sustainment training. It should focus on areas where TYCOMs may improve training objectives.